



# SYSCO

## News

OCTOBER 2005

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

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## Terry Annis SYSCO Sailor of the Year

BY GARY BRUNER

Terry served as SYSCO race captain this season, organizing and running the Spring Regatta, the Spring Series, the Summer Series, the One Design regatta and the Long Distance Race/Cruise to St. Helens this fall. He did a remarkable job!



In addition, he has been extremely important to our little Fleet 94 as a quiet, behind the scenes, leader who leads by doing and helping, whether it be cooking burgers or shiskebobs, designing burgees or arranging awards for the Nationals. Terry also represented our fleet in Kansas at the 2005 Nationals, along with Steve Eldred and me, who came in 5th on a borrowed boat that was rather known as a "slug" on lake Cheney.

Terry sacrificed sailing Lematike a lot this summer in order to race with a friend on a Catalina 22 of Fleet 20. Terry was also active in CRACA.

He is the kind of guy who, after I completely missed the finish mark on Sunday of the One Design, sailed over to my boat, unasked, and gave me a copy of the "new" race course(s). I was able to sneak out a close win over him in the next race and win on a "tie-breaker" even though our scores were the same. Terry is competitive as hell, but winning is not more important to him than helping out a fellow sailor. I appreciate him and know you do, too.

## General Membership Meeting

The SYSCO General Membership meeting is Monday, October 17, 7 pm at Mars Meadow restaurant (Hayden Meadows). Come early at 6 pm for dinner and socializing.

This is an important meeting for those who race in the SYSCO Spring and Summer Evening Series of races. The discussion will be about the need to rebalance the Tuesday and Thursday fleets. Race Captain and Vice Commodore Terry Annis says that the number of boats and fleets Thursday nights are overwhelming and sometimes confusing for race committees. Fleets include J-24's with 14 boats, Cal 20's with 20+ boats, a growing ranger 20's fleet and a growing cruising fleet with 6+ boats. If you want a say in who sails which night, join the meeting. Your input will be appreciated. This is a discussion that must occur before the OCSA Race Books go to print.

P.S. The SYSCO Board meets the first Monday of each month. **Time:** 6:30 pm.  
**Location:** Barley Mill Pub, 1629 SE Hawthorne.

All members are welcome and encouraged to attend.

## Thoughts From the Rear

**BILL SANBORN**

UPSTART had a great year and still has a few events to go. To start the year off Schooner Creek applied a fresh bottom using Pettit SR21. This is the second time I have had SR21 applied and won a trophy both times. I find that it seems to wear better than VC17 and stays cleaner. Also had the shaft replaced and got rid of an annoying vibration. Next on the list is a water pump overhaul and injector check, but that can wait.

Vicki wanted to get back to the kind of racing just the two of us had done for years on WINDMILL, so we joined the Cruising class. The challenge for the two of us to make a 30-foot

boat sail well is still there, but without the element of flying sails and extra crew. The way we have the boat rigged all the control lines are at the cockpit, making it very easy for two of us to sail the boat. We also did several Beer Can races.

As many of you know we also volunteer for OWSA Wednesday Night Sail and this year hosted about 40 OWSA crewmembers for evening sails. Some were on their very first sail, some had only limited experience and others were at an intermediate level. We help them out of the slip, assist in raising the sails and then allow them to sail the boat. Several other SYSCO members share their boats and have the opportunity to sail with ladies who are anxious to learn and improve their sailing skills.

The Bundy Pirates Chowder and Marching Society will be assembling for the annual "Always Bright and Cloudless" fall potato planting. Word is that none of them sail well enough to be invited to the winner thing so they have a good time. Manly eats, a taste of Beverage, belly full of laughs, tall tales, October 15/16, somewhere in Multnomah Channel. Radio code is "california harmes."

SYSCO's October Cruise is our Fall Colors to Coon Island. Some of the best fall color can be found along the Channel going to the island. That event is scheduled for Oct. 22/23. Any questions on cruises contact Bob Brown or myself.

*See you on the River*

## SYSCO Board Meeting Minutes – October 3, 2005

**PRESENT:** Steve Moshofski, Bill Sanborn, Alan Boguslawski, Terry Annis, Allan Weber, Phil Campagna, Frank Bocarde and Paul Cayard.

Commodore Phil brought the meeting to order at 6:25 p.m.

**COMMODORE:** Banquet is coming along nicely and expected to be under budget. Donated door prizes are arriving daily and more are expected. Check was delivered to Pizza Mia for the total of \$1500 as a banquet deposit. Phil will try to send out an email reminder to the members as the Oct 5th deadline is fast approaching.

**V/C:** Terry reports that changes to the SYSCO submissions on the OCSA race book are due this month. Input on changes to the SIs were requested with an emphasis on new options to the protest requirements with an addition of a fax number. OCSA

protest committee seems to be working well and as expected.

More discussion on Tuesday/Thursday fleet realignment. Terry says the goal to even out number of boats participating on the two nights will help ease committee duties. With twice as many boats on Thursday vs. Tuesday, the move of a fleet from Thursday to Tuesday is in order. Terry believes that the J24 fleet might be the best option but is considering others. Opposition to the J24 move was voiced by Allan Weber who is representing the fleet. Allan maintains that fleet participation will diminish as a result of the switch to Tuesdays. Another option might be the cruising fleet. This discussion will continue at the general meeting on October 17th. Member attendance is requested. Poncho is out of the water and trailered for the year. The search for Thomas

MacMenemy's Poncho maintenance replacement continues.

**TREASURER:** Steven reports \$7439 in the bank. With the expenses covered so far, the account is plus several hundred compared to this time last year. He expects expenses for the banquet to be arriving soon.

**REAR COMMODORE:** Alan requested Boat Show contacts so that he may be able to start plans for this event. Phil will provide these asap.

**CRUISE:** Bill reported that the potatoes are planted for the upcoming ABC event and Fall Colors cruise to Coon Island, October 22/23 is just around the corner.

The meeting was adjourned at 7:15 p.m.

**RESPECTFULLY SUBMITTED,  
PAT O'BRYANT, SECRETARY**





## Commodore's Comments

PHIL CAMPAGNA

The one word used to describe the 2005 SYSCO Banquet and Awards Presentation last Saturday was "FUN". The attendance may have been lower than usual but the fun factor was high. The atmosphere presented by Pizza Mia allowed us to be a little more casual and relaxed. The close to 70 in attendance fit the facility perfectly.

Some of the regulars weren't

in attendance, but what was seen were plenty of fresh new faces – that's always a pleasant sight. I truly believe that the more casual surroundings of this Italian joint attracted a few younger groups to attend for one reason or another. Door prize giveaways are everyone's favorite. New this year was the fact that each person in attendance received one ticket with their reservation and no more were allowed to be purchased. This gave everyone the same chance to win the many door prizes available.

Special thanks to the fleet captains and local businesses

that contributed gifts. Thank you Channel's Edge for making it fun. Victoria Lessley and Pizza Mia staff rolled out the red carpet with a beautiful buffet of Caesar salad with crusty cheese bread, steamed veggies, vegetable fettuccini, melt in your mouth roast beef, potato mashers with fantastic gravy, and ended with chocolate cake and coffee.

All the race winners appreciated the special trophies awarded throughout the evening. Jim Shaw – thank you. With this event in the record books, we're already looking forward to next year.

## Memo from the DCO To all hands:

Each skipper who operates a boat of any type should be familiar with the rules of the road, and the big one for us users of the Columbia River is vessels with limited maneuverability have rights over everything else. All commercial tugs, ships, and dredges fall into this category.

Shortly after the completion of the annual St. Helens race/cruise I came into possession of a series of emails written by fisherman. The content of these emails consisted of the recounting of an event, witnessed by a few writers, which occurred on the Friday before our race. The gist of the event was this—an inbound barge in the vicinity of Columbia City tangled with a sailboat. Each email recounted their recollection of the event and like a cop investigating a crime scene we find everyone observed something different. It is not clear if the sailboat was struck, or what failures of gear, crew work, or mechanical equipment brought them to this encounter. It appears no one was injured, the tug was inconvenienced and the sailboat may have sunk. Even though the skipper of the sail boat may have had responsibility for this incident, it is clear from the comments which ensued during this particular thread there is a tremendous lack of understanding and an overwhelming

amount of ignorance of what a skipper is responsible for in the operation of his vessel. I wish this were the only community of users that could be accused of this potentially lethal lack of judgment. An extra, not necessarily relevant, complaint in the emails: criticisms of sailors operating their boats near anchored fishermen. My retort would have been: during the race the next Saturday the VHF was busy with complaints from river pilots of anchored fishing boats.

While we conduct our activities on the River, we are unable to do so removed from the larger community of recreational and commercial users. We must exercise the lesson learned in kindergarten – we have to share. The best way we can do this is to be better than the rest so here is what we are going to do: 1) enroll in the CG auxiliary's basic seamanship course or the power squadrons equivalent, contact information is below, 2) carry a VHF radio at all times while operating your vessel and become familiar with its operation; 3) maintain a proper look out; 4) train your crew how to respond in an emergency—in case of mechanical, gear, rig, or other failures which limits your vessels ability to get out the way; 5) while operating your vessel in the River carry the appropriate charts—and understand from those charts where the deep draft vessels will be going; 6) be courteous of other

users. Fishermen hate it when we sail too close— they don't get we go where the wind blows—so educate them. If you have to maneuver close, put someone up at the bow to signal and give assurance they are fine where they are and we will not get tangled with them; 7) if you run into a problem and commercial traffic is in the area, let the approaching vessel know. They will not want to make you uncomfortable and it provides assurance your vessel is still under command; 8) keep a good reference on board, like "The Annapolis Book of Seamanship."

Each time I have spoken with a representative of the commercial users of the River, either by radio, cell phone or in person their usual comment is sailors are the least of their concerns—we generally get out of the way. Let's see what we can do to maintain this good reputation.

United States Coast Guard Auxiliary  
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United States Power Squadron  
<http://www.usps.org/localusps/beaverton/>  
Gary Orendorff Phone: 503-524-8875  
Irene Jacobs Phone: 503-666-7062

**Email:** shouldbeunderwater@yahoo.com

Registration may be closed for fall sessions. Call for information about winter classes.

## From the Race Captain

TERRY ANNIS

Sunday Morning and the SYSCO awards banquet is in the history book. There were many well fed Skippers who picked up the trophies and recognition for their efforts this year. Included were many sincere thanks and acknowledgement for the fleet Captains and their committees who make the racing possible.

It was a humbling experience for me to be honored with "Sailor of the Year award." I must confess it was quite a surprise considering the struggles I had this year. It didn't seem like I was able to race a lot and I had to ask for help and advice, but that's what is so special about SYSCO.

For personal reasons I have asked to be relieved of Commodore Duties next year. I know this is a break in tradition from the last few years, but circumstances change, we get older, Grandkids get older, priorities change and choices must be made.

One of the problems on the table for the near future is the imbalance in the number of boats that race the summer evening series on Tuesdays, with just 20 entries, and on Thursdays, with a whopping 60 entries. The Board of Directors has heard the opinion of a J24 Fleet captain and I am asking for further input from the

growing Cruising Fleet and from more of the J24s. One of these fleets could be moved to Tuesday night. I hope that the members will get involved and not wait for the loyal 10 to make the decision and then complain about it. It seems to me everyone should come to the General Meeting October 17 and be part of this decision.

Here are a couple of my own thoughts on other rough spots:

- How about an experienced and knowledgeable person as Education Officer? The officer would facilitate the spring race clinic for new sailors and interested parties and facilitate the Race Committee standardization and proficiency of Race Captains and crews. The latter is very important as problems are starting to show with the choice of race courses and with the protest committee.

- Also the Banquet Chair could be in charge of two events, the BBQ for the one design in August and in October the awards banquet. It is too much for a Race Captain to worry about the charcoal being hot enough and useable immediately after the last race.

OCSA representative should be filled by an experienced SYSCO volunteer who can represent the club in the best interest of our members. The position should either be or report to the Rear Commodore.

Congratulations to Commodore Phil Campagna on receiving the Commodores' trophy. In case anyone was wondering, this is a performance trophy and I was privileged to do the math on Phil's outstanding year and Bite Me probably could have easily qualified for the most miles travel this year.

Gary Whitney, thanks so much for the help again. Did you notice him up there keeping me on track and organized with all those trophies? He doesn't say much, he's just always there when you need him.

Had a great time in "Sail for the Cure" this year, the results and contributions keep getting bigger and better. I can't believe I had to sing Margaritaville for an "R" and still didn't win. I had space for 2 ladies who wanted to be part of the program this year, Jeanne and Linda, who knew the song better than I did.

## Cruising

Fall Colors cruise to Coon Island is Oct 22-23. It's sometimes referred to as the Halloween cruise and is one of Bill Sanborn's favorite places.

Give him a call, the trek down the channel is a beauty.



### **FOR SALE**

**1973 C&C 27**  
"Bailiwick"

Racer/Cruiser with all the bells & whistles. \$12,800 firm, call Alan at (360) 737-2689 for information.

## Two-Footitis

By ALAN BOGUSLAWSKI

I bought my first keel boat in 1991 – “Bailiwick”, a 1973 C&C 27. As a proud new owner, I joined SYSCO that fall and relished talking about my boat with other SYSCO members. My relationship with “Bailiwick” has been a love affair to this day. But I recall some of my fellow skippers cautioning me in the beginning about a phenomenon they referred to as “2-footitis” – some insidious psychological state of dwindling contentment resulting in a pressing desire every couple of years to trade up to a boat two feet longer.

I was certain that couldn't happen to me and shrugged it off as some legend of drunken sailors. Nevertheless, I would find myself at times avoiding going aboard the vessels of friends and club mates who owned larger sailboats. And I would tend to tune out those skippers extolling the virtues of their longer, roomier, faster yacht. At the boat shows, I generally passed up the bigger boats.

I'm proud to say that for 14 years I have evaded the dreaded syndrome and have not succumbed. In all those years I have remained faithful to “Bailiwick” and have not once lusted (even in my heart) for another sailboat.

Until this summer, when fourteen years of pent up 2-footitis burst the dam, resulting in the purchase of (gasp!) a 43-footer.

It went down like this: Although Rhonda and I have expressed our goal of cruising

together into retirement, we hadn't yet gotten to the point of actually shopping for our retirement home. In July we cruised “Bailiwick” downriver for a week, during which came rainy days and sunny days alike reinforcing our love of cruising together. With ports of call in Astoria, Warrenton, and Ilwaco, we had waited for a weather window promising a pleasant jump up the coast to Gray's Harbor; which didn't materialize. So we sailed back upriver as far as Cathlamet and left “Bailiwick” at the marina and drove back to Vancouver for the work week.

The following weekend we drove back to Cathlamet to deliver “Bailiwick” the rest of the way up the river to Portland. Rhonda gets credit (or blame, as the case may be) for seeing the “For Sale” sign on this sleek Cal 43 parked on the headwalk at the Elochoman Marina and urging me to have a look. We were both instantly attracted to her lovely lines and bright woody interior. Her name is “Summer Wind” and her owner was an affable and knowledgeable fellow named Walt, himself a veteran world cruiser who told us he purchased “Summer Wind” five years earlier from the original owners, who had cruised her around the world. He had first come across the boat in Africa during his world cruise. Walt gave



us his business card and web site for further information, and we sailed off on “Bailiwick.”

The following weeks were filled with researching and soul searching. Walt's web site had photos and a long list of accessories and equipment. Ooohh...She has good blood lines. She is designed by the legendary Bill Lapworth and built by Jensen Marine in 1970, which produced 14 Cal 43's, of which “Summer Wind” is hull #6. A 43-foot boat with a tiller; plus wind vane steering, radar, life raft, 50 hp Perkins diesel, and the list goes on.

After agonizing over the decision for weeks, we got an offer accepted, had her surveyed, and took possession. It was a poignant moment as we consummated the deal and Walt said, “You guys are going to live my dream.”

We plan to do extensive refitting over the winter, but next summer – look out!!

Now I am wracked with guilt as I tell you that “Bailiwick” is available to a good home (see ad elsewhere in this newsletter). I feel so fickle. “Bailiwick” is a legend in her own right. The C&C 27 has its own cult following. She is very seaworthy; I have cruised her up the coast to the San Juan Islands and back. And I have campaigned her in many local races where she has garnered her share of trophies. She will provide her new owner with many years of satisfaction.

## OCTOBER MEMBERSHIP MEETING

Mon, Oct. 17 • Mars Meadow Restaurant  
Dinner – 6 p.m. • Meeting – 7 p.m.