



Sysco News

JANUARY 2004

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

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Commodore's Comments

ALAN BOGUSLAWSKI

Sometimes I have difficulty thinking about sailing during the winter — like today. The ice storm is going on outside. I'm sure *Bailiwick* is bearing a thick coat of ice on her deck and rigging, like the trees and utility lines outside my window, and it makes me feel a little sad for her.

I had stopped by the moorage on my way home from the SYSCO board meeting on Monday to check up on *Bailiwick*. The storm winds were building from the east and she was in her slip straining at her port side dock lines. The temperature had really dropped a lot since I had left for the meeting, and the wind chill made the combination lock securing the companionway difficult to open. I gave up on the two little combo locks on the lazarettes, whose dials refused to budge.

The cabin lights came alive brightly, indicating the batteries were holding well, and everything appeared secure in the cabin. The electric air dryer was whirring softly and was warm to the touch. The bilge was pretty dry. A little pink antifreeze water in the bottom of the bowl in the head confirmed it was winterized.

I was glad I had expended the effort during nice weather earlier in the fall to thoroughly prepare the boat for winter. Too often, under the rationale that there would surely be more nice sailing weather, I had put winterizing off until cold rainy weather made the job miserable.

I had installed a new built-in battery maintenance charger last Spring because the batteries had failed to hold their charge over the winter, delaying my first sail of the new year. I had thoroughly drained and cleaned the fresh water system and the icebox, replaced the rechargeable battery in my solar vent fan, and pumped

antifreeze into the water jacket and exhaust system of the Atomic 4. I had also snugged the adjusting nut on the stuffing box to slow any seepage of water into the bilge from the drive shaft.

I now feel somewhat smugly secure that *Bailiwick* will weather the ice storm and the rest of the winter without incident. I'm thankful that the line of previous owners of my 30-year-old C & C 27 also doted on the boat, maintained it well, and saved a fat file full of documentation for the ship's systems, where I can search out procedures for winterizing and maintenance.

Skippers (especially those fair weather sailors like myself), don't forget that there is more to sailing than racing. There's also more to sailing than sailing. Dote on your boat. Some well-timed TLC for your vessel will pay big dividends in satisfaction.

HAPPY NEW YEAR!

General Membership Mtg.

Make sure to attend SYSCO's General Membership meeting Mon., **January 19, 7 p.m.** at Mars Meadow restaurant (Hayden Meadows). Come at **6 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

Hope that you all had as wonderful a Holiday Season as we did and were able to enjoy time with Family and Friends. As soon as this snow clears out we will be able to try out some of the new boat toys that Santa brought.

A couple of housekeeping items: First, those 40 years of age and under who do not have an Oregon Boater Education Card need to get the process completed. Some way, some how, some one is going to get into a pickle and the fact that they don't have a Boater Education Card will become an issue. The fine is now \$94 for operating a 10-HP and up vessel without a Card.

(FYI.... PANCHO III is 40HP.)

Second, the State registration sticker. Lots of folks found that the new ones won't stick on the old one. I use a hair dryer to soften the glue and pull off the old one — they come off fairly easily — and then apply the new one over the warmed glue that was left behind. Any boat that is in the water needs to have a current sticker, even if it's just tied to a dock. You could also be protested in races for not meeting current Coast Guard requirements.

The 2004 Race Schedule is now available on the web at www.sailpdx.com. One of the additions for this year is the Club's involvement with the Catalina 25

Nationals, which the local fleet is sponsoring and has asked for our support. It is a real plus that SYSCO members can bring a National, District or Regional here and have the support logistics in place to put on a quality race.

The Boat Show was a victim of the weather, but by our shift Saturday morning folks who were getting cabin fever flocked to the show as it seemed like a safe place to venture out. Saw several old sailing buddies, swapped a few sea stories, and meet new folks who showed an interest in our program.

DELTA CRUISE: Plan for heading out July 24.

Rich's Excellent Cruise

RICH JONES

As many of you know, I cobbled together all of my frequent flyer miles and was able (for \$71.25 in security fees), to join Marc Emmons on his passage from Raiatea in French Polynesia to Hilo, Hawaii (see SYSCO News, November 2003). We sailed on Tramonto, a Hallberg-Rassy 31.

Some people have asked how I even found out about this adventure. Well it just popped up one day this fall on the SailPDX.com "Boat List." A great guy named John Novembre joined us, making up the three-man crew. John, a 25 year-old PhD student at UC Berkeley (my almomammy), has one of the most inquisitive minds I've ever had the pleasure to watch at work. Along with Marc's adventurer spirit, I had quite a time learning from these two "youngsters." With Marc being 32, their combined age was barely equal to mine.

We left Raiatea on Nov. 12th, crossed the equator on the 23rd, but wind and waves delayed our Thanksgiving feast until Friday, the 29th, and we dropped anchor in Radio Bay on December 4th. From the day I arrived in

French Polynesia Nov. 8 to the day I left the Big Island Dec. 10, I was "living the dream."

The executive summary of the trip goes like this:

- We headed north and stayed pretty much on the 150W line, even though books and the previous experiences of cruisers suggested we go farther east.
- My Meridian Marine handheld GPS was the primary nav aid in the cockpit. MaxSea is cool charting software, but the new Nobletec \$10 Chart Planning is pretty nifty too.
- The Monitor Windvane is a fantastic contraption. Celestial navigation really works if you're not anal about being exact (3.4 miles was as close as I got).
- Sailmail and WinLink are cool but you really need a Pactor 3 modem (we had a pokey Pactor One). "Kilo Delta Seven Mike Yankee Alpha Marine Mobile" will be forever etched in my mind.

- I miss Gary's 0730 daily weather updates from his boat, Amadon Light, anchored in Nuka Hiva. My friend Andy Evans in Ottawa did a great job of weather routing.
- Schattauer in Seattle makes terrific cruising sails that are works of functional art in all respects (I really like mains with two reefs spaced wide apart, and hanked on headsails with no reefing points).
- We cooked fantastic meals and usually did it all in one pot — a Hawkins 4 quart pressure cooker. Lorna Sass' "The Pressured Cook" and Amanda Swan-Neal's "The Essential Galley Companion" guided us. Scott & Wendy Bannerot's book, "The Cruiser's Handbook of Fishing" taught us how to catch Mahi Mahi and how to jerk the mass quantity of fish we had left over (we used Mexican Flag lures I bought at The Fisherman).

Bottom line: Three guys on a 31 foot boat worked out great. We did 3 hours on/6 off watches. We have log entries for each and every watch over the full 22 days. For me, that will always be fun reading.

November Board Meeting Minutes

Monday, January 5, 2004

This meeting was called to order by Commodore Alan Boguslawski at 1830. Though we have a short docket tonight, it will require lengthy consideration and discussion.

PRESENT: Alan Boguslawski, Steve Moshofsky, Robyn Thomas, Mike O'Bryant, Terry Annis, Gary Bruner, and Country Joe and the Fish.

COMMODORE: This first meeting of the year brought the installation of new officers, and the transfer of burgees for those attending: Alan Boguslawski as Commodore; Steve Moshofsky as Treasurer; and the lovely and talented Robyn Thomas as Secretary. The Board is in the process of confirming some remaining 2004 committee seats. Thus far, the following offices and committees are confirmed: Commodore – Alan Boguslawski; Vice Commodore/Race Captain: Phil Campagna; Treasurer – Steve Moshofsky; Secretary – Rob Thomas; Newsletter – Mike and Sandy O'Bryant; Membership – Rob Thomas; Historians – Bill and Vicki Sanborn; Poncho – Thomas MacMenemy; Protests – Sue Burns; 2004 Boat Show – Larry Johnson.

TREASURER: Alan presented Steve with the first draft budget for 2004. The Board studied and discussed each

account item, and a revised budget was drafted. A “work” copy of the first draft budget is available by request to Steve.

SECRETARY/MEMBERSHIP:

I reported that renewals for 2004 are arriving in usual fashion. The renewals were mailed December 8. This year's deadline for renewing memberships is Jan. 1. One 102 renewal notices were mailed Dec. 8; 35 have been returned. I will send a final hardcopy notice no later than Jan. 15.

BOAT SHOW: The “SYSCO” banner used at the 2003 boat show has been misplaced. Alan Schamp requested that a replacement banner be made asap. The Board approved Alan's request. A banner will be ordered immediately and delivered to the SYSCO booth at the boat show.

NEW BUSINESS: The Board was happy to greet F Fleet skippers: long-time SYSCO member Terry Annis and newer member Gary Bruner. Representing the local Catalina 25/250 Fleet (www.catalina25-250.org), they requested SYSCO's assistance with the Catalina 25/250 National Regatta, July 14 – 17, 2004, including the use of Poncho and race equipment. We discussed, among other things, race management and liability/applicable insurance coverage.

The Board congratulates the local Catalina 25/250 club for hosting this terrific event; assured Terry and Gary that SYSCO will assist in this national event as much as possible and that the Board will present for discussion the Catalina club's request at the next General Meeting (Monday evening, January 19).

Alan B asked Robyn to review and confirm Poncho's (Boston Whaler) insurance coverage and report back to the officers immediately.

Tonight's meeting adjourned at 8 p.m.

Back in the Saddle Again,
Respectfully Submitted,
REBT



It was an empty look at the Portland Boat Show's SYSCO booth. The freezing conditions kept many boat lovers away.

C-25/250 Nationals

GARY BRUNER, FLEET 94 CAPTAIN

A new fleet of sailboats already familiar on the Columbia River has been growing in SYSCO and this year we are planning a national regatta. The Catalina 25/250 Fleet 94 on the river was formed in 2002 as a loosely organized group of C-25 sailors wanting to share information, race One Design in the annual SYSCO regatta, and do some cruising together. The fleet now has 12 boats and all to some degree are interested in the Nationals.

The C-25 Nationals is an annual event, although it was not held in 2002. It was in Indiana in 2003, but attracted a

relatively small number of boats. Fleet 94 itself had 5 or 6 boats participate in the 2003 SYSCO One Design regatta (up from 4 in 2002) and the fleet has since added several new members who are interested in racing. We think that with that level of participation, we'll be able to attract more boats to the Nationals in Portland than other areas have been able to attract.

We already have commitments from Columbia Crossings for moorage, publicity and a barbecue; Sailboats of Oregon for trophies; and N. Channel Marine is offering reduced rates for launching/retrieval for those who cannot ramp launch. We are asking SYSCO members to serve as race committee for us and

are only awaiting formal SYSCO approval.

A number of sailors will fly in to crew and will not bring their own boats, so we are seeking all the C-25s and C250s we can find to come and join the fun, whether they are “racers” or not. You can also lease, borrow or charter your C-25 or 250 if you don't want to race.

Entry forms will be available soon. For more information on Fleet 94 go to: <https://home.comcast.net/~fleet94/>. The information page for the nationals, hosted by the Columbia River All Catalina Association, is at www.c25pdx.org. The Catalina National Association web site is at www.catalina25-250.org. I can be reached by email at molika@teleport.com, or by telephone at 360.687.2048.



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO Meeting
Jan 19, 7 p.m.

Dinner begins
6 p.m.

The Afterguard

BOB WALDRON

Some say baseball is a metaphor for life, I say sailing is.

The forecast said snow would arrive and accumulations were expected. I think this was New Years day. Of course, the Chairman and myself were expected somewhere. We saw no snow in Forest Grove, yet the surrounding area received multiples of inches. The metaphor; "Did we sail into a hole? The wind seems to be on the other side! They got legs on us, or we will have to gibe to reach the line if we do not run out of wind first?"

There was a thaw of sorts, with a new forecast for more snow early the next week, but with accumulations significantly greater followed by freezing rain before the thaw and all this will happen at specific times in a particular order over a specific area. The metaphor, in order: "The wind will be NW 10 to 15 this afternoon." "If we post-

pone, will the wind fill in later?" "You might have guessed, we canceled the race and at 1930 hrs. a stronger than expected wind came up."

In the midst of all this entertainment, the office closed and we had some time off. Kay and I are hunkered down with a fire in the woodstove, playing marathon games of backgammon. It was a good day. The snow came down and the house was warm with no need to go anywhere. The metaphor; "This is such a pleasant anchorage, just look at that sunset, what a great sail today." Day two of our winter weather had us wondering if we could we get to work, what the roads were like and who makes those decisions? The metaphor: "Where do you want to go today? I don't know, but if we do not leave now, the tide will be contrary so our option is here — pointing to the chart. No not there, don't you remember? It was so late pulling in there

last year, we were up all night on anchor watch." We stay put for better weather.

The next day we're out of supplies (alcohol), the boss suggests we can open by noon and number two calls to complain, "Dad, there is water all over my kitchen floor!" The worst part of driving to work was getting out of my neighborhood, with its standing water, icy intersections and great piles of broken chains. The parking lot at work was so bad that I just found a wide spot and turned off the engine. The Chairman stayed home for one more day. The metaphor; "I plan on crossing the bar on the outgoing tide," or "The seas usually lay down after midnight," or my favorite, "where do the crab pots go at night?" Perhaps this one, "Honey, the head is not working." Finally, "I get seasick. I will meet you up there."

I have to go fix that sink now.

See you on the River. Aloha and Mauru'ru