



# Sysco News

APRIL 2004

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

**Commodore:**

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**Vice Commodore:**

Phil Campagna  
(503) 735-0902

**Treasurer:**

Steve Moshofsky  
(503) 293-0833

**Secretary:**

Robyn Thomas  
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**Rear Commodore:**

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**Membership:**

Robyn Thomas  
(503) 655-4915

**Program:**

Bob Waldron  
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**Newsletter:**

Mike and Sandy  
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**Cruising:**

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Bob Schafer  
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**PIYA Rep:**

Open

**PHRF Rater:**

Bill Brennan  
(503) 286-9374

**PHRF Rep:**

Phil Campagna  
(503) 735-0902

## General Membership Mtg.

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

This month's program will feature Scott Wirs. Scott has established himself as the Portland sailing community's principle photographer. Come see how Scott does his work and perhaps your boat.

**MAY:** The meeting is dedicated to vicarious fun as we hear Rock Kent spin a yarn about his adventures during the Whidbey Island Race Week where he had the humbling experience of sailing with little wind and no current.

**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.

## Commodore's Comments

ALAN BOGUSLAWSKI

We had a nice turnout at our April Fools Day bash (aka the SYSCO Race Clinic). I arrived at Elmer's a half hour ahead of start time and couldn't find an available parking place, thinking, "Whoa, this is going to be a bigger deal than I thought!". I guess Elmer's is just a very popular April 1st gathering spot. Or maybe it had something to do with the swap meet happening at Expo.

Nevertheless, the portion of the restaurant devoted to the racing clinic continued to expand with new arrivals until the presentations began. And most of the faces were unfamiliar to me. It's great to see that the word got out.

I find this annual event is always a great opportunity for me to get my head re-oriented toward the nuances of the sailboat racing game; after months of other intellectual pursuits. I'm fascinated by the sheer number of variables that go into trying to be fast around a race course in a sailboat.

### Just to name a few:

- sail selection
- course strategy
- start tactics
- wind & weather conditions
- knowing & using the rules
- proper sail trim
- helm proficiency
- responding to wind shifts

### And there's also:

- current and river conditions.



The Friendly Reach

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## Thoughts from the Rear

**BILL SANBORN**

Training classes for Committee, for novice Racers, for practice starts, for Rules, Boat yard repairs, maintenance, and crew training are all done. Time to raise a couple of sails and be on the line when the flag drops. This year I am more excited about the season than any of the last 25 years SYSCO has been hosting races. I see an increased interesting sailboat racing and very little drop-out, meaning that the ownership of the boats over the last couple of years has had limited turnover. Add the growth in several of the fleets and the outlook is good. The March/April weather this year has been more like June/July, adding to the excitement (although it will probably snow for the first Tuesday evening race).

### Here are some things to think about:

OCSA has changed the Sailing Instructions. Forever the rule has been no auxiliary propulsion in the five minutes before your start. That old Rule #10 has been deleted, and

the thinking now, as I understand it, is that you cannot use auxiliary propulsion after your preparatory signal, or four minutes prior to starting. Probably not a big item, but a good tactic to recover prior to the start when you are drifting and need some extra room above the line against the current with a light wind. You might need to delay your start time to offset the time you were in gear.

The commercial traffic issue could very well raise its ugly head again. I have observed this year a lot more fishing boats anchored in "hog lines" on both the Columbia and Willamette rivers in places where I don't recall seeing them before. A popular spot this year seems to be across from the Sea Scout base. I have heard lots of 5-blasts this year. One ship we followed between St Johns Bridge and Kelly Point must have blown well over 100 times, and I have heard lots of tugs and barges on

the Columbia sounding a warning. We know the fish are in the river. I have seen at least two sea lions with fish and several seals within the last month in the Columbia.

This causes concern on two fronts. First, anchored fishing boats cause "road rage" issues, and we, as visible users of the river who move slowly and randomly back and forth, become perceived as part of the problem. That, and being organized, we are easy to find. I think that the sailboat racing community (verses general sailing) has a good record with the tug companies. We always try to alert them of our intentions and give them room to pass safely and stay on schedule. The second issue is the location of a "hog line" and the committee's need to survey the selected course area to insure that one has not been started that will interfere with the racers.

*See you on the River!*  
*Delta Cruise July 24 at Martin Island*

## Board Meeting

**Monday, April 5, 2004 (6:30 p.m.)**

**Present:** Alan Boguslawski, Phil Campagna, Steve Moshofsky, REBT, Mike O'Bryant, Bill Sanborn, Stan Heil, Malcolm Orendurff, Doug Marshall, Mike Baker, Thomas MacMenemy, Bob Waldron, Melissa Moshofsky, and Warren Zevon.

**Commodore:** Alan welcomed the Fleet Captains – Doug, Stan, Malcolm, and Mike B, and encouraged each to offer their opinions as the meeting progressed. Alan also mentioned that, while other Clubs have lost members, SYSCO is maintaining its membership numbers.

**Vice Commodore/Race Captain:** Phil reported that last

week's SYSCO-sponsored, open Race Clinic was well attended. The venue (Elmer's Restaurant at Hayden Meadows) is too small and too loud. A more suitable venue will be arranged for 2005. It was discovered that too few participants were aware of the on-the-water practice conducted Friday evening. Phil reported that he has received a good number of early entries for Spring Series, and that there are a few Spring Regatta entries, also.

**Treasurer:** Steve confirmed a balance in the checking account of \$6,634; this sum does not include some renewal and new membership checks received from REBT. Steve also reported that insurance coverage for Poncho II has been confirmed.

**Secretary/Membership:** The minutes of the March Board meeting, as published in the March Newsletter, were approved. I reported on one new membership: Paige Miller, "Snarky" (Cal 20). Upon motion and second, Paige's application was accepted. Welcome to our Cal 20 Fleet, Paige!

**Fleet Captain Reports:** Each Fleet Captain, Doug, Stan, Malcolm and Mike spoke briefly about the boats in their fleets, the fleet readiness, etc.

**Cruising Committee:** In the absence of Cruise Master Bobs (Brown and Schafer), Bill Sanborn reported that a tough little fleet of cruisers enjoyed the April 3-4 cruise to the spankin' new East Dock ("Bartlett Landing")

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at Government Island. Upstart, Wings of the Dawn, and Courtship made the journey and seized the weekend! The Cruisers await the next big cruise, the Memorial Day Cruise to Martin Lake on May 29-30-31. Cruise Master Bobs hope that they can greet and meet some first-time cruisers. Bobs would like to hear from you if you have any questions about the cruise. (Bob or Pat Brown 503-543-5475; Bob Schafer 503-543-2065).

**Program Committee:** Bob Waldron announced that he has the next few months' programs confirmed, and that professional photographer Scott Weir will be

the guest presenter at the April general meeting..

**Poncho Committee:** Thomas reports that Poncho has been upgraded (new radio, new helm, etc) and hull repairs have been made, all accomplished at the "MacMenemy" Boat Yard. The Club's mark boat was splashed last week.

**New Business:** On behalf of Cruise Master Bobs, I asked for \$100 to fund the cost of a main course at a potluck during SYSCO's biggest and most-anticipated cruising event, the Delta Cruise. Historically, SYSCO would supply a main course (barbecued chicken, salmon, etc) for a potluck in Cathlamet

during the Delta Cruise. After some discussion, it was moved and seconded that SYSCO reimburse Cruise Master Bobs up to \$100 for the cost of a main course. I will notify the Bobs of this decision by the Board, and they will report back to the Board.

Malcolm asked about the Sail Education Week, and why was it discontinued. There was a bit of discussion about the financial downside of SEW. Later this season, the Board will discuss the possibility of renewing SEW.

Upon motion and second, tonight's meeting adjourned at 7:20.

**Respectfully submitted,**  
**REBT, Secretary/Membership**

## Fleet Captain assignments

The 2004 SYSCO Fleet Captains will be the principal race officers for weeknight racing. Without them we would not race. Many thanks!!

Here are their assignment dates:

Cal 20	<b>Malcolm Oredurff</b>	April 20 & June 15	⋮	A Fleet	<b>Jay McRostie</b>	May 6 & July 1
172 Fleet	<b>Michael Baker</b>	April 22 & June 17	⋮	F Fleet	<b>Bob Rouse</b>	May 18 & July 6
Catalina 22	<b>Blain Dickason</b>	April 27 & June 22	⋮	B Fleet	<b>Doug Marshall</b>	May 20 & July 8
E Fleet	<b>Stan Heil</b>	April 29 & June 24	⋮	Catalina 25	<b>Gary Bruner</b>	May 25 & July 13
J24	<b>Allan Weber</b>	May 1 & June 29	⋮	C Fleet	<b>Bill Sanborn</b>	May 27 & July 15

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During the "Strategy & Tactics" session, Kerry Poe put the course chart up on the screen. It was fun to look again at our terrific section of the mighty Columbia. The "Friendly Reach" as it's known. That nice wide section of river between the I-205 and I-5 bridges. I never tire of looking at it – on the course chart – on the river atlas – on my photo from space poster – or in a photograph like the one accompanying this article. Mt Hood looming, the sails, the airport tower, the wing dams, the condos, the barges, the marinas, the aids to navigation. So

many things go into the personality of the Friendly Reach.

Not the least of them, when it comes to racing, are current and river conditions. While the river current comes into play in virtually every single one of our races, it is never more critical than on one of those rare summer days when the breeze is not from the northwest. Remember your surprise at how difficult it was to judge the lay line on a north-south course, with the current running perpendicular to the course rather than parallel? Yeah. Threw in a few

extra tacks that day! Those north-south courses are mighty short, too!

Fortunately, we get a pretty consistent northwesterly all summer (except when it's calm). So, a tip to fleet captains: In the interest of interest, let's not get into too much of a rut in selecting our race courses this summer. (You know...C-2-C-2-C-2...) Let's throw in some innovation from time to time to keep our skippers on their toes. Here's an example. How about somebody trying X – R – 14 – R – X? That ought to entertain the diners at Salty's.



SYSCO  
P.O. Box 5502  
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PLACE  
STAMP  
HERE

**SYSCO Meeting**  
**Monday, April 19,**  
**7 p.m.**  
**Dinner begins**  
**6 p.m.**

## The Afterguard

BOB WALDRON

After organizing and attending the OCSA Race Management Clinic, I began to wonder if, like Sail Education Week, this program has run its course. Attendance was lower than last year and, even though the usual promotion had been put into place, it seems a determination about it's future is in order. That will have to be in a separate forum.

Having set those thoughts aside for a few weeks, an interesting comment regarding sail education week was made by a director at the last SYSCO Board meeting. In his estimation, just because an event realizes low attendance for a year does not mean attendance

won't trend back up in a subsequent year. I made the quip, "if you have that much interest you can sign on to organize it" (or something like that). It does bring up a valid point, however, one several of the readers have heard me talk about before. These types of events tend to either take up a life of their own or end going to a quick death. To keep them living, a spark plug must be in place, someone willing to sustain their life. We have seen these spark plugs on the river, usually manifesting themselves in the growth (or in some cases the re-growth) of a fleet. Otherwise the activity slowly diminishes. For any activity, event, or program to sustain itself there must be this

spark plug, or at least a collection of them, to maintain the vitality of the activity.

Back to Race Management. From this writer's viewpoint, it lacks the spark plug. After one year of poor attendance it should not be abandoned, as there were also two other events that occurred that night to take attendance away, plus it was Spring Break for most local school districts. Like so many other things, a future evaluation of the event's effectiveness is due. Perhaps, like Race Management, it should be laid to rest for future resuscitation by a new group of sailors who feel the importance of the event.

*See you on the River.*



Ladies Cruise 2004

## Hollywood Nights

At Coon Island - May 21, 22, 23

