

February 2018

From the Front

Call to Community:  
Truth to Power?

To Go Boldly, Part II

Racer's Corner

Racing Report

February 2018 SYSCO  
Meeting Minutes

# Small Yacht Sailing Club of Oregon

# STARTING LINE



*CYC Sailing on Sunday  
spinnaker action! Photo  
courtesy of Jenn Thompson.*

# From the Front

*Michael Morrissey, Commodore*

I just got off OB1 after a wild and wacky weekend sailing the Portlandia Cup sponsored by the Willamette Sailing Club. The general idea is to expose high school sailors to keelboat racing on the Columbia River. The WSC has run the Portlandia Cup for 4 years and it has taken on different formats. This year it was open to one-design boats that sail on the Columbia with an entry requirement of each boat having a high school student as part of the crew to qualify. Several SYSCO Merit-25s thought that this was a good idea and signed up for the races, to be run over a weekend in February. A Merit 25 owner from Newport, Greg Krutzikowsky, who coaches high school sailing on Yaquina Bay, worked with Tod Bassham and other Merits saying that he would join the races with some Yaquina Bay youths if we could find him a boat. Jim Caldwell, owner of Runaway, stepped up and graciously offered his vessel and suddenly, there were 4 Merits ready to pound the river with enthusiastic sailors from the Y generation. Other high schoolers were identified by the WSC. The idea was to have a number of races on Saturday and then join forces with SOS for the Sunday event. OB1 was assigned Ella, a freshman from West Linn High School, and she joined us at the docks.



*Running downwind; photo by David Valentine*

Other students were from Lincoln, Central Catholic and Newport HS. The forecast was fearsome with a cold front moving through during the day and possible gusts up to 40 mph, definitely not a leisurely stroll in the park. I showed up at the boat, half-expecting things to be postponed or canceled but my fellow Meritoids were gearing up and the high schoolers were all excited about keelboat racing. WSC set-up a short windward leeward course on Saturday and we sailed seven races around the buoys (thankfully, we agreed on no spinnakers). It was crazy good and although we all stood on our ears at times when the puffs rolled through, we all had a great time.

The RC wisely decided to have the Sunday race be part of the SOS series which had a forecast for more gusty winds and possible snow. Thankfully, the snow never appeared and the high schoolers saw what was like to have 25 keelboats on the starting line playing against the Columbia River current. The wind was more tolerable and some got to take the tiller during and after the race. It was cold but it was great to see their enthusiasm and, between the teeth chattering, they all said they would come back for more. I think we all know the importance of engaging with young sailors and showing them the fun and competitiveness of sailboat racing. I hope there will be more opportunities like this one that will allow us to enhance youth sailing on the Columbia and the Portland area. Interaction with youth-oriented sailing organizations like WSC can also help us grow the sport and show high schoolers and other young sailors how great sailboat racing can be. If they could enjoy a gear-buster with a forecast of snow on the Columbia and want to come back for more, then I think we are in pretty good shape.



*Winning Team on Runaway: Photo by David Valentine*

# Call to Community: Truth to Power?

Gary Bruner, not the official SYSCO Secretary



As many of you are aware, there is a potentially dangerous situation on the river that I've been concerned about for years now. In the winter and times of higher water, the wing dam just East of the William Gleason boat ramp is completely submerged and invisible to boaters. That's because the dolphin that marked the river end of it washed away a few years ago and has not been replaced. I've been told for years that the reason for inaction has been 'budget cuts'. However, after nearly hitting it myself, and watching several several sailboats hit it this winter while racing east of buoy 14, I decided to follow up again with the powers that be.

After contacting the Sheriff Marine Patrol and the Coast Guard, the buck stopped with the Army Corps of Engineers who is ultimately responsible. I've been told that we need as many sailors and boaters as possible to write emails (better than phone messages because of a trail) expressing concern. That will add considerable weight to their request for funding from the higher ups. I've contacted the Columbia River Yachting Association and gotten some support from their board, probably because they have an even greater risk than sailboats due to their increased speed.

The risk of damage, injury or even death is very real, I'm convinced, and this is a hazard that should be corrected. If you'd care to spend just a minute to send a brief email that identifies the issue with this particular wing dam and speaks of your concern, it would be very appreciated. Who knows, you might help save a boat....or a life! Write to the Army Corps of Engineers at : [cenwp-pa@usace.army.mil](mailto:cenwp-pa@usace.army.mil)

Thanks,

Gary Bruner  
s/v Molika  
360 721 3468



*What is visible of the neglected wing dam after the river level dropped a few inches.*

*Photo courtesy of Kelly Dews.*



## To Boldly Go, Part II

*Kris Amundson*

Traversing the Strait of Juan de Fuca came in thirds. The first third was rowing and the second giving us great sailing in a moderate breeze with full main and genoa. The last third had winds building from the north with choppy seas – time to hang on and see what breaks.

Not having any electronics on our mast allows us to embellish the story every time we tell it. Looking at the historical Trial Islands Lighthouse data, it measured 38 knots with gusts to 45 knots @ 14:00 on June 8th – right about the time we were beating as high as possible towards the entrance to Victoria. Having missed a calmer opportunity to swap out a headsail I did not want to send anyone to the bow at this point. We rolled our genoa up by half and put two reefs in the main. The gale was upon us.

Two of us were getting a little seasick and on port tack we were coming into a lee shore with Trial Islands. Instead of short tacking our way up we decided to starboard tack further west to get us on a layline to the harbor entrance. Our first attempt at this tack failed – the boat wouldn't come around through the wind. With swells and wind on the bow we bore away to pick up some speed and on the crest of a wave and the flick of the tiller we launched quickly over on the new tack. An hour on starboard tack and a slight wind shift to the west allowed us to tack one last time and just make the Victoria Harbor entrance. Now with the wind behind us, sails down, and a fast current we cruised into the finish with very little rowing to do and a bell to ring. We made it! The boat was solid with not a single failure. The crew, on the other hand, was a bit shaken; an exciting day 0.



*Spar Trek launching off a wave beating to Victoria (R2AK Filmboss, above).*

*Spray over the bow (below).*





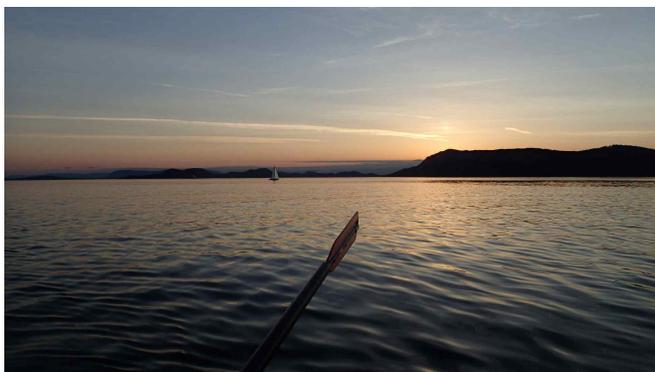
*Spar Trek safe in Victoria (left). Away Team completes Stage 1: Port Townsend to Victoria British Columbia (right).*

Nine teams would not finish this stage. Within the fleet booms and oars broke. One dismasting occurred, and one boat required a tow. There was a mayday and a trip to hospital. Away Team was one of the last boats to finish Thursday with the rest of the fleet scattered across the charts seeking shelter for a Friday finish. While for some it didn't quite work out as expected we were all safely accounted for.

### **Leaving Victoria**

Victoria gave us more time to finalize repairs and share a meal with friends who came up to watch.. Sunday had arrived and it was time to begin our Le Mans-style start! The speech was given, the bell was rung, and the fleet of racers all swiftly walked from the top of the harbor retaining wall, down the stairs, and off to our boats! We cast off and began thirty minutes of rowing to where we could raise sail. With sail up and a gentle breeze from the West we began our easterly route to head up into the San Juan Islands.

*Away Team headed out of Victoria Harbor (R2AK Filmboss, upper left). West Coast Wild Ones and Away Team – two sailboats in a rowing race (upper right). Rowing a calm Strait of Georgia, WCWO in the distance (lower left). Running up the Strait of Georgia (lower right).*



As we entered the San Juans winds lightened and rowing began. We even had a rowing match race with West Coast Wild Ones. In darkness and with no wind we began the Battle of Patos Island. Our attempt to anchor on the south side of Patos all but failed; the depths changed too greatly going from 100ft to 5ft fast enough that proper anchor scope would have us hitting the rocks. Starting my watch at midnight I began a mix of rowing and letting the current carry us around Patos. A tiring calm; I was still adjusting to the watch schedule which had me on the helm midnight-0400 and noon-1600 every day.

The Strait of Georgia was a mix of calms, reaching with the spinnaker, and an evening of beating to weather before we arrived at the town of Campbell River for a break. The Adventourists had also arrived and joined us for some lunch in the marina brew pub. As we returned to our respective boats I noticed and pointed out to Frederic that his rudder was only being held on by the top pintle – the bottom one had sheared away. After they cursed a bit wondering how they were sailing with such a dangling rudder we parted ways to let them work. We took a short nap anticipating a midnight departure. The goal was to anchor in a small bay behind Maud Island to wait for slack tide on Seymour Narrows early the next morning. I had read up on Seymour and watched some videos online – hit it at the wrong time and here be whirlpools.

Drew and I awoke to begin our midnight watch and tripped over an unopened bottle of rum in the cockpit – a gift from our Adventourist neighbors for discovering their busted rudder which would keep them in Campbell River most of the day. We rowed four hours to Maud Island and anchored next to Team Global in their beautiful green Columbia Sabre.

### **Discovery Passage and Johnstone Strait**

Team Global and Away Team rowed out of the anchorage at first light the next day. Seymour was calm as we rowed through. Eventually the wind would fill in from behind and provide a nice spinnaker run up Discovery Passage. This changed when the evening brought winds to the nose and two reefs in the main as we transitioned from Discovery to Johnstone – but the next day Johnstone would deliver.



*Larissa and Kris asleep at anchor behind Maud Island (left). Rowing out of our Maud Island anchorage towards Seymour Narrows.*

A fresh breeze picked up as Drew and I were on watch together; this would be the first time the two of us would run the spinnaker without all hands on deck. The prep was complete and with Drew on the helm I hoisted the spinnaker. A bit of a wrap started on the spinnaker which required me to head to the bow as we were getting close to the rocks. I called for Drew to bear away and to head more towards the rocks. This was needed to get the spinnaker set properly. Once set we could close reach to avoid the shore then gybe over to a proper broad reach.

Johnstone Strait became more beautiful as we sailed on. Larissa came on watch, the wind strengthened, and we were flying along at over 11 knots under spinnaker and full main against a 2 knot current. We were surrounded by snow capped mountains and a full rainbow off the stern – you couldn't have asked for better sailing.



*Away Team under spinnaker in Johnstone Strait (upper left). Larissa at the helm with a full rainbow off the stern and a full spinnaker off the bow (upper right). Flying along the Johnstone Strait at 11+ knots under spinnaker (lower left). A common hazard – two story log barges typically under tow by a tug.*

With more wind and falling light it was time for a spinnaker douse. We were going fast, twings were on full and we were starting to sway back and forth in the building tidal currents. Having a loose footed main allows us to do a letterbox drop which is where one douses by pulling the spinnaker in between the foot of the mainsail and the boom. While I was going over the procedure a second time Larissa looks at us from behind an unwieldy helm and says “this needs to come down now!” I respond with “douse spinnaker!”

I burped the spinnaker halyard and began to pull on the leash going over the boom and down to the sheet. At this point the boat began to head up into the wind and our spinnaker, still full, was beginning to free fly to starboard as we began to broach. Our mast slowly heading towards the waterline I yelled for Drew to help with the foot getting the sheet under the main, pulling the foot in, and popping the halyard clutch to haul in the rest of the sail. This all happened quick enough to save us from peril and once we were under control again high fives and cheers all around! This was the kind of teamwork that would carry us the rest of the race. After cheering we looked down and we were still doing 9 knots under main alone!

I went down for a nap until my midnight watch. When I returned we were headed towards Port McNeil – a gale was headed this way. Shortly after rowing to the guest dock a faint yellow light was seen at the breakwater. A bobbing shadow eventually turned into Roger Mann alone on his open 20’ Trimaran, Team Discovery. We helped grab and tie up his boat and he reached out for us as if he had been at sea for months. He was obviously sleep deprived and seemed a bit out of it – after I asked if he was ok and offered him a spot in our boat to rest he said he would be fine sleeping on the dock where it was beginning to rain. Fortunately he ended up staying in a hotel.

Port McNeil gave us opportunity to catch up on sleep, get a warm breakfast, shower, and stock up on food. We were happily enjoying some dinner when we saw Team 3 ½ Aussies take off in their performance trimaran who had arrived earlier the previous day. Time to go!

## Port McNeil to Bella Bella

We made our way through calm seas under oar power in the Queen Charlotte Strait. Later we gained a nice westerly breeze as we beam reached up the South Passage towards Calvert Island. It was here that we passed Team North2Alaska – an amazing group of high schoolers racing a selfbuilt aluminum Maryland Sharpie. Our race to Alaska was half complete with more rowing and gales on the way.

To Be Continued...



*Larissa rows a calm Queen Charlotte Strait as Kris heads off watch to sleep (above).*

*Larissa at the helm in a gentle breeze inside Calvert Island (left).*

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## Upcoming Notifications and Dates to Remember

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### ***SYSCO FLEET NIGHT (Tuesday, February 27)***

SYSCO is holding Fleet Night on Tuesday February 27th at 6:30 PM at the Rose City Yacht Club (RCYC). This is a great opportunity to hear what SYSCO has planned for the year, get important updates, and to catch up with other racers. There will be pizza for purchase, and complimentary soft drinks/water. BYOB if you like. Everyone is welcome, and we highly encourage at least one person from each boat to attend!



### ***SMALL YACHT SAILING CLUB OF OREGON 40 Years of Success 1978 ~ 2018***

A Reception will be held on March 11, 2018 to celebrate all who have been a part of this history. You are invited to join with your fellow sailors who share with you a love of sailing, to reminisce the past and encourage the future of SYSCO. At Portland Yacht Club 1241 NE Marine Dr. Portland, OR March 11, 2018 2 PM until 6 PM

The No-Host Bars will be open with light hors-d'oeuvre

#### **CYC Sailing on Sunday Series**

Sundays, Oct 15 – Mar 4

#### **SYSCO Fleet Night**

February 27

#### **North Sails Trim Seminar**

March 7, 14, 21

#### **CYC Pray for Wind Party**

March 10

#### **OCSA Race Management Clinic**

March 10

#### **SYSCO 40<sup>th</sup> Anniversary Party**

March 11

#### **RCYC Frostbite Regatta**

March 24

#### **PYC Opening Day Regatta**

April 7 & 8



*A lovely CYC Sailing on Sunday race. Photo courtesy of Jenn Thompson.*

# Racer's Corner



Photo courtesy of Jenn Thompson.

## Racer's Corner – Introduction

**Michael Morrissey, Commodore**

This month's Racing Corner is written by Kerry Poe, manager of North Sails, Portland. Kerry is a four-time US Sailing Team member in the 470 class and actively competes in the 505 class. He is also a veteran of a number of big boat regattas including the Swiftsure, Oregon Offshore, Rum Runner, and Newport to Ensenada Races, and founder of the Columbia River Gorge Association. In this newsletter, he will discuss the importance of sail shape and trim.

## How is Sail Trim Like Balancing Stones?

**Kerry Poe**

Have you ever thought about how complex of a job sail trim really is? Could you imagine an airplane pilot that had to constantly adjust the camber, twist and angle of attack of the wings to keep you in the air for your flight to Hawaii. As sailors we have to constantly adjust these three sources of power for changes in wind speed and sea conditions. Just for the main we have at least six adjustments and up to ten when you include backstay, rake, spreader deflection and mast ram. For the headsail we have five to eight adjustments. Without getting too deep into the weeds I am going to concentrate on the three basic sources of power: angle of attack, sail depth and sail twist.



Diagram A

The first source of power is angle of attack. As you bear away from the wind, the angle of attack of the sails to the wind increases and so does the power. However, if you bear off too much then the sails start to stall and lose power. When overpowered, the driver can steer closer to the wind, lifting the windward telltale on the jib. This will reduce the angle of attack, and will depower the sails allowing you to make small gains to windward. Also known as feathering to windward. We can also change the angle of attack of the main with the traveler. Pulling the traveler to weather will bring the boom closer to centerline and increase the angle of attack. Letting the traveler down will decrease the angle of attack.

Second source of power is sail depth. For more power we deepen the sails by: easing the outhaul, loosening the halyard or cunningham tension and easing the backstay. Easing the outhaul will deepen the lower third of the main.

Easing the main and jib halyard will move the draft back in the sail, making the sail deeper and causing the exit angle of the leech to be rounder (more drag but more power). Moving the jib leads forward will increase depth in the headsail. Easing the backstay will cause the forestay to sag, making the headsail deeper. If your mast bends with backstay tension on, then easing the backstay will also straighten the mast therefore making the mainsail deeper. For less power we flatten the sails by: tightening the outhaul, increase halyard tension and tightening backstay. A tighter outhaul will flatten the bottom third of the main. A tighter main and jib halyard will move the draft forward on the sails, making the sails flatter and causing the exit angle of the leech to be straighter (less drag and less power). Tightening the backstay will straighten the forestay, making the headsail flatter. If you have a bendy mast, the backstay will also bend the mast and flatten the main.

To check jib lead position, slowly luff into the wind and see if the top telltales lift before the bottom telltales. Start with the leads set too far aft to get the top telltales to lift first, then moving the lead forward until all the telltales break at the same time. If you start with the lead too far forward you probably will never see the bottom telltale lift first. If you want to depower the headsail you can set the lead farther aft and allow the top telltale to lift first. This will flatten the bottom of the sail and reduce the angle of attack at the top of the sail.

Finally, the third source of power is twist. Twist is the vertical profile of the sail. To add power, we reduce sail twist with more: mainsheet tension, boom vang tension, headsail sheet tension, (and maybe moving the jib leads forward). The mainsheet pulls down on the leech of the main which brings the upper leech closer to centerline and therefore reduces twist. The vang pulls down on the boom and depending on the boat may tighten the leech and reduce twist. On bigger boats the loads can get very high on the boom risking damage and therefore it may be better to rely on mainsheet to reduce twist. Reducing twist in the jib can be as easy as just pulling in the jib sheet a few inches. Look at the angle of the last foot of leech at the spreader. For no twist, the leech will point the same angle as centerline of the boat. For twist have the leech angling to leeward at the spreader. Never have the leech angle to windward.

By using a different mix of the three sources of power, the boats in figure B have the same total power and therefore the same heel. The boat on the left has flatter sails (less power) and less twist (more power), and as we work to the right we see the sails getting deeper (more power) with more twist (less power). The set up you choose will depend on many factors, such as, sea state, driving ability and style, type of boat, and tactical considerations. Flatter and less twist will have better pointing ability, but will be harder to steer, which may be fine in flatter water and steady wind conditions. Fuller and more twist will not point as high but will be easier to steer, especially in waves and puffy conditions.

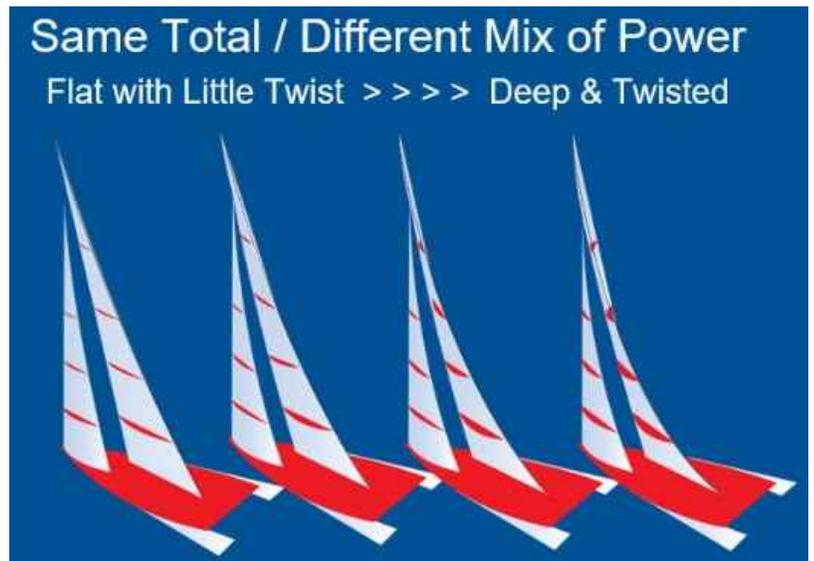


Diagram B

The goal of the driver is to sail the boat as flat as possible with a slight feel to the helm. Sailing flatter will put the keel more vertical resulting in better lift. Adjust sail depth, twist and angle of attack for the wind condition you are sailing in to keep the boat flat. Once you have the right amount of power from the sails for the conditions, then you can adjust the power mix for the sea state and your style of sailing. I usually start out setting the boat up with less twist and flatter sails as shown on the left of diagram B to maximize pointing ability. If I am having a hard time keeping the boat up to speed due to sea state or gusty and shifty wind conditions I will start changing the mix of power toward the right of diagram B to a more twisted and fuller sails.



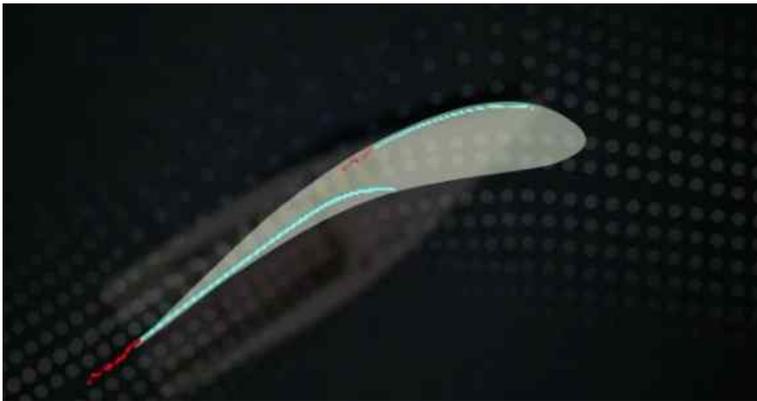
*Main and jib leech have matching vertical profile.*



*Main twisted compared to jib. Top of main starting to backwind.*

When setting the sails up we need to think of the two sails working together to make one foil (diagram C). If you are trimming the main with less twist, than you need to make sure the jib trimmer is doing the same. The most common mistake I observe sailors making is not matching the vertical profile of the main with the headsail. The headsail trimmer may be sheeting fairly tight to the spreaders for better point, while the main trimmer has a fair amount of twist in the mainsail chasing higher boat speed on the knot meter. The trimmers need to be buds and work together.

Here is how a conversation should go. Driver is looking for some extra height off the start to squeeze out the pesky Melges to weather. "Let's go in high mode," says the driver. "Mainsheet is coming on and top telltale stalling," says the main trimmer. "I'll take a few inches in on the jib sheet. I am at max trim" says the jib trimmer. Tactician says, "nice job you treated that Melges like a little farm animal and he is headed back to the barn. Let's stick the bow down some and build speed back up to get through the waves coming at us," says the tactician. "Jib eased one inch," says jib trimmer. "Mainsheet off a little and top telltale flowing", says the main trimmer. "Nice work team," says the driver. This is the type of talk we should be striving for. The reality is one of the crew is rambling on about the naked bike ride, while the trimmer is winching the leech of the genoa through the spreader tip, and the driver is suddenly realizing that he is about to crash a starboard boat while distracted by the naked talk, and watching his headsail about to explode. Like balancing stones, the team needs to work together or you know what can happen if you don't.



*Diagram C*

Come join me the evenings of March 7, 14 and 21 for my North Sails Trim Seminar. For those who have attended my seminar in the past you will find this years completely new using North U new and improved material. Information can be found in the race book or e-mail me at [kerry.poe@northsails.com](mailto:kerry.poe@northsails.com).



**Tactician**  
**Headsail Trimmer**  
**Mainsail Trimmer**  
**Driver**

# Racing Report

## *Jeff Eastes, Race Captain*

Racing season is around the corner and we are looking forward to getting the fleets lined up with the different boat classes. Hopefully everyone has joined SYSCO and OCSA which makes my job easier in seeing how the different classes line-up for Spring Tuesday and Thursday night racing. If you haven't joined by now there is a \$10 late fee, but please register ASAP as it makes our job a lot easier in lining up the fleets.

The next important event is Fleet Night which will be held on Tuesday, Feb. 27, at the RCYC, starting with a pizza social at 6:30 pm and the program at 7:00 pm. Pizza will be for sale and beverages will be BYOB. This is a fun event where the boat owners get together to choose their fleet captains, tell tall tales of winter vacations and how their boats will be spruced up for the Spring season. Importantly for newer members, you can find out about race committee duties that will begin in the Spring and Summer. SYSCO is an all-volunteer organization and one of the most important tasks is for all sailors is to take on race committee duties. It's often fun and gives you a new perspective on racing.

On Fleet Night we will also have some guest speakers. The main topic will be Youth sailing in the Portland area. Mitchell Burke, Willamette Sailing Club Program Director, and Matt Berger, Development Director for Oregon Youth Sailing Foundation, will give a short presentation followed by a Q&A on getting more Oregon youth involved in sailing. Should be fun and we hope to see you there.



*Molika making way under spinnaker.  
Photo courtesy of Jenn Thompson.*

# February 2018 SYSCO Board Minutes

## *Bill Sanborn*

*Feb. 12, 2018 7:00pm at Elmer's*

*Attendees: Michael Morrissey, Scott Stevenson, Gary Bruner, Bill Sanborn, Mike Daly, Ron Fairley*

Commodore Michael started the meeting and thanked everyone for adjusting their schedules. All future meetings will go back to the regular schedule of the first Monday of every month. Membership Chair Jan Burkhart sent in the membership report and there are 40 registered SYSCO members to date – 38 regulars and 2 associate members. Rene Emch, owner of the Yamaha 33 Cando entered a new member request which was approved by the Board. The membership deadline is February 16 after which a \$10 late fee is charged.

Scott Stevenson gave the financial report. The SYSCO Business Account is at \$3258.35, and Pancho Reserve Account at \$3690.45. RCYC was paid for use of the Facility for Fleet Night, and McCuddys have been set up for Pancho moorage under cover. He is expecting a flood of memberships this week. Scott reported that he received a website hosting invoice of \$319.40. After our webmaster, Dale Mack, went in and removed all the junk files, the updated invoice was for \$199.40. The updated invoice has been paid. Scott is looking into less costly options for the website.

The Racing Report stated that Pancho is still in need of minor repairs and both Thomas McMenemy and Gary Bruner have offered space to work on the boat. Michael will organize a work part over the next month. No major repairs for Pancho are needed, just a general clean-up and some paint issues. It was mentioned that the Willamette Sailing Club will be hosting the Portlandia Cup on the Columbia River on Feb. 17-18 and several SYSCO boats will be taking on young sailors from WSC to promote Youth Sailing in the area.

There was a general discussion about the about the missing dolphin at the end of the wing dam just upstream from the William Gleason boat ramp on the Columbia. Since, at high water the wing dam is invisible under water, the dolphin which washed away several years ago needs to be replaced before someone is seriously injured or killed by running over it. Several racing sailboats have hit parts of the wing dam this winter in the SOS series. The wing dam is under the purview of the Army Corps of Engineers who should address this issue. The Army Corps of Engineers suggest that a high volume of emails on the subject would help them secure the necessary funding, and without an uproar, nothing will likely be done. Gary Bruner has agreed to follow up in getting the Army Corps of Engineers Email address and begin a campaign among boat owners to ask them to replace the dolphin. There was also a suggestion to have the Sheriff's office place a temporary 5 mph buoy at the end of the wing dam.

Fleet night will be February 27 at the RCYC. Last year's Fleet Captains have been notified by SYSCO Race Captain, Jeff Eastes. Fleet Captains should notify the boats owners in their fleet and urge them to attend. It was suggested that we have sign-ups for Fleet night to get an idea of numbers for ordering food, etc. The last few years there have been 60-70 attendees. Fleet night is important for organizing fleets and electing fleet captains. This year's program will have talks and discussions on youth sailing.

The 40th Anniversary of the founding of SYSCO is coming along and will be held at the PYC March 11. All SYSCO members, crews and guests are invited to attend.

Submitted by Bill Sanborn for Secretary Don Woodhouse



*Photo courtesy of Jenn Thompson.*