

# Starting Line

## Small Yacht Sailing Club of Oregon *September 2014*



### From the Commodore



Our summer racing weather has come to an end. Many of us will keep right on sailing, even though the warm weather has left us. For those that do keep on going around the buoys after the days get shorter, we'll need to start bundling up. We still get to enjoy sailing with our friends, we just have to put on 5 pounds more stuff.

It is always nice to see how smoothly the SYSCO race events run throughout the year, thanks to a long list of volunteers and our fantastic race captain, Tod Bassham.

The St. Helens Race and Cruise was great

fun, although light on wind and high on hot temperatures, both downriver and the Sunday trip back upriver. Second Half was not able to finish the race under sail, but we were first in the super soaker category.

We are now busy organizing the details for your 2014 Awards Banquet which will be at Kell's Pub downtown again. There is a long list of award winners for the season and a little something for ALL the participants in the Dual Bridge Duel, no matter where you finished, or even if you finished at all. Please think about inviting your crew for this fun evening. I do.

To register, go to this link:

[https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=9215](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=9215)

This is the time of year when our board and committee members start taking people aside and asking for help in filling positions for next year. SYSCO is a volunteer organization. If we had to pay for all the time that people put into organizing races, none of us could afford to be members. Helping out is really not as difficult as you might think. I'm the perfect example of someone stumbling, without a clue, into the SYSCO board positions. There is so much help you can't fail, and then you start to learn.

Hope to see you all at Kell's on October 18th!



## Race Committee Boat Almost Wins Race!

Tod Bassham

Twenty-four boats, with a single goal: get to the St. Helens docks and scoop up the prime real estate before the rest of the fleet descends like locusts. My challenge as race captain was to act as race committee, get the fleet started, but also somehow not be the last loser to the docks. Try as I might, I saw no way to avoid waiting until the last slow poke crawled across the start line before we hoisted our sails and trailed the entire fleet the 15 miles to St. Helens. A night spent rafted up on the outside slip did not seem appealing. Then Bill Sanborn made a brilliant suggestion: a rabbit start!

He explained how it works: the race committee boat starts close-hauled on port tack across the front of the fleet, and the boats in the fleet start by taking the race committee's stern on starboard tack. Theoretically, by the time the

race committee boat, are roughly the same place on the wind ladder and have had a fair start.

Brilliant in theory, not so much in execution. For starters, there was a huge freighter and sundry fisherfolk parked in the middle of the usual start line near green daymark 39 on the Washington shore. So I made the executive decision to shift the start line over to the Oregon shore. As the countdown commenced, a barge came blasting through the start area, resulting in a postpone. Finally, all was clear, and in a light headwind we blew our horn and began drifting slowly on port tack across the front of the fleet. The fleet slowly took our stern and headed toward Oregon. But what was this? More wind on the Washington side, while the fleet was now stuck in a wind hole behind the freighter on the Oregon side. Cackling with glee, we kept going on port tack toward Washington and took what turned out to be a commanding lead. For perhaps the first time in the history of yacht racing, the race committee boat had a chance to win the race!

Ten miles later we were still far in front of the pack, as the wind died away. At this point, the quitters behind us fired up their motors and began passing by, rocking the wind out of our sails with their dirty wakes, as we cursed and jeered at them. But the final insult came from our beloved Commodore. He motored up to us as we crept along under sail—as if to hail us to speak of weighty club matters—when suddenly his crew popped up over the bulwarks and fired a full water blaster broadside. As they sped off cackling, I groped for my waterproof rulebook, and located the correct rule to yell at the Commodore's departing stern (in case you're wondering, it's Rule 24.1: a boat not racing shall not interfere with a boat that is racing).

Then another quitter closed on us and began lobbing water balloons from a foot-operated rubber band catapult. Well, a catapult may be effective at long-distances, but it is useless at close range. We filled water buckets, closed until we could see the whites of their eyes, and at carronade range released a water bucket barrage that discouraged their scurvy tricks. (Had I thought of it, I might have pulled out the rulebook and cited Rule 55 to them: a competitor shall not intentionally put trash—plastic water balloons—in the water).

Needless to say, by the time we limped to the docks the quitters had occupied all the prime real estate, so we resigned ourselves to a rock and roll night near the entrance.

Still, it was another great St. Helens Race/Cruise, one of my favorite events of the sailing calendar, and in my view a perfect blend of racing and cruising. The next morning my wife and I got up early (did we ever fall asleep?), and spent a lovely day sailing under spinnaker back to town. It doesn't really get better than that.



## **SYSCO DELTA CRUISE 2014 30th Edition**

Bill Sanborn

As the time for the planning for the SYSCO Delta Cruise progresses over the year folks keep tell me that I am planning to do that cruise with you and my response is always “we will meet at Martin Isl. Pond on the last Saturday of July”. And for 30 years it has worked out that a group of boats have meet and gone on this adventure. Each year it has been a different mix of boats, there are the “we always do the Delta Cruise folks”, we have the “we’ll do part of the cruise group”, and we have the “I will try it one time group”. Over time we have had a lot of boats make the journey several time and then move on, or did it once and that was enough, and others who just keep coming back. This year was another interesting year in that the Boat that I think has



been in the Club with the same owner the longest time made its first Delta Cruise, another regular crew for several years brought her own boat this year, and two regular Delta Cruisers came on new to them boats.

On July 26, boats began to gather at Martin Isl, and the early arrivals had secured the dock and the party began with 10 boats present for the Sunday morning trip to Cathlamet. At Elochoman Slough Marina we had the picnic patio reserved for our Sunday evening Potluck and some of the members drove in to join with us.

Monday as we waited for the tide to fill, boats were iced, fueled, and provisioned for the trip to Warren Slough and a raft up at the SYSCO Outstation. Gib C. had gotten there ahead of the fleet and had an anchor and stern line so it was fairly quick to raft all 12 boats, and start the ice cream and the rest of the happy hour activities. We all spent a very comfortable evening in a special place for all who do the Delta Cruise.

Tuesday as the tide began to fill there were a lot of boats who wanted to get to Astoria, and midday the raft was broken down and all but UPSTART moved on toward Astoria. We dropped an anchor and fixed a stern tie to our piling and spent one more night enjoying the peace and watching the Eagles, Ospray and Kingfishers. Those who did go to Astoria were greeted on the bay with lots of wind on the nose, square waves, and once they got into West Basin still the wind and only limited number of docspaces not taken up with boats for the Buoy 10 fishing season.

Thursday boats sailed from Astoria to Cathlamet and we had a nice Dock Party, and plans for Friday were Martin Isl, Longview Yacht Club, Bat Water Station, Walker Isl, or like us sucked it up and with the help of a nice wind made it home before dark. Others took 2, 3, or more days to find home. Only Rule for the Delta Cruise is that each boat is on its own FLOAT PLAN.

Moving thru the Delta is always a challenge with deep keel sailboats, especially when the leader’s depth sounder is on the blink. His only problems was a submerged piling that he hit dead center with the keel, and then on the way out he was ahead of the tide and keel anchored for a short while. His First Mate pointed out that they waited only half the time for the tide to lift them off that they had waited for the Vancouver Railroad bridge to open.

Many of us already have July 25, 2015 marked on our calendar.

### **Coming Events**

#### **SYSCO 2014 Awards Party**

Date: Saturday, October 18, 2014

Place: Kell’s Irish Pub

112 SW 2nd Ave, Portland, OR

Time: 5:30 mingle, 6:30 dinner, 7:00 awards

Cost: \$30 per person until October 14



## 14th annual Set Sail for a Cause raises over \$28,000 for blood cancer.

Oregon Women's Sailing Association welcomed over 200 guests and participants for the 2014 Set Sail for a Cause. Everyone enjoyed being both on and off the water the weekend of September 20th and 21st, for Set Sail for Cause Leukemia Cup Regatta and family fun sail. Saturday's Regatta had plenty of wind to hold an exciting race and the temperatures were perfect for the Pirate market fair on land. Located at the Red Lion on Jantzen Beach, the Tall Ship Royaliste and their pirates wowed guests of all ages. The weekend events wrapped up months of fundraising by skippers and their crews, and it was topped off with the Gosling Rum awards dinner and silent auction at the Red Lion's JB's Lounge. The final result was over \$28,000 raised for blood cancer research.

Awards dinner attendees were especially pleased to learn that a significant portion of the money raised actually stays in our local area to fund research at Oregon Health Sciences University, a

Oregon Health Sciences University, a national leader in finding treatments for blood cancer research. A short presentation by the Leukemia and Lymphoma Society and Honored Skipper Conor Oliver's sister speaking about her and her family's experience through Conor's treatment.

A major event like this required lots of volunteers in addition to the terrific support of the Leukemia and Lymphoma Society and a group of national sponsors. "It was the dedication of committee members, participants and volunteers that made this year's Set Sail for a Cause a huge success", said Nikole Kolander, Set Sail for a Cause Committee Chair with Oregon Women's Sailing Association.

Oregon Women's Sailing Association and Small Yacht Sailing Club of Oregon (SYSCO) were the official hosts of the SSFC, with SYSCO coordinating the sailing races.

Local event sponsors included the Red Lion Hotel – Jantzen Beach, The Tall Ship Royaliste, Academia Duelitoria, Full Sail Brewing, Danish Marine, Salty's, West Marine, Blue Light Band and Foster Farms. Many other businesses and individuals donated items to the silent auction or provided in-kind services which made a significant impact on the success of the event.

Core committee members who worked on the event include Julie Anderson, Brent and April Hubbard, Debbie Graham, Debra Burke, MC Rydzewski, Dana Toureau, Gabrielle Dowding, Ellen Van Rossum, Ashley Paterson. Volunteers donated Wine for the wall of wine, decorating help, auction items and help with all of the market fair games and prizes. A special thanks to Ron Micjan with Columbia Marine Assistance for offering your water rescue services throughout the weekend which came in handy a few times.

America's Cup raffle winner is Jake Rehlinger. Jake and a guest will enjoy 2 round trip airfare tickets to San Francisco, a 4 night's stay at the Hyatt Fisherman's Wharf and a 2 ½ hour sail on the 76 all carbon America's Cup yacht that team Oracle trained on for the 2002 America's Cup.

For more information on Oregon Women's Sailing Association or Set Sail for a Cause please visit us at [HYPERLINK "http://www.owsa.net"](http://www.owsa.net) www.owsa.net or [HYPERLINK "http://www.setsailforacause.net"](http://www.setsailforacause.net) www.setsailforacause.net

For more information on The Leukemia & Lymphoma Society visit [HYPERLINK "http://www.lls.org/oswim"](http://www.lls.org/oswim) www.lls.org/oswim

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## **SYSCO BOARD MEETING MINUTES August 2014**

Compiled by Warren Dalby for Don Woodhouse.

The August SYSCO meeting was at the Delta Park Elmer's on 8/4/14.

Present were Ryan Rogers, Scott Stevenson, Jan Burkhart, Tod Bassham, Frank Colistro, Mike Daly, Bill Sanborn, Gary Bruner and Warren Dalby.

### **LATE REGISTRATION:**

A lively discussion on whether or not to allow late registration for 2015 ensued. Thoughtful and pointed arguments for and against were voiced. Some felt that rules are rules and deadlines are deadlines and there should be no late registration allowed. Others think that people are human and forget things and we should be including racers not excluding them. There was no consensus on the subject. We will continue the discussion in September.

### **BUDGET:**

Ryan Rogers distributed the budget report as of 8/4/14. The general consensus was that the SYSCO finances are on track. The budget summary is included in the newsletter. Ryan is going to check with Donaldson's to see if there is a fuel credit on the books.

### **RACING:**

Tod Bassham reported, with a big sigh of relief, that racing for the year is almost over. Still on the schedule is the St. Helens Race and Cruise on September 6 & 7 and Set Sail for a Cause, a benefit for the Leukemia and Lymphoma Society, which is being organized by OWSA. SYSCO is going to run the regatta on Saturday, September 20th. With the help of Gary Bruner and his truck, Pancho will be splashed for that weekend.

Tod has ordered the St. Helens glasses and the Dual Bridge Duel glasses, and will act as race committee for the St Helens race.

### **SOCIAL MEDIA:**

There was no newsletter for July. The articles that were written for July should be rolled over in the August edition. The timeliness of the newsletter was discussed.

### **MEMBERSHIP:**

Jan Burkhart reported there are presently 123 members. Two new members were confirmed; Katherine Drew, associate and Leonard Gabriel, full. Board position flags will be ordered.

### **AWARDS:**

Jim Shaw has agreed to organize the trophies again for this year. Thank you Jim!

### **SOCIAL:**

Jacqueline Pitter delivered her report "in absentia." She would like to have help with the table decorations for the awards banquet. Anyone?

It was also pointed out that with the help of Fuzzybutt, Jacqueline did an outstanding job of organizing the end of year BBQ's. Fleet Captains should be alerted to help with procuring raffle items for the banquet. Equity of fleet participation was discussed.

### **OTHER STUFF:**

Scott Stevenson will send an email to all current members to confirm their participation in the online membership link. Once that's settled then the link will be emailed to members.

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## **SYSCO BOARD MINUTES SEPTEMBER 2014**

The meeting was held on Sept. 8, 2014 at Elmer's, Delta Park, and called to order at 7:05. Present were: Warren Dalby, Ryan Rodgers, Jan Burkhart, Bill Sanborn, Thomas McMenemy, and Gary Bruner. Tod Bassham came to give a race report and had to leave early.

**RACING:** The final race of the season is the Leukemia Cup on Sept. 20. We're waiting to hear if Rich Jones will serve as PRO. Pancho will be splashed by Joe Hoffman and Gary Bruner prior to the weekend.

**BUDGET:** Treasurer Ryan Rodgers reports that SYSCO has roughly \$9,900 cash on hand. \$400 was spent on SYSCO glassware for the successful SYSCO Race/Cruise to St. Helens last weekend. Tod has approximately \$80 yet to be deposited for glasses purchased by participants. Still outstanding are bills for approximately \$500 for burgees for next year's new members, plus some Officer burgees. Recent payments were \$60 to North Sails for course board repairs and a \$113 bill for receipts that Joe Hoffman incurred for supplies to put Pancho to bed for winter: fuel stabilizer, fiberglass tarp supports, oil and such.

Ryan reports that there are a few sources of income yet to be determined, such as donations made during barbeques, plus some income from Regatta network.

Ryan reports that major expenses remain for our October 18th Awards banquet and for trophies, but that the budget seems in relative balance in spite of fewer income generating races held this season.

**BANQUET:** Social Chair Jackie Pitter sent in notice that Kell's has been reserved and a down payment already paid. She requests help with decorations. Warren volunteered to contact those members who said they'd be willing to help with the banquet as part of their membership responsibility.

**MEMBERSHIP:** Chair Jan Burkhart reports that SYSCO has no new members this month and that the number rests at 125. A number of people who were members in 2013 did not renew in 2014, but the number seems a bit suspect, so Ryan Rodgers will do some research to see if some folks paid by check and were not on the Regatta Network list.

The meeting adjourned at 7:48.

Respectfully submitted by Gary Bruner for Secretary Don Woodhouse.