

Starting Line



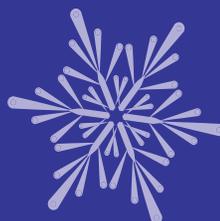
January 2013

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SYSCO

Small Yacht Sailing Club of Oregon



www.syscosailing.org

From the Commodore

By Frank Colistro, Commodore

SYSCO 2013: Back to the Future: Kind of

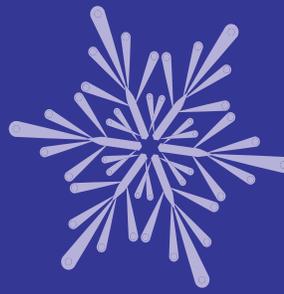
Shipmates,

As we launch into our 35th year of being the best small yacht racing club on the west coast, I can't help but to think backward to the past, specifically the early 80s, when I joined this club. The newsletter you see today, all bright, colorful and electronic, back then existed of a couple of typed (remember typewriters?) pages, mimeographed, and sent via snail mail.

This year your club's board is changing the way we do things to keep up with technology. We rapidly are moving in the direction of race registrations being accepted only electronically, just like our membership renewals.

Please come and join us on fleet night Jan. 28, 2013 6:30 p.m. at Rose City Yacht Club. Please come and join us for beer and pizza on the club. As usual, we'll swap lies, solve all the world's problems, and get ourselves lined up for a new year of racing.





January 2013 Budget Report

By **Tod Bassham, Treasurer**

It's 2013, and time to budget for the new year. At the Jan. 6, 2013 meeting, your board adopted the balanced budget shown below. The adopted budget projects revenue of \$16,501, an increase of approximately \$1,000 compared to actual revenue received last year. On the expense side, the budget plans for expenses of \$16,049, a decrease of approximately \$4,000 from last year. The noteworthy changes between the 2012 and 2013 budgets include:

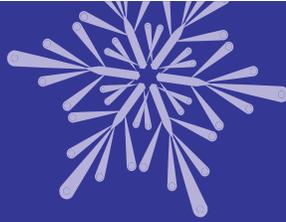
1. Additional revenue of approximately \$500 from increasing the awards banquet ticket price from \$25 to \$30.
2. Additional revenue of approximately \$300 from increases in the non-member race fee and revenue from the SYSCO/PYC Opening Day Regatta.
3. Reduced expenses of approximately \$500 for the annual banquet, reflecting choices not to hire a band or DJ and to reduce caterer costs. Combined with the increased ticket price, the goal is to have the annual banquet pay for itself as much as possible, rather than be partially subsidized by general membership.
4. Eliminated expenses of approximately \$650 in expense for roster production and postage, reflecting the board's decision to replace the printed roster with a membership list on the SYSCO website that protects privacy.
5. Reduced trophy expenses approx. \$450.
6. Reduced moorage costs of \$180 from splashing Pancho in April instead of March.

Now we just have to make it happen. Please e-mail comments or suggestions to me at [basshamfam\[at\]hotmail\[dot\]com](mailto:basshamfam[at]hotmail[dot]com). Cheers!

CATEGORIES	2013 BUDGET
INCOME CATEGORIES	
Carry Over	4372.3
Awards Banquet	3500
Bank Interest	1
Membership Dues	10200
Race Income	1600
Misc Income	1500
Sub-Total Actual Income:	16801
Total Income:	21,173.30

EXPENSE CATEGORIES	
Administrative:	
Website	115
Association Fees	356
Bank Charges	3
Banquet Expenses	3800
Boat Show Expenses	100
Donations	100
Meetings	700
Trophies	3000
Insurance	1280
Social Functions	800
Cruising	200
Membership:	
Burgees and pennants	400
Roster Print/Postage	0
Postage & PO Expenses	50
Racing:	
Race Books	500
Race Equipment Purchases	400
Pancho Maintenance	1000
Pancho Moorage	900
Pancho Fuel	400
Pancho Misc	0
Race Committee Fund/PRO	2000
Education	200
Miscellaneous:	
	100
TOTAL EXPENSES	16404
Actual income/ expenses	397





Women on Wednesday

By Tod Bassham

Few things strike terror in the hearts of men like a soulful conversation with their wives about sailing. When men first speak to their spouses, in trembling tones, of their love of sailing, it is like confessing to a murder. After the first shock come the dreaded practical questions: How much is this going to cost? How many days/weeks/months of abandonment? What about the children? Men have no good answers to these questions, and never will. Sometimes, all we can do is plaster a sincere look of contrition on our faces, murmur vague, reassuring, meaningless words, and hope for mercy and understanding we do not deserve.

In many sailing marriages, a fragile accommodation is achieved, with promises made and— too often— promises broken. Sailing is hugely addictive, and rare is that mortal man who can easily return to the dock at the promised time, when the wind is calling, the beer is flowing, and life cuts its keenest edge. For most of us, a titanic struggle between good and evil ensues, before we can summon the strength to turn the tiller toward home. Temptation may be vanquished—for now—but at what price to the soul?

In the most successful sailing marriages, both spouses become addicted to the sailing drug. Gone are the guilt and recrimination, the evasions and half-truths, the tearful promises of reform. Instead, the spouses enter into a co-dependent conspiracy to defraud their children of the future, draining college savings to feed



their parents' addiction. While this is perhaps not an ideal outcome, children are remarkably resilient, and likely enough they'll have forgotten all about their broken dreams by the time they have to choose a nursing home for their aging parents.

For sailors in the first kind of marriage, the question is how to get the non-sailing spouse hooked line and sinker, jonesin' for a sailing fix. Delicacy and tact





are called for here. For the male sailor, the least successful strategy is to take your spouse out sailing with a typical male-dominated racing crew. The off-color jokes, the beer-swilling, the chip-gobbling, the lack of sanitation and basic hygiene will destroy any chance of her seeing the inner beauty of sailing. A slightly better introduction to sailing is the romantic tete-à-tete, mano-o-womano. But here we stumble on one of the more intractable obstacles to marital sailing: the fact that no self-respecting woman, by nature and training used to having her way in all important matters, wants to be told by her husband what to do, on a sailboat or elsewhere.

The obvious solution is for someone not handicapped by the Y chromosome to do the sailing introductions, and to use feminine wiles to set the hook deep. Fortunately, some genius has created women's sailing associations, where women can teach each other sailing, and all manner of racing, cruising and other nautical skills, free of clumsy male tutelage.

In my particular marriage, of the second kind, my wife Deedie enjoys leisurely summer charters and weekend cruises, but has little appreciation of the stressful midweek racing scene that is my *raison d'être*. The challenge for me was to get Deedie hooked on midweek sailing, and thus reduce in frequency the reproachful glances that tend to meet me when I stumble home at 10:00 p.m. after a Tuesday or Thursday night race.

Thus, I was thrilled to learn that the local women's sailing association has a midweek sailing program, known as Sailing on Wednesday (SOW), which allows persons of the female persuasion to sail together on Wednesday evenings, in a relaxed atmosphere free of testosterone-fueled race boats careering wildly about endangering all and sundry. I urged Deedie to join this fabulous organization. Alas, she correctly surmised that I had an ulterior motive. Once it became clear that I viewed her as a potential SOW, the perverse logic of marital negotiation compelled her to declare that she would rather die at the stake than sign that membership application.

In fact, she did want to go sailing with other women, but now her stubborn pride and the need to keep me in my place had foreclosed the easiest way to do so. She cast about for a face-saving alternative, and struck gold. I turned out that our friends, Dave and Jane, were in roughly the same predicament. Jane had decided the best means to get her way without appearing to concede any ground whatsoever was to organize her own Wednesday night sailing group, using Dave's race boat. Jane invited Deedie and a few other friends and—voilà!—Women on Wednesday (WOW) was born.





From the beginning, WOW neither needed nor accepted any male input. Dave and I would occasionally suggest this, or offer to demonstrate how to do that, but our patronizing offers were rejected with the contempt they deserved. Dave in particular was like a cat on a hot tin roof, in agony lest his baby, his precious, be damaged due to some lapse in sea-woman-ship. Every Tuesday night he removed his beloved Kevlar racing sails, substituted the faded Dacron working sails, and installed the port-a-potty for the next night's WOW event. But it would all be worth it if our wives crawled home at 10:00 p.m., like we did every race night, and we could casually and without the slightest hint of reproach ask: "Have fun?"

In this respect, and in all other respects, WOW was a huge success. The women would take turns preparing delicious home-cooked dinners, snacks and desserts, while others would bring fine wines to sip. After bending on the old sails, they would cast off and sail upriver to buoy 18, enjoying the sunset and the quiet evening, returning in the twilight to the dock, and then lounging in the cockpit to eat a splendid meal, drink fine wine, and tell seemingly hilarious stories. Dave and I, naturally, were curious about whether we were included in the topics of discussion. But whenever we asked, our wives they would just laugh and say something about the "code of silence." I'm not sure which possibility bothered us more: that they talked about us, or that they didn't.



But the most exciting thing about WOW is the confidence our wives gained as sailors. This became evident later that summer on the family charter in the San Juans. In Haro Strait, the winds built to 25 knots out of the southwest, and as we beat toward Cattle Pass the growing mixed swell made the boat's motion very uncomfortable. We reduced sail, but one by one the crew members gained a greenish tinge, and lapsed into a profound study of the horizon. Finally, only Deedie stood braced at the helm, a huge smile illuminating her face. "This is the most fun I've ever had sailing!" she shouted to the supine crew. And I thought to myself, as I retched into the scuppers: Wow.



SYSCO January 2013 Meeting Minutes

From the Board

Frank Colistro started the January meeting at 7 p.m. sharp with all board members attending as well as Scott Stevenson from CYC. After brief introductions, the meeting began with reports.

Finance

Treasure Secretary Tod Bassham supplied a spreadsheet that focused on the reduction of expenses and increasing revenue for 2013. Reductions in spending for the following categories were agreed upon: trophies, Pancho moorage, printed membership roster, and awards banquet at the end of the season.

Additional income is projected from an increase in race fees for non SYSCO members. Burgees will be available for purchase by SYSCO members as the need arises.

Mike Nance made a motion to do away with the printed roster mailed to all SYSCO members at the beginning of the year, and proposed a digital listing available to SYSCO members only on the SYSCO website. The motion passed unanimously.

Membership

Membership Chairperson Jan Burkhart reported memberships for 2013 were starting to renew. Over 20 regular membership renewals had been processed as well as two associate memberships.

William Street (owner of a Cal 20) applied for membership, and was confirmed. We all look forward to seeing him on the river!



Pancho Engineer Gary Bruner reported a safe and secure status for Pancho. Earlier last month Tod Bassham received the new registration stickers for Pancho and gave them to Gary.

New Business

SYSCO. Fleet night is set for 6:30 p.m. Jan. 28, 2013 at Rose City Yacht Club. Organization of the event will be split among acting board members as there is no Social Chairperson.

We are still looking for a someone to fill the Social Chair.



How to Name a Boat

By Bill Sanborn

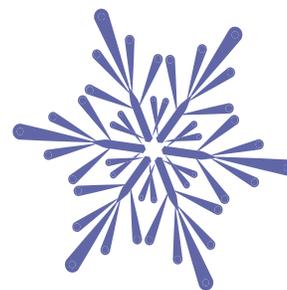
For 30 years, SYSCO sailors have seen a boat running around full of marks, or tied on the back of the Race Committee boat, and a lot of you have had the opportunity to be the operator, or ride in it to set or retrieve race marks, take photos from her or receive help as a crash boat.

She is referred to simply as Pancho by everyone in the sailing community, and in fact the current issue is the third one so hence the name Pancho III on the rear quarter. In 1984, while I was Vice Commodore, it was decided by the members that using our slow moving sailboats to haul, set and retrieve marks was asking a little much of the Race Committee volunteers skippers, and that we needed a faster “work boat” to do those jobs. We found a serviceable 18 foot Smoker-Craft Jon boat with a 40 HP Johnson engine, a steering console with a motorcycle seat, and came on a trailer. We decided that SYSCO could afford the package and purchased it.

There have been many stories about the ceremony to name a boat or to rename a boat, but before any of this can be done you need to find the name to put on the boat. Looking at the roster we see boats named for songs, heavenly bodies, attitudes, any combination of the words sea, wind, beverages, wives or girlfriends, fish, and “aqua” anything.

So how was the name decided for the SYSCO boat? We were cleaning it up and washing out the

fish residue from the former owner’s activities and the conversation turned to: “What are we going to name this vessel?” We were all children of the 1940s and grew up listening to radio shows, and watching the B western movies with stars like Gene Autry and his sidekick Pat Buttram, Roy Roger’s sidekick was Jingles, Lone Ranger was supported by Tonto, and Hopalong Cassidy’s sidekick was Gabby Hayes. But the clincher was the O. Henry character who became the Cisco Kid who rode with his sidekick Pancho, and their always famous closing “O Pancho!” “Ooohh Ceesco!” as they rode off. The names were too good a homophone to pass up, and so we all agreed that the boat should be known as Pancho, the sidekick to our SYSCO. I had the fellow who painted the signs on truck doors for me put the name Pancho on the boat.



Membership Renewal Notice

By Jan Burkhart

It's just one quick step to be ready for racing and cruising in 2013.

It is time to renew your SYSCO membership for 2013. Please go to the following link to process your membership renewal.

https://www.regattanetwork.com/membermgmt/SYSCO/membership_registration_start.php

New members are also welcome.

Should you have questions or need technical assistance, e-mail sailing@syscosailing.org.

SYSCO Membership for 2013

Regular membership is open to any person and spouse or domestic partner who:

- Are over 18 years of age, and
- Reside in the same household, and
- Own a sailboat or have access to a sailboat on a recurring basis.

Regular membership dues are \$85 per year.



Associate membership is open to any person and spouse or domestic partner who:

- Are over 18 years of age, and
- Reside in the same household, and
- Do not own a sailboat, or
- Are a partner in a boat where at least one person in the partnership is already a member of SYSCO.
- Own a power yacht.

Associate Membership dues are \$25 per year.

(Bi-laws revised Dec. 6, 2010)

You will receive electronic confirmation of your payment.

The membership deadline is Feb. 15, 2013. A late fee of \$5 will be in affect after Feb. 15, 2013.

Thank you for your attention to your SYSCO Membership Renewal.



Thank you to the 27 sailors who have paid their SYSCO membership for 2013!





PYC Spring Children's Fair

Fire and Ice

Sunday, March 10th • 1:30 pm to 3:30 pm

Portland Yacht Club

1241 NE Marine Drive • Portland

Chase away March Madness with an afternoon of family fun featuring 'Fire and Ice', 45-minute live show presented by Mad Science, filled with dazzling demonstrations using fire, bubbling potions, and carbon dioxide gas frozen to 109°F below zero.

Children of all ages (and their parents) will love this science show designed to stimulate a child's mind and spark their imaginations as they experience exciting, educational, high energy science magic!

Come and see just how HOT & COOL science can be!

- 1:30 Lifejacket fun & games
- 2:00 Fire and Ice SHOW BEGINS
- 2:45 Snacks and hands-on crafts



\$8.50 for children and adults
No charge for children under 3

To register, contact PYC at
503.735.0632 or admin@portlandyc.com

Registration deadline is March 6th

Please note that children must be accompanied by a parent or other adult

