

June 2017

From the Front

In Praise of Distance  
Racing

Rules Quiz

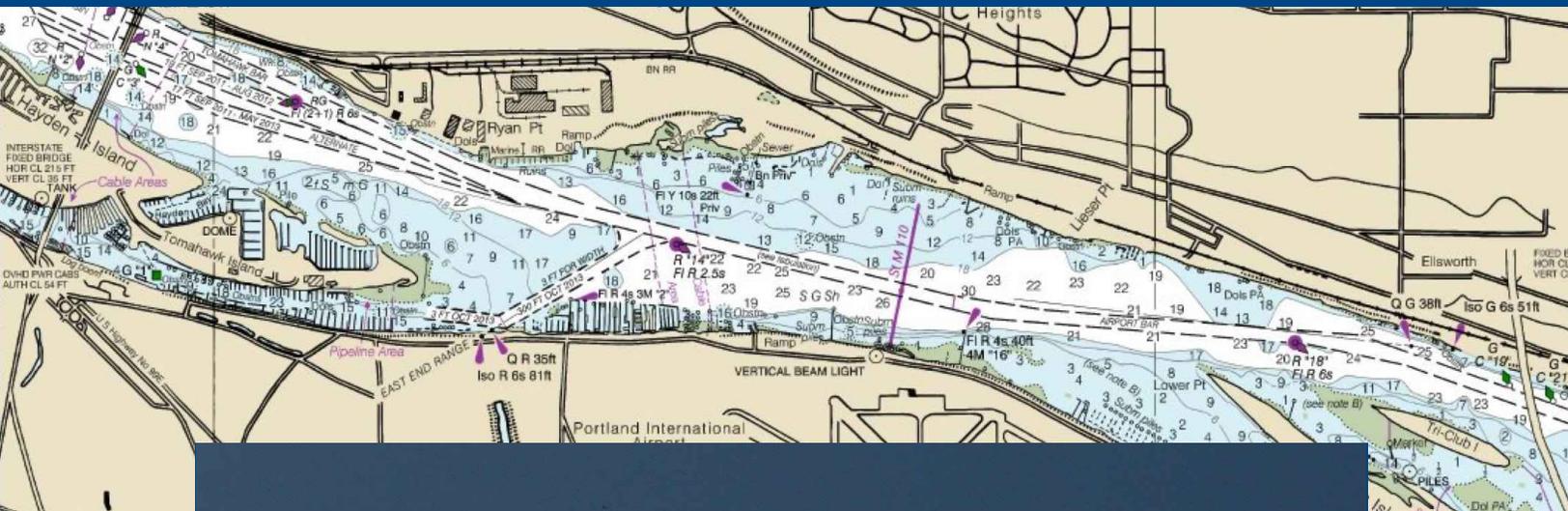
Race Report

June 2017

SYSCO Board Minutes



# Small Yacht Sailing Club of Oregon STARTING LINE



*A close Ranger 20 crossing! Photo courtesy of Darren Posey.*

# From the Front

*Bruce Newton, Commodore*

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It seems summer has arrived a little early this year and with it, the wonderful sailing conditions that we get in the summer. We've had a few nights when there was not enough wind to get races off. But otherwise the winds have been great, the rain has held off for the most part, and our all-volunteer race committees have done a great job. Be sure to pick a few weekend regattas and Beer Can races to further enjoy the good weather.

Speaking of Beer Can races, the SYSCO Prostate Cancer Foundation fundraiser is coming up. SYSCO puts on a Beer Can Race on Friday, June 16, but the finish order is actually determined by how much each boat raises to support prostate cancer research. The results will be announced the following evening at the BBQ after the Dual Bridge Dual. Please consider making a donation to the Prostate Cancer Foundation by going to <http://www.manyvscancer.org/sysco>. In order for the donation to count toward a boat's finish position, please be sure to enter just the boat name in the comments field when making a donation. Online donations must be made by 6:30pm on June 16. Also, don't forget to register for the Dual Bridge Dual held on June 17 with a great BBQ following.

SYSCO is organized around Fleets and Fleets are an important part of our sailing community. The Board would like to encourage Fleets to hold more social events. Social events could be a party on the docks after a race, a get-together at someone's house, a rules refresher session -- anything that engages the whole fleet. Towards that goal, the Board is offering up to \$50 for the year to offset the expenses that a Fleet incurs in holding social events. Naomi Reichman, Social Chair, has provided the details to the Fleet Captains.

Be sure to come to the BBQ's at the end of the Summer Evening Series on June 27 and 29. Join us on the lawn at Tomahawk Bay Marina after the races. Food and soft drinks will be provided – BYOB otherwise. We need a few volunteers to help put on the BBQ – contact Naomi Reichman at [social@syscosailing.org](mailto:social@syscosailing.org).

See you on the water.



*Light wind racing in June. Photo courtesy of Leise Wease Photography.*

# In Praise of Distance Racing

*Tod Bassham*

It does not take exceptional reserves of grit to race around and around the buoys during the weeknight racing series, which use short, optimized windward/leeward courses. What takes more moxie are distance races, and we are fortunate on this river to enjoy not one but two superb distance races: the RCYC Medium Distance, in May, and the RCYC Long Distance, in September. These races test character, endurance, and seamanship in ways no around-the-cans merry-go-round ever will.

The 2017 RCYC Medium Distance race presented the usual array of challenges, and more. Starting from the RCYC breakwater, the racers head upstream against the strong spring current to a rounding mark seven miles upriver, near Ackerman Island (if the course is not shortened). Winds in mid-May have not yet settled into the summer pattern, so anything from east to south to west winds can be expected, sometimes in rapid order. The biggest physical and psychological barrier, of course, is the I-205 bridge, which offers swirling currents, fluky winds, and concrete pylons looming on either side like Scylla and Charybdis.

Just finishing the medium distance race is an achievement. 2017 represents the fourth time we've tried to finish this race, and so far we are 0 for 4. But this year I think we can claim a moral victory, of sorts.

The run-off currents were stronger than usual this year, but there was enough of a west wind to fill the spinnaker and allow the racers to creep up the Oregon shore, hopping from the lee of one wing-dam to another. After three hours of finely-finessed downwind sailing, the lead boats eased into the dark shadows under the I-205 bridge and out into the sunlit expanse beyond. In the distance gleamed the holy grail: the golden mark whose rounding to port symbolizes all that is good and desirable to the racing-hearted.



*Tuesday Night race with surprise wind! Photo courtesy of Darren Posey.*

At this point, of course, the light west wind went poof, and most boats hastily threw out an anchor to keep from drifting back through (or into) the bridge pylons. Several boats, including ours, dragged anchor, and we had to use our feet to fend off contact between fiberglass and concrete. Eventually, a little wind sprang back up, and slowly the leaders ooched closer to the golden orb bobbing so tantalizingly close. One by one the leaders rounded and slipped swiftly downriver, leaving only our little Merit 25 still striving to pass under the bridge a second time, and reach that consummation devoutly to be wished.

By now time was running out: only four hours are allotted to finish the entire course and the bell was about to ring, with several miles back the finish line at the RCYC docks. All the boats behind us had wisely thrown in the towel. Nonetheless, with gritted teeth and a fixed maniacal glare we persevered. This thing had now become personal; we were going to round that mark if it took all night. The race committee boat waited patiently to pick up the rounding mark. Perhaps they sensed from the demented expressions on our faces that no good would come of trying to collect that buoy before we reached it. At last, at long last, we eased around the mark, and started the journey home.

Of course, the time limit expired long before we got there, and we are still 0 for 4 when it comes to finishing the Medium Distance. But none of that mattered. As we sat on the RCYC clubhouse deck, enjoying a fine burger and a cold beer with our fellow racers, all that mattered was a sense of quiet satisfaction: we had tested ourselves, and had not failed the test.



*June 8, watching the J/24s go downwind with darkening skies. Photo courtesy of Fran Poodry.*

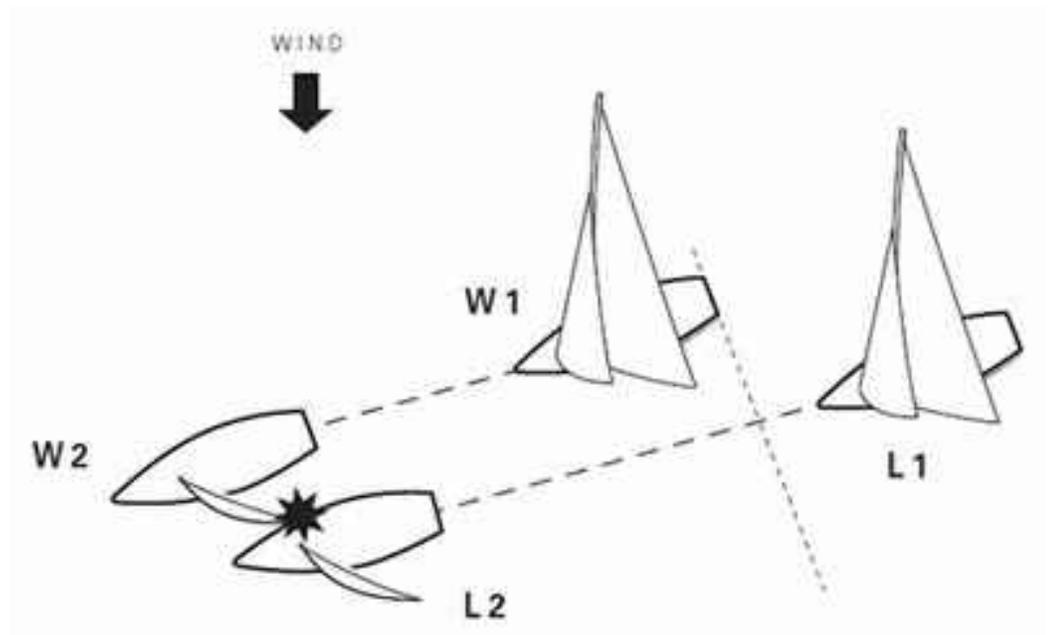
# Rules Quiz (no more surprises)

*Randy Poff*

Boats W (a windward boat) and L (a leeward boat) are reaching towards the gybe mark. L becomes overlapped with W from clear astern. They are both sailing proper courses and are on a collision course.

As they near each other, W hails, "You came from clear astern and I'm on my proper course." L replies, "I'm on my proper course." W's boom then touches L with no damage or injury and both protest. You are on the protest committee; how would you decide this?

(answer on page 8)



*Pajema enjoying some sun under spinnaker. Photo courtesy of Leise Wease Photography.*

# Upcoming Notices and Dates to Remember

**SYSCO Summer Evening Series  
(Tues & Thurs)** May 30 – June 29

**OWSA Race Clinic  
(Mondays)**

June 5 – 19

**PYC Mauni Elliot  
(Wednesdays)**

June 7 – 28

**ISC Beer Can Race**

June 9

**SYSCO PCF Beer Can  
Race**

June 16

**SYSCO & CC  
Dual Bridge Duel**

June 17

**RCYC Beer Can Race**

June 23

**OWSA Women's  
Regatta**

June 24

**OWSA Beer Can Race**

June 30

**RCYC Beer Can Race**

July 7

**Whidbey Island  
Race Week**

July 10 – 14

**SYSCO Short  
Handed Soaker**

July 11 & 13

**CYC Beer Can Race**

July 21

**SYSCO Summer Twilight Series  
(Tues & Thurs)** July 18 – Aug 31



*Escape Artist (a Portland-based J/105)'s RVYC Swiftsure start line photos. Photos courtesy of John Mayall.*



**What are you doing on a Summer weekend?**



## **Sea Scout Open House BBQ**

Come Learn About Sea Scouts, a co-ed High Adventure program for young adults 14-20!

**Tours, Boat Rides, & BBQ**

**Saturday, June 17<sup>th</sup> 10:00 AM–3:00 PM**

Portland Sea Scout Base

7005 NE Marine Dr. (3.5 miles west of NE 122<sup>nd</sup>)

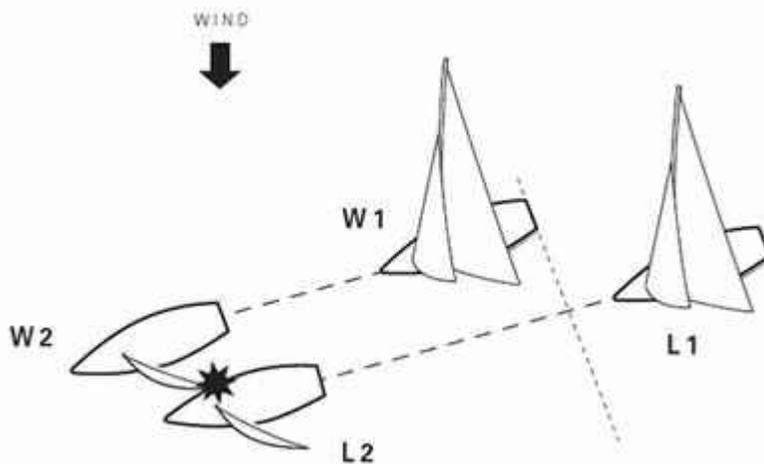
**For more information, contact: Chris Finks 503-998-0231**



# Rules Quiz Answer (from Question on page 5)

*Randy Poff*

Boat W is penalized under rule 11, On the Same Tack, Overlapped, for failing to keep clear of a leeward boat, and rule 14, Avoiding Contact, for failing to avoid contact when it was possible to do so. When L first became overlapped with W, she was required to give W room to keep clear under rule 15, Acquiring Right of Way, which she did. Because L overlaps W from clear astern, rule 17 requires L not to sail above her (L's) proper course. L is sailing on her proper course (not above it) and W fails to keep clear. L could have avoided making contact with W, but didn't; therefore she breaks rule 14. But a right-of-way boat is exonerated (not penalized) for breaking rule 14 when the contact does not cause damage or injury (see rule 14(b)). Dave Perry's 100 Best Racing Rules Quizzes highlights specific aspects of the racing rules in a fun format designed to help you become more familiar with The Racing Rules of Sailing. Increase your knowledge of the rules and your racing will improve.



[Purchase this publication today!](#)



*Photo courtesy of Leise Wease Photography.*

# Racing Report

*Michael Morrissey, Vice Commodore/Race Captain*

The Spring Series is now history and the Summer Evening Series has begun. Many thanks to all the volunteers of Race Committee who dedicated time to run races, record finishes, and help Pancho stay running. It's a big effort and, with a 3 knot current and variable winds, it is always a challenge but has gone reasonably well. In both a Tuesday and Thursday race, winds went from 0-2 mph at 6:30 pm to 10-15 mph by 6:40 pm and in different directions which is a challenge for RCs as well as the sailors. The new Novice Division has begun with two boats racing Thursday nights and the new skippers are enthusiastic for the chance to mix it up on a regular race course, practice their skills, and be at the end of a tiller rather than a spinnaker pole. Hopefully, others will take up this opportunity in upcoming series.

The Summer Evening series presents the additional challenge of running 2 races for some of the classes if conditions permit. The fleets asking for a second race are usually in the first pennants and can often get a second race in before the sun goes down. The guidelines established for running the second race are discussed in the Fleet Captain's Guide for SYSCO Racing on page 7 --

<http://syscosailing.org/resources/2017%20Fleet%20Captain%20Guide%20for%20SYSCO%20Racing.pdf>



*Merits at rest. Photo courtesy of Tomas Morrissey.*



*Merits at play. Photo courtesy of Ellen Dean.*

In talking with PROs, RCs, and racers there are a few take-aways from the Spring and beginning Summer Season:

1. The second race is an option, and up to the discretion of the PRO and the RC's judgement if a reasonable 2nd race can be held.
2. Try to avoid having upwind and downwind finishes at the same time during an evening's race. This can cause confusion at the finish line and difficult for scorers to keep track.
3. With the current, the upwind legs are very fast (often less than 5 minutes in decent wind). Getting a good upwind leg that requires tacking and maneuvering always makes for good racing.

June is a busy month for SYSCO racers. The Summer Evening Series runs from May 30 to June 29. The SYSCO Beer Can and Prostate Cancer Fund Raiser is on June 16. This is followed by the unique Dual Bridge Duel on June 17 with the coin-toss gamble or advanced strategic planning of starting the race in either direction. Be sure to register for the Dual Bridge Duel before the deadline. And why not register now for the Short-Handed Soaker on July 11 or 13? Have fun and good sailing.

# June 2017 SYSCO Board Minutes

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*Don Woodhouse, Co-Secretary*

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Members present were Nat Powning, Bill Sanborn, Ron Fairley, Naomi Reichman, Warren Dalby, Mike Daley, Bruce Newton, Michael Morrissey, Dennis Damore, and Don Woodhouse

Bruce Newton called the meeting to order at 7:00 pm.

## **Finance**

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Scott Stevenson, Treasurer, submitted the following report. We currently have a balance of \$7,229.61 in checking and \$3,686.20 in the Pancho Reserve Fund (\$10,915.81 total). Income from memberships so far is \$755 more than projected in our operating budget. (Wahoo)

## **Membership Report**

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Jan Burkhart, Membership Chair, submitted the following report. The membership rolls now stand at 132 (118 regular members; and 14 Associate members). We have received membership applications from the following four individuals or couples:

- Robert McCorkle & Cheryl Boyd Bavaria 42 Chaos
- Ralph & Adrienne Crouse Catalina 22 Wild Blue
- Ashley Lund Melges 24 Blur
- Dave Valentine (Associate) Melges 24 crew

The new members were voted in. Welcome!

## **Racing Report**

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Michael Morrissey, Vice Commodore/Race Captain, gave a brief recap of Spring Series. He reported that we have had to replace two sets of rode, chain, and

anchor and one additional anchor so far this year. One set was lost when it had to be cut away after getting wrapped in Pancho's prop. One set was lost from the green start mark when the rode parted after too many boats snagged it. And an anchor had to be replaced because it was bent beyond repair. A discussion then ensued about charging boats that snag the mark but it seems most failures occur after repeated snagging events and usually sometime after the last snagging. In other news, Pancho also took a hit, probably during docking in the strong currents, and it was hauled out and repaired with donated labor and materials. (Thanks Phil Campagna and the Morrissey family.)

## *Summer Series*

The new Novice Division attracted two boats for the Thursday series and there were expressions of interest for the Tuesday series. Michael thinks there will be more Novice Division entries for the Twilight Series. Michael and Bruce discussed a few mistakes and mishaps that occurred in placing boats in the PHRF Divisions and Cruising Classes. These were corrected. There was a discussion and it was resolved that the Fleet Captains should be more involved in boat placement.

## *Dual Bridge Duel*

There was much discussion about the shorter course for the cruising and H Fleet boats and the problem of awarding the cup to an overall winner. Several options were discussed but no changes

were decided. It will be up to the Principal Race Official to set courses based on expected wind conditions. Commemorative mugs will be ordered.

### Prostate Cancer Fundraiser Beer Can

The Board realized during the meeting that the PCF fundraiser had kind of slipped through the cracks. Bruce will contact the Prostate Cancer Foundation and get a donation site set up. The PCF Beer Can Race is June 16 and it is informally linked to the Dual Bridge Dual the next day. We will acknowledge donations at the party following the DBD on Saturday, June 17.

### **Social Chair Report**

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Naomi Reichman, Social Chair, reported that planning has begun for the barbeques on June 27 and

29 after the last races of the Summer Series. As always, the Thurs night racers will volunteer to put on the BBQ on Tuesday; and the Tuesday racers will volunteer to put on the BBQ on Thursday. Water will be provided, otherwise, it is BYOB.

One of the goals for this year is to encourage Fleets to hold more social events. The Board decided to try an experiment this year of offering a small financial incentive. Up to \$50 for the year will be available to each Fleet to help defray the expenses of a fleet social event. Naomi will send further information to the Fleet Captains.

Bruce adjourned the meeting at 8:10.

Respectfully submitted,

*Don Woodhouse, Co-Secretary*

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*A rare sight indeed! THREE Melges 24s under anchor waiting for wind. Photo courtesy of Leise Wease Photography.*