

April
2014

From The Commodore

Board Meeting Minutes

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Small Yacht Sailing Club of Oregon

STARTING LINE



From The Commodore

Warren Dalby, Commodore

The 2014 SYSCO racing season is finally about to start. The first Tuesday night spring series race is April 29th and the first Thursday night race is May 1st. The weather is doing its typical Oregon tease for this time of year. We get a couple of beautiful, sunny, warm days and then back to the gray, cold, wet reality of spring. But that's what makes our part of the world paradise in the summer.

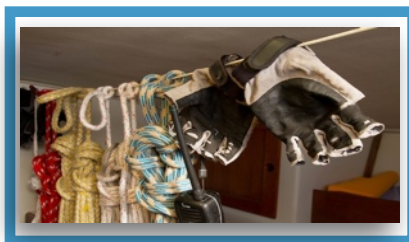
The Tuesday Evening Spring Series deadline is Sunday, April 27, at 1830 hours. The Thursday Evening deadline is Tuesday, April 29, at 1830 hours. We don't want anyone to miss out on the fun.

The SYSCO race clinic on March 20th was a resounding, sold out success, thanks to Dale Mack and Kerry Poe. The RCYC Clubhouse has a 100-person limit and the RSVP list was full to overflowing. Gary Bruner (the doorman-bouncer with a clipboard) even brought his PFD and a paddle in case we started taking on water. Dale showed his updated version of "how to race on the Columbia River" presentation. Kerry talked about the local conditions of our racing area. If you missed the clinic, you can see the video of Kerry's talk at these links:

Part 1: <http://youtu.be/qT1dg3Vvr9k>

Part 2: <http://youtu.be/N0dFAPjesol>

We should thank Michael Nance for doing all the work to get this online for us.



Race registration for all SYSCO events closes 48 hours prior to the first race. This is an actual deadline. There are no exceptions, no matter how special you are. At the 48-hour point, Regatta Network shuts off registration and after that you are out of luck. Registering too soon is way better than trying to register even a little late.

**TUESDAY
NIGHT SPRING
SERIES RACING**

**REGISTRATION
DEADLINES**

**SYSCO RACE
CLINIC VIDEO
ONLINE!**

**OCSA GENERAL
SAILING
INSTRUCTIONS**

Please remember that when you register for a SYSCO race, in addition to the RRS and SSIs, you agree to follow the OCSA General Sailing Instructions, including the insurance requirement and disclaimer of liability, which you will find on page 64 of your 2014 Racebook.

SYSCO Board Meeting Minutes

Attending members: Gary Bruner, Mike Daily, Rich Jones, Don Woodhouse, Todd Bassham, Ryan Rodgers, Thomas M. , Bill Sanborn and Chris Harley.

The March meeting began promptly at 7 pm.

Racing

We have 17 boats currently signed up for the Spring Series.

- Fleet Captains need to remind their respective members to sign up.
- There was discussion about clarification of rules to make it known that the committee boat is not a mark.
- SYSCO Supplemental Sailing Instructions state there is no redress for mark position.
- On the topic of mark positions it was stated that variations from the norm would be announced over VHF.
- The rebuilding of two marks is being undertaken.
- Each boat should carry a copy of the Coast Guard permit while racing.

Pancho

At Gary's for the next two weeks to do maintenance and will be in McCuddy's after that.

Membership

New members were voted in: Gary Kapezynski, Rita Persic, Forrester Karr, and Michael Lang.

Social Media

We talked about the OWSA facebook page and how they have a strong membership that should be developed through Weds. Night sails to bring new crew to SYSCO members.

Programs

We thought we should make a joint calendar with the other clubs to schedule education events so we don't overlap.

Communications

We had many more people at the Rules Clinic and other functions that are not on the SYSCO roster and therefore are out of the loop for e-mail communications. We should be asking skippers for crew e-mail addresses.

- The Newsletter could use content. Fleet Captains should consider writing an article or contributing a monthly Fleet report.
- Catalina 22 Fleet 20 should start.

Budget

We are doing good! Well doing OK is closer to the truth .We are nearly at projected membership and more will come with racing sign ups. We went in the hole at the Clinic to the tune of \$151but that's OK too. We are spending about \$400 on the two marks. With anchor and rode that puts the value at \$250 a mark if you destroy one.

Good of the Order

Discussion about liability insurance and the need to prove \$500,000 insurance to protect boat owners while racing. It was discussed and a newsletter reminder would probably suffice. Catalina 22 National Regatta is coming in the summer of 2014 and a Regional Championship July 26, 27 was proposed to coincide with the Merit /J-24 smack down.

Meeting adjourned 8:14 pm

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Dockside with Don “Woody” Woodhouse

Little White Lies Sometimes Lead You To The Truth

Looking for a cheap boat? When I started thinking about buying a sailboat, I was looking for a cheap boat. I needed something around \$1500 and trailerable. My thoughts at the time, or so I told my wife, were that there would be no slip fee on a trailer sailor, we could spend the lazy days of summer drifting around on the river, and evenings on the beach of some sandy island.

I began my search by talking to friends who had sailboats; one the owner of a Pearson 30 and the other a Catalina 25. Both had been previous owners of Catalina 22's and active members of *Fleet 20 Portland, Oregon*. They became rabid in their lust to pull another unsuspecting victim into their club: The Liars Club! I was told to look at no other boats than C-22's and forget about my \$1500 budget. Furthermore, they added, a boat on a trailer gets sailed only a few times a season but one in a slip provides so much more enjoyment, like overnight camping at the dock, and warm showers. With that, I had to find a way to soften the news about my first two lies; the budget and the slip. I started perusing Craigslist and came up with a list of boats in my original price range and took the wife along to see them. Funky, neglected, dirty, and broken boats, about five of them. Then I said, feigning frustration, “Let’s take a break and go have a nice lunch”. I took her to a waterside cafe, the kind of place where you can walk down a ramp to the restaurant or tie up to the outside dock.

The next weekend I did the same thing, but I doubled the budget, only looking at boats in the \$3000 range and then having lunch at a different dockside cafe, this one had boats for sale all around it and we walked past beautiful examples, way out of our league. I said we were just shopping and enjoying

these weekends together, no pressure and no real plans (lie #3). We finished the weekend with a glorious evening sail on the friends C-25 along with him and his wife who broke out wine and cheese along with some crackers on the downwind leg and smiled as they reeled us in.



That following week, the other friend (Pearson 30) called frantically, “I found your boat! It’s not advertised but the guy just put it in the yard with a sign on it today. This is the one!” I tried to contain my enthusiasm as I asked the wife if she would go look at just one more sailboat. She went along, but on the drive she looked deep into my eyes and said “We’re not just shopping, are we?. I cracked, no longer could I keep this muse going. No we’re not just looking. I had already been to look at this boat and we are buying... with your approval of course.”

After brief negotiations with the seller, a quick peek from my buddy at the boatworks and a trip to the credit union, it was a done deal. I went to the marina and signed a lease agreement on a 24’ slip and never looked back.

Ten years and many thousands of dollars later I still don’t regret my decision to shop carefully, enlist expert help, and have in place a plan before taking the plunge. Oh, and I don’t really regret the *white lies* either.

Don Woodhouse Fleet 20 PDX

Community and Education

Bringing the Crew in from the Cold

SYSCO membership generally consists of the skipper/owners of racing boats. But most of us have raced for years with good friends and family members, who show up at the dock faithfully, put up with our tyrannical abuses, and still bring us beer and snacks. Without these loyal crew members, racing as we know it would be impossible, and SYSCO would have no reason to exist.

Put another way, SYSCO has over 100 members representing almost as many boats. Each of those boats has, typically, three to five regular crew members. Thus the entire SYSCO "community" is much greater than its nominal membership, and more accurately is something like 400 to 500 sailors. Yet the majority of this community gets almost no recognition, as far as SYSCO is concerned. What is a new-age, sensitive, enlightened, 21st century skipper to do? Is there some way to bring the crew, our friends, in from the cold?

SYSCO does have Associate Membership, for \$25 per year, intended for spouses of members or persons who want to be members but don't own a boat they race. But few crew members think it worthwhile to sign up as Associate Members, and even fewer skippers are willing to pony up \$25 to sign up their crew as associate members.

In November 2013, the SYSCO Board discussed amending the Bylaws to create a third category of membership (naturally called "Crew Membership). The proposal was to modify the Regatta Network membership process so that when skippers logged on to renew their SYSCO membership, they also had the option of signing up some or all of their regular crew members as SYSCO Crew Members, for an extra

\$5 (to keep it real). For example, I have four regular crewpersons on my boat, and I was entirely willing to pay an extra \$20 to enroll my crew as new SYSCO members, to honor their contributions. What, you may well ask, was in it for the new crew members? Well, they wouldn't be able to vote or hold office, but they would receive the e-mail event notices (of Fleet Night, Awards Party etc.) and copies of the award-winning club newsletter Starting Line that regular members receive. And wait, there's more! Each new crew member would also receive a shiny vinyl-encased yacht club membership card that they could flash at the bartender of any brick and mortar yacht club, and thereafter bask in the awe and respect that SYSCO membership has earned throughout the sailing world. To put that respect in concrete terms: a SYSCO membership card, plus five bucks, would get them a free beer.

Unfortunately, this beautiful idea crashed on the rocks of reality. It turned out that modifying the Regatta Network membership renewal process was expensive and time-consuming. So the Board decided not to press ahead with the new crew membership category for 2014. We may well try to implement something like it in 2015.

But, in the meantime, the Board sees no reason why crew members should be deprived of the privilege of receiving official SYSCO e-mail notices and a copy of Starting Line, and in all other ways be treated as honored members of the SYSCO sailing community. Therefore, the Board has approved Operation Crew Membership Lite.

It's easy and cheap. Here's how it works. Any current SYSCO member

may, at no cost or obligation, provide the names and e-mail addresses of any crew members to newsletter editor Chris Harley, by sending Chris an e-mail at christopherharley@gmail.com Chris will add your crew member to the list of persons who receive e-mail event notices and copies of Starting Line.

It's that simple. True, there will be no shiny vinyl-encased membership card, but maybe that will come later. For now, don't let your crew shiver outside in the cold. Open wide the (metaphorical) club doors. Welcome inside, friends.

Tod Bassham,
2014 Vice-Commodore

On SYSCO's Education Project

My name is Nicole Sirois, and I am excited to be the new Education Chair for SYSCO. There are a few plans cooking...

First, I am coordinating with Anna Campagna, OCSA Commodore, to put out a Survey to determine the education wishes of the sailing community. Look for it soon in your inboxes! Based on the information we receive back, we will decide whether and how to proceed with an expanded education program for the PDX sailing community, based on the contributions of the area sailing clubs. In addition, I am meeting with the education chairs of other clubs to look for better ways to coordinate events and pool education resources. One idea I hope to talk about is to create a central bulletin board or calendar listing all sailing and boating education events in the area, and host that calendar on the sailpdx.org website. Finally, in addition to these *joint ventures*, I am thinking about ways to revive and improve the SYSCO education program. If you have any ideas about education, please contact me at nicolesez@gmail.com.