



SYSCO

News

JULY 2004

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

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No General Membership Meeting in July or August

Summer is for cruising and racing, so SYSCO always takes July and August off, at least for meetings. The next SYSCO General Membership meeting is September 20.

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.

Commodore's Comments

ALAN BOGUSLAWSKI

I've generally been writing about SYSCO issues and events in this column, but Bailiwick and crew recently had a fun time competing in an event organized by another club, so I thought I'd tell you a little about it.

Two other clubs, actually. The Astoria and Longview yacht clubs have been sponsoring the Puget Island Race at Cathlamet for quite a number of years. In recent years the event has been held every other year, alternating with the Six Pac Race. I became intrigued by the concept of an around-the-island race two years ago, so we tried it and got hooked.

I must say the organizers outdid themselves with the preparations for this year's event, held June 19 & 20. They hosted a tropical event worthy of comparison with the CYC tropical party! The picnic area at Elochoman marina, decorated with palm trees, tiki torches, tropical flowers, and the like, was transformed into an exotic South Pacific island. An authentic Palau family catered a luau that included roast pig, fried



A spinnaker run on the Fri., July 11th Beer Can Race.

rice, tapioca, taro, fried bananas, tropical fruit and coconut pudding. After this resplendent island banquet, the Palauans, bedecked in grass skirts, leis, and flowers, proceeded to entertain us with authentic island dances. The winning crews were presented with leis by Queen Martina from Palau. The festivities continued late into the evening with music from Spud Siegel and the Floating Glass Balls.

The attendees can tell you much more about these festivities, obviously the result of much work, planning and effort by "Admiral" Norm Shatto, "Captain" John Keyser, Ray Scott, and all their volunteers (many kudos to all). But I'd like to tell you about the race course and conditions

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Thoughts from the Rear

BILL SANBORN

The Commodore last month asked about Beer Can Racing where it came from and how it got started. Fun and silly races have a long history among yacht clubs and probably the biggest one most of us who read 48 North are familiar with is the Tuesday Evening Duck Dodge on Lake Union. On the Columbia River in years past someone would organize a "Beer Can" race once or twice a year and earlier the Flatty sailors would have fun races. From what I have heard, since beer was a staple for most of them, they became known as the Beer Can Races in various formats, and most were quickly planned pickup events. One of the favorite starts was to line five beer cans on the gunnels and knock one over the side each minute until the start (I'm sure they were emptied first) and when the last one fell it was time to start the course. I trust this is accurate because two different times I have pulled my anchor up and found

an old beer can in the flukes. The Hare and Hound start system was also popular.

Several years ago at the OCSA planning meeting someone suggested that the calendar include an end of the week pickup fun series that the Yacht Clubs would rotate hosting. They came up with themes and assigned one for each week. The Rules and Bribe options are fashioned after the Duck Dodge. I lobbied to call it the "Side Hill Racing Series" (home of the one-way tide) to get away from the alcohol reference, but history won out and the Friday Beer Can label was adopted.

I have seen as few as two boats out for the Beer Can races and evenings when there were as many as 30 boats. It is a fun way to end the work week and a chance to take friends, co-workers, or family as crew for a "Race" sail to share with them the ambiance of racing and show them first hand why we enjoy racing.

Attn: Fleet Captain

The 2004 SYSCO Fleet Captains are the principal race officers for weeknight racing. Without them we would not race. So that we don't have a repeat of last Thursday when the race committee was a no-show, please let Phil Campagna (bitemej24@hotmail.com) know if you can't do your turn at committee duty. Many thanks!! Here are the remaining assignment dates!:

Catalina 25	Gary Bruner	July 13
C Fleet	Bill Sanborn	July 15

Also, this Thursday, July 15, the Catalina 25/250 Nationals could still be finishing as the Thursday SYSCO Evening Series boats are arriving at the committee boat. Please give them the courtesy of a fair way and clear air as they finish, and please stand off of the committee boat until the last Catalina crosses the line. At that point, the committee boat will fly the "L" flag to signal the beginning of the SYSCO Thursday Evening Series.

Oregon Food Bank – Free Bowl of Soup Night

The July 16, Friday night Beer Can race is dedicated to raising money and food for the Oregon Food Bank. The race organizers have planned a barbecue after the race and have also come up with some creative ways for scoring, all involving cans of food. Be aware that this is the year's only Beer Can race that asks for an entry fee of a minimum 2 cans of food for any member of a PIYA recognized yacht club, 3 cans for all others, and/or checks or cash made payable to "Oregon Food Bank" (all tax deductible).

Each yacht's finishing order will be determined by their approximate finishing position, divided by the number of donated canned food items and/or any

dollar donations to the "Oregon Food Bank". The lowest scoring yacht shall receive the "Free Bowl of Soup for Oregon Food Bank" inaugural trophy and all entries shall receive a participation sticker.

Canned food items and money can be delivered to the race committee prior to racing at Tomahawk Marina, prior to the race on the water (could be a full bowl), or ideally after racing at the Tomahawk Marina at the social event. Blatantly bribing the committee with money and food for the Food Bank is encouraged.

The First and only warning signal is at 18:30. Please note, this is being run in conjunction with the Catalina Nationals, who will be finishing up their Friday racing



www.oregonfoodbank.org

prior to the beer can and will likely be joining us.

PLEASE try to let Doug Schenk know in advance if you're planning to race and, specifically, if you plan to attend the post-race social event at Tomahawk (douglas.s.schenk@intel.com or 503.645.8398). The social is sponsored by Columbia Crossings, Full Sail Brewing and Schooner Creek.

Commodore's Comments...continued

The race starts mid-day on Saturday at buoy 1 at the entrance to Elochoman Slough and the boats proceed upwind (downriver) to the green can marking the main shipping channel, round it to port, pop their chutes, and run down the Cathlamet channel, and under the Puget Island bridge. The breeze that early in the day is typically gentle. But as the boats weaved through the shoals of the upriver half of Cathlamet Channel (that's right, I'm talking about the back way into Cathlamet), their chutes gradually but continually power up and the chop builds until they get into those death roll, pendulum, broaching conditions nearing the upriver end of Puget Island, marked by a long wing dam. That represents the turning marks for the upriver end of the course (the race course circumnavigates Puget Island in a clockwise direction).

After Bailiwick jibed onto that leg where you look for the white 4'x8' plywood board above the road on the Washington shore to guide you out of the shoals of the channel, we were fighting for control. It was obvious that we probably wouldn't be able to jibe the pole back to starboard for the wing dam rounding. One of the 505's looked to be in trouble ahead of us. And I remembered in the race two years ago the boat we were sparring with at this point in the race. Not only couldn't they jibe, apparently they couldn't douse either. They kept right on going past the wing dam and on toward Cape Horn.



Palauans, bedecked in grass skirts, leis, and flowers, entertain sailors with authentic island dances in Cathlamet, Wash. for the Puget Island Race, June 19 and 20.

So, we held on for dear life for awhile, put up the genoa, doused the spinnaker early, and then jibed. As it turns out, I discovered in all the excitement that there are actually two wing dams on the upper end of Puget Island as I nearly drove us aground rounding the first one.

After that rounding, tacking our way up the main channel between Puget Island and Westport, the wind gradually receded as we approached the upriver end of the island. Across the river are high bluffs that turn the winds into fits and puffs and whirligigs. This is where the race is won or lost...playing the wind shifts.

Eventually we broke free of the spindrift (my word for it) and beat for the green can (I forget the number) that we rounded on the first upwind leg. This time we took it to starboard, popped the chute again and sprinted for the finish line (the start line).

This race has every kind of sailing condition. It's a kick! And I highly recommend it.

July's Board Meeting Minutes

July 7, 2004 (1830 hrs)

Present: Alan Boguslawski, Steve Moshofsky, Mike O'Bryant, REBT, and Jesse Colin Young.

Alan confirmed that the Catalina 25 Nationals' activities remain on the calendar during the third week in July, and that race committee assignments will be confirmed. Alan also asked the Board, on behalf of OWSA, that OWSA be allowed to use Poncho during the Friday, July 9 Beer Can. SYSCO members must operate Poncho. Upon Motion and Seconded (M/S), OWSA's request to use Poncho for the July 9 Beer Can was allowed.

There was a bit of discussion about the procedures involved in using a "change of course" flag; apparently that issue came up last week. (See OCSA Sailing Instructions, 2004 RACE BOOKLET, pp. 43-45).

Steve told us that the business checking account balance is approximately \$7,024.xx, and that one check has not yet returned to the SYSCO account (hey, Sanborn!).

I presented an application for an Associate Membership from Joseph B. Pham in Tigard. On his application, he indicates that he has sailed for two years, and is a newcomer to racing. Upon M/S, Joseph's application for an Associate Membership was accepted.

Mike's deadline for July newsletter articles, photos, etc, is Sunday evening, July 11.

We done.

Upon M/S, this meeting was adjourned at 1900 hrs.

**RESPECTFULLY SUBMITTED,
REBT, SECRETARY**



SYSCO
P.O. Box 5502
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PLACE
STAMP
HERE

NO JULY & AUGUST SYSCO MEMBERSHIP MEETINGS

The Afterguard

BOB WALDRON

The Boss dropped a book on my desk a few weeks ago, “Raving Fans” by Dr. Kenneth Blanchard. Some of you may be familiar with his first book “The One Minute Manager,” published in the mid-eighties. He has written many books in the same format between these two, all oriented towards business, with abbreviated texts and a minimalist vocabulary. The gist of “Raving Fans” is the fable of the mid-level manager charged with improving customer service. He learns how to do this meeting several entrepreneurial minds who have had similar challenges and achieved their goal. The lessons in the book are transferable to many organizations.

SYSCO was started twenty-five plus years ago by sailors who thought the existing sailing

community at that time did not serve the needs of their membership. Many businesses are started on the same premise. Since that time SYSCO has stuck to its original mission and has accumulated many raving fans. As it is an organization comprised and lead by individuals it will reflect the personalities of those managing its activities. As a club we are in our two-month period of summer when there are no general membership meetings, one sponsored race weekend remains, the St. Helens Race/ Cruise, Awards Banquet, and a round of recruiting officers and board for next year. As a SYSCO member you should be thinking of what you should be doing to maintain the growing number of Raving Fans. It is unrealistic to assume that others will take

the leadership and management mantle without knowing there is the support of the general membership.

SYSCO has been blessed with what appears to be an unending supply of “spark plugs” over the years and most of you have heard and read my comments of support and admiration for these individuals. For the spark plug to work, however, the energy and fuel of others is needed. So think about it while drifting down the River on the Delta Cruise, or while you tack upriver on a sunny weekend afternoon. Is it time for you to be a spark plug, the fuel and energy for next year, so SYSCO may accumulate its legions of “Raving Fans?”

See you on the River