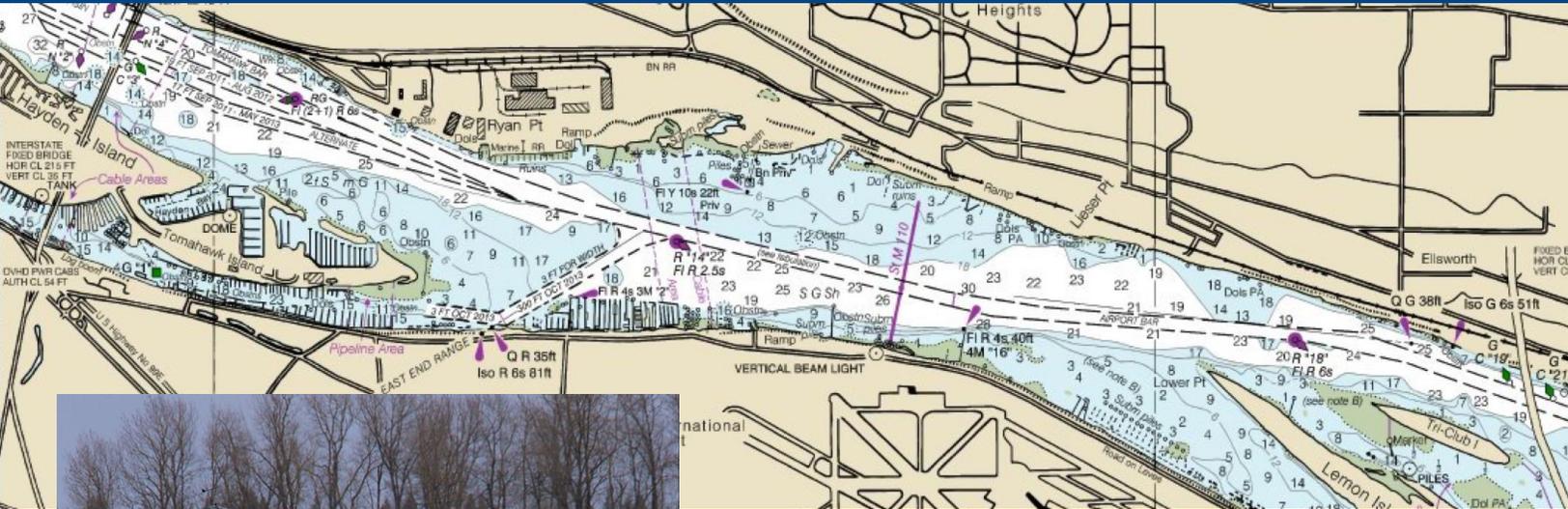




# Small Yacht Sailing Club of Oregon STARTING LINE



Above: The expired flare sacrifice during the CYC Pray for Wind Party. Photo courtesy of Kelly Dewes.

Left: Molika during the final Sailing on Sunday race this winter. Photo courtesy of Maria Swearingen.

# From the Front

*Nat Powning, Commodore*

Another series of Sailing On Sunday is in the books followed by an epic sacrifice to the gods in CYC's Pray For Wind party. For your volunteers at SYSCO this means it's time to kick off our turn running committee, aligning registrants with classes and transferring hastily scribbled score sheets into the electron cloud. With one or two exceptions I'm hopeful that our big decisions are behind us for now, and that the club can settle into a machine-like state as we approach a season of racing in warm northwesterly breezes.

I mentioned last month that Pancho's engine is getting replaced. With the inevitable minor hiccups this is going well and we expect to have him back in our hands soon complete with a shiny new Yamaha 4-stroke on the stern. Before turning Pancho over to Pacific Boatland the old outboard needed to be removed along with some needed up-keep which brought on the organization of a work party.

Bruce volunteered to store the old engine at his house while we have it up for sale so near the end of February his neighbors were treated to quite a scene on their street. Team "Prettify Pancho" was made up of Adrienne Lacavaro, Bruce Newton, David Paligo, Gary Bruner, Tod Bassham and myself. Besides removing the engine and controls most of the tasks were what you would expect: inspecting equipment, tightening a few screws and giving everything a good washing. A few more serious jobs were tackled including some patches for what appeared to be the result of challenging docking situations. There was also some wiring repairs and a couple lengths of mark rode needed to be replaced. Amazingly, the weather turned out great this day which helped make the work enjoyable. Next time you see these dedicated volunteers please give them a thank you as they gave up a nice Saturday along with some sweat and blood to help make our buoy racing possible.

Thanks all, I'll see you on the water.



*Photos courtesy of Nat Powning.*

# From the Rear

## *Tod Bassham, Rear-Commodore*

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The sailing community is blessed with many volunteers who sacrifice their time and energy to make our little corner of the universe a slightly better place. But sometimes giants walk among us. Let me tell you about my friend David Paligo.

David came late to sailing, and racing, but made up for lost time once the sailing drug hit his veins. One day at a mountain lake a Ranger 20 caught his eye, and shortly thereafter he found himself a sailboat owner, about the time in life when most people start thinking about retirement. A born competitor, he knew that racing would sharpen his sailing chops, looked around for a Ranger 20 fleet and found none. Undeterred, he walked the docks of every marina in town, tossing invites in sealed ziplock bags into the cockpits of the dozens of Ranger 20s languishing at their slips. Eventually over a dozen people responded. David patiently coached and mentored new skippers and crews into racing trim, and re-built one of SYSCO's first founding fleets, which had long lain dormant.

Then David's roving eye saw a solitary Merit 25 sailing on the Columbia, and he realized he needed a higher dosage on the thrill-meter. Unlike the Northwest-built Rangers, Merit 25s are California boats, so building a new Merit 25 fleet required something more than tossing ziplock bags into local cockpits. David persuaded a number of friends, crew-members and strangers to travel thousands of miles to haul Merit-25s from various corners of the west coast to form the new Columbia River Merit 25 Fleet. Eventually the new Merit 25 fleet grew to 11 boats, and it became one of the best organized fleets on the river.

Building two new vibrant fleets earned David the OCSA Sailor of the Year Award. But I suspect the initiative he is most proud of is the Warriors on Water project. Last year David reached out to Oregon National Guards soldiers and aircrews, and matched up warriors with skippers to race during the Sail on Sunday series, as a way to honor the warriors' contributions to our country.

So what is next? As many of you know, David and his wife Jane are moving to Ohio to be closer to Jane's family. They are building a house on the shores of a lake named after David's second favorite football team (Go Buckeyes!). At the dock in front of their home, David and Jane hope to moor their next sailboat, which may possibly be a Ranger 20 that David will haul all the way to Ohio. What is known is that within a short time David will have organized a new fleet of some kind, and will be raising the bar, once again, on the local sailing scene. I'm sure that all of us who have been touched by his energy, drive and passion (which is pretty much everyone in the sailing community) will join me in wishing David and Jane farewell and fair winds.

# Racing Report

*Bruce Newton, Vice Commodore*



*Misty approaching RB 14 during the Daylight Savings Dash, 2016. Photo courtesy of Nat Powning.*

## **Daylight Savings Dash**

Preparations for SYSCO's first race of the year were nerve-wracking. For two days preceding the Sunday race the weather forecasts were predicting sustained winds in the 30-40 mph range with gusts to 50 mph. There could be only one explanation – the Pray for Wind Party that CYC had organized for Saturday night. The Race Committee sent an emergency expedition to the party to urge folks to stop praying for wind. By Sunday morning the forecast had moderated somewhat. Out of twenty four boats who had registered for the race, ten were brave enough or foolish enough to come out. The race was a pursuit start with boats starting at an assigned time over a 20 minute period – the slowest boat starting first and the fastest boat starting last. The Sailing Instructions also specified that boats must do two Crew Overboard drills during the race but Race Committee eliminated the COB drills before the start. Conditions during the race were not as bad as feared. The torrential rain stopped about an hour before the race and winds were in the mid-twenties with gusts to the mid to upper thirties. The rain held off until right after the last boat finished when a hail storm moved through. The pursuit start worked very well. All boats finished within ten minutes and the winner, Misty, had started in the middle of the pursuit start sequence. Most importantly, there were no major injuries or equipment damage. The SYSCO racing season is off to a good start!



*Maya Powning (and Tara Powning) preparing to sound the horn for the winner of the Daylight Savings Dash. RC was extremely thankful for the full dodger enclosure on Junovia.*

More video and photos of the race captured by Nat Powning:

<https://drive.google.com/folderview?id=0Bx3ZYmLDn2r4Q1V5WFRqTWIPTV&usp=sharing>



*Race Committee after the race (Randy Poff, Lynda Davis, Bruce Newton, Tod Bassham, Dave Paligo, Nat Powning).*

## ***Race Clinic***

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SYSCO Race Clinic was held on March 10. About 50 sailors attended. This session is for new racers and covers some aspects of racing that are unique to the Columbia River. Dale Mack covered the Racebook, how to register for races, basic signals, and the start process. Craig Daniels discussed starting strategies and some basic advice for running the course on the river. We also covered what is new in the OCSA local rules for 2016 (primarily the Safety Equipment Requirements). Speaking of which, if you have not yet done so, skippers should review the SER's at <http://www.sailpdx.org/wp-content/uploads/2016/02/OCSA-SER-2016.022516.pdf> and make sure that you are in compliance.

## ***Training***

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A draft of the revised Fleet Captain's Guide for SYSCO Racing was distributed to the Fleet Captains and the final will be issued soon. Training on race management was held on February 23. This session was sponsored by OCSA and led by Rich Jones. The final training session on running races for SYSCO Fleet Captains and any designated Principal Race Officers will be held on April 2 at 11:00 at the Pancho dock at McCuddy's Marina on Marine Drive. We will cover Pancho Operations, other SYSCO-specific topics, and answer questions.

## **Upcoming Dates to Remember**

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<b>RCYC Frostbite Regatta</b> March 19	<b>OCSA Rules &amp; Tactics Seminar</b> March 31	<b>CYC &amp; RCYC Opening Day Regatta</b> April 9-10
<b>PYC Spring Regatta</b> April 16-17	<b>Oregon Offshore Kickoff Party</b> April 18	<b>SYSCO Spring Evening Series (Tues &amp; Thurs)</b> April 19- May 26

# How I was Shamed into Learning the Rules of Sailing

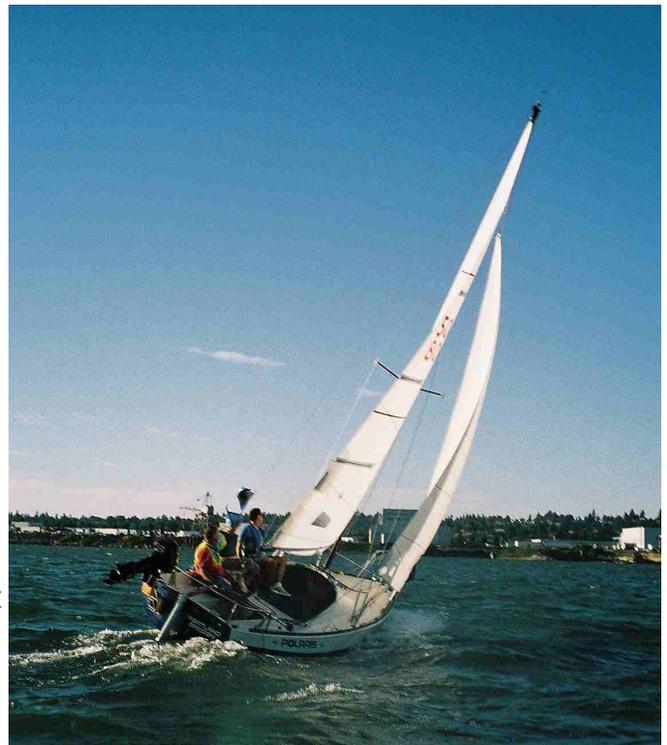
By *David Paligo*

When I first started racing with Core Four, I only had one job on the J/30 and that was to trim the main sail and adjust the traveler as required. As a rookie, all my focus was on those four tell-tails streaming off the leach of the main sail; so I hardly paid any attention to anything else on the boat except my job.

A couple years later I decided it was time to sell our 18 foot power boat and buy a sailboat. Within two weeks all that came to be, soon both Jane and I were learning how to step the mast and rig our new Ranger 20. Of course, as any new and proud owner of any sailboat, we needed to take our new pride and joy out on an adventure all by ourselves. We knew how to rig the boat, we knew how to launch and retrieve it (remember we were power boaters once), and my racing had taught me how to trim sails; so we figured we should get out and see just how well we could do by ourselves.

For our adventure we decided to pull the boat up to Yale Reservoir as it was only one hour away from our home and we could practice raising and lowering of the mast, launching and retrieving, and still be able to have the boat back home for sailing on the Columbia River for the following week.

Things could not have been more perfect: the winds were 5 to 7 knots and we almost had the lake to ourselves so we could practice our tacking and gybing. Jane was driving the boat and I was in heaven trimming the jib and the main. All of a sudden we look up to see another sailboat on a collision course with us. Jane looks at me and asks "what do we do?" and I said "I don't know." She asked "what would Doug do in this situation?" (remember 720, my mentor) and I said he'd yell "STARBOARD!" So I yell in my most seaman-like voice "STARBOARD" and the boat immediatly tacks out of our way. Jane looks at me and says, "Uh, I think we're on port and he was on starboard." We humbly yelled, "We're sorry!" and vowed to each other that we would learn and understand "The Racing Rules of Sailing".



*David Paligo's Ranger 20, Polaris. Photo courtesy of Bruce Newton.*

How about you, do you know and understand the basic rules of sailing? Do you get out on the water and have questions like, "are we on a collision course?", "who is on starboard; who is on port?", "who has rights or who is the giveaway boat?" and so forth?

Jane and I have been sailing together for many years after our little starboard experience and to this day, we still challenge each other to the Basic Rules of Sailing and who has the right of way boat or who has to give way. Do you?

# March Board Meeting Minutes 3.7.16

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*Gary Bruner (for Secretary Don Woodhouse)*

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The board meeting, held at Elmer's Delta Park, started promptly at 7 PM.

Present were: Nat Powning, Bruce Newton, Tod Bassham, Scott Stevenson, Warren Dalby, Lynda Davis, Jim and Lenny Severs, David Paligo, Colton Gardner, Mike Daly, Bill Sanborn, Jan Burkhart, Adrienne Lacavaro, Frank Colistro and Gary Bruner.

## **Treasurer's Report**

Scott Stevenson read the financial report, which is also posted online. He reported that SYSCO now has 98 memberships, but that the ratio of gold to silver memberships is running well below estimates. This may result in an income deficit of somewhere in the ballpark of \$800. Currently, income is roughly \$9,500 and expenses now total approximately \$3,800, of which \$1000 is a deposit on the new outboard for Pancho. The reserve budget is roughly \$8,000 with roughly \$5,500 of that soon to go away with the purchase of the 40 hp Yamaha.

## **Membership Report**

Membership chair Jan Burkhart stated that emails have been sent to 23 persons who were SYSCO members in 2014, but did not renew for 2015. Fleet captains have been given names and email addresses for those folks who have previously joined SYSCO but are not currently paid up for 2016. At least 2 fleets are currently up to date with all members from last year all paid up. Jan also stated that she will have SYSCO burgees to present to new members at the Race Clinic. Applications and checks have been received from Phillip Johnson who has a Catalina 38 called Le Compromise he wants to sail in the cruising fleet, Kendall Williams who is the new fleet captain of the Venture 21s, and Josh Raymond who sails Moore-ality, a Moore 24. These members were approved by unanimous vote.

## **Racing**

Race Captain and Vice Commodore Bruce Newton reported on SYSCO's support of the OCSA Race Management Clinic, led by Rich Jones. It was quite successful, and drew a nice sized audience to RCYC. On Feb. 27<sup>th</sup>, six SYSCO folks, Nat, Tod, Bruce, Dave,

Adrienne and Gary, showed up to spend a good share of the day removing the old Suzuki from Pancho, cleaning and repairing her hull, checking out marks and rodes, etc. It was mentioned that this should become a yearly tradition. The Suzuki is now at Bruce's home and being advertised on Craigslist. Pancho is currently at Pacific Boatland getting the new outboard installed.

## **Upcoming**

This Thursday night is the Race Clinic at RCYC, with Dale Mack presenting his Powerpoint. Craig Daniels will speak on starting tactics. Gary will try to get OCSA to send a reminder email blast about this event, as well as the Daylight Savings Dash on Sunday. Tod's Chinook will be the RC boat for this race which will feature a pursuit start and 2 MOB drills. We have yet to decide on a date for a Pancho specific training day. We are scheduled to get Pancho returned in plenty of time for a splash by April 1<sup>st</sup> (no fooling), so there was discussion about that training being held on April 2.

The OCSA sponsored "Rules and Tactics Clinic" is to be held on March 31 at Willamette Sailing Club. Craig is scheduled to speak on rules beyond the basics and how to use rules to tactical advantage.

PYC hosts its Sailor's Dinner on April 8, to which all sailors are invited. The featured speaker will be the coordinator of the Race to Alaska, which should be fun.

## **Pancho**

The Pancho report was given by Adrienne. She is in the process of repairing a rather large hole in Pancho below the waterline. She is also currently working on a Pancho 'Operations Manual' which will include guidance for future Pancho caretakers, as well as "instructions" to be posted on the boat for its many operators over the season. It was mentioned that Pancho's VHF should always be on "Dual Watch" to monitor both 16 and 72. For safety reasons, it should be reset every time the battery switch is turned off; those instructions will be posted on the boat.

David Paligo mentioned that a second set of necessary flags should be left on Pancho in the event that courses need to be shortened. No action was taken.

There was discussion about the viability of a 'club rating' for boats that have no PHRF certificate. There was also some discussion about a handicapping system that might allow boats to race in a fleet besides the one they should, perhaps, be in, based on past performance and the fact that some boats don't have the latest sails, etc. (ISC boats were specifically mentioned). There was no action taken, but a lively debate ensued.

### Newsletter

Jacqueline Pitter is the new Newsletter editor, beginning with this March edition. It was asked that any submissions be given to her by the weekend following each board meeting so that the newsletter can come out in a timely manner. She can be reached at [editor@syscosailing.org](mailto:editor@syscosailing.org). She is in need of good photos to accompany print articles! All SYSCO members are encouraged to send on photos they capture on the river that they like.

### Awards Dinner

Since, after a survey of members, SYSCO has decided to join the other clubs in presenting communal awards

at the OCSA dinner, SYSCO has decided to ask Jim Shaw to represent the club with OCSA as regards planning and changes in the mix for that banquet. Jim has proven good at moving awards along at a lively clip, and his expertise is needed to keep the longer awards party from becoming a drawn out affair. As for SYSCO specific awards, like SYSCO sailor of the Year, etc., it's under consideration that those be awarded in St. Helens on Saturday night during the weekend of the SYSCO Race and Cruise event. Those not wishing to sail could opt to join that party by car that night. No formal action was taken.

Lastly, there was a question about Pancho insurance, especially in light of a battery theft recently, and the fact that Pancho's value will go up considerably with a new outboard. Scott Stevenson will contact our insurance agent and double check on our coverage. There was some discussion about perhaps looking into enclosed storage for Pancho in order to increase security and keep the boat and gear in better shape, but no action was taken....

The meeting adjourned a couple of minutes after 8 PM.

Respectfully submitted,  
Gary Bruner (for Secretary Don Woodhouse)



*Molika, who started first in the Daylight Savings Dash, attempts to confuse the pursuing boats. Photo courtesy of Nat Powning.*