



# SYSCO

## News

AUGUST 2004

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

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**PIYA Rep:**

Open

**PHRF Rater:**

Bill Brennan  
(503) 286-9374

**PHRF Rep:**

Phil Campagna  
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## B and B Cruise

Following last August's successful cruise, we'll again host the B and B (that's Bob and Bob) Cruise to Casselman's Wharf on Multnomah Channel Aug. 21-22.

Saturday afternoon is happy hour at Schafer's cottage in the middle of the moorage. We'll serve cheap wine: for quality, bring your own. Saturday evening is a gourmet dinner of ribs at the Brown palace. Please bring an appetizer, salad or desert. Sunday is a brunch at Schafer's cottage. We'll serve juice and coffee. You bring a breakfast casserole and whatever you wish for the meal.

To get there, go up the Willamette and down to our moorage which is between Big Oak and Brown's Landing. There should be moorage on our docks, mostly on the inside of what we call Wall Mart, which is the very large structure on the down stream side of our moorage. We will direct boats as they pass. Bob Brown will swim out and escort you to your moorage spot.

We hope the weather is great and we have a good turnout. Please let us know in advance if you are coming. E-mail Bob Brown ([rbrown@columbia-center.org](mailto:rbrown@columbia-center.org)) or Bob Schafer ([schafernosail@wmconnect.com](mailto:schafernosail@wmconnect.com)).

## No Gen. Mem. Mtg. in Aug.

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.

The SYSCO Board, meets on the first-Monday of each month.

**TIME:** 6:30 p.m. **LOCATION:** Barley Mill Pub, 1629 S.E. Hawthorne.

## Commodore's Comments

ALAN BOGUSLAWSKI

On August 6 I had the sailing adventure of a lifetime. I chartered the brig Lady Washington with her captain and crew for a three-hour cruise. Then Rhonda and I invited 45 close family and friends aboard and had the captain marry us. I'm sorry the Lady couldn't accommodate all my SYSCO sailing friends, but I'll share a little of the adventure with you here.

For those unfamiliar, the Lady



Alan and Rhonda on their wedding day, August 6th.

Washington is a 170-ton square rigger. She's a magnificent 18th century tall hship replica whose home port is Grays Harbor, Washington. In her most recent claim to fame, she played the role of HMS Interceptor in the movie "Pirates of the Caribbean", where Johnny Depp, as Captain Jack Sparrow, stole her from

## Board Meeting Minutes — MONDAY, 8/2/04 (6:30 p.m.)

**PRESENT**— Steve Moshofsky, Bill Sanborn, Phil Campagna, Mike O'Bryant, REBT, and Johnny Allen Hendricks.

### RACE CAPTAIN/VICE

**COMMODORE**— Entries for the One Design closed July 30, and Phil is working on arrangements for Race Committee and the barbecue (Sunday).

**TREASURER**— Steve reports a checking account balance of approximately \$7,000; this balance was adjusted throughout the meeting as Board Members discussed who should receive the remaining checks in the checkbook out of the dozen or so receipts presented to Steve. This discussion was taken outside.

### SECRETARY/MEMBERSHIP

The minutes from the last meeting were approved. I presented a letter from Gary Bruner and a check in the amount of \$50 issued to SYSCO, in thanks for the use of SYSCO's mark boat, Poncho II during the Fleet 94 Catalina 25/250 Nationals. I was commissioned to

send a responsive letter to Gary and the Catalina 25/250 fleet. [Gary asked that SYSCO not send a "thank-you" letter, as he would feel compelled to send a return "thank-you," etc. I shall not send a responsive letter to Gary, and I herewith make this nonaction a part of the official record. REBT]

**NEWSLETTER**— News Ed asked for a deadline of Sunday, August 8, within which to submit all articles, columns, stories, and photographs, including the 2004 Delta Cruise.

**CRUISING**— On behalf of Cruisemasters Bob, it was reported that there was a 15-boat raftup at Martin Pond on the first night of the Delta Cruise, and a more complete report will be submitted to the News Ed ASAP. The next excellent cruise will be the B&B Cruise at the floating home of Bob and Pat Brown in Multnomah Channel, on August 21 and 22. Tentative plans: Barbecued ribs will be the mainstay on the dinner menu on Saturday night, and there will be a casual breakfast on

Sunday morning. Members are invited to call Bob or Pat Brown for travel by car information or boat tie-up information 503-543-5475. There is room for several boats on their float and at an adjacent float.

**NEW BUSINESS**— Phil said that Karen Anderson of the 172 fleet suggested photo-trophies be given this year, and the Board will need to make a decision on this fairly soon; the awards banquet is not too far down the road. Bill Sanborn suggested that 8" bow numbers be issued to racers at the start of the season; and that the recent Catalina 25/250 Nationals made excellent use the numbers. Phil will pursue this proposal. On behalf of Melissa, Steve asked that OWSA have permission to use Poncho II on Friday night, this week, for the OWSA beer can race. The Board approved the request.

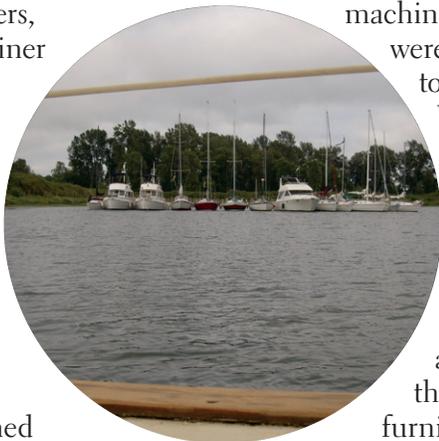
The meeting was adjourned at 7:00 p.m.

*RESPECTFULLY SUBMITTED,  
REBT, SECRETARY*

## Laid back Delta Cruise hits 20-year mark

Where else in the Pacific Northwest can you have a peaceful anchorage for three straight nights without wave runners, water skiers or Bayliner wave machines? Throw in great company and a pop or two. The answer is our secret location in Prairie Channel.

This year's Delta Cruise had 13 boats and one drive-by distinguished visitor. We spent the first night at Martin Pond. The high



point was when Bob Gales tipped over his kayak while squirting Bill Sanborn in his racing machine. Swimmers

were everywhere due to the heat, with Vicki Sanborn and Gail Schafer making cameo appearances. Sunday was in Cathlamet where we had chicken and salmon in the guest area, all furnished by SYSCO.

No one had problems heading to Warren Slough the next

morning at Devil's Elbow, thanks to waypoints and single file running. But we did start early to be on the flood tide. We also gave Upstart a lesson on anchor selection. From Warren Slough, some went different ways with many heading back to Cathlamet and on to Martin Pond before their journey back to PDX. The weather was great and we dodged some of the hot weather. Wings of the Dawn had a great sail back thanks to transmission problems.

The boats participating were: Palmer Joe, Delta, Slow Ride, Rauzer Two, Upstart, No Sail, Kasl, Lematike, Imagine, Absession, Encore, Wings of the Dawn, JP Foolish, and landcruiser Courtship.

## Thoughts from the Rear

**BILL SANBORN**

During my 25 seasons as a member of SYSCO I can't recall a single month when my sailing adrenaline was as high as in July. We finished the SYSCO Summer Series, there were great Friday Beer Can races with good turnouts and I sailed with great ladies anxious to learn during the OWSA Wed. Night Sail. Then there were the 22 Catalina 25/250's sailing for the National Championship, along with all the associated events demonstrating to folks from around the country that Portland/Vancouver is a serious sailing area. Finally, we spent a week with everyone who shared with us all or parts of the 20th Delta Cruise. What better place to be during that hot weather than on the water?

In our planning for the Catalina 25/250 Nationals, I knew

that there would be lots of boats that all looked alike, that as Race Committee we would not know all the crews and that not all the boats would have a name or sail number that we could rely on. So I insisted that we install 8" hull numbers on each side of the bow of every boat. It worked well, was a part of the scoring program and it made record keeping very easy. This was a PHRF event so the committee only needed the hull number and the finish time; the computer did the rest. Hull numbers were easy to read with 3 to 5 boats overlapped even with off wind finishes, fast to record, and no second-guessing as to which boat it was.

My suggestion is that for next season we assign hull numbers for our events. It will help our volunteer committees; all they have to do is look one place to identify the boats

accurately. This is especially important since Tuesday night racers committee for Thursday night races (and vice versa) and don't know all the boats or crew by sight. I would like to see OCSA include this as part of the Supplemental Sailing Instructions and have all the Clubs support the use of hull numbers.

Delta Cruise was very well attended. We had 15 boats in the raft up Saturday night at Martin Island and, of those, 12 went on to Cathlamet and were joined by two other boats for the Bar-B-Q Sunday evening. We went on to Warren Slough with the tide Monday AM. Several Boats chose to stay there for 3 days, others had float plans that involved visits to Astoria, and some returned to their home docks for various commitments. All were safely back at their home dock by Sunday evening.

## Portland hosts Catalina 25/250 Nationals

**GARY BRUNER**

**NATIONAL VICE COMMODORE**

The Catalina 2994 25/250 National Regatta was held in light wind conditions July 15-17 in Portland, Ore. Still, the regatta saw two races per day and, according to the sailors, was an unqualified success.

The 2004 National Regatta drew the second largest turnout ever for this "cruising" design boat. SYSCO served as race committee and SYSCO, Sailboats of Oregon, Catalina Yachts, Columbia Crossings and CRACA (Columbia River All Catalina Association) were the race's major sponsors. Other sponsors included The Willamette Yacht Club, West Marine, Full Sail Ale, Beaches, the Sextant, Who-Song and Larry's and Salty's on the Columbia.

Catalina crews flew in from New York, Indiana, North Carolina, Texas, Michigan and Missouri, and boats were trailered

from as far away as Indiana, Washington, Oregon, California and Idaho. Race committee Bill Sanborn was quoted as saying he was "impressed with how well it turned out." In fact, the regatta was nominated for the St. Petersburg Trophy for outstanding regatta management.

The Catalina 25 is not a "ONE DESIGN," and its many configurations have led to three classes: Standard Rig, Tall Rig and the newer design, the 250. Local racers did well.

### Standard Rig Results:

- 1 Doug Dillon, Portland, Intensive Care
- 2 Terry Annis, Vancouver, Lematike
- 3 Gary Bruner, Battle Ground, Encore!
- 4 Scott Hefty, Carmichael, CA, Ho 'Okolohe
- 5 Robert Waldron, Portland, Courtship
- 6 Robert Armstrong, Renton, WA, Equinox
- 7 Loren Hosford, Battle Ground, Epiaphany

- 8 Steve Eldred, Battle Ground, Plan "B"
- 9 Bill Meinert, Jr, N. Manchester, IN, Longwind
- 10 John Mason, Olympia, Ali Paroosa
- 11 Scott Larson, Medford, Ahti
- 12 Phil Korten, Milwaukie, OR, Round Tuit
- 13 Ed Montague, Hilmar, CA, Yahoo
- 14 Kirk Warner, Aloha, OR, Mandalay
- 15 Doug Lewis, Amity, OR, Breezy
- 16 Don Brooks, Portland, Leilla Dee (DNC)

### Tall Rig Fleet

- 1 Alice Patten, Portland, Tybreaker
- 2 Ray Clift, Columbia City, OR, Buzz
- 3 Doug Wood, Idaho Falls, ID, High Priority (DNC)

### 250 Fleet

- 1 Tony Partain, Bend, OR, Trading Time
- 2 Don Peet, NY/Steve Dube, Ontario, OR, No Name
- 3 Doug Andrijasevich, Santa Clara, CA, Escape

# 2004 Women's Race

*Sponsored by OWSA and CYC*

SATURDAY, AUGUST 21

2 P.M. START

COLUMBIA RIVER



Photographs Courtesy of Scott Wirs, Rhumblin Photography

**Calling all women sailors—seeking boats, skippers and crew!**

**This year's fleet classes include:**

- 1. PHRF**
- 2. J24 (Simple configuration with no flying sails and working jib only)**
- 3. Cal20**

Entry costs are either \$25 or \$35, depending on club affiliation. Race Entry forms are located in the OCSA Race Book or [www.sailpdx.com](http://www.sailpdx.com), and are due no later than August 18.

There will be a social following the race at Rose City Yacht Club on Marine Drive at approximately 5:30 p.m. When you fill in the Race Entry form, please indicate the number of individuals who will be attending the social. Get your T-shirts early at the August 11 Picnic for \$10.00, or after the race at the social.

Trophies will be presented at the OWSA general meeting in October. Race results will be posted at [www.sailpdx.com](http://www.sailpdx.com).

For Race Invitation and Instructions, please refer to the OCSA Race Book or [www.sailpdx.com](http://www.sailpdx.com).

**For more information, contact OWSA Race Captain  
Melissa at 503-293-0833 or [mbernard0911@juno.com](mailto:mbernard0911@juno.com)**

## Commodore's Comments...continued from page 1

the British. The Lady received a Hollywood makeover for her role, and, among other things, was fitted with a ship's wheel for Mr. Depp to clutch. In reality she is steered by a magnificent tiller.

The Lady Washington was moored at Squalicum Harbor in Bellingham, Wash. for our August 6 event, where everyone boarded at 6:00 pm. The captain and 15 crew members were all in authentic period costume, as were the wedding party and most of the guests (though many of the guests went with a pirate theme).

As Captain Mason Marsh maneuvered the Lady under power from the dock out into Bellingham Bay, a fresh breeze was blowing – the remnant of a low pressure front that had moved through the area during the day dumping some rain showers along the way.

The wedding party cracked open the treasure chests they had brought aboard and distributed to each guest and crew their rum and food rations, coins and trinkets for the excursion, neatly wrapped in gold belt bags.

The engine was killed, and the guests craned their necks to look aloft as the topmen scrambled up the rat lines to the yard arms to release the sails. Amid commands from the first mate, a young woman named Mindy, crew heaved on halyards and lines while chanting sea shanties, first setting the main topsail then the fore topsail and the jib. The breeze was freshening to perhaps 15 knots, so these sails alone were sufficient to reach off at over 5 knots.

From among the guests, a couple young pirates were enlisted by the bosun to aid with casting the log line over the stern rail to measure the ship's speed, using

an hourglass timer and counting knots in the log line.

Once the ship was secure and set upon a long tack, Captain Marsh called the crew and guests together for the wedding ceremony and assembled them on the deck amidships. From up on the edge of the quarter deck overlooking the guests, the bride and groom recited their vows, exchanged wedding rings, and were united in marriage by the captain. Following a resounding salute from the main deck cannons and a cheer from the crowd, champagne corks were popped, gingerbread wedding cupcakes were distributed, and the celebration continued.

Captain Marsh turned over the helm to the bride to take the Lady through a tack, and she moved the massive tiller hard to lee while the crew shifted the yardarms to coordinated commands shouted by the mate, and the Lady's bow swept slowly through the wind. The groom, too, got a turn at the helm.

All too soon, the great ship neared the harbor, the sails were struck, and the engine came to life. To a great cheer from the guests, Captain Marsh expertly docked the ship with an adverse wind attempting to drive the bow against the dock prematurely. The guests then disembarked, serenaded by the ship's crew.

What a great wedding adventure!

To find out more about the Lady Washington, including her voyage through the Panama Canal to the Caribbean islands to star in "Pirates of the Caribbean," log on to her web site: [www.ladywashington.org](http://www.ladywashington.org). Also, you can rent the DVD of "Pirates" and view that story in one of the DVD "extras".

*Happy sailing!*

## The Afterguard

BOB WALDRON

I responded to an email sometime back that was a survey from the National Boating Association. The enticement is a gift certificate to West Marine. Recently this organization sent a survey about the use of PFD's. Usually they want to know about trips in the boat, how much was spent and where. Their point this time was hearings with the Secretary of Transportation about legislation to raise the age requirement for wearing PFD's. I answered the survey, conservatively.

Boating is a growing activity in this country. Oregon does not have the largest number of registered boaters among states, but it is seeing significant growth. From a practical standpoint, boating will be regulated in a variety of ways, but one type of boater cannot be distinguished from another.

SYSCO and other boating organizations spend a considerable amount of energy and resources on education. Our motivation is to encourage people to participate in our activities. The indirect impact of such efforts is growth in the sport and more SYSCO members. It also indirectly impacts the business of the activity, results not lost on purveyors of boats and gear.

Although as sailors we are the indirect target of federal, state and local regulation, we can still have a significant impact on the success of self-regulation through more education. You just need to be sure to draw in new boaters to the fold. With fall approaching and regular monthly membership meetings back on the calendar come Sept., invite a new boater to come along to a membership meeting with you (the next meeting is Sept. 20). As a member of the sailing community, it may be the first step you take to make boating in Oregon more fun, safer and less of a target for regulation.

*See you on the River*



SYSCO  
P.O. Box 5502  
Portland, OR 97228

PLACE  
STAMP  
HERE

## NO AUGUST SYSCO MEMBERSHIP MEETING

### Oregon Food Bank benefit gets results

*DOUG SCHENK*

An impressive array of 28 boats turned out to support the SYSCO Beer Can Race “Free Bowl of Soup Night for Oregon Food Bank,” raising \$933 and 632 lbs. of food for the Oregon Food Bank. What began as a challenge after too many Mai Tai’s at the OCSA banquet in response to the Soup’s boat name, Free Bowl of Soup Night for Oregon Food Bank was deemed a success.

Luckily for the Soup, the marks were already out on the river as the Catalina Nationals had just finished up their day of racing, with a few of them staying out for the beer can race. While the course was C-T-C-T-C, the winner of this race was really determined by donations to the Oregon Food Bank.

Still, there was some fun racing with WNW winds of 6 to 10

mph and some confusion as 3/4 of the fleet promptly followed Carpe Diem (J24, Stan Bowers) around the much closer “B” mark set for the Catalina’s earlier, in lieu of going to “T”. Acting swiftly, the RC pulled “B” to confuse folks even further as the boats finally made their way up to “T” the second time around.

The top boats based on donations received shirts/hats donated by Sailing Anarchy, with the top boat receiving the heavily coveted can of soup trophy.

1. “Charlie’s Angels” — Charlie Wood, Calzo
2. “Snarky” — Paige Miller, Calzo
3. “White Trash” — John Hanna, J24
4. “Rain Cloud” — David Hansen, J24
5. “Wild Goose” — Dennis Ross, Tayana37
6. “River Rose” - Michelle Bennett, Calzo

The evening continued after racing with a BBQ, sponsored by Columbia Crossings and Full Sail Brewing, at the new Willamette Yacht Club in Tomhawk marina. The KingPins (a local 60s-80s rock-n-roll band) played while folks checked out the silent auction items.

#### **Please thank our sponsors:**

Columbia Crossings  
Full Sail Brewery  
Willamette Yacht Club  
The KingPins  
Schooner Creek Boatworks  
Rhumblin Photography  
Sailing Anarchy  
SeaTow  
Sextant Tavern  
Beaches Restaurant  
Catalina 25/250 National Association