



Sysco News

SEPTEMBER 2002

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

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Treasurer:

Alan Boguslawski
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Robyn Thomas
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Membership:

Robyn Thomas
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Bob Waldron
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O'Bryant
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Protests:

Bill Barton
(503) 227-3451

Trophies:

Jim Shaw
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Cruising:

Vicki Sanborn
(503) 286-9257

PIYA Rep:

Open

PHRF Rater:

Bill Brennan
(503) 286-9374

PHRF Rep:

Marv Dunn
(503) 235-1457

General Membership Mtg

Make sure you attend SYSCO's first General Membership Meeting since June, September 16, 7:30 p.m. at Mars Meadow restaurant at Hayden Meadows. Meetings are 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.



A committee boat hard at work.

SYSCO Banquet 2002

PHIL CAMPAGNA

I'm pleased to announce that the new venue for the **SYSCO Banquet and Awards party** is at Hayden's Lakefront Grill. This is a truly unique restaurant with upscale cuisine and a lively colorful atmosphere. Bordering the south shore of Tualatin's serene Lake of the Commons, Hayden's provides us with a wonderful setting for our once-a-year gathering. Located at 8187 Tualatin-Sherwood Road just west of I-5, it's only 15 minutes from downtown Portland.

Be sure to mark your calendars — October 12 — for this great event. Also available through Victoria Lessley (503-626-2103) are discounted overnight accommodations. If you have questions, call Phil Campagna at 503-735-0982.

OREGON WOMEN'S SAILING ASSOCIATION

HOSTS

SAIL FOR THE CURE

SEPTEMBER 21, 2002

IT'S STILL NOT TOO LATE TO SIGN UP.

FOR MORE INFORMATION, CALL 503-255-1169, SEND AN E-MAIL TO SAILFORTHECURE@CREATIVEABANDON.COM, OR VISIT THE WEB PAGE AT WWW.LEFTBLANK.COM/SAILPDX/SAILFORTHECURE

*THIS EVENT IS TO BENEFIT THE SUSAN G. KOMEN BREAST CANCER FOUNDATION

Thoughts from the Rear

BILL SANBORN

St. Helens Race: Two parts of this race I hate. #1) Sunday...no wind for the sail home of which I have spoken to the man about, but I guess he needs it worse somewhere else, so I'll go with his decision (he did notice that I was trying to sail instead of sitting in the pew at church). #2) A delayed start...11:00 a.m. is the start time and the start line is 5 plus miles from the dock. At 5 knots VMG, that is more than a hour: the trains will run only when you need to go thru the bridge and that always takes 30 minutes (seems like 30 hours). So you add it all up and 10:00 AM away from the dock won't work, and 9:00 AM is tight, especially if you need to wait for the Amtrak that is just leaving Tacoma.

I guess my two frustrations with the race are both controlled by powers that have absolute control over us and we just need to deal with the situation and be ready, leave early and take plenty of fuel. On the plus side it is one of the favorite events for members and their guests and is always well-attended with a dock party that will go on for a while Saturday evening.

Sail for the Cure: The Oregon Women's Sailing Association has put a lot of effort into this very worthwhile cause, and for the third year in a row hope to double the money raised the prior year. We need to turn out in force, so get your boat entered with lots of folks on board contributing, and come out and sail their course. Lets really help OWSA in their efforts to support the Susan B. Koman Breast Cancer Foundation.

Racing Season Recap: We can all take a bow for a season well



End of the racing season...

done. For the most part we had wind, good participation, very few foul ups and some general recalls to add to the excitement. We introduced a new flag sequence which proved to be seamless due in part to training before the season started. The One-Design could have had more fleets, but the excitement within the fleets that made the starts was contagious. Beer Can series was fun and several Fridays found 20 plus boats on the line (must be doing something right). To me one good sign is after finishing the races many boats continued to sail and would do an up river lap, just to enjoy a relaxed sail.

Reflection: 15 or 16 years ago Lee Hoffman left for a week's vacation and asked me to fill in for him with his crew on "Sundance"

(now Sue Burn's Caliente). My job was to try to keep them out of trouble. All I remember of that race was watching a young kid on the foredeck who impressed me with his attention to detail. If we made any mistakes in that race, they didn't start on his end of the boat and he is probably the one who straightened us out. He was not big enough to be referred to as a deck ape and moved with such grace on the boat that I wrote an article in this newsletter referring to him as the "deck gibbon." At that time, I warned folks that when he had his own boat look out because he had a head for sailing and sailing well. I hope you all caught the recent article The Oregonian did on Mark Newbrook and his sailing on One World in the America's Cup challenge.

Do you have a story to tell?

Two of the most coveted sailing awards presented at SYSCO's Banquet and Awards party (October 12) are the Sailor of the Year award and the Rotten Tiller award. It's up to you to tell us who should be given these honors.

The Sailor of the Year Award is given to the SYSCO member

who has made extraordinary contributions to Portland sailing and racing. On the other hand, the Rotten Tiller Award...well, tell us a story...make us laugh or cry.

Call Alan Schamp at (503) 292-0511 or e-mail to rauzer@attbi.com with your nominees.

Board Mtg. Minutes

MONDAY, SEPTEMBER 4, 2002

Tonight's meeting was called to order by Alan Boguslawski.

PRESENT:

Officers/Directors/Committee Chairs/Guests: Alan Boguslawski, Rob Thomas, Mike O'Bryant, Gary Whitney, Bill Barton, Rod Dawson, Vicki Sanborn, Mike Finch (good to see you, Mike!), Jerry Garcia and Chick Correa.

TREASURER:

Alan B reports an available balance of \$7,588.

SECRETARY:

Minutes of the last meeting were approved. No new memberships are pending.

NEWSLETTER:

Mike set the deadline for the newsletter: Sept. 9. Mike and Bill B talked about the large number of electronic photos Mike has on file and the possibility that some of these photos could be used on Bill's website.

PROTESTS:

Bill B reports that there are no pending protests with respect to SYSCO.

CRUISING:

Vicki reports that the Club's cruise to Martin Pond had good weather and lots of wind for dinghy sailing. The skippers and crew of Blue Jack, Upstart, Wings of the Dawn and No Sail were at anchor.

Because of time constraints, some members were unable to go all the way to Martin Pond, and instead stayed at Coon Island: Slow Ride, Bailiwick, Adagio, Flying J (with Frank Colistro) and Palmer Joe. The Coon Island sailors entertained a full volley of

mosquitoes, whereas, the Martin Pond sailors were spared.

The next cruise will be the St. Helens "race/cruise" on September 14 and 15. **PLEASE PLAN TO PARTICIPATE!!! It's lots of fun.**

BANQUET:

The awards banquet will be held October 12 at Hadley's Lakefront Grill in Tualatin. Phil Campagna was unable to attend tonight's meeting. We will follow up with Phil by telephone to confirm the status of door prizes, menu, entertainment, mailing reservation forms to the members, etc.

OLD BUSINESS:

Bylaws: REBT advised that the bylaws are in committee, headed by Bob Waldron.

Sail-for-the-Cure: Vicki reminded us of the Sail-for-the-Cure activities on September 21. SYSCO urges its members to participate, either as skipper or crew.

Courseboard: Bill B described

the format and construction of the metal courseboard he will build for PYC, and Gary described the format and construction of CYC's current courseboard. The new courseboard will be designed to fold or roll up for easy transport and storage. Currently, Alan S plans to obtain a couple of estimates from local shops for construction of a new courseboard. The SYSCO Board is anxious to have a new courseboard ready for the 2003 season.

NEW BUSINESS:

Alan B reported on a recent conversation he had with Thomas MacMenemy. Thomas took Poncho II home and discovered that the trailer's rear supports had collapsed. We will talk again at the next meeting about whether to repair or replace the trailer.

Upon motion and second, the meeting was adjourned.

*MOST RESPECTFULLY SUBMITTED
REBT, SECRETARY*

From the Race Captain

LARRY JOHNSON

The last 'race' event of the year for SYSCO is the St. Helens Race and Cruise. Hopefully, we will have great weather and attendance. Other than handing out trophies at the Banquet, my tenure as Race Captain is coming to an end. This means we are looking for a candidate to take on the Race Captain duties next year. As scary as the job may sound, it really was pretty easy. For all you SYSCO members, when the Race Captain calls looking for fleet captains, don't be afraid to say "yes." Without fleet captains, there are no SYSCO races!

Cruising

VICKI SANBORN

Labor Day found SYSCO boats at dual locations. Boats were rafted in the pond at Martin Island and several boats met at Coon Island dock. Martin Island had wind. Coon Island had mosquitoes.

September cruise is of course the St Helens Race, and we are looking at October 26th for a Fall Color Cruise down the Multnomah Channel to Coon Island.



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

**General Membership Mtg.
Sept. 16, 2002 ♦ 7:30 p.m.
Dinner begins at 6:30 p.m.**



**St. Helens Race
September 14th & 15th**

The Afterguard

BOB WALDRON

A comment clued me in into a search for more information on the Columbia River Deepening Project that I want to share. Although I have tried not to sound shrill, I do have an opinion on this.

This is what the “Columbia River Channel Improvement Project Technical Review of Revised Cost and Benefit Analysis” said at page 48, Exhibit K9 (available on the web at <https://www.nwp.usace.army.mil/issues/crcip/>):

Martin Island – Dredged Material Beach Nourishment/Mitigation Site, RM W-80.0
Size: 34 acres
Elevation: 0 to 10ft MSL
Owners: Robert and Richard Colf

Martin Island is a mitigation site. Mitigation activities at the Martin Island site consist of two Parts: beach nourishment/partial filling of the embayment to create intertidal marsh habitat, and establishment of riparian forest on the rest of the island. The goal of these mitigation activities on Martin Island is to

return the island to a natural condition. Martin Island’s 34-acre embayment was artificially created in 1966 when sand was excavated for use in the construction of nearby Interstate Highway 5. The lagoon will be filled to just below water level to create a wetland/intertidal marsh, using approximately 1,070,00 cy of sand, capped with two feet of top soil. Parts of Martin Island have been used for cattle grazing and crop land. The approximately 85 acres of degraded riparian forest and associated habitat and the approximately 159 acres of agricultural and associated habitat will be reverted to natural riparian forest.

Additional information can be found at the Columbia River Coalition website at <http://www.channeldeepening.com>. It has a nice aerial photo of the pond, with lots of boats in it (click on “Restoration Initiatives”).

Now comes the editorial. This is a very nice project that achieves two goals: The Corp and Port of Portland (I will throw them under the bus, too) can point to both an environmental mitigation project and a handy place to dump spoils. The economic impact is minute (no one is spending any money there)

and the loss of a destination for very few users goes relatively unnoticed. Even if all the users raised their voices as one they probably will not be heard. Too few of us.

On the other hand it may be a voice worth raising. On Memorial Day last year I counted no fewer than 47 boats. Where would they go if the pond was not there: Sand Island, Goble, Coon Island? There are not many places left not already heavily used. We may not have to say anything. The project will probably be tied up in court for years before one bucket of sand is lifted from the bottom of the river. Suppose the Corp never deepens the river? Suppose it just wants to use the pond for dumping maintenance spoils? What then? We will have lost this popular destination. If it has been considered for one purpose, it has been considered for the other. Send your comments by Sept. 15, to: Commander, USACE-Portland, Attn: CENWP-PM-F (CRCIP), PO Box 2946, Portland, OR 97208-2946. There is also a link for public comment at the websites above.

SEE YOU ON THE RIVER.