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Small Yacht Sailing Club of Oregon STARTING LINE



Elixir and Desperado racing on Sailing on Sunday. Photo courtesy of Naomi Reichman.

From the Front

Bruce Newton, Commodore

After a long cold winter, the sailing season is finally here. The Frostbite is March 18, the Opening Day Regatta is April 8-9, and the SYSCO Spring Evening Series begins the week of April 16. All of the SYSCO events are open for registration at sailpdx.org. When you are registering for the three weeknight series please note that the Tuesday and Thursday night series are separate events in Regatta Network (the program we use to manage races). Be sure to know on which night your fleet is racing and register for either the Tuesday or Thursday series. Why not register now for all the events you want to do?

Your sailing club is in good shape. We have enthusiastic volunteers in most of the club positions (we are still looking for a Secretary and social media workgroup members). Denny Damore from the Cal-20 Fleet has stepped up to serve as the Tuesday Coordinator on the Racing Support Committee. And, as always, we have a stable of experienced people to assist Fleets if needed when it is their turn to be race committee. We are a bit concerned about the budget which is currently projected to be in deficit but we will have to wait and see how our expenses and revenue develop through the year. Our goal is always to make racing as affordable as possible but we may have erred when set the dues at \$100.

We are attempting to reach out this year to other organizations with the goal of growing the sport. My impression is that there are lots of people interested in joining a team but what we need are more boats. So if you know of boat owners who are not racing or racers who might be considering buying a boat, please make an effort to engage them on the joys of racing on the Columbia. Encourage them to contact Fleets Captains, get out on racing boats to see what it is like, attend the many events going on within the sailing community, and to “follow” the SYSCO Facebook page.



Second Half anchored, relaxed, and waiting for wind during SYSCO's Daylight Saving Dash on March 12, 2017.

Those with a keen eye will be able to spot Anna Campagna in a row boat behind Second Half.

Photo courtesy of Nat Powning.

CYC Sailing On Sundays 2016-2017

Gladys Overwith, SOS Season Ticket Holder

During the winter each Sunday at 1300 hrs anywhere from 20 to 30 boats crewed by about 200 sailors show up at Buoy 14 and get radio instructions from that weeks volunteer Committee Boat on the Course, and then listen for the timed count down to the start. This event is usually only stopped by Thanksgiving, Christmas, New Years, or ice/snow that would cause schools to close that day. This season there were 14 races sailed, some were no wind drifts down river, and some were gear buster winds with all the reefing options being used.

So with all that behind us on March 5th after the last race we celebrated living thru another winter of Sailing On Sunday with the annual potluck "Cap'n Chumbucket's Chili-Cook Off". The challenge puts your galley crew's skills at making boat Chili to the test. This year there were 21 Chili entries, lots of cornbread and desserts, and 200 hungry sailors to taste test the offerings. The PYC Bar was doing a land office business. At about 1700 hrs I checked and nearly all the crock-pots were empty, so turned them off, while at every table were sailors leaning in and boasting about their sailing skills to all their competitors. That is how this community of Columbia River Sailboat racers roll.

Gladys Overwith
SOS Season Ticket Holder
42nd St. Bleachers
Row "Arrr"

Upcoming Dates to Remember

**RCYC Frostbite
Regatta**

Mar 18

**PYC & CYC
Opening Day**

April 8 - 9

**Oregon Offshore
Kickoff Party**

April 17

SYSCO Spring Series (Tues & Thurs)

April 18 – May 25

Repower Blues Part III: Success at Last

Tod Bassham

Clearly something was wrong. The key was turned, but where was the rumbling vibration, the belch of smoke, and the foul looks of neighboring boat owners choking on a cloud of unburnt fuel? It took me a couple of seconds to realize that the little red engine had started, and was purring quietly in its soundproofed compartment, emitting modest puffs of invisible CO₂, and sipping daintily at its fuel tank. True, getting to this happy juncture had been no easy journey. The last, but by no means least, frustration involved a tiny \$8 bronze elbow, which was supposed to thread into an opening in the side of the engine, so the oil pressure sender can do its duty. The official parts list called for a one-eighth (1/8") inch bronze elbow. Whistling a merry tune, I went down the hardware store and purchased a one-eighth inch bronze elbow. But the elbow would not thread into the opening. What gives?

Aha! The engine was marinized in England, which uses the metric system, so the threads must be metric. Methinks I'll just get a one-eighth inch metric elbow. So, still whistling a merry tune, I sauntered back to the hardware store and asked for an elbow with one-eighth inch metric threads. This elicited a look of pained condescension. Turns out there are no such thing as one-eighth inch metric threads, or metric threads period. Using small words and simple gestures, the hardware guy brought me to understand that all pipe threads are built to National Pipe Thread (NPT) standards and one-eight inch is the internal diameter of the pipe, with the unspoken premise that even congenital idiots are cognizant of these basic facts of life. I felt gratitude for this instruction, but no closer to a solution. The NPT-threaded elbow just would not fit. I looked again at the parts list, and saw that it clearly specified a one-eight-inch BSP elbow. Wait, what the hell is BSP? For me, it was the work of a moment to whip out a smart phone and determine that BSP stands for British Standard Pipe, which it turns out is the thread standard that the whole world uses... except for the United States. BSP threads are pitched slightly differently than NPT threads. Why we Amurikaans use NPT when the whole world uses BSP remains a mystery, although it is obviously Obama's fault somehow. Anyway, problem solved. I just needed to go back to the hardware store, whistling a merry tune, and ask the hardware guy for a one-eighth inch elbow with BSP threads.

Now it was his turn to look bewildered. He had never heard of BSP threads. After several phone calls, I could find nobody in Portland who stocked a one-eighth inch BSP threaded bronze elbow, although some dealers had at least heard of the BSP standard. Eventually I had to order it from the east coast, paying \$20 shipping for a \$8 part. But the BSP pipe threaded on beautifully, and all's well that ends well.

The repower project has taught me a lot, mostly about my limitations. I've gone from being completely

ignorant about engines, to being only abysmally ignorant. With new confidence, I'm ready to tackle the next item on the List of Boat Projects That My Marina Neighbors are Demanding: rebuilding the head and holding tank system. After the repower project, how hard can it be?

Next Up: the Head Rebuild—Smelling Like Roses.

Right: The CYC Pray for Wind expired flare sacrifice on March 4 2017. (Photo courtesy of Jenn Thompson)

Below: Molika in 17+ knots the next day in the Sailing on Sunday race. (photo courtesy of Maria Swearingen)



What is a Delta Cruise?

Bill Sanborn, SYSCO Historian

In 1984 several of us who had mortgaged the farm to buy a 22 foot sail boat realized that for a summer vacation that year the choice was a staycation, or figure out some way to vacation cruising on the boat we were paying for. The Six Pac series was the perfect option racing the boat to Astoria, but Admiral says “we’re not taking the kids and all the cruising gear and racing every day”. So Plan “B” was looking at the Six Pac itinerary and planning a 100 mile down river cruise visiting where they weren’t going to be, and that is when we were introduced to the lower Columbia River and Warren Slough.

The River runs through a well defined gorge as it passes through the Coast Range toward the ocean, and I believe a line drawn between Bradwood and Cathlamet mark the end of the River as it then fills into several channels between low Islands that form the Delta area (see chart #18523) with the main dredged channel along the North shore. The River then joins several other smaller rivers forming four bays in the Astoria area, and finally it drains into The Pacific through the Columbia River Bar. Our journey is into the islands of the Delta area, and across the Bays to Astoria.

For some of us who have done this cruise over the years it is an annual ritual like Christmas or Thanksgiving that is not to be missed. I have no idea of the number of boats and sailors who have joined us on this Cruise over the years, but each year the group’s dynamics change. We have watched families start with kids in diapers and seen those kids through college, and now these folks are sharing their love of boating with Grandkids. Those of us who have a long record of making this cruise always get that good feeling, when we have introduced a new friend as a SYSCO Delta Cruisers.

Jump forward 33 years and the Six Pac is no more, but the SYSCO Delta Cruise is still going strong, with each boat following its own Float Plan. We meet on the last Saturday of July at Martin Island, and the cruise officially begins when you join the raft up there. Sunday we will motor, sail, or get towed to Cathlamet where we get showers, have a major party, refresh ice, and resupply for Warren Slough. Monday morning on the dock is always a lot of discussions of what time do we depart Cathlamet for crossing to Devils Elbow at Horseshoe Isl., and for 2017 a high tide of 5.63 feet is at 09:13 hrs. so our goal is to be through Devils Elbow by 07:00. Or for those not wanting to leave at sun up, second option is a later tide of 7.38 ft at 21:12 hrs which is after sun set, but by leaving Cathlamet at 17:00 hrs and being careful with navigation would expect to transit during rising tide and arriving near sunset. We will then arrive at the lonely piling (aka: “SYSCO’s Out-Station”) in Warren Slough for a major raft up.



*The Lonely Piling
(aka: SYSCO's Out-Station)*

This is not a structured cruise, and each boat follows their individual Float Plan and has the options to choose where they want to spend their time. Last year is a perfect example: 15 boats left Cathlamet for Warren Slough and a couple boats went directly on to Astoria. About half left Warren Slough on Tuesday's tide for Astoria, on the Wednesday tide 5 or 6 more boats left for Astoria and Cathlamet, a couple more arrived at Warren Slough to join the remaining raft up for another day and then on Thursday some boats left for Astoria while others were returning to Cathlamet to join boats that had opted to just enjoy time at the Cathlamet docks. Usually by Thursday or Friday boats stop off in Cathlamet as they begin the trip home and plan overnight stops along the way, while some opt to spend more time in the lower River.



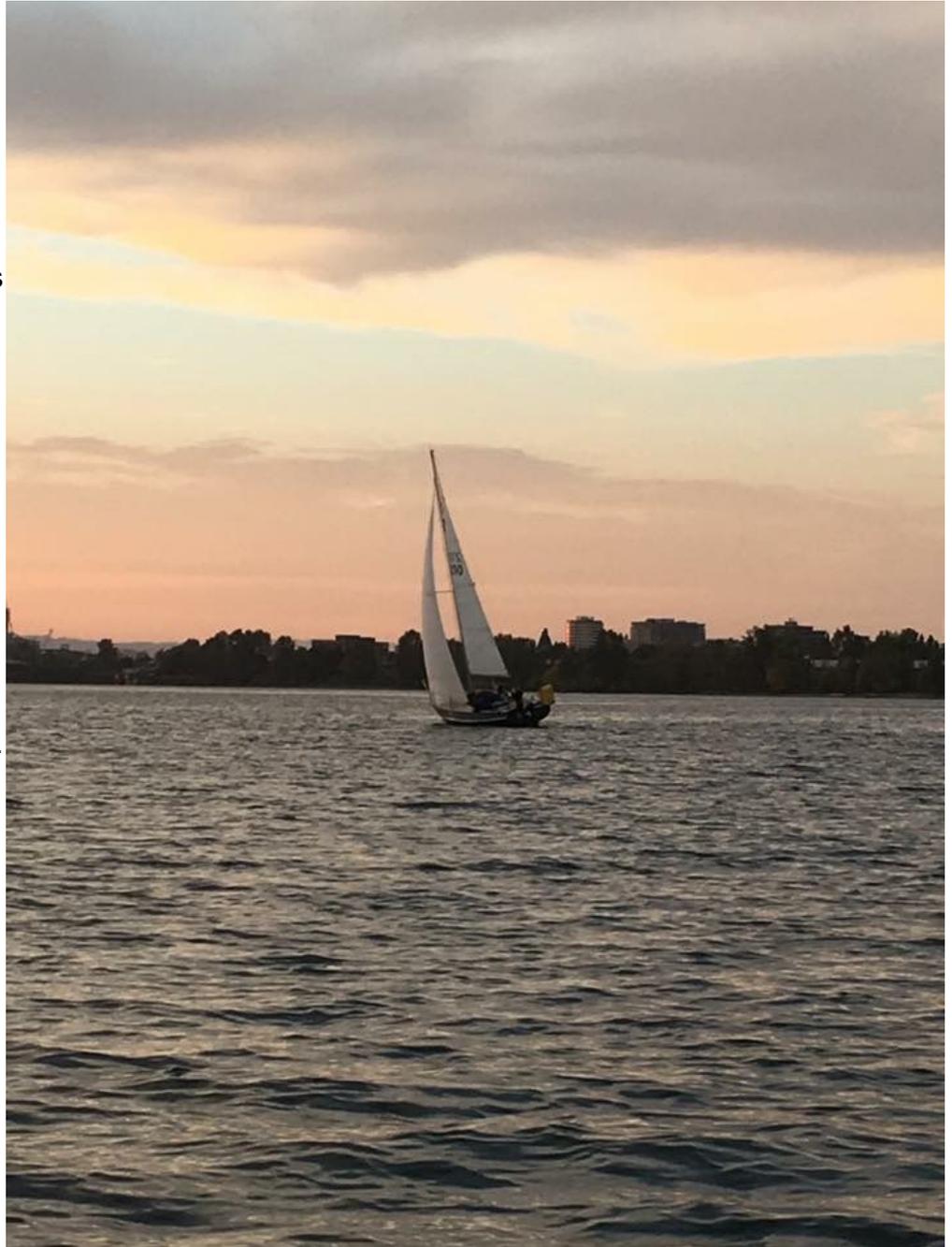
Typical Warren Slough raft up. Photo courtesy of Jay Densem.

The River and the communities along the river are very cruiser friendly and all welcome us to come with good facilities at very reasonable prices. You can find the three most needed items at several locations (showers, ice and fuel); there are lots of restaurant options in St Helens, Rainer, Cathlamet, and Astoria. For those who enjoy time on the hook there are good spots all along the river, Martin Island, Sand Island

(Goble), Walker Island, Fisher Island, Gull Island (with experienced guide), Bradbury Slough (Bat Water Cove), Beaver Slough, Welcome Slough, several options among the Delta Islands, Steamboat Slough, or Mott Island.

One caution is to be aware of water depth when leaving the Main Channel of the river, and know that there is a typical 5 to 7 foot tide change. Over time the river has moved the bottom sand and charted depths of the area are not always current, and some buoys have not been relocated to where they should be, or have been removed. We have learned the safe routes for transit with a 6 foot keel, after our surveys made during low tide with dingy and kayak.

Our next SYSCO Delta Cruise will start on July 29, 2017 with the meeting in Martin Island pond. We invite you to cruise with us for the week, weekend, or join us for the Sunday potluck party in Cathlamet. And if these dates don't work, the river is always open and we encourage you to enjoy this area when you can. And we are always enthusiastic about sharing our local knowledge with those venturing into the Delta.



Papagayo sailing at dusk. Photo courtesy of Darren Posey.

Racing Report

Bruce Newton acting for Michael Morrissey, Vice Commodore/Race Captain

Race Clinic was held on March 9. We had a great turnout of over thirty people. And several of the attendees were new to racing. Perhaps our Facebook page is working! Race Clinic is designed to be a basic introduction to racing including how to get started and the peculiarities of our venue. As usual, Dale Mack did an outstanding job explaining both the basics and the quirks of our local rules. Dale's presentation slideshow will be posted to the SYSCO web site shortly.

If you race in the Tuesday mixed fleets, you should be aware that SYSCO has expanded handicapped racing to all three series. Racers in those fleets are being asked to work with their Fleet Captains to find out who is planning to race Level and who is planning to race PHRF. We want to get that information out early and, hopefully, avoid last minute changes in preferences. Two points to keep in mind – in order to race handicapped you must have a current Rating Certificate from PHRF-NW; and racing in both Level and PHRF classes will count toward the OCSA Participation and Performance Trophy as long as there are four or more boats in a class.

SYSCO remains fully committed to all-volunteer Race Committees. Each Fleet has dates assigned for when that Fleet will be responsible for running the show. Skippers and crew should be reserving those dates on their calendars so that they have the option of helping out when their Fleet's dates come. A SYSCO-specific training session for Fleet Captains and any designated volunteer PROs will be held at the Pancho slip at McCuddy's Marina on Marine Drive on April 15 at 10 am.



SYSCO Daylight Saving Dash start line. Photo courtesy of Nat Powning.

March 2017 SYSCO Board Minutes

Gary Bruner, Interim Secretary (who would be gleeful if someone else assumed this role!)

The meeting was held at Elmer's Delta Park on Monday night, March 6. Commodore Bruce Newton called the meeting to order at 7 PM. Also present were: Nat Powning, Tod Bassham, Dennis Damore, Bill Sanborn, Mike Daly, Naomi Reichman, Warren Dalby and Gary Bruner.

Treasurer's Report

Bruce delivered the Treasurer's report in the absence of Scott Stevenson. Scott is reporting income totaling \$8,190 and expenses of \$2,256.06. Currently, SYSCO has an operating budget balance of \$6,212.97 and \$3,685.89 in the Pancho Emergency Reserve for a total of \$9,898.86. Income from membership applications is coming in promptly from Regatta Network.

Membership Report

Jan Burkhart was out of town and not in attendance, but sent in a membership report. We currently have 86 full memberships and 10 associates. Seven new members and spouses were unanimously voted into SYSCO: Bill and Tammy Wagner, co-owners of the Merit 25 Nausicaa; Phillip Martindale, the Capri 25 Mirage; Robert and Ann Koski, a Cal 20 Fortune Cookie; Rick and Tara Figone, Catalina 22 Togarty; April Deines has purchased George Brown's Martin 241 Skookum Too, and she'll be racing it as "Kind of a Big Deal". Additionally, Alan Bergen has joined with his C & C 35 Thirsty, and Phil Lewis will be racing

Souffle, a Cal 34. A hearty welcome to these new SYSCO members!

Race Report

In Michael Morrissey's absence, Bruce also delivered a detailed Racing Report:

- 1.** All the fleets have designated Race Captains and have been assigned dates when they will be responsible to act as Race Committee.
- 2.** Dennis Damore from the Cal 20 fleet has stepped up to serve as the Tuesday Coordinator to assist the Fleet Captains and coordinate assistance as requested.
- 3.** The Spring Schedule:
 - a)** The SYSCO race clinic for new racers will be on Thursday, March 9.
 - b)** The Daylight Savings Dash will be held on Sunday, March 12. The committee boat for this casual race will be Junovia and the RC will be Nat, Tod, Dennis, Bruce, and Randy Poff who will serve as PRO. It will be a pursuit start and feature 2 MOB drills. Currently, only 14 boats are registered, but it's hoped many more will sign up after a reminder email.
 - c)** A number of experienced racers have been identified, and have agreed to assist Fleet PROs when Fleets ask for help, but they will NOT be PROs. That support group may meet after Michael returns from Italy, but before April 15.
 - d)** According to Pancho engineer Phil Campagna, Pancho will launch on or about April 1. There is not

a sense that a large work party is necessary this year, but Phil has enlisted Thomas MacMenamy to construct a new seat for the boat, with room for the fuel tank to fit underneath it to save space. Phil is working on adapting the course board to accept the new red square that will indicate when navigation bouy 2 will serve as mark #1 in W/L courses.

e) There will be a training session at McCuddy's on April 15 for Fleet Captains and designated PROS on the operation of Pancho and race committee procedures.

f) The SYSCO Spring series opens on April 18!

4. The Tuesday mixed Fleets are being encouraged to communicate within their Fleet on who wants to race PHRF or level and work out potential classes.

Newsletter and Social Media

Jacqueline Pitter, our communication officer, was not present but she reported in an email that the new SYSCO Facebook page now has 84 followers. Both Jacqueline and Nat have been adding content and photos to the page and report that in the last week our posts have reached nearly 720 individuals, and those people deliberately interacted with our posts 430 times. It is hoped this continues to grow. It's a great way to supplement our club communications and encourage the sharing of photos and experiences on the Columbia with those interested in the sport.

In addition, Jacqueline requested photos and articles for the newsletter, and asks that submissions be sent in by the weekend following each board meeting.

Finally, Jacqueline and Nat are still seeking other

SYSCO members who are interested in being a part of our social media presence. Please contact them at editor@syscosailing.org or drop a message to the SYSCO facebook page.

New Projects

Bruce suggested several "New Projects" at the last meeting. In that regard, Nat reported that he has a list of people who expressed an interest in sailboat racing at the Portland Boat Show. Nat has digitized that list and is putting it in the hands of Scott Stevenson who has agreed to see how many SYSCO skippers are willing and able to get these people out on a sailboat!

Also, Michael has reached out to the Lewis and Clark Sailing team and its coach to see if any college age sailors have an interest in crewing on a keelboat. Due to their racing schedule, they can only do the Daylight Savings Dash and Frostbite. Bruce will be distributing those names to the Daylight Savings Dash skippers in hopes that boats could use them for crew.

Sailing on Sundays Wrap Up

Bill Sanborn then reported that the annual Chili Cookoff at the conclusion of the SOS series last Sunday was a rousing success. Bill says that there were 21 crock pots full of chili, lots of salads, cornbread and desserts and that over 200 people participated. He agreed to write a short article about that event for the SYSCO newsletter.

Year End Awards Banquet

Finally, Gary Bruner requested that any feedback, positive or negative, about last year's awards banquet be emailed to him soon, in preparation of a planning meeting for this year's party. The loudest complaint so far seems to be the fact that the venue (PYC) was, surprisingly, not large enough to accommodate all those who wanted to come last year and several sailors were turned away. Finding newer, larger, yet

affordable venues for meetings and banquets remains a goal for this community's future. You may contact Gary at molika@teleport.com.

The meeting adjourned a few minutes after 8 pm.

Sincerely,

Interim Secretary Gary Bruner

(who would be gleeful if someone else assumed this role!)

SPEAKING IN PORTLAND

AUTHOR

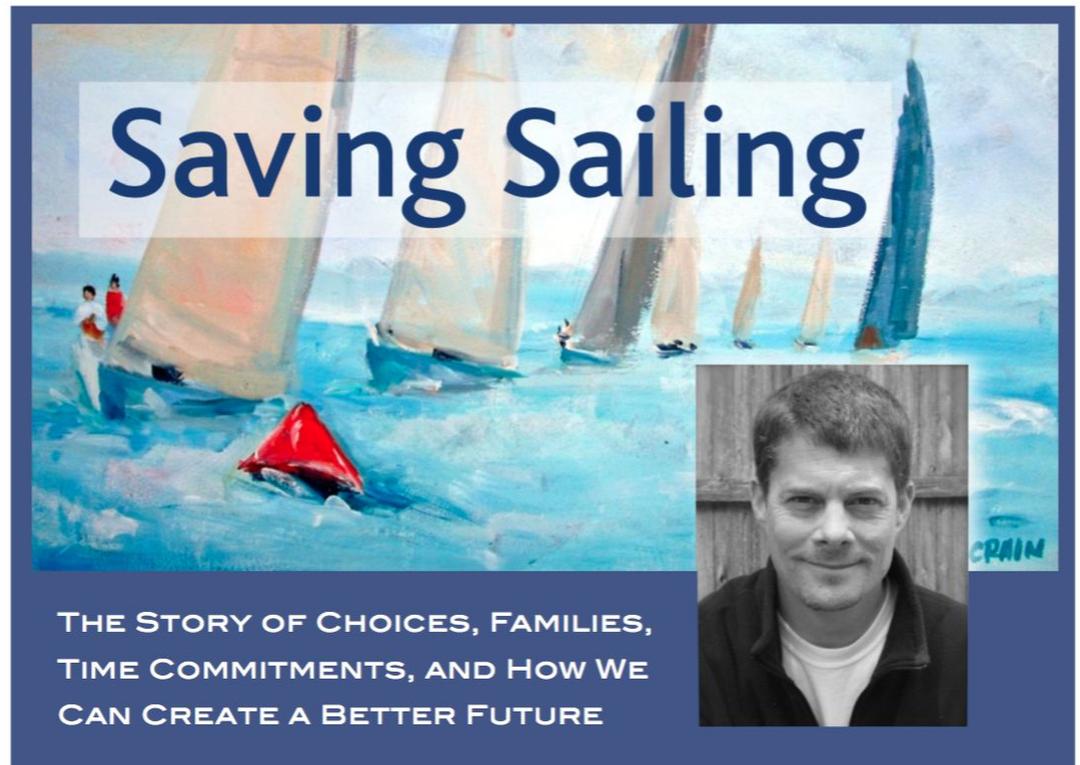
Nicholas Hayes

Saturday, April 1

7PM 

Willamette Sailing Club

Nicholas Hayes' groundbreaking book **Saving Sailing** reintroduced sailing to American families as a surprisingly accessible, affordable, lifelong family activity. He will present his vision of intergenerational mentoring and family sailing as an opportunity to learn and grow together.



Willamette Sailing Club will host the event at its new club house. 6336 S.W. Beaver Avenue, Portland. Sign up through the Sailing in Portland Meetup group or the Willamette Sailing Club by visiting www.willamettesailingclub.com or www.meetup.com/Sailing-in-Portland. Total attendance is limited to the first 80 people to sign up and admission is \$20. Copies of the book **Saving Sailing** will be available for purchase. Proceeds will be donated by the speaker to sailing and mentoring not-for-profits.