



# Sysco News

JULY 2003

---

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

---

**Commodore:**

Larry Johnson  
(503) 661-7199

**Vice Commodore:**

Phil Campagna  
(503) 735-0902

**Treasurer:**

Alan Boguslawski  
(360) 737-2689

**Secretary:**

Bill Moshofsky  
(503) 293-0833

**Rear Commodore:**

Alan Schamp  
(503) 292-0511

**Membership:**

Robyn Thomas  
(503) 655-4915

**Program:**

Bob Waldron  
(503) 359-5514

**Newsletter:**

Mike and Sandy  
O'Bryant  
(503) 281-9102

**Protests:**

Bill Barton  
(503) 227-3451

**Trophies:**

Jim Shaw  
(503) 636-3816

**Cruising:**

Bob & Pat Brown  
(503) 543-5475

**PIYA Rep:**

Open

**PHRF Rater:**

Bill Brennan  
(503) 286-9374

**PHRF Rep:**

Marv Dunn  
(503) 235-1457

## Commodore's Comments

LARRY JOHNSON

This year we have had good wind for many of our races, but good winds can be a mixed blessing. With strong winds, safety should be on everyone's mind.

During one of the SYSCO Tuesday night races, a small sailboat broke its mast and launched the occupants into the water. The sailors were plucked out of the water and their "turtled" sailing machine was towed back to the docks keel up.

When doing a beer can race on a Martin one night when the winds were strong, I watched ApplePi, another Martin, get knocked down under spinnaker, putting its mast in the water! I watched the whole thing, from the time they started their round up until their mast went in the water. I saw Dena literally holding onto the mast to keep from falling in the water. She stayed on the boat, ApplePi righted itself and all ended well.

The race before last, the winds were again strong. Race committee was flying a PFD from their flag halyard. I don't think that was the appropriate PFD required flag, but everyone should have gotten the idea what the suggestion was.

Have fun on the river, but most importantly, be safe. We want to see everyone out there week after week.

## Attention Readers

The bulk of SYSCO members are receiving the July 2003 newsletter via a notice by e-mail. The notice directs everyone to the full color SYSCO newsletter in PDF format at:

<http://www.sailpdx.com/sysco>.

Members without e-mail will continue to receive their newsletter by snailmail.

## No General Membership meeting this month

As is SYSCO's tradition, to ensure more time for sailing, there are no General Membership meetings during the summer. See you at the Sept. 15 meeting. Have a nice summer.

**P.S.** If meetings during the summer are important to you, join us monthly at the SYSCO Board meeting 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*

The 25th Anniversary Regatta is August 9 and 10. That Friday's Beer Can race has the theme "1978" and we will have a course typical of those run at the time. Saturday and Sunday will be the regatta and Saturday evening after the racing we will have a Party and BarBQ on the lawn at Tomahawk Bay. There are also T-shirts with the 25th Anniversary logo.

We did the North Sails Oregon and SYSCO short course events and for the 25th Anniversary Regatta I am planning to incorporate the offset buoy at the weather mark introduced to us by Kerry Poe. After some discussion with several folks, I have decided to pass on the leeward gates for this event (also introduced by Kerry) and only use the offset buoy at the weather mark. Another concern is that we are going to have a lot of fleets and with the current start system, when a fleet finishes, we will be going very quickly to their next start. We will have a start side and finish side with the Committee boat in the center. With 5 or 6 optional courses to select from off of that configuration, we can mix it up. The handout at the race should answer any and all questions with a minimum of study.

We've had a couple of issues with Pancho III and the race equipment. We lost a set of ground tackle and a prop (the two problems could be related), but had a spare anchor with chain and a rode to get over that hurdle and Thomas MacMenemy found a replacement prop. The good news is that both cases were reported to Phil and we were able to resolve and have the boat and gear ready for the next Committee.

Observation: In the last couple of weeks there have been conflicts with Commercial traffic. I think with the lower water tug and barge skippers have changed their route towards the north and are using the wide span of the I-5 bridge rather than the high span. That gives them a better line to the Vancouver railroad bridge. We had an issue the other night while on Committee and I talked with the Tug Skipper and thanked him for alerting the racers of his presence. He confirmed that we had "no issues" and that he had a nice hole to get

through (he had made a statement with his horn...several times).

Now is the chance to get in your volunteer time with SYSCO. Vicki Sanborn and Kay Waldron are looking for help in setting up the BarBQ and making sure all goes as planned at the 25th Regatta picnic. They need folks to pick up supplies, fire builders, cooks, a catering crew and clean up. Call them or e-mail [upstart@teleport.com](mailto:upstart@teleport.com) and get your assignment so we can all enjoy and be a part of the festivities.

**SEE YOU DOWN RIVER.**

## Delta Cruise 2003

*BOB AND PAT BROWN*

The time has come for the cruise you've been hearing about all year. The Delta Cruise will start in Martin Island Pond Saturday night July 26th. As I write, the engine of "Wings of the Dawn" is sitting on the back porch and the transmission is at Cook engine. I have some work to do, along with a trip to Alaska to see our Grandson, before the Delta cruise.

This year we have the added excitement of working down the river with the Six Pack racers. We could be in Cathlamet Sunday evening at the same time, which could be a happening place. The schedule of the Delta cruise can be flexible. However, following is the general schedule from past years.

***Saturday – Martin Pond***

***Sunday – Cathlamet***

***Monday and Tuesday – Warren Slough***

***Wednesday – Astoria***

***Thursday – Cathlamet***

***Friday – Walker Island***

***Saturday – Martin Pond***

***Sunday – Home***

This is a very loose schedule that can be revised often. We could eliminate Astoria, add places like Gull Island, Clatskanie, St Helens or the Gilbert River. One thing for sure, we will have a great time and some great sailing. The trip from Rice Island to Cathlamet, with a strong wind at your back, big swells, and lots of sun can be an "E" ride.

Well, I need to sign out and think about getting our boat ready. See you, hopefully, in Martin Pond, Saturday July 26th.

## July Board Meeting Minutes

### MONDAY, JULY 7, 2003

The regular meeting of the Board was brought to order by Commodore Larry Johnson at 6:30 p.m.

#### PRESENT:

Mike O'Bryant, Alan Boguslawski, Steve Moshofsky, Robyn Thomas, Bill Sanborn, Vicki Sanborn, Bob Waldron, Kay Waldron, Phil Campagna, Sandra Smith, Bill Barton & Larry Johnson

#### TREASURER:

Allan reports that there is \$7,798 in the bank and presented the board with a detailed accounting of cash received and expended year-to-date. Income and expenditures are tracking very close to amounts that were budgeted for the year with the sole exception that dues received are about \$800 over budget for the year.

#### MEMBERSHIP:

Robyn reports one new membership.

Welcome to: **Bruce and Wendy Newton**, *Ranger 20 "Newton's Orange"*

#### OLD BUSINESS:

The newsletter by e-mail project is here. Most of you are reading this from the downloaded file.

25th anniversary T-shirts are in. Order yours now.

#### NEW BUSINESS:

Pancho was involved in a collision and sustained damage. Phil Campagna is going to take the boat over to Schooner Creek for a repair estimate. Stay tuned for further developments.

Pancho also had a little trouble with a mark anchoring. There was mention of a propeller and the ground tackle for one of the marks was lost. The spare ground tackle set has been placed into service. As

the season (for Pancho) is mostly over, no replacement will be made until the off-season.

Sandy is actively pursuing venues for the awards banquet. Last year's facility is not available for that date. Stay tuned for future developments.

Bill Sanborn proposed setting offset windward and gate leeward marks with a dual start/finish line for the 25th Anniversary Regatta. The proposal was well received and Race Captain Phil is putting together supplemental sailing

instructions for the regatta with explanatory diagrams and instructions. Pull out your old "Sailing World" magazines for helpful articles on handling this type of course set-up.

Due to geographical limitations (like living in Mexico), Bill Barton tendered his resignation as Protest Chairman. Luckily his services as such have been unused so far this year. Let's keep that trend in place.

The meeting was adjourned at 7:30 p.m.

STEPHEN MOSHOFSKY, SECRETARY

## SIX PAC 2003

The Oregon Corinthian Sailing Association and Corinthian Yacht Club of Portland invite you to participate in the 2003 Six Pac Regatta, July 26 through August 1, 2003

This event is a series of six races on the Columbia River between Portland, OR, and Astoria, OR. There will be PHRF, one-design, and cruising classes.

#### SIX PAC 2003

Saturday, July 26

Sunday, July 27

Monday, July 28

Tuesday, July 29

Wednesday, July 30

Thursday, July 31

Friday, August 1

#### RACE SCHEDULE

Portland to St. Helens

St. Helens to Cathlamet

Lay day to Astoria

Astoria Bay Race

Astoria Cup Regatta

Astoria Bay Race

Astoria to Cathlamet

For Entry Form and Race Notice contact: Susan Coulson, phone 503-284-6903, or e-mail [SAILENVOY@AOL.COM](mailto:SAILENVOY@AOL.COM).

To avoid paying a late fee, send the entry form (OCSA race form is okay), a current PHRF certificate (if applicable), and a check prior to July 10 to: OCSA SIX PAC, P.O. Box 5074, Portland, OR 97208.

Fees are \$95.00 for racing class (\$115 after July 10) and \$65 for cruising class (\$75 after July 10). Fees do not include moorage.

**Mandatory Skippers' Meeting**, July 22, 2003, 6:30 p.m. at Portland Yacht Club, 1241 NE Marine Drive. Registered Skippers Must Attend.

### SYSCO 25th Anniversary Regatta T-Shirt Order Form

**Size/Quantity:**  Small  Medium  Large  X Large

**Total Shirts ordered** = \_\_\_\_\_ x \$12.00 = \$ \_\_\_\_\_

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

Larger sizes available for an extra \$1.50 per shirt \$ \_\_\_\_\_

**Total Enclosed** \$ \_\_\_\_\_

**Name** \_\_\_\_\_ **Phone** \_\_\_\_\_

**Address** \_\_\_\_\_

Return completed order form and check payable to **SYSCO:**

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



SYSCO  
P.O. Box 5502  
Portland, OR 97228

PLACE  
STAMP  
HERE

## The Afterguard

*BOB WALDRON*

Last month's general membership meeting's program was one of those gems that was both fun and informative. Donna Deyoe of the Coast Guard Auxiliary presented "The Basics of VHF Marine Radios." Most of us are familiar with the use of the VHF even if our boat was purchased post non-licensing requirements (unless traveling to international waters.) Donna reminded us of some basics:

The vessel calling directs the responding vessel to the working channel: I used to think the responding vessel directed the call.

Instead of using "standby" as a request to wait, the word "wait" should be used, or "wait out" if you must pause more than a few seconds and must call back.

For those of you considering Digital Selective Calling radios, the Coast Guard will not be equipped to respond to distress calls on Channel 70 until 2006.

Here is a list of most often used channels:

**Distress, Safety and Calling** —  
Channel 16

**Coast Guard** —  
Channel 22A (Alpha is a US designator)

**Working channels** —  
Channels 68, 69, 71, 72

**Bridge Operators** —  
Channel 13

**Lock Operators** —  
Channel 12 or 14

I have learned some interesting lessons about refinishing a boat while working on my own:

When filling dings and repairing crazing, do it in bright sunlight; you are sure to see most of them. You'll find the rest after you start

painting. Be prepared to drive yourself nuts with the things you miss.

Roll, don't brush. If you must brush, buy expensive ones. Use those foam rollers rather than the cloth type and don't plan on re-using anything that you can throw away and easily replace.

Whatever you budget, increase it by a factor of three.

Whatever time you have allotted increase it by a factor of four.

Plan on working alone and plan on losing weight. Drink gallons of water, not just beer.

The weather will never cooperate.

Have at least four ladders, some good sawhorses, a large indoor space, a decent worktable and plenty of newspaper, rags, thinner, acetone and sandpaper of various grits from 60 to 500.

Next month I'll provide a couple of book reviews of "manuals" used in the project.

**SEE YOU ON THE RIVER!**