

MARCH-APRIL 2025



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



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Thank you, Jim Shaw, Trophy Czar

Bruce Newton

After 20 years of ordering the trophies for SYSCO, Jim Shaw is sailing off into a well-deserved retirement. If you don't know Jim, you probably know his green-hulled Morgan 26, Pyjema. Jim has been helping Carisa get a new trophy system up and running and he shared the following in an email:

"Me and my crew sailed for seven years without winning any awards. When we finally won in 2003 we went to the Awards Banquet and received a \$1.79 anchor hocking beer glass that had engraved on it *"1st Place."* I went up to the

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Commodore and said, "Winning a SYSCO Regatta is very hard to do and this award we received does not reflect that very well!" He replied, "You are right! I now put you in charge of SYSCO Awards". I did the awards from that day forward starting with the 2004 season.

We did a very wide variety of prizes over the years. Once or twice we did Tee shirts for each winning crew - that was a bit crazy! The hard part was coming up with 1st, 2nd, 3rd and 4th place trophies for 3 to 4 regattas with no repeats. Once we had figured how many of each 1st, 2nd, 3rd, and 4th place trophy we needed then we established a budget for each and calculated how to stay within budget and get them all purchased."

Anyone who has attended the end of year awards party in the last twenty years knows that Jim did an amazing job finding unique and interesting awards – always engraved or embroidered with the boat name and event.

Best wishes, Jim. And thanks.

New SYSCO Awards Program 2025

Carisa Bohus, SYSCO Membership

A change in SYSCO awards is happening this year. We're shifting our focus to recognizing our winners more, and promoting our club with gear for all full members! This change is coming because our Trophy Czar, Jim Shaw, who after 25 very creative years is retiring from the job.

We will now post all winners on our webpage, our social media, our newsletter, and announce at in-person functions. This will happen more frequently through our racing season; we don't need to wait until fall. In addition, the Win/Place/Show winners will get an authentic real-metal plaque with the race details. It will include our SYSCO burgee glyph, the year, series, fleet, place, and boat name and be suitable for mounting on your bulkhead. You will amaze your family and friends with your collection through the race series. We will commit to this schema for five years and evaluate.

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Along with this commemoration of your winning record, **all** full members of SYSCO will get branded gear. No pickle dishes will be seen in our collection of functional, useful gear prizes for everyone to use with pride and promote SYSCO. If you want to give some to your loyal crew, you will be able to order the gear which will change each year. Likely starting out small and growing in value as we approach the 5-year mark. If you want to be part of the planning, write to me, Carisa Bohus membership@sycosailing.org. All members who have comments will be drafted to the Awards Committee!

Need Crew?

Check out the Crew List

On March 11, The Oregonian published an article entitled “[How to get on a sailboat in Portland: No experience, no problem](#)” which pointed to the [OCSA Crew List](#). Check it out.

Race Clinic

Race Clinic was held on April 5 at Portland Yacht Club. Twenty participants including several skippers new to racing learned the basics of how to enter events, where to find the rules, courses, how to start, and other aspects of racing. The session also included a presentation on getting a good start. The slides for both presentations are posted on the SYSCO website.

Poncho Operators

Last year we created a video on Poncho operations. Everyone who will be a driver or assistant on Poncho is strongly encouraged to watch this video. It is only seven minutes long and the [link](#) is also on the SYSCO web site under resources.

RCYC Frostbite Regatta

Ben Emery

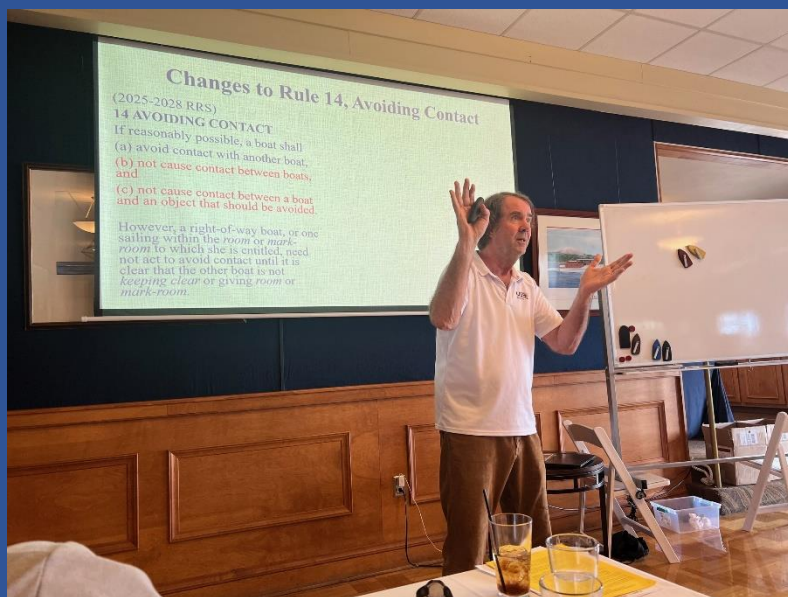
Around 20 boats competed in the RCYC Frostbite Regatta on March 15th. Strong current, a dying south breeze and several passing rain showers made for challenging conditions for both the racers and the race committee. In spite of this each fleet completed several races with some spectacularly close finishes. As always, I was struck by the chivalry of the Portland race community; at one point during the first race it seemed that the lead boats anchored below the downriver mark for half an hour or so in order to give some straggling boats time to catch up. Or at least that's what seemed to be happening from our vantage point on race committee...



Tenacious and Invisible Hand jostle for position in light wind before a start.

Dave Perry Weekend

Jeff Stong, who was one of the key organizers of the event including the Sunday regatta, called the April 11-13 weekend the Perry-Palooza because on Friday, Saturday, and Sunday there were events each day with Dave Perry driving something each day. OCSA began contacting Dave back in November given that the RRS was about to have its recurring 4 year update of the rules. With Dave being the person who everyone looks to as the single most knowledgeable expert on rules, we wanted to get on his calendar early. Since he would be in town from Friday afternoon until Monday morning, we booked him everywhere we could. He did not disappoint.



Friday night at RCYC was a workshop with at least two members from all the local clubs including VLSC, OWSA, WSC, PYC, RCYC, CYC, and ISC discussing a variety of topics including growing the sport and new racing ideas. Saturday was a full day, including lunch, at PYC of both rules discussions and tactics in crowds. There were 102 people from all the various clubs attending. Then on Sunday, PYC/Jeff Stong organized a day of racing with on-the-water coaching by Dave with a video debrief after the racing at PYC.



By Sunday night, Dave was spent, but said over and over how much he enjoyed the people he met and was enthusiastic about how much energy we Portland sailors were bringing to the events and the racing. OCSA will publish links to the videos, Perry resources, and is already in discussions with Dave regarding next year. Dave's books are available through US Sailing and are the "Bibles" of US racing rules.

Cal 20 Rebirth

Where did the Cal 20 fleet come from?

Steve and Nancy Rander

Well, actually the Cal 20 was already here, however it was not active.

So here is what happened one day in 1996. A fellow walked into Schooner Creek asking if I wanted to buy the lead keel off a Cal 20. My comment to him, you can all guess, was that the keel is cast iron not lead. The fellow was a bit let down. I asked him what he was going to do with the rest of the boat. His reply was that he was building a boat in his backyard and he was going to use the mast as a mizzen on that project. So I said to him 'Let me see if I understand you.



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You have a Cal 20, you are not sailing it and are tired of paying moorage and need a mast for your project.” His reply was that was pretty close. I asked him to follow me into the yard to our scrap pile of aluminum masts and asked if any of these would work for his project? He said one looked like it would work and I said I’ll trade you that mast for your Cal20, as is, where is. He agreed and brought me the title the next day and told me where the boat was (up Multnomah Channel). I reclaimed the boat and it was a pile of rotten bulkheads, deck, blisters....the whole works. (What do you want for next to nothing)

Long story short, after a total rebuild we discovered how much fun sailing a Cal 20 could be. We were racing under PHRF as there were no other Cal 20s out, and big boats were not happy losing on handicap to a Cal 20. The next season we were informed that our handicap was going to go up due to our success. The problem was that the PHRF handicap had not changed in years and it was not meant as a handicap on an individual, it is supposed to be the boat handicap. With this looming we decided that racing one design made more sense than PHRF. But we needed 5 boats on the start line to have our own start for the Cal 20 fleet. There was a new Cal that came up from California owned by Scotia Bauer. With the help of our employees, we were able to locate 3 more derelict Cals and started refurbishing. Ranging in cost from \$800 to \$1000 and by mid-season the Cal 20 Fleet was established. We had negotiated a double slip in Hayden Bay where we could all raft up together. At that time it didn’t matter who was first over the finish line. As we would wait for the other Cals to





finish and then it was a no holds barred race back to the dock. Major fun ensued. Before long others wanted in on the Cal 20 fun. Other local Cal 20 boats got restored and more boats from out of town started arriving.

As with all things there are ebbs and flows. The Cal 20 Fleet is not alone. We've had more than 40 Cal 20s in the fleet. Numbers grew for several reasons, the boats were not expensive, easy to sail by two to three people, the sails were very reasonable and had reasonable moorage. Mark McCuddy arranged for most of us to be moored together. We were able to gather before the race and after the race. The fun continues!

Island Sailing Club Monday Night Racing

Michael Morrissey

While most of the fleets in SYSCO have been holding steady, there has been a noticeable uptick in the number of J-24s on the starting line Thursday nights. This is due to the addition of a small group of boats from the Island Sailing Club (ISC) that have joined the SYSCO racers to test their skills on the Columbia river each week. We all know that the ISC has a long history in the

Tomahawk Basin in teaching Portlanders and surrounding communities the skills and joys of sailing. They have up their game recently and are now teaching members the finer points of sailboat racing and giving their members of all ages the opportunity to improve their skill-set and enjoy some top-notch competition



Photo by Kerry Poe

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on the Columbia. The ISC owner, Stephen Frankland, has enjoyed racing over the years and has looked for paths to have ISC members become more active in the racing community. In the past they have informal races on Monday nights, giving members practice on starts, buoy roundings, and learning how to make a boat move fast. It is called the Performance Racing Program at ISC and was good, fun racing but a certain level was soon reached and there was a question of how to raise the Monday night racing to the next level.

Several things occurred a few years ago that brought a cutting edge to the racing program. The first was getting the boats for a solid racing program. Stephan made the decision to move the race program to J-24's. Over the past 5 years, the ISC began an expansion and became a retirement home for J-24s. Several were added to the fleet and as of today ISC has eight boats. The next factor, and a big one, was the addition of Kerry Poe

to the program. Kerry is a world-class sailor having been a member of the US Sailing Team while campaigning the International 470 for two Olympic cycles. Kerry has won several National championships in several different classes and raced in the Pan American games and several North American and World



Photo by Kerry Poe

championships. Not only does he runs the North Sails loft in Portland, but he also coaches with North U. and is considered the local expert in all phases of sailing. He agreed to coach and help run the Monday night racing program at ISC and support Stephan in bringing the ISC racing program to the next level. It is now called the Performance Racing Program. Jonathan Stehn volunteered to organize the program and assigns skippers and crews to specific boats. Next, there was a working agreement between ISC and SYSCO that allowed 3 J-24s from the club to enter the 2024 SYSCO Thursday series races and other events. This gives ISC sailors a great opportunity to do some serious racing against some of the better sailors in the Portland area. This has also helped the SYSCO J-24 fleet to grow to 10+ boats and

become one of the more competitive fleets on the river last year. This winter 4 Island Sailing Club boats participated in the Sailing on Sunday series with 2 finishing in the top 5 for the season.

The SYSCO organization has also benefited as well as new sailors become members, help out on race committees, and eventually join the club. A different active sailing demographic is being introduced to racing on the Columbia and some of these racers will branch off to buy their own boat and become a full-time member of SYSCO.

Last year, I was fortunate to help Kerry run the races on Mondays. I was pleasantly surprised at the enthusiasm of all the participants during and after the race. Last year there were more than 50 sailors signed up for the racing program with 6 or more boats on the water every Monday evening. Short race courses are set so that 3-4 races are run and there is usually a practice start before each race. This translates to 6-8 starts and lots of real-race experience in mark roundings, spinnaker work and general boat handling. Lots of discussions after the race over a cooler full of beer and soft drinks as Kerry and helpers review what they saw on the water. Good camaraderie, advice on boat handling, good natured ribbing about mistakes, and lots of learning of rules, tactics and strategy for new racers. 2025 is going to be a bigger year with 8 J-24's owned by the club and other privately owned J-24's joining in on Monday nights. Expect to see 6 club boats racing SYSCO Thursday nights this year.



Photo by Kerry Poe

Island Sailing Club has already had sailors buy their own boats to race on the Columbia. SYSCO is benefiting from these enthusiastic sailors doing race committee and joining the sailing community. It's a great program that Stephan has put together and one that will benefit beginning

racers and all Clubs who sponsor sailboat racing on the Columbia River .

For more information [website](#)

Message from Stephan Frankland

"We are so happy here at Island Sailing to be able to share the thrill and excitement of racing with our amazing member community through the help and support of all of our crew and Kerry Poe and Michael Morrissey. At Island Sailing we believe that sharing sailing is the greatest joy it provides, and to share it with a great community of members, and to be able to work with connecting our community of members with the wonderful wider Portland sailing community is like catching a great breeze on a wonderful day "out there and under sail" It's like sailing itself - just when you think it can't get any better than it does...!"

2025 Crew Overboard Challenge, May 10!

Carisa Bohus, SYSCO Membership

Free! Fun! Practice! Required!

May 10, 2025

1pm Start

It's a practice-your-skills-and-see-how-it-goes, and it is free!

Get out on a boat, bring your crew and boat hooks!

Develop your own "token" to throw overboard- a fender, a milk jug, anything that floats!

Pursuit Chase Start: slow boats go first. This is fun!

Three legs, and you toss your token overboard on the first two. Head home to the finish on the third leg.

Write me if you want a chalk talk- or look it up! On the water practice helps a lot.

Crew Overboard is required for racers, and this race will document it. You can also do a COB on your own, but this is fun! Slow boats go first for an exciting finish!

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Sign up at syscosailing.org, top right corner. We will figure out your handicap which translates into minutes and we'll post your start time.

An annual Crew Overboard drill is required for racers per our local [Sailing Instructions](#) (citing US Sailing [Nearshore SERS](#) part 4.2), and this race will document it. You can also do a COB on your own, but this is more fun!

Questions? Write me, Carisa at membership@syscosailing.org

ORC



In February an excellent introduction to ORC Ratings was presented at PYC. To see the presentation, go [here](#)