

May 2015

From the Commodore

Board Minutes

From the Rear

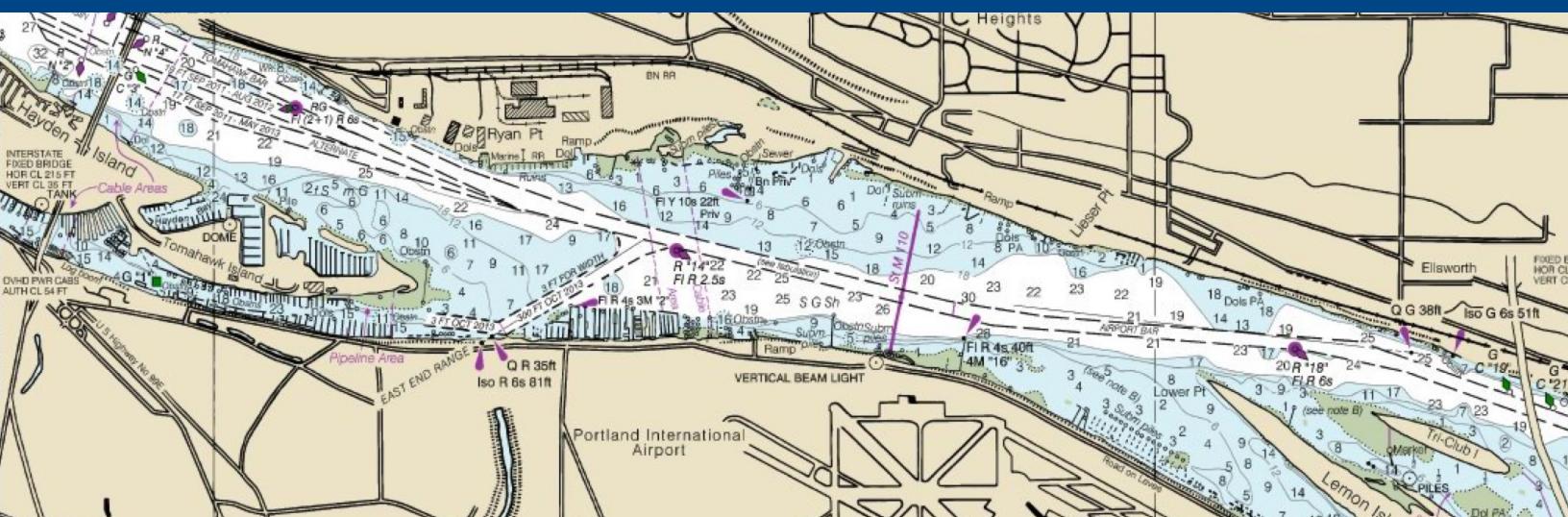
Benefit Races

Man Overboard!



# Small Yacht Sailing Club of Oregon

# STARTING LINE



# From the Commodore

## Tod Bassham, Commodore

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All the anticipation, the preparation, the waiting, and at last it is here: the start of the SYSCO Spring Series. It is inspiring how our fleets and fleet captains have stepped up, and assumed full responsibility for putting on each race, in the temporary absence of our PRO. We are truly fortunate to have such depth and breadth of experience in our club. If your fleet's turn as race committee is coming up, check in with our superb Race Captain, Nat Powning, at [race\\_captain@syscosailing.org](mailto:race_captain@syscosailing.org), if you have questions, need a refresher on Pancho operations, or would like an advisor on board the race committee boat to help set courses.

What's on the horizon? Coming up in June SYSCO will host a very special set of races. On Friday, June 19, is the SYSCO Pirate Night Beer Can/Mayhem, in which sailors are encouraged to fly the Jolly Roger, release their inner Blackbeard, and employ water cannons to tactical effect. The "Mayhem" part reflects the tradition of some fleets (e.g. Merit 25) to swap crews and go out racing. All fleets participating in the Mayhem will get their own start. Most importantly, the June 19 beer can is the start of the Prostate Cancer Foundation fundraiser, which culminates the next day, Saturday, June 20, at the party following the infamous third edition of the Dual Bridge Duel/Columbia Crossings Cup.

What's that? You've never heard of the DBD/CCC? Listen up, then. It's a fiasco style race run between the I-5 and I-205 races, where you get to choose which way to round the course: east or west. Choose carefully! This year there will be two courses, the standard long course between the two bridges, and a slightly shorter course for the cruising class and H class boats. The purpose is to give all boats a fighting chance to finish the course within the four-hour time limit, and make it back to the Columbia Crossings lawn for some tasty food, courtesy of Columbia Crossings. Last year the burgers were all gone by the time some westward starting boats made it back to the dock!

After the beer and burgers, the winners of each division will be announced, and the overall winner will be awarded the coveted Columbia Crossings Cup. To end the festivities, the boats or sailors that contribute most to the Prostate Cancer Foundation will be honored. Finally, if there is any beer left, the hardy survivors will hang around until sunset, when the sprinklers come on. Of course, sunset will be late on June 20, because that just happens to be the solstice, the longest day of the year. But is more than the solstice; it is also the *Sailstice*. Sailstice, in case you are wondering, is a worldwide celebration of sailing, and the DBD/CCC is the Portland area's premier celebration of Sailstice. Check out <http://www.summersailstice.com/> or other events or more information.

So put June 19 and 20<sup>th</sup> on your calendar, it should be a great weekend.

# From the Rear

## *Warren Dalby, Rear Commodore*

The weather is warming up, the days are about as long as they will get, and the racing season has arrived in earnest. This is the time of year we wish we were enjoying when we are in the middle of winter. We are able to have fun racing our boats because of the many people willing to volunteer their time to organize these events. At the head of the list is our Race Captain/Vice Commodore, Nat Powning. Nat has been doing a great job keeping track of hundreds of details. Our Commodore, Trouble Maker Tod, is also on the good guy list as well as all our fleet captains. On those days when things don't go as planned, we are lucky to have members willing to step up at the last minute and keep things running smoothly. At the top of that list is Bill Sanborn. All our SYSCO board members, committee chairs, race committee volunteers, and last second saviors deserve a big pat on the back.



# **Man Overboard!**

***Mike Stainsby, PHRF Handicapper***

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There was plenty of excitement on the first day of the PYC/SYSCO Opening Day Regatta this year. There was plenty of wind which tested some of the boats equipment and boat handling. There was a broken boom on a Cal 20, an i550 lost its keel, a Martin 24 lost a forestay fitting, and I heard that several sails needed to go to the sail loft after Saturday's winds. On our Martin 241, Kermit, we had a man overboard – me - but the crew did everything right and got me back onto the boat. Here is the story:

On the second race the wind was building, with puffs in the low 30 knots and steady winds around 20 knots. Right before the start of the race, we changed down to the S2 kite, slightly smaller than our regular kite. We had just rounded the weather mark and set the kite when bigger puffs moved through the fleet. I was driving from a kneeling position on the cockpit floor to keep my weight low and centered. Kermit was planing downwind, going faster than we have ever had the boat going, when we came off a wave and stuffed the bow into the back of the next wave. The boat rounded down, probably close to a pitch pole. I was launched off the floor and was unable to grab anything in the back of the boat as I was thrown over the side. I found myself in the water with the last 18" of the tiller still in my hand. Then I noticed that my inflatable life vest had not inflated. I reached for the pull tab but could not locate it immediately, so I grabbed the inflation mouth tube and began to blow up my vest. This took several minutes as I tried to get deep breaths without getting a mouthful of water. After I had my life vest inflated I saw Kermit coming by, but I didn't see anything to grab and the boat wake bounced me around as it passed. The crew brought the boat back again quickly and I saw the line that one of the crew threw to me. I grabbed the line with a death grip, and the guys pulled me to the back of the boat. This is one time when I really appreciated the open transom scoop on the boat! I was able to get my arms around the backstay and hang on until my crew convinced me to let go so they could pull me aboard.

When I went into the water, one of my crew - Craig Webster - saw me go over and kept his eyes constantly on me. My other crewman - Ken Rousch - wasn't aware that I was overboard until Craig let him know. Ken leapt back and began driving the boat with the much-shortened tiller. Ken and Craig let the sheet and guy on the kite run and sailed on just the main to get the boat back to me. They thought that it would take too long to get the kite down, plus Craig would have had to take his eyes off me, which he wasn't going to do. They passed by me twice while I was trying to get my life vest inflated, but felt that they were still going too fast and weren't ready to try to retrieve me yet. They missed getting a line to me on the third pass, but on the fourth try I was able to grab the line and they got me back to the boat. There have been different several estimates as to how long I was in the water, anywhere from 10 to 25 minutes. We didn't check times, but I know that Yeah Baby was given about 15 minutes when they asked for redress for time spent standing by ready to help. After I was on board, I noticed that Yeah Baby was standing by with her sails down on the deck, ready to help if needed. Two emergency service boats also stood nearby to make sure I was out of the water and ok. Just before I went overboard, one of the i550's lost its keel and went ashore on the Washington side of the river. Pancho, the race committee mark boat, initially responded to that emergency before coming to see what was happening with Kermit.

Once I was back on the boat, Ken started the motor and he and Craig got the main lowered. Getting the kite unwrapped from around the mast and dropped took a little effort, but they got that done, too. They headed back to our marina and called my wife to let her know what had happened so she could get me somewhere warm and dry. After loading me into our truck, she made a quick stop at PYC to get a dry fleece shirt and some hot drinks, and then took me to an Emergency Room to have me checked out for hypothermia. I was extremely cold but never lost consciousness, though I had a difficult time staying awake. It took me almost

## **Man Overboard! continued ...**

two and a half hours after being pulled from the river before I began shivering, so I know I got pretty cold. I spent a couple of hours at the ER before they determined that my temperature was up enough for me to go home.

We fixed up the boat and were out Sunday, ready to race, but there was no wind. We put the day to good use as we rehashed what happened, how things were done, and whether or not anything should have been done differently.

First of all, let me say that my crew, Craig and Ken, did a fantastic job of getting me back onto the boat. I couldn't ask for better sailing mates. I have been sailboat racing for over 40 years and this is the first time I have gone overboard. Over the years I have read a lot about man overboard procedures, been to seminars about MOB, and have taught new sailors the procedures for getting a MOB back onboard. But with all this training and experience, I was the victim this time and I had to rely on my crew to rescue me. Ken has skippered his own boats, and he has taught sailing as well, so he knew what he had to do as a driver to get back to me. Craig has sailed for a long time too, and he knew what he needed to do for a successful rescue. They can be proud of what they did in rescuing me. Thank you again, guys.

When I initially went into the water, I did not gasp and get any water in my lungs, which would have led to a lot of coughing as I surfaced. I noticed right away my life vest did not inflate. I tried to grab the pull tab but when I couldn't find it, I quickly went to the mouth tube and inflated the vest that way. These are the kinds of things that you learn to do when you do the in-the-water part of the Safety at Sea course. I took the full course in Canada a couple of years ago, and credit all the practical in-the-water experience at that class with helping me to stay calm and help myself until the boat could get back to me. The next day, I took my life vest to West Marine and we discovered that the CO<sub>2</sub> cartridge was spent. I have no idea when this happened, but it points out that I need to check my safety gear out at least once a season - if not more - to make sure the cylinder is ok, the batteries on the lights are still good, and that everything is ready to go if I go into the water again.

On the boat, once I went overboard, Ken and Craig quickly went into recovery mode. Craig saw me go overboard and kept his eyes on me. There were lots of things he noticed that needed tending to make getting me back on board easier, but most of them involved him taking his eyes off of me, so he just kept watching me. I have a Lifesling for the boat, but it was safely stowed below, not ready to deploy in the cockpit. It will be out there from now on. I'll also make sure I have a change of clothes with me.

A Martin 241 with the transom cut out is one of the easiest boats to get back into from the water. The deck of the scoop is just inches out of the water, so the person in the water can almost just slide onto the boat. A bigger boat would be a lot more difficult to get onto. I heard from some folks on other boats that they weren't sure if they could have gotten me out of the water and onto their deck that day. Getting anyone out of the water and onto the deck is a challenge for most boats. From now on, when I go out on a bigger boat, I will certainly make it a top priority to figure out how to get someone back aboard, just in case. Especially if that person happens to be the skipper. Or me.

# Prostate Cancer Foundation – Benefit Races

**Mike O'Bryant**



*[editor: A re-run from last month, we want to get the word out again!]*

## Two SYSCO Summer Races to Benefit Prostate Cancer Foundation

One in seven men will get prostate cancer. In fact, a man is diagnosed with prostate cancer every 2.3 minutes. The Prostate Cancer Foundation ([www.pcf.org](http://www.pcf.org)) is dedicated to stopping this cancer and, now, you can help your friends and PCF by doing one of the activities you love best – sailing.

This summer, two SYSCO-sponsored races in Portland, Ore. will benefit research by PCF, targeting \$10,000 in total contributions through sponsorships, boat challenges, personal donations and an end of race raffle.

### **SYSCO PCF Beer Can Race, June 19, Start time 6:30 pm**

See general race instructions: [http://www.sailpdx.org/wp-content/uploads/2012/02/SYSCO\\_PCF15.pdf](http://www.sailpdx.org/wp-content/uploads/2012/02/SYSCO_PCF15.pdf)

### **SYSCO Dual Bridge Duel Race, June 20, Start time 2 pm**

See general race instructions: [http://www.sailpdx.org/wp-content/uploads/2012/02/SYSCO\\_DB15.pdf](http://www.sailpdx.org/wp-content/uploads/2012/02/SYSCO_DB15.pdf)

Join us after Saturday's race for a social gathering at the Columbia Crossings Tomahawk Bay Lawn for good food and more fundraising activities for PCF.

Here are three ways to make a difference:

Skippers, crew, family and friends are encouraged to make a tax deductible donation to PCF.

Challenge other boats on the water with your “all-crew” donations. PCF will track your donations by boat. Just use the boat name as you contribute.

Make a commitment to be a sponsor. Sponsorships range from \$250 to \$1,000. Email Mike O'Bryant to find out how you can help at [obryants@comcast.net](mailto:obryants@comcast.net), or call (503) 307-7487.

Set up an account at <http://give.athletesforacure.org/sySCO2015> to track your boat's personal donations. Or, make personal checks payable to “Prostate Cancer Foundation” and mail the check(s) to SYSCO, P.O. Box 5502, Portland, OR 97228. All contributions must be made by June 20.

For more information or questions, contact Mike O'Bryant at [obryants@comcast.net](mailto:obryants@comcast.net)

# Board Meeting Minutes

## Kris Amundson for Don Woodhouse

Tod Bassham called the meeting to order at the Delta Park Elmer's at 19:01 PDT.

### Treasurer Report

Bruce reports we're looking good. The PYC partnership was discussed briefly. Bruce is going to follow up on Pancho rental rates. He also went over the OCSA passthrough and post-Regatta Network funds for the event.

### Race Captain

Issues with membership verification (OCSA and SYSCO) was discussed. We should be following Notice of Race and if not a member will not be scored or published as "OCSA pending" until dues are received. We could follow the same process as missing a PHRF certificate. No decisions were specifically made.

### Prostate Cancer Foundation

regatta will have some costs, but those costs will come back through other forms so no budget adjustments are being made. Once lifeline banners are made we will need to invoice them our expenses. Mike will work with Bruce on obtaining funds.

### Pancho

Is Pancho insured for towing? The consensus seemed to be that we are under our general liability insurance, but Bruce will make an inquiry with our insurance provider to be sure.

### PFD Flag

We discussed a complaint about **not flying the PFD flag** during SYSCO regattas. US Sailing might have a rule on this. Warren will follow up.

### Leukemia Cup

A proposal was brought forward to provide on water support in September, same as the Sail for a Cure.

- Warren called a vote.
- Nat seconded.
- Warren to be lead on project.
- Bruce proposed to waive fees.
- Motion passed.

### Dual Bridge Duel

Two courses were proposed, one to accommodate cruisers.

- Cruising (H-fleet): 2-18

- Remaining fleets: 3-19

### Cruising

A reminder about the Martin Island Memorial Day cruise.

### BBQs

Social chairs to organize the end of season BBQ cooking crew.

### Membership

One new member, Michael Rimmer, was voted on and approved.

Meeting adjourned on schedule.

## **Dates to Remember**

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**Summer Series –  
Tuesday Registration  
Deadline**

June 7<sup>th</sup> 6:30PM

**PCF Benefit Beer Can  
Race**

June 19th

**Summer Series –  
Thursday Registration  
Deadline**

June 9th 6:30PM

**PCF Benefit Beer Can  
Race**

June 19th

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