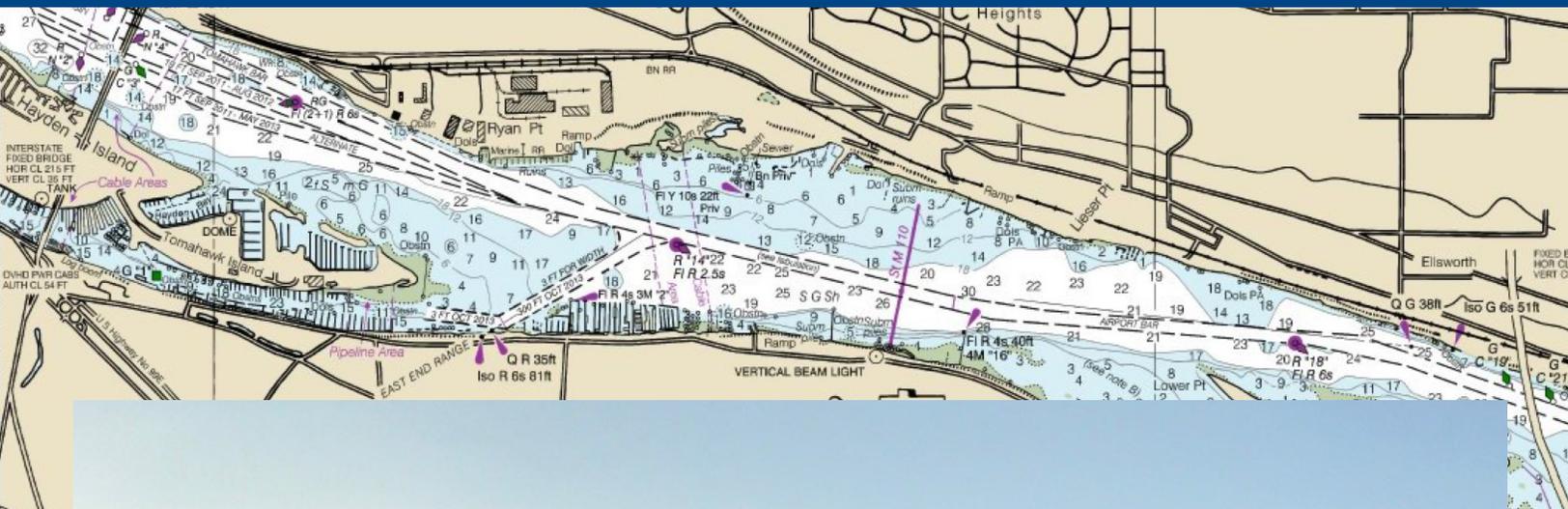


Small Yacht Sailing Club of Oregon

STARTING LINE



A mix of J/24 and Ranger 20 spinnakers on the June 28th Thursday race. Photo courtesy of Michael Morrissey.

From the Front

Michael Morrissey, Commodore

June has been a fun month for sports fans in Oregon. The World Cup has been very entertaining for those watching the early morning games, showing that the soccer ball can bounce in unexpected ways and it's not over 'till it's over with goals coming in stoppage time. And, how about those Beavs, down to their last strike in the second game of the college baseball world series, they tie the game, then win with a home run in the ninth inning. This leads to a convincing series win in game three and a proud moment for all Beaver fans (which includes me). On a more local sailing level, the month of June has shown sunny days, diminishing current and some stronger than usual winds on the race course. Some days have felt more like the Columbia Gorge rather than the Columbia Lake between the highways and it's been a gas whether racing in strong winds or just doing an enjoyable sail with friends. The SYSCO Beer Can race in June had a specialty single-handed component. It was a mixed bag as it was one of the few June days when the wind was fickle and only a few single-handers complemented the regular Saturday Beer Canners. Let the Race Captain know if there is a desire to continue this type of event. It's been fun viewing the racing as well. While serving on the RC on a Thursday night we watched a parade of Ranger-20s, Cal-20s, and J-24s sail downwind, past the Committee boat, all seemingly overlapped and headed for the leeward mark. It was quite a sight and you just know it was going to be interesting at the leeward mark rounding. Somehow, it all worked out (no protests) and most boats gave a "thank-you" to the RC for their efforts. The Twilight Series begins mid-July and all interested boats will need to be registered to compete in the series. The biggest challenge for most skippers and crews might be getting to their vessels on time as I-5 will be going undergoing major construction and shutting down for several days. Be sure to check alternative routes and if you are coming from south of Portland you might want to sleep on your boat the night before to be sure you get to the starting line on time. ;)

See you on the water.



Beaver Believer and Thursday night race coordinator Randy Poff pulls RC duties while rooting for OSU in the College World Series championship game.

From the Rear

Bruce Newton, Rear Commodore

I recently had the pleasure of serving on Race Committee when my Fleet, the Merit 25s, had the duty on June 28. Like many evenings the forecast was for light wind but the wind came up and it turned out to be beautiful conditions for racing. I was struck again by the magic of our approach of all-volunteer Race Committees. There are a lot of activities that need to be coordinated and it all happens so smoothly. We got the marks set, the courses figured out, the course board up, boats checked in, and five starts off. We got the second set of races off as we were simultaneously finishing boats. As always, it was a blast to watch the starts up close and we had a few dramatic finishes. I think the opportunity to serve on Race Committees is one of the best things about SYSCO. If you haven't done it yet, talk to your Fleet Captain and be sure to volunteer for the next time your Fleet has Race Committee duty. If you want to volunteer but have a scheduling conflict with your Fleet's date, contact Denny Damore (Tuesday Coordinator) or Randy Poff (Thursday Coordinator) who can help you find a race committee that can use another hand.



June 28th upwind leg. Photo courtesy of Michael Morrissey.

Notifications and Upcoming Dates to Remember

SYSCO Summer Twilight Series

(Tuesdays and Thursdays)
July 17 – Aug 30

Whidbey Island Race Week

July 19 – July 22

RCYC Beer Can Race

July 28

SYSCO Delta Cruise

July 28 – Aug 5

SYSCO Short Handed Soaker

July 31, Aug 2

HRYC Double Damned Race

Aug 4

ISC Beer Can Race

Aug 4

WSC Al Morris Regatta

Aug 4 – Aug 5

AYC Astoria Regatta

Aug 11 – Aug 12

SYSCO Dual Bridge Duel

Aug 11

OCSA Beer Can Race

Aug 18

SYSCO St. Helens Race and Cruise

Aug 25 – Aug 26



Who ever said our J/24 fleet was competitive? Photo courtesy of Jenn Thompson.



Buoy two dragging some sticks in the high current. Photo courtesy of Kelly Dews.

Introduction

Michael Morrissey, Commodore

This month's Racing Corner is written by Kerry Poe, manager of North Sails, Portland. Kerry is a four-time US Sailing Team member in the 470 class and actively competes in the 505 class. He is also a veteran of a number of big boat regattas including the Swiftsure, Oregon Offshore, Rum Runner, and Newport to Ensenada Races, and founder of the Columbia River Gorge Association. In this newsletter, he will discuss the importance of downwind sail trim.

Downwind Trim

Kerry Poe

At most racing venues, the big gains and losses happen on the upwind legs, while downwind legs are spent holding your position or consolidating your gains. On the Columbia however, the current makes our downwind legs last longer, therefore we need to up our game downwind if we want to do well.

Boat Trim

First you need to have good boat trim to let the boat slide its way downwind as fast and as effortlessly as possible. Let's start with fore and aft trim. Next time your boat is out of the water take a look at the hull shape. Is it fuller in the stern, in the middle or up in the bow. In light air you should not be concerned about waterline but instead think about reducing wetted surface area. Usually this means moving the crew weight forward. However, some boats like the Cal 20 have very full bows, so keeping the weight aft is better in light air.

In heavy air you want to move your weight aft to keep the bow from crashing into waves. On boats that can plane or surf, moving your weight aft will get the flatter aft section in line with the water for easier sliding over the water. On planing boats it is very important to be aggressive about moving your weight fore and aft. Don't sit on the transom and dragging your stern in a lull, and don't stay forward and use your bow as a wave plow in a puff.

Next concentrate on how the helm feels. When running keep the helm neutral or with a slight lee helm. You don't want drag from the rudder slowing the boat down. However, a little lee helm can be fast because the boat will have a tendency to bear off which will get you closer to the mark. Small adjustments in crew weight are important. The driver should talk to the crew: "Hey Bob can you move a foot farther outboard". When reaching in light air having a little bit of weather helm helps the driver feel the helm better. In stronger wind strive for a more neutral helm when reaching to reduce drag.

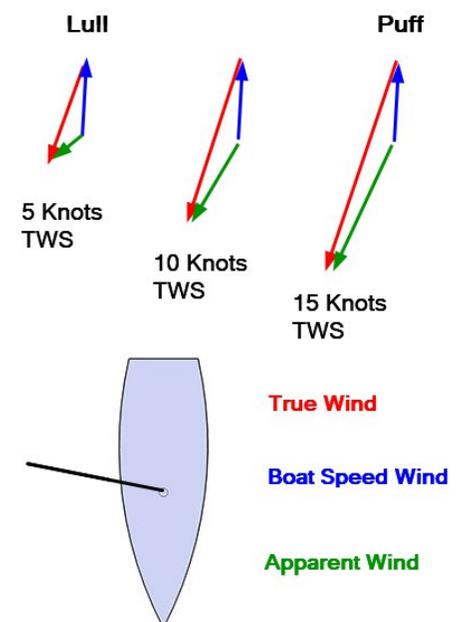


Figure 1

Eyes Out Of The Boat

Assign one crew member to look for puffs. Pick the crew member that is wearing the most expensive polarized sunglasses. It does make a difference! Often I ask somebody to look for puffs and find them looking downwind towards the bow for the puffs. Looking forward, downwind, can provide information, but it only tells you what has already gone by and maybe what kind of trends you could expect for that area of the river. To find the direction the spotter should be looking, look up at the masthead fly. The arrow will be pointing towards the direction you want to look. Look at the puff and determine how to get into it faster and stay in it. Sometimes heading up a few degrees will get you to the puff sooner. Sometimes you will see the puff is traveling behind you, so jibing may be the best option to get into the puff.

Playing the Puffs and Lulls

We have three components in the wind. True wind is the direction you would feel the wind coming from if your standing on a stationary dock. Boat speed wind is the wind your boat creates as it travels through the water. If you were a power boat traveling 5 knots on a calm day, then you would feel 5 knots of wind coming from the bow. Apparent wind is a combination of true wind and boat speed wind. This is the wind that the boat is sailing in. The wind vectors in figure 1 shows what happens as the wind increases and decreases. Let's assume at 10 knots of true wind the boat is going through the water at 6 knots. The apparent wind is 7 knots.

If the true wind decreased to 5 knots the boat would still be traveling 6 knots until it slowed down and therefore would still have 6 knots of boat speed wind. The apparent wind would decrease to 3 knots and the wind angle would shift forward forcing the spinnaker trimmer to trim the sheet in to keep the sail from collapsing. As the boat slows down the wind angle will move aft and the spinnaker sheet will need to be eased. The driver probably should head up to keep the boat speed up and to get into the next puff sooner.

Now let's go from 10 knots of true wind, but this time we get a puff of 15 knots. At first the boat is still traveling 6 knots, therefore the apparent wind will increase to 10 knots and the apparent wind angle will move aft. If the spinnaker trimmer made no adjustments, the spinnaker would be over trimmed and the boat would heel, causing more helm for the driver. The spinnaker trimmer should instead ease the sheet when the puff hits which helps the boat drive forward instead of wasting energy in heeling the boat.

Let's look at how a conversation should be going with your well-polished crew. Spotter sees a puff coming and says "Puff coming. Let's head up a few degrees to get into the puff sooner". Driver steers up a little and spinnaker trimmer adjusts spinnaker as needed. Spotter says "puff in 3, 2, 1, puff on". Spinnaker trimmer eases as fast as possible to get a little luff in the leading edge of the spinnaker. Since the spinnaker is rotating forward and away from the boat, the driving force goes forward making the boat accelerate faster. As the boat accelerates the driver steers down to stay in the puff longer. As the boat speed increases the apparent wind will decrease and the wind angle will move forward causing the trimmer to adjust sheet tension. Once the puff passes, spotter says "Another puff coming in the distance, let's start heading up to get to it faster". Driver heads up and trimmer sheets in. The boat should not be doing a straight course downwind, but instead making very small S curves to play the puffs.

Other Adjustments

The angle of the pole should be about 90 degrees to the apparent wind. If the luff of the sail angles to leeward going up the luff from where the tack is connected to the pole, then ease the pole forward until the luff goes straight up. If the luff angles to weather going up the luff from where the tack is connected to the pole, then bring the pole aft.

How high do you fly the pole? Ideally you want the luff of the spinnaker to curl evenly



Figure 2

along the luff from clew to head (figure 2). If the sail starts curling at the top instead of along the whole luff, then raise the pole. Raising the pole also flattens the top of the sail providing more projected area. If the bottom curls first then lower the pole.

The boom angle usually is the same angle as the spinnaker pole. When reaching, ease the vang to twist the leech of the main to match the twist of the spinnaker. When running play the vang so the last foot of the top batten at the leech end is the same angle as the boom this may require easing the vang in lulls and pulling on the vang in puffs.

The top four takeaways for immediate performance improvement are:

- Move crew weight forward to reduce wetted surface in light air and move weight aft in breeze to keep from plowing the bow through the water.
- Always be looking for wind.
- Stay in the puffs as long as possible by sailing higher in the lulls and lower in the puffs.
- Always try to ease the spinnaker at the start of a puff and constantly adjust.



A string of ranger 20s heading for the leeward mark. Photo courtesy of Michael Morrissey.

Racing Report

Jeff Eastes, Race Captain

SYSCO Summer Series has finished up and Twilight Series has just begun. It's amazing how fast the SYSCO racing season is flying by. We're 2 series down and 1 to go. I want to thank everyone who helped on RC during the Summer Series, with most of the fleets requesting 2 races, duties on RC got very busy. A special thanks to the Pros who selected the courses based on the variable and provided multiples races. One RC group squeezed in 3 races. What busy night! Also, it is much appreciated when the check-in and finish sheets are completely filled out with as much information as possible. Certainly, sail numbers, start and finish times, course and any special notes such as "over early", protest flags/hailed, all the extra information helps us with posting the scores. Many of you have emailed me with scoring questions. Sometimes it takes a while to contact fleet captains and skippers to get their input on how the race occurred. Thanks for your patience. As the Twilight Series moves forward, my hope is that RC can get a couple of 2-race evenings in. That will be up to the Pro/RC discretion and daylight availability. FYI, the Twilight Series has 6 evenings of racing with an "off" week of 7/31 Tuesday and 8/2 Thursday. On that by week SYSCO will have Short handed Soaker, check the OCSA Racebook for details. SYSCO events to add to your late summer calendars; Short Handed Soaker 7/31 & 8/2 Dual Bridge Duel & CC Cup 8/11 St. Helens Race and Cruise 8/25-26. If you haven't volunteered for RC duties please do. This is what makes this whole SYSCO Racing on the river thing work. Enjoy the late summer racing and be safe.



Great turnout at end of Summer Series BBQ at Columbia Crossings. Photo courtesy of Michael Morrissey.

July 2018 SYSCO Board Minutes

Jan Burkhart

Commodore Michael Morrissey welcomed attendees on July 2, 2018, at Elmer's Delta Park. The meeting called to order at 7 PM, was attended by Bruce Newton, Jeff Eastes, Warren Dalby, Denny Damore, Mike Daly, Ron Fairley, Naomi Reichmann, and Jan Burkhart.

Membership Report

Chair Jan Burkhart reported one request for membership. Graham and Chelsea Dudik sailing Catalina 22, Betty L. were voted in and welcomed to SYSCO. SYSCO membership is 120 members, of which 109 are regular and 11 are associate.

Financial Report

The SYSCO Financial Reports can be viewed in the 2018 SYSCO Directory website. There is little change from June 2018. Contact Treasurer Scott Stevenson, should you need assistance to access the site at treasurer@sycosailing.org

Racing

Race Captain Jeff Eastes thanked the Commodore for tending to race needs while he was away. Current issues: The "Dog House" system is in use for Bandit, racing but not registered for the Series. An email requesting clarification of the yacht's intentions has been sent. Jeff SYSCO Flt Capt. will reach out to the Melges 24 Flt Captain as well. PHRF rating is needed for Moore 24 Rushmore. Multiple races demand more Score Keeping. Some Score Sheets are difficult to read. Reminder to all RCs to PLEASE complete all information requested on the Score Sheet. In addition, the SYSCO RC recommends 2 longer Race Courses completing 2 races, rather than 3 very short races. SYSCO Volunteer Gary Whitney does a fantastic job with scoring. Registrations are coming in for the Twilight Series. Jeff will send out an email reminder. It was asked if SYSCO is receiving notifications via email of protests that are submitted to the Protest Committee. Jeff Eastes said that there have not been any protests recently and he is not sure if the email system is working. Beer Can Races are going well and stories were shared. OWSA failed to supply a Race Committee for the June 23 Beer Can, but sailors organized themselves and started. The OWSA Commodore apologized. CRYC will cover the next OWSA Beer Can on July 7.

Fleet Reports

The Cal 20 Fleet completed a Mentor Day with a Chalk Talk and mentoring for new skippers in their fleet. Rigging, tuning, sailing with experienced sailors, and group critique included five new Cal 20 boat owners. Cal 20s are planning to run additional short course practice races. A Boston whaler with race marks may be utilized.

A SYSCO/PYC event in September to "Build the Sailing Community" is under discussion. Broad focus on all fleets is needed. Michael Morrissey and Denny Damore will continue creative discussion with Frank Bocarde, the PYC Commodore to finalize a budget and set date. September 29 is open. September 15 may open if OWSA relinquishes their reserve on that date. Denny Damore reported that Andrew Kerr of Olympia, Coach for U.S. Sailing, is interested in working with SYSCO and PYC in September. The cost for a Sat. evening presentation would be \$600. For an additional \$150 a Sat. afternoon on-the-water training with videotaping of short course buoy races followed by critique is possible. Michael will follow up with several of the one-design fleets to see if there is interest in holding an afternoon training session and helping with the costs.

Newsletter/Social Media

The July Newsletter deadline is July 9, 2018. Thank you, Jacqueline Pitter, for your fabulous Starting Line Newsletters.

Social

SYSCO BBQs: Naomi Reichmann, social chair, confirmed the SYSCO summer BBQs are July 10 and 12. Eight Volunteers will set up and grill burgers at the Columbia Crossings lawn for the series-ending barbeques. More volunteers are welcome. Jeff will help shop Monday and set up on Tuesday. Columbia Crossings provides coolers and grills. Tables from Bill S, and Jeff E. SYSCO provides a meal and water. BYOB Beer. Michael Morrissey will confirm details with Columbia Crossings (CC) for the SYSCO BBQs and the Dual Bridge Duel. Dual Bridge Duel is scheduled for Aug 11. It was reported CC provides food and SYSCO provides cooks. CC is responsible for the trophies and may opt to have Jim Shaw, SYSCO Trophy Czar, procure them and reimburse us.

SYSCO St. Helens Race and Cruise: Aug 25-26. A sailor dinner at the Klondike Restaurant is being confirmed. SYSCO voted to reserve the Patio \$150 using the funds budgeted for social events. Klondike staff is flexible to the unpredictable finish times for the arrival to St. Helens. Naomi will contact St. Helens to reserve the Park Gazebo a \$35 charge.

Other Business

As a follow up to barge traffic interaction with racing, Jeff Eastes contacted TideWater Tug Company. It was confirmed barges signal all river traffic, not just SYSCO

racing yachts. They generally less concerned with racing yachts compared to wind surfers. They were impressed that our rules disqualify racers that interfere with commercial traffic. TideWater is open to all safety ideas. Tugs communicate on Channel "13" not "72". If the RC hears 5 blasts, call on Channel 13 and ask "Was it a sailboat?" "Which one?" The Tidewater person stressed that we need to be especially cautious with barges traveling downriver as it is harder for the tug operator to control the barge.

The meeting adjourned at 7:56 PM.

Submitted by Jan Burkhart for Secretary Don Woodhouse



Willamette Sailing Club's July 15th Holley Cup Women's Regatta in full swing. This year a number of Columbia River keelboat sailors partnered with WSC members for this race. Congrats to Anisha/Rebecca on the win!