



Sysco News

MAY 2001

SMALL YACHT SAILING CLUB OF OREGON ♦ P. O. Box 5502 ♦ PORTLAND, OR 97228

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May Membership Meeting

Mark your calendars for SYSCO's May membership meeting, Monday, May 21, 2001, 7:30 p.m. at Mars Meadows restaurant at Hayden Meadows. All meetings are on the third Monday of each month. Come early for dinner and socializing.

Larry and Sue Johnson, along with eight others, chartered Beneteau 45's out of the Grenadines and sailed the Caribbean in February for 10 days. Larry and Sue, Bob Rouse and another SYSCO member will show slides and talk about the trip.

Also, mark these dates for more sailing information and entertainment:

June 18 – Nancy Kirk will talk about the up coming Six Pac event at the end of July. This is a weeklong event that includes racing on the river and bay racing in Astoria.

July 16 – No general membership meeting.

Aug. 20 – Steve Rander will talk about Ocean Plane, his Open 60 creation.

P.S. SYSCO Board meetings are the first Monday of each month at 6:30 p.m. All members are welcome. Location: Barley Mill Pub, 1629 S.E. Hawthorne.



Get your Newsletter via e-mail

Members can now get their monthly SYSCO Newsletter by the fastest mail possible – e-mail. The savings in time, printing and postage adds up. Send your e-mail address to Mike O'Bryant at obryants@earthlink.net. He'll take care of the rest.

Thanks to Bill Barton, you can now find SYSCO News on the internet at <http://www.left-blank.com/sailpdx/sysco.html>.

Thoughts from the Rear

BILL SANBORN

The question of whether or not SYSCO should change to a handicap system for our races has been raised again. When one goes back to 1978 and the beginning of SYSCO and knows the politics on the river at that period and follows the development of the Club and of the racing program overtime, SYSCO has filled the void for One-design and affordable level racing. Several facts need to be stated:

- ◆ SYSCO doesn't need to be like the other Clubs. In fact, quite the opposite.
- ◆ SYSCO members are the largest group of PHRF registered boats in the Portland area.
- ◆ PHRF is not an exact science and there are a lot of discussions about better systems.
- ◆ We don't all sail one-design boats.
- ◆ The level fleet list has served us well and we have tinkered with it a few times to make adjustments.

My question is how many "non-one-design" boats would sign up for our events that are not now participating if all races were handicapped? My concern is that if we make these changes, would our emphases then go away from the one-design, smaller boats and entry-level sailors? To further complicate the issue would we then go to class finishes and to overall rankings and how do we incorporate one-design performance into that equation?

Before we vote on a By-laws revision, we need to give this issue some serious discussion and make sure that we are all on the same page. Anyone who has comments about a change needs to post an article in the newsletter.

By the way, during the May 3rd race all nine J-24's started with in 10 seconds of the flag and all the finishes were within 3 minutes. Great to watch them all work for position and sail very well. Again the committee boat has the best seat to view a race.

Low water has caused problems for some folks going in and out of North Portland Harbor. Columbia Crossings published a photo showing soundings, and it confirms what several of us have found. The channel has moved down stream several yards. I use the back range mark lined up with the western most short piling, and out bound straight for the white 5 MPH buoy near McCuddys light. I have found a second channel between the boathouse with the red roof, east of PYC, and the cranes at Ryan Point, it averages 6 feet in depth with a river level of 3 ft. (tops of the piling for the wing dam on the end of the island are river level 10 ft.).

We had a problem with Pancho III not starting with the battery and located a loose wire. That's fixed. We also inflated an additional mark so we now have a total of three on board. Also use caution when turning the boat to park port to the dock, as it is very shallow there and we don't need to run the prop into the sand.

Have you noticed the pair of Bald Eagles we think are nesting in the trees at the end of Tomahawk Island?

For those who attended the OCSA Race Management Clinic, the SYSCO Race Clinic and have done a few races, next attend the Sail Education Week and it will begin to fall into place how to make these boats go.

Cruising

VICKI SANBORN

Racing has been spotty with the winds either on the high end of the scale or non-existent. We postponed cruising last month because of the busy racing schedule, but now it is time to get back into the cruising mode and enjoy some of this fine weather on the water.

First is the Ladies Cruise to Sand Island May 18, 19 & 20. The St Helens Yacht Club has a nice program and, like all Ladies Cruises, this one will be remembered for sometime.

Next will come the Memorial Day Cruise to Martin Island. We'll be taking the dinghy's to sail. Come join us and try your hand at sailing a dinghy, it can test your skills as a skipper.

June will begin the Friday evening Beer Can races. We'll plan a weekend cruise, so help me set the date at the General Membership meeting May 21. July 28th we will begin the 01 Delta Cruise.



Calendar of Events

- May 26** – Martin Island Cruise
- June 4-7** – Sail Education Week
- June 12** – SYSKO Summer Series begins
- June 29** – SYSKO Beer Can – Western Night
- July 27** – SYSKO Beer Can – Formal Night
- July 28** – Delta Cruise
- Aug. 11 & 12** – SYSKO One-Design Regatta
- Aug. 24** – SYSKO Beer Can – Pirate Night
- Sept. 15 & 16** – SYSKO St. Helens Race
- Oct. 13** – SYSKO Awards Banquet

Race Results Opening Day Regatta PYC/SYSKO April 21-22, 2001

- A FLEET** – 1. *Wild Goose*, Ross;
 2. *Phantom*, Hazzard; 3. *White Star*,
 Newbrook; 4. *Gravity Storm*, Brockman;
 5. *Karma*, Bauer; 6. *Camelot*, Shaw.
B FLEET – 1. *The Wedge*, Hickman;
 2. *Town Bike*, Tuttle; 3. *Rauzer Two*,
 Calagno; 4. *Slightly Naughty*, Rimkus;
 5. *Wy'East*, Colistro; 6. *Solstice*, Barton;
 7. *Hocus Pocus*, Rouse; 8. *Tarka*, Myers.
J-24 FLEET – 1. *Bite Me*, Campagna;
 2. *White Trash*, Hensen; 3. *8-Ball*, Burke;
 4. *En d'Nile*, Weber; 5. *Bullseye*, Cavanaugh.
CAL-20 FLEET – 1. *Check Mates*, Rander;
 2. *Wind Wagon*, McCuddy; 3. *Matador*,
 Sturman; 4. *Hunter*, Orendurf; 5. *My Dead*
Body, Constable; 6. *Ahhhhh*, Stevens.
SANTANA 20 FLEET – 1. *Mistral*,
 Humpage; 2. *Kamakazi*, Sabin;
 3. *Bohemia*, Kaliszewski;
 4. *Random Course*, Lawrence.

SYSKO Fleet Captains

Fleet	Captain
A/B	Randy Bauer
C1 (J-30)	Rod Dawson
D	Bill Barton
D2 (J-24)	Douglas Schenk
E	Toby Elliott
F	Alan Boguslawski
G - G4	Bob Rouse
G5 (Santana 20)	Scott Sabin
H	Bob Brown
J1 (Catalina 22)	Dennis Thomas
J3 (Cal 20)	Mike Pitarresi

SYSKO Board Meeting Minutes

MAY 7, 2001

Meeting was brought to order at 6:30 p.m.

Vice Commodore: Alan reported on the great sailing and stormy weather during the Spring Regatta and talked about the status of the Spring Series.

Newsletter: Deadline for submission of article and photos is Saturday, May 12. An article about the last general meeting, relating to the current PHRF issues, was requested. I was asked to contact Marv Dunn about such an article.

Secretary: Minutes from the last meeting were presented and approved. Two new associate memberships were approved.

Treasurer: Checking account balance is \$6,754.

Program: May 21 – Larry and Sue Johnson talk about their Grenadines adventure

June 18 – Nancy Kirk will talk about this season's Six Pac

July – No general meeting this month

Aug. 20 – Steven Rander will talk about the Open 60, Ocean Planet

Cruising: Vicky reminded us of the Ladies Cruise on June 18, 19, and 20, and SYSKO's annual Martin Lake cruise on Memorial Day weekend – bring your sailing dinghies!

New Business: Kerry Poe will "rebuild" our third mark.

Bob Waldron talked about SYSKO's involvement in Sale Education Week and some of the topics to be covered, including the new rules, revised starting system, etc. SYSKO will act as Treasurer.

I presented a request from OWSA for a donation for Sail for the Cure. Upon motion and second, it was agreed that SYSKO would donate \$100. Larry Johnson will issue the check.

Meeting adjourned at 6:57 p.m.
 Respectfully submitted,
R. E. B. THOMAS,
 SEC./MEMBERSHIP

SYSKO 2001 Race Committee Assignments

Event	Date	Day	Fleet	Captain
Spring Series	22-May	Tu	H	Bob Brown
	25-May	Th	D	Bill Barton
Summer Series	12-Jun	Tu	J1	Dennis Thomas
	14-Jun	Th	E	Toby Elliott
	19-Jun	Tu	J3	Mike Pitarresi
	21-Jun	Th	A/B	Randy Bauer
	26-Jun	Tu	D2	Douglas Schenk
	28-Jun	Th	C1	Rod Dawson
	3-Jul	Tu		Dennis George
	5-Jul	Th	D	Bill Barton
	10-Jul	Tu	G-G4	Bob Rouse
	12-Jul	Th	Open	
One Design	11/12-Aug	w/e	P	Gib Colistro
St. Helen's	8-Sep	Sat.	Rauzer Two	Alan Schamp
Beer Can	29-Jun	Fri.	J1	Dennis Thomas
	27-Jul	Fri.	J3	Mike Pitarresi
	24-Aug	Fri.	C1	Rod Dawson



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

*Seek Vicarious Fun
in The Grenadines!*

**SYSCO May Mtg.
May 21st, 7:30 p.m.**

The Afterguard

BOB WALDRON, COMMODORE

Considering a topic for discussion my mind rambled in multitudinous directions, revisiting the month and planning for the next. To let those thoughts congeal into some useful diatribe may take a bit more fermented grapes (is that what they really do) and eventually I will get there.

In my business the thought processes are oriented towards sales results, expense control, staffing, compliance problems and customer service. In handling the boat and crew my thought processes include sails control, economy of movement, crew management...well you can see where this may be going-good! I am not sure I can. It all started when the Skipper of Upstart lamented my absence one Tuesday evening a few weeks ago. I was flattered only briefly before I began to think about how to transfer some of the knowledge and skills I use in my business to the deck of the boat. It didn't last long though — the thinking part that is — before I was shifted in another direction as conversation turned to

the Committee work done during Spring Regatta. That turn made me make comparisons of that weekend to my time aboard the PYC committee boat the Sunday of their opening day regatta. Once again, off goes the brain to study that transference stuff. I did arrive at a conclusion. however. "A conclusion to what," you ask?

"Transferring skills," I reply. If I am good at one thing, I may be good at the other. Then again, maybe not, but I will keep trying. If you can communicate a concept either in the language of the activity (jargon) or in some other shorthand you will probably be successful in getting other people to do whatever it is you expect them to do. As I never intend to leave you hanging, we will discuss success and the specifics of communications techniques in a moment.

It is helpful as the skipper, principal race officer, and manager, boss or whatever role you are assuming to have a mastery of the subject matter. Notice I am not saying an expert, but you should be able to get a "B" on the final exam. Now comes the hard part: conveying concepts. This takes time,

patience, an abundance of tolerance, and an understanding within you of what lines will not be crossed. (Another discussion.) How concepts are communicated is what separates us, and never fear we can all achieve this goal. Practice the same method over and over. That is, if you want a certain reaction, use the same words all the time. This takes practice. Try a surrogate. Perhaps someone on the crew is a good interpreter. This can be difficult if not dangerous unless you're willing to give up some control or you and the interpreter are symbiotic. Listen to your own words. If you were hearing them would they make sense? Never take for granted that your crew knows every sound, line, lurch, and function of your boat. Lastly be ready to review the performance of your crew and yourself. That is hard and no one ever said self-flagellation was easy.

Experienced, successful skippers will have no use for any of this unless of course it helps for useful reminders. I describe success as your ability to hit the line and round the buoys with a minimum of mistakes. Any thoughts?

SEE YOU ON THE RIVER!