

Starting Line



June 2012

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SYSCO

Small Yacht Sailing Club of Oregon

www.syscosailing.org

From the Commodore

By Michael Nance, Commodore



The SYSCO Spring Evening Series is in the books and the Summer Series is underway. Thanks to all of the race committee volunteers, and especially Gary Bruner, for doing a great job so far this year! Jim Sinclair has volunteered his boat, Dazzle, to be the race committee boat for the inaugural SYSCO Solstice Regatta June 22 and 23. If you are not planning on entering the regatta, Jim is looking for race committee volunteers for the two day event. Please contact Jim directly at sinclair5171@gmail.com if you are available to help out.

Among all of the other upgrades to Pancho this year, she now has a new carburetor! This addition should keep Pancho running smoothly for many seasons to come. She also has a new 19 gallon fuel tank, so refueling will now be a weekly event as opposed to someone hauling gas cans down to McCuddy's on every race day. SYSCO has also created a pre-paid gas account with Donaldson's Marina, which means we will be running non-ethanol fuel going forward which is much better for the engine. Again, a big thank you to Gary Bruner for going above and beyond the call of duty this year upgrading and maintaining Pancho!

SYSCO has also invested in a spanking new course board that greatly enhances the visibility of the courses. Additionally, you may notice that there are



“+” signs located vertically between classes that will be starting together. Be sure to confirm that your class pennant is being displayed on the committee boat prior to you start. It is also recommended to have your VHF radio tuned to channel 72 before and during the races for any announcements from the race committee. These announcements are a courtesy and you still need to pay attention to the flag signals on the race committee boat.

After the final two Summer Series races, there will be a BBQ on the lawn at Tomahawk Bay. Be sure and stop by for the festivities Tuesday July 10 and Thursday July 12. I have asked Columbia Crossings management to adjust the sprinkler timers on those two days so that they don't come on at 2200. If you were at either of these events last year, you know what I am talking about!

Fair Winds!

Michael Nance, Commodore

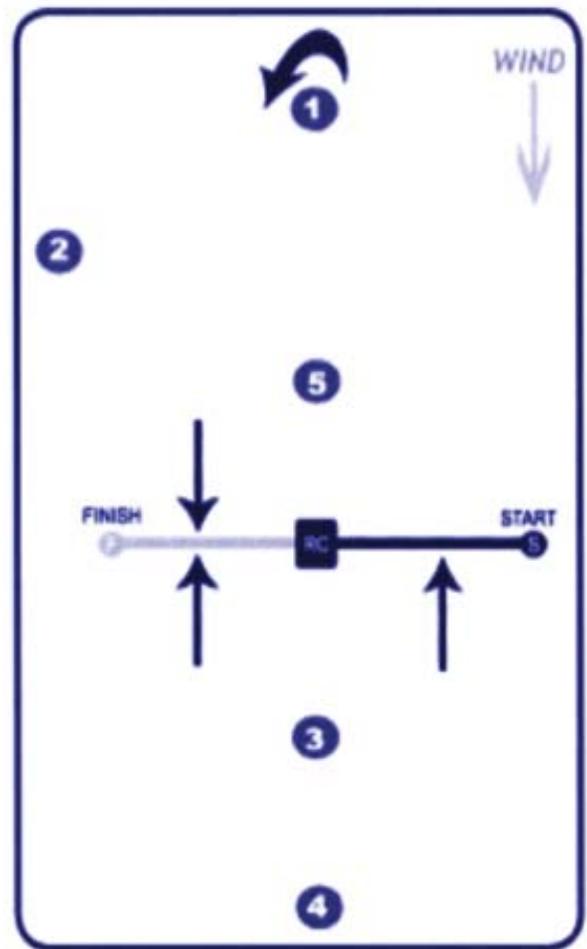
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# Start and Finish Lines

By Warren Dalby (Race Committee)

When there are separate start and finish lines, the starting line is marked by a green buoy and the finish line by an orange or red buoy. The SYSCO green buoy is actually a green mesh covering an orange buoy. When you are up close the green color is apparent, however from a distance it looks gray or black. When the race committee is flying two orange flags on either side of the boat, then you should be looking for the “green” and red buoys marking separate start and finish lines. The orange flags on the committee boat indicate that the staff of the flag and the buoy mark that start or finish line. In the OSCA Racebook, the picture of the windward-leeward course chart shows the starting line on the right side of the chart facing the wind and the finish line on the left side of the chart facing the wind. This orientation is up to the race committee. The start and finish lines may be on either side of the committee boat. One way to remember this is: “green” means go and red means stop regardless of which side of the RC they are on. There may be times when the RC will use Government Buoy 14 for one end of the finish line, and it is certainly red. The finish line is restricted. If you cross it and are not actually finishing you will be scored DNF. Remember also that if you touch the committee boat or Pancho, you will be scored DSQ.



# Sailboat Race Starting Techniques

By Allan Hoffman

There are several ways of starting races. Runners stand still behind a starting line, then wait for the count down of “on your mark”, “get set”, and go at the sound of the starting gun. Swimmers, ice skaters, and skiers start similarly. Automobile oval track racers start in a prearranged, rolling grid following a pace car. As the grid approaches the starting line, the pace car pulls off the track and the race is on.

Thoroughbred racing puts each horse into a separate chute, where they stay until the doors open and the horses bolt out. Those methods control the racer’s position and how he is allowed to move.

The “LeMans Start” in automobile racing is a little more interesting. The cars are all lined up along one side of the track and the drivers stand opposite their cars on the other side. At the starting gun, the drivers run across the track, get into their cars, start them up, and then drive onto the track. Their position in the pack is largely determined by how well they run, how quickly they situate themselves into their cars, how well the car starts up, and how well they avoid anyone else already on the track.

In sailboat racing, during the starting countdown, the racers jockey for position; each trying to force a disadvantage on the other racers and to gain any advantage they can for themselves, all at the same time. Provided that he follows the rules of sailing, exactly where each racer goes and how he gets there is uncontrolled.

What is the objective of a good start? Most people will tell you that it is to hit the starting line as the bell sounds, while going full speed. Yeah, I’ll agree to that. But, it’s not that simple.

During the starting countdown, we have to contend with five to ten other racers, each trying to do exactly the same thing at exactly the same time. I’ve been in fleets with as many as 18 boats starting at once. Now, that’ll keep you on your toes. The real question, though, is how do you achieve a good start?

Starting is a difficult skill to master. It often takes years to achieve proficiency. There is an awful lot of stuff going on at once. Each skipper wants to get an advantage, such as a favored position, while preventing the other skippers from taking that advantage away from him, all while trying to hit that line at full speed as the bell sounds, but not crossing the line before the bell sounds. It is very chaotic out there.

Usually, everyone wants to start at the starboard end of the line so they can be on starboard tack, requiring all port tack boats to keep clear of them. They also want to be the most windward boat so they can get the clear air.

The problem is that everyone can’t get that most desired position. What are the alternatives?

Well, because of the jam-up at the starboard end, the other end of the line and the middle of the line are less congested. You can try starting there. But, be mindful of starting on port tack.

There is nothing wrong with a port tack start, but you must do it cleanly. If you can cross all the starboard tackers, then you’ve aced them all and got the better start. In reality, though, you won’t.

It’s a rare occurrence. Be prepared to give way by tacking onto starboard or ducking the stern of any



starboard tack boats. Why? Because those are the rules, that's why. A port-tack boat **MUST** keep clear of (or give way to) a starboard-tack boat. Period.

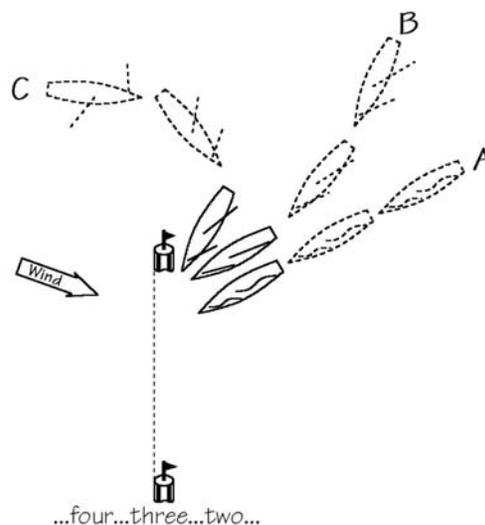
You can also follow the first tier of starters across the line. You'll be just behind them, but with good positioning for the first leg of the course. If you sail smart during the rest of the race, you may be able to overtake the boats that you followed over the starting line.

The most hideous and awful of things is barging. Don't do it. How can you not do it if you don't know what it is? Barging is when a windward boat tries to wedge herself between the starting mark and the leeward boat closest to the mark when there is not enough room for her to fit.

In the drawing, boat A is close hauled and heading straight to the line on starboard, perhaps a little too ast. She has eased her sails to allow them to luff, thereby slowing down a little. Boat B has come alongside of boat A and has her sails in tight, accelerating to the line. Boat C is attempting to force herself between the starting mark and boat B where there is not enough room for her to fit. Boat C is barging. She has no right to do that. Boat B should be hailing her to keep clear.

Also, in the first and second positions, boat A could have luffed Boat B up so that B would have to pass on the wrong side of the mark. It is perfectly legal and boat B, being the windward boat, would have had to keep clear of A. In that case, boat C would have been blocked out altogether.

Forcing yourself in, or not getting out of the way of a leeward boat, is completely against the rules.



Barging is a risky maneuver. If you try it, be prepared to miss the start. If you follow the rules, most of the times you attempt to barge you will, or should, miss the start. No one likes it when they miss the start, but that is the risk you take when you attempt to barge.

Unlike at the rest of the marks on the course, the inside boat is **NOT** entitled to room at a starting mark while she is on her final approach to the line in order to start. But, again, it's not that simple. Before beginning her final approach, while still jockeying for position, the regular room-at-the-marks rules **DO** apply to the inside boat. As soon as the inside boat begins her final move towards the starting line, where her objective is to actually start the race, her rights to room at the starting mark disappear. Poof!

Gone! She **MUST** keep clear of both the starting mark and any leeward boats, even if she misses the mark and does not start. If you find yourself in that position, acknowledge to yourself that you have blown the start and accept the penalty of a poor start.





To repeat myself, do not force your way in and do not stand your ground by not giving way.

That is against the rules and it is unfair to the skipper who has developed his starting skills to the point where he is able to be in the right place at the right time.

As the leeward boat in a starting situation you have the power over the windward boats. You can force them out of your way. Don't let them push you around.

My suggestion is to avoid situations where you will become the barger and, if you are in a convenient position, close the door on bargers by hailing them to keep clear and by not giving them room to start.

You've probably seen other skippers circle around at the starboard end of the starting line, then zoop in at the mark at the last second, getting themselves an excellent start. It has everything to do with the skipper's boat handling skills and sense of timing. If your skills are sufficient, by all means try it. Just be prepared to back off or to turn away if the opening you are aiming for gets closed down on you. If your skills are not sufficient, you should do a more conservative start.

The second most hideous and awful of things is running down the line when you are early to the start. In the drawing, that would be if boat C ran along the line, pushing both B and A out of her way. It is not against the rules to run down the line. But, if you do it and there are any boats to leeward of you, YOU must keep clear of them.

Your choices are to cross the line early and round either starting mark to re-start, or lose some speed, or

duck behind the leeward boats, or don't get into that position in the first place.

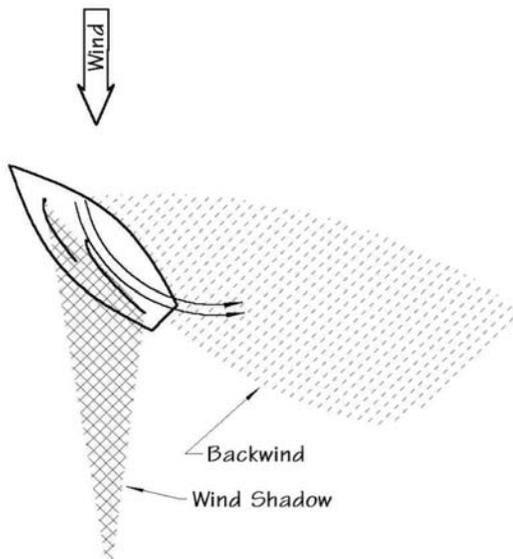
The danger of crossing early is that you lose all of your rights to all boats that start properly. You may have to travel with the pack until you can work your way free to turn around. Remember, you have to keep clear of everybody. You can't force a boat out of your way in order for you to go back to re-start. There are no brakes on a sailboat, so how do you lose speed? Ease, or loosen, your sails.

Depending on the conditions, by either a lot or a little. If the sails are flapping (which is called luffing), the boat has no driving force. Hull friction will slow you down. But, be aware of your booms going out too far to leeward. If they interfere with a leeward boat, then you have not kept clear of her and you are subject to protest.

Another way to lose speed is to make a series of rapid rudder movements, alternating to port and to starboard. The further the rudder moves, the more drag it creates and the more speed you'll lose. You don't want to hold the rudder over to one side too long though, because you'll turn the boat. That's why you make a series of rapid movements to both sides. It keeps the boat on the same line. You can think of it as linked "S" turns so quick that the boat still goes straight.

If you are following a boat that might be early to the line, watch out for her slowing down. As a boat clear astern, it is your responsibility to keep clear of her. Either use the same technique to slow your boat down or take a course where you can safely overlap her.





Clear air is what you want to sail in. It is wind that is un-disturbed and can deliver the full force of the current conditions. Blanketing or wind shadow is when the windward boat's sails physically block the air from getting to your boat. In the drawing, it is the dark triangle on the leeward side of the boat. It is not a large area but the effect is relatively intense. The backwind zone is the area of turbulence that's left in the air after the wind has flowed across the sails. It is the larger, lighter area in the drawing. It lies to windward and astern of the boat doing the backwinding.

Neither the blanketed nor the backwinded areas carry the full force of the wind. The turbulence effects in both areas are considerably less with our model boats as compared to full sized boats, but you should avoid sailing in either zone, if possible.

You want the wind to hit your sails before it hits anything else. It may be wise to temporarily tack away from a boat throwing dirty air at you, so that you get into clear air.

In summary, a good start is one that finds you in the front row, free and clear of other boats, not just at the bell, but a minute later, after the sprint off the line. While it is not necessary to win the start in order to win the race, a good start is always helpful.

Getting a good start will give you the freedom to sail the first leg as you see fit. A poor start means other boats may be able to set you off in the wrong direction or to make you sail in dirty air.

Lastly, either while starting or on the rest of the racecourse, don't try to make moves your sailing skills can't support. With practice, your skills will improve. Until they do, try to stay out of the other racers' way. It's just common courtesies.

When you do decide to try a new move (or even if it's an old move), always leave yourself an escape route – just in case the move does not work out.



# 2012 Race Committee Volunteers

By Warren Dalby (Race Committee)

We are able to enjoy racing our boats because there are SYSCO members who are willing to volunteer their time to do race committee duty. All our RC volunteers should get a big pat on the back. To all of you that have done your turn at RC, thank you for taking the time to let us have fun on the river. If you haven't done race committee or haven't done it lately, please consider signing up. It's an interesting point of view from "the other side of the starting flag." This is the remaining RC schedule and contact person:

June 12 - Chris Solsby, [fordsolsby@gmail.com](mailto:fordsolsby@gmail.com)

June 14 - Mark Fischer, [windwardmdvco@gmail.com](mailto:windwardmdvco@gmail.com)

June 19 - Lynn Eastes, [jleastes@q.com](mailto:jleastes@q.com)

June 21 - David Paligo, [pdj13@msn.com](mailto:pdj13@msn.com)

June 22 - Jim Sinclair, [sinclair5171@gmail.com](mailto:sinclair5171@gmail.com)

June 23 - Jim Sinclair, [sinclair5171@gmail.com](mailto:sinclair5171@gmail.com)

June 26 - David Long, [dustdevil\\_ie@hotmail.com](mailto:dustdevil_ie@hotmail.com)

June 28 - Jim Shaw, [jbsstsi@aol.com](mailto:jbsstsi@aol.com)

July 10 - Phillip Campagna, [bitemej24@yahoo.com](mailto:bitemej24@yahoo.com)

July 12 - Gary Bruner, [molika@teleport.com](mailto:molika@teleport.com)

Aug. 11 - Jim Foster, [trimaranjim@yahoo.com](mailto:trimaranjim@yahoo.com)

One last thing.

When we're out on the river, LET'S PLAY NICE!



# Pulling Marks with the Anchor Yanker

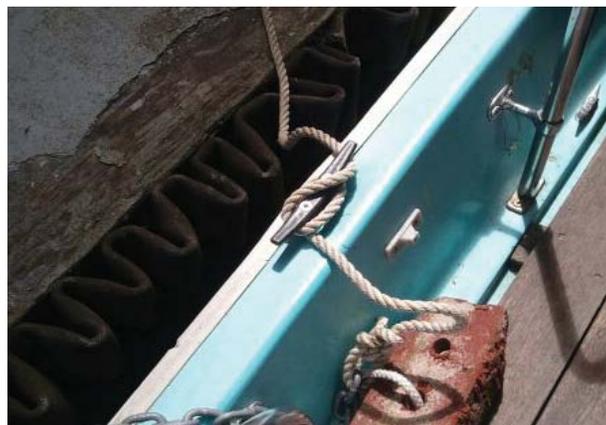
By Bill Sanborn and Gary Bruner

There has been some discussion of how the anchor yanker on Pancho III, works and just how you attach it and where:

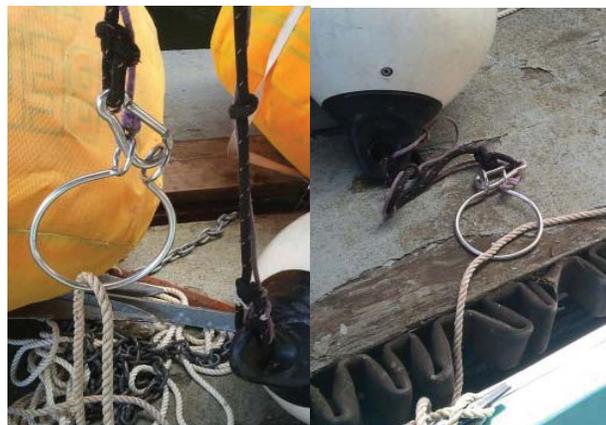
1. Approach the mark from down stream and pull up against it (hit it), and reach under the mark and catch the webbing or chain (boat hook can assist). Pull up the chain and leave the mark in the water pulling the chain until you have the rope rode.
2. Take a couple of wraps of the rope part of the rode on a side cleats.
3. Install the anchor yanker loop around the rode between the boat and the anchor. Install the carabineers thru the two holes at the top of the loop, then throw the ball fender into the water, making sure that everything is between the boat cleat and the anchor still on the bottom.
4. Slowly maneuver the boat and watch where the rode is going and is clear of the prop. Adjust direction to pull away at a 45 degrees angle. When all looks good, apply some power and watch the ball. It will go down and then pop up and begin to follow.
5. Immediately stop the boat. Pull in the rode and unhook from the cleat.
6. As you pulled in the rode, the anchor will be hanging in the loop, remove the anchor yanker from the anchor and store for the next deployment. Pull the mark aboard, and secure.

We think that this is the safe and easy way to pull anchors, and it's the way fisherman do it.

2.



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# SYSCO June 2012 Meeting Minutes

## From the Board

The SYSCO board meeting for July was held at Elmer's Delta Park on Monday, June 4, 2012. Present were: Michael and Liz Nance, Tod Bassham, Jim Sinclair, Warren Dalby and Gary Bruner. Michael commenced the meeting at 7 p.m.

## Treasurer

Tod Bassham distributed a budget update. Currently our income looks a bit low from memberships, but that may well be because we are still awaiting payments from PayPal. Michael Nance gave Tod approximately 800 in recent payments from PayPal and insurance. The yearly receipts appear low because so many members rejoined in late 2011, so the membership income looks inflated from that year. Discussion followed about budgeting differently in the future. No action taken. There are some major expenses upcoming and some discussion about ways to minimize expenses, but no action taken. We have not, as yet, received a bill from McCuddy's for Pancho moorage, but Tod will check on that as well as with OWSA about Pancho 'rental' fees.

## Membership

Jan Burkhart was not in attendance because of OWSA racing, but she sent a report. We have two new members: Mike and Diane Brockman race a J92, and Jay and Shirley Densem have a Catalina 34 they



cruise. Both couples' memberships were approved by vote of the Board. Welcome! Jan and Scott Stevenson completed the 2012 membership handbook and it has been mailed out. Jan has ordered new burgees that are given to new members. Discussion followed about a plan Jan has to distribute handbooks by hand earlier next season.





## Racing

Warren Dalby reports that, with the Spring Series in the books, Summer Series will begin this week. Fleets have been organized and notified. We have a **new**, more readable course board, thanks to Phil and Anna Campagna with work done in part by North Sails. The cost of the board and new letters and numbers quite exceeded the estimate, but this will be a major improvement, everyone agreed.

While Jim Sinclair has volunteered his boat for the Summer Solstice Regatta, a number of folks are still needed for RC duty, PRO duty, and running Pancho during the regatta. Mike Nance will contact Rich to confirm his availability or not for this Friday night and Saturday regatta.

## Pancho

Gary Bruner reports that Pancho maintenance has gotten **very** expensive this year. A replacement anchor and rode has been purchased to replace one that went to the bottom earlier this year, and a new air horn was bought to replace one that disappeared after the season started. We now have only **one** spare mark, but it was decided that this was not the season to add another at this time. Additionally, a new prop for Pancho was purchased, damaged, and repaired, while the original one has also been repaired and is standing by as a spare. Another expensive complication is that Pancho has been experiencing throttle issues, and attempts to repair it with volunteer labor have been unsuccessful. A trip to the Suzuki dealer confirmed suspicions that

Pancho needs a new carburetor, as the original is not repairable. The carb has been ordered, and a new one should be installed this week, at no small expense to the club. Also purchased was a used 19 gallon fuel tank. Carrying gas to the boat has proven a pain, especially now that OWSA is using the boat on Monday nights. It was voted and approved to pre-pay an account at Donaldson's Marina so that volunteer drivers could fuel up there just once a week and not have to ask for reimbursement checks on a weekly basis. The non-ethanol fuel at Donaldson's is more expensive, but, hopefully will be much better on the engine in the longer run. A spare anchor has been repaired at no cost, thanks to Leonard French. Thanks to Rich Jones, Mike Nance, and Joe Hoffman for helping to load and launch Pancho several times this season.



## Program

Randall Poff was not in attendance and sent no report, so the Board assumes that plans are proceeding to coordinate monthly program meetings with other clubs in the future, as has been reported earlier.

## Old Business

Michael Nance reports that we have increased coverage on Pancho to \$10,000, which more nearly reflects what he might cost in case of replacement. The insurance payment has increased by \$127.00.

## New Business

Michael Nance will be contacting Columbia Crossings and Social Chair Stephanie Rice about finalizing plans for the end of the season barbecues, scheduled for July 10 and 12, respectively. Discussion followed about trying find ways to reduce expenses there a bit, in light of higher than expected costs to the mark boat and its equipment.

The meeting was adjourned at approximately 7:50 p.m.

In Dave Long's absence, respectfully submitted by 'stand-in' Secretary,

Gary Bruner



# What is a SYSCO Delta Cruise?

By Bill Sanborn

In 1984, several of us who had mortgaged the farm to buy a 22 foot sail boat 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 down river 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 through 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 thru 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 28 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 Isl., and for 2012 high tide is at 13:00 there, so our goal is to be thru Devils Elbow by 12:00 We will then arrive at the lonely piling (aka: “SYSCO’s Out-Station”) in Warren Slough for a major raft up, and in time for afternoon tea.

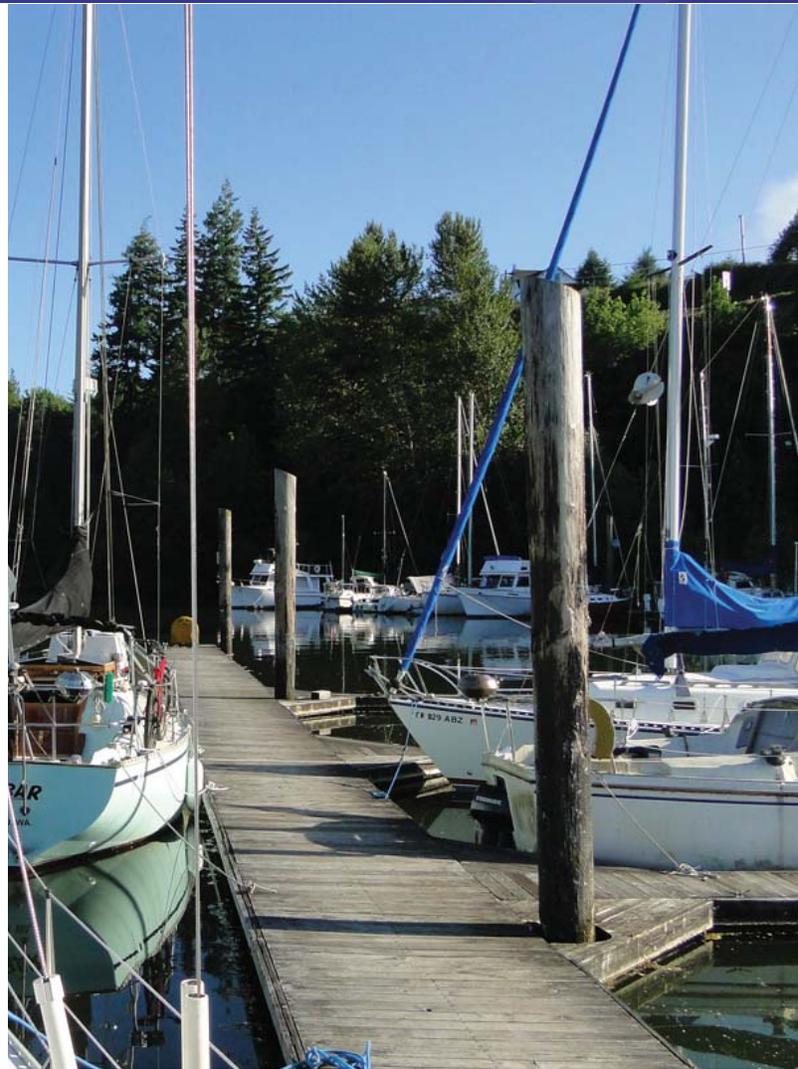
This is not a structured cruise, and each boat follows their individual Float Plan and has the options to choose where they want to spend their time. Last year is a perfect example: 15 boats left Cathlamet for Warren Slough and a couple boats went directly on to Astoria. About half left Warren Slough on Tuesday’s tide for Astoria, on the Wednesday tide five or six



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, Rainier, 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 6 foot keel, after our surveys made during low tide with dingy and kayak.



Our next SYSCO Delta Cruise will start on July 28, 2012 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. And we are always enthusiastic about sharing our local knowledge with those venturing into the Delta.



# SYSCO 2012 Membership Cards



Are you interested in having your SYSCO membership displayed on a membership card? Wallet sized and laminated the 2012 SYSCO Membership Card is ready to travel with you on your adventures.

*You must tell SYSCO that you want a card.*

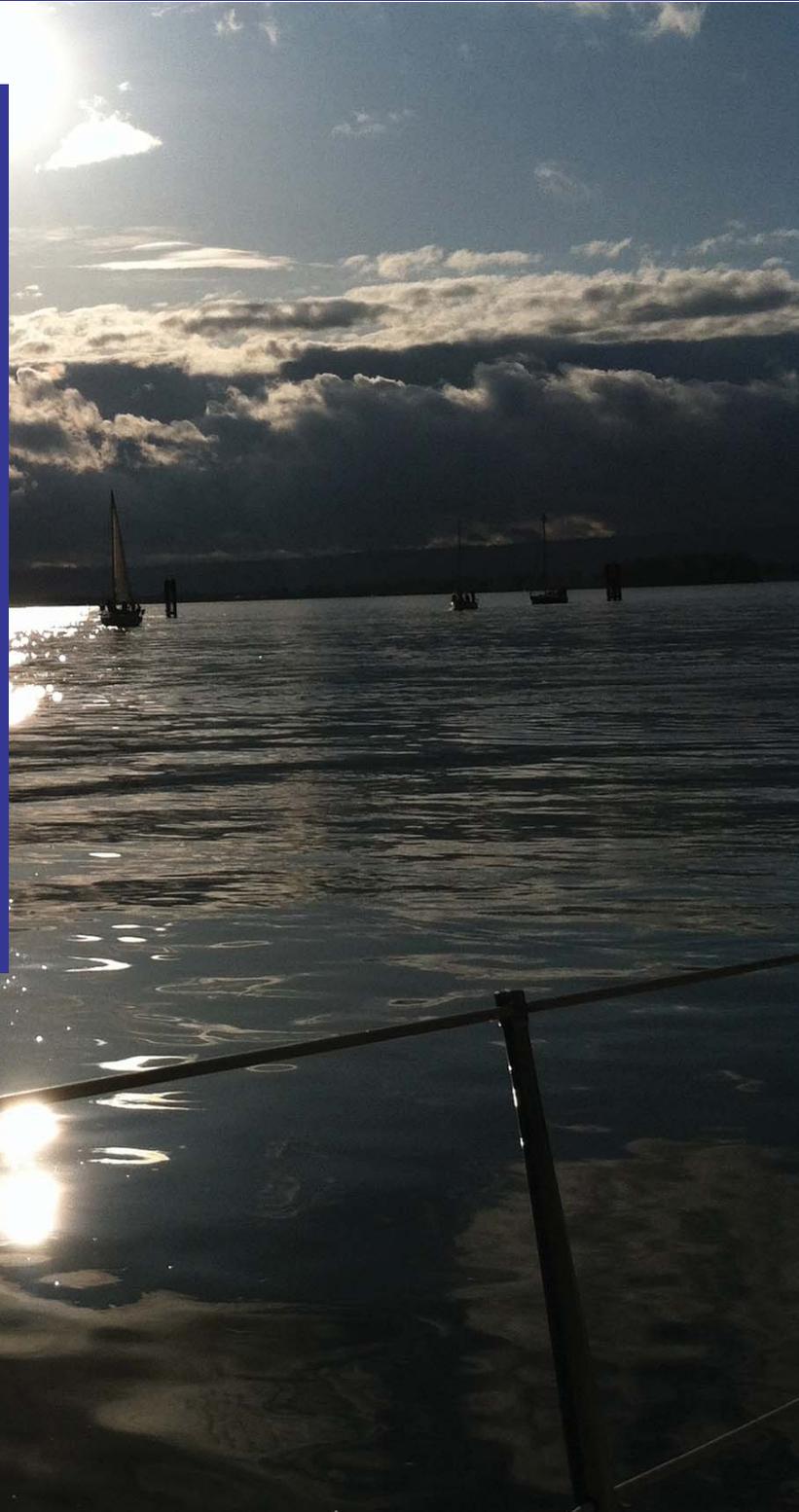
E-mail: [sailing@syscosailing.org](mailto:sailing@syscosailing.org)

“Membership card please. Give your Name & Boat affiliation.”

In an effort to hold down expenses, SYSCO will only make membership cards as requested. **DEADLINE:** We would love to hear from you no later than June 30, 2012.

Thank you

Jan Burkhart  
SYSCO membership volunteer  
503-701-5706



# Welcome New SYSCO 2012 Members!



Please welcome and give a hearty “AHOY” to the 17 boats new to the 2012 SYSCO Fleet. A total of 21 sailors have joined the ranks of SYSCO thus far in 2012. Four new members are Associate members, not owning boats.

Should you have a membership question, please call Jan at 503-701-5706 or speak with a SYSCO Officer.

| First Name | Last Name | First Mate |          | Boat Name           | Make/Length      |
|------------|-----------|------------|----------|---------------------|------------------|
| Erik       | Bodegom   | Megan      | Taylor   | <b>Sunrise</b>      | Catalina 22      |
| Brian      | Bracelin  | Brenda     | Ivancie  | <b>Kendabray</b>    | Catalina 30      |
| Mike       | Brockman  | Diane      | Brockman |                     | J92              |
| Karla      | Day       | Larry      | Day      | <b>Nuage</b>        | San Juan 24      |
| Fidel      | DuCloux   |            |          | <b>Mermer</b>       | J-24             |
| Karen      | Fairley   | Ron        | Fairley  | <b>Dannebrog</b>    | Ranger 20        |
| Lynn       | Eastes    | Jeff       | Eastes   | <b>Four Sail</b>    | Ranger 20        |
| Jason      | Gnich     |            |          | <b>HAIL, YES!</b>   | Catalina 30      |
| Mark       | Kloepfer  | Linda      | Kloepfer | Associate Member    |                  |
| Keith      | Marcoc    |            |          | <b>Gwaihir</b>      | Cal 20           |
| Alison     | Markel    |            |          | <b>Alaraxia</b>     | Merit 25         |
| Sam        | Lanahan   |            |          | <b>Katana</b>       | J-24             |
| Steven     | Nance     |            |          | Associate Member    | 25               |
| Charles    | Rice      |            |          | <b>Charlie Mike</b> | Flying Tiger 10m |
| Stephanie  | Rice      |            |          | Associate Member    | 25               |
| Kevin      | Robertson | Penny      |          | <b>Barcode</b>      | Hunter 31        |
| Rolando    | Santiago  | Amber      | Santiago | <b>Sea Fever</b>    | Newport 27       |
| Mack       | Stilson   | Renee'     |          | <b>Tiger Lily</b>   | Catalina 22      |
| Rich       | Viach     | Suzanne    | Viach    | <b>Pumpkin Seed</b> | Ranger 20        |
| Rich       | Weber     |            |          | Associate Member    | 85               |
| Lexi       | Z         |            |          | <b>CAUTION</b>      | San Juan 24      |

