

Sysco News

MAY 2003

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

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Open

PHRF Rater:

Bill Brennan
(503) 286-9374

PHRF Rep:

Marv Dunn
(503) 235-1457

Commodore's Comments – *How I Wonder*

LARRY JOHNSON

Last week, I watched WyEast leave its slip for Astoria and the Oregon Offshore and began to reminisce about some of my past Oregon Offshore races. The first time I did the race was on Karma, a Petersen 37. Charlie, Steve and I had the job of getting Karma down to Astoria. The weather was good and so was the company. The first night, we tied up in Cathlamet and headed for the local pub, where we met crew from several other boats. We arrived in Astoria Thursday afternoon all in good spirits.

The rest of the crew showed up that evening. We prepared the boat and talked about what a good time this was going to be, while the entire time I was saying under my breath, "I hope I know what the heck I'm doing!" My only prior racing and sailing experience had been on the Columbia.

The start was scheduled for 8:30am Friday morning to coincide with high tide. We got up early and headed for Buoy 2. Not only was this my first ocean race, it was my first time to see and cross the infamous Columbia River Bar. Charlie knew this and took full advantage of the situation. As we neared the Bar, I could see breakers off the south jetty, when Charlie said, "those breakers don't look to bad, we should be just fine!" I was wishing for a ferryboat ride back to Astoria.

We started the race with winds out of the Northwest and had a good sail to Destruction Island where the winds died. There we sat. Finally that afternoon, we decided if we were going to make it to Victoria in time to catch the bus home,

we were going to have to motor. That was the end of my first offshore race.

The possibility of getting seasick is something I dread every time I go offshore. One year we were beating north in some pretty stiff winds and rough seas when it hit me. By the time we got to Umatilla Reef, jumping overboard looked like a good option. Anything had to be better than being seasick. Everyone kept saying look at the horizon, but that didn't work for me. I stayed in the cockpit for hours looking at the hydraulic gauges. My eyes never strayed from those gauges and it sure helped.

In another race on Marv Dunn's Milagro, we approached Duntze Rock. Milagro, White Star, Magic Carpet and a few other boats were all together. I was driving at the time and we were close-hauled trying to make the mark. The entire time Marv was

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General Membership Meeting – May 19th

Make sure to attend SYSCO's General Membership meeting Monday, May 19, 7:00 p.m. at Mars Meadow restaurant (Hayden Meadows). Come at 6:00 p.m. 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.

Thoughts From the Rear

BILL SANBORN

Tonight I walked down the road a ways to watch the Thursday evening race and as the J-24 fleet went around the course a whole gaggle of boats were never more than a couple of boat lengths apart. From my vantage point they moved as if synchronized into one fluid group. They did not appear to be first, nor were they fighting for last to finish, but the effort on those several boats was at its highest level as each tried to break out in front to gain a single point in the scoring. Trim had to be precise to capture every bit of wind pressure, everyone on each boat had to be as sharp as possible to not make that error that allowed someone else to gain. There were at least 5 or 6 boats overlapped for a near photo finish and I hope the committee was able to sort out the order.

Other fleets are equally competitive and it's great to see the Melges 24 and the Martin groups as One-designs fleets. These fleets were put together through a lot of hard work, salesmanship and maybe a little arm-twisting. I know from my Catalina 22 experience and have watched from the side lines as Steve and Nancy Rander rebuilt the Cal 20 fleet. While several folks have lead the charge to keep the J 24's active, Bill Brennan has lead the way to get the Martin's organized. Other folks also are working on other One-design fleets to rebuild them and many boats with a good local population are all possibilities. Some of the rest of us are just enjoying sailing the course and the computation. There is a couple of Kalik 30s for sale in Europe.

SYSCO's 25Th Regatta is August 9 & 10: Plans are taking shape and Larry would like any and

all help for the Saturday Evening Party. We have designed a commemorative Burgee. All entered boats will receive one and we are also doing an order of T-Shirts with the commemorative Burgee on them.

Enclosed with this Newsletter is the order form for purchasing your T-Shirts. Get your order in early and we will get delivery to you so you will have the shirt to wear and help promote this event.



Offshore sailors relax at the Royal Victoria Yacht Club in Victoria B.C. to celebrate the race. The race was sponsored by Portland's Corinthian Yacht Club.

Cruising News: Discover Martin Pond Memorial Day Weekend

BOB AND PAT BROWN

Come and enjoy Martin Pond while you can and see what all the fuss is about. We have had some great times in Martin Pond as a SYSCO group. We have seen bald eagles, a steam locomotive, had some great dingy sailing, and one incredible water fight that started out with a squirt gun and ended with a five gallon bucket of water flying at the open hatch of Courtship. We have experienced a lot of great food and even home made ice cream. We have had fun

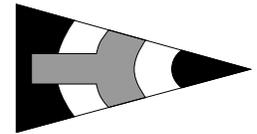
watching a training session of how to get in and out of a small kayak. We have had an ultra light air show and there was even one member trying to keep a Hobie Cat sunny side up in a gust of wind.

Bring your water toys, kids, grand kids, pictures of grand kids, and stories of all the adventures since we have been together the last time. We will meet sometime Saturday, May 24th, and stay as long as you like. As they used to say, "Be there, or be square".

If you would like to suggest some cruising ideas before we plan out the rest of the cruising year, meet with us at dinner before the SYSCO meeting, Monday, May 19.



SIX²⁰⁰³PAC



July 26–August 1

Oregon Corinthian Sailing Association and Corinthian Yacht Club, Portland invite you to participate in the 2003 Six Pac Regatta, July 26 through August 1. This event is a weeklong series of six races from Portland, Oregon on the Columbia River to Astoria, Oregon. There will be PHRF, One Design and Cruising classes. Spectator and support boats are welcome.

Race and Party on the Columbia River

Race 1: Saturday, July 26 – Portland to St. Helens

Start below the railroad bridge and finish near St. Helens. Moor at Sand Island.

Race 2: Sunday, July 27 – St. Helens to Cathlamet

Start below St. Helens and finish above Cathlamet.

Monday, July 28 No race – Travel to Astoria

Race 3: Tuesday, July 29 – Astoria Bay Race

Race 4: Wednesday, July 30 – Astoria Cup Race

Race is open to boats not entered in the Six Pac.

Race 5: Thursday, July 31 – Astoria Bay Race

Race 6: Friday, August 1 – Astoria to Cathlamet

Start near Astoria and finish near Cathlamet.



SIX PAC Awards presented at OCSA Tropical Party, Saturday, November 15th, Portland Yacht Club

Skippers Meeting

Mandatory skippers meeting
Tuesday, July 22, 6:30pm
Portland Yacht Club
1241 NE Marine Drive
Portland, OR

Registration Deadline July 10th

(to avoid \$20 late fee)

Registration Information

Request a race packet by contacting:

- OCSA
PO Box 5074
Portland, OR 97208
- Jeff Duvall 503-313-6560
E-mail: jeffery.a.duvall@boeing.com
- Susan Coulson 503-284-6903
E-mail: sailenvoy@aol.com

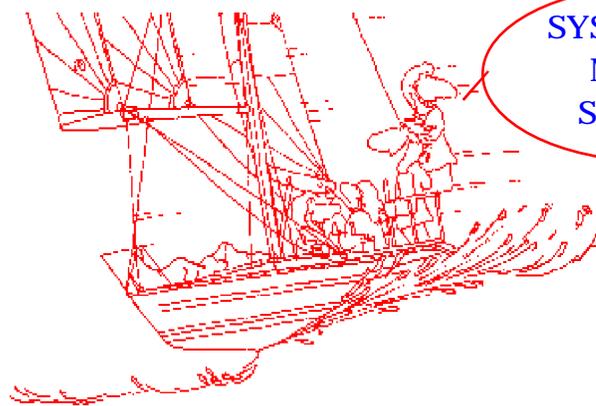
North U. is coming to Portland!

Cruising & Seamanship Sunday, June 15, 2003 Portland Yacht Club

Confident comfortable cruising means sailing well and having the seamanship skills to answer challenges, to prevent problems, and to respond to emergencies if they occur. With the skills and techniques you'll learn at a North U. Cruising & Seamanship Seminar, you'll find yourself sailing further, faster, and in greater control.

You'll learn:

- > Upwind and Downwind Sail Trim
- > Heavy Weather Sailing
- > Safety and Emergency Procedures
- > Gennaker Trim and Handling
- > Anchoring & Docking
- > Night Cruising Skills
- >> and much more...



With the class you'll receive the 3rd edition Cruising and Seamanship Workbook, prepared jointly by North U. and John Rousmaniere, Author of the Annapolis Book of Seamanship. The Cruising CD-Rom is also available for purchase.

Seminar fees*	Skipper	Crew
Seminar with book	135	115
add a lunch: \$8	add a CD: \$40	

* before any discounts

When registering on line, put **SYSCO Group** as club affiliation. Your discount will *not* show in the initial confirmation. The adjustment will be made before the batch is processed.

To enroll directly:

call: 800-347-2457 visit: NorthU.com

email: fran@northu.northsails.com

Commodore's Comments

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saying if we have to tack, the others would get by us. No pressure there, but that was fun. We made the mark and so did all the other boats. Some boats headed for Canada, others headed for Washington. With good wind, we decided to sail directly to Race Rocks. We rode a flood tide, the winds were ripping, the spinnaker was full and the boat was humming! Our speed over the bottom was hitting 11kts. We were sailing by the lee, but no one wanted to attempt a gybe in those conditions. It was near midnight when we went through Race Rocks in first place in fleet.

You can bet there will be stories to tell this year in Victoria. Then there is Swiftsure!

2003 SYSCO fleet captains and committee schedule

Fleet A – Jay McRostie – April 17 and June 12

Fleet B – Larry Johnson – April 24 and June 19

Fleet B1 – Doug Marshall – May 1 and June 26

Fleet C – Rock Kent – May 15 and July 10

Fleet D – Michael Burke – April 15 and June 10

Fleet E – Jim Shaw – May 22 and July 17

Fleet F – Sandy Smith – April 22 and June 17

Fleet G – Joe Kaliszewski – April 29 and June 24

Fleet H1 – Dennis George – May 13 and July 15

Fleet H2 – Don Bateson – May 20 and July 8

Thanks to the fleet captains for stepping up and helping out.

MAY BOARD MEETING MINUTES

MONDAY, MAY 5, 2003

Tonight's regular meeting of the Board was brought to order by Vice-Commodore Phil Campagna at 6:30 p.m.

PRESENT:

Phil Campagna, Alan Boguslawski, Steve Moshofsky, Robyn Thomas, Bill Sanborn, Thomas MacMenemy

RACE CAPTAIN:

Phil indicated that all the entries for the spring evening series are paid.

Kerry and Amy Poe have requested permission to borrow Pancho for this Tuesday's (5/6/03) practice racing clinic sponsored by North Sails. The concern is that the club needs to be sure that insurance is in force. This requires a member to pilot the boat. Amy Poe

is a member. Motion was made to allow the use of the boat on the condition that North Sails has insurance coverage to indemnify the club and that Amy as a member of SYSCO be the pilot of the boat. The motion was seconded and passed by voice vote.

MEMBERSHIP:

There are 90 memberships as of now. The rosters have been mailed out.

TREASURER:

Alan B. indicated that the bank account stands at \$6,393.

Bill Sanborn is still investigating getting T-shirts for the 25th anniversary regatta. Watch the newsletter for an announcement.

The meeting was adjourned at 6:55 p.m.

STEPHEN MOSHOFSKY, SECRETARY

SYSCO 25TH ANNIVERSARY REGATTA T-SHIRT ORDER FORM

Size: Small Medium Large X Large

Quantity: _____ _____ _____ _____

Total Shirts ordered = _____ x \$12.00 = \$ _____

NOTE: Single order of 6 or more shirts x \$10.00 each. \$ _____

Larger sizes available at an extra \$1.50 per shirt \$ _____

TOTAL ENCLOSED \$ _____

Name _____

Address _____

Phone _____

Return order form with check payable to SYSCO to:

Bill Sanborn
443 N.E. Roth St.
Portland, OR 98211-1078



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO
Membership Mtg.
✿
Mon., May 19th – 7:00 p.m.
Dinner Begins at 6:00 p.m.

The Afterguard

BOB WALDRON

Yours truly missed the first two Tuesday's of the SYSCO Spring Series, drawing snide remarks from Capn' Tweak and Edith Ann. The foredeck guy was quiet, but I am sure he thought something at me! Just Learning's job had been a considerable distraction. Also the end of the month in my business is absolute insanity and the prior week to the end of the month as preparation for the insanity. So, with gladdened heart, I showed up at the dock, looking forward to some time on the River. Chatting with Bailiwick in the adjoining slip, Tweak, the Foredeck Guy, Edith Ann, and yours truly prepared for departure.

The air was unusually still. I noting the flags on the Fremont Bridge were not moving as I crossed the span. A dark line of accumulated moisture hung in the air high above just to the south and west. As we moved east through the

harbor to cross the line nearer the light, willowaws chased the gray water from the southeast. Searching for the committee boat, we turned and followed it from Buoy 14 to the general vicinity of R. An occasional cats paw would sneak by giving the lighter boats a push. The committee seemed hesitant. The dark line, now a well defined hook, a brilliant flash from deep in its black recess signaling it's intent. "Well this is not Oklahoma, these little squalls rarely generate much interest and it is April, not July," I thought. The rest of the fleet seemed nonplused by the event. The committee splashed an anchor, and we waited as the postpone flag was flown. Soon another signal, from the black line, a jagged leg of lightening, its white fingers spreading near the ground. The conversation changed and we counted, the low rumble passing over us — fourteen, "good it is a ways off." Just Learning, if she had been there would have said, "eight is the magic number." Two more flashes

of nature unleashed megawatts and one boat leaves the fleet. We watched and soon the blackness spat forth another brilliant light high above with no crooked bolts. "Sheet lightening," says Tweak, and we all agree the cell seems to be moving away from us. Relaxing a bit, three crooked fingers appeared in line south and west. The count is now nine, as we hear the crack and thunder roll past. The breeze inconsistent and the darkening skies clearly moving north, we withdraw.

By the time we reach the dock, jumped into Tweak's pickup and head toward forty-second street ramp to tow the trailer provided by Tybreaker for Courtship to use, the fleet had dispersed. The squall will be the subject of tomorrow's news. Some sailors will say "that was nothin', you shoulda' seen the time. . .", and the rest of us will continue to marvel at this place we live and be thankful we don't live in Oklahoma.

SEE YOU ON THE RIVER!