

July 2017

From the Front

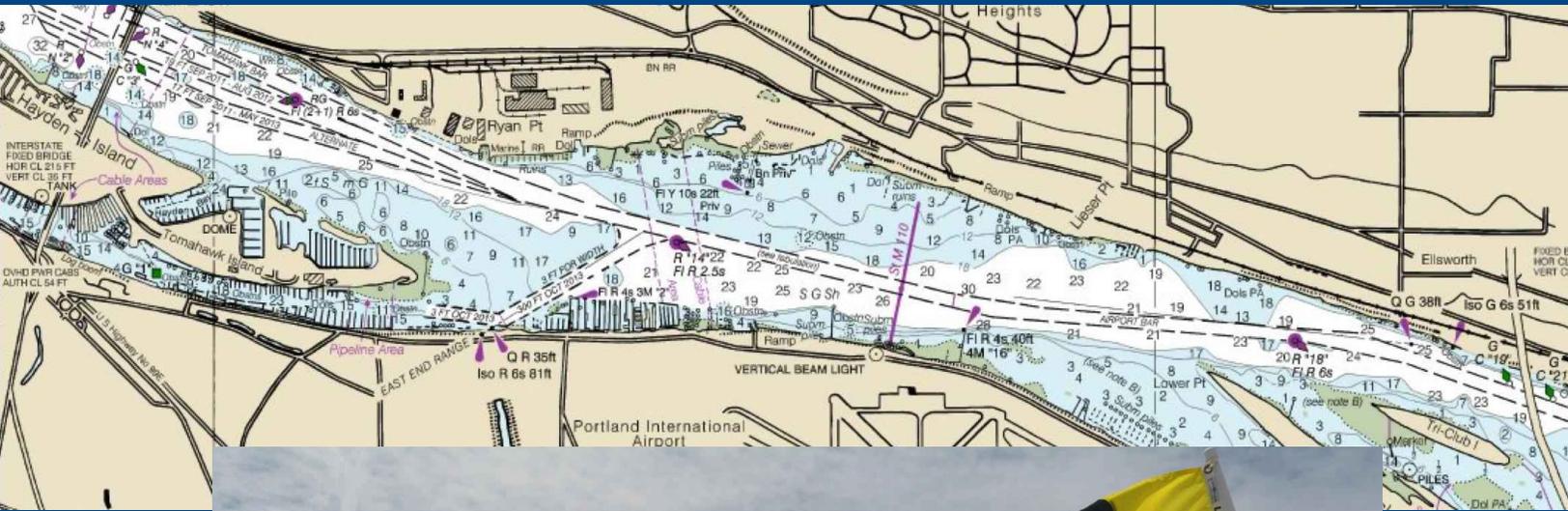
From the Rear
(Dual Bridge Duel Report)

Big Racing on the
Little Boat

Race Report
(MOB 2)



Small Yacht Sailing Club of Oregon STARTING LINE



2017 Dual Bridge Duel turnout. Photo courtesy of Nat Powning.

From the Front

Bruce Newton, Commodore

Summer is here and your Board has been busy sailing. The Board meeting scheduled for July 3rd was cancelled so you won't find the usual meeting minutes at the end of this newsletter. The barbeques held at the end of the Summer Evening Series were a great success. Thanks again to the Social Committee and the volunteer cooks. Pancho maintenance continues – a new VHF radio was installed and, following the Man (Crew) Overboard (MOB) event described below, we have equipped Pancho with a boarding ladder, horseshoe float with recovery line, and a box of MOB-related supplies.

Don't forget to register for the SYSCO Short-handed Soaker race on July 11 or 13. This is a new event to provide a casual racing opportunity for those who are not heading north for Whidbey Island Race Week. The race is free for SYSCO members but please register at sailpdx.org. The following description is from the Notice of Race:

This is a single race held the evenings of Tuesday, July 11, and Thursday, July 13. Boats will race short-handed as follows:

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)
3. Triple-hand: All boats over 30 feet (e.g. J-105s, PHRF, and Cruising).

Additional crew are permitted to be on a boat being raced shorthanded to serve as rail-meat or ballast as long as the extra crew does not hand, reef, steer, or touch a control line. Additional crew members are permitted to fire supersoakers and water cannon at other boats in their class after the starting signal.

It should a blast and we hope to see lots of boats come out.

See you on the water.



Merit weather mark on June 6. Photo courtesy of Nat Powning.

From the Rear: Dual Bridge Duel Report

Nat Powning, Rear Commodore

My watch showed 12:25 as one more volunteer stepped aboard Junovia which would serve as today's signal boat. To make logistics a bit easier I had already retrieved Pancho. He was now tied up in a nearby unoccupied slip that Salpare Bay generously allowed us to use for the weekend. Otto was sitting in the cockpit where I'd left it plugged in overnight to get the battery back to 100%. Our mighty SYSCO flag-bag laid in a safe position on the foredeck, the RC flag already placed in one of the radar arch's rod holders. Course-board and paperwork boxes had been taken down below where another volunteer was preparing check-in and finish sheets on the clipboards. The plan was to pull in lines and depart at 12:30 but, as often happens, we were still one person short. A phone call revealed that they weren't going to be joining the committee due to a communication mishap. No biggie.

Two volunteers loaded up onto Pancho while I backed Junovia out of her slip and boogied for buoy 14, pushing the trusty Yanmar harder than we normally would with the mark boat following behind. As we motored along discussion took place around how unfortunate the few knots of breeze was considering the big current. The anchor was set by 1300 hours and Pancho placed a yellow mark just off the RCYC dock shortly after. Orange flags were tied to shrouds and we set about contemplating options, hoping the forecast for nothing but light wind would prove to be wrong.

Check-in sheets began filling in and snacks were consumed while racing boats milled around under power. I noticed the line was really skewed and realized I hadn't let out enough chain causing us to drag anchor requiring a reset. As 1400 hours approached there was still less than 5 knots of wind with over 2 knots of current so the AP cat-in-the hat flag was pulled out to indicate postponement. Amazingly, just minutes later a breeze began to build shifting between north and west. I was still not convinced that anyone would finish if we called courses around the usual #3 and #19 buoys. The slower boats also wouldn't likely get close to finishing the course if we went with #2 and #18 so Pancho raced down-stream to set a "B" mark further north of the island than we normally would. We furiously velcroed letters and numbers onto the board to give pennant 1 a



Dual Bridge Duel course board. Photo courtesy of Nat Powning.

course of S-2-18-F and pennant 2 S-B-18-F. The board was hoisted on a halyard and AP was replaced with L to let everyone know courses were set. We waited for a bit to let everyone come by and then went into sequence hoisting both pennants together.

At the gun a little over half a dozen boats were headed up-river crossing the south start line while the rest of the fleet opted to go down-river first crossing the north line. One boat on the south line was hailed as OCS but explained they were just trying to get around to the other line. Having 30-some keelboats on the same start is quite a spectacle, especially in Portland! We kept an eye on the boats as they started all-clear and then settled in to relax as the area around us went from a complete zoo to empty water. Pancho was dispatched to pickup the yellow start mark and we enjoyed some more snacks and beverages as the hours passed.

A bit over an hour later the boats that started downstream were already getting back up to us while up-stream boats were still struggling towards Lemon Island. Pancho zoomed up to #18 to snap some pictures of initial roundings. Back on the signal boat we began recording finishers with Myst being first overall, taking the Columbia Crossing Cup. Retirement calls flooded in over the radio and ultimately only 7 more boats were able to finish before the 4 hour time limit expired.

The windlass immediately went to work in order to get back to the shed and up to the BBQ. Pancho pulled up the mark at "B" and we were both tied back up in Salpare Bay minutes later. Many burgers and beers were consumed on the lawn at Tomahawk Bay while grumblings about the challenging day were shared. Our Commodore made a few short announcements and the party thinned out to a few die-hards as the sun came down.

Another crazy Dual Bridge Duel in the books. Much thanks to Columbia Crossings for sponsoring the event including buying the food, providing a place to celebrate and a trophy with each year's winners engraved in perpetuity.



Left: Myst at 18 during the DBD. Right: Pancho Crew working hard during DBD. Photos courtesy of Nat Powning.

Upcoming Notices and Dates to Remember

Cruise Schedule:

Delta Cruise meeting on Saturday July 29 in the pond at Martin Island.

Cruise will start when you arrive.

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

Whidbey Island Race Week

July 10 – 14

SYSCO Short Handed Soaker

July 11 & 13

CYC Beer Can Race

July 21

CYC Midnight Madness

July 29

SYSCO Delta Cruise

July 29 – Aug 6

PYC Beer Can Race

Aug 4

PYC Commodore's Race

Aug 5

HRYC Double Damned Race

Aug 5

AYC Astoria Regatta

Aug 12 – 13

OWSA Beer Can Race

Aug 12

Oregon Food Bank Free Bowl of Soup Beer Can Race

Aug 19

ISC Beer Can Race

Aug 25

2017 PYC COMMODORE'S RACE:

Are you tired of going around the same old buoys in the same old waters week after week? Does it seem like you just get going and then have to change course and rebuild your boat speed – over and over? We have a solution! The PYC Commodore's Race on Saturday, August 5th! This is a long distance, one-day race, starting at Kelly Point heading downriver, going around the red and green buoy north of Sand Island in St. Helens and returning to finish at Kelly Point. The start is at 11:00, the time limit is 8:00 PM, and there are a number of waypoint marks on the course in case we need to shorten course. It's a great way to spend a day on the water, racing with friends and enjoying more of the river! Please come and join us for a great trip! Registration is available through Regatta Networks on www.sailpdx.org. See you there!

Mary Stainsby

Co-Sailing Captain

Portland Yacht Club

s/v Kermit

Big Racing on the Little Boat: 2017 Catalina 22 Nationals Report

Don Woodhouse, Secretary

My report on the 2017 Catalina 22 Nationals in Ft Worth Texas. Nothing gets the blood pumping for a sailboat racer like a big regatta with strong winds and the best Sailors anywhere in the country. After 2000 miles of towing we arrived a Lake Worth in Texas and launched the boat to prepare for the 4 day Championship Regatta. There were 20 boats in the Gold Fleet, 17 Silver and a mix for the Spinnaker Championships the winner of the Gold Fleet would be crowned Champion.



2017 Catalina 22 Nationals Starting line scramble! Photo courtesy of Lake Worth Sailing Club's Sue Bodycomb.

It was a tight start line and no way all of the boats would fit in one row. Competition for the favored end in the front was brutal.

On day three with gusts exceeding 30knts the officials decided to fly the "J" flag , meaning 110 jib only. We did our best in the higher winds but when on day four when the winds dropped folks from the Deep Southern States of Georgia, Alabama, Florida and the Carolinas dominated the top positions.



Randy Palowski and Gold Rush. Photo courtesy of Lake Worth Sailing Club's Sue Bodycomb.

Gold Rush, the winner a few years ago in Portland raced well, but couldn't hold off 6 time champ Buc-ee .

We had a great experience and I am looking forward to next year's regatta in California.

Woody



Above: Justin chambers and crew of Buc-ee. Left: Sooz Moose and the Pdx boys.

Photos courtesy of LWSCs Sue Bodycomb.

Racing Report

*Michael Morrissey, Vice Commodore/Race Captain
With assistance from Denny Damore*

It has been an interesting Summer Evening Series with light winds, no winds, heavy winds, a MOB situation and finally seeing the current decrease from 3 knots to a more tolerable 1.5 knots by the end of June. Race Committees have done a great job in getting races off in difficult conditions and it reminds us of how unique SYSCO is and all its members that volunteer and contribute to racing on the Columbia. A special shout out goes to our Tuesday and Thursday night coordinators, Denny Damore and Randy Poff who have not only made sure that the Fleet Captains were on top of things in getting race committees set up but also helping on race nights either being the onboard PRO or driving Pancho. It's hard to believe that the racing season is more than half over but there still is a lot of racing to go and let's hope that westerly flow settles in on the Columbia.

Probably the biggest lessons learned for the season so far has been the MOB situation that occurred on the Tuesday night race, June 6. It will be worthwhile reviewing what happened and the response so that we can improve getting folks out of the water from both a racing boat standpoint and a Race Committee approach. The wind was blowing that night from the NW with steady winds around 20 mph and puffs over 25. It was challenging but raceable conditions, especially on the downwind legs.

One of the Martin 24s did a round-up on a jibe in heavy air which dumped the skipper and two of the crew in the water, leaving one crew onboard. The remaining crew did a good job of getting the spinnaker down quickly and stabilizing the boat. The skipper was picked up by a nearby Martin which has the convenient design of an open transom so it was relatively easy to pull him onboard. Most of the other Martins noticed what was going on, stopped racing and went over to help. Two larger PHRF boats, Junkyard Dog and Thirsty, also stopped racing to lend assistance. Junkyard Dog and skipper, Jim Severs, got a safety throw line to one of the crews in the water but was unsuccessful in pulling her over to the boat as it was difficult to slow the boat down in the heavy wind. Fortunately, Pancho, who was being operated by Denny Damore and Craig Garrison, was monitoring the race and came over to help out. They were able, with some difficulty, to get both crew members into Pancho. Both crew members were exhausted even though they had inflatable life jackets on (more about the PFDs later) and were very cold because in spite of quick action by all, it took about 15 minutes from the time they fell in until they were safely aboard Pancho. Both crew were brought to shore where they were able to get dry clothes and warm up onshore. In the meantime, another Martin sailed up to the distressed boat and transferred a crew to help get all sails down and motor in.

Some points to be made are:

1. It was a good response by the Martin fleet to see a fellow competitor in trouble and stop racing and come to their aid. All SYSCO fleets have this philosophy and should put safety first.
2. Kudos to the non-Martin boats who were nearby and stopped their racing to help out. While not successful in their rescue attempts they were closely monitoring the situation.
3. Credit goes to the Pancho crew of Denny and Craig, who were closely watching the race and came over in a short period of time to get the crew out of the water. Denny has made several suggestions for Pancho to be a better rescue boat when needed and these are being implemented.

MOB can happen at any time under a wide variety of circumstances. Life jackets should be worn at all times and not just in heavy air (a discussion of life-jacket varieties is given in the next page). All boats should have safety equipment, ladders, throw ropes, bag of dry clothes and a working radio. The Columbia can be a tricky body of water and stays cold through early summer which can drain your strength much faster than expected. All boats should do MOB drills that include everyone who is a crew. It is not uncommon for the skipper to go overboard and the crew should be able to drop sails, get the motor going, know where the throw rope do the right maneuvers to get the person(s) back onboard. We often practice MOB drills in moderate conditions but it would do us all a bit of good to see how much more difficult it can be in heavy air and waves.

The MOB situation has also spurred a discussion among several sailors about life jackets, the different types and what is best for you and your crew. There are two basic types: the traditional jacket-type and the inflatable type. Here's some of the discussion.



A close crossing in the June 27th race! Photo courtesy of Nat Powning.

Inflatable PFDs on the River

Denny Damore, Pancho driver during the MOB situation on June 6

While convenient, lightweight, and unobtrusive to wear while racing and while clearly better than no PFD at all, here are some observations and opinions from the crew of Pancho regarding why non-inflatables might be a better choice for Columbia River sailing.

◆ *Improper Inflation and/or Fitting*

First, the inflatable PFDs that the two crew we picked up were using did not inflate properly or support the crew as shown in the advertisements and instructions. In one case, the PFD inflated partially over the person's head, which could have been because there was not a crotch strap or that it was not worn tightly around the person's torso or some other reason. In any case, the inflated bladders were only minimally effective in helping the crew stay afloat and were in the way when it came to bringing them aboard. For the other crew, only half the horseshoe inflated with the other half being trapped inside the Velcro casing. In this case, the crew had to pivot the inflatable around to their chest and hold on to it like a half filled beach ball. Again, it only provided minimally effective buoyancy for the person in the water and was in the way later in the retrieval.

◆ *No Place to Grab*

Second, inflatable PFDs provide little for the retrieving people to grab on to as part of getting the person aboard. When inflated, the air bladders sit in horseshoe fashion around the person's neck and shoulders with, typically, only a single strap down the back to the waist belt. Even if the PFD is tight around the person's torso, there is no place to grab them by the PFD to bring them aboard, which is the most obvious and easiest way to pull a person over the gunnel. The best visual example to watch a person being pulled out of the water by the shoulder straps of a non-inflatable PFD is to do a quick video search online relating to river rafting rescues. Without shoulder straps, the choices are to pull on the person's arms (they will likely have no strength to help and it is painful - bad idea), or use a line under their armpits (also painful and a bad idea).

◆ *In Summary*

This is again only our opinion based on our experience(s); the first advantage of the non-inflatable PFD is that it is stable and does not depend upon the vagaries of a CO2 canister inflation to work. When you put it on, you know if it is fitted properly. Second, It also will have some form of shoulder strap that a rescuer can grab to get you aboard. Remember, getting alongside a rescue boat is only half the battle. You still need to get aboard to be safe. Finally, there are plenty of variations in the marketplace that are designed for

comfort and maneuverability, so in our opinion this objection is no longer a consideration. A last point, if your PFD, inflatable or non-inflatable, does not have a crotch strap, go buy some webbing and a buckle or two and make yourself one. It will solve a lot of problems once you are in the water. And take it from one of us who, after 35 years of sailboat racing without an incident, ended up floating down the Columbia during a Thursday night race, one day, somewhere, sometime, you will either be in the water or on the rescue boat. Be prepared.

Jacket-type

Michael Morrissey

The traditional jacket-type have been around forever and they have gradually improved over the years. I prefer this type as I am used to it, have one that feels comfortable and has a minimum of straps and do-dads that I have to worry about. It's simple and I use the same jacket for sailing or motor-boating and any other time I am on the water. I use it in light air and heavy air and will give it an extra tug on the straps to tighten it up if it starts blowing. I know it will keep me afloat in all conditions on the water even if I get bonked on the head during an accidental jibe. My son has a fancier jacket-type that is higher on the torso, has a pocket for the iphone and is ideal for someone who sails, rafts, kayaks, etc. The benefit of the jacket type has straps across both shoulders that a person can grab onto and lift you into the boat if a ladder isn't handy. Some folks feel that the jacket-type are too bulky and some people not to wear it unless you have to. I would counter that it is more of something you get use to. If you wear it all the time, light air as well as blowing 30 then you tend not to notice it. It becomes part of your sailing wardrobe. The most important thing is to use your life-jacket, don't leave it below deck. Wear the jacket, strap it in well, sail safe and sail fast.



SYSCO Summer Series BBQ. Photo courtesy of Nat Powning.