

October 2018

From the Front

Spar Broke

Racing Report

Oct 2018 SYSCO
Meeting Minutes

Small Yacht Sailing Club of Oregon

STARTING LINE



Dana Sibilla helming J-105 Escape Artist, and doing his best to pretend J-105, Free Bowl of Soup, isn't just off his stern in the Oct 14 Sailing on Sunday race. Photo courtesy of Dana Sibilla and Dylan Maney.

From the Front

Michael Morrissey, Commodore

This is the time of year that all SYSCO sailors get to weigh in on Board Officers for the 2019 season and changes they would like to see in the Race Calendar for 2019. For example last year, the Spring Series was moved up one week as several racers thought a later start would be better for more wind and less current. The Beer Can series was also moved from Friday night to Saturday evening, hoping for a better turnout. Some of these ideas worked out well (the later starting Spring Series) while others (Beer Can on Saturday) had mixed results. There have been a few suggestions already this year. The short-handed soaker had good attendance for Thursday night but poor participation on Tuesday, so, it was suggested to combine all fleets, including Tuesday's, for a Thursday night start. There has also been a suggestion to have a race to introduce more novice sailors to keel-boat racing. As mentioned in the September newsletter, "Grow the Sport" is suggested with OWSA and SYSCO combining forces. We are looking for other ideas that will make the SYSCO sailing season (April thru August), competitive and fun.

On November 5 at 7pm at Elmer's – Delta Park restaurant SYSCO will hold the General Membership Meeting. This once-a-year meeting is where we elect new officers to guide the ship in 2019 and where the members can suggest changes in the racing schedule. If you would like to nominate someone (including yourself) to serve as a Board Officer, please let me know as soon as possible. The nominees at this writing are as follows:

Commodore: Open

Vice Commodore/Race Captain: Gregg Bryden

Treasurer: Scott Stevenson

Secretary: Lynn Eastes

If you would like to vote by proxy in lieu of attending the meeting, send an email message to me at commodore@syscosailing.org. Please vote on each of the officer positions. Be sure to include your name so we can verify that you are a member in good standing with SYSCO.

The good weather has returned in October and for those of us who keep their boats in the water over the winter months, Sailing On Sundays (SOS) is a great series. The Corinthian Yacht Club has agreed to run the series over the next few years. The wind and weather vary considerably and we get to try out new gear and maybe a few different tactics. As everyone starts together, it is a good way to practice your maneuvering before the start and learn to be up on the line when the horn goes off. It is also a great way to train new crew and sharpen up skipper skills. And it's always a treat to head over to PYC after the race to swap sailing stories, warm up in the cooler weather and talk about what's in store for SYSCO 2019. See you on the water.

Don't forget to sign up for the OCSA Award presentation night, November 3. It is a different venue this year; over at Warehouse 23 on the other side of the river and it should be fun!



Sailing on Sunday racers on Oct 14th, with Mt Hood in the background. Photo courtesy of Anika Olsen.

Spar Broke

Kris Amundson

After many months of being asked by our most excellent newsletter editor Jacqueline, I was ready to hunker down and finish the final installment of my 2017 Race to Alaska story. But something happened this last Sunday that I think requires a more timely article.

The first day of the 2018 Sailing on Sundays series and I was excited. The normal race crew was spread to the winds with other adventures so I asked a few friends if they wanted to try racing. Three said yes but two had to bail due to Hurricane Michael on-call work. It was down to my girlfriend Heidi and I to doublehand today's race. Being a less competitive and more fun-focused series I had no ambitions of perfect starts, rule raging, or harsh words; the day would consist of teaching Heidi how racing is different than cruising, running through the motions of planned quick tacks, and good communication. With two of us and no experienced crew I would not be flying the spinnaker, and given the gusty conditions I kept the 155% genoa but started with a double reef in the main which turned out to be a great easily-handled combination.

After our 2 minute late start the beat up the river was good times. Heidi was calling boats out and tacking the jib, I was running helm and main, and we pushed the depth a bit near Government Island for our windward rounding – with a half a boat length between us and buoy 18, we began an easy run down to buoy 2 with some wing-on-wing and full main.

Rounding 2 also went well, with a nice tight 180-degree turn up to beating on port tack, the final leg was looking good. But then we had a problem.

Just down river of the main Tomahawk Bay marina entrance, a large CQR made an appearance a quarter boat length away and a few degrees off the starboard bow. We were in an immediate collision situation and I said something to the effect of “brace for impact.” I was going 5-6kn to weather on port tack and this later-to-be-identified 42ft Moody 419 was on a starboard beam reach, cutting across the river.

His bow with 33,000lbs behind it easily climbed over our relatively tiny 2,700lbs and the crunch no one wants to hear ensued. After the impact the first action was crew assessment – Heidi and I had sustained no injury. The next action was heading to the bow to push our boats apart; it was after this that I turned around to look back and noticed our mast had fallen half down. I turned towards the skipper of the cruiser and asked if he and his crew were ok, to a thankful “yes”. I then shouted my mobile number as we drifted apart and he said he would text me.



*Spar Trek collision damage.
Photos courtesy of Kris
Amundson.*



Back in the cockpit, we had issues to deal with. Heidi asked what she could do and given the lack of experience and eminent danger from a half-stepped mast with full main I asked she go below. I then spoke with a circling motor yacht who said he would follow us in and offered to come on board and help. I politely declined – I wanted no one else under this mast, and he said “ok then, get those sails down!” which helped snap the mind into focus. Before continuing I called a “PAN PAN” to channel 16 on the handheld VHF declaring a situation and that I did not need assistance at this time. The Coast Guard confirmed my location and would be monitoring.

The headstay was in the cockpit with the headsail attached, the bow chainplate having sheared off at the bolts. I cut the sheets off the clew with a leatherman and handed a corner to Heidi who helped pull it down below to un-hank it. I attempted to douse the main but it was stuck. Evaluating the mast an odd situation had occurred: the boom broke in half and coupled with the Boomkicker and taught vang lines, the remaining half dug itself into the starboard coatchroof holding the mast up half way. Both lower shrouds had snapped but the uppers were holding albeit the port one had snapped a couple strands.

With no safe way to get the mast down, I started the 6HP outboard and began a slow crawl for the slip in Tomahawk Bay. If we made it out of the chop of the river and into the protected bay it would be fine from there. It became tricky once we were motoring in a direction that was favorable to the main scooping a bit of wind. I was able to help the situation a bit by cutting the main outhaul and clew off the slide that moves about the boom track. Being loose-footed this took care of any sailing the main might want to do.

We made it to our slip without incident. It was then that Matt from North Sails arrived at the slip to help with dousing the main – he had been on the motor yacht that was circling us. Once complete I left a voicemail for the harbormaster about the mast hazard and headed home for my mast stepping equipment.

When we returned Eric, the owner of the Moody, met up with us and we discussed the situation. I was immediately apologetic and would be filing a liability claim the next day to get working on his boat repairs as soon as possible. He was not in a rush as it was the end of the cruising season for him. He even helped us unstep the mast that evening. I apparently couldn't have hit a nicer sailor on the water that afternoon.

I was asked to write something up for the CYC/SYSCO folks privately as a learning/knowledge sharing experience, but I decide to run this through the SYSCO newsletter. There was no complicated chain of events that led to this situation. Some takeaways and things that worked in a crisis, no matter how basic:

1. **Keep. A. Good. Watch.** – Having the 155% genoa up hides everything from view on the low side. I normally don't have a problem helming from the low side to keep watch, but with two people on board a light boat we needed our weight high to beat up river. Stepping low to spot check the situation was being done on short regular intervals for most of the race but the time between these checks became lax on the last upwind leg leading to a lack of situational awareness. Crew spotting is nice but ultimately the Captain's responsibility for collision avoidance.
2. **Life Jackets** – All of us on board had lifejackets on.
3. **Tools on Hand** – Post collision required a knife and needle nose pliers. Whenever I am sailing I make sure I have a multitool on my belt.
4. **Radio Call** – Once the situation is somewhat under control, get a radio call out with your location. Our mast could have come down causing a serious injury situation. The Coast Guard already knowing about us saves some time. Once at the slip I notified the CG on Channel 16 that we were safe at the marina.
5. **Insurance** – Liability insurance is a requirement for moorage and for racing. Eric's boat took little damage being so large – I expect \$2000-5000 for his repairs and will be covered by my policy without issue. My boat, lacking collision damage, will cost \$10,000-15,000 most of which is due to a new mast and boom. The pain of not paying extra for that collision coverage will be felt for a while.
6. **Civility** – Mistakes happen. Being a shitty person in response to bad situations just makes them worse. Eric's politeness and understanding was a relief to the situation – I will already be getting enough criticism from my own mind about how things went down.

A vibrant tropical-themed poster for an OCSA event. The background is a teal sky with a bright yellow sun in the upper right, several white birds in flight, and a large palm frond in the top right corner. The text is centered and uses a mix of bold, playful, and clean fonts. Below the main title, there are stylized white clouds. At the bottom, there's a yellow sandy beach with two palm trees on either side.

OCSA TROPICAL PARTY

November 3rd, 2018

at Warehouse 23

Vancouver, Washington

Trophy Presentations by
OCSA, CYC, RCYC, PYC and SYSCO
Raffle Prizes - Great Food - Dress Tropical!
Cocktails at 5, Dinner and Awards at 6

\$30 per person - \$40 after October 26

Register online at www.sailpdx.org

Please reserve by October 26

Notifications and Upcoming Dates to Remember

Register now for the November OCSA Tropical Awards Party!

Note the new location this year: At Warehouse 23 in Vancouver, WA.

Get your tickets now at https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=17704

Sailing On Sunday Series

Oct 14 – Mar 4

OCSA Awards Party

Nov 3

SYSCO General Membership Meeting

Nov 5

WSC Wild Turkey Un-Regatta

Nov 17

40-50% OFF COLUMBIA GEAR With Employee Store Passes!

Oregon Youth Sailing Foundation is offering all SYSCO members 40-50% off Columbia gear with an employee store pass! 10% of every purchase goes to OYSF to support them in their pursuit of "getting more Oregon youth sailing". These passes are good only until November 15th -- Just in time for the holiday shopping season! See OYSF's Latest News and download your pass [HERE](#).



OREGON YOUTH
SAILING FOUNDATION

About Oregon Youth Sailing Foundation

Founded in 2007, Oregon Youth Sailing Foundation is a 501(c)(3) non-profit foundation that establishes programs and makes grants for the support of youth dinghy sailing in Oregon. OYSF aims to contribute to keeping sailing alive and active in Oregon through making sailing accessible to young people, with a focus on the underserved and those who otherwise would not have the opportunity. Connecting youth to the water and the joy of sailing inspires confidence, builds life skills and ultimately contributes to a healthy community. OYSF succeeds by accomplishing its mission to “***get more Oregon youth sailing***” from all walks of life.

Racing Report

Jeff Eastes, Race Captain

Race season has come to an end. Pancho is out of the water and put in storage, but not without a hitch or two. I coordinated with Phil Campagna on a sunny day to take Pancho out of the McCuddy's slip and put it on the trailer. Phil is the Pancho engineer and has done a great job this year. Pancho was fully operational all season with only 1 or 2 minor issues, we scheduled a 4:00 rendezvous to accomplish the pullout. I planned to pick up the trailer, and Phil was going to drive Pancho to the ramp. Everything was going as planned until I couldn't locate the trailer. That's right! We couldn't locate the trailer at Columbia Crossing storage facility. That's where we parked it last May after a successful Pancho launch, anticipating a great season of SYSCO racing. I hoped that someone must have moved it to now, which was wishful thinking. Maybe Columbia Crossings assigned SYSCO a different parking spot, I hoped. I walked the entire storage lot 2 times hoping for some reason the trailer had been moved. I was starting to believe the old saying that "a lock only keeps an honest person out." I walked the storage lot again, slowly coming around to the realization that the trailer had been stolen. We have filled out the police reports and notified the appropriate individuals. Luckily, the trailer is insured.

A week later with the Commodore's and Treasurers' approval Don Woodhouse picked up a used trailer on his 3rd attempt. Thanks, Don for staying in the hunt and bringing home a used trailer! We scheduled another Pancho pullout, and with only a couple of minor adjustments, everything lined up and Pancho was trailered. We pressure washed the bottom and much to our surprise on first inspection, there doesn't appear to be any hull damage. The Pancho driving/safety meeting we had at the slip prior to starting the racing season must have helped. A special thanks to Don Woodhouse for all his time on the stolen trailer adventure. Pancho is getting winterized and secured next week.



Have you seen me?!? Photo from last spring, courtesy of Michael Morrissey.

October 2018 SYSCO Board Minutes

Don Woodhouse

Members present: Thomas MacMenemy, Gregg Bryden, Jan Burkhart, Michael Morrissey, Jeff Eastes, Dennis Damore, Don Woodhouse, Scott Stevenson
Meeting called to order at 7:00 pm by Commodore Michael Morrissey. We went straight into officer reports.

Membership

Jan reported membership numbers remained steady at 120 total with 109 regulars and 11 associate members. The discussion that followed included the value received by members. Remember to ask for your 10 % moorage discount given the members by Columbia Crossings for Tomahawk Bay Marina.

Treasurer

Scott reported that we fell somewhat short of projected numbers for the year. With approximately \$7000 in checking and \$3700 in savings. We typically spend most of our money for the awards, which is happening next month, but we also have the unexpected need to replace the trailer for our markboat, Pancho.

Pancho trailer went missing from its storage spot sometime before the end of the racing season. A police report will need to be filed, followed by an insurance claim. We are searching for a replacement trailer to buy, probably in the

\$600-\$1200 range.

Racing

Gregg Bryden has agreed to be our race officer next year.

A proposal was brought forward to rotate the leadership position of OCSA through the clubs that participate in racing. The idea written up by Bruce Newton, was to have a five year rotation, where each of the clubs would provide a suitable volunteer to fill the OCSA Commodore position for one term, before the responsibility moved on to another club. Clubs included, SYSCO, CYC, RCYC, PYC, and OWSA. It was decided that WSC (Willamette Sailing Club), and ISC (Island Sailing Club) would not be required to provide a volunteer. The proposal was submitted as a motion, that was seconded and passed unanimously and will be presented to the OCSA Board for their approval.

New Business

November 5 will be the General Meeting to elect officers and discuss racing schedule. The Awards Banquet will be held at Warehouse 23 in Vancouver on Nov. 3.

Meeting adjourned at 8:05pm

Submitted by Don Woodhouse.



For fun thursday evening sail on Sept 27th on Spar Trek. Photo courtesy of Kris Amundson.