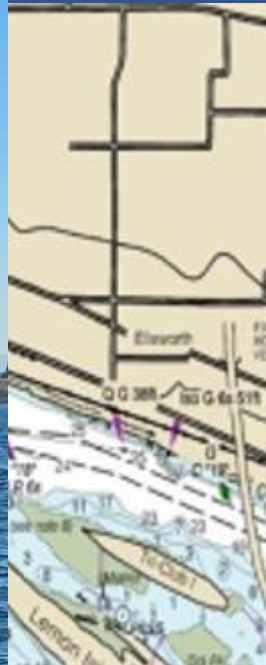


JANUARY-FEBRUARY 2025



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



Piper Easton racing on Free Bowl of Soup, photo by Geoff Helzer

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Columbia River Racing 2025

The cold, windless days of January will gradually shift to rain and occasional storms of spring and then the steady winds of June and summer will appear and all will be right for the Pacific NW racing on the Columbia. The 2025 OCSA Racebook is now finalized and can be downloaded at:



https://sailpdx.org/wp-content/uploads/2025/02/2025_OCSA_Facebook-links.pdf

Be sure to register early for the 2025 season as this helps the racing officers of SYSCO in assigning pennants and create the check-in sheets. In addition, there are several seminars, race clinics and other sailing events that should be marked on your calendar that will enhance your racing skillset and hopefully move you up in fleet finishes. Check The OCSA Racebook and calendar for the time and locations of these special events. Columbia river racing starts off with the Rose City Yacht Club Frostbite Regatta on Saturday, March 15. This is followed by the OCSA/SYSCO Introductory Rules

Clinic on March 22 and then a Race Management & PRO Workshop on March 29. The month of April has the popular OCSA/SYSCO Spring Race Clinic on April 5. While the focus of the Race Clinic is an introduction to racing for new racers or folks new to the Columbia, we will also include a session on how to be up on the line getting a good start when the horn goes off. On April 12, we have Dave Perry coming to



town. Dave is a world class sailor and teacher and is well known for his entertaining talks about the rules of racing and stories about racing different venues. Check the SYSCO website for information about where and when Dave will be presenting. SYSCO Spring Series racing begins mid-April (Tue – April 15; Thu – April 17) and runs through May. After taking a break for Memorial Day, the Summer Series begins June 3 and runs through July 8, followed by the always challenging Dual Bridge Duel race on July 12. The fun SYSCO soaker is scheduled for July 15 and the Twilight Series begins July 22 and runs through August 28. The week-long Delta Cruise will be run July 26 through August 3. September is a full month with the popular One-Design races held on September 7th, the RCYC Long distance race to St. Helen's the following weekend (Sept. 13-14) and ending

with the Robert Smith Regatta September 21 with the Sailing on Sunday series beginning

September 28. A celebration of the 2025 SYSCO racing season with the Tropical Awards party will be held at the Portland Yacht Club November 7. So, mark your calendars, line up your crew and get ready for a full racing season with SYSCO and other clubs on the Columbia River.

Important SYSCO and Columbia River Racing Calendar Dates

March 15 – RCYC Frostbite Regatta

March 22 – OCSA/SYSCO Rules Clinic

March 29 – OCSA/SYSCO Race Management Clinic & PRO Workshop

April 5 – OCSA/SYSCO Race Clinic

April 6 – PYC Opening Day Regatta

April 12- Sailing Rules – Dave Perry

April 15 – May 22 SYSCO Tuesday and Thursday Spring Series

May 10 – SYSCO Crew Overboard Race

June 3 – July 10 - SYSCO Tuesday and Thursday Summer Series

June 14 – RYC Medium Distance Race

July 12 – SYSCO Dual Bridge Duel

July 15 – SYSCO Soaker

July 22- August 28 – SYSCO Twilight Series

July 26 – August 3 – SYSCO Delta Cruise

Sept. 7 – SYSCO One-Design Regatta

Sept. 13-14 – RCYC Long Distance Race (St. Helen's)

Sept. 21 – PYC Robert A. Smith Regatta

Sept. 28 – CYC Sailing on Sunday begins

Nov. 7 – OCSA Awards Tropical Party



SYSCO Race Committee Information

SYSCO is a volunteer organization that organizes and runs 40 race events (Tuesday and Thursday series, Dual Bridge Duel, Crew Overboard, Soaker, One-design) and the Delta Cruise each year. Besides the active participation of people who enjoy racing, one of the most important elements is the Race Committee. Each Fleet is assigned specific race events to run and they round up volunteers within their fleets to run the races. Each fleet should have a PRO (Principal Race Officer) that is in charge of setting the courses and organizing the race committee members' different duties (e.g. boat check-in, flag operations, starting line judge, finish recorders, etc.). This requires a minimum of 5 individuals to run the races. For many of the fleets with sailboats on the smaller size, there is a need for a friendly platform boat to comfortably hold the race committee members so that the race will run smoothly. Race committee is a great introduction to racing for new members and a way to get up to speed of starting and racing techniques. The Race Committees assignments have been finalized for the 2025 season and they are as follows:



SOS light East Wind with strong current. Photo by Carisa Bohus

Tuesday, Thursday Series Races



Cal 20: Apr 15, May 20, Jul 1, Aug 12

Cruising: Apr 22, Jun 3, Jul 8, Aug 19

J-24: Apr 29, Jun 10, Jul 22, Aug 26

Ranger 20: May 6, Jun 17, Jul 29,

Catalina 22 & Venture 21: May 13, Jun 24, Aug 5

Merit 25: Apr 17, May 22, Jul 3, Aug 14

ORC/PHRF(1): Apr 24, Jun 5, Jul 10, Aug 21

J-105, Level, Martin 24: May 1, Jun 12, Jul 24, Aug 28

ORC/PHRF(2): May 8, Jun 19, Jul 31

Melges 24: May 15, Jun 26, Aug 7

Other Races

Melges 24: SYSCO Crew Overboard, May 10

Ranger 20: SYSCO Dual Bridge Duel, July 12

Catalina 22 & Venture 21: July 15

PHRF/ORC (2): One Design Regatta, September 7

7 - SYSCO Starting Line January-February 2025

Light Air Sailing

Kerry Poe , North Sails Oregon

Some hate it, some love it. To start with if you want to sail well in light air you got to get in the right mind set. This is a game of chess so take your time making good decisions before executing, since an extra tack or gybe will slow you down. For this article I am going to concentrate on sail trim. There are three sources of sail power: angle of attack, sail depth and twist.

Angle of Attack is how close of an angle you steer the boat to the wind. If you steer the boat closer to the wind, the angle of attack will decrease causing the inside telltale to stall and you will loose power. Steer away from the wind, the angle of attack will increase making the outside telltale stall. In lighter air keep the inside and outside telltales flowing. If one of the telltales is not flying then you have stall on one side of the sail. If both telltales are flowing but you are still struggling to build speed, you can steer the boat away from the wind a little bit more where the outside telltale will start to stall, but instead of letting the telltale stall, ease the sheets to maintain good flow. Once speed is up, you can try steering closer to the wind and trim the sails to match.

Sail Depth is how deep your sails are. Deeper sails will give you more power at the expense of drag. Flatter sails will give you less power with the benefit of less drag. For light air we want to increase power at the expense of drag. To make the mainsail deeper, ease the halyard or cunningham and ease the outhaul. If you have a bendy mast that will bend when you apply backstay, ease the backstay to straighten the mast making the sail fuller. To increase depth in the headsail, ease the halyard which will move the draft aft, rounds the leech making the sail deeper. You can also loosen the backstay which will make the headstay sag into the headsail making a deeper sail. If your boat has swept back spreaders, you can loosen the rig tension on the side stays which will also make the headstay sag. Moving the headsail cars forward a little bit will also add depth.

Twist is the vertical leech profile of your sails. If you trim your mainsheet tighter, the boom will come closer to the deck and the top batten at the leech will be closer to the backstay. Maximum mainsheet tension will put the last 12" of the

top batten at the same angle as the boom. If you ease the mainsheet the boom will rise a little and the top batten at the leech will be farther from the backstay and the top batten will be angle outboard compared to the boom. In light air you want to increase power by reducing twist, however it is very easy to stall the top of the main. Keep an eye on the leech telltale on the top batten and make sure it is flying aft and is not stalled. The main trimmer needs to be constantly watching the telltale and adjusting mainsheet tension to keep the telltale flowing and boat speed up. Control twist in the headsail by how tight you trim in the sail. When going upwind the headsail trimmer trims the headsail by looking at the leech. Basic rule is the last twelve inches of the leech at the spreader height should be the same angle as the centerline of the boat.

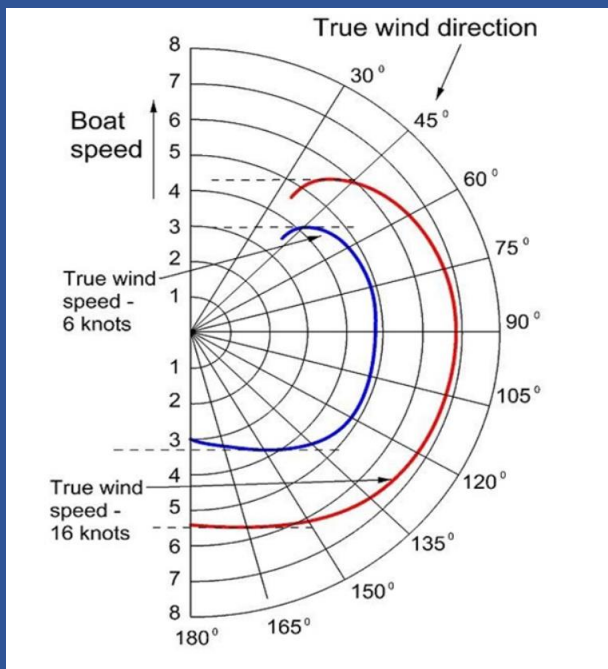


In lighter wind your main objective is to do whatever you can to get all of the crew on the rail hiking and building boat speed. Create more sail power by increasing angle of attack, deeper sails and reducing twist when possible. Once everybody is on the rail fully hiking, then you can start reducing sail power.

Downwind

When sailing downwind the shortest distance to the mark is often not the fastest way to get there. If you can find a polar diagram for your boat you will find the optimal angles to sail. In the sample below you can see that in 6 knots of wind the fastest way to get to the bottom of the diagram (leeward mark), is to sail in a true wind direction of about 150 degrees. The apparent wind might be closer to 120 degrees. In 16 knots of true wind the best true wind angle to get down the course will be about 170 degrees which may be about 160 degrees of apparent wind.

Without polars and instruments you will need to go by feel. A good spinnaker trimmer will talk a lot to the driver giving constant feedback about how much pressure they feel on the spinnaker sheet. If the sheet tension is starting to feel light, have the driver head up a few degrees. If you have a knot meter, often you will see a sweet spot where the boat will get a little bump in boat speed when you head up closer to the wind. If you keep heading up more, the speed will keep going up slowly, but you will sail more distance. Find that sweet spot and try to stay in it.



There is a fourth source of power that I did not mention. If you think you need to deploy the anchor then you might consider the motor.

Two Boats Saved from the Scrap Yard

The Merit 25 Fleet got started 18 years ago. In that time boats have come and gone but we never had a boat declared a total loss by an insurance company. Last year we had two. *Pearl* hit an underwater object while circling waiting for our start sequence the night the start line was near the old shipbuilding ways west of the Vancouver boat ramp. A few weeks later *Ataraxia* was involved in a boat to boat collision on a windy night right at the start signal. In both cases the insurance companies declared the boats a total loss and were preparing to have them hauled to a disposal yard. The Fleet stepped up and offered to attempt repairs. Several volunteers helped out. *Pearl* turned out to be easy to repair – some bracing to reinforce the transom and some grinding of the rudder tube to accommodate the bent rudder shaft. She is back in the water and may now have a slight advantage on port tack due to the bent rudder shaft. *Ataraxia* had more substantial damage. Luckily someone in our fleet has experience with fiberglass and we were able to cut away the toerail and repair the structural damage (see photos). Two boats saved to race another day! This is an example of what makes the Portland sailing community great. Folks stepping up to volunteer to keep sailboat racing going.



Damage to Ataraxia



Coaming damage pulled out and glassed from inside; wood pieces fitted



Several layers of fiberglass inside and out; faired; and painted.

Dave Perry Seminar

Dave Perry is coming to town. Who is Dave Perry? Well, here's a short note from North U describing his sailing history and expertise.

Dave Perry grew up sailing on Long Island Sound at the Pequot Yacht Club. Learning to sail in Sunfish, Blue Jays and Lightnings



from his parents and in the junior program at the Pequot Yacht Club in Southport, Connecticut. While at Yale (1973-77) he was captain of the National Championship Team in 1975, and was voted All-American in 1975 and 1977. Other racing accomplishments include: 1st, 1978 Tasar North Americans; 5th, 1979 Laser Worlds; 1st, 1982, 2006, 2008, 2011 and 2015 U.S. Match Racing Championship (POW); 1st, 1983 and 1984 Congressional Cup; and 1st, 1994, 1999 and 2003 Ideal 18 North American Championship.

Dave has been actively working for the sport since 1977. He has led hundreds of US Sailing instructional seminars in over 50 one-design classes; and has been an author and Instructor for the North U Rules & Tactics seminars for many years. In 2020, he received the Nathanael G. Herreshoff Award for outstanding contribution to the sport, and was inducted into the National Sailing Hall of Fame. He was the Director of Athletics at Greens Farms Academy, a K-12 coed independent day school in Westport, Connecticut from 1986-2006; and the Rules Advisor to the U.S. Olympic Sailing Team in 2008, 2012, and 2021, and to two America's Cup Teams (Victory Challenge in 2007 and Artemis Racing in 2013 and 2017).

Dave is author of the *North U Rules and Tactics Seminar Workbook*, *North U Intro to Match Racing Workbook*, *Understanding the Racing Rules of Sailing through 202[8]*, *Dave Perry's 100 Best Racing Rules Quizzes*, and *Winning in One-Designs*."

Quite the racing CV, no? Want more? There's lots online. The seminar date is Saturday April 12 at PYC, which will host and provide lunch. It is an all day seminar on Rules and Tactics, including the new 2025-28 RRS changes. There will be a flyer with all the details of the class and nailing down all the other particulars. The key for you now is to block/save that the April 12 date. The last time he was here was before the Covid year and the class was full. We'll send out a note as soon as registration opens.

SYSCO Burgee

SYSCO burgees are awarded to new full membership racers! After a hiatus during covid, burgees are back! (Pronounced burr-zhee) If you are a new full member SYSCO, contact membership@syscosailing.org and identify yourself! If you are interested in buying a SYSCO burgee, they are \$35. Contact membership@syscosailing.org. Flags on sailing vessels have a very long history. Where and when to fly your burgees will be in the next newsletter.



Join the Ultimate Adventure of the

COLUMBIA RIVER

Ladies Cruise

FRIDAY - SUNDAY
JUNE 6 - 8, 2025
at Bartlett Landing
on Government Island

For more information and
to register, visit:

bit.ly/2025CRLC

Or Text: (541) 880-3610

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FUN & RELAXATION

Prizes await the
boldest adventurers,
with rewards for the
best dressed pirates
and legendary ships!

Join us for a weekend of
adventure, camaraderie,
and fun on the Columbia
River. This year, we're
celebrating the
legendary women pirates
who made waves
throughout history!

ORGANIZED BY
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TREASURE MAP

