

October 2016

From the Front

Rear Comments (SSS)

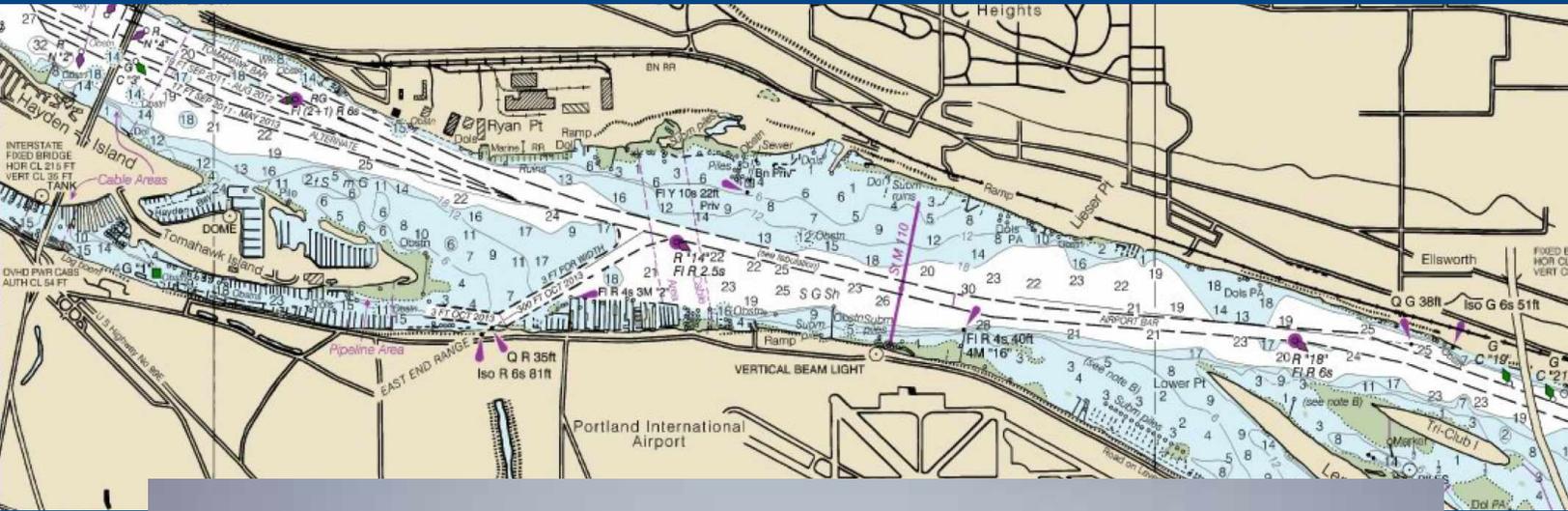
Race Report

October 2016

SYSCO Minutes



Small Yacht Sailing Club of Oregon STARTING LINE



OWSA's Set Sail for a Cause, Sept 17. Photo courtesy of Maria Swearingen.

From the Front

Nat Powning, Commodore

Believe it or not what goes on with SYSCO over the next two months carries a larger impact on what happens in 2017 than anything we'll do next year. Right now we're finalizing the new calendar, preparing proposals for updates to our by-laws, crafting changes to some of the race notices and identifying candidates for each of the 4 elected positions. The annual membership meeting will be taking place mid-November which is when we especially need your participation to finalize decisions on our new core caretakers and other important matters. Watch your inbox for details and make sure to get your votes in, either by proxy or in person by attending the meeting. Hope to see you there as well as at the OCSA awards party coming up on the 5th.

You've likely heard this already but I must repeat it. You likely know someone that would be a great fit to serve on our board, either in an elected position or as one of our other important chairs. There are a few positions we're particularly in need of: Social Chair, Webmaster and Secretary. Please contact myself or anyone on your board if you have someone in mind or any questions.

Are you craving more racing but unable to get out for Sailing on Sundays? Consider coming out Monday evenings to find the Island Sailing boats for some fun casual competition and night sailing all in one. If the breeze is on you'll find at least a couple boats heading out of Tomahawk around 6:00. We quickly set sail and get generally lined up before calling a course and start on channel 72. Sailing at night is surprisingly fun and easy in our area with the city lights keeping the river relatively illuminated even when the moon is hiding.

We'll see you on the water - and at PYC on November the 5th.



Molika during the second Sailing on Sunday (SOS) race this winter. Photo courtesy of Rich Calnon.



Participants docked at Sand Island during the Long Distance race. Photo courtesy of Kris Amundson.

Rear Comments (SSS)

Tod Bassham, Rear-Commodore

Ah, Fall is here. The thoughts of hardy sailors turn to winter sailing. More fairweather types may turn to thoughts of the next summer season. Speaking of next summer, your SYSCO Board is discussing adding a new race to the 2017 schedule to challenge and confound you. Introducing:

The SYSCO Shorthanded Soaker (SSS) Regatta

It's two events actually. The SSS would be run the week of Whidby Island Race Week, on the usual Tuesday and Thursday nights, using pretty much the same fleets we use for the Twilight Series. The big difference is that the racers will be challenged to compete *shorthanded*. What does that mean?

Well, some background: until a few years ago our sister club CYC would offer separate single-hand and double-hand regattas, and also a couples race, in late July. Those three fun races eventually died off, perhaps in part due to the difficulty of putting on three regattas for the limited subset of boats wanting to form fleets to race shorthanded on a weekend. Plus maybe too many couples got divorced after racing together. It's too bad, because short-handed racing is fun and challenging. Anyone and their inbred cousin can race with a full crew. Trying flying the spinnaker with the tiller held between your knees!

Anyway, SYSCO wants to bring back shorthanded racing to Puddletown. Here's the plan: a single regatta with multiple degrees of shorthandedness, run on the usual Tuesday/Thursday schedule, with the usual fleets. Specifically, the usual Tuesday fleets will race on Tuesday July 11, 2017, and the usual Thursday fleets will race Thursday July 13, under the following special limitations:

1. Single-hand. All boats under 24 feet (e.g. Cal-20s, Ranger 20s, Catalina 22s, Venture 21s).
2. Double-hand. All boats 24 to 30 feet (e.g. Martin 24s, J-24s, Merit 25s, PHRF and Cruising fleets)
3. Triple-hand. All boats over 30 feet (e.g. J-105s, PHRF and Cruising).

We'll have to jigger the standard fleets a little to make it work, and maybe use club ratings for level boats that don't have a certificate, but for a fun one-off regatta, should be doable. So the Tuesday night lineup might look like this:

Pennant 1: PHRF A triple hand boats >30 ft.

Pennant 2: PHRF B double-hand boats =<30 ft.

Pennant 3: PHRF C double-hand boats =<30 ft

Pennant 4: Martin 24 double-hand one design

Pennant 5: Merit 25 double hand one design

The Thursday night line-up might look like this:

Pennant 1: J-24 double hand

Pennant 2: Cal 20s single hand

Pennant 3: Catalina 22s and Venture 21 single hand

Pennant 4: Ranger 20 single hand

Pennant 5: Cruising A triple hand boats >30 feet

Pennant 6: Cruising B double hand boats =< 30 feet

Got it? Ok let's go to our frequently asked questions format:

“Q1. But what about all the Portland sailors who are participating in Whidby Island Race Week? Won't they miss the fun?”

A: You mean the ones that left us here in town for a whole week with no racing going on? Don't care. We stay-at-homes are going to have some fun without them.

Q2: I have five crew on my J-24. Do I have to leave three of them at the dock?

“A. Nope. The SSIs will actually allow extra crew to be on a boat being raced shorthanded, as rail-meat or ballast, as long as the extra crew doesn't hand, reef, steer or touch a control line. The extra crew can watch the show, kibitz, offer tactical suggestions, drink beer, encourage their comrades, jeer at enemy boats, etc. This way, no crew is left behind, and further we hope that having crew on board might help the nerves of those skippers who are new to shorthanded sailing.

Q3: Makes sense. But why do you call it the Shorthanded *Soaker* regatta?

A: Well, we think the rail-meat need something productive to do besides kibitz and drink beer, so the SSIs will allow any extra crew to fire supersoakers and water cannons at other boats in their fleet, from their perch on the rail. Because, well, why not? Note: drinking a lot of beer, and then peeing in the general direction of an enemy boat would not be in the Corinthian spirit.

Q4: Isn't a bunch of adults shooting each other with water cannon kinda silly?

A: Yup.

Q4: What happens if an extra crew member inadvertently grabs a control line, say to blow the spin sheet and keep the boat from broaching?

A: Well, in an emergency, anything goes, but it would be a violation of the SSIs and therefore something that can be expiated with a penalty turn or two.

Q5: What happens if it is blowing stink on the day of the race? I'm not going to single-hand my Ranger 20 in 20 knots of wind!

A: Good point. The SSIs could be written to allow the RC to adjust a fleet's shorthandedness on the day of the race, to allow single-hand boats to race double-hand, etc.

Q6: Would this race count toward anything, like the SYSCO Commodore's Cup?

A: Nah. It's just something fun and challenging to do while the hotshots are up at Whidby. No entry fee for SYSCO members, no trophies, no fuss.



OWSA's Set Sail for a Cause, Sept 17. Photo courtesy of Maria Swearingen.

Upcoming Dates to Remember

CYC Sailing on Sundays

Oct 16 2016 –

Mar 5 2017

OCSA Awards Party

Nov 5

CYC Annual Meeting and Elections

Nov 14

Racing Report

Bruce Newton, Vice Commodore/Race Captain

The SYSCO racing season is now concluded and I want to recognize some of the volunteers who made it possible. This year we re-established a Racing Committee to help the club deal with the significant expansion of our racing program. Randy Poff served as the Thursday Coordinator and was on the water many nights assisting race committees. Lynda Davis also was out many evenings assisting race committees. Jerry Armstrong was our Pancho operator for many races in the Spring Series. Gary Whitney continued in the extremely important role of handling all of SYSCO's race scoring. We never did find someone to serve as the Tuesday Coordinator but that function was covered by several folks on the Racing Committee and by several experienced members who stepped up when asked to help race committees.



OWSA's Set Sail for a Cause, Sept 17. Photo courtesy of Maria Swearingen.

Of course the core of the SYSCO racing program is the Fleets and particularly the Fleet Captains who organized their fleet to put on racing on their assigned dates. These individuals did an outstanding job this year attending two training sessions, keeping up with the bits of advice yours truly would send out by email, organizing the race committees, and making sure that races were run smoothly. My perspective is fairly

short but the folks with longer perspectives and unique insights like our protest judges and our scoring guru have commented on how much better SYSCO's race management performance was this year and how few screw ups there were. Here are the Fleet Captains who served this year:

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

Next time you see these individuals, please thank them.

Finally, I thought it would be fun to play with some numbers. This year SYSCO provided 34 days of racing. We have about 100 boats that are racing and somewhere around 500 people crewing on those boats. It took around 1,600 volunteer hours to support the racing program.



OWSA's Set Sail for a Cause, Sept 17. Photo courtesy of Maria Swearingen.

October 2016 SYSCO Minutes

Gary Bruner, Substitute Secretary for Don Woodhouse

The meeting was called to order at 7 PM sharp by Commodore Nat Powning. The meeting at Elmer's was attended by Nat, Bruce Newton, Tod Bassham, Scott Stevenson, Frank Colistro, Warren Dalby, Jim Shaw, Jan Burkhart, Bill Sanborn, Ron Fairley, and Gary Bruner.

OCSA Awards Banquet at PYC on Nov 5th

SYSCO's awards will be presented at this banquet. Jim Shaw is getting practical type trophies, similar to last year's. His budget is \$5,200. Besides the 3 SYSCO series, it was confirmed that awards will be presented from the Dual Bridge Duel. Columbia Crossings will pay for those trophies as the co-sponsor of the event. There will be 3 SYSCO specific awards presented at the OCSA banquet. SYSCO committed to a \$250 contribution to OCSA, and agreed to provide a raffle prize. Nat suggested a SYSCO membership valued at \$100. Bruce will contact all fleet captains about providing a raffle prize for the banquet as in years past, and Gary will follow up. Jim Shaw will contact all trophy winners to notify them that they must attend the dinner, or send a surrogate to collect their prize(s), or risk not getting them.

Officers

Nominations were opened for next year's officers, to be voted on at the general membership meeting in mid-November. Michael Morrissey was nominated for Vice Commodore. Scott will enter his name as

nominee for Treasurer. The office of Secretary is open.

Treasurer's Report

Scott Stevenson reported that we have approximately \$7,000 in our checking account, and an additional \$2,500 in savings, for a total of approximately \$9,542 total, with the awards budget yet to be deducted.

Membership

Jan Burkhart reported that we ended the season with 121 members, of whom 10 are associates, 24 Silver and 87 Gold memberships. Having the Gold and Silver membership levels this year did not work well and it was proposed that we go back to a single regular membership. Based on Scott's preliminary budget analysis it was proposed that the regular membership dues be \$100 (subject to final financial analysis) and the associate membership dues remain \$25. This will require a vote at the membership meeting to change bylaws. Nat will take the lead in contacting the membership about bylaw changes and the general membership meeting. Jan reported that no members selected the position of secretary as an area they'd be interested in, but gave Gary B. a list of 14 names who marked an interest in working on the Awards Banquet. Aaron Fenwick with a Hallberg Rassy sailboat was voted on and approved for membership. Belated welcome, Aaron!

Racing

Bruce Newton reported that a committee has been formed and is working on changes to OCSA rules and the course chart, to be submitted to OCSA in November for inclusion in the new year's race book. The issue of whether to offer handicapped racing in the Spring and Summer Series was discussed. Bruce reviewed what happened in the Twilight Series this year. Most of the racers in the Tuesday mixed fleets opted to race handicapped and there were fewer problems forming Divisions than we anticipated. Suggestions for next year were to encourage the mixed fleets to discuss their options early, restructure the choices on the registration form to reduce confusion, and better explain the options in the NOR and registration form. A motion to extend handicapped racing to the Spring and Summer Series was voted on and approved.

Calendar

A proposed calendar of SYSCO events was presented and discussed for 2017. Bill Sanborn suggested leaving the early August dates free to accommodate the Delta Cruise was important. In order to extend the Twilight Series to the last week of August, a sixth week of racing was added. Since common practice has been to not race during the week of the Fourth of July and the following week (Whidbey Island Race Week), it was discussed that some racers resented staying idle during prime summer weather. Tod agreed to do some creative thinking about a couple of one day regattas to be held during that week next season. Also, Bruce will contact RCYC about seeing if they'd be willing to swap their Long Distance Race with SYSCO so that the SYSCO race/cruise to St. Helens could be held later in the season than it was this year.

Respectfully submitted for Secretary Don Woodhouse by substitute Gary Bruner



A little engine work on Dandoo. Photo courtesy of Kris Amundson.