



Sysco News

OCTOBER 2001

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

Commodore:
Bob Waldron
(503) 359-5514

Vice Commodore:
Alan Schamp
(503) 292-0511

Treasurer:
Larry Johnson
(503) 661-7199

Secretary:
Robyn Thomas
(503) 655-4915

Rear Commodore:
Gary Whitney
(503) 649-7484

Membership:
Robyn Thomas
(503) 655-4915

Program:
Larry Johnson
(503) 661-7199

Newsletter:
Mike and Sandy
O'Bryant
(503) 281-9102

Protests:
Bill Barton
(503) 227-3451

Trophies:
Jim Shaw
(503) 636-3816

Cruising:
Vicki Sanborn
(503) 286-9257

PIYA Rep:
Open

PHRF Rater:
Bill Brennan
(503) 286-9374

PHRF Rep:
Marv Dunn
(503) 235-1457

The Travels of Jim & Barbara Kelly featured at Membership Meeting

Is your dream to get on your boat and go sailing for a couple of years? Jim and Barbara, former SYSCO members, did it. They arranged with their employers to get time away, rearranged their lives, prepared their boat and spent over a year sailing their dream to Mexico. They are now back at their jobs and want to share with us what they had to do to prepare and some of what they learned while cruising.

Mark your calendars for **October 15** to hear their story at SYSCO's October general membership meeting, 7:30 p.m.



St. Helens — Bob Brown and Gib Colistro keeping the keel down for the entire race.

at Mars Meadow restaurant in Hayden Meadows. Meetings are always on the third Monday of each month. Come early for dinner and socializing.

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

P.S.S. SYSCO Awards Banquet. Hope to see you Saturday, October 13, 2001 for this year's SYSCO Banquet at the Eastmoreland Grill. Join us at 5:30 p.m. for cocktails and for dinner at 6:00 p.m. Awards follow. For more information, call Phil Campagna at 503-735-0982 or Sue Johnson at 503-661-7199. Help us celebrate another great year of sailing and competition.



The trophy photo shows left to right, Phil Campagna, Tim Hansen, Sandy Smith, Rod Richards (Island Sailing Club).

Thoughts from the Rear

BILL SANBORN

October for activity around SYSCO is kind of like watching a duck swim up stream: not much going on above the water, but lots of activity under the surface. Alan Schamp and Gary Whitney are working with your Board and the other OCSA member clubs to set the schedule for 2002 and to refine the wording on the Race Notices and OCSA Sailing Instructions. Your Board wants "no on-the-water registrations will be accepted" added to race notices and it also supports adopting the new US Sailing starting system. Any input that you might have or suggestions should be brought up now to receive a proper hearing (see the Race Captain's report for more details).

Phil Campagna is busy putting together the annual Awards Banquet for the membership and one of the highlights of the sailing season, while Jim Shaw is chasing

down the trophies. Gary is working to get the Club a booth at the Portland Boat Show that will accommodate Pancho III. Our plan is to show a working Committee Boat. If we can convince even a few folks that we are flashing those flags for a reason and they give us the courtesy to stay clear we will have been successful. Commodore Bob Waldron is looking and interviewing for a replacement Vice Commodore/ Race Captain. Again, you're input or volunteering would be of great service to SYSCO and the entire sailboat racing community.

I will now get on a soapbox... (you too can share this space with your thoughts by submitting them to the newsletter editor). I can see both sides of the "no on the water registration issue". The Race Captain has set the fleet assignments based on the information he has as he goes out for the race and might even already have arranged trophies based on that information. Then, along comes two or three boats that want to race — often with a full crew that had been pre-

arranged — but they hadn't filed an entry. The dilemma is how will these changes effect the fleet assignments? How will they affect the number of trophies required? How do we notify the rest of the fleet that these boats are now competing in their fleet? Do we have the signed entry to confirm insurance and have they paid the entry fee? And, it makes for a record-keeping nightmare while you are trying to run a race and score it fairly. The only argument in favor of letting them race is that they add to the numbers.

The "new starting system" will be a major change from what we are used to and you will need to pay attention to the committee boat as they call for the fleets to start (I suspect we will use the number pennants as class or fleet flags). I understand that a group is going to a workshop at Seattle CYC to learn the system and then doing a lot of training here to help the racers. My hope is that if we don't go with the new system and stay with the "old" Alternate System 2 that we adopt 3-minute versus 5-minute starts.

Get Your Newsletter via e-mail before it gets postmarked through U.S. mail

Now you can get the SYSCO Newsletter by e-mail. The savings in time, printing and postage add 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.leftblank.com/sailpdx/sysco.html>.

Cruising

VICKI SANBORN

September was a fabulous month for sailing and cruising. There was the Labor Day Cruise to Coon Island, the St Helens Race/ Cruise, the Sail for the Cure and the Hadleys Landing rendezvous. October is taken up with the ABC Cruise and the SYSCO Awards Banquet.

The Oregon Women's Sailing Association will be having their family cruise October 20th to Government Island's West Dock. We plan to join them and invite anyone interested to join, too.

Seattle Race Management Clinic

This is a great time to take the US Sailing Race Management Clinic because of a number of changes in the way races will be run under the 2001-2004 US Sailing rules, including a new starting system.

If you pass the test at the end of the clinic and are a member of US Sailing, you will become certified as a US Sailing Club Race Officer. This certification means two things: (1) you know how to properly run a race and (2) you get US Sailing's

\$1 million in liability insurance for each race in which you are a member of the race committee.

Registration and information is available on the Internet at: <http://www.ussailing.org/racemgt/Seminars/index.asp>. The clinic will be at Seattle's Corinthian YC on Saturday, November 10, 8 a.m. to 5:30 p.m. Cost is \$50. A number of local racers are planning to take this class. If you are interested in carpooling, call or e-mail Sue Burns (sburns@burns-law.com).

A letter from Mexico to old friends

FROM EX-SYSCO MEMBERS HERMAN & NANCY FORD

Little did we know in 1993 how much our lives would change after we learned about Pat McKinnon's two-year planned voyage around the world — Pacifica '95. After attending several Pacifica '95 meetings in Oak Harbor with 100 other enthusiastic would-be cruisers, we found our boat, a sturdy Cape Dory 36 just back from four years in New Zealand.

Only one year later, in October 1994, we sailed across the Columbia River Bar on our way around the world. As we crossed the bar at dawn and the turning of the tide, Sea Tern rode like a bucking bronco while the cold sea flew over the dodger above us as we held on in the cockpit. Six days later we were in San Francisco so dizzy that Nancy could barely stand. Sea legs took a few hours to become land legs. A week later we sailed south to Ventura and Catalina and finally to San Diego where we met other cruisers and attempted to do, learn and buy everything we would need once we left the USA.

With Guppy, our buddy boat, we sailed across the border. Hardly into Mexico an old US Navy frigate launched a large inflatable and headed for us. It finally caught up and motioned for us to stop. Two very polite Mexican officers and two sailors with AK47s came aboard. We didn't speak Spanish and they didn't speak English, but were able to indicate that they wanted to inspect our papers. After a short visit, they hopped back into their dinghy and went after Guppy.

West coast winds prevail from the Northwest so our boats enjoyed lovely downwind sailing with frequent stops (especially for Guppy's dog to go ashore) all the way to Cabo San Lucas, where we checked into Mexico for the first time. It didn't seem like Mexico. It's peddlers and touristy feeling was more like an extension of Southern California.

After Cabo, we sailed upwind to LaPaz. It's the capital of Baja Sur and close to some of the wonderful, wild desert islands along the East Coast of Baja. LaPaz is a "Mexican" city with many services and good restaurants. There is a large "gringo"

chilly, though, so we continue south to Puerto Vallarta.

About ten miles north of PV is a bay called Nuevo Vallarta. Of the two marinas, we liked Paradise Village so much that we spent two months there last season.



Herman and Nancy Ford, cruise The Sea of Cortez aboard their Cape Dory 36, Sea Tern.

population. Some call it the "rumor capital" of gringo cruisers.

In June, we left Sea Tern in the big boatyard in San Carlos, Sonora, as we have for the past five years. Each October we drive our loaded van back to San Carlos, a six-hour trip from Tucson, and prepare Sea Tern for the cruising season.

On our usual course, following the sun south from San Carlos, we sail to LaPaz, where we spend a few days, then cross to Mazatlan. The crossing is 245 miles so, averaging about four miles per hour because we prefer sailing to motoring, takes us two nights and three days. Mazatlan is a much bigger city than LaPaz and very different. Special Volkswagen taxis called "pulmonias" zip people around. Swimming in winter can be

Continuing south, our favorite places are Tenacatita and Barra de Navidad. Anchoring is free and we enjoy the beach restaurants in both places. Manzanillo at Las Hadas is further south and much further is tropical Zihuatanejo, another delightful place to anchor, swim and snorkel.

In early March we head back north against the prevailing wind. Timing is important so we all keep a constant check on the weather. The Banderas Bay Regatta at Paradise Village in mid March is becoming more popular each year. We won second place in 1997.

Heading north in May, our course includes Escondido for the Loreto Fest four day party with musicians, feasts and games. This

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year there were nearly 200 boats.

The Sea of Cortez is very different from the mainland. It's bordered by a beautiful desert. As soon as the water clears and warms we spend lots of time snorkeling, diving for clams and attempting to catch dorado. Wherever we are, cruisers arrange social activities. Wherever we go, we find people we know. Cruisers are always willing to help each other or lend tools or parts. Meeting them again makes up for the times when we have said "good bye." It's a great community.

Why are we still in Mexico instead of going around the world? There are lots of reasons: some family, some health, but maybe the most important is that we love being in Mexico. The Mexican people are very gracious. We feel very safe. It's warm so we can be in the water any time we wish. The food is wonderful. Although costs keep rising, we are able to afford being there — at least so far. The weather is usually benign. Reports from cruisers who have sailed to other places indicate that they consider Mexico to be one of their favorite places. We like it too!

Always Bright and Cloudless

BILL SANBORN

As it always is, when the ducks and geese begin to arrive at Sauvies Island for the hunters to shoot at, the Bundy Pirates feel the need to plant a mess of potatoes. After some consultation with Father Nature we were advised that October 6th would provide all the conditions that are required for an ABC. The early threats of foul weather were to our advantage, as all "Macho, Spam-eating, non-leg warmer wearing, lumberjacks all, SYSCO Sailor Manly Men" were assured as nobody can remember how many Always Bright Cloudless times we have made this adventure.

By 1500 hours many of the eight vessels and 16 pirates had arrived at the official pirate dock. The tables were spread with a delightful assortment of finger foods and a beverage-tasting from the selections in the pirates' treasure chest. The Potato planters were sighting-in and calibrating. With a new formula for Sauve hair spray, so it took some time to get the correct volume 4 to 5 counts for the

best trajectory, and a new product tried and found to work well with 2 to 3 counts, gotta love that Gorilla Breaker Loose. And several magazines and newspapers were scanned for their content: a current LA times and a video about social interaction in Japan. There were no subtitles, so it was a visual media as none of the pirates spoke Japanese. We think it was a comedy as those viewing it were all laughing.

As the sun went down smells emanated from all the boats as meals were prepared that would put a Texas bar-b-q contest to shame. Columbia River Salmon broiled in a special olive oil sauce; St. Louis spare ribs in a secret rubbed-on sauce and grilled; Western rib eye steaks grilled; flaming meat with hot peppers-something grilled; and others that were too complicated to describe. What a feast those pirates enjoyed, but not a potato was eaten. They were saved for plantin'. And of course additional beverages were taste-tested.

As the evening wore on discussion groups assembled on the various boats and the dock while new stories were told, old stories were retold for the benefit of the newer pirates and somehow they improve with each telling. While this was going on, the potato planters worked late into the evening to get just the right mixture to be able to plant that far corner behind that one dead tree. While we sat on the dock all the stars were out and the Moon was just rising. What a beautiful Fall evening, not a cloud.

In the morning we were fixing our breakfast when the rendezvous was suddenly canceled and it was time to leave. When you're ahead, calling the game because of rain is always a good thing.

The next Al Bundy Cruise will be the "Martin Island Freeze-In" early in January 2002.



Labor Day Weekend at Coon Island — Upstart, Slow Ride, Adagio, Falcor, No Sail, Palmer Joe and Rauser II (sans the Schamp Family).

Race Captain

ALAN SCHAMP

The St. Helens Race/Cruise on September 22nd and 23rd was the last race of the SYSCO 2001 season. Boats started on time for a float toward St. Helens, but the wind freshened a bit an hour or so after the first start and appeared to build all the way down to St. Helens (at least it appeared that way to the Committee, while motoring at 5 knots). Unbeknownst to the Committee, a hole developed splitting the fleet into the haves and the have-nots. Unfortunately only three boats finished within the time limit. The overnight stay in St. Helens was a blast and the down wind run back on Sunday rounded out the weekend.

As for next year, we'll need to do some extra work before racing begins to get ready for implementing the new starting system. It will take some learning on everyone's part to make the transition. The advantages of the new system are that racers will spend more time racing and less time waiting before and between races. Also, races can be postponed and restarted with a much shorter time delay. The disadvantage is that the committee and the racers need to keep track of more flags and at a faster pace. So far, I haven't heard of any big disadvantages associated with moving to the new system.

In case you haven't seen the new starting system, the following summarizes the sequence:

Signal before	Flag and sound	Minute starting signal
Warning	Class flag; 1 sound	5 *
Preparatory	P,I,Z,Z with I, or black flag; 1 long sound	4
One-minute	Class flag removed; 1 sound	1
Starting	Class flag removed; 1 sound	0

*The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

More information about the new start system can be found on the Internet at <http://www.sailing.org/rrs2001/rrsintroparts1to7.pdf>.

I'll see you all at the Awards Banquet and the October General Membership meeting.

SYSCO Board Meeting Minutes — October

MONDAY, OCTOBER 1, 2001

The meeting was called to order at 1830 by Commodore Bob Waldron.
Commodore

Bob brought up the problem of getting Pancho II back on its trailer — since the water level is very low, loading Pancho II on its trailer could be quite a chore. We will get that accomplished as soon as possible.

Race Captain/Vice Commodore

Alan Schamp announced several meetings during which the OCSA 2002 racebook will be discussed and drafted. Alan presented several proposed revisions to our race notices. The Board felt that the Race Committee should not accept on-the-water entries for our regattas. However, with respect to the Spring and Summer series of races, the Board felt that entries could be submitted to the Race Captain no later than 8:00 p.m. on the day prior to the race. Alan will work on the specific language.

We also talked about the new starting system. The Board is enthusiastic about using the new system in 2002. Information about the new rules and starting system will be an important part of our Race Management Session.

Alan advises that he is getting

increased pressure to realign the fleets. The Board suggested establishing a committee to study the information and reorganize the fleets for 2002.

Instead of posting race results at West Marine, we will ask Bill Barton to post results on his website.

We also discussed how we can clarify the protest process information in the race book.

Rear Commodore

Gary Whitney received the Boat Show paperwork from Sue Burns. Sue said that boat show management is willing to work with exhibitors. Many of the Board members would like to display our mark boat, Pancho II, next to our booth.

Newsletter

Mike O'Bryant announced the deadline for Newsletter submissions is October 9.

Treasurer

Larry Johnson reports that the bank balance is approximately \$6,622.

Cruising

Vicki Sanborn reported that the Sept. 29-30 cruise to Hadley Landing was enjoyable though not well attended. Vicki asked SYSCO cruisers to join the Oregon Womens Sailing Association for its Family Cruise October 20-21 at the East

Docks of Government Island.

Program

Vicki Sanborn suggested that Jim and Barbara Kelly be asked to talk to the membership at the October meeting about their one-year cruise to Mexico.

Banquet

The Board discussed possible recipients for the following awards: Rotten Tiller, Sailor of the Year, Commodore's Trophy and the U. S. Sailing Association Sportsmanship Award. [The names of recipients are being held in confidence.] Alan Schamp will retrieve the perpetual awards handed out at the 2000 Annual Banquet.

Bob Waldron reported a good response to our requests for door prize and raffle donations. Gary Whitney will take photos during the awards presentation.

New Business

Gary presented a request from RCYC members to merge the two St. Helens races. The Board acknowledged that our St. Helens Race is a SYSCO tradition and declined to consider merging the two events.

Meeting adjourned at 7:45 pm.

RESPECTFULLY SUBMITTED
REBT, SECRETARY



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO Banquet
Saturday, October 13th
5:30 – Cocktails
6:30 – Dinner

The Afterguard

BOB WALDRON, COMMODORE

By the time you read this you should be getting in the car to go to the banquet! I have confidence in the probability that no one will have a bad time. Vice Commodore Alan Schamp has his lists and Trophy Chair Jim Shaw has gotten some really nice stuff. Sue Johnson and her assistants have rounded up the usual giveaways for the drawing. Banquet Chair Phil Campagna has secured the hall and menu and hopefully you have notified him of your intent to attend.

There will be a regular general membership meeting Monday the 15th at the usual location. Our Program Chair along with Vicki Sanborn has lined up an interesting program from some former SYSCO members. Attendance was low at

our first meeting of the fall season and if you were not there you missed an excellent presentation from Steve Rander. Also this next meeting will be the first reading of nominations for SYSCO officers, with elections to follow in November. Nominations for all positions will be accepted and volunteers for committees are appreciated. Although I have candidates for Vice-Commodore there is still the Treasurer's position as Larry's term is up. Please contact me or any other club officer if you are interested.

The Portland Boat Show will be here soon and once again we will need volunteers to man the booth. The benefit to you the volunteer is free admission to the show. Gary Whitney is working with the organizers of the boat show and hopefully we will be able to include

Pancho as part of our booth. We generated interest in membership and sailboat racing generally last year and the reports I heard from volunteers is they enjoyed attending.

Finally, the Board gave approval to our representative to OCSA to give our support to the new starting system proposed if OCSA wants to implement the new system. Watch for news about this, as a couple of Board members will be attending a seminar in Seattle about this system. It will require some re-education for Fleet Captains and their committees (as well as the racers), so I would strongly encourage everyone to attend the usual programs for race education as well as whatever SYSCO comes up with to introduce the new system—if it is adopted.

SEE YOU ON THE RIVER!