

JULY 2023

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NOTES FOR JULY

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WE GOT OUR  
BEHINDS KICKED —  
THANK YOU

FROM THE FLEETS  
HEAVY AIR



# SMALL YACHT SAILING CLUB OF OREGON STARTING LINE



*SYSCO Soaker - Photo by Denny Damore*

## Commodore Notes for July

It's July and the weather is perfect. For some dyed in the wool Northwesterners it's actually too hot. Go figure. This week is Barbecue Week for the evening racers. Gregg will have a report. Given the number of burgers he's bought I'm sure it will have been a festive time for everyone no matter their race results. And thank you to the folks who have stepped up to volunteer for barbecue duties. There's always room for one more, so the next time you see a request, raise your hand. It's fun and you meet new folks every time.

A couple of reminders:

- Twilight Series registration ends for Tuesday and Thursday respectively on Sunday and Tuesday July 16 and 18. Please, please don't be late.
- The St. Helens race is coming up and it's calendared to coincide with the Delta Cruise by setting things up so you can race to St. Helens and then continue downriver to Martin's Slough and meet up with the D Cruisers. Bill Sandborn has all the details.
- The Buddy Melges documentary is upcoming on Wednesday July 19 at PYC. Come on out and have something to eat and watch the story of a sailing legend. Here's the link for tickets:

[https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=26736](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=26736)

- The One Design Race Part 1 is this weekend, July 15, and registration is still available. Here's the link:

[https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=25758](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=25758)

Thanks to all of you who have been race committee this year. We've had great success with people stepping up without twisting arms.

That's enough for now. Go have fun in the sun.

# FROM THE FRONT

DENNIS DAMORE – COMMODORE

See you on the river,  
*Denny Damore*  
SYSCO Commodore



*Photo by Denny Damore*



*Photo by Denny Damore*



## SYSCO Summer Barbeques—Volunteers Light it Up!

The weather gods shined kindly on the Tuesday and Thursday SYSCO Summer Barbeques this year. There were fair winds for the last Summer Series races, perfect evening picnicking temperatures, and even the mosquitoes stayed away. I was a bit trepidatious about feeding hundreds of hungry sailors; but, thanks to Anna's excellent tutoring, it all went off without a hitch (OK, maybe a few: apparently I can't count big bags of buns or read the labels on vegan cheese). Actually it was the many volunteers that helped shop, set up, grill, serve, and cleanup that made it all happen. Here are a few highlights...



*Rob Kloft Lights things up Danger Man style on Thursday.*



# FROM THE REAR

GREGG BRYDEN – REAR COMMODORE



*The Tuesday Grill Team keeps the burgers coming.*



*The Thursday Grill Team lays down the beef (and veg burgers).*



# FROM THE REAR

GREGG BRYDEN — REAR COMMODORE



*The Thursday keg was sponsored by Sexton's Chandlery. Mark McCuddy has been making this venerable boat supply shop on the island even better—stop by and see the changes.*



*Dennis introduces SYSCO Founding Commodore Frank Brocade and early member Bill Sanborn to celebrate SYSCO's Founding 45 years ago.*



# FROM THE REAR

GREGG BRYDEN — REAR COMMODORE

Frank explained how the little boats racing on the river were getting short shift, “clubs would set long courses and we were always getting back to the docks late after all the beer and weenies were gone.” So Frank took the idea to found a new club based on the small yacht sailing club in San Francisco. He used their bylaws to incorporate SYSCO in 1978 and got us time on the river. The club grew quickly and split the racing on Tuesdays and Thursdays, a tradition we have to this day. I asked how they communicated with members in the early days, “A typewriter, mimeograph machine, and a fold and stamp party every month” (our younger members can Google these things). Bill came up with the name for our newsletter. “Folks were always gathering at the starting line so that’s why we named the newsletter The Starting Line.” Marks were handmade, flags were sewn by hand, and the committee boat was a Catalina 22. Thanks Frank and Bill for creating this great institution.

Thanks to all the volunteers for a great BBQ and to Columbia Crossings for use of the lawn and turning off the sprinklers!



*Good food, good conversation on Tuesday.*

# FROM THE REAR

GREGG BRYDEN — REAR COMMODORE



*Thursday's crowd had enough buns.*

*Gregg Bryden*  
Rear Commodore Gregg



# RACING REPORT

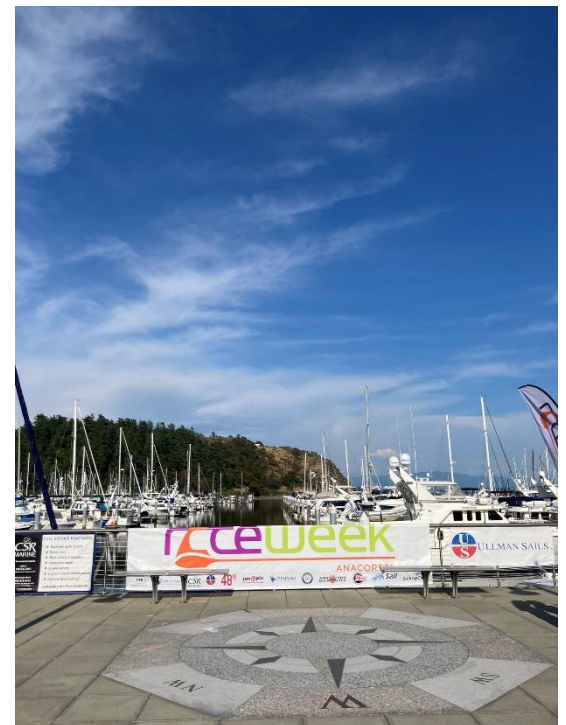
DENNIS DAMORE-INTERIM RACE CAPTAIN

## We Got Our Behinds Kicked – Thank You

Well, it was a great 5 days of racing at Anacortes Race Week even though the scores don't show it. Our Melges "team" had new sails that needed sorting out, a new person working the pointy end, and racecourse currents that would confound Archimedes. We had a couple of solid races that ended up with good scores, a couple of solid races with a mistake or two that ended up with poor scores, and then a couple of solidly pathetic races that were then appropriately DFL. And yet, it was a great week. Why?

First, we got better. We tuned sails. We got snappier on our tacks as well as our sets and douses. We started feeling the tricky breezes and currents better. Our starts put us in better positions with each successive round. The rub, the competition got better too and so our relative position was the same even though we were incrementally closer to better results each time.

Second, the variations in wind speed and directions as well as shifting currents and the presence of other big and small fleets made for both opportunities and setbacks that were different from what we experience here on the river. Summer evening racing in Portland tends to have a pattern in wind, Columbia River current, and tactics. Is the breeze with a north component and a #2 buoy the first mark? Head to Washington for the lift by Beaches. Is the current a big push at 2+ knots, head to Oregon by the slough for current relief. None of those myriad of truisms were on the table in that bay next to Guemes Island. Yes we had current charts. Yes we could puzzle the breeze. Yes we could see tide lines and speculate on the wind moving around the mini islands on the margins. But, overall, every day was a constant state of learning. Sometimes it was pure speculation. Others it was thoughtful consideration based upon



*Photo by Julia Strong*

# RACING REPORT

DENNIS DAMORE-INTERIM RACE CAPTAIN

collective knowledge. But the net-net, as I say, was to work the old sailing noggin and press ourselves and each other to learn with each choice and then debrief before the next race.

Third, and finally, it was that team thing that I, personally, like so much. We each had our chance to make great calls and duds. We each found ourselves finding subtle and not so subtle ways to support each other including calling out the mistakes as well as giving each other attaboys/girls for the right move or clearly winning calls. To me, the term “team building” has been overused and has taken on triteness, but yet, that’s what we were doing. We were building our team tack by tack and call by call. That is something that has to be done on the water. No amount of post race rehash can replace it.



*J105 Start - Photo by Julia Strong*

So, the bottom line? Put away the lawn mower and go sailing with your team, your buds. Go race somewhere that you haven’t been before. Take a leap of faith and sign up as crew on a different type of boat than you have ever sailed. Break the patterns. Test yourself and your team buddies in a context where the likelihood of getting your score pounded is high. And then come off the water with a grin acknowledging that no matter the score, you were a winner.

See you on the river,

*Denny Damore*

Former, and Now Interim, SYSCO Race Captain



## Heavy Air

### Heavy Air Sailing – Michael Morrissey

We have had our share of strong winds this year and it's not even August! Each fleet has sailors that do very well in heavy air, and they have their own philosophies of how to get their boat ready for racing in the Columbia when the wind is singing in the rigging and waves coming over the bow. I have asked five sailors from six different fleets how they approach heavy air sailing. As you will read, each has their own ideas many of which translate well across all fleets. So, pour yourself a rum and coke, batten down the hatches, read all the articles and feel free to ask questions and discuss tips about sailing fast while keeping your boat upright in heavy air this summer.

**Denny Damore - Cal 20** - With the brisk breezes we've had in Portland this summer it's time for a quick primer/refresher on sailing a Cal 20 in this kind of air on the Columbia. For new sailors keep in mind that the Cal 20 is a hardy boat. She may heel over a bit and round up downwind, but it's a safe, stable platform on which to learn all ranges of breeze including the kind of 15-25 range we've been seeing lately. First, unless my memory is totally gone, I have never seen a Cal 20 with reefs in the mainsail. So, unless you have one of those unicorns, you're not going to be able to reef the main. There are, thankfully, other solutions. Here goes for upwind and downwind:

#### Upwind

- Lots of backstay and outhaul, which do the following:
  - Flatten the main so that it is less powerful.
  - Opens the leech at the top to reduce angle of heel and spill breeze.
  - Sharpens entry and moves draft of sail forward.
- Move jib leads:
  - Outboard a couple of inches to open the slot between the main and jib.
  - Backward to flatten the bottom and open the leech on the top.
- Driving, weight, etc.
  - Feather lightly into the wind in cycles of puffs flogging the main briefly.
  - Weight up on the "rail".
  - Dump the jib just before a puff hits, then re-sheet in. This takes practice but it keeps the boat on its feet so that it's not slipping sideways and allows the driver to scallop to windward gaining height when everyone else is going to leeward.

#### Downwind

# FROM THE FLEETS

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MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

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- If you routinely ease the spinnaker halyard out a foot to get the spinnaker away from the main, bring it in to the mast.
- Choke down the twings on both the sheet and guy.
- Pole tip down a few inches to open up the leech be OK with more curl than usual.
- Be ready to ease/dump spinnaker sheet if rounding up.
- Weight up and back a bit.
- Ease the vang (vang sheeting on a Cal 20 is not easy if at all) and have it in your hand in the event of a round-up.
- Have the mainsheet in hand ready to ease.
- Drive down in the puffs, but not too deep to prevent an accidental gybe.
- If you routinely throw the main over after you gybe, consider throwing it over first to blanket the spinnaker – watch your weight distribution and drive down a bit to keep the boat flat.
- Take it down and just use the jib if you are feeling overwhelmed or out of control or don't put it up in the first place your speed won't be affected that much

## Safety

- If you stand at the mast to look for breeze, sit down.
- Wear PFDs and have all your safety gear (throw lines, etc.) at the ready.

**Michael Morrissey – Merit 25** - Everyone sails their boat a little differently upwind in strong winds but the main objective is to keep the boat moving at optimum speed through the blasts of wind moving across the water. Merits are a sturdy boat when the wind blows but will inevitably heel somewhat. If you can keep that angle of heel constant (say 10 degrees) you will be sailing fast. It's what some racers call keeping the horizon level. This requires good helmsmanship and a constant effort by the skipper to keep the horizon level. You want to get the main as flat as possible and this means pulling hard on the strings you have available to do this – the outhaul, the Cunningham, backstay and the boom vang. The draft of the mainsail should be moved forward which will help its balance in heavy air. We do not reef our main on the Merit 25 (OB1 doesn't have reef lines) as it is difficult to get a good sail shape with a reef. We also move the jib fairleads a notch or two aft but differ with others in the trimming of the sail. If it is windy with waves, we actually ease the jib an inch or so, causing it to be a bit fuller and keeping the boat driving through the waves. The no. 1 objective for us is to maintain and even heel and keep the boat moving at optimum speed. If there are a few waves (e.g. wind has come up suddenly or you are close to shore) we do trim the jib hard to get the best pointing angle as long as it doesn't back-wind the main too much. In keeping the boat moving as fast as possible, we use a combination of feathering up and easing the main. Strong puffs, if



# FROM THE FLEETS

MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

they are not a wind direction change, will usually appear as a lift as the true wind vector becomes stronger compared to the apparent wind (a combination of true wind and boat speed). So, our first maneuver is to head up adjusting the helm and point higher even slightly luffing the jib a bit (first 2 inches or so of the jib luff), then adjusting the mainsail, usually by letting the mainsheet out to release pressure and steady the boat. Some boats ease the vang to leeward, which will also release pressure while keeping good sail shape. Sometimes the puffs are very strong, lifting puffs and it is hard to keep the boat from heeling excessively which can drastically slow the boat down, but you just got to try your best. Practice helps, as being comfortable and confident in heavy air is important in a race. In the past when we were learning the boat we would put on the old sails and have a practice session just sailing the boat in heavy air getting a good feel for the helm. Knowing how you, the crew and the boat respond is important for a good heavy air race.



Downwind sailing in heavy air requires some good anticipation and a firm hand on the tiller. Presumably, you have a good spinnaker set and have steadied the boat for an exciting downwind ride. The general rule is to head slightly higher in the lulls and fall off (head more downwind) in the big puffs. This will maximize your time in the puff (rather than sailing through it) and lessen the chance of a round up in very strong wind. You should have a crew member call out when the puffs are coming and how strong they may be. You should also have a crew member adjust the pole accordingly to maximize the efficiency of the spinnaker. If there are

waves, even a Merit can occasionally surf which creates a lot of whooping and excitement among the crew. You still need to be careful and have a firm hand on the tiller, because if you turn too radically downwind you might start the first steps of a broach, which can lead to an accidental gybe and everyone holding on for dear life. More common spills on a broad reach or beam reach are round-ups which causes the boat to round-up quickly towards the wind producing the boat to heel dramatically and lose the action of the rudder. This can be corrected quickly by easing the spinnaker sheet a few feet causing it to luff and take pressure off the helm. The chute trimer should not let go of the sheet entirely as it can be difficult to recover. The helmsman and the chute trimer should work together and quickly recover from a round-up and continue to sail rapidly downwind. Gybing can also be challenging but keep the sheets trimmed in and everyone knowing their jobs should allow for a safe and uneventful gybe. Practice makes perfect and any chance of getting in a few gybes and some heavy air sailing on non-race days will help give you and the crew confidence of sailing fast in heavy air.

# FROM THE FLEETS

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MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

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**Eric Rimkus – all boats** - Heavy weather sailing is not defined by a fixed wind speed for a specific boat type. Instead, it is related to the skill of the crew, condition of the sails and rigging, and the ability to shift gears as conditions become increasingly difficult. There is also a difference between continuing to race and what I'd call survival sailing, where you are no longer "racing" perse, but instead sailing to preserve boat and crew. Every boat needs to make the decision when racing conditions transition from manageable to preservation and this decision point will likely be very different across boat types and crew experience levels. We are fortunate in this venue that sea state, even in the presence of strong wind, remains relatively benign. As a result, you will be able to continue to sail in much greater winds than if you were in a venue where increased sea state begins to limit boat control. We are also fortunate that you are unlikely to be caught out in survival conditions mid race as you can often make the go/no-go call before leaving the dock.

To me the most important part of sailing in heavy weather is boat preparation, which is universal across boat types and skill levels. If you aren't adequately preparing and maintaining your boat for the expected racing conditions, you are already one step behind your competition. If you are racing with old baggy sails, especially a blown out main, you will find that you struggle to maintain boat control and speed upwind in even fresh breezes. With worn sails, as wind speed increases, you will exhaust your available controls of outhaul, cunningham and halyard tension, to flatten and depower, very quickly. If you find that you are using leech cord tension to prevent "helicopter flap" in breeze it is well past time to replace your main! If your main has over three seasons on it and you are having challenges controlling the boat upwind in a blow, you are also likely past due for a replacement. A new main will make a significant difference in both speed and comfort while sailing in heavy air. High-tech lines for jib & main halyards, that eliminate or at least limit stretch, will also have a noticeable improvement on your ability to sail in bigger breeze as luff tension remains constant and the sail entry remains flat. And, finally, proper rig tune for the expected conditions is of far greater importance than most sailors recognize. We kept a log of rig tune numbers for each wind range and adjusted shroud tension before each race on our Martin 24 and it absolutely made a difference on performance. Because it was not a production boat we had to build the tables from scratch through trial and error, but for most one-design or production boats, rig tune guides exist and should be utilized.

Most of my recent sailing on the Columbia has been on sport boats or ULDBs; boats with very large mains, without reef points, and small, non-overlapping, headsails. For boats of this type, the mainsail has a disproportionate amount of power and influence on the helm. It is vitally important that the main trimmer and driver actively communicate helm feel and boat trim to



# FROM THE FLEETS

MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

maximize performance and that the main trimmer actively plays the sail to maintain boat control. On smaller boats both of these jobs are combined in a single person; this requires strength and stamina and sometimes it is best to pass off the mainsheet to another crew as conditions require. The need to actively play the main cannot be underscored. One set up that



we have found very useful on our boats has been to pull the traveler to weather and release the vang and actively play the sheet. In extreme conditions the main will power up faster than a response of easing traveler and sheet will allow, and with the traveler down to leeward, as is common practice, the entire main will open and depower when the sheet is eased. This results in the boat stalling, as it is being driven by only a small headsail, and

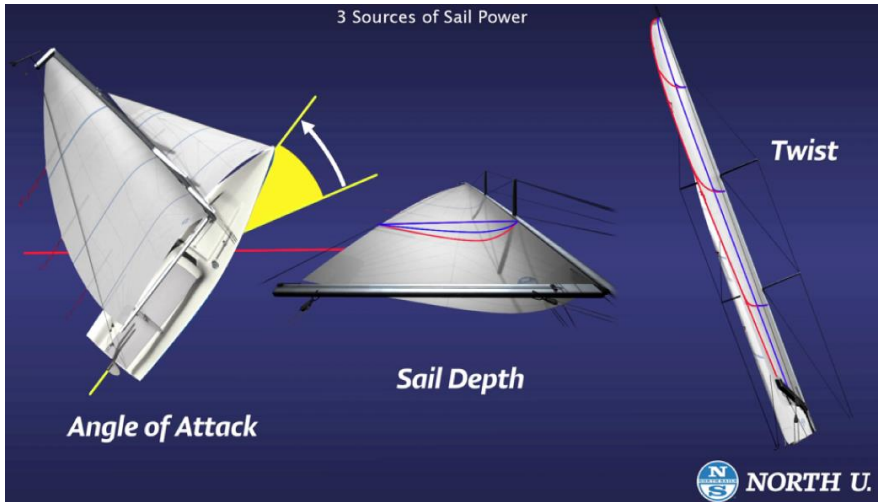
power is rapidly and completely taken away in the main. The boat will then “fall over” and rounding up as the main is trimmed back on because there is little inertia to maintain forward movement. Alternatively, when the traveler is set to weather, 75% or more, and the vang is released, trimming the main for power will keep the top open with the bottom 1/3 still driving the boat forward instead of over and in extreme puffs the sheet can be eased without completely depowering the main affording the driver a wider groove to steer and preventing stalling. Additionally, easing the jib slightly will also give the driver more freedom to steer around waves as well as to depower by pinching up in puffs and build speed by driving down in lulls without reducing VMG. Make sure crew weight is centered on the boat and that everyone is hiking hard as well!

# FROM THE FLEETS

MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

**Kerry Poe - Melges 24** - There are three sources of sail power: angle of attack, sail depth and twist.

**Angle of Attack** - Angle of attack is how close we point the boat and sails to the wind. When it is lighter and not over-powered we will strive to have our windward and leeward tell tales streaming straight aft. If we are over powered we will either steer the boat closer to the wind or ease our sails to reduce the angle of attack, causing our inside tell tale to lift.



**Sail Depth** - Deeper sail creates more lift (power) at the expense of drag. When we are overpowered we don't need any more lift and we want less drag. As the wind increases, we tighten our upper and lower shrouds, which also tightens the forestay. A tighter forestay is straighter than a loose forestay and therefore pulls some of the luff curve out of the front of the jib, which makes the headsail flatter. Tightening the lower shrouds takes some of the leeward mast sag out, making the main flatter, in the same way that a tighter forestay flattens the headsail. We can make the jib flatter by tighter rig tension, applying backstay, tighter jib cunningham and moving jib leads aft. We can make the main flatter by tighter rig tension, tighter backstay, adding cunningham and outhaul tension.

**Twist** - Adding twist to the sails will depower the sail plan by reducing the angle of attack up high and to a small extent, make the sail flatter up high.

## Upwind in the Melges 24 in Stronger Winds

I always want to sail the boat fairly flat so the keel can work as efficiently as possible and the rudder does not load up creating drag. The boat should always feel good and not bound up, but instead feel like it wants to go forward through the water easily. If the crew is fully hiking and the boat is heeling too much (bound up), we start adding rig tension. Another way to look at it, is if we are having to use backstay to depower the rig, it is time to add rig tension. One

# FROM THE FLEETS

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MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

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Design tuning guides are good references, but don't get locked into the wind speeds on the tuning guides, but instead, if you are having to use a lot of backstay, then it probably is time to go up on the rig tension.

I used to sail the Melges with fairly hard mainsheet tension and therefore little twist in the main and aggressively play the traveler and backstay. Never let the traveler go down below the leeward foot support since it will close the slot too much between the main and jib. With the puffy and shifty conditions on the Columbia, I believe you need to set the boat up to be more forgiving and make the boat feel good on the helm by sailing with more twist. If you are going to sail with twist you have to have the traveler on center line or above, so when the main sheet is eased a little, the top of the sail does not close the slot between the main and jib. If the main is twisted a little bit, the jib needs to match and should also have a little bit of twist. If you are sailing with a lot of backstay and some twist, the main can become very flat, therefore I do not crank on the outhaul but leave it snug so the bottom of the main has a little bit of shape to drive off of. Tighter cunningham on the main and jib will pull the draft forward and flatten the back of the sail for less drag. Backstay will bend the mast and tighten the forestay which pulls luff curve out of both sails making them flatter. Backstay will also help twist the sails a little bit.

## **Downwind in the Melges 24 in Stronger Winds**

Ease the backstay a little bit before rounding the mark. I have seen Melges carbon mast break when a spinnaker is set with the backstay cranked on. Easing the backstay takes some of the compression loads out of the rig making the mast stronger. You want to sail hotter angles with the crew fully hiking. The small amount of extra distance is made up by the extra boat speed you will gain. We want to be constantly looking for puffs so we can stay in them longer than our competition. When sailing the hotter angles we want the asymmetrical sail draft to be forward and the leech twisted open. To pull the draft forward we need to tighten the cunningham on the chute. To do this we apply a little bit of backstay to pull the mast aft and we make sure the tack of the sail is all the way down to the pole, which effectively tightens the luff of the sail. With twist in the chute we need to match the twist with the main. We do this by sheeting the boom in and keeping the vang on the looser side to twist the top of the main off to leeward. Crew weight needs to be always moving! When on a plane, move aft to get the bow out of the water and the boat planing on the flatter aft sections of the hull. As soon as you are off of a plane, move forward so you are not dragging your transom.



# FROM THE FLEETS

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MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

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## Mike Barth – Ranger 20

Setting and trimming the main. Moderate to heavy air: As the air pipes up, crew weight must move to midships and to weather. Tighten the halyard. Tighten the clew outhaul. Mainsail draft must move forward. Move the traveler car towards the center, but still to weather of the centerline. Keep the boom on the centerline. Watch the telltales- are they flowing aft?

Heavy air, 11 to 20 knots: Haul down on the cunningham. Tighten the clew outhaul or haul in the flattening reef. Reef the main if winds are around 13 to 15 knots (lots of whitecaps). Move the boom off the centerline to leeward. Watch the telltales, are they flowing aft?

Setting and trimming the headsail. Moderate to heavy air: As the wind pipes up (six to 10 knots plus), harden up the jib halyard, move the car on the tracks aft. Watch the telltales, keep them flowing aft. Haul in so the sail touches the spreaders. As the wind gets to 10 to 12 knots, think of a reefed main and genoa. As the wind gets over 12 knots or so, a working jib and reefed main are in order.

In heavy air move the crew weight amidships. A spinnaker in heavy air can be dicey. On PAPAGAYO we steer down in puffs and up in lulls. If the wind is too strong we first dump the main and steer the boat downwind to keep the bow under the spinnaker and the boat flatter; if this doesn't work ease the sheet.

## Phil Campagna – J24

With all the extra-windy races we've had lately I thought about sharing some techniques we've used to keep the team safe while growing confidence. Now, I'm not much of a writer, but I've been helming racing sailboats since the late 90s. I race my J/24, Bite Me, on Thursdays, and I drive a Martin 241, Bad Habit, every Tuesday. Crew weight is crucial going up wind. Most one-design boat owners will adjust the shrouds before they leave the dock. Tightening the shrouds on a high wind night affects the mast in such a way that it de-powers the sails. We have different settings on the J24 rig for each 5 mph of wind strength. After the rig is set, then we consider which head sail to go with. We have a saying on Bite Me, "Go big or go home!" The J24s have the choice of a small jib called "the blade" and the very large Genoa. Of course, you must take into account who's on board. Is it the "A-Team" or do you have some pick-up filling in for Mr. T? If short-handed, or light in crew weight, go with the blade. After all that's figured out, it comes down to the driver. Driving the course in big wind requires the driver to "pinch" in the big puffs. To do that requires someone on the rail to call puffs, because the driver is concentrating on those little telltales on the headsail. Pinching is when all the sails are set to close-hauled, and then you steer higher than a close-hauled course. That in turn back-winds

# FROM THE FLEETS

MICHAEL MORRISSEY, DENNY DAMORE, ERIC RIMKUS, KERRY POE, MIKE BARTH, PHIL CAMPAGNA

the luff of the headsail, which bleeds power. The back stay is also a good tool, which bends the top of the mast back and opens the mainsail leech.

Just this year, on a Tuesday in early June, it was blowing 15 with gusts to 25. The Portland Martin fleet has made their own local rule, and those boats have been “turbocharged” with a custom mainsail design that creates more sail area up top. Those masts are not built for that, and as many of you have witnessed, sometimes they break. Gybing a Martin 24 in big wind is a bitch, even without the spinnaker up. We decided as a team to NOT do a bear-away set at the windward mark as we usually do, but instead to round the mark and drive out to the middle, and then gybe main and head sail. THEN we put up the spinnaker. No gybing required!

On a side note, the J24 fleet has our hats off to Stephen and Island Sailing Club for creating a fleet of J24s of their very own. They have a couple of boats that they campaign in SYSCO races (besides their Monday night racing program) and it sure is fun watching these relatively inexperienced racers bounce around the course on a Thursday night. Many of us in the fleet get together after racing to have a bite and a brew and hash out that evening’s antics, and it’s been great trading stories about how NOT to get knocked down on a big-wind night. Perhaps in the coming months I can write about the pros and cons of tying stopper knots in your spinnaker sheets.



# SYSCO BOARD MEETING MINUTES

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JULY 5, 2023 5:30 PM

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## SYSCO BOARD MEETING MINUTES

**Attendees:** Denny Damore, Cheryl Watson, Sloan Kimball, Michelle Bennett, Bruce Newton, Rick Samuels, Gregg Bryden, Melissa Cearlock, Dan Petrin, Carisa Bohus, Michael Morrissey.

**Melges Movie:** All the sailing clubs in the area have been informed about the showing, (Vancouver Sailing, PYC, Island Sailing, Willamette) which will take place at PYC on July XXXX. The \$20.00/person fee will go to youth sailing programs. Please encourage attendance from all the fleets.

**Race Captain report** – given by Denny Damore:

- **Soaker:** Craig Garrison and Denny Damore will be the committee for this race
- **Summer Series:** There has been some poor recording of race results by the committees. Please use both the start sheets and the finish sheets to record results. DO NOT PUT THEM BOTH ON ONE SHEET!!
- **Twilight Series:** needs more sign-ups. Please encourage pre-deadline sign-ups!
- **RC duty:** The Cal 20 fleet and the Rangers will swap nights due to personal conflicts. Michelle and Jacqueline will organize this.
- **St. Helens:** The glasses are done by Jeff Stong (Tenacious), who did a great job at a greatly reduced cost.
- **Delta Cruise:** Dan Petrin outlined the informal agenda for this outing. The ultimate course is dependent on what the individual boat members feel like doing, so it is not really possible to publish a “course” in advance.

**Poncho:** Nothing new about the status of Poncho except getting new tires for the trailer. However, Poncho was involved in a “rescue” of a Venture 21 which was sinking on the race course. The boat took on water through an open front hatch. It is unclear whether our insurance will cover Poncho involved in this type of activity. We need to determine some policy on this. Denny will reach out to get a report of the incident.



# SYSCO BOARD MEETING MINUTES

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JULY 5, 2023 5:30 PM

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**Barbecue:** Gregg Bryden reporting. The shopping is done and grilling is the only position under-subscribed.

The One Design Race needs more boats to register for July. Remember this is a two part race! Weekend races are difficult because crew are often not available.

**Treasurer's Report:** No real change from last month.

**Membership:** Carisa reporting. Rusty Olmes is a new member. He was voted in. Carisa is moving volunteers from oversubscribed tasks to undersubscribed tasks. She will report more on this later.

**Social:** Melissa is looking at new layouts for the website.

## **Fleet reports:**

- **Cal 20 Fleet:** Doing well. There is a fleet barbecue coming up in July.
- **Merit Fleet:** Lilli Matzke got the free Merit. The same people who donated that one have a Martin 24 that they will also donate. The Merit Mayhem race drew 6 boats. In this race the crews are scrambled between boats. They also took crew from the crew list to make up the shortages, contributing to Grow the Sport!
- **Cruising:** Dan Petrin volunteered his boat (Breakaway) for committees
- **Rangers:** August 6 is the beer can for the Rangers. Little Jewel is up for sale.

**New Business:** Gregg is writing up different fleets for the newsletter and would like a ride from each fleet to help him with this endeavor.

The next meeting will be in person at Rose City, on August 7<sup>th</sup>.

Respectfully submitted –

*Cheryl Watson*

SYSCO Secretary