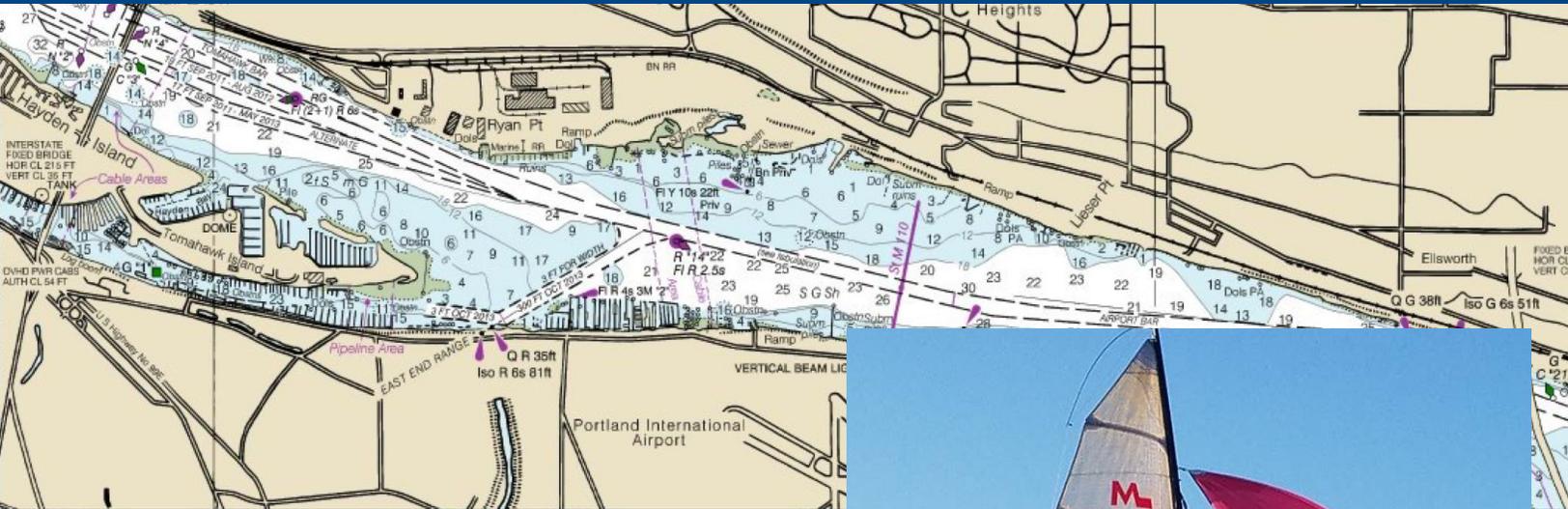




Small Yacht Sailing Club of Oregon STARTING LINE



Above: Cal 20 start line on the July 28th race. Photo courtesy of Nat Powning.



Right: Skookum Too racing on July 26th. Photo courtesy of Kelly Dewes.

From the Front

Nat Powning, Commodore

The one item of official business I'll share in this update is that we have a new Pancho Engineer! Phil Campagna will be taking over general maintenance and troubleshooting of our trusty mark boat. There's always something to be done to keep the equipment working smoothly. He's already working on a solution to an issue with the fuel line getting disconnected.

As for unofficial business, this past weekend I had fun racing one of Island Sailing's Wavelength 24s in the Astoria Regatta. The event was relatively small with just five boats but it was a great experience to work a little boat hard in a very lumpy seaway with big breeze. The forecast was calling for unusually light winds of 5-10 mph so we were betting we might have had a big advantage over the heavier boats. However, by the end of the first day it was well over 15 and, even though we were east of the bridge, the confused swell got big. Amazingly we managed to get into third place after three races Saturday so spirits were up as we got some much needed rest before day 2. On Sunday the course was moved to the west side of the bridge and the breeze was consistently holding 20+ with bigger gusts. Some of the square waves must have been getting close to 6 feet or more. Needless to say we were getting wet but somehow managed to finish both races without breaking anything or t-boning one of the hundreds of charter fishing boats. At the end of the day we had the 110 jib up with double-reefed main but still needed either more rail meat or less sail.



Photo courtesy of Nat Powning.

Ultimately we finished out in last place but I'd definitely do it again, maybe with one of ISC's heavier boats. Hey, the Bad News Bears didn't start off winning - it takes time for the underdog to work out their kinks and climb onto the podium.

A few observations on how AYC runs their races. First, it sure is convenient to have so many government ATON's allowing them to get away without setting their own marks for the most part. When the breeze is west or east they can run proper windward/leeward courses with nothing more than a mark boat. A weather mark was set on Sunday with the breeze inside the bar coming from the northwest. Second, it was amazing to see them use a tiny Boston Whaler as their committee boat considering how rough it typically is there. I think it may even be the next size smaller than Pancho! Third, they are huge on using RaceQ's. I recorded our track mostly to see what top speeds we hit surfing downwind which turned out to be great as all but one of the other boats did the same thing. When we walked into their clubhouse at the end of Saturday the Race Captain was getting the course configured on their big screen and then re-played the day as we discussed the ups and downs over a few beers. We use RaceQ's at Island Sailing a lot but I'm surprised how few boats have been contributing their data from the SYSCO races.

Thanks to a hearty delivery crew that brought the Wavelength all the way from Portland to Astoria: Dieter, Sumi, Adrienne and Paul. They did this in a single day with a tiny outboard which took nearly 18 hours! And thanks to the organizers at Astoria Yacht Club - Paul, Toby and Bruce - for putting on a great event.

Battle Sail: Beat the Heat

Tod Bassham, Rear-Commodore

Summertime and it's hot. Wouldn't it feel great to splash someone with cool river water? Hm, what about maneuvering your boat to hit another boat with a watery broadside? Even better, what if you could coordinate a fleet of boats to soak the enemy fleet? Let's carry this ridiculous line of thought to its logical conclusion.

Introducing BattleSail™: A game that combines team racing, capture the flag and water cannons. The object is to disable the enemy's boats with water cannon fire in order to capture the enemy's flag.

Teams: Play with two teams of four boats (ideally one-design boats, such as Cal-20s, Merits, J-24s etc.).

Playing Field: Each team has a buoy with a detachable flag attached to it. The buoys are placed approx. 300 feet apart in a line perpendicular to the current on the river. Each buoy has a three-boat-length zone around it.

The Boats: Each boat has up to four crew: a helm, and three gunners. The three gunners are armed with the same style and capacity water cannon, and placed on the bow and at the port and starboard shrouds. Each gunner may move freely about the foredeck to concentrate firepower, but cannot move aft of the shrouds to fire (which means each boat has a vulnerable stern). Each boat has a two-gallon refillable bucket bungied to the mast for ammo refills. Each boat is under mainsail alone, to keep speeds low and maneuvers simple. Fenders tied along the toe-rail are recommended. At the bow pulpit is tied a 2-inch diameter card painted to change color if hit with water. This bow card represents the bow gunner. At the stern pulpit are tied three similar cards, one at each quarter for the port and starboard shroud gunner and one in the middle for the helm. For each card that is hit by water and changes color, the boat loses the appropriate crew (who has to go sit in the cockpit and do nothing). If the helm is hit, a living gunner must take over the helm. If the boat loses all four cards and all four crew, it must immediately retire behind its lines (but may regenerate dead crew with penalty turns, see below). Each team has one designated boat that acts as the Goalie. The Goalie is the only boat on that team that can enter and remain within its zone to defend the team's flag.

The Rules: All RSS Part 2, Sections A and B rules apply between all boats, with one modification: while



Thunder Pig crew pre-race on July 21. Photo courtesy of Ray Terrill.

in its zone, the Goalie has right of way over any other boat, notwithstanding any other racing rule. If a boat violates a rule (Rule 10 or 11 say), the boat must leave the enemy zone (if within it) and make two penalty turns, during which its gunners cannot fire or enter the enemy zone. Protests over disputed violations are handled either immediately by an umpire in a chase boat (as in team racing), or by an on-the-water protest committee after each game. The protest committee must reverse a team win if it disqualifies a protested boat on the winning team.

Start of Game: The teams determine starting position by coin toss, winner chooses. The game starts with each team's boats behind a line perpendicular to an imaginary line that passes through both buoys. The start line intersects that imaginary line at the furthest edge of the zone (i.e. approximately three boat lengths from the team's flag). The area behind the start line is off-limits to enemy boats, and is the only area where a team's boats can replenish ammo and regenerate dead crew.

End of Game: The game ends when any live crewmember captures the flag of the other team. The two teams then switch sides (so to change the weather gauge) and play a second game. Best 2 of 3 wins the match, with the third game's starting position determined by random coin toss.

Tactical Considerations: Because firepower is concentrated on the bow and beam, while vulnerability is concentrated at the stern, a key tactic will be to bring the broadside to bear on the enemy's stern, while avoiding the same tactic. Each team would probably leave the goalie close to their buoy and send out three boats working together to disable enemy boats and attempt to capture the enemy flag. The three boats might form a "leader-wingman" formation, with the two wingmen shielding the leader's vulnerable stern from enemy fire, while allowing for multiple overlapping fields of fire. Or a three-boat echelon formation, with a sacrificial wings drawing enemy fire in hopes that the remaining boat can break through unscathed to the enemy zone. Initially, the team approaching contact on starboard tack might have the advantage but the advantage could quickly shift. If the starboard tack boats continue past the initial defenders toward the enemy flag they will expose their unprotected stern cards to raking fire. For defenders, having the leeward position would be critical, because they can then force attackers away from their flag. Because the Goalie has super-ROW within its zone, a single attacker will have a tough time getting to the flag, but two attackers working together should be able to easily get one boat past the goalie to the flag.

Regenerating crew: A boat with no surviving crew must retire behind its lines. A boat with some surviving crew may retire to regenerate, but is not required to. Once behind its lines, the boat may regenerate dead crew by performing two penalty turns per crewmember. To revive all four crewmembers would thus take eight penalty turns. For each revived crewmember, the boat would replace the appropriate card with a new card, starting with the helm, then the two shroud gunners, then the bow gunner last. When

the boat has at least two functioning crew, it may return to the battle.

Ammo: The two-gallon water supply can be replenished only behind the boat's lines by living crew.

Goalie: The Goalie can leave its zone and regenerate crew or replenish ammo like any other boat. The Goalie with at least one surviving crew may also leave the zone and "tag" a teammate's boat, which makes that boat the new and only Goalie. "Tagging" is accomplished by the helm of the Goalie touching any part of the teammate's boat or crew (e.g. a lifeline or extended hand or boathook).

That's BattleSail Version 1.0. Questions? Suggestions? Who wants to play?



Molika racing on July 26. Photo courtesy of Kelly Dews.

Sunsail: Set Sail for a Cause

Carin Berg

This year's Set Sail for a Cause will benefit the Sea Scout vessel Sunsail.

To those of you who love sailing, you know it is not for the faint of heart. It can eat away every free moment and dollar you can spare, but the ROI feeds your soul with dreams, and somehow that is a fair exchange. In the golden heat of August, when those blessed with a ship are out riding the wind, the Sunsail crew still have work to do. Lead by the well-founded professional advice of Colleen Bennett, a team of amateurs and adults are building up their sweat equity. One band aid and sliver at a time. . .

The prospect of preserving the memories of a 40 year old ship is a romantic one. The 29 Cascade with ketch-rigged masts are perfect for piling in teenagers. She is powered by sails, navigated by charts, and docked by oars. She taught Krista Heiden how to sail 25 years ago, and now, Krista is the proud skipper of the Sea Scouts ship Sunsail. But when challenged - Why don't you just buy a new one? - the response has a different sense of sentiment. The Sunsail crew are learning the DIY restoration skills of sanding, scraping, scrubbing, 2 part epoxy, putty, listening skills, teamwork, and discipline. The skills you want in a future Navy, Coast Guard, Merchant Marine, Pilot, or any future citizen of Planet Earth. Then on breaks, the teenage crew do teenage things, and sweetly remind us we were all once young too.

To learn more about this adventure visit www.SetSailforaCause.net. Join us on September 17th for the OWSA hosted benefit, and show your support for this cause. Together, as a community, we can inspire a happy ending.



Photo courtesy of Carin Berg.

Upcoming Dates to Remember

**SYSCO Summer
Twilight Series
(Tues & Thurs)**

July 19 – Aug 25

**RCYC Long
Distance Race**

Sept 10 – 11

**Oregon Food Bank
Free Bowl of Soup
Beer Can**

Aug 20

**OWSA Set Sail for
a Cause**

Sept 17

**SYSCO St. Helens
Race and Cruise**

Aug 27–28



Wy'east under spinnaker on July 26. Photo courtesy of Kelly Dews.

Racing Report

Bruce Newton, Vice Commodore/Race Captain

The Summer Twilight Series is in full swing and we have a total of 99 boats entered – 41 on Tuesdays and 58 on Thursdays. Our experiment with offering the option of either PHRF or Level racing seems to have worked out OK. Most non-one-design boats that race on Tuesdays requested PHRF and we were able to accommodate the few boats who did not have a current Certificate in small Level classes. Two skippers opted to pay PHRF-NW for a single-event renewal of their Certificate and join a handicap class. And, not surprisingly, there were no requests for handicapped racing on Thursdays.

I'd like to remind skippers about two items. First, once start sequences begin, if it is not your sequence, you must stay out of the starting area. The starting area extends 150 feet on both sides of the starting line and in a 150 foot radius from both ends. Second, when you are rounding a mark on the upriver side, watch out for current and give a wide berth to the mark. The marks are rigged with 6 to 8 feet of chain with additional weights at the end of the chain so that the chain hangs vertically. But if the current is running or you drift down on the mark, the chain could end up between your keel and rudder. We have lost two marks so far this series. The first time luckily the mark did not sink and we recovered the ground tackle. The second time we lost the ground tackle and half of the cover but recovered the bladder. If you snag a mark and there is damage to the mark you could be assessed the cost of repairs or replacement. A complete buoy, chain, rode, weights, and anchor set-up runs about \$250. Please give an extra five feet when rounding the upriver side.

Be sure to look over the calendar and pick out some weekend or long distance races to enter. There is still plenty of fine sailing weather ahead. Line up your crew and register early.



July 28 race committee. Photo courtesy of Nat Powning.



July 26 prerace on the RC. Photo courtesy of Kelly Dews.

Minutes of Aug 1, 2016 SYSCO Board

Nat Powning

August's board meeting was called to order on Monday the 1st at Elmer's Delta Park once pre-meeting chatter was abruptly halted a few minutes after 7:00. Present were Bill Sanborn, Bruce Newton, Mike Daly, Nat Powning, Scott Stevenson, Tod Bassham, and Warren Dalby.

Treasurer's Report

We currently have \$7,042.82 in checking and \$2,513.24 in the Pancho account for a total of \$9,756.06. Membership currently stands as 87 gold, 24 silver and 10 associate for a total of 121 members. Financial and Membership tracking has been a bit skewed due to silver to gold upgrades.

Racing Captain

The Twilight Series has 41 boats registered on Tuesdays and 58 on Thursdays for a total of 99. Thursdays had no real issues forming classes. One-design fleets have good numbers but the J-24's are down to 5 registered boats with only 4 racing. There was some registration confusion for Tuesdays. Some skippers who wanted to request PHRF instead registered for a Level class thinking that A/B/C referred to handicap classes. We were able to sort out the classes and correct this issue very quickly. We can avoid this problem next year by limiting the choices on the registration form to "Level" or "PHRF." It appears a significant accident occurred Tuesday that will take Wy'east and Cool Change out.

Going forward we will need to decide if we continue

with level only for Spring and Summer or expand the PHRF offerings next year. Some analysis can be done to see how boats voted with their registrations. We may consider sending out a survey possibly limited to the non-one-design skippers but perhaps including cruisers.

For boats that are not in compliance with various eligibility requirements (Gold membership, OCSA membership, PHRF Certificate, or fee payment) we considered scoring boats as DSQ but instead moved boats to an "Eligibility Pending" class in the scoring. This approach appears to have worked better. All Thursday boats cleaned up their act and only one Tuesday boat remains in EP. Some discussion took place around changing NOR's or perhaps OCSA's SI's to clarify what happens if you are not in membership or fees compliance. Particularly if not scoring someone in their class might be grounds for redress. Something along the lines of "Need to have current membership which may include entry fee, and OCSA active membership, and PHRF-NW Certificate when class requires."

OCSA Board meeting – it has been a nightmare to administer the \$10 surcharge for skippers who are not OCSA members. At the last OCSA meeting the Board voted to eliminate the \$10 surcharge and require all racers to be an OCSA member. Question was raised if membership rolls into SYSCO membership, and answer is no - all that changes is

that the option to pay a \$10 single event surcharge to not be an OCSA member is eliminated. You will still be able to race as a non-SYSCO member for an entry fee. OCSA list has not been 100% reliable; there have been at least two discrepancies. OCSA list is public, worth members checking they're on the list.

SYSCO has made a request to OCSA for a change in the local rules for next year to allow SYSCO and other clubs to designate a course that uses the "OCSA marks" using "S" and "F" to describe starting and finishing lines. OCSA set up a work group consisting of Tim Morris, Craig Daniels, Gary Bruner, Rock Kent, and Bruce Newton. Goal is to get draft language together by end of August.

We lost the tall yellow mark when it was snagged by a racer and, in the course of freeing themselves, one of the harness attachment points was torn out.

Fortunately the mark did not sink due to the hole being at the bottom and we were able to save the ground tackle. CYC loaned us a water-heater sized mark. A new mark is \$79 from APS. The Board decided to bill the responsible skipper for the replacement cost.

It was confirmed that Pancho will be pulled for winter storage at the end of September.

St. Helens Awards

Discussion around whether we should present club specific awards at St. Helens or OCSA? The consensus seemed to be to confirm OCSA is ok with us presenting at their party and present all awards

there.

Should start promoting the cruise – start sending email reminders in a couple weeks. Bruce will serve as Race Committee. It was suggested we use a rabbit start as Tod did in 2015. Some discussion around the rules of a rabbit start were discussed.

Membership Dues and Structure

This was our first year experimenting with a two-tier membership structure and it turned out to be a bit of a mess. Total of about 20 problems occurred.

People could not remember what their membership level was when they registered for Twilight. Many assumed the software would tell them what to pay but it doesn't. After a boat completes their registration, Regatta Network doesn't allow you to go back and change your level/payment, so we had to request checks from folks who registered incorrectly. We decided to allow upgrades from Silver to Gold but that created a big tracking workload. A number of Twilight racers signed up as new members and two signed up as silvers.

In light of the confusion and huge workload created for the Race Captain and Treasurer, Bruce proposed going back to single membership level for next year. He proposed that Scott put together a 2017 operating budget and then see what a single fee might look like. Scott thinks he might be able to do that for the October meeting. We need to make sure membership knows we will be making this decision to go back to single membership level. It was suggested we stick with \$120 membership fee.

Any change to membership fees would require a bylaw change which will occur at the annual general membership meeting in November. It was asked if we should allow an electronic vote. It is not clear if the bylaws allow electronic voting; bylaws do allow a proxy vote.

OCSA Racebook contents need to be ready by the end of November. We need to settle decisions on event dates, membership structure, and PHRF in the Spring and Summer series for the OCSA book

There have been some grumbles about the racing schedule. Why we pause for delta cruise and why we end in August. It was suggested we start racing later because summer winds have settled in. Also suggested was extending the Twilight series to 6 weeks. Having odd number of races is ideal to break ties. Plan was to not allow multiple races each night but that changed.

Bruce is gone in September so we should get started

on preparing the calendar, NOR's, and SYSCO club book pages. Possibly also review the fleet page in the race book, some confusion around level fleets and what a fleet is.

Nat proposed that we obtain a 5x6 storage unit at \$780/year based on information Tod obtained from Columbia Crossings. Much discussion on both sides was held with concerns that we'd be paying for something we can do ourselves vs. keeping our equipment dry and out of the weather vs. relying on free storage Gary's been providing. The motion was carried with 6 ayes.

Delta Cruise

Bill reported that the Delta Cruise at the end of July was a success with around 12 boats.

Minutes prepared by Nat Powning, standing in for Secretary Don Woodhouse.



Merit 25s racing on July 26. Photo courtesy of Kelly Dews.