



SYSCO

News

SEPTEMBER 2006

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

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Mark your calendar for SYSCO's Annual Awards Banquet

Friday, October 6th
Portland Yacht Club
No host bar at 5 pm
Dinner at 7 pm
\$25 per person

Call Mary Stainsby by Sept. 29 for
reservations 503 310-2478.

Sept. 18th General Membership Meeting

Make our club more progressive by attending and participating in SYSCO's General Membership Meetings. Come by at 6 pm for dinner and socializing. At 7 pm the meeting begins and we are done by 8:30 pm. **Location:** Mars Meadow restaurant (Hayden Meadows).

Also, the SYSCO Board meetings are open to all members. The meetings are held on the first Monday of each month at the Barley Mill Pub, 1629 SE Hawthorne beginning at 6:30 pm.

The Continuing Adventures of Rich and Edie

RICH JONES

We think the last time our travels were reported in the SYSCO Newsletter was when we helped deliver the USS John C. Stennis from Pearl Harbor to San Diego. This time it wasn't the Navy who needed a delivery crew, but our friend Andy Evans in Victoria.

Andy raced his Olson 30, Foolish Muse, in the Singlehanded TransPac that started on June 24. But he needed a delivery crew to sail her home. We're not sure which of our hands raised itself, but it did. On July 9th we flew to Kauai to begin preparations for double-handing a 30' ULDB across the North Pacific.

Things didn't start off well. On her way to winning her division, Foolish Muse broke her boom when Andy was about



Rich and Edie on their adventure.

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The Continuing Adventures from Rich and Edie

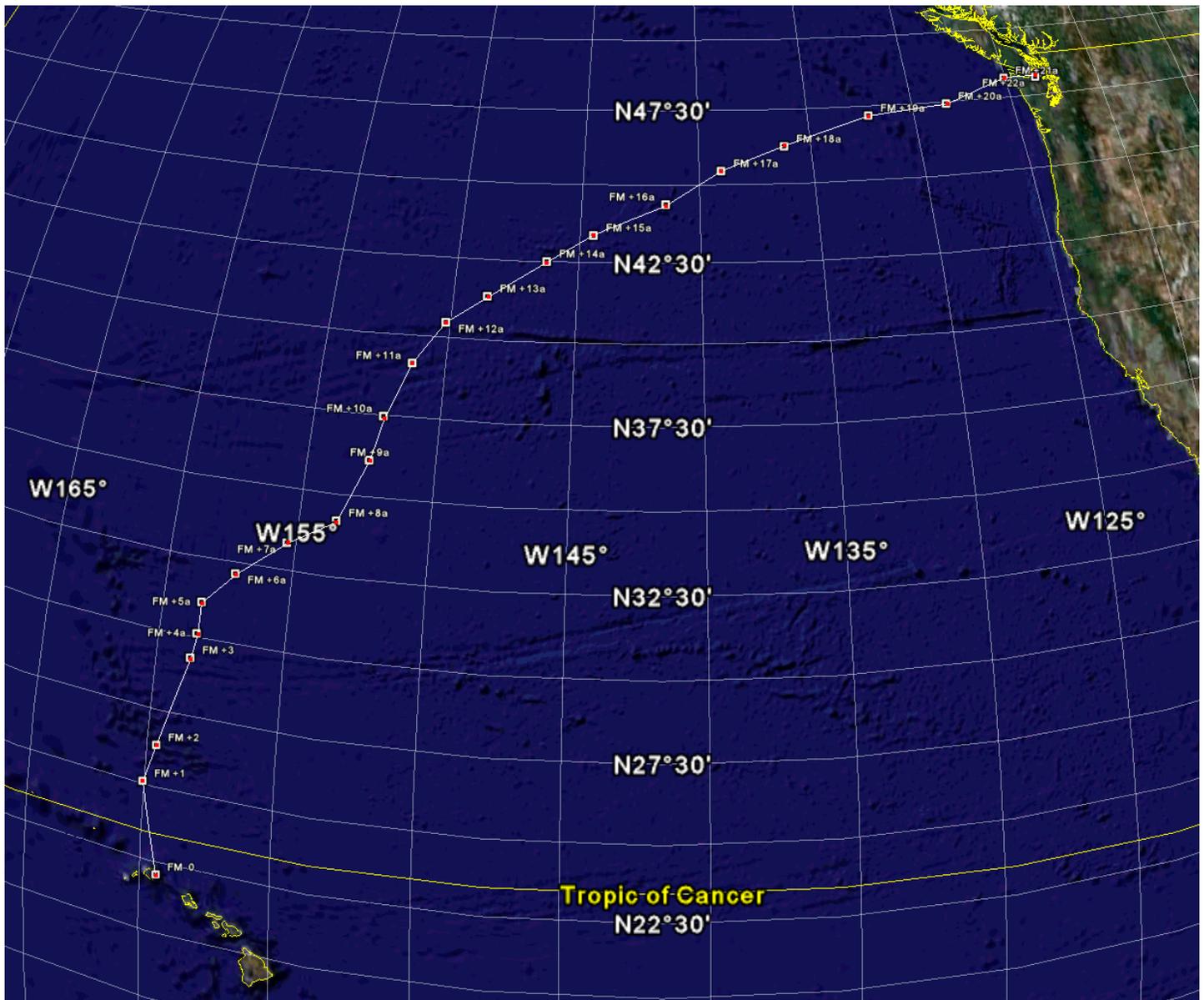
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300 nm from the finish line. Undeterred, FM posted some of her best speeds while sailing downwind with only a reaching genoa...a very good reaching genoa.

We arrived in Hanalei Sunday afternoon. Andy finished the race early Monday morning. The boom was welded back together by Monday afternoon and Andy was on a plane and heading back to Victoria Monday night. From Tuesday, to Saturday when our new sailing adventure began, we stayed the first few night on the Open 60, DogBark (thank you Al Huges) and spent the days re-rigging, cleaning and provisioning Foolish Muse. We also spent time with the skippers who had or were finishing the SHTP while we were there.

While we got FM ready to go by late Wednesday night, the weather north of Kauai suggested we wait until Saturday before setting sail to Victoria. So, at 0700 local time we were towed out of the bay (oh, we forgot to mention Foolish Muse didn't have a motor and relied on a solar array to recharge her two, 6v deep cycle, 220Ah golf cart batteries). At 08:00 local time, under storm jib and double-reefed main, we set sail for Cape Flattery. Over the next several days we'd become part of a fleet of 8 boats returning to the NA mainland (San Diego, San Francisco, Victoria, Shilshole, Vancouver BC and Sitka).

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The Continuing Adventures from Rich and Edie

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We had the ability via SSB to receive weather fax info and routing support from Andy who set up an SSB at home. Once other boats started leaving, GRIB file info was shared by skippers who had SailMail and could receive GRIBs from SailDocs. So between chats with Andy here and there (we stuck to a twice-a-day check-in schedule but reception wasn't always good), and two roll calls with the SHTP Returning Fleet that were always good reception-wise (and fun), we were kept well informed about weather even though all we could do was sail through it mostly without a way to motor to, around or away from it.

We started off beating and bashing our way north for three days before we could get on a reach to the NE.

The passage took 22 days. We started off beating and bashing our way north for three days before we could get on a reach to the NE. We experienced all kinds of sailing and weather conditions short of heavy weather at one end and doldrums at the other. Twice we had no sun for more than 5 days. During one of these times it rained constantly for 4 days with lightning and thunder all around us for 12 hours (least fun part of the voyage). Until Cape Flattery, we sailed at speeds from <3 knots to >12 knots.

In the trials and tribulations realm, we had a few. First, our rudder and tiller developed a slight problem that led to about 8" of play in the tiller. This drove Auto nuts. Once, while the two of us were working on the tiller thing, the boom accidentally gybed causing the D-shackle on the mainsheet to blow (that was the most exciting part of the passage). We also had our radar reflector fall apart and into the cockpit one piece at a time. And, oh yes, the boom broke again (not in the same place) when we were about 900 nm from Cape Flattery. What's really weird is the fact that our best 24 hours of sailing came when we were sailing with no main and only a reaching genoa (the very good reaching genoa).

During the evening roll call on Friday, 8/4, we reported that FM was doing 7.5 kts and was 50 nm from Cape Flattery. We were looking forward to arriving at Oak Bay Marina Saturday afternoon. WRONG! On Saturday, the fleet was surprised to hear us report that we were still about 8 nm from CF. It would take us until 15:30 PDT before we had Tatoosh

on our starboard beam. From there it would take most of the remaining daylight hours before we had Neah Bay behind us. Once near Clallam, things got better. The fog with us since early Saturday morning finally burned off for a few hours and the NW winds picked up and the swells and wind waves made crossing the Strait fun and fast.

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We made it around Race Rock and rocketed toward Victoria, hitting speeds of 9-13 kts. in wild water and a stiff wind mostly from the south. As the sun rose the fog burned off (again), the sea-state calmed down and the wind dropped to a nice steady 5-8. We passed Trial Island round 09:30 then somebody turned off the wind switch. We bobbed around in flat calm conditions, less than a quarter mile from the entrance to Oak Bay. Then we started to drift...toward rocks. Gradually, we pointed FM away from Oak Bay and back toward open water. Then the puffs started to accumulate on the water...beguiling things they are. We had enough wind to move us 1-2 knots in the direction we wanted to go so we turned around and headed for Oak Bay again.

Right when we thought we had it made, we lost what little wind we had. By this time FM had had enough. So she gently bounced her keel over a couple of rocks and nestled her rudder between a couple others. This gave her crew a chance to practice (a) anchoring in a kelp bed and (b) send out a Pan-Pan to the Canadian Coasties. FM's rescue came in the form of an off-duty volunteer with the Oak Bay Marine Rescue Team who was fishing on the other side of the pile of rocks we were stuck on. With little effort, he moved FM away from danger while FM's crew dredged kelp from the sea bed and hoisted anchor.

At noon on Sunday, 8/6, we reached the customs dock at Oak Bay Marina safe and sound. But that's not quite the end of the adventure. When we docked there were thousands of people there to greet us. Not only that, Andy had arranged for the Canadian Air Force "Snow Birds" to do an air show directly above Oak Bay. The show started less than an hour after Foolish Muse was towed to her slip. It was probably just a happy coincidence that Sunday, August 6th was also BC Day.

Commodore's Comments

PHIL CAMPAGNA

With the sun setting on SYSCO racing this year, it's time to plan for post season banquets and social gatherings. SYSCO Awards Banquet will be held at the Portland Yacht Club Friday evening, October 6th. The event will feature drinks and socializing with dinner at 7pm. The cost has been lowered to \$25 (TWENTY-FIVE), same as last year, an amount that has changed from an earlier email announcement. My big thanks to Mike and Mary Stainsby for all their help in organizing this event. You can reach them at 503-310-2478 to RSVP. It's sure to be a success!

Speaking of successes, there are several vacancies on the SYSCO Board that are to be filled with members such as yourself. Karen Anderson has expressed her desire to remain Vice Commodore/Race Captain for 2007. This opens the position of Commodore. Also, Pat O'Bryant has reached term limits as our Secretary. Steve Moshofsky will be dearly missed as Treasurer with that position being vacated also.

Our club is fiscally sound due to our Board sticking to budget constraints which have not been easy. Poncho III is hanging in there as our mark boat, but the outboard is ancient and thoughts of a new runabout should not be too far off with more room needed on board to manage races. I've been looking at possible Poncho IV's in my spare time and believe hulls are available for less than \$4K. We would use our outboard till it dies. These are just thoughts of next year's Rear Commodore. We all enjoy racing in this ditch we call the Columbia River and with your help in filling these Board positions, the enjoyment continues.

See you at the Banquet!!

Many hands make light work

KAREN ANDERSON, SYSCO RACE CAPTAIN

As we note the shortening days and cooler nights, we are reminded that the racing season will soon be drawing to a close for the 2006 season. SYSCO racing this year (again!) has had many volunteers working to provide the memorable events we have participated in.

I especially want to thank our dedicated fleet captains:

Fleet A	Tony Humpage
Fleet B	Al Calcagno
172 Fleet	Rock Kent
J 24 Fleet	Bryan Manske
Fleet E	Thomas MacMenemy
Fleet F	Bob Rouse
Catalina 25 Fleet	Gary Bruner
Cal 20 Fleet	John Hatch
Ranger 20 Fleet	Gregg
Cruising Fleet	Scott Stevenson

My race committee also put in many hours: **Bill Brennan, Edie Felix, Steve Moshofsky**; many thanks. **Mike and Mary Stainsby** provided a superb barbecue after the One-Design regatta and are cooking up plans for the SYSCO awards dinner in October. And let's not forget **Gary Whitney**, who keeps all our race results on track and correct! WHAT A CREW!!!

On another note: We finished our catamaran trip on **BAD KITTY** from St. Vincent in the Grenadines to Tortola in the British Virgin Islands, and she is now in charter with BVI Yacht Charters. I am looking forward to some winter sailing in the sun, and snorkeling in warm water during those gray northwest winter days which we know will soon be coming.



The Delta Cruise attracted 13 laid-back boats and most made it to the quiet and private waters of Warren Slough (shown here with 11 of the boats).

Pirate's Randevious!

Lookin' like the moon be just right for the annual "potato planting" in the Multnomah Channel on Oct 14. That is the date for "Always Bright and Cloudless", "All Boys Cruise", or "ABC" aka... **AL BUNDY CRUISE**.

We invite all manly sailor men. (Lumberjacks all) to load up a couple of feller's to help guide yer Vessel and join with Ol' Chumbucket and Cap'n Slappy in singing our songs, sharing some manly eats, a taste of Beverage, and cheering as the potato planting gets launched.