

July 2019

From the Front

From the Rear

How to BBQ for
325 Sailors!

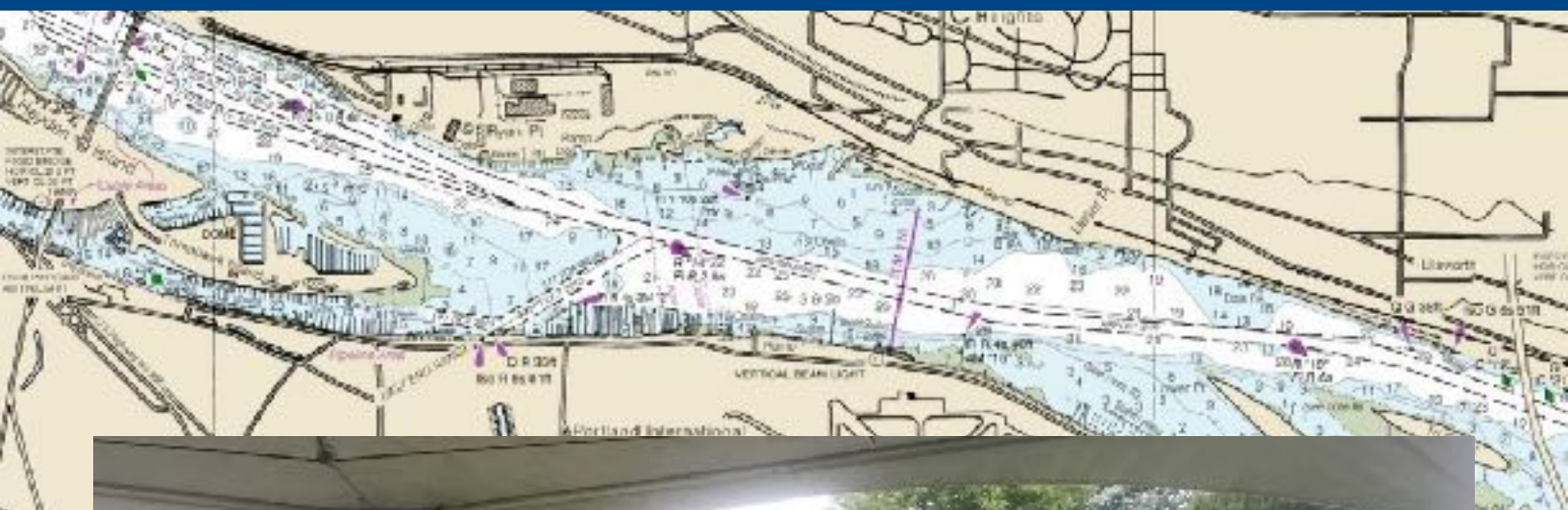
Racing Report

Events/Info

Meeting Minutes

Small Yacht Sailing Club of Oregon

STARTING LINE



A wet Tuesday BBQ had people clustered under the tent at Columbia Crossings.

Pacific Northwest Sailors cap a summer series in the only way they know how. Libations in the rain!

Photo: Michael Morrissey

FROM THE FRONT

Anna Campagna - Commodore

It was mid-July and a racer told me a story that made the hair stand up on the back of my neck. During a Regatta a thunderstorm came through, and skipper and crew were debating whether they should go in - but the storm was so beautiful and exciting to see, they couldn't resist being in the thick of it.

Plus, the Race Committee wasn't abandoning the race, so they just kept sailing. Once the race was finished and said racers were retreating back to their moorage, they witnessed a lightning strike hit the water between PYC and the Committee Boat.

Thus ensued a discussion between members of the SYSCO board and the Commodore of OCSA on what racers should do in case a thunderstorm comes up. We do not have a lightning policy for SYSCO.

Do we need a policy? How do we begin to create a lightning policy, since it would be impossible to determine how close is TOO close when lightning is happening near the racecourse?



*Race Committee enjoys a minute of respite aboard Captain Mary's beautiful Catalina 320.
Tuesday night racers endure volatile wind conditions and sporadic rain.*

In addition, if SYSCO makes a policy and it is not followed, then SYSCO may be liable. We agreed that our general policy is that it is up to the individual skippers to decide when it's unsafe to be out on the water. Race Committee also should use their own discretion to determine if a race should be abandoned. We should make sure that Race Committee knows that they have the authority to cancel a race in the event of lightning.

This got me thinking that I needed to do a write-up, and I went down the rabbit-hole of online reading about lightning. Actually, since I was a kid I have been fascinated by lightning, and I have a deep respect for how devastating lightning strikes can be. NOAA has a great page on lightning basics [on its website](#).

NOAA's safety advice for lightning: "When thunder roars, go indoors." If you can hear it, you're close enough for a strike.

Lightning is a giant discharge of electricity accompanied by a brilliant flash of light and a loud crack of thunder. The spark can reach over five miles in length, raise the temperature of the air by as much as 50,000 degrees Fahrenheit, and contain a hundred million electrical volts. Lightning can travel more than 15 miles before it hits the ground. On average, 54 people are killed by lightning a year.

FROM THE FRONT - CONT'D

Anna Campagna - Commodore

Here's a fun fact I found - 80% of people who die from lightning strikes are male!

How far away is that storm? After you see a flash of lightning, count the number of seconds until you hear the thunder. For every 5 seconds the storm is one mile away. Divide the number of seconds you count by 5 to get the number of miles.

Most people do not realize that they can be struck by lightning even when the center of a thunderstorm is 10 miles away and there are blue skies overhead.

[National Geographic](#) has some flash facts about lightning:

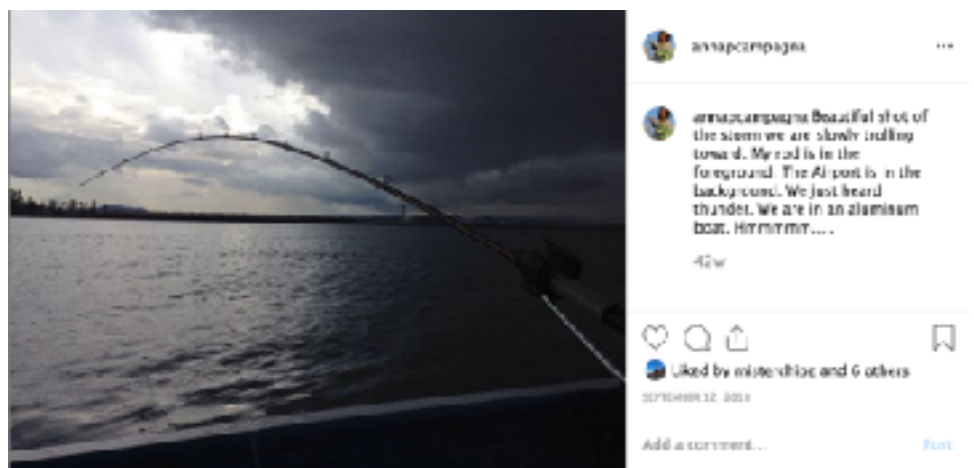
- Did you know that rubber shoes do nothing to protect you from lightning?
- That talking on the telephone is the leading cause of lightning injuries inside the home?
- That you should not take a shower or bath while there is lightning going on around your house?
- That standing under a tall tree is one of the most dangerous places to take shelter?

When I lived in the high desert of New Mexico, I was heavily involved in Search & Rescue, and I taught lightning safety trainings. We knew to be off the peaks of the mountains (i.e. below tree line) by noon during the summer monsoon season. But a lot of hikers didn't.

I would say we carried a body off the mountain every-other year due to a lightning strike. I knew that if you were caught in the mountains during a thunderstorm, you should seek shelter in the trees, but not under the only tall tree around (because that's attractive to lightning).

Well, the same goes for being on a sailboat. Imagine you're out by Buoy 14. Your mast is the tallest thing around. But if you've motored into your marina, there are lots of other tall sticks for the lightning to be attracted to.

And what does it mean if your hair starts to stand on end during a thunderstorm?



FROM THE FRONT - CONT'D

Anna Campagna - Commodore

Once I was leading a bicycle tour in Italy and got caught in a big storm. We continued riding through a soaking shower. We heard thunder, but continued to ride because we were in the countryside, and I didn't see a likely cafe in which to take shelter.

Then I smelled ozone. What does ozone smell like? Metallic. Like a burning wire. A "clean" smell, like chlorine. Sweet and pungent. It smells like an electrical spark. If you smell ozone, or notice your hair standing on end, the negative base of the lightning clouds is making you and your surroundings, now positively charged, to become attracted to the clouds. You are in imminent danger of being struck by lightning.

If you are caught in this situation, besides high-tailing it outta there (or getting off the bikes and seeking shelter in a winemaker's cantina - how convenient - an impromptu wine tasting!), there are a few things you can do to minimize the risk of getting hurt.

If you're in the wilderness or on a beach and can't get inside a building or a car, crouch down, knees together, and be on the balls of your feet, touching the ground as little as possible. Keep your feet out of standing water. Don't touch anything metal. Take your eyeglasses off if they contain metal. That goes for belt buckles, too.

If you're on your boat, get everyone below decks (if it has an enclosed cabin) and close the hatch. But certainly, before it gets to the point where your hair is standing on end, take the sails down, start your motor, and get back to your moorage and off the water as soon as you possibly can.

If you are on Race Committee, please consider abandoning the race when you hear thunder so that the racers don't have to think too hard about making the safe decision to quit sailing and head for home.

Anna Campagna



A picture perfect sunset from Tidewater Cove

DUAL BRIDGE DUEL RACE

Michael Morrissey - Rear Commodore

One of my favorite SYSCO races of the summer is coming up August 10, and hopefully there will be a good turnout. It's the Dual Bridge Duel (DBD) & Columbia Crossings Cup, and it's unlike any other race in the area.

The DBD is listed as a fiasco-style regatta, which means you can start in either direction and round the designated buoys in any order. It's a wonderful, crazy concept that can only happen on the Columbia River.

It lets you strategize what direction you want to start, keeps you guessing in the middle, and drives you mad around the I-205 bridge mark.

For any newbies to the race, the designated marks are usually the channel markers close to the I-5 and I-205 bridges and you can choose to sail to either one, first. The strategizing requires knowing the current, tide table, and predicted winds over the course of the 2-3 hr race. This helps you decide whether to head west for the first leg of the course, hoping that the wind will build and allow you to finish the downwind east-leg in reasonable fashion.

However, I've seen boats head east in good wind at the start and get away from the crowd and come in first overall. Everyone starts together (going in different directions) which is fun in itself for the one design classes for mixing it up with other fleets, cruisers and PHRF group.

The real crux of the race comes at the I-205 mark rounding. (cont'd next page)



Crew relaxing after a couple spin sets.



J24 skipper cruising under 205 bridge.

DUAL BRIDGE DUEL RACE - CONT'D

Michael Morrissey - Rear Commodore

The wind is often very good in getting close to the mark, but then mysteriously disappears the last 100 yards as the river narrows and the opposing current is often fierce.

We all have horror stories of trying to get that magic puff to squeeze around that buoy and then get on a the current-driven-horizontal escalator riding west toward a finish line. It's maddening and fun at the same time, and always good for stories around the Columbia Crossings BBQ afterwards.

My story occurred a few years ago when just Pati and I were sailing the Merit 25 by ourselves in a light air DBD race. As we approached the I-205 buoy there were a few of the larger boats sitting near the mark trying to inch around the buoy in very fickle air. We decided to go as close as we could to Government Island and then gybe over hoping that we were far enough upriver to pass the boats stuck at the mark.

Unfortunately, on the gybe I forgot to let the pole downhaul off and Pati needed a few inches to attach the pole to the mast. After she announced that she was returning to the cockpit to set it straight, I yelled the words that will go down in OB1 folklore:

“Don’t move, BE THE POLE!”

Pati held fast at the mast, the chute kept flying and we rounded the mark and were on the magic carpet ride with the current to the finish line. We will always remember that DBD. Hope to see you there for this year’s race.

Michael Morrissey



The Professor and Nanette go wing-on-wing on C22 Sunrise.



Multiple pennants dash to a tight finish on a Tuesday heat.

RACING REPORT

Gregg Bryden - Race Captain

Wow, what a Portland ending to the SYSCO Summer series—rain on Tuesday, and glorious sunshine on Thursday.

Either way, there was blessed wind and some darn fine sailing going on. Fleet Captains and PROs have gotten their rhythm down and know how to set courses for any condition the Columbia throws our way.

This all bodes well for an incredible Twilight Series. We have robust turn out for both nights and plenty of good racing left this summer. Speaking of Summer not being over, be sure to sign up for these special SYSCO events.

I'll look for you on the water!

- SYSCO Short Handed Soaker
August 1st - [Details](#)
- SYSCO Dual Bridge Duel & Columbia Crossing Cup
August 10th - [Details](#)
- SYSCO Race & Cruise
August 24th & 25th - [Details](#)
- SYSCO One-Design Races
September 7 & 21 - [Details](#)

As your Race Captain, I'm learning so much, and having fun doing it. Let me know your ideas on how we can keep on improving our races. Feel free to send me a note at: race_captain@syscosailing.org

Be one with the breeze!

RC Gregg

RACING REPORT CONT'D

EVENT: Twilight Thru

DATE: 7-18-19

RACE #: _____

count	Start	Start Time HH:MM	Course	Race Committee Member Names			
	First Start	6:35:12	<u>W</u>	5:17 - 5:29-2			
	Second Start	6:40:12	i	7:26:05-2 - Cal 2.0			
	Third Start	6:45:12	i				
	Fourth Start	6:50:12	i				
	Fifth Start	6:55:12	i				
	Sixth Start	7:00:12	i				
POS	Sail Number	Finish Time HH:MM:SS	Notes	POS	Sail Number	Finish Time HH:MM:SS	Notes
1	4124	7:05:37	Nice show	31	21	7:31:30	Lotsa tacks
2	620	7:06:27	Cauling 'Hot	32	371	7:30:57	
3	2197	7:07:07	Good form	33	4215	7:31:22	
4	2952	7:07:33	barely holding on	34	69345	7:31:25	
5	4296	7:08:18	easy cruising	35	299	7:32:50	
6	161	7:08:53	team work	36	79164	7:32:57	memaitam
7	153	7:09:24	pinch it	37	59523	7:33:24	swear
8	201	7:14:40		38	3522	7:33:46	
9	1509	7:15:07	get mind out of the bunk	39	425	7:35-	-pause-
10	000	7:15:44	Nice miles	40	5	7:37:37	
11	1000	7:16:01	cutecouple	41	44	7:38:12	nice
12	1578	7:16:09	cutecouple	42	28	7:38:10	new!
13	78	7:16:50	cutecouple	43	6269	7:40:07	good job
14	549	7:17	Sporting	44	7260	7:43:50	
15	767	7:17:08	high side	45			
16	1576	7:17:25		46			
17	6000	7:18:48		47	600	7:47:40	
18	6000 2	7:24:15	very friendly	48	2199	7:48:56	
19	306	7:26:30	nice work!	49	161	7:49:10	
20	145	7:26:40	core work	50	5296	7:49:50	
21	22465	7:27:10		51	683	7:50:11	
22	210	7:26:54		52	12	7:56:15	
23	117	7:27:47	DANLO	53	1509	8:00:07	Hot No 6
24	186	7:27:52	1-1-	54	78	8:01:08	
25	526	7:28:38	★	55	371	8:01:25	Chk Video
26	73529	7:28:58	★	56	1578	8:01:40	
27	6868	7:29:10	★	57	1000	8:01:50	
28	59171	7:29:02	★	58	907	8:02:04	
29	720	7:29:44	flayjett	59	000	8:02:07	
30	371			60	6000	8:02:24	

01 1570 8:02:30
 02 17 8:03:40
 03 549 8:04:11

COMPLETE LIST OF UPCOMING EVENTS

Aug. 10

Dual Bridge Duel /
Columbia Crossings Cup

Aug 17

CYC "Sport Your Colors"
Beer Can Race

Aug 24 & 25

SYSCO St. Helens
Race & Cruise

Sept 14 & 15

RCYC Long Distance
Race

Sept 14

OWSA "Crazy Wigs" Beer
Can Race

Sept 7 & 21

SYSCO One Design
Races

We NEED your help!

If you, your crew, spouse, or network
would like to volunteer for a
positions, we would love to hear from
you!

Text or Call:
commodore@syscosailing.org
503-789-0586.



Bill Sanborn manning the grill with
Anna Campagna on umbrella duty.



Martin 24, Kermit, running due North on
a rare Southern wind

HOW TO THROW A BBQ FOR 325 SAILORS

Anna Campagna - Commodore

The annual SYSCO BBQs happen after the finish of the Summer Series, and it's a great time to get everyone together and share a meal, drink some BYOB beverages, and talk tactics and battle stories. Here's how it goes, in case you're interested, on Columbia Crossings lawn at Tomahawk Bay! This story will also serve as a record for any volunteers in the future who want to know how to throw a couple of seamless summer BBQs for 350 people.

So, we usually can count on 150 people showing up on Tuesday and 175 people on Thursday. There should be one master organizer and several volunteers to delegate the work over both days.

The Thursday people cook for the Tuesday racers, and vice-verse. Best line up one or two grill-masters and 2+ people to do setup/cleanup. Check Sysco storage for leftover plates, napkins, poly gloves, etc. Bill Sanborn is usually the Master Griller on Tuesday, and he brings the two 6-foot plastic folding tables that we use to serve the buffet.

Set up at 7pm (get the charcoal going) and be ready to serve around 8 when racers start coming in. It's a great idea to cook garden burgers first (because they take a while), and then get started cooking burgers. Don't over cook them!



Partying and corn hole with the SYSCO Commodore at the post Summer Series BBQ!

HOW TO BBQ - CONT'D

Anna Campagna - Commodore

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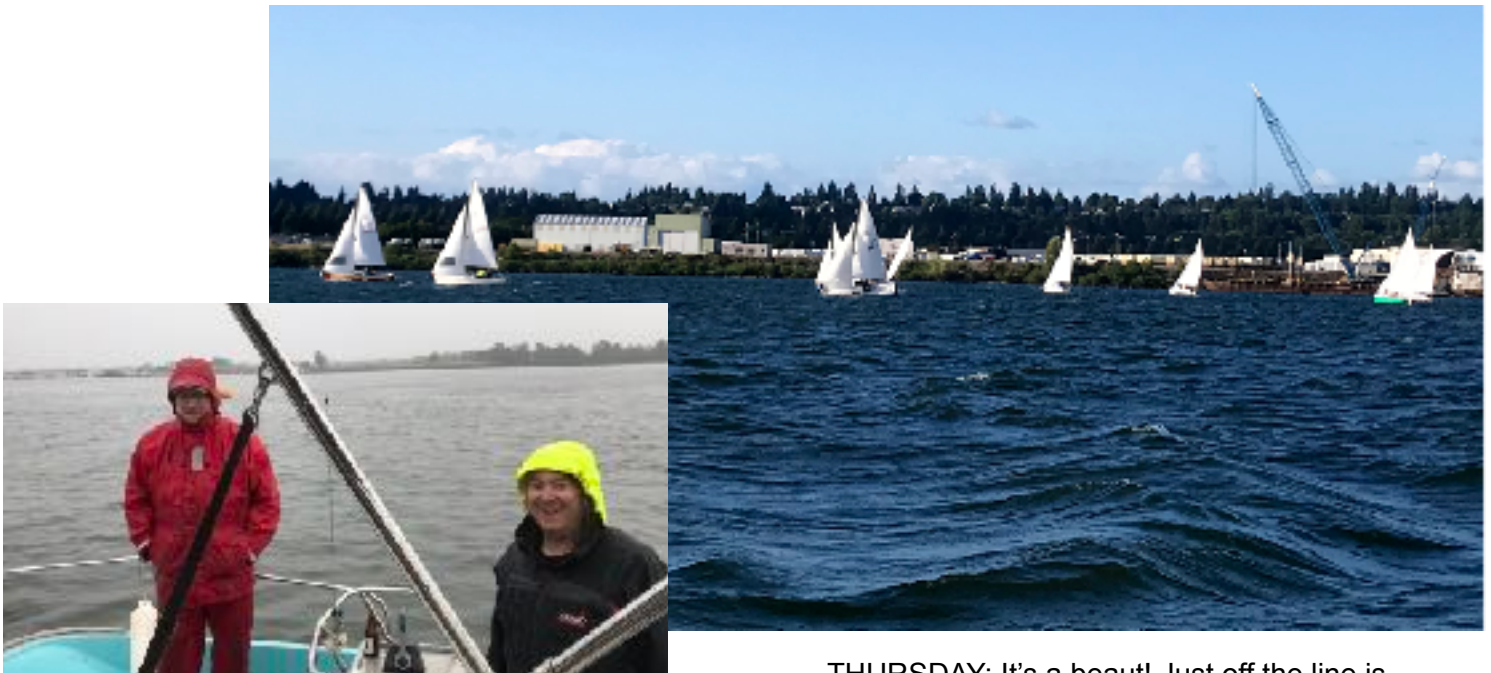
It's great to have a covered tray of them cooked in advance. If you wait until you see racers coming in, you're gonna have people standing in line for an hour while you are flipping burger, because there's just so much space on the grill.

Most of our shopping is done at Cash & Carry. But if Anna is in charge (food snob!) I refuse to serve those crappy factory-farmed frozen hockey pucks (mystery meat, pink slime - yecch!) that C&C sells. \$.80 cents for 1/4 pound hockey puck, or \$1. apiece for 1/3 pound eastern Oregon single source ground chuck - That's a no-brainer!

I will go out of my way to serve my friends a superior burger. SP Meat Co. sells Cascade Natural Beef 1/3 pound burgers, fresh or frozen. You need to call ahead to order a couple of days before and pick it up before they close at 2:30 pm! Unless you have room in your fridge for several boxes of burgers (roughly 16" x 24" x 6"), you're going to have to pick up some for Tuesday, and some again for Thursday.

They come 48 burgers per case - you need 4 cases for Tuesday and 3 cases for Thursday. (Cause you will have some left over from Tuesday.) Or, you could order 4 cases of fresh and 3 cases of frozen. That's one way to save an extra trip to SP Provisions.

On Tuesday, you and a friend should go shopping at Cash and Carry in Delta Park. Bring a couple of big coolers. Here's how to make it happen ———>



TUESDAY: It's a wet day for RC Pancho experts.

THURSDAY: It's a beaut! Just off the line is the Ranger 20 fleet. What a pennant!

HOW TO BBQ - CONT'D

Anna Campagna - Commodore

Shopping List:

10 pound bag of Onions
(Walla Walla sweets preferred)
6 heads of Romaine lettuce
1 case tomatoes
1 package cheese slices (try to buy real cheese)
5 gallons Potato salad (be sure to buy only as much as you can keep refrigerated at 40 degrees or below. You may have to buy two on Tuesday and three for Thursday)
Ketchup, mustard, relish in squeeze bottles
1 case Ruffles potato chips in big bags
350 Paper Plates
300 Lunch napkins
2 bags of charcoal plus 1 bottle lighter fluid
300 forks
Poly food service gloves (economy, large)
Hand sanitizer
Ice
Go across the street to Restaurant Depot (ask Anna for the card for entry) to buy "The Original Garden Burger."
Way better than Boca Burger. Buy 3 packages of 12.



Don't Forget:

Lighter
4-5 steel or plastic bowls for chips, potato salad, lettuce
Couple of gallon ziplocks
Serving spoons, 3-4 pair of tongs, knife
2 flippers (dedicate one for Garden Burgers)
3 platters or sheet pans for burgers and garden burgers
Tip jar and sign asking for tips (tongue in cheek)
Bin for recyclables
Paper towels and spray cleaner for tables
2 gallons of water and a handful of plastic cups

Preparation:

At home, wash half the lettuce and tear to size.

Wash half the tomatoes and slice them on a mandolin.

Slice the onions fine. If you want bonus points, buy another bag of yellow onions and grill them at home. But be prepared to dole them out carefully. Cause everyone LOVES caramelized onions!

Cleanup:

Best done before the sprinklers come on at 10!

Empty the garbage bags into the dumpster. Collect cans and bottles.

Leave the place as clean as you found it.

Flame grillin' and chillin' on the grassy levy at Tomahawk

SYSCO BOARD MEETING MINUTES

July 1, 2019

Attendees: Gary Bruner, Jeff Eastes, Lynn Eastes, Gregg Bryden, Thomas MacMenemy, Anna Campagna, Bruce Newton, Bill Sanborn

Call to Order: The meeting was called to order by Commodore, Anna Campagna at 6:56pm

Racing report: We have had a very smooth racing season so far, thanks to Denny and Randy.

Race committee: We do not have anyone for race committee for July 11 and Aug 22 because several of these boats have left their fleet.

As of tonight we have 13 boats registered for Twilight Series on Tuesday night and 26 for Thursday night. Gregg will send out an email blast to remind people to register.

Lightning: There was a discussion about safety if lightning is forecast. SYSCO's policy is that each skipper is responsible for deciding whether it is safe for their boat to race. Race Committees do have a role in promoting safety but it is ultimately each skipper's responsibility to decide whether to race. Race Committees can decide to postpone or abandon races. We should make sure that Race Committees know that they have the authority to abandon a race in the event of lightning.

Action: Anna will write up an email blast about abandoning races if they identify lightning.

Action: Gregg will contact Wide Load (ISC boat) to see if they can do Race Committee

Membership Report: Jan Burkhart

116 members for 2019. No new members this month. Last year at this time, we had 120 members. This year, the dues went to \$120 versus \$100 last year. We are down 6 full members less than budget but we have more associate members than budgeted. This year, we brought in \$380 in fees for race registration of non-members. Jeff suggested trying to market to crew members more than we currently do.

Bill Sanborn suggested developing membership cards. We do not have reciprocity with other yacht clubs, however.

Events: SYSCO barbeque coming up. Ashley Lund and Jim Foster are heading this up. Anna will be helping with the Tuesday barbeque. Setup at 7 pm. Bill Sanborn will bring tables. There may be some supplies in the storage unit.

SYSCO BOARD MEETING MINUTES - CONT'D

July 1, 2019

Financial Report:

SYSCO has \$7860.74. We had \$13,476 in income and \$5615 of expenses.

SYSCO website expenditure has exceeded what was budgeted. This was because we have paid for 3 years in advance. This was a big cost savings. We got 3 years for the cost of one year.

Discussion about Pancho: Gary Bruner brought up the issue of the marina and how hard the logs are on the boat. Jeff has asked the marina for foam blocks instead of logs. Nothing has happened yet.

Pancho: Our budget is about 5K for a replacement. It needs to be something very stable. We will continue to look for an opportunity to buy a replacement boat.

Pancho should not be used to rescue boats. Members should be encouraged to join the towing membership. There is a big black drogue in Pancho that can be used by the RC boat to help stabilize it. This works better than buckets tied behind the boat. Gregg suggested putting something in the newsletter about how to pick the correct anchor for the boat and how to use the drogue.

Action: Phil write something about anchor size appropriate for committee boat

Anna will follow up with McCuddy's about the entry to the slip.

Newsletter/Webmaster/Marketing report

Newsletter production handed-off to a dedicated SYSCO member, however rebuilding of the website will be over the winter.

Other Business:

Social events: Glasses need to be ordered for long distance race and Duel Bridge Duel/Columbia Crossings Cup. Vendor needs a little bit of lead time. Who does this ordering? Commodore. Trophies are paid for by Columbia Crossings.

Action: Anna will follow up with Columbia Crossings and order glasses for Dual Bridge Duel /Columbia Crossings Cup and St. Helens Race & Cruise.

Gary Bruner suggested for discussion : Concerned about commercial traffic. Tug boat told about the fact that racers monitor 72. Tidewater to possibly come to the August meeting. Maybe suggest that RC communicate with the barges.

Put channel path on the Race chart next year. – discuss this at a future meeting.

Meeting adjourned at 8:07 pm



The Martin 241 Bad Habit. You can tell by the smiles of owner and crew that she was well ahead of her fleet when this photo was snapped