

# *Small Yacht Sailing Club of Oregon*

## **STARTING LINE**

**February 2016**



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### **From the Front**

#### **Nat Powning, Commodore**

We're half way through month number two of 2016 and I'm happy to report that the SYSCO machine is running smoothly. At the Boat Show our booth was planted in a familiar location flanked by the other usual suspects that support our sailing habits. I enjoyed catching up with members of the other clubs as well as a few show participants that wandered by during my watches. Following that, we had another successful Fleet Night with Bruce filling us in on the race management changes and Frank schooling us on the psychology of retaining good crew. We managed to err a bit far on the side of abundance over frugality and not only fed everyone, but their families at home as well. Something we'll work on adjusting next year.

I'm thoroughly impressed with the organization Bruce, Randy, and the Fleet Captains are already getting into place. Building this structure and putting

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#### *Upcoming Dates to Remember:*

*Feb. 13, OCSA Race Management Clinic, RCYC, 10:00 to noon.*

*March 2, 9 and 16: North Sails Trim Seminar.*

*March 10: SYSCO Race Clinic, 1830, RCYC.*

*March 13: SYSCO Daylight Savings Dash! MOB drills, Pursuit Start!*

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committee dates on people's calendars this early will be a big help towards reducing hiccups as we work through our first year executing a third weeknight series. Many of the folks that will be running our races were there for a presentation by Rich Jones at the OCSA Race Management Clinic. All of this along with on-the-water training/refresher sessions with Pancho planned for early April is setting us up for a year of good fun competition on the water.

Speaking of Pancho, I'd like to share that we are working on replacing the engine before this season kicks off. We all know boat ownership comes with usually staggering maintenance and general expenses that, unfortunately, the club is not immune to. Each year a large portion of your membership dues are squirreled away in a line item on the balance sheet dedicated to covering these expenses and occasionally a large check must be written to keep the boat going. During our February 1st meeting the board voted to replace a coughing two stroke with a new four stroke. I agree with this decision as on more than a few occasions I've been a bit embarrassed by the cloud of smoke produced after a hard start. Running a nice clean engine supports the image that our sport is one of environmental friendliness and stewardship for the health of the river.

Another major update to report from our February board meeting was to move the presentation of our event trophies to the OCSA Awards Party. This leaves some open questions but effectively comes with the elimination of our own Awards Banquet, at least in its current form. On the positive side it should save the club a sizable pile of cash and eliminates some of our work required to organize the banquet. On the downside we're losing one of the biggest events held by the club and may need to come up with a new venue for presenting internal awards. There's been some talk about holding a small awards ceremony in the gazebo during our St. Helens Race Cruise which I find intriguing. Let us know if you have ideas on this.

One more exciting announcement is that Jacqueline Pitter will be taking over as our Newsletter Editor beginning in March. This frees up Tod to put even more time into his already high quality writing as is required of the Rear Commodore. And it might even restore the inclusion of pretty pictures in this fine publication. Thanks Jacqueline!

That's all for now, I'll see you at the SYSCO Race Clinic on March 10th, 6:30PM at RCYC.

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## **Racing Report**

### **Bruce Newton, Vice-Commodore/Race Captain**

Close to one hundred sailors braved the gloom of a late January evening to attend Fleet Night. There they enjoyed pizza, beers, good cheer, and discussed the upcoming year of racing. Frank Colistro, the featured speaker, gave a talk on how to build a happy and successful team. All of the Fleets elected their Fleet Captain. Bruce Newton, Vice Commodore, discussed how SYSCO will manage the upcoming year. There won't be many changes from the successful approach we have been using. One new change is that SYSCO will now be responsible for running the third summer series. This means each Fleet will have one more assigned date for race committee duty. Because of the expanded schedule, SYSCO has assembled a Racing Committee to assist the Vice Commodore in making sure the various Fleets are ready to put on

races and to provide extra assistance if needed. If you are interested in helping out on the Racing Committee, please contact Bruce Newton.

The Fleet Captains for this year are listed below. Some Fleets have been grouped for the purpose of race committee duty. Racing on the Columbia would not be happening to the extent it is without the volunteer support of these individuals and the many other sailors who volunteer to serve on race committees.

<b>Fleet</b>	<b>Captain</b>
Cruising	John Osborne
Martin 24	Rock Kent
Ranger 20	Ron Fairley
E & F Fleets	Mike Daley
Cal 20	Fred Hazzard
Merit 25	Tomás Morrissey
Catalina 22 & Venture-21	Don Woodhouse & Kendall Williams
B & C Fleets	Pam Sesar
J-24	Colton Gardner
A & J-105 Fleets	Doug Schenk



## From the Rear

### Tod Bassham, Rear-Commodore

#### Nat's Tips: Follow The Rules

I think it's fair to say that very few of us hold a proficiency with every rule that governs our sport. You would, however, generally assume everyone has a solid grasp on those that dictate how our boats interact on the water. Sure - exceptions are unofficially allowed, perhaps even expected in beer cans and cruising races. But certainly we've all got this stuff nailed when it comes to trophy events. Right? Well, I'm going to admit that I've been uncomfortably surprised at a few intricacies within the Racing Rules of Sailing that, as it turns out, I didn't correctly understand until recently. It can get pretty wonky but this is important stuff. Especially if you are using our relatively laid back racing scene as a jumping point for more serious events elsewhere.

If you haven't yet participated in the monthly discussions being lead by Craig Danielson and Erik Rimkus I highly recommend checking it out. To be candid my reason for attending the January session was to see the format with low expectations of learning anything, especially with the first one being about starts. However, both sessions have left me more clear on rules I didn't have my head fully wrapped around and actually corrected a couple misunderstandings I had regarding the infamous rule #18: mark-room.

These are being held on the second Wednesday of each month at Willamette Sailing Club, discussion begins at 6:30 and lasts about an hour. They may halt as the weekly racing begins but there will be another March 9th and likely at least one more in April.

O Boat Show, where goest thou? This year it was my privilege as rear commodore to coordinate construction and operation of the SYSCO booth at the Portland Boat Show, with help from Jim Severs, Gary Bruner and Mike Daly, and couple of dozen member volunteers.

As happens every year, the question arose: why are we doing this? Why is SYSCO going through all this fuss and bother to put up and run a booth at the boat show? The booth is an eye-catching design by Jim Severs, but it is a hassle to store, set up and take down, and we never seem to get many visitors to the booth, or new members signed up. Isn't it time to chuck our fancy display into a dumpster and call it quits?

*Nah.* SYSCO is an important part of the sailing community. We have the biggest (and arguably most fun) racing program of any yacht club in the area, and I submit that it is our (mostly pleasant) duty to show up, wave the burgee, and support our community, even if there are few tangible results to show for it. Besides, we get free admission to the boat show for a couple of dozen SYSCO volunteers!

And if the tangible results are few, they do exist. We signed up one new paid member, signed up 15 people interested in crewing on SOS races, and handed out almost our entire stock of SYSCO brochures. Most importantly, our volunteers were there, meeting each other, talking to people and generally raising the public profile of the club. The number of people interested in joining a sailing club, or sailing in general, will never be what it was in the 1970s. But we few, we happy few, we band of brothers and sisters can represent the sport we love, and welcome those discerning boaters who want something more from the life aquatic than putt-putting around in a stink-pot. SYSCO is a natural gateway drug for the sailing life, because we make it easy and affordable to start racing and cruising on the river. Let's keep doing what we do best!

That said, what can we do to make the SYSCO booth work better next year? Good question. Drop me a line at rear\_commodore(at)syscosailing.org, and share your ideas!

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**PHRF-NW AGM Meeting Report**  
**Mike Stainsby, SYSCO Director for PHRF-NW**

Last October I became the PHRF-NW Director for SYSCO. The Directors are the business side of PHRF-NW and each club with over five registered boats can have a Director. SYSCO currently has 22 registered boats, and we now have a vote on how PHRF-NW is managed.

News from the PHRF-NW annual general meeting (AGM) held at Tacoma Yacht Club on January 31, 2016: As the PHRF Director representing SYSCO, I attended the meeting and am pleased to report that PHRF-NW is making some changes to the way they do business in 2016. First, PHRF-NW has a new Chief Handicapper, Neil Bennet of Bellingham Yacht Club. Next, the PHRF-NW Handbook has been made available on the PHRF-NW website ([www.phrf-nw.org](http://www.phrf-nw.org)) as of this year. Hard copies of the book are still available for those who want one, but they are not being automatically mailed to new/returning members.

The big news is that the PHRF-NW Board of Directors also approved a mandate to change the entire registration and rating process to an online format in an effort to improve the accuracy of the information, as well as the speed in which up-to-date information can be obtained. While there is a committee working to identify the needs and requirements for doing this, the Board is also looking for constructive suggestions as to what should be included. The intent is that by this summer, a member wanting to add a new sail will be able to fill in a form online and immediately learn what their new rating will be - pending final approval by the handicapper and/or Chief Handicapper. A new or renewing member will enter their information into a form online that will, on finalizing payment, immediately populate the organization's database so a race registrar will be able to check for active memberships without worrying about how current the list is or having to call the organization's office. Several layers of security will prevent private information from being accessed by anyone other than a handicapper or the business office – unchanged from the current policy. The information available to all members will be basically what is currently available in the Handbook, but it will be current as of the moment the information is accessed. If you have any constructive suggestions, please email me at [mjssail20@gmail.com](mailto:mjssail20@gmail.com) and I will pass them on to the committee. The Board is scheduled to hold a conference call on March 1<sup>st</sup> to discuss the committee's initial recommendations. I will keep everyone updated as the project progresses.

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## **Traditional & Not-So-Traditional David Paligo (Merit 25 - Runaway)**

Sailing and racing have many traditions...Some of these traditions have carried down from the old mariner days with formal titles like “Commodore,” “Captain,” “Lieutenant” or “Boatswain’s mate.. Another tradition is to call a crewmember by their position or duties on the boat like Skipper, Yanker, Cranker, Sewer or Foredeck. Yet another fun way is to earn your nickname by something you say or do.

Here is a short story I want to share about the first team I raced with around 1996-97 called the “Core Four” and how we earned our nicknames.

Doug Marshall has been one of my sailing and racing mentors for many years. He has raced on many offshores, TranPac’s and countless Columbia River buoy races on OPB’s (Other Peoples Boats). Doug had been away from the racing scene for a few years and decided it was time to get back into racing. So he bought a J/30 from the Great Lakes area and had it transported here to PDX. After fixing her up the way he wanted, it was time to form a crew and practice. Doug has always said we need to “practice to race not race to practice,” and practice we did.

In no time it was race time. Our first race was against an established J/30 One-Design fleet that had been competing against each other for a few years and the competition was tough. In our first race, as we were going around the windward mark, rounding room was tight and Doug touched the mark in order not to make contact with another J/30. Doug yells out that we must do our penalty turns and said he could not remember if we should do a 360 or a 720. Doug being a fair and honest sailor said we would do a 720 “just-in-case” and promised he’d look up the rule before the next race. Race #2 found us in a similar situation and, you guessed it, we touched the mark. Of course, Doug had not looked up the rule and we did another 720. This time, as we were doing our tacks & gibes, we actually gained position on the race course. Well, later on Doug finally looked up the rule; but the new nickname of “720” has stuck with him for all these years.

Brian Barnett was my neighbor. One day, while enjoying a few barley pops while talking over the fence between our yards, I asked him if he’d like to try out for a position on our sailboat team. He was so excited he could hardly get a word out and his wife had to blurt out... HECK YES for him. We were always working on projects on the J/30 - keeping it ready for buoy races and prepping it for our first offshore race as Core Four. During one of the many work parties, we decided to BBQ something on the docks and Brian volunteered to do the cooking. Like always, one guy wanted a veggie burger, one guy wanted chicken, one guy wanted a fish burger and one wanted a cheese burger... you get the picture. Well Brian never missed a beat. He prepped all the food exactly as ordered and surprised us all with some salad, cold beers and warm chocolate chip cookies for desert. We all sat back to an outstanding BBQ and the work party continued with full tummies and satisfied sailors. We all got to talking about Brian’s culinary skills and gave him the name of Cookie Monster but most of the time we just call him Cookie.

My sailing had been very limited prior to meeting this crew. I was totally surprised when Doug asked me if I would like to try-out for a team he was putting together. I told him of my

very limited sailing experience and he told me not to worry, and that he would mentor me through all the sailing duties and lingo. Well, I was like a kid in a candy shop and I asked every question known to man about sailing and racing in which Doug would explain everything in detail to me. Doug would always say to ask the question and he'd explain or pencil it out on paper for me. This was so awesome and I felt free to ask questions any time. Looking back, I think that Doug enjoyed my enthusiasm and looked forward to my questions. Some of my obvious Q's were along the lines of "do we have enough fuel?" or "do you know we are 3 minutes to our start?" or "do you know the course?" Sometimes I thought I may have over done the whole question thing when Doug found this old Sail Magazine with an article call "Every boat needs a MOTO". I asked Doug what is a MOTO and he responded with Master Of The Obvious and that person is allowed to ask those obvious questions.

One evening I had to miss a race and 720's reputation was to be two days late to the start line. Low and behold, the night that I missed, the team was running later than usual and did not have time to get the course. So 720 jumps into the start sequence, nailed the start line and was leading the entire J/30 fleet for the first time *ever*. Because we were always late to the start line we usually followed the pack and it really wasn't that important to get the course. I'm sure you racers can see this one coming. 720 had no idea what the course was so he guessed with the direction of the wind he would just run last week's course. He continued until he looked back and the entire fleet was going a different direction. Of course, on this race they came in DFL. The next day we were talking about the race and Doug commented that no one on the boat had asked if he knew the course and it became evident that every boat needs someone to ask those questions that cannot be argued with or put down because of that question. That day I became known as MOTO and it was declared that from that day forward, anyone was allowed to ask a MOTO question and would never be put down for asking. From that moment, no one, and he meant *no one*, was to ever question a MOTO question.

If you haven't adopted this "tradition" and earned a sailing nickname yet, just keep your eyes and ears open. All the signals will be there for just the perfect sailing nickname for you or your crew.

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### **SYSCO Board Meeting Minutes February 1, 2016**

Held February 1, 2016 at Elmer's Delta Park, the meeting was called to order by Commodore Nat Powning at 7:00 sharp. Besides Nat, those present were Tod Bassham, Scott Stevenson, Bruce Newton, Adrienne Lacavaro, Ron Fairley, Mike Daly, Jan Burkhart, Bill Sanborn, Mike Stainsby, Warren Dalby and Gary Bruner.

**TREASURER'S REPORT:** Scott Stevenson reported that he has successfully completed the transfer of SYSCO's accounts from Wells Fargo Bank to the OnPoint Credit Union. Money savings to the club was a prime motivator for the move.

Scott's report included the fact that the club has collected roughly \$6970 in memberships thus far, but we are a bit below projections for the number of gold memberships purchased thus far. He's hoping in an uptick in the number of gold memberships sold, percentage wise, going forward to avoid a shortfall in projections. We've had roughly \$1708 in expenses thus far.

Scott has reported that he has established a savings account in the amount of approximately \$9,600 with the expressed purpose of that being the Pancho Reserve Fund. SYSCO's current checking account balance is roughly \$5200. Scott shared where financial records are being stored online for board perusal.

MEMBERSHIP: Jan Burkhart conveyed that we have approximately 76 current members: 47 of those are Gold, 23 are Silver, and 6 are associate members. She said that there are 77 people who were members in either 2014 or 2015 who needed to be contacted and perhaps reminded to renew. The deadline for renewal is February 16, or late registration fees will apply.

Jan also submitted the names of new members Jeff Duvall, Bill Wilkerson and Brad Coffey, who were all unanimously approved for SYSCO membership. Welcome!

Jan then presented appropriate pennants from Prestige Flags to current board members and a past commodore, Warren Dalby.

RACING: Bruce Newton reported that Fleet Night last week was a popular event, drawing nearly a full house to RCYC last week. Frank Colistro did a great job in presenting his talk on building a crew through positive morale. The best news is that all fleets now have their designated race captains and that assignments for Race Committee Duty have been distributed. The SYSCO Race Committee, made up of Bruce Newton, Tod Bassham, and Randy Poff has been joined by Gerald Armstrong who has offered to be a Pancho driver for the Tuesday night races, but we are still missing a Tuesday night Coordinator.

Bruce will send a broad email blast to SYSCO members reminding them of the OCSA Race Management Clinic to be held at RCYC the morning of Feb 13. Rich Jones, former SYSCO PRO will be the presenter. This is especially important this year as SYSCO will operate without a paid PRO for this three series season.

Bill Sanborn announced that PYC has approved the use of PYC for another fun Chili Cook Off to be held on March 6 to celebrate the end of the SOS winter series.

PANCHO: Adrienne Lacavaro reported that the 12 volt battery has been taken (stolen?) from Pancho while under winter cover. That will need replacing.

SOCIAL: There was no official 'social report', but it was noted that SYSCO got \$129 in a donation can at Fleet Night, but that pizza and soft drink expenses totaled \$535. Again, a LOT of pizza was left over at the end of the evening!

BOAT SHOW: Tod reported that SYSCO had 15 people sign up to sail with members on in the SOS series, and he's worked to assign all 15 to boats with willing skippers. Only a few have seemingly taken us up on the offer. Also, one person took advantage of a discounted SYSCO membership at the boat show. Nat suggested that the best part of booth duty was socializing with people from clubs that had booths nearby and the free admission to the show.

PHRF: Mike Stainsby talked about the \$65 fee now required to get a PHRF certificate for handicap rating. Mike said that PHRF-NW is completely revamping its online website to be much more user friendly and simple. Now, one can enter information required and get much faster, more efficient service than snail mailing forms back and forth to one's handicapper.

Actual rating certificates will still be mailed however. He noted that the big boats in the Seattle area are finding some displeasure with IRC handicapping, and PHRF-NW expects to start seeing more of those sailors soon.. Mike will write an article on PHRF-NW and send it to Tod for the next newsletter.

NEWSLETTER: Beginning with the March issue, SYSCO will have a new newsletter editor with actual computer skills! Jackie Pitter is in England most of February, but will commence duty in March. Thank you, Jackie, for stepping up.

NEW BUSINESS:

Pancho engine: Bruce Newton gave a run-down on homework he's done regarding a new outboard for Pancho. In light of increasing use this season, and the age of our old Suzuki, Bruce did research and got bids from a number of dealers. He presented options of Honda, Yamaha and a new high tech 2 stroke from Evinrude. The board looked at the options, discussed cost, weight, efficiency, and reliability, and accepted the recommended bid from Pacific Boatland in Vancouver to supply a new Yamaha 40 horse four stroke. The bid was for \$6,690, including a rebate, installation and a test run on the river to confirm the right prop. This bid was at least \$1,000 less than the other bids. Options down the road might include a second prop as a spare. Bruce, Gary, Nat, and Adrienne will serve as a committee to remove the Suzuki, take video of it running, and Bruce will store it until it sells on Craigslist. The new engine should be installed in time to be ready for Pancho's April splash.

Awards Party: Nat reviewed the results of the Survey Monkey sent to SYSCO members that confirmed that a large majority favored one large party with other OCSA clubs than a separate SYSCO party. Also clear was that a majority preferred PYC as a venue. With that in mind, and after lots of spirited discussion about the challenges ahead with regards the number of awards to be presented, what the party should be called, cost savings by avoiding duplication of efforts, and SYSCO's new role in it all, it was moved seconded and passed that SYSCO would join with other clubs to present its awards at a single, OCSA sponsored event at PYC. Gary Bruner, the current OCSA Commodore, abstained from the vote. Meeting adjourned.

Respectfully submitted for Secretary Don Woodhouse,

Gary Bruner

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*Editor's note: As part of David Paligo's Warriors on Water program, a number of Oregon National Guard warriors have been crewing on SYSCO boats for SOS races. After the race, we often gather on the editor's boat, Chinook, for a guitar jam. Turns out one of the warriors, Specialist Cara Kintz, is a natural-born songwriter, and she will usually have a song half-written by the end of the race. Here is one. More to follow.*

### **Sail On Sunday Racer**

(To the Tune of "Son of a Sailor," with apologies to Jimmy Buffett)

New lyrics: Cara Kintz and Tod Bassham

As a Sail on Sunday Racer,  
I love to wear my foulies.  
I walk down the docks, wearing warm socks,  
and head straight down to the galley.

As I heat up some, for hot buttered rum,  
I wonder if we've all gone crazy.  
Cause it's thirty degrees, and starting to freeze,  
and I'm beginning to feel kinda lazy!

Sail on Sunday, every Sunday, sail on Sunday Racer!  
Sail in the snow, what do you know, I'm gonna need a beer chaser!

As the crew arrives we cast off the lines,  
and head out onto the river  
A blast of wind chill seems much too real,  
and we all begin to shiver

But the smiles abound as we tack around,  
to get the course from committee  
Fourteen to two, back to our rendezvous,  
unless the weather turns shitty!

Sail on Sunday, every Sunday, sail on Sunday Sailor!  
Sail in the rain, , scuppers won't drain, somebody hand me the bailer!

The starting horn bleats as we harden the sheets,  
it's time to open the throttle!  
Gritting our teeth, with a face full of sleet,  
please somebody pass me the bottle!

Now rounding at two we send the least frozen crew,  
to find out what is the matter  
When we hauled on the line, we heard a great whine,  
and the spinnaker block fell down shattered!

This is our Sunday, sail on Sunday, sail on Sunday Ditty!  
It's time for the crew, to chug down some brew, glad I'm not on committee!

We are sail on Sunday every Sunday, sail on Sunday Racers!  
We're not upset, by cold and the wet, we've got hot buttered rum and beer chasers!



Not your typical SOS weather: sunny and 60 degrees on Feb 7th