



SYSCO

News

JUNE 2004

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

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Memorial Day Cruise to Martin Lake — May 29, 30 & 31, 2004

REBT, CRUISE COMMITTEE PRO TEM.

As the SYSCO vessels arrived, each was added to the raft and made secure. A strong stern line from the anchor boat, Palmer Joe, to a dolphin gave us security in the clocking wind. Thirteen sailors and their guests shared tumultuous weather, a collection of food and beverage to rival the finest dining in the Northwest, dinghy sailing, kayaking and a surprising Jungle Cruise. This three-day adventure from the hook had something for everyone. You had a chance to catch up on your sleep, read that darn book you've been anxious to finish, enjoy some quiet time at anchor, exchange a few ideas about the new (whatever) you need to install, and meet new people. You could do a lot of different things, or relax and do absolutely nothing! The weather was livelier than we would have liked, but it, too, made the weekend pretty special. Unusual for this destination was a Jungle Cruise, which included long boating the tenders through shallow

water crammed with tall reeds, and the encounter with an occasional metal fence post in deeper water! All sailors returned home refreshed and anxious for the Delta Cruise in July.



General Membership Mtg.

Make sure to attend SYSCO's General Membership meeting Monday, June 21, 7:00 p.m. at Mars Meadow restaurant (Hayden Meadows). Come at 6:00 p.m. for dinner and socializing.

Summer is for cruising and racing, so SYSCO always takes July and August off, at least for meetings. June is the last SYSCO General Membership meeting until the September 20 meeting.

P.S. The SYSCO Board, however, will continue to meet through the summer on the first-Monday of each month. **Time:** 6:30 p.m. **Location:** Barley Mill Pub, 1629 S.E. Hawthorne. If you're starving for a summer meeting, please come out.

Thoughts from the Rear

BILL SANBORN

This year the Northwest is an important venue for top level racing. The Gorge just hosted the College Championships, the J-24s all headed to Vancouver BC for their North American Championship, and Portland is the site for the Catalina 25/250 Nationals. These events give each of us a chance to meet and sail against folks and boats we've know from fleet web sites, newsletters or via the "jungle telegraph." They typically plan social functions where sailors can "dock talk" and share ideas about boats, gear and tactics.

A doff of ye ole SYSCO visor to Gary Bruner and crew at Fleet 94. I understand that as of now they have twice as many entries for the 2004 Catalina 25/250 Nationals as last year. SYSCO will do on the water committee and we are still open for Race Committee helpers July 15 - 17. Contact myself about committee help, or call Gary to enter your Catalina 25, or 250 in the National Regatta.

In 30 days Vicki and I will be embarking on our 20th annual SYSCO Delta Cruise. We're sure it's not a record, but it's worth noting. We had a boat and wanted to sail down river with the kids, but not feel pushed by having to be in the Race mode, as was dictated by the Six-Pac. Others agreed with our premise and we planned the first Delta Cruise. We are excited that several of you have said you will be joining us this year, some for the first time and some for the umpteenth time. Meeting is July 24 at Martin Island and we'll start as soon as you arrive.

JUST IN: Our Coast Guard permit says that we can't use Government Navigation Markers as race buoys. That includes #2, #14 and # 18. I don't understand their reason, we as taxpayers bought and paid for them and they do a lot more damage to our boats than we do to them. This has to do with Homeland Security, so it must be a national ruling and must

be an issue somewhere to maintain a separation of pleasure craft from commercial or military vessels. Our Committees can place buoys in the general area and all will be OK, and then we can all sleep well at night knowing that there are no sailboats rounding Government Navigation Markers.



OWSA Wednesday Night Sail on a performance boat.

PHOTO BY BILL SANBORN

June 2004 Board Meeting Minutes

MONDAY, JUNE 7, 2004

This meeting was brought to order by Cm. Boguslawski at 1830. In attendance are Alan Boguslawski, Steve Moshofsky, Bill Sanborn, REBT and Moby Grape.

Alan confirmed that no general meetings will be held in July and August, as usual. He also confirmed that the September 2004 Board meeting will be held on Wednesday evening, September 8, at 6:30 p.m., instead of Monday evening, that week (Labor Day holiday).

The first Beer Can of the season will be "hosted" by SYSCO. Alan will contact Phil by email to

find out whether a committee boat has been arranged.

Steve announced that he will have neither beverage nor food tonight, and that the checking account balance is \$7,049. The Club is comfortably on budget.

REBT presented one new membership: Stephen and Susan Estes (J/24 "Xena," aka "Lola"), and upon M/S, the Estes were accepted into the Club. The minutes of the last meeting, as published in the May 2004 newsletter, were accepted onto the record.

The deadline for the June newsletter is Sunday evening.

This meeting was adjourned upon M/S at 1900.

Respectfully submitted,
REBT, SECRETARY

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:

172 Fleet	Michael Baker	June 17
Catalina 22	Blain Dickason	June 22
E Fleet	Stan Heil	June 24
J24	Allan Weber	June 29
A Fleet	Jay McRostie	July 1
F Fleet	Bob Rouse	July 6
B Fleet	Doug Marshall	July 8
Catalina 25	Gary Bruner	July 13
C Fleet	Bill Sanborn	July 15

Commodore's Comments

ALAN BOGUSLAWSKI

Hey! Beer can season is here! I refer, of course, to Friday night beer can races. I don't know how the Friday evening series came to be known by that moniker, but I'm sure there are some old salts in this club that could tell me; and I think someone among them should tell the story in a newsletter article.

I'm sure the term "beer can" conjures up different things to different people, when used in conjunction with sailboat racing. Some might envision a drunken orgiastic boating event; others might think that, because there is no entry fee, the organizers probably have to use rafts of empty beer cans for course marks. Some of us micro brew snobs are thinking, "who drinks beer out of cans, anyway?"

I do know that a few years ago a well-known regional microbrewery approached SYSCO members with a proposal to sponsor the beer can races. Sadly, the beer can races have no entry fees and no costs... well, except for that volunteer effort and a little 2-cycle gas. Consequently, we saw no Full Sail Ale banners on the committee boat.

Last Friday SYSCO sponsored the first beer can race of the season. The theme was "Sports Night" — and we had a lot of good sports out there. I took Bailiwick out to serve as committee boat. I think I counted about 18 boats that showed up for the racing. The final score was:

Current: 2 knots Wind: 0 knots

I have to confess now that I have never previously participated in a Friday night beer can race. Ever. Perhaps I never considered the beer cans worthy of the effort required to recruit crew and get out there in time. After all, there are no trophies or prizes. After a week's hard work, my preference has been to take Bailiwick out with some

friends, spirits, and munchies on board; tune the radio to KMHD, and wind down with a relaxing Friday night blues cruise.

But this time Phil tapped me to do committee. And now I have a whole new appreciation for the beer can races. No only that, but I think I know now why they're called beer can races. As soon as I got Bailiwick anchored and raised the RC flag, boat after boat proceeded to motor close by and pass over bags with cans of beer. And not just cans of beer — bottles of wine, margaritas, Spanish coffees, Mexican dinners, cookies, barbecue pork, cheese & crackers. It was amazing!

Someone explained to me that a big part of racing in the Friday night beer can race is bribing the race committee. I GUESS!!

Anyway, now I'm feeling kind of bad because all of these wonderful skippers with their crews festively outfitted in various sports costumes bestowed all this booty on our race committee, and then hung out for an hour at anchor or hovering under power waiting for even the slightest breath of wind.

So after hanging for an hour, we did what any fully gorged and over-lubricated race committee would do. We changed the course board from C-B-C to C-B and initiated the start sequence. Poncho was dispatched to B with the finish flag and we had a drift race.

I'm not sure how all the participants felt about the whole thing, but I can tell you I had a real good time. So I now highly recommend this event. Take a look at the race calendar. There's Flag Night, Western Night, Formal Night, Toga Night, Free Bowl of Soup Night, Crazy Hat Night, Pirate Night, Fiesta Night, Pajama Night, Reggae Night, Disco Night, Zoo Night...

Get out there and get involved.

OWSA/CYC Women's Race Summer 2004

MELISSA MOSHOFSKY

Mark your calendars now for this summer's OWSA/CYC race on Saturday, August 21st!

As we have for the last few years, we are anticipating classes for PHRF and Calzos. In addition, we are adding a third class — a fleet of J24s (working sails only) for those that are either new to racing or don't have a ride! These boats can sail with as few as three people or as many as five in this configuration (without spinnaker and genoa). Prior to the race, all of the J24's boat rigging will be tuned to the same settings.

We'll present awards for each class placing 1st through 3rd (depending on total number of entries) at the Oregon Women's Sailing Association General Meeting on Wednesday, October 13. We'll release more information about purchasing t-shirts at a later time.

This is a call for entries in this new J24 fleet! We need:

Racing crew (or those interested in racing) - I am seeking crew of various experience levels to fill a bunch of empty positions! Please let me know as soon as possible so I can recruit enough boats for all who want to play.

J24 owners — I am recruiting at least four other Js. For women who own a J24, join me by entering your J and skipper it yourself. For men who own a J24, this is an opportunity to volunteer your boat to a female crewmember to skipper (or another qualified skipper). I am seeking tentative commitments now.

I challenge you to an afternoon of great fun with a social immediately following. For more information on participating and entering please call me, Melissa Moshofsky, OWSA Race Captain at 503-293-0833 or email at mbernardo911@juno.com. I look forward to hearing from you.



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO Meeting
Monday, June 21st
7 p.m.
Dinner begins
6 p.m.

The Afterguard

BOB WALDRON

Frequently criticized for failing to get Courtship away from the slip as often as I should, I have come to realize that merely getting away from dock is only half the problem. As a follow up to comments made in the first paragraph of last month's article, it is clear that this activity of sailing is not like riding a bicycle.

Presuming Captain Tweak and his hardy band could use my presence for the last race of Spring Series, I showed up with inflatable jacket in hand ready to go to work. The various and sundry comments from the Weaver are not fit to print, and bearing the brunt of his epithets I climbed aboard. There were some new people, at least to

me. Tweak introduced them and I instantly realized my neglect in participating made me odd man out. I nerved myself up, smiled, acknowledged the introductions and as discreetly as possible tried to make myself useful.

Debarking we headed for the start line, made our rounds by the committee and waited for our start. Making an acceptable start we headed for the windward mark. It was clear, at least to me, that my lack of participation had resulted in hesitation or a weird variance in the fabric of space/time. In any event, more effort was needed to concentrate on the task at hand. Rounding the mark, I was assigned my old duties of trimming the spinnaker. Good, I thought, at

least this should come right back. It did not. The spinnaker sheet tore through my gloved hands, slicing the gray leather like stuff and into my fingers. Reigning in the sheet someone noticed the red liquid of life dripping from my hand. Tweak instructed me to drive and another member of the crew trimmed the sheet. Another crew, with a free hand, found elastic bandages. Feeling totally foolish I tried not to speak.

Lesson learned. It is not like riding a bike. Coming back to the slip I looked down the dock toward Courtship and promised she would not be treated with such disrespect.

See you on the River