



SYSKO News

APRIL 2001

SMALL YACHT SAILING CLUB OF OREGON ♦ P. O. Box 5502 ♦ PORTLAND, OR 97228

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April Membership Meeting

Mark your calendars for SYSCO's April meeting, Monday, April 16, 7:30 p.m. at Mars Meadows restaurant at Hayden Meadows. All meetings are on the third Monday of each month. Come early for dinner and socializing.

Marv Dunn will lead an open forum discussion on the state of PHRF, a topic near, but not always dear, to the hearts of all racers. The forum will include a new proposal to use a handicap system.

Also, mark these dates for more sailing information and entertainment:

May 21 – Larry and Sue Johnson, along with eight others, chartered

Beneteau 45's out of the Grenadines and sailed the Caribbean in February for 10 days. Larry and Sue, Bob Rouse and another SYSCO member will show slides and talk about the trip.

June 18 – Nancy Kirk will talk about the up coming Six Pac event at the end of July. This is a weeklong event that includes racing on the river and bay racing in Astoria.

P.S. SYSCO Board meetings are the first Monday of each month at 6:30 p.m. All members are welcome. Location: Barley Mill Pub, 1629 S.E. Hawthorne.

Ladies Cruise 2001

*Inviting all Women
Sail and Power Boaters to
Join this Annual Event
May 18, 19 & 20*

*Join in the fun: Tasty Delicacies, Raffle,
Treasure Hunt, and more...*

**Skipper/Crew coordination meeting
Tuesday, April 17, 2001
BJ's Pizza-Pub, Jantzen Beach - 7 p.m.**

Co-Cruise Captains:

Laurie Blair, 503 397-1703, mlblair@ados.com
Karen Knight, 503 397-6868, voyager@crpud.net
Mari Howell, 503 543-3628, capron@ados.com

**Get your
Newsletter
via e-mail**

Fifteen members are now getting their monthly SYSCO Newsletter by the fastest mail possible – e-mail. You can, too. The savings in time, printing and postage adds up. Send your e-mail address to Mike O'Bryant at obryants@earthlink.net. He'll take care of the rest.

Thanks to Bill Barton, you can now find *SYSCO News* on the internet at <http://www.leftbank.com/sailpdx/sysco.html>.

Thoughts from the Rear

BILL SANBORN

SYSCO RACES IN 2001

WILL USE 1997-2000 RULES

It's time! Winter cruising is done, OSCA Race Management has brought every one up to speed on Committees and SYSCO's Race Clinic introduced to folks new to racing what all the commotion is about. We will have celebrated Easter, have mailed our entries early and cleaned, inspected and returned PANCHO III to the water. What is undone on your gig list we hope hangs together, because the Warning Flag is up.

About the Warning Flag — those who have tracked the new Rule Changes for 2001- 2004 are aware of some major changes to the starting flag signals. Until these new rules are better understood, we have had a chance to train everyone on the changes and bought a lot of new flags and sound devices, we will continue to sail under the 1997-2000 rules. That means we will continue to use the old Rule 26, system 2 flag sequence (Yellow, Blue, and Red) and the 5-minute interval.

Anyone racing outside the local scene needs to be aware of the new Rule 26 starting sequence. Seattle Clubs plan to change July 1.

The Second wrinkle in the 2001-2004 rules is the requirement that all crew on an entered boat "must have ISAF eligibility" (membership in an International Sailing Association Federation organization). This is a protestable offense, but you can be issued only a "WARNING" after a hearing. Kind of small in my view. Here we are trying to get folks interested in sailing and we start fighting amongst ourselves over who can play. This will not be an issue as long as we sail under the 1997-2000 rules (ISAF organizations include ISAF, US Sailing, PIYA, OCSA, SYSCO, PYC, RCYC, CYC, WYC, VLSC, AYC, OWSA, CGYC and most sailing yacht clubs). For most of us it is not a problem, but for guest

crew it could be an issue.

I can see the need for all this in Olympic or other International-level events, but for us racing around a few buoys in this ditch, the blue blazers, white pant and shoes and straw hats doesn't fit. On the other hand, we need to be aware of these requirements and play at a high level so those who travel to other areas are able to compete.

PANCHO III is back in her regular spot at the east end of Tomahawk Bay thanks to Columbia Crossings. We have several gate keys to get access when needed (contact Race Captain or myself). You should find that the boat will have adequate fuel for your event, a new net to hold the buoys down while you are running, and all the gear for your Committee will be in the boxes, flags, and course board. We have two marks now and have equipment to make up additional ones as needed. Anyone needing operating instructions can contact myself. Report any problems to me as soon as possible so we can get it taken care of before the next event. One caution with the low water: care should be taken when returning PANCHO III and turning around to tie up with her port side to the dock. Please turn it by hand rather than power to keep the prop out of the sand. If everyone takes off their garbage, runs out the fuel, shuts off the power, tilts the engine, reinstalls the tarp and leaves the boat as they found it, it would be ready for the next committee. The Club also has an unwritten policy that PFDs will be worn, especially when working with buoys.

SYSCO April Calendar of Events

- April 17 – SYSCO Spring Series begins
- April 20 – PYC Sailors' Dinner
- April 21 & 22 – PYC/SYSCO Opening Day Race
- April 28 & 29 – SYSCO Spring Regatta
- June 4-7 – Sail Education Week
- June 12 – SYSCO Summer Series begins
- June 29 – SYSCO Beer Can – Western Night

Cruising

VICKI SANBORN

Although we've had a couple overnight cruises since the beginning of the year, March really kicked-off this year's cruising. Our goal was Hadleys Landing, but as luck would have it 40-plus boats from TYEE beat us out. We changed course for the Pirate Dock. Friday night we had 3 boats and by late Saturday we had 7 boats and 19 sailors. Saturday was a lovely day and most were enjoying the warm sun. Late afternoon we got a much-needed rain and moved our chairs and table under the tin roof and enjoyed hors d'oeuvres. It rained most of Saturday night, but we were all snug in our boats, and it cleared off again Sunday morning. We had a nice trip back to our dock and the rain returned just as we finished unloading the boat.

Plans for an April cruise were pushed aside by a very busy weekend race schedule during the month and the Easter weekend. May is also busy with CRYA Opening day, Mothers Day weekend and the Ladies Cruise. Our next scheduled cruise will be to Martin Island, May 26, 27 & 28 — the Memorial Day weekend. Plan to join our raft-up. This is a fun place to bring and sail a dinghy.

Ladies Cruise 2001 will be hosted by St Helens Yacht Club May 18, 19 & 20. This is always a special time. I have attended for the last 12 years and have enjoyed each year. It has given me confidence in taking the boat out without the regular skipper. There will be a coordination meeting for skippers and crew Tuesday April 17, 7 p.m. at BJ's Pizza at Jantzen Beach. Plan to attend to get details, find a boat or find crew.

Our Delta Cruise will begin July 28 with the meeting at Martin Island and will go through that week. We will be going down river to Cathlamet, Astoria, Warren Slough and other great spots along the way.



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

*Voice your opinion
on PHRF*
**SYSCO April Mtg.
April 16, 7:30 p.m.**

The Afterguard

BOB WALDRON, COMMODORE

Before we get to the conclusion of last month's story there are a couple of things I'd like to throw out there for you to ponder. Membership has given me a list of people along with their job interests, which was taken from the last membership and renewal applications. What was of particular interest on that list was the number of people interested in Race Management. Several have served in leadership positions in the Club and there were several names that were a surprise for me to see. As we have always used the shanghai method of recruiting for officers in the club, particularly for Race Captain — indeed, it has always worked — it occurred to me that maybe now would be a good time to change the recruitment methodology. My plan is to personally contact each member who expressed an interest, explore the depth of that interest and come up with a succession of interested persons willing to take on the role of Race Captain and agree to a

process of indoctrination of something longer than a couple of months. Suggestions are welcome!

My friend gave me a book to read the other day that has been fascinating. Fans of Marryat and O'brian will want to look for this. "Lord Cochrane, Seaman, Radical, Liberator; A life of Thomas, Lord Cochrane 10th Earl of Dundonald, 1775-1860" by Christopher Lloyd, a Heart of Oak Sea Classic. I will review this another time (when I finish it!)

I am not one to want to stir things up too much, but...I was talking with my friend who mentioned a note he received from the OSP about a program that agencies responsible with such things (USCG) are discussing called Operation Make Way (or something like that.) There is concern among these agencies that there will be more boats on our two big rivers, particularly the Columbia, due to low reservoir levels. We have always been aware of the big boys on the River and they have been the subject of much discussion. Race

committees always have to endure the rude and obnoxious driving through the start lines at full throttle. This year there will be more boaters unfamiliar with the River, unfamiliar with the usual users and unfamiliar with its typical hazards. I would encourage patience, preparation, and education. Expect your crew to maintain proper lookout and review procedures for taking evasive action if needed. I know we all get a little protective of our turf when racing, but be prepared for avoiding boaters who would not know a racing sail boat from the Lady Washington. Yes, I know the Rules of the Road too, but asserting your rights over boaters who haven't got a clue will not repair your boat or heal injuries any faster. Racing and cruising the River are always fun, challenging, and an adventure. Let's do our part to make sure it is that way for everyone else.

Well, what do you know? I've used up my allotted space. The Huntington and her story will have to wait for another time.