

April 2019

From the Front

From the Rear

Help Grow the Sport

Racing Report

April 2019 SYSCO Board Meeting Minutes

Small Yacht Sailing Club of Oregon

STARTING LINE



Dena Kent's photograph of the Portland Melges 24 fleet during the SYSCO Twilight Series last year makes us excited about the upcoming racing season!

From the Front

Anna Campagna, Commodore

When Phil and I splashed Pancho at the 42nd St. Boat Ramp, we came across these odd looking boats populated by Oregon Dept. of Fish & Wildlife biologists and their aides. I chatted up Mac Barr, who seemed to be in charge of four electrofishing boats. They were going after Northern Pikeminnow. The electronic nodes dangling in the water can temporarily stun the targeted fish to be collected. They would then implement an external tag and release them. The tagged fish will be worth \$500 each (starting May 1st) as part of the Northern Pikeminnow Sport-reward Fishing program. For more info visit pikeminnow.org. This little pest is a native species, but it's highly piscivorous - which means it preys upon juvenile salmonoids. To help mitigate for the impacts of the federal Columbia River hydro system, the Sport-Reward Program removes 10 to 20% of the largest Pikeminnows annually. The program exists throughout the Columbia basin, and they are targeting fish nine inches and above. If you catch Pikeminnows and turn them into a qualifying check station, an untagged fish can earn you a minimum of \$5 each. If you get lucky enough to get one they've tagged, you could win \$500!

Phil and I like to fish, but we've never done it for cash - just to fill our bellies, and our freezer. I can't tell you how many lovely Sunday dinners with friends and family have been spawned because we caught one magnificent salmon in the Columbia River.

That got me thinking about all the ways we have cultivated fruits from the sea by boat – by sailboat and motor boat and sometimes even by human-powered craft, or walking out on an Oregon or Washington beach at negative tide. So I started combing through photos to post, and also to jog my memory. Oh, man, do we LOVE fishing and crabbing, clamming, and picking mussels and seaweed. Not to mention hunting for wild mushrooms. We have been known to do some urban gleaning for apples, quince, figs, blueberries, etc. And the occasional mallard duck.



Left to right: ODFW Electrofishing boats, Wild Chinook caught on our Pacific Seacraft 34. Salmon River Estuary below Cascade Head, Bite Me J/24 fall Chinook

The first Salmon I ever caught was on our cruising boat, Mira, a Pacific Seacraft 34. Phil and I took her down the Columbia for a long weekend in early summer, and we had our fishing gear aboard. We were headed back home but decided to devote half a day to fishing for Chinook. Phil didn't want to tangle with the hogline set up just below the mouth of the Cowlitz river, so we anchored below them. Let me explain: A hogline is a line of fishing boats that assemble in a row across a span of likely fishing grounds, and they weigh anchor with detachable floats. The fishers, sometimes four to a boat, present their lure (a very complex series of flashy presentations, weights and swivels and phony lures or cut-plug herring) to the salmon swimming upstream. When (if) a fish gets hooked, all Hell breaks loose. The three other guys on the boat reel in their lines as quickly as they can so that the fish that's been hooked doesn't get tangled in the other lines. The boat detaches from its anchor (the big orange float holds the anchor line available for return) and drifts downstream from the rest of the hogline. The lucky sod who has the fish on the end of his line fights desperately to keep the fish on—because ODFW says you have to pinch the barbs on your hooks

closed to give the salmon a fighting chance! If s/he is practiced in the sport and manages to keep tension on the line while reeling the monster fish in, s/he can bring it to the boat, and one of his/her buddies holds the net at the ready to swoop it down into the water and net the fish just as it comes toward the boat. I can't tell you how difficult it is to: a) keep a fish on with no barbs on the lure and, b) net the fish without or bonking it on the head or scaring it into throwing the hook. They don't call fishing a Sport for nuthin'!

Depending on the fishing regulations at the time (and they change by the day), you may or may not keep a wild fish. Hatchery fish are fin-clipped—before release, the hatchery clips the adipose fin on the back toward the tail so when it's caught you can tell whether it's a wild or a hatchery fish. Generally, a fisher person can keep two hatchery fish a day. It's rare that the regs say you can keep a wild fish. So imagine you spent \$90 bucks for your annual salmon fishing license, you got a ride on your buddy's boat that's gonna go trolling in Astoria, you wake up at four in the morning, and by daybreak you're fishing at Buoy 10. After three or four hours of slowly bobbing in the chop under the Astoria bridge you manage hook a fish (miracle of miracles!) and then are lucky enough to get it in the net—and it has an adipose fin, so you have to let it go! It's a heartbreaking sport, let me tell you.



From left to right: Fishing in comfort on Mira on the Columbia, An Alaska King caught in Alaska, Plenty of room in the cockpit of the Wilcox 36 for gutting your catch, Captain Peter Wilcox with a beautiful Yelloweye rockfish on the Inside Passage.

So Phil and I are peacefully anchored on our 34-foot sailboat. Phil is snoozing in the cockpit and I'm close by, reading the New Yorker. The drag on the reel goes tick-tick-tick (not ziiizzzzz!) He wakes up with a start (light sleeper) and notices that there's something tugging on his line. He jumps up and starts reeling it in, instructing me to get ready with the net. Now, imagine trying to reel in a three-foot fish while you're standing on a sailboat with stays and stanchions in the way, a rudder and a keel and three or four feet of freeboard. Not the optimal craft for fishing! He almost gets it to the boat and we see how big it is—our eyes get wide—and then it takes a dive under the boat. Phil, with all his strength, is pulling on his rod yelling, "Nooooo, don't go under the boooooaat!" because the fish could easily wrap the line around the keel. We see the fish approach the surface and he says, "Anna, you've got one chance." I stabbed the net swiftly under the water and captured him. Somehow we successfully hauled him aboard. But we had to find an appropriate tool to bonk the flopping beast on the head. Remember, this is no fishing boat. Master of improvisation, I jumped down below and emerged with a giant wrench. This was the biggest fish I had ever seen, so bright and colorful and beautiful. We thanked him for giving his life before he could spawn. He would make several dinners for our family. And a great memory of our summer Columbia cruise on Mira.

Since then we have caught a handful of fish. Two years ago, during the RCYC Long Distance Race to-and-from St. Helens, the wind died on Sunday (as predicted). After the Abandon Race flag was flown we geared up and started trolling slowly home. It was the tenth anniversary of our having met on that beloved weekend race. Double-handing it on our J/24, Bite Me (the shark boat), we won the overall on Saturday, and we caught a fall Chinook about halfway back on Sunday. I was a sweet ending to a great summer of racing.

From the Rear

Michael Morrissey, Rear Commodore

The SYSCO Spring Series is just around the corner and we all begin daydreaming of how to make the boat go faster. What is the fastest angle of attack for a specific sail set? How can you get another season of racing out of your 5-year old mainsail? Can one just Google the question of whether to go to the WA shore or stay in the middle of the river under certain conditions? One of the bigger conundrums is whether to use the jib or the larger genoa at certain wind speeds. I mean, where's the break off point and why doesn't my iphone tell me its time to change over at a certain point. Several of the one-design fleets have the option of using a genny or a jib depending on the wind conditions. The maddening thing about Columbia River sailing is often the wind is right at the edge and you can drive yourself crazy ten-minutes before the race guessing what the wind will do, velocity wise, and whether it is better to go-genny or jib-up. The Merit fleet often faces this challenge as the break-off point for jib or genny seems to be around 12-14 mph which is often the evening breeze in the summer time. One race last summer we had a chance to do research on this question during a race. We figured we could take a sabermetric approach, capture real-time data, enter it into the laptop, do some statistical analytics and come out with a mathematical formula that would tell us the best sails to use – sort of the Moneyball for Sailing idea. Hell, if Comanche can do it do it for the Sydney to Hobart race why can't we try it on the Columbia. A few summers ago we had the perfect opportunity to try it out in the Merit 25 fleet. We had a nice long race to close out the summer series and the Ranger-20 race committee happily provided a lengthy course. It was WW – twice around, so lots of time to work out the kinks and even change headsails if we needed to. The wind was 10-16 mph from the NW with the usual big puffs coming in from the WA side and half the fleet decided gennys while the other half jibs so it was like a college physics experiment with the gennys being the control group and the jibs being the experimental guinea pigs to see what the break-off wind speed is for a headsail. While the X-factor (genny) and Y-factor (jib) were easy to monitor there were other externalities (skipper and crew expertise, alcohol consumption, drugs, etc.) that could not be controlled and had to be estimated for the mathematical modeling. We went for the jib on OB1 had a good start near the pin end with clean air and moving well. It seemed that Nausicaa (jib) was getting inched out by Lady Bee (genny) to leeward who was pinching up pretty good in the puffs. We tacked away on a knock writing down in our lab notes that tacking is much easier with the smaller jibs and possibly worth half a boat-length. We headed to WA side of the river wondering if we could get over there before the barge came down the middle to the course. A barge in the course is designated as a confounding variable and can have a big influence on final equation and outcome of the race. So far so good as we were neck and neck with Lady Bee who pinched their way around the mark in first, but just barely. Four boats rounded within a few seconds of each other (2 gennys and 2 jibs) and since we only had the jib up we left it there as the spinnaker was doing just fine and we appreciated the extra pull in the downwind puffs. The leeward mark (#4) was way down to leeward so there was a lot of time to decide if we had the right headsail and do a change. We had just popped some beers and decided no change was necessary but Nausicaa decided on a headsail



change as the wind was lightening up a bit. The blue boat held the best line downwind and rounded first followed closely by OB1, Lady Bee and Kestrel. A long windward leg against Naussica had jib against genny and we able to enter in a ton of data on different wind velocities and figuring out which boat was pointing higher and going faster. It seemed a tie depending on the puff frequency but then the wind got shifty at the weather mark and we had the advantage of easy tacks on the shifts with the jib and rounded just ahead. It took us a while to find the head of the spinnaker (another confounding variable) and so lost our advantage to Nausicaa who sailed a good downward leg to hold onto the lead going into the leeward mark. We had finally decided on a change of headsail to the genny as the foredeck crew was getting too complacent and began asking for more beers and taking pictures of other boats with Mt Hood as a backdrop and needed to get back in the game. It was an OK rounding but hard to break free from a long starboard tack to the finish line and finished 2nd to the blue boat. After the race, we looked at all the combinations and permutations we had entered into our onboard computer which spit out this formula.

$$Headsail(x) = a_0 + \sum_{n=1}^{\infty} \left(b_n \cos \frac{n\pi d}{B} + c_n \sin \frac{n\pi e}{T} \right)$$

Where headsail type (x) depends on wind speed (a) + summation of beers (b) combined with number of tacks (n), drugs (d) all divided by barge traffic (B), plus general confusion (c), skipper and crew expertise (e), all divided by technical factors (T).

Good to know.



In other local events of note:

Left, Bruce Newton discusses important racing matters at the SYSCO Race Clinic on April 11. Photo courtesy of Michael Morrissey.

Below, Willamette Sailing Club enjoyed a crowded and successful ribbon cutting ceremony for their new floating clubhouse on March 23rd. Photo courtesy of Kelly Dews.



SAIL PDX

MARK
YOUR
CALENDAR

KEEP
SAILING IN
PORTLAND
ALIVE



Crew Overboard Challenge

Sat. April 20, 1:00-4:30 pm

Med. distance race with each boat required to complete a simulated crew overboard drill on each of the 1st & 2nd legs.

Grow the Sport Race

May 7 & 9, 5:30 - 8 pm

A fun race to introduce new sailors to racing on the Columbia River, beginner and beyond.

Beer Can Races

Select Saturdays
from May-September

Try racing your boat in a casual, goofy race on the Columbia River.

For information on all of these and more events, email commodore@sycosailing.org
or visit sailpdx.org/events-calendar

Help Grow the Sport

Bruce Newton, OCSA Commodore

Please register your boat now

SYSCO is trying to attract new people to the sport of sailing. We are holding special races on Tuesday, May 7, and Thursday, May 9. This is the week that usually has no racing because of the Oregon Offshore. We need more boats to register! Register at SailPXD just like you would for Spring Series or any event. And, because we need time to match you with a novice sailor, we need you to register right away.

Please also share the information below with friends or anyone who has an interest in sailing:

Experience sailboat racing on the Columbia

Sign up now to be guest crew in the Grow the Sport Races on May 7 and 9

Are you new to sailing?

Have some sailing experience but want to try racing on the Columbia?

Have a sailboat but never tried racing?

The Small Yacht Sailing Club of Oregon is holding special races just for you. These races will be the evenings of Tuesday, May 7, and Thursday, May 9, and will be run just like the regular races held each week through the sailing season except each boat will have one or more guest crew. We hope that, by experiencing a sailboat race, you will be inspired to look into joining a team, registering your boat for races, acquiring a sailboat yourself, or maybe, if you are brand new, taking a few more sailing lessons.

Signing up is simple, just go to <http://goo.gl/Xp6VPK> and fill out the form. A few weeks prior to the race we will contact you with the name of the boat that you are assigned to and the skipper's name and contact information.

Some additional details:

You must be able to get to the dock of your assigned boat by 5:30 pm. Boats are either on Hayden Island or along Marine Drive.

We will try to place you but, depending on demand and availability of crew positions, we may not be able to. If we can't place you for this race, we will continue to try to place you through the season.

Physically, you must be able to lift 20 lbs and stand and crouch without issues.

We're excited to have you try out sailboat racing. If you have questions, contact Bruce Newton at commodore@sailocsa.org

Saturday Beer Can Races & Post-Race Socials

Introduce friends to sailboat racing ▪ Try racing your boat in a casual goofy race ▪ Meet other sailors at the post-race social

For Info
visit
sailpdx.org



May 18 - Pirate Night Dress up as your favorite Pirate. After the race head to **The Deck** for a post-race costume party and drinks. If you care to donate a small taster of rum or another spirit to the race committee, it will go into the prize baskets for the costume contest.

June 8 - Water Guns Bring out the water cannons and do battle during the race. After the race dry off at the **post-race party at Island Sailing Club** at the end of D dock at Tomahawk Bay Marina.

June 15 - Single-Handed Test your mettle in single-handed racing. After a first start for the less courageous boats, the second start will be for single-handed boats. Gather your fleet mates or skip-pers from similarly matched fleets and create some exciting boat-to-boat competition. **The Sextant**

June 29 - Fly Your flag The RSS prohibit flying a flag while racing, but that rule is waived for this race, the last beer can before July 4th. Fly the biggest baddest flag or ensign you can find, or as many flags as you can fit onboard. Fly the national ensign or yacht ensign, along with national flags of crew members, club burgees, specialty flags, etc. Post-race social at **The Sextant**

July 20 - Family Night Gather your parents, grandparents, children, grandchildren, siblings, etc. for a fun evening of sailing. Then relax on the veranda at **Portland Yacht Club** to watch the sunset.

July 27 - Rum Run Entry fee: 1 bottle of rum, handed to RC or brought to **Rose City Yacht Club** clubhouse post-race, where mixers will be provided for exotic rum drinks with and without umbrellas. Temporary moorings for non-members.

Aug 3 - Mardi Gras Make the race a New Orleans Mardi Gras parade. Costumes, beads, wigs, makeup, props, music - anything goes! Laissez les bons temps rouler! Post-race social at **The Sextant**

Aug 17 - Sport Your Colors Show your team spirit by wearing jerseys, hats, head and wrist bands, face paint, or whatever of your favorite sport team be it professional, college, recreational, women's, men's, kids, NFL, NBA, MLS or your local bowling league. Crazy and full regalia takes the day! Post-race social at **The Sextant**.

Sept 14 - Crazy Wigs The title says it all. Dust off your crazy wig and sport it during the race. No promise that photographic evidence will not appear on the internet. Post-race social at **The Sextant**.

Notifications and Upcoming Dates to Remember

SYSCO has open positions! Consider volunteering!

As a completely-volunteer run organization, our volunteers are the heart blood of our continued success. There are currently three positions needing to be filled who will be working closely with the SYSCO Board. If you, your crew, spouse, or anyone you know would be a good match for any of these positions, we would love to hear from them!

Please have any potential volunteers contact Anna at commodore@syscosailing.org or text or call her at 503-789-0586. Thank you!

Open positions:
SYSCO Webmaster
Newsletter Editor
Sailing Marketing Intern

CYC Oregon Offshore Kickoff Party

April 15

SYSCO COB Challenge

April 20

SYSCO Spring Evening Series

Tues and Thurs, April 23 – May 30

CRYA Opening Day

May 4

SYSCO Grow the Sport Race

Tues May 7 and Thurs May 9

CYC Oregon Offshore

May 9 – 12

ISC Pirate Night Beer Can Race

May 18

RVYC Swiftsure

May 25 – 27

Grow the Sport Race happens on Tuesday and Thursday nights, May 7 & 9. This is a fun race to introduce new sailors to racing on the Columbia River, beginner and beyond. Pass along this signup link if you have a friend who might be interested in a spot on somebody's crew for either of these weekday races <http://goo.gl/Xp6VPK>. Or, if you have a boat and want to race it, contact bruce97212@gmail.com and he can help you get registered for the event and find crew or a mentor if need be.

Beer Can Races this year are on select Saturdays from May to September. They're a casual race on a Saturday afternoon, and if you own a boat and are interested in trying your hand at racing, or know someone who does, this is a great opportunity. Each race is sponsored by a different club, and there's a theme to make it more fun and even somewhat goofy. If you are a skipper in need of mentoring, or a crew member wanting a ride, let me know at commodore@syscosailing.org.

Racing Report

Gregg Bryden, Race Captain

Wow! The yacht racing season starts THIS MONTH!! Pancho is in the water and registrations are pouring in for the Spring Series. If you have not already done so, now is the time to sign up for a great season of SYSCO racing. Go to: <https://sailpdx.org/notice-board/> and get your boat registered. (Don't forget to join SYSCO and OCSA to get the best deal on a full season of SYSCO events).

We have the fun Crew Overboard race Saturday 20 April. A good opportunity to practice your MOB drills.

The Spring Series starts the week of 23 April.

While you are at it, sign up for the Grow the Sport Race. The races are Tuesday 7 May and Thursday 9 May (same fleet breakdowns as for the Spring Series). These races are separate fun races that do not count in the Spring Series and require a separate registration. We need boats for all the novice racers that are expressing interest in Columbia River racing.

Fair Winds!

RC Gregg

Other Club's Business

Dennis Damore, CYC

Time to raise the roof, raise a glass, and raise your sails (almost) !!

Hey there Sailors, wanna party? Don't we always? Time to celebrate the kickoff of this year's Oregon Offshore.

Skippers, Crew, friends and wannabe friends including all SYSCO members, everyone is invited to Kells in downtown Portland (112 SW 2nd Ave.) on Monday April 15 at 6:30. The kitchen will be open, the bar will be open, the raffle will be on, the T-shirts and Hats will be on sale, and everyone will still be in first place for this year's race! Don't miss it! Bring your enthusiasm and support the longest and best ocean race in the Pacific Northwest. See you this coming Monday! Whoo-hoo!

Ashley Lund, Oregon Youth Sailing Association

Announcing the 1st annual Oregon Sailing Short-Film Competition! It's going to be on May 20 at 6pm at the Oregon Public House.

1. [SUBMISSION DETAILS](#) - Due May 10.

2. Regardless if you don't submit a film, on May 20 to watch the finalists and vote for the winners! [RSVP HERE](#)

The event is free, but the proceeds from food and drink will go to Oregon Youth Sailing Foundation to help get more youth on the water!

Also, there will be a silent auction during the competition and the after party will feature a benefit concert with Portland's hottest soul band Ural Thomas & The Pain. You can learn more and see the agenda for the day here: <https://goo.gl/ECJZHE>

April 2019 SYSCO Board Meeting Minutes

Lynn Eastes, SYSCO Secretary

Gregg Bryden, Dennis Damore, Bruce Newton, Scott Stevenson, Michael Morrissey, Lynn Eastes, Jeff Eastes, Jacqueline Pitter, Kelly Dews, Bill Sanborn, Gary Bruner, Cheryl Watson

Call to Order: The meeting was called to order by Rear Commodore, Michael Morrissey at 7:00 pm

Membership

(Report from Jan Burkhart delivered by Scott Stevenson)

83 full members, 13 Associate members

One new member to vote in: Victor Foster. Approved unanimously by Board

Membership is about average for this time of year. We are usually at 120, but there are always late registrants.

Action: None Required

Treasurer

(Scott Stevenson)

Currently checking has \$5610.02 and savings \$5128.24 for total of \$10,738.26

Action: None Required

Racing Report

(Gregg Bryden)

Currently there are 5 boats registered for the Crew Overboard challenge, which is the first race to come up - April 20th. Pancho training on April 13th. Phil and Anna are launching Pancho themselves, though others are available to help. Race Clinic will be held, April 11, at the Food Innovation Center.

PYC will be borrowing the SYSCO course letters and numbers for the Opening Day Regatta.

Discussion about difficulty sending out email blasts because the email platform has to be updated.

Action: Scott Stevenson will download membership lists to Vertical Response

Events Report

Grow the Sport: We have 12 novice sailors who have signed up.

Many organizations have been advertising. It is now time to advertise heavily to increase interest. Board members will post posters in various locations like gyms, etc. Discussion about discounting memberships for young adults we are trying to recruit to the sport. This would require a by-law change. No further action taken on this.

Action: Members present will help market the Grow the Sport event. We need to request fleet-captains to reach out to their fleets about the GTS race. If we have too many people who sign up and not enough boats, Anna has volunteered to place people in later events.

Newsletter/ Webmaster/ Marketing Report

(Jacqueline Pitter)

Need content by April 6th for the April newsletter. Goal is Friday after the board meeting to have articles in and publish middle of month. Search for newsletter editor is ongoing by Anna. So far, no one has stepped forward. Suggestion to write an article about the role in the next newsletter.

Other Business

Army Corp of Engineers response about wing dam. (Gary Bruner). Gary did an email campaign to get the wing dam marked. It has been unmarked for years. Concern about hitting it when under water. Corp of Engineers. 3 weeks ago, Army Corp of Engineers notified Gary that they will be fixing it in November 2019. Everyone thanked Gary for being persistent in his quest for getting a wing-dam marker over the years. Gary said that he thinks that the large amount of e-mails the Army Core of Engineers received helped get it done. Ranger 20 proposal for National Championship: There is no current Ranger 20 fleet with US Sailing, so there are no requirements to coordinate with US Sailing about the event. No one design Ranger 20 fleets still exist besides the local one (Ranger Fleet #4). Since it will not be sanctioned and so the Ranger fleet can design the race in any way they want. Proposal to SYSCO: SYSCO as the sponsoring organization with platform boat, marks, flags, etc.

Motion: SYSCO will be sponsoring organization. Approved unanimously.

Potential dates September 18-20. Many expressed concern about September versus August as a date. The Board suggested doing this race in August. Calendar is done in October 2019. August 14-16 might work. Gary Bruner suggested a local gathering place, such as empty office space in Tomahawk Basin, similar to what the Catalina 22s used for education and social events, could work. It was suggested to talk to Woody and others involved in their nationals about what worked well for their event.

Action: None required

Additional discussion: Andrew Kerr Educational Day for Cal 20s is on June 15th. Cal 20 fleet hired Andrew Kerr for the day to do education to Cal 20s at Portland Yacht Club. Cost is \$875 plus expenses. Possibility of doing another day with Andrew Kerr. He lives in Olympia. Other fleets with similar PHRF ratings have been invited for \$80 per day, including J-24s, Merits, and Martins.

Adjournment: Meeting adjourned at 8:15 pm