

the

STARTING LINE

May 2011



R 30 AAS  SMALL YACHT SAILING CLUB OF OREGON



Photo by Dale Mack

FROM THE COMMODORE

By Jim Sinclair, Commodore

This spring's sailing has, at least for me, reinforced the notion of treadmill sailing. Two boat lengths forward and one boat length back. Race Committees too have struggled with the issue of too much current and not enough wind, having to shorten and abandon races. But we keep coming back in the continuing hope that next time there will be just a little more wind (or at least it will be a little warmer). We do this because we *know* that eventually it will be true and we don't want to miss a single chance to have another glorious sail on our beautiful river.

On another note, I'd like to remind everyone about the Boy Scout motto: Be Prepared. Not just your boat preparations, although that certainly is important, but crew and skipper preparations as well. Are you ready for the unexpected? Have you thought through and maybe even practiced what to do if... you have a rig failure?... your engine won't start?... someone goes overboard?... your boat is involved in a collision with another boat? Not the kinds of things we want to experience, but just the kind of things we should be prepared to deal with. Spend a few minutes, talk to your crew, make a plan, and practice a person-overboard drill.



And when you get pretty good at it, pretend it's the skipper who goes over and see how the crew reacts.

Maybe it's all the grey skies and lack of sunshine that has me thinking such dark thoughts. Or maybe it's thinking about our friends who will be doing the Oregon Offshore this week. Keep them in your thoughts and prayers. And use this by-week in our river racing schedule to make boat repairs and adjustments, prepare for the unexpected, and get ready for the sunshine. I have it on good authority that it's just around the corner!

*Jim Sinclair
Commodore
S/V Dazzle*

**Friday Night
Beer Can
Racing Starts
May 20**

First Warning Signal, 6:30 pm

Coming Events

SYSKO Meeting

May 16

Dinner 6 pm — Meeting 7 pm

Friday Beer Can Racing Starts

May 20

First Warning Signal, 6:30 pm

Memorial Day Cruise

May 28-30

Martin Island

Multnomah Channel Cruise

Saturday, June 11-12

Hadley's Landing

SYSKO Summer Evening Series

Tuesday, June 14

First Warning Signal, 6:30 pm

SYSKO Meeting

Monday, June 20

Dinner 6 pm — Meeting 7 pm

SYSKO Meeting

May 16

Elmer's Restaurant — Delta Park
9848 North Whitaker Road
Portland, OR 97217

Dinner — 6 pm
Meeting — 7 pm

Come listen to the
Portland State
University Sailing
Coach talk about the
collegiate sailing
program on the
Willamette River.



the Starting Line

published monthly by the
**SMALL YACHT SAILING
CLUB OF OREGON**



P.O. Box 5502
Portland, Oregon 97228
www.sailpdx.com/sysko.html

OFFICERS AND COMMITTEE CHAIRS

| | | |
|-------------------|----------------------|--------------|
| Commodore | Jim Sinclair | 503.747.6611 |
| Rear Commodore | Rich Jones | 503.706.2541 |
| Vice Commodore | Michael Nance | 360.901.3991 |
| Secretary | Gary Bruner | 360.687.2048 |
| Treasurer | Colleen Bennett | 503.348.0320 |
| Membership | Jan Burkhart | 503.701.5706 |
| PANCHO Engineer | Phil Campagna | 503.735.0982 |
| Newsletter Editor | Dale Mack | 360.260.4196 |
| Cruising | Gib Colistro | 503.771.7575 |
| Social | Anna Pagliarulo | 503.789.0586 |
| Historians | Bill & Vicki Sanborn | 503.286.9257 |
| PHRF Rater | Dave Hickman | 503.288.0062 |
| OCSA/PHRF Rep | Phil Campagna | 503.735.0982 |

SYSKO RACING — NEWS FROM THE “DITCH”

By Michael Nance, Vice Commodore

The PYC & SYSCO Opening Day and SYSCO Spring Regattas have been completed. The weather Gods were kind providing enough wind to race and little to no rain for both events. For the Opening Day Regatta, three races were completed for all classes on both Saturday and Sunday!

The SYSCO Spring Evening Series is underway, although the wind and rain have not been as co-operative as in the first two

weekend regattas. There has also been some confusion as to race course listings by the various race committees. Please read this entire newsletter for a refresher in race management and course descriptions.

The Cruising Fleet has a rule that cruising boats are to fly either a yacht ensign or the national flag while racing, in contrast to the Racing Rules of Sailing which can be trumped by “class rules”. Also, a barbecue is required to be on the rail, ready for cooking.

These rules are simply for fun and racers are requested to follow these rules in a fun, Corinthian spirit...No protests for noncompliance will be taken seriously.

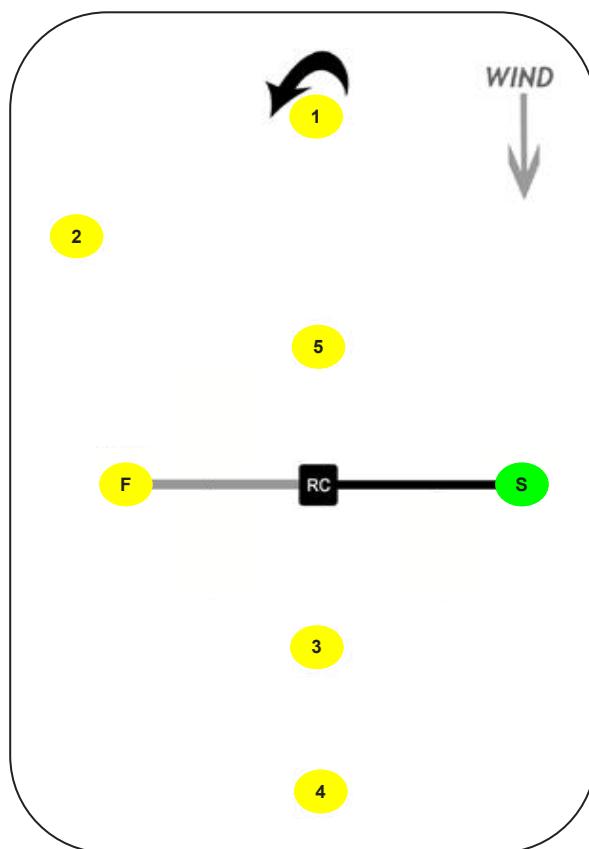
We are still looking for race committee and a RC boat for Thursday May 19 and Thursday June 30. If you folks in the B Fleet could help out, that would be great! Please contact me if you can volunteer and/or provide a committee boat for these two nights.



Photo by Dale Mack

ALPHABETIC COURSES & THE SPRING SERIES

If you have been racing in the SYSCO Spring Series, you may have wondered why you aren't seeing any Alphabetic Courses. The truth is that the OCSA Alphabetic Courses are very difficult to setup and teardown before darkness sets in during the Spring Evening Series. As a result SYSCO doesn't even have the required GREEN mark inflated and aboard Pancho III for RCs to use.



HOW TO PROTEST OR REQUEST REDRESS

OCSA Sailing Instructions

PROTESTS AND REQUESTS FOR REDRESS:

Protests shall be filed promptly and in writing in accordance with the Racing Rules of Sailing, unless otherwise prescribed by the Notice of Race and/or Supplemental Sailing Instructions for the event.



US Sailing Judges Manual on Redress

Rule 62 (Redress) is the mechanism in the rules for competitors to receive corrective action when something has gone wrong. Most redress requests are related to possible Race Committee errors or omissions. A request for redress is not a protest; the definition of protest no longer includes requests for redress.

The rules give the Protest Committee (PC) great latitude on what form of redress to grant. Rule 64.2 (Decisions on Redress) requires that the PC make "as fair an arrangement as possible for all boats affected, whether or not they asked for redress."

the **STARTING LINE**

Deadline
June 12

Email articles and photos to: Dale Mack

celtic-myst@comcast.net



RCYC
Medium Distance
Race

May 21

RACE COMMITTEE — MISTAKES TO AVOID

Setting Starting and Finishing Lines

SYSCO's Supplement Sailing Instructions (SSI) appears to be confusing some Race Committees (RC). The letters "S" for start, and "F" for finish are **ONLY to be used on the course board when the Race Committee establishes a separate start line and a separate restricted finish line** using marks identified on the 2011 OCSA Chart of Numeric Courses, a mark designated on the chart may serve as a

finish mark, and a green mark on the opposite side of the Race Committee boat shall serve as the start mark.

The Situation

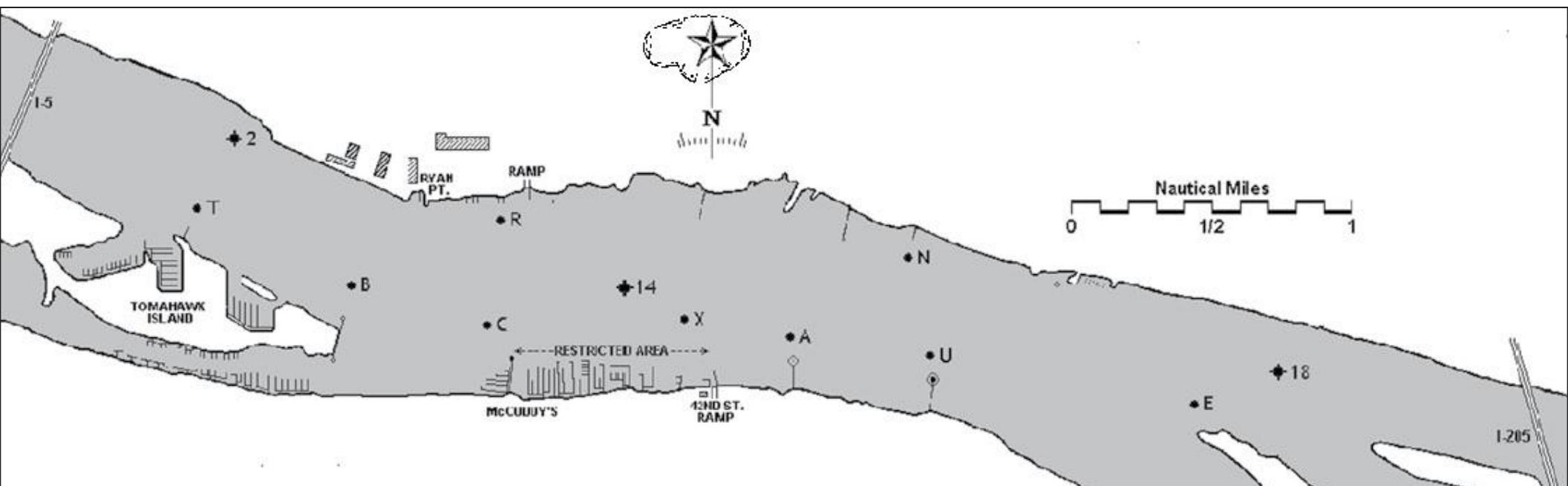
The RC boat is anchored south of buoy "14", and the RC intends to use "14" to mark one end of the starting line. The RC also intends "14" to mark one end of the finishing line. One of the courses the RC places on the course board reads:

S - 2 - X - F

Identify the RC Mistake

SYSCO's SSI states that the letters "S" and "F" can only be used when the RC establishes separate start and finish lines, with one end of the starting line marked by a green mark. The RC is using a single line for both starting and finishing. The temporary and permanent marks the RC is intending to use are acceptable, but the course is incorrectly displayed. The RC should have displayed the course as:

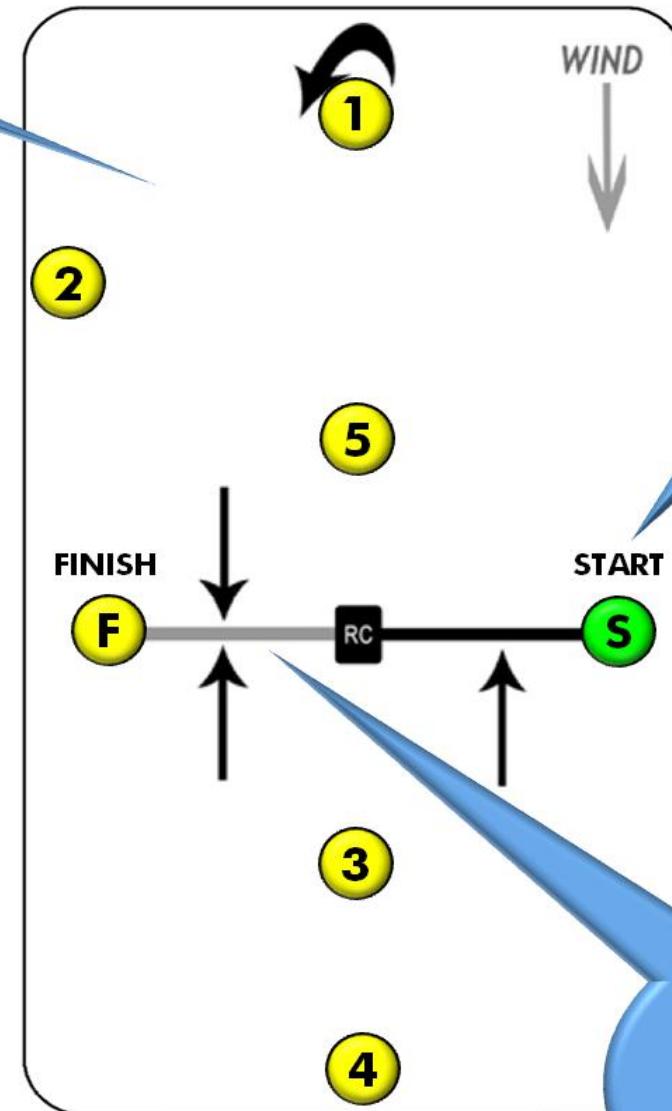
14 - 2 - X - 14



The RC may or may not set all of these marks.

OCSA ALPHABETIC COURSES

| ALPHABETIC TABLE OF COURSES | |
|--------------------------------|--------------------------|
| A | Start-1-Finish |
| B | Start-1-3-Finish |
| BB | Start-1-3-1-3-Finish |
| C | Start-1-4-Finish |
| CC | Start-1-4-1-4-Finish |
| D | Start-1-5-1-Finish |
| DD | Start-1-5-1-5-1-Finish |
| F | Start-1-2-5-1-Finish |
| H | Start-1-3-1-5-1-Finish |
| J | Start-1-5-1-5-1-4-Finish |



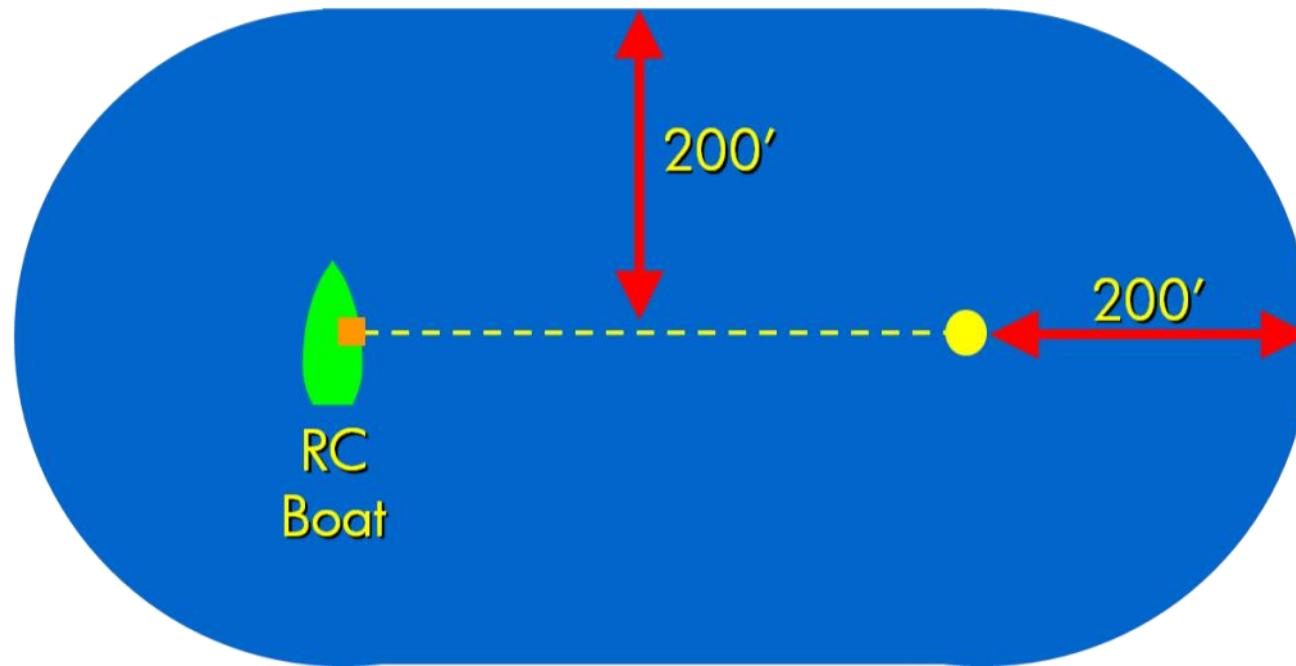
The start and finish lines may be on either side of the RC.

The finish line is restricted so don't cross it until you are finishing the race.

NOTE: When a boat not finishing crosses a restricted finishing line she may exonerate herself by taking a two-turns penalty.

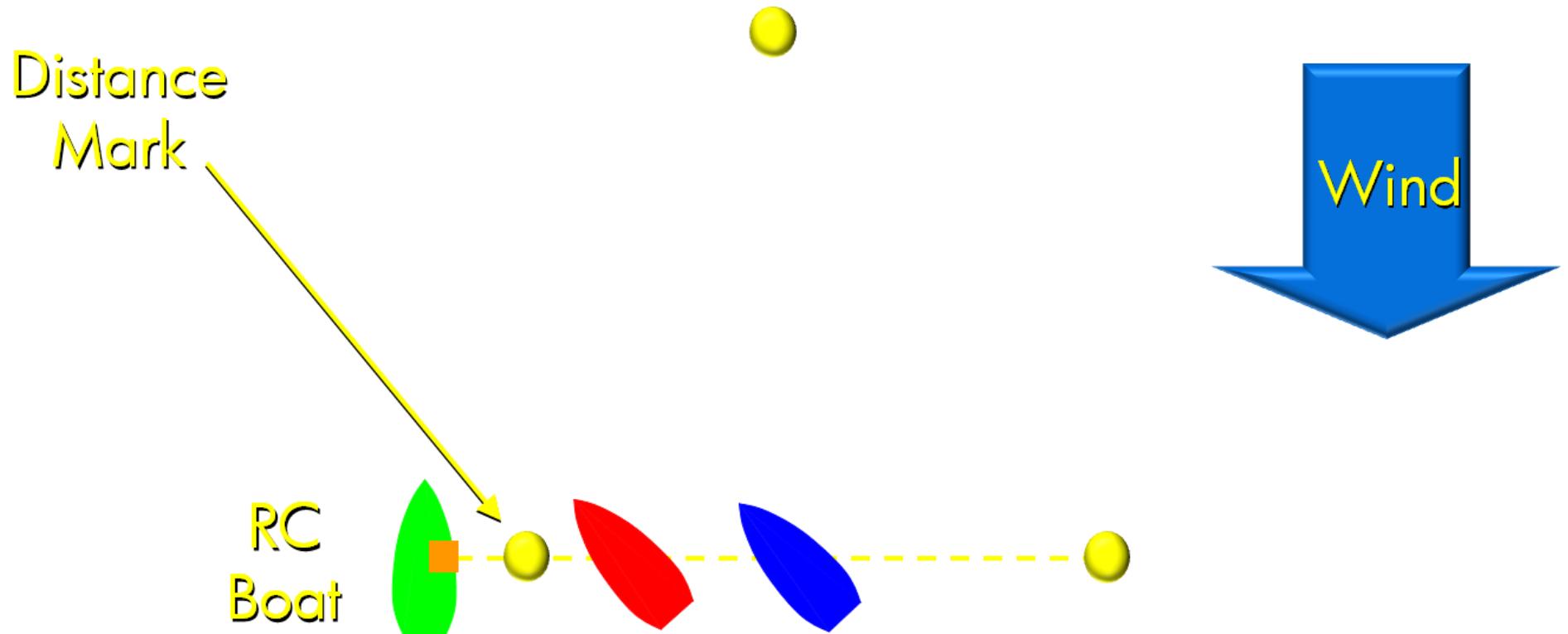
OCSA RULE 8.2 — STARTING AREA

The starting area extends 200 feet on both sides of the starting line and in a 200-foot radius from both ends of the starting line.



- Don't obstruct the Race Committee's view of the start.
- Don't interfere with a boat that has received its preparatory signal.
- Infractions are subject to disqualification upon protest.

OCSA RULE 8.4 — DISTANCE MARKS



- Any mark placed between the committee boat and the starting mark shall be regarded as a distance mark.
- Boats shall pass between the distance mark and the starting mark.

OCSA RULE 8.5 — CONTACT WITH COMMITTEE BOAT



A boat which makes contact with the committee boat or anything attached to the committee boat, including the anchor line, shall be subject to protest by the Race Committee.

Photo by Dale Mack

OCSA RULE 8.3 — PROPULSION

A boat which has not started, whether or not racing, may use propulsion without penalty as long as the boat does not start for at least 4 minutes after discontinuing propulsion.



Local Knowledge Tip:

If you have an east wind, upriver start, don't waste time trying to sail back up to the line if you have drifted downriver. Use your motor to get back close to the starting line. As long as the motor is off or out of gear four (4) minutes before you start, you are good to race.

Photo by Dale Mack

LATE REGISTRATION POLICY ENFORCEMENT

The additional demands placed on volunteers created by the club's lax approach to dealing with late registrations is not sustainable, therefore SYSCO will enforce its existing late registration policy for the Summer Evening Series.

The SYSCO Summer Evening Series starts on June 14th and runs through July 14th. Submit your entry NOW! You can download a copy of the OCSA Race Entry Form from sailpdx.com. No on-the-water or phone entries will be accepted.

You have two options for getting your race entry to SYSCO's Racing Captain:

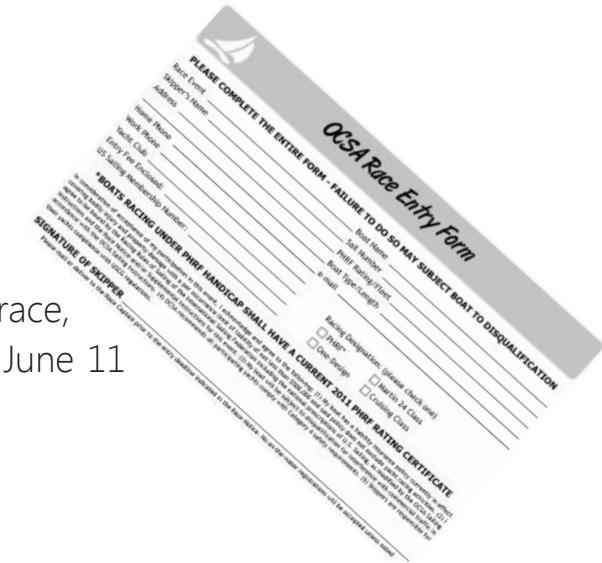
US Postal (or a Courier Service)

- Michael Nance, 9512 NE 8th St, Vancouver, WA 98664
- This is the only acceptable method when a fee is required.
- Entries will not be accepted after 72 hours prior to the start of the first race, unless accompanied by a \$10 late fee. That means 6:30 pm, Saturday June 11 for Tuesday fleets, and 6:30 pm, Monday June 13 for Thursday fleets.

Email

- mike@southcoastweb.com (*only if a fee is not required*)
- A signed and scanned copy of the OCSA Race Entry Form **MUST** be attached to the email.
- No email registration will be accepted after Friday, June 10

If Michael Nance is not in possession of your entry form prior to your first race, you will be scored DNS. You will continue to be scored DNS until a valid race entry is on file along with any applicable fees. SYSCO is not responsible for entries "still in the mail". Plan ahead and send in your SYSCO Summer Evening Series registration NOW!



A scanned image of the OCSA Race Entry Form. The form is titled "OCSA Race Entry Form" and includes a warning at the top right: "PLEASE COMPLETE THE ENTIRE FORM - FAILURE TO DO SO MAY SUBJECT BOAT TO DISQUALIFICATION". It has sections for "Racer Event Name", "Skipper's Name", "Address", "Name Phone", "Work Phone", "Yacht Club", "Entry Fee Paid/Charged", "US Sailing Membership Number", and "Boats Racing Under PHRF Handicap". There are checkboxes for "Sail Number", "PHRF Rating", "Boat Type/Length", "E-mail", "Racing Designation (please check one)", "One Design", "PHRF Rating Certificate", and "PHRF 24 Class". A signature line for "SIGNATURE OF SKIPPER" is at the bottom left, with a note: "Please print or type in capital letters. Please do not sign in the skipper's name. No signature is required if the entry is submitted via e-mail." A small note at the bottom right says: "#BOATS RACING UNDER PHRF HANDICAP SHALL HAVE A CURRENT 2011 PHRF RATING CERTIFICATE".

A white sailboat with the name "HOWDY" painted on its stern is shown from a low angle. Several crew members are on deck; one man in a red cap and blue shirt is leaning over the railing, while others are seated or standing nearby. The boat is on a body of water with houses visible in the background.

The Cruising Class Fleet requires all boats to
carry a mounted barbecue and a
US flag or Yacht Ensign.

Rumors about a new fishing pole
requirement have not
been confirmed.



SYSKO 2011 CRUISING SCHEDULE

| | | |
|-----------------|--------------------------|-----------------------------------------------------|
| May 28-30 | Memorial Day Weekend | Martin Island |
| June 11-12 | Multnomah Channel Cruise | Hadley's Landing |
| July 2-4 | Independence Day Weekend | Martin Island |
| July 30 - Aug 7 | Delta Cruise | Martin Island, Cathlamet, Warren Slough, Astoria |
| Aug 27-28 | St. Helens Race & Cruise | St. Helens City Docks |
| Sept 3-5 | Labor Day Cruise | J.J. Collins East, Coon Island |
| Oct 22-23 | Fall Colors Cruise | Hadley's Landing |

A SYSCO cruise is held as informal rendezvous. There is no RSVP, no fees to attend, and no cruise leader. Appetizers are commonly shared.

Don't forget to fly your SYSCO burgee

For more information on the destinations, go to:
http://www.boatoregon.com/OSMB/library/library.shtml#Boating_Facilities_Guide_

Photo by Dale Mack

Memorial Day Cruise

May 28 – 30

Martin Island

A SYSCO cruise is held as an informal rendezvous. There is no RSVP, no fees to attend, and no cruise leader. Appetizers are commonly shared.



Don't forget to fly your SYSCO burgee

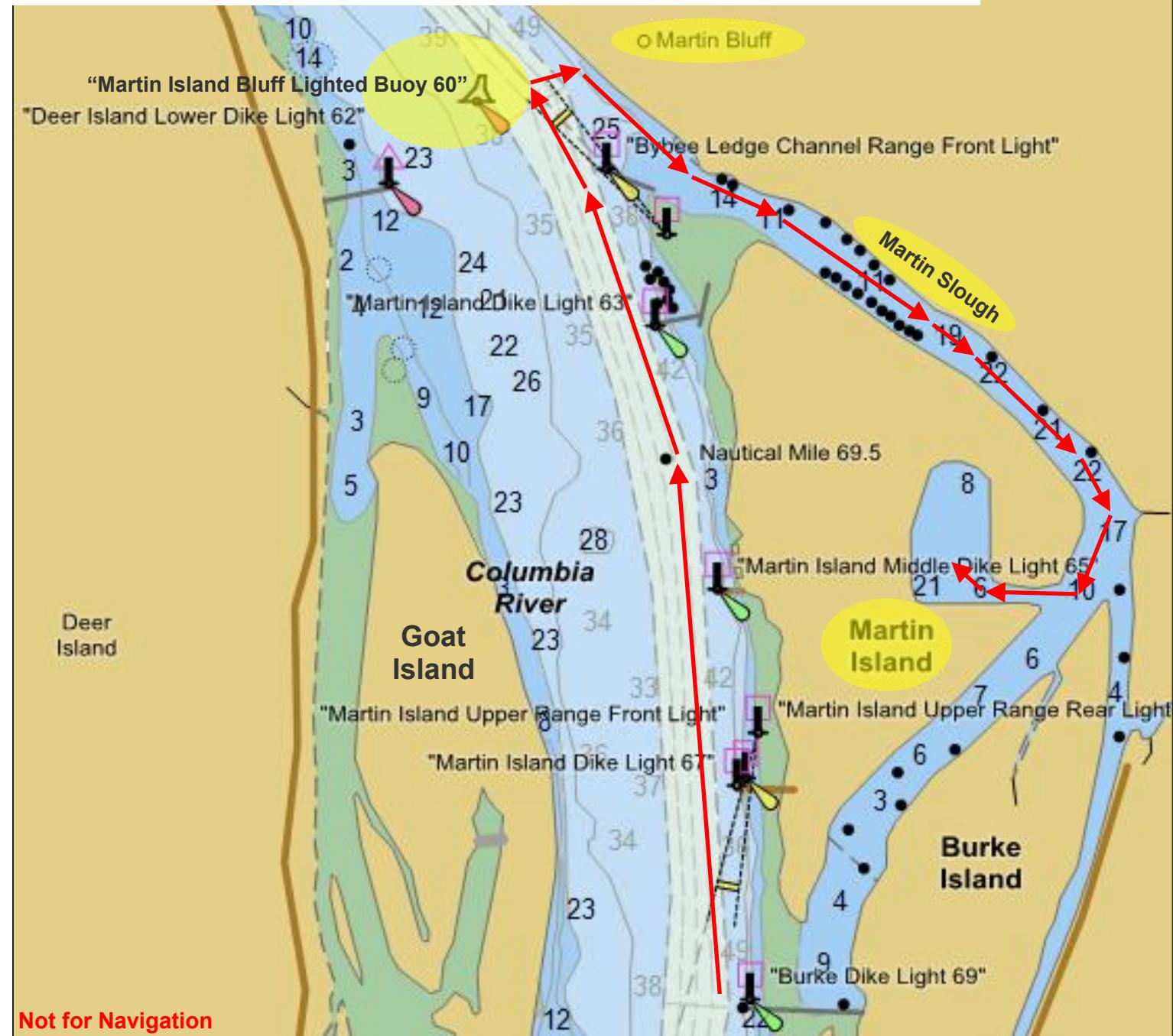
Photo by Dale Mack

NOVICE'S GUIDE TO MARTIN ISLAND LAGOON

The trip from Portland to Martin Island provides some of the best sailing on the Columbia River. Located twenty-three nautical miles downstream from the I-5 bridge, the lagoon at Martin Island offers a protected anchorage noted for its mud bottom and good holding properties.

The downstream, northwest end of Martin Island can be deceiving because lurking just under the surface is a long sandbar. First time visitors may want to arrive at red buoy "60" first, and then head directly toward Martin Bluff where the water is deep near the Washington shore. Once near the bluff, head southeast and follow Martin Slough.

Shallow areas and deadheads in Martin Slough, make it advisable to stay left of center when approaching the lagoon, watch your depth, and travel at a slow pace. The lagoon's entrance can be shallow during low water conditions, so depending on your draft you may want to consider transiting the area on a raising tide. Sailboats drawing six plus feet routinely visit Martin Island.



Multnomah Channel Cruise

June 11 – 12

Hadley's Landing

A SYSCO cruise is held as an informal rendezvous. There is no RSVP, no fees to attend, and no cruise leader. Appetizers are commonly shared.

Don't forget to fly your SYSCO burgee

Photo by Dale Mack

WHAT IS THE SYSCO DELTA CRUISE?

By Bill Sanborn, Upstart

In 1984 several of us who had mortgaged the farm to buy a 22 foot sailboat realized that for a summer vacation that year the choice was a "staycation", or figure out some way to vacation cruising on the boat we were paying for. The Six Pac series was the perfect option racing the boat to Astoria, but Admiral says "we're not taking the kids and all the cruising gear and racing every day". So Plan "B" was looking at the Six Pac itinerary and planning a 100 mile downriver cruise visiting where they weren't going to be, and that is when we were introduced to the lower Columbia River and Warren Slough.

The river runs thru a well defined gorge as it passes thru the coast range toward the ocean, and I believe a line drawn between Bradwood and Cathlamet mark the end of the river as it then fills into several channels between low islands that form the delta area (see chart #18523) with the main dredged channel along the north shore. The river then joins several other smaller rivers forming four bays in the Astoria area, and finally it drains into the Pacific thru the Columbia River Bar. Our journey is into the islands of the delta area, and across the bays to Astoria.

For some of us who have done this cruise over the years it is an annual ritual like Christmas or



Thanksgiving that is not to be missed. I have no idea of the number of boats and sailors who have joined us on this cruise over the years, but each year the dynamics change. We have watched families start with kids in diapers and seen those kids through college, and now these folks are sharing their love of boating with grandkids. Those of us who have a long record of making this cruise always get that good feeling, when we have introduced a new friend to the SYSCO Delta Cruisers.

Jump forward twenty-seven years and the Six Pac is no more, but the SYSCO Delta Cruise is still going strong, with each boat following its own float plan. We meet on the last Saturday

of July at Martin Island, and the cruise officially begins when you join the raft up there. Sunday we will motor, sail, or get towed to Cathlamet where we get showers, have a major party, refresh ice, and resupply for Warren Slough. Monday morning on the dock is always a lot of discussions of what time do we depart Cathlamet for crossing to Devils Elbow at Horseshoe Island, and for 2011 high tide is at 1610 hrs there, so our goal is to be through Devils Elbow by 1530 hrs. We will then arrive at the



(Continued on page 19)

(Continued from page 18)

lonely piling (aka: "SYSCO's Outstation") in Warren Slough for a major raft up, and in time for Happy Hour.

This is not a structured cruise, and each boat follows their individual Float Plan and has the options to choose where they want to spend their time. Last year is a perfect example: 15 boats left Cathlamet for Warren Slough and a couple boats went directly on to Astoria. About half left Warren Slough on Tuesday's tide for Astoria, on the Wednesday tide 5 or 6 more boats left for Astoria and Cathlamet, a couple more arrived at Warren Slough to join the remaining raft up for another day and then on Thursday some boats left for Astoria while others were returning to Cathlamet to join boats that had opted to just enjoy time at the Cathlamet docks. Usually by Thursday or Friday boats stop off in Cathlamet as they begin the trip home and plan overnight stops along the way, while some opt to spend more time in the lower river.

The river and the communities along the river are very cruiser friendly and all welcome us to come with good facilities at very reasonable prices. You can find the three most needed items at several locations (showers, ice and fuel); there are lots of restaurant options in St Helens, Rainer, Cathlamet, and Astoria. For those who enjoy time on the hook there are good spots all along the river, Martin Island, Sand Island (Goble), Walker Island, Fisher Island,

Gull Island (with experienced guide), Bradbury Slough, Beaver Slough, Welcome Slough, several options among the delta islands, Steamboat Slough, or Mott Island.

One caution is to be aware of water depth when leaving the main channel of the river, and know that there is a typical five to seven foot tide change. Over time the river has moved the bottom sand and charted depths of the area are not current, and some buoys have not been relocated to where they should be. We have learned the safe routes for transit with a six foot

keel, after our surveys made during low tide with dingy and kayak.

Our next SYSCO Delta Cruise will start on July 30 with the meeting in Martin Island pond. We invite you to cruise with us for the week, weekend, or join us for the Sunday party in Cathlamet. And if these dates don't work, the river is always open and we encourage you to enjoy this area when you can. We are always enthusiastic about sharing our local knowledge with those venturing into the delta.



SYSCO Delta Cruise

July 30 — August 7

Saturday, July 30 — Martin Island
Sunday — Cathlamet
Monday — Warren Slough
Wednesday — Astoria
Thursday — Cathlamet

Don't forget to fly your SYSCO burgee

An unstructured cruise
with only a loose itinerary





The Faces of Racing
By Dale Mack

SYSKO BOARD MEETING MINUTES

By Gary Bruner, Secretary

Minutes from the SYSCO board meeting at Elmer's Delta Park on Monday, March 7, 2011.

Commodore Jim Sinclair "turned the crank" at 7 pm. Present were: Jim Sinclair, Jan Burkhart, Michael Nance, Rich Jones, Dale Mack, Bill Sanborn, Gary Bruner, Nathalie Mary, and the following Fleet Captains:

| | |
|---------------|----------------|
| Tod Bassham | Ranger 20 |
| Don Woodhouse | Catalina 22 |
| Steve Spon | Cruising Class |

Reports

Treasurer: In Colleen Bennett's absence, Jim presented a detailed budget report prepared by Colleen.

Highlights include the fact that SYSCO is now at 89% of projected membership income, although this amount does not include \$280 in very new memberships and renewals as of May 2. Colleen reported checks paid out in the amount of \$286.85 for new marks. SYSCO is now at 14% of projected yearly expenses.

Michael Nance reported that SYSCO has taken in \$1,120 in race entry fees not reflected in the current figures.

Membership: Jan Burkhart reported that the SYSCO membership book is at the printers and should be out very soon. A few new members and renewals will not be included in the book at this time because they missed a printing deadline, but SYSCO may well publish an addendum later in the season.

OWSA has renewed a membership for their Stardust boat, and Mark McCuddy has renewed. New members include Dennis Olmstead who has a Ranger 20 named Four Sail. New associate members are Pam Arcari and Mathew Socia. Membership status:

| | |
|--------------------------|-----|
| Renewals | 101 |
| New Members | 19 |
| Former Members Rejoining | 2 |
| Total | 122 |

Racing: Michael Nance reported that the first week of the SYSCO Spring Evening Series has been completed. SYSCO also finished two race events, the two day PYC & SYSCO Opening Day Regatta, and the one day SYSCO Spring Regatta. SYSCO enjoyed full days of racing, with a minimum of three races per day per fleet.

SYSCO's official race permit from the U.S. Coast Guard (applied for by OCSA) has not yet arrived. Jim Sinclair will follow up on this and try to expedite.

Michael reported that the OSCA owned Regatta Pro-Start automatic starting horn (known as "Otto Horn") has an issue or two, including needing a new battery pack and a longer cigarette lighter cord. Bill Sanborn has agreed to take on the project and fashion a switch. Phil Campagna was noted for the work he's done to mount "Otto Horn" in a much better fashion.

Michael brought up the fact that the Cruising Fleet has a rule that cruising boats are to fly either a yacht ensign or the national flag while racing, in contrast to the Racing Rules of Sailing (RRS). It was decided that it is not an issue because elements of the RRS can be trumped by "class rules". It was also noted that in the Cruising Fleet, a barbecue is required to be on the rail, ready for cooking. These Cruising Fleet rules are simply for fun, and racers are requested to follow these rules in a fun, and in the Corinthian spirit. No protests for noncompliance will be taken seriously.

David Hickman is the protest chairman for SYSCO.

Michael has proposed that SYSCO consider online registration for regattas and series in the future. The Board discussed the possibility of adopting a system like OWSA uses, with PayPal

(Continued on page 23)

being a payment option. Another suggestion was US Sailing's Regatta Network which many clubs use, but there is a 7% administration fee associated with each entry. Since SYSCO has a rather unique situation whereby members do not pay for series or regattas, SYSCO has some special issues with regard to payment methods. There was much discussion, but no action taken at this point.

Michael commented on the frustration of having so many entries coming in after the published deadlines. He's been allowing boats to race who actually send an email on the first day of racing and paid later. Michael believes SYSCO needs to have a DEADLINE and enforce it in the future. Spirited discussion followed, but no action at this point.

Pancho III & Race Equipment: In Phil's absence, little was said about Pancho III except that the green (START) mark has been deflated and stored aboard, according to Rich Jones. SYSCO does not recommend using the windward/leeward courses in the Spring Series anyway because of the time needed to set all the required marks.

Cruising: The next scheduled cruise is to Martin Island, 5 or 6 miles downriver from St. Helens over the Memorial Day weekend.

Jim reminded everyone that there are no races scheduled in the Spring Series on 5/10-12 be-

cause of the Oregon Offshore which begins on Thursday, May 12. Good luck, ocean racers!

Program: Tod Bassham reported that the program for the May 16 general membership meeting will be the sailing coach at Portland State University who will speak about the college sailing program on the Willamette.

Old Business: Tod Bassham is hoping that the high school regatta on May 14 will be a great event. A fleet of four to five Ranger 20s plan to race with crews of students from the Portland Waldorf School. Tod will be contacting Phil Campagna about the use of Pancho III for this regatta which is sponsored by SYSCO. The club will expect an article for the newsletter, including pictures, in lieu of payment for the mark boat!

New Business: Terry Johnson, who has run the winter Sunday racing event for the last two years, has expressed his willingness to volunteer to run the event again in the coming year. In 2010, SYSCO agreed to cover the event under its insurance in exchange for Terry being a member of SYSCO. For 2011, Terry has requested SYSCO drop the membership requirement. The SYSCO Board decided that for SYSCO's insurance to be used, the membership requirement can not be dropped. A discussion ensued about how to relieve Terry of the financial burden of maintaining a membership when he doesn't routinely race in SYSCO events. Several ideas were put forth for reimbursing Terry for his membership fee, but all were rejected

because they weren't either supported by the SYSCO Bylaws, or because they created situations where any form of compensation could be interpreted as establishing an employment relationship, something SYSCO wants to avoid. The most promising suggestion was to pass the hat amongst the winter racing community and see if everyone would kick in a couple of dollars to cover Terry's SYSCO membership. Jim Sinclair will follow up with Terry to get more details about his request.

There was some discussion about adding technology such as a bullhorn to callout over early boat numbers. Apparently this had been a local practice in the early 90s. It was decided that SYSCO would not invest in a bullhorn. As for calling out over early, the RC's only responsibility is to use visual signals. It remains the responsibility of competitors to know whether they were over early. Sound signals are only a courtesy, and are not a requirement under RRS.

Investment in a tape recorder to record finishing information on the finish line was also discussed because some past RC management materials had referred to the practice.. It was decided that any RC who wants to could video finishes or take a photo if they choose, but no new technology will be purchased at this time.

Meeting Adjourn. The meeting ended at 8:21 pm.



Siren

SYSCO

24

Photo by Dale Mack

May 2011