



Sysco News

MAY 2002

Small Yacht Sailing Club of Oregon ♦ P. O. Box 5502 ♦ Portland, OR 97228

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Sail Education Week 2002

Sail Education Week will be June 3rd -7th, 2002. This annual event — hosted by Corinthian Yacht Club, Small Yacht Sailing Club of Oregon, and Rose City Yacht Club — promises something for all levels of sailors. Events include an evening of presentations by Clubs resident to the Portland area; discussions with other river users; and general information about activities, facilities, access, and rules of the road. There will be an opportunity to obtain your Oregon Boater's Card, learn boat handling, sail trim and participating in racing programs, racing rules, and starts. Presenters include Kerry Poe, Dale Wagmeester, Becky and Bill Huseby and Bill Barton.

Classroom sessions are Monday through Thursday and activities will be concluded Friday with a beer can race hosted by CYC. To participate in the beer can you must attend the Thursday evening session. Cost is \$10 per night, \$5 dollars with student ID, or \$35 for the week and \$15 with student ID.

For additional information, consult the OCSA race booklet or call Jeff Gendron at 503-285-3583, Gary Whitney at 503-649-7484, or Bob Waldron at 503-359-5514.



General Membership Meeting

Make sure you attend SYSCO's General Membership Meeting, May 20, 7:30 p.m. at Mars Meadow restaurant at Hayden Meadows. Meetings are always on the third Monday of each month. Come early for dinner and socializing.

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

Upcoming events

*May 18-19 — 2002 Ladies
Cruise*

*May 30-June 1 — PYC Rose
Festival Regatta*

*June 3-7 — Sail Education
Week*

*June 8 — OWSA Lifesling
Workshop*

*June 11-July 18 — SYSCO
Summer Series*

July 27 — Delta Cruise



Thoughts from the Rear

BILL SANBORN

Racing is going so well . . . well for some and fun for the rest of us, so I decided this month to talk about my take on day sailing and weekend outings.

There is an old saying "Give a man a boat and he will explore the world, but give two men boats and they will race them". That is so true that it is scary. I can not remember a Sunday afternoon sail that I was not looking around and comparing our progress against another boat going a similar direction, and maybe making a slight adjustment just to see the effect.

That brings us to first half of the quotation when, in the old days, we called it sailing in the view of Bart's Wharf (Salty's). With experience we ventured out to Camas, on up river to Beacon Rock, or down river and the Railroad bridge with its need of a radio to call the bridge tender. But if the river was down and we could count enough board to get

the 30 feet of clearance we would just sail under the bridge. That began to open vast areas to explore, all the way around Hayden Island, to the Willamette, and down river to St. Helens and into the Multnomah Channel. Only one dock at St. Helens, nothing on Sand Island. Log rafts were everywhere and we got very good at selecting the best spot and securing the boat to a log raft, and we also got good at walking on them (every kid and most of the adults fell in more than once), and a great spot for a party.

What brings this up is, as the SYSCO Ladies are getting ready for the Ladies Cruise, they keep getting the question, "Where is the Dock and how do we get there?" And I am not only hearing it from the Ladies, but from other folks, whom I know have been on the river for several years. I don't want to discount sailing in the view of Bart's Wharf, it is some of the best sailing area around and I have never had the same conditions on any two sails. Each time something is different and there is a new challenge, and especially when the

flags go up there is an adrenaline rush, and the competitive juices begin to flow. We also very much enjoy cruising on the boat, and over the last 20 years have poked into most of the ports, docks, sloughs and backwaters along 120 miles of river. For some once was enough, others will be visited many more times.

Exxon road maps aren't very accurate, but get a set of river charts or a River Cruising Atlas and then follow the bow. See where it takes you for the day, for the weekend or the week. We plan to follow the path toward Astoria, starting July 27th, for the SYSCO Delta Cruise. Several boats have indicated they will be doing the cruise this year, and it promises to be a fun, laid back, restful cruise, and we hope you plan to join. And if you need to make a trial run (shake down cruise), Memorial Weekend May 25th- 27th, we will be going to Martin Island for the weekend, and will be sailing the dinghies and kayaking, a great location and only a taste of what you'll see on down the river.

From the Race Captain

LARRY JOHNSON

The Spring Series is well under way. Although we've had wind for all the races so far, some nights the winds were pretty light. But on one Thursday night with very good winds, there were a few boats that were a little out of control. Also on Thursdays, the J-24 fleet has 12 boats registered and they can put on a good show at the start line.

The SYSCO Spring Regatta turned out to be a one-day event.

There was no wind on Saturday. Sunday had decent winds and three races were run. The second start — really the attempted start of the second race — was exciting. With a minute to go, the fleet started for the line. Leading the charge was a swarm of J-24s. With 30 seconds to go before the start, there were boats going every which direction. Many were over early and trying to get back. There was a lot of frantic yelling, but none of the

boats touched each other. There were so many boats over early and the pin obscured that a general recall was the race committee's only option. It was an exciting event to watch from the Committee boat.

Please refer to your OCSA Race Book when sending in your race entries. If you want to participate in a SYSCO race event, the entries need to be sent to the race captain, not the SYSCO P.O. Box.

Race Committee Assignments for SYSCO Spring Series:

Tue, May 21st	Mike McGrath	Fleet H2
Thurs, May 23rd	Stan Heil	Fleet E

The Afterguard

BOB WALDRON, REAR COMMODORE

Three races into SYSCO's Spring Evening Series and we can report improvement. The first night we retired as the last boat on the River. Unable to make the finish line, we were overwhelmed by current, light wind, a dirty bottom and first night jitters. Night two we finished with a clean bottom, fewer jitters, light wind and dead last. On the third night we were only confused as to where to go. With Edith Anne at the helm, Capn' Tweak, The Damage Control Officer (yours truly), the Fore Deck Guy, the other trimmer Still Learning, and Wife of the Fore Deck Guy, we motored at full throttle towards CB. As we got closer the crew became twitchy as it was clear we were dreadfully late for the start; lucky us, the second start was postponed as one of those New Zealand plastic fantastic boats decided to tie off on the pin. Once that was cleared up the committee decided to proceed.

By the time our start rolled around, boats in the first start were barreling back toward the start line. Edith Anne quavered and

achieved a dead on start. The crew gave a weak cheer. Picking our way towards the X mark, Tweak and Edith Anne debated the proper course. Eventually Tweak won the debate and we cleared the mark several boat lengths down river. Not to worry, the wind was southy and the rest of the fleet decided on a broad reach without spinnakers. The wing dam dive was the consensus among the crew with strong support from Tweak. Edith Anne insisted on trying to achieve a line direct for the mark and constant reassurance by the majority was required. To our chagrin Spring Equinox and another boat in our fleet raised the spinnaker and shot around the Airport mark. Of course Wild Bill had already done a horizon shot on us. We stuck with jib and struggled around the mark, and what's this? Stray Kats is behind us some one took note. "Never mind, lets go after the ones in front," Tweak said heartily. Another weak cheer from the crew. Still Learning is becoming inspired, however, as she senses something good is happening. Wife of the Fore Deck Guy feels it too. We make the line and head for X again.

Another debate with Tweak, he

weakens this time; we clear the mark with another boat in pursuit. Edith Anne is nervous. They are close. DCO and Tweak encourage Edith Anne to hold her course. Up goes the chute — sort of. There is a problem and Still Learning is not sure what to do with the guy and DCO is attempting to remember proper communication techniques as the pole advances forward precariously close to Tweaks headstay. The problem is solved, the spinnaker is trimmed and we are off to CB. Spring Equinox is already around CB on their last leg as we approach the line. A boat from the fourth start finishes as the committee put up the shortened course flag for them; and a remark of no consequence emanates from one of the pirates. DCO barks something; we commit a perfect douse and put the Wife of the Fore Deck Guy to work stuffing the turtle.

The debate arises again, Edith Anne wins and we slip by the mark like a well-trained AC boat. It is dark now and we have slipped the Tug, watched the rest of the fleet disappear for home and look over our shoulder. Stray Kats is behind and we give a collective sigh.

SEE YOU ON THE RIVER!



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

Membership Meeting

Monday, May 20th

Dinner — 6:30 p.m.

Meeting — 7:30 p.m.

Commodore's Comments

ALAN SCHAMP

I'm just back from the Oregon Offshore and it was a real sleigh ride for us on Rauzer. I guess some of the faster boats were held up outside the Straights of Juan de Fuca for some time, but we were moving almost continuously, except for a few very brief periods of becalming. The ride up the Straights was fabulous for the B Class with a Friday night spinnaker run in 15 - 20 knots of breeze that held all night long. The weather was beautiful and the seas were flat the whole trip. Nine racing

class boats started the race and all finished by early Saturday afternoon. Jill, the finisher from RVYC, said that she had never finished boats that early.

Driving the boat on my way down the river to Astoria reminded me how much fun the family had cruising the Columbia last year. We had some really great sails and enjoyed anchoring by the islands and lying on the beaches relaxing in the sun. My daughter is delighted to be on a sandy beach anywhere, anytime. Our boat will be in Puget Sound for awhile, so we won't get to many sandy beaches this year and the drive to use the boat is a drawback. But I'm looking forward to the cruising and

racing that we have in store for us. I'm finding that moving the boat up North every other year makes me look forward to the sailing year with a fresh perspective.

I trust everyone's getting used to the new starting system by now. It hasn't appeared to be much of a problem so far. There's quite a bit more horn blowing and flag waving going on, but other than that the committees and sailors seem to be going about business as usual. We should probably reevaluate our implementation of the new system at the end of the season to determine where we could make improvements for 2003.

Have fun and sail fast.