



# Sysco News

JUNE 2002

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

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**Vice Commodore:**

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## Delta Cruise 2002

The 2002 SYSCO Delta Cruise begins as soon as you arrive at Martin Island July 27. This year we have several boats already committed to participate and some will be cutting vacations up North short to join us for some of the best cruising and most fun raft-ups on the river.

Some float plans include Cathlamet, Warren Slough, Mott Island, Astoria (visit the redone Maritime Museum), Ilwaco, Walker Island, and Martin Island.

We invite you to come for the week, or longer, or just for the weekend. Some folks will sail to Cathlamet the first weekend with the fleet, leave their boat and rejoin us Friday evening for the second weekend back to Portland.

Our goal is to rest, relax, sail the boat, enjoy time with friends and family and renew ourselves away from our daily duties.



*Luscious flies the U.S. flag at Martin Island over the Memorial Day holiday.*

## General Membership Meeting

Make sure to attend SYSCO's last General Membership Meeting before the summer break. SYSCO customarily breaks for summer vacations in July and August. The meeting is June 17, 7:30 p.m. at Mars Meadow restaurant (Hayden Meadows). Come early for dinner and socializing.

In addition to the socializing, expect to hear information about the Delta Cruise, racing and fleet alignment and a review of Sail Education Week, which was June 3rd through the 7th. This also is a good time to start conversations about what to do for next year's race season, especially since we will not meet again until after SYSCO's Summer Series, the One Design and the St. Helens Race/Cruise — over half of SYSCO's sponsored events.

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.

## Board Mtg. Minutes

### MONDAY, JUNE 3, 2002

The meeting was called to order at 6:30 p.m.

#### PRESENT:

Officers/Directors/Committee Chairs: Alan Schamp, Larry Johnson, Robyn Thomas, Bill Sanborn, Vicki Sanborn, Stan Heil; and, guests, Thomas MacMenemy and Tom Petty.

#### COMMODORE:

This week is Sail Education Week.

#### TREASURER:

There is a balance of \$6,818 in the Club's account.

#### SECRETARY/MEMBERSHIP:

Two new memberships: Scott Sabin (Santana 20 "Kamikaze" and Morgan 30-II, "Phoenix") and Bob Engle (Martin 242 "Bob"). I read to the Board a letter from Nancy Kirk of OWSA, with which she transmitted a check to SYSCO for \$100, representing OWSA's contribution to the expenses for the May 2002 Ladies's Cruise.

#### NEWSLETTER EDITOR:

Deadline for submission of articles, photographs and other items is Sunday morning, June 9.

#### CRUISING CHAIR:

Vicki said that the Ladies Cruise was well-attended and great fun. The management at the newer

McCuddy's Marina in the channel was very accommodating — to the point of providing a Town Car for use by the ladies during the weekend! There is no Club cruise set for June, but we should look ahead to the July Fourth weekend!

#### PONCHO:

Bill Sanborn agreed to allow Thomas MacMenemy, at the end of the season, to continue with his plan for Poncho, which includes needed repairs and some refurbishing.

The meeting adjourned at 7:30 p.m.

*RESPECTFULLY SUBMITTED  
REBT, SECRETARY*

## Thoughts from the Rear

*BILL SANBORN*

Two four letter words... LIFE... VEST... Yes PFD (personal flotation device). Three events in the recent past bring this up. First, two weeks ago during the Block Island Race a well respected professional Sailor was knocked off the foredeck during a spinnaker change and drowned.

And, this week I was sailing with the Wednesday night OWSA ladies and, while making a repair at the mast, the boat rolled going over a wave. I had to catch myself and someone commented that I didn't have on a PFD. Then, I went below for a tool and someone else on board lost track of where I had gone and sounded an alarm. We then reviewed how to launch the MOB pole, drop the sails and start the engine, use the radio, and press the MOB button on the GPS. While all of this was going on, we heard a lot of radio traffic and saw official boats speed back and forth through the area as the Coast Guard and Sheriff were searching for a person reported in the water

near I-205. I haven't heard the outcome of that event.

I see lots of folks wearing an inflatable harness. I have one and find it is comfortable to wear on the boat at all times. There is lots of talk about self-inflators versus auto inflators. If someone is in the water unconscious with a self-inflator a rescue swimmer has a better chance of helping them by inflating the harness for them than they would if the individual has no PFD. The rescue swimmer at Block Island was unable to hold up the victim and the MOB drogue was blown out of reach. The article only said the rescue swimmer took off his shoes and coat. So we can assume he had no PFD. Remember, the Red Cross life saving rule: "REACH, THROW, then GO."

Life-Sling and an MOB pole with horseshoe rings, or other throw-able device, work great for recovery, but until it is launched and the victim gets to the device, they are unsupported and swimming on their own, often times in heavy clothing.

Following some drownings in San Francisco Bay, the area has a mandatory rule regarding PFD's

and I assume that next year Block Island will have the same requirement. We have talked about it here, but I suppose that until we have a death it will not become part of the rules for adults like it is for children under 12.

When selecting a PFD, whether you chose an inflatable harness, vest, or May West style, make sure it adjusts to fit over both heavy clothes or just a T shirt, and is comfortable for all types of water activities you will be doing — grinding on a race boat, riding in or rowing a dingy, paddling a kayak or canoe, or fishing. Make sure it is Coast Guard approved and has a tag that shows that (during a boarding or inspection they will not count any that do not have tags). There are cheap lightweight units available that are not CG approved and they will not hold you up in the water.

Your life, your crew's life and your children's lives are worth the \$100 for a good CG approved PFD. I still wear the one I bought for \$50 in 1975, and that was a lot of money then, but it has helped me several times when I was in the water. Attach a whistle to it.

## From the Race Captain

LARRY JOHNSON

The Spring Series is behind us and the Summer Series started this week. The J-24 fleet put 12 boats on the line for the Spring Series with some great competition. For the Summer Series, the J's are going to have about the same number of boats and the Cal 20's will match them. It should make for good racing.

## The Afterguard

BOB WALDRON, REAR COMMODORE

As a follow up to last month's "Afterguard," it is clear that improvement is a relative thing. Despite what appears to be a much more fluid and coordinated effort by the crew, our measurable results (i.e. finish position) did not change. Sailing as a metaphor for life is a well-used comparison — guess it also works for the corporate environment.

Courtship stayed in her slip as yours truly and the Captain bivouacked aboard No Sail for the Memorial Day weekend. Seems I counted fifty-two boats in the pond (Martin Island) at one point, with several coming and going through out the weekend. I have not kept up with the politics swirling around the owner and issues of the Army Corps of Engineers dumping dredge spoils in this old highway gravel pit; but it is clear with the number of clubs and boats using this anchorage the Columbia River boating community would sorely miss this place if its current use is sacrificed to the demands of others.

At the conclusion of Sail Education Week, the first beer can

## Looking for a Few Good Boats.

Several months ago Sue and I met Earl Fonville with Friends of the Children. Friends is an organization that assigns mentors to kids starting at age six and stays with those kids until they are 18. I wrote about the organization in February. We thought it would be fun to take sailing this summer some of the eight kids Earl mentors.

I plan to take the kids out on Saturday, August 17th, but I need some help. Earl says they limit

of the season occurred in what this writer would call moderately interesting conditions. Others would call it something else. It blew pretty good and I found out how little weather helm Courtship has with a reefed main (this will have to wait for another time to tell this part of the story) and full jib. The knot meter's accuracy was called into question as we worked our way out from the North Portland Harbor channel towards 14.

Thanks to our visiting crew of Edith Ann (you recall her from last month's story) and her significant other (that is the way he refers to her, so I guess the reverse is ok), we had a fun sail.

The program this month will fall to the creativity of the program director. Frustrated with no shows, last minute cancellations, and other excuses he has decided to concoct something different (at least something that has not been done for awhile) — so come and see.

The annual Delta Cruise is coming up in July. I will leave the details to the captain emeritus of this event to explain, but it is always an adventure, always interesting, and never dull. If you have not participated before and are interested in going, send up a

functions to two children per mentor, so I need three more boats which could take two kids and a mentor out for the afternoon to expose them to sailing. If there are more than three boats interested in helping, there are other mentors' children that we may be able to accommodate.

A few folks had expressed an interest when I wrote about this in February. If you would like to help, please call Sue or Larry at 503 661-7199, or e-mail us at LSPBJ@WORLDNET.ATT.NET.

signal flag and more information will be forwarded.

A couple of boats are going north this year and the Captain and I have been invited to participate in cruising the Gulf Islands aboard Blue Jack. Never been there before and John has said we will see some beautiful and under-appreciated cruising ground.

**SEE YOU ON THE RIVER!**

## Upcoming events

*June 11 - July 18* — SYSCO Summer Series

*June 22* — AYC & LYC Puget Island Race

*June 14, 21, 28* (SYSCO) — Beer Can races

*June 29 & 30* — RCYC Summer Regatta

*July 12, 19, 26* — Beer Can races

*July 13 & 14* — CYC OHS-White Memorial Race

*July 19* — CYC Couples Race

*July 27* — Delta Cruise



SYSCO  
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PLACE  
STAMP  
HERE

## Membership Meeting

*Monday, June 17th*

*Dinner — 6:30 p.m.*

*Meeting — 7:30 p.m.*

## Commodore's Comments

*ALAN SCHAMP*

The weather forecast for the Strait of Juan De Fuca over the Swiftsure weekend was for light and variable westerly winds on Saturday and less wind on Sunday. There was a light southeasterly at the start. Our gun for the Cape Flattery Race was at 09:17.

In our first run at starting we made it to within a few boat lengths of the line before we were smothered and swept back by the current. We kept trying and finally at 13:00 we actually started. We made it a few boat lengths past the line, where we anchored until about 16:00. We were now riding the ebb and doing our best to keep moving using the current wind. We drifted and worked some infrequent cats paws until about 07:00 on Sunday. With only about 15 nautical miles to the rounding at

Neah Bay, I was tired of drifting. I decided that the weather report for Sunday was going to be right (i.e. less wind than the day before) and I talked the crew into pulling out.

It turns out that while we were steaming back through the glassy waters of the Straight, the sea breeze was building behind us and the boats that stuck with that seemingly miserable race were moving. Only one boat from our division finished the race and I have no doubt that if we had kept trying we would have finished too. When it comes down to it that wasn't a miserable race after all. It was a test to see which boats would keep trying against all odds. I didn't make it happen. It would have been a special achievement to finish that race and I threw it away because I was tired of drifting and believed the weather report. Two poor excuses if you ask me.

See you all at the last general meeting before the summer break – June 17 (at Mars Meadows Rest.).

## Ladies Cruise

*VICKI SANBORN*

The SYSCO ladies hosted May 17 to 23 the seventeenth annual Ladies Cruise at McCuddy's Landing on Multnomah Channel. We are not used to such fine facilities with showers, dock power and unlimited ice, the only way one boat could have made 150 pina colodas. We thank McCuddy's for their very gracious invitation.

With 27 boats and about 100 women, all the Portland Clubs were represented, with boats from as far away as Astoria. Crew came from as far as Modesto, Calif. Most of the boats were theme-decorated. We introduced a new game, "Boat Bunco", and had 10 boat teams playing. It is nice to see the confidence with which the boat skippers handled their yachts. The weather cooperated with sunshine on Saturday and light sprinkles on Sunday.

We are all looking forward to next year's cruise.