

April 2015

From the Commodore

From the Rear

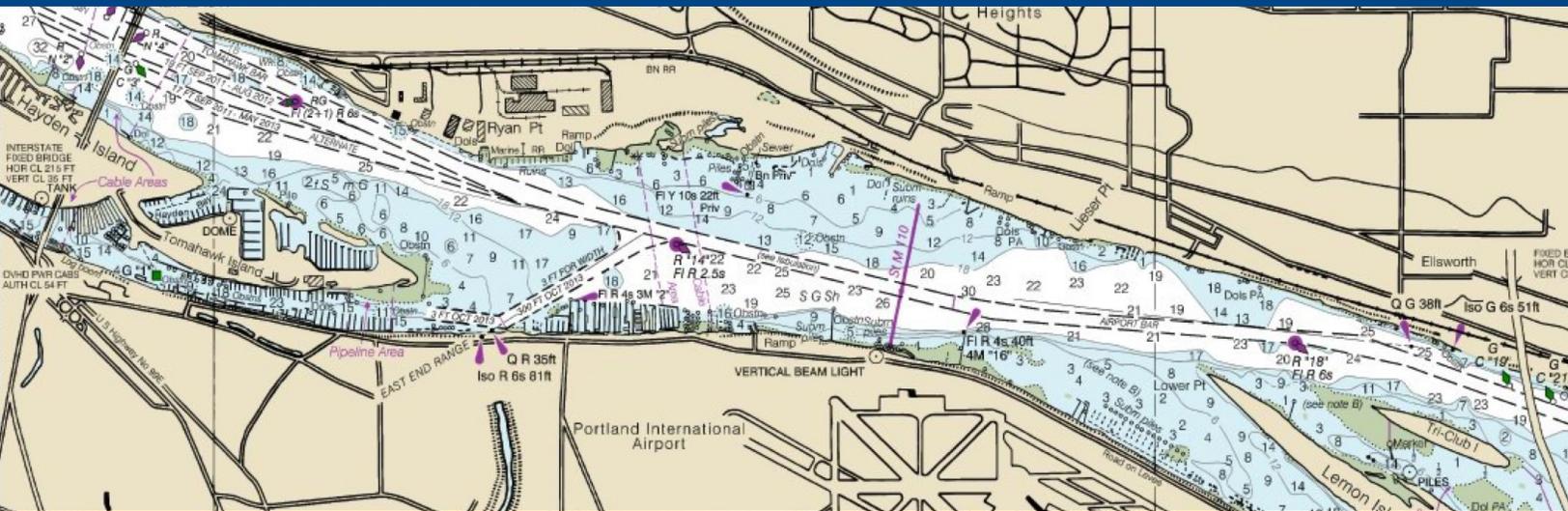
Opening Day

Board Minutes

Benefit Races



Small Yacht Sailing Club of Oregon STARTING LINE



From the Commodore

Tod Bassham, Commodore

Oregonians will do anything to avoid paying sales tax, so when my wife and I recently bought an old cruising boat in Puget Sound, we naturally opted for the non-resident sales tax exemption. The only catch is that the boat must depart Washington state waters within 45 days of purchase. No problem, we thought. We'll just sail the boat up to Canada, go through customs, return to Washington under a cruising permit, and deliver the boat to Portland in the summer, when milder offshore conditions are likely.

Tax scofflaws to the core, we set off from Tacoma for the 200-mile roundtrip to Sidney, BC. Luckily, we experienced mostly benign weather, with only one day of high winds and rain, and all went well. We saw whales and dolphins, and learned a lot about the boat (and ourselves).

But what does all this have to do with SYSCO? Only this: when we pulled into Port Ludlow after an exhausting day of high beam winds and a stressful stop by the Coasties, our eyes looked up from the marina docks to the lovely façade of the Port Ludlow Yacht Club. Hmn, I thought. Sitting around the bar sinking a beer or two and telling tall tales to a bunch of sailors sounds pretty good right now.

Did I still have...? Yes! Buried in my wallet was the plastic-coated SYSCO membership card that I received years ago when I joined our humble little paper yacht club. Would that card get me through the oak doors of the posh PLYC, long enough to put in a beer order at the bar? The blue blazer-types couldn't possibly believe that this bedraggled, scruffy-bearded person was actually the *commodore* of a sister yacht club, but perhaps by waving my SYSCO card I could ooze my odiferous self past the doorman into the bar.

I donned my least offensive foulies and strode nervously up to the portal, clutching my little plastic card like a winning lottery ticket. SYSCO has no reciprocity arrangements with any brick and mortar yacht club, but darn it, we are just as real and solid and respectable as any other yacht club, or so I told myself.

I reached the door, prepared for the withering glance of the doorman, when I noticed that all the windows were dark, and no life was within. A small sign next to the door said "Closed for winter."

Ah. As I trudged back to the boat and the warm can of IPA waiting me there I reflected that our little paper yacht club is a year-round organization, sponsoring races and events through the spring, summer, fall and winter. I thought of our robust sailing community here in Portland, and the dozens of races, cruises and social events we put on each year, despite no bricks or mortar. And suddenly the Small Yacht Sailing Club of Oregon didn't seem so small.

Speaking of racing, the SYSCO Spring Series starts April 28. Remember to register 48 hours before the start of the first race, and that OCSA membership is mandatory!

See you on the water.

Tod Bassham

From the Rear

Warren Dalby, Rear Commodore



Cha-Ching

The Tuesday-Thursday evening racing season is finally about to begin and a reminder about rounding marks on the upriver side would be appropriate. The SYSCO marks have several feet of chain and weights to help keep the first 5 feet or so of chain right underneath, but with the river on the high side and a faster current, everyone needs to add extra room when rounding on the upriver side. The aggressive skipper that cuts it too close will find that chain can do nasty things to their rudder. Better to be safe and add extra upriver clearance. If a skipper completely sinks a mark, they will be on the hook for \$250 and we will send our Pancho engineer after you to get it. Adrienne will show you no mercy. \$250 is the replacement cost for the mark, line, chain, weights and anchor. Is that extra 4 or 5 feet really worth it?



Opening Day Regatta: Pancho's Perspective

Tod Bassham, Commodore

The PYC/SYSCO Opening Day Regatta was a Dr. Jekyll/Mr. Hyde kind of affair: one day Force 6 winds, split sails, broken rigs, and a crew overboard, and the next day calm and sunny with nary a waft of wind to be felt. On Saturday it was SW 20-30 knots. The committee set up at 14 with a single start/finish line, a windward mark near B, and a couple of leeward marks near N. Unfortunately, the box of course symbols had no placard for "N" so some creative work with a Sharpie was necessary. The closer leeward mark was denominated "A" even though its location bore only a passing resemblance to the location of "A" depicted on the Chart. Still, everyone paraded by and seemed to get the gist: go around and around until you hear a horn or something breaks.

And things started to break. A couple of smaller boats quickly retired with equipment issues. Even big boats such as Anam Cara suffered multiple knockdowns. In the second and last race of the day, a call came over VHF 72 that a boat was in trouble down near the cranes at Ryan Point. The Pancho crew roared downriver, stopped briefly to check on an i-550 that was retiring in good order, and sped off trying to find a boat in trouble near the cranes, to no avail. But something was clearly wrong across the river near B, where a green spinnaker was flogging and several blue-flashing rescue boats were converging. I turned out that the skipper of a Martin 241 had gone for a swim. His crew managed to get him back on board after 15 minutes in the water, with assistance from Yeah Baby standing by. Fortunately, the skipper suffered only injured pride. A good reminder for us all to practice crew overboard drills and wear a PFD at all times. Yeah Baby deserves a beer or two for assisting. They went from the lead to last place, and have filed for redress in PHRF B to reflect the time lost assisting a competitor.

And that ended the day. The survivors limped off the field toward PYC, seeking solace in the beer and vittles served up by PYC staff.

The next day dawned sunny and still. The wind gods clearly felt they had overdone it the day before and had decided to overcompensate for their excesses. The returning gladiators milled about for two hours hoping for a zephyr, if not a simoom. But the only excitement to be had was when a Ranger 20 motoring from the Gleason ramp to Tomahawk Bay suffered engine failure, and requested a tow from Pancho. By the time Pancho returned, the regatta had gone into the history books, the competitors had retired to (continue) drinking beer at the dock, and there was nothing on the wide face of the river but a few forlorn marks, waiting to be picked up.

Pancho out.

Prostate Cancer Foundation – Benefit Races

Mike O'Bryant



Two SYSCO Summer Races to Benefit Prostate Cancer Foundation

One in seven men will get prostate cancer. In fact, a man is diagnosed with prostate cancer every *2.3 minutes*. The Prostate Cancer Foundation (www.pcf.org) is dedicated to stopping this cancer and, now, you can help your friends and PCF by doing one of the activities you love best – sailing.

This summer, two SYSCO-sponsored races will benefit research by PCF, targeting \$10,000 in total contributions through sponsorships, boat challenges, personal donations and an end of race raffle.

SYSCO's only Beer Can Race, **June 19**.

SYSCO's Dual Bridge Duel Race, **June 20**.

Skippers, crew, family and friends are encouraged to make a tax deductible donation to PCF. Challenge other boats on the water with your "all-crew" donations.

Watch for information in SYSCO's May Starting Line to find out how to be a sponsor and how to set up an account to track your boat's personal donations. Or, you can make checks payable to "*Prostate Cancer Foundation*" and mail the check(s):

SYSCO
P.O. Box 5502
Portland, OR 97228

All contributions must be made by June 20.

For more information or questions, contact Mike O'Bryant at obryants@comcast.net

Board Meeting Minutes

Nat Powning for Don Woodhouse

Attendees were Warren Dalby, Nat Powning, Adrienne Lacavaro, Bruce Newton, Mike Daly, Bill Sanborn, Thomas MacMenemy and Mike O'Bryant.

Meeting started around 7:00PM starting with a proposal presented by Mike O'Bryant on the Prostate Cancer Foundation fundraiser beer can race in June.

Prostate Cancer Foundation Fundraiser Race

A "motion" by Nat to accept was seconded, we have a paper copy of the details. In summary:

- Present award for boat with biggest donation at BBQ after Dual Bridge Duel on Saturday.
- SYSCO front costs for advertiser banners, possible raffle fee and award burgee.
- Obtain larger prizes to be given away in raffle.

Treasurer's Report

Budget is a bit short due to lower membership payments but not paying for a PRO should make up for that. There was some discussion that we may still hire a PRO for the Summer series which may bring back a shortage.

Pancho

Pancho is launched in good shape and moored at a covered slip in the usual McCuddy's location a bit closer to the ramp than last year. Equipment should be all lined up for Opening Day Regatta. Need to get an account setup with Donaldson for fuel.

Nat agreed to be the person to continuously contact Steven Nance regarding their new membership application. In other words, he will bug the heck out of them.

A training session on Pancho will be taking place in April but still needs to get scheduled. Also, need to digitize PRO materials and send out to fleet captains.

PRO / Race Committee

Experienced members are lined up to handle PRO/RC duties on the first three races of the Spring series. Nat will make sure everything's onboard Pancho and ready.

E-Fleet PHRF

Some more discussion around the E fleet being PHRF-NW handicapped took place. It was confirmed that all E fleet boats must hold a PHRF-NW certificate. The fleet has the option to return to level scoring in Summer if they desire.

Registrations for opening day regatta are light at 12 boats.

Warren succeeded at keeping the meeting short, I believe we were done in 45 minutes.

Dates to Remember

Tuesday Racing Registration Deadline

48hrs prior to start:
April 26th

PCF Benefit Beer Can Race

June 19th

Thursday Racing Registration Deadline

48hrs prior to start:
April 28th

Dual Bridge Duel

June 20th
