



Sysco News

AUGUST 2002

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

Commodore:

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Vice Commodore:

Larry Johnson
(503) 661-7199

Treasurer:

Alan Boguslawski
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Bob Waldron
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Membership:

Robyn Thomas
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Program:

Bob Waldron
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Newsletter:

Mike and Sandy
O'Bryant
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Trophies:

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Cruising:

Vicki Sanborn
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PIYA Rep:

Open

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Delta Cruise... all play, no work

MIKE O'BRYANT

Eight boats joined SYSCO's Delta Cruise this year the week of July 27, but not all joined at the same time or followed the same course, and that's the beauty of the cruise.

Sandy and I are not only new to the Delta Cruise, the lower Columbia River cruising grounds are also new to us. For us it was a week of exploring new territory, quality time away from our busy schedules and spending time with new friends. For me, it was the realization of a small goal — getting the boat to Astoria, where I grew up, and back to Portland. After 15 years of sailing the river and six years of owning a boat, I had yet to accomplish that goal.

Five of the boats met up at Martin Island Saturday and cruised to Cathlamet on Sunday where they met up with the Sanborns on UpStart. We, along with our friend Jim Rodway, cruised to Cathlamet on Sunday. We laid over there until mid-Monday afternoon waiting for a time when the tide would be high enough at Warren Slough just three hours away. We spent two nights at the slough, surrounded by old growth spruce and tucked behind islands and tidal grasslands near Knappa, Oregon. Many of us had kayaks to explore more of the waters in the area than a sailboat can get to. Then five boats cruised into Astoria Wednesday morning, while three of the boats began their way back to Portland.

We left Astoria with huge swells and messy chop and made our way under wind to Cathlamet. The three-day trip back was all downwind. What more can I say...we'll be there again next year.



Delta Cruise at Warren Slough, all eight boats rafted up, left to right: "Palmer Joe", Gib & Teresa Colistro; "Upstart", Bill & Vicki Sanborn; "No Sail", Bob & Gail Schafer; "Wings of Dawn", Bob & Pat Brown; "French Kiss", Mike & Sandy O'Bryant; "Slow Ride", Thomas MacMenemy; "Adagio", Bill & Robyn Thomas; and "Wandrin' Star", Brigg & Ellen Franklin.

Board Mtg. Minutes

MONDAY, JUNE 1, 2002

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

PRESENT:

Officers/Directors/Committee Chairs: Alan Schamp, Larry Johnson, Rob Thomas, Mike O'Bryant, Bill Barton, Bill Sanborn, Vicki Sanborn and Rod Dawson. Guests: Thomas MacMenemy, Ann Carter and Johnny Cash.

COMMODORE/VICE COMMODORE/RACE CAPTAIN:

Alan S. and Larry led a discussion about the problem of allowing late entries for the One Design Race and how that affects the accuracy of ordering the needed trophies. AND they talked about the formation of the starting fleets. In preparation for our pages in the next OCSA race book, we will talk about establishing an absolute, one-week entry deadline for the One Design. We also talked about the post-race gathering at the Sextant. Gary will provide some customized beverage script for the participants.

TREASURER:

AlanB was on special assignment with OWSA. Balance in checking is \$7,588.

SECRETARY:

One new application: Randy and Bonnie McMoran, who have raced their MacGregor 26, "Argonauta," for quite some time with a MacGregor 26 fleet in the Boise area. Their application was approved.

NEWSLETTER:

Mike set the deadline for newsletter submissions is Sunday evening, August 11. He also asked

that all members send pictures (with a caption, if possible) for possible inclusion in the newsletter.

CRUISING:

Vicki reported that Delta Cruise was blessed with nice weather, some favorable wind for sailing and few, if any, maritime incidents. Joining the regular "Cruisies" this year were Brigg and Ellen Franklin with Wanderin' Star and Mike and Sandy O'Bryant with French Kiss (Jim Rodway, too!). [The author of these minutes wishes to pass along: Thank You Bill, for the Ice Cream!] Vicki announced that the next cruise is to Martin Lake on the Labor Day weekend.

OLD BUSINESS:

I asked Alan S. about the status of bylaws updating. He indicated that Bob Waldron may be leading a committee for just that purpose. I indicated to the Board that I had previously placed the bylaws in Word format and that I would like to help the committee with the "manual" portion of the updates. I will get in touch with BobW.

Course board: During the July meeting, the Board determined that, at the end of this season's racing, we would obtain estimates for a new course board. Bill Barton, as Race Captain for PYC, gave us some ideas about format and construction, using the PYC board as an example.

Whether or not to formally convert to PHRF racing was discussed. SYSCO was founded on the concept of fleet racing and that basic concept remains strong. This Board will not change any part of the bylaws with respect to PHRF.

NEW BUSINESS:

With Bill's approval, Thomas MacMenemy will take Poncho II out of the water after the One

We haven't been having monthly membership meetings over the summer, but we'll be back on track for our monthly meetings beginning on September 9th.

Design Race. Thomas will continue his work, which includes all aspects of maintenance.

Mike O. opened discussion about the future of Martin Lake: The Corps. of Engineers proposes to fill Martin Lake to a depth of 8 or 9 feet. The Board determined that MikeO should draft a position letter, which will be circulated to the officers for approval before it is finalized and sent to the Corps of Engineers. Among other things, we are skeptical of the final depth of Martin Lake and that it may be eventually be deemed a wetland. (A few of us reminisced about the log rafts in Martin Slough and in Martin Lake in the 70's and 80's.)

Rod Dawson opened discussion about the upcoming Sail for the Cure. The Board strongly supports this cause and all members are encouraged to participate in the race this year AND help the over-worked organizers.

The box of race committee supplies (kept on Poncho) was discussed. A new box will be purchased and the supplies reorganized for next season. The cassette recorder was found to be water-logged, and is apparently unusable. (It is a concern of the Board that some of the race committees do not record finish times. We will address this problem when we prepare skippers and Fleet captains in the Spring.)

The meeting was adjourned at 7:10 p.m.

*RESPECTFULLY SUBMITTED
REBT, SECRETARY*

Oregon Women's Sailing Association Hosts

Sail for the Cure

SEPTEMBER 21, 2002

"In some ways, sailing is like the fight against breast cancer. Each is a long journey full of triumphs and challenges, changes of direction, and requires precise teamwork. And when successful, both are empowering and exhilarating."

Last year, over 200 participants and 49 boats raised more than \$8,000. OWSA would like to double that this year.

Send your entry in by Sept. 7. For more information, call 503-255-1169, send an e-mail to sailfortheure@creativeabandon.com, or visit the web page at www.leftblank.com/sailpdx/sail-fortheure

This event is to benefit the Susan G. Komen Breast Cancer Foundation.

Thoughts from the Rear

BILL SANBORN

One of the challenges for the management of SYSCO is to continue to walk that fine line to stay within the Charter of the Club and what the By-Laws say, and maintain member participation in our events. We compete with so many other important activities involving families, work, and other interests, and all take us away from sailing.

All these factors played a part to limit the turnout of this year's One-Design Regatta. But then we are always happy when at the Board meeting Robyn has a few applications for new members, and then at the One-Design Regatta we have a Fleet of Catalina 25's. (Past

Commodore Alan Hose was the last member I recall to race a C-25 regularly — BRANDY.) And, of course, there always are the famous J-24 rivalries. It was fun to see folks who are friends in close competition and to watch their tactics and boat handling as boats finished over-lapped in each of the 5 races.

MARTIN ISLAND: This whole 43 ft. channel dredge idea is in my opinion the wrong thing to do. We need to maintain a Columbia River channel that is accessible by ships that are up to a dimension that can pass thru the Panama Canal. But now the issue is the folks planning to do this project and looking for places to hide the spoils have put Martin Lake on their list. The latest plan is to dump spoil in the lake and

reduce its depth. I would think that we want at least 12 to 15 feet at low low water (0.0 ft). We need to comment on this issue to protect this recreational destination, so we ask each of you to send a letter. We hope this is a non-issue, but if we establish a guideline now, then at another time when someone plans to use the lake for spoils or other fill material, the limit will have been set.

DELTA CRUISE: Great weather, good winds, fine cuisine, good friends, very restful, beautiful scenery, no problems mechanical or otherwise. We all agree that we'll do it again. Plan to join us next August.

CRUISE: Martin Island.... Labor Day weekend. Sail the dinghies.

Commodore's Comments

ALAN SCHAMP

With the last of the serious SYSCO races over for 2002, I want to thank everyone who volunteered to work on race committee and did all of the other work to pull it off. I'd especially like to thank the Fleet Captains for all of their work in organizing the com-

mittees for the events. Larry Johnson still has the St. Helens Race/Cruise to go, but he deserves a big thanks for organizing the Fleets and for all of his hard work and preparations.

I haven't been very active in the sailing scene this year with the boat up North and my nose to the grindstone at work. August means that the evening sea breeze is pretty much a sure thing. I keep looking out the window of my office at

the flags and thinking about going out for an evening sail. With the boat five hours away, that just isn't very practical.

I'm finally going to take some time off to cruise a bit and then bring the boat down to Newport in early September. Come Springtime I'll head her back to Portland and I'm really looking forward to getting back into the swing of things on the Columbia.

BE CAREFUL OUT THERE!

From the Race Captain

LARRY JOHNSON

SYSCO held its final serious race of the year August 10th and 11th — the SYSCO One Design. Although the turnout was low, the boats that showed up had a good time racing. The winds were favorable both days and there was plenty of sun — a nice warm and windy weekend. *Bite Me* took first place in the J24 fleet and *Encore* took first in the Catalina 25 fleet.

Now that the racing year is over — don't forget the less serious SYSCO St. Helens Race and Cruise Sept. 14 — I want to thank all the fleet captains, along with the SYSCO members that helped out with race committee duties. Everyone worked over and above their normal calling.

ULTIMATE TENDER?

While sailing in the Canadian Gulf Islands in July, we saw a tugboat that was converted to private use. Positioned on the upper deck of the tug was a Cal 20. That's a pretty nice tender for any boat. Should the Cals in Portland be so lucky.



J-24 and Catalina 25 fleets vie for SYSCO One Design Race trophies, August 10th and 11th.





The ultimate tender. (See "From the Race Captain")

The Delta Cruise featured downwind sailing from Astoria to Portland.





SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

**Next General
Membership Meeting
Mon., Sept. 16, 7:30 p.m.**

The Afterguard

BOB WALDRON

Many SYSCO members, compared to myself, have made the venture from Astoria to the Straits of Juan de Fuca on numerous occasions. Each could tell their stories (and I have heard many) of adventure off the Washington Coast with color and enthusiasm. The various stories that have been relayed to me speak of wind conditions, rooster tails, amount of sail flown, and physical condition of various crewmembers. Nothing I am about to relate (there was no great adventure on this trip) has not been experienced by others; it is just they have never been told to me.

That includes the absolute joy this writer felt at watching a school of Dahl's Porpoise chase us for

nearly a half-hour. They did all the usual things like dive under the boat and surface on the other side, the cold blue Pacific water streaming off them like jewels in the late afternoon sun. I wished they could have stayed with us the whole trip, but then it would not have been such a treat.

The smallness you feel at being wrapped in a cool, damp blanket of fog and the only visible thing is the halo of light cast by your running lamps. The radar is the connection to the reality of being in a busy shipping lane, lights of other vessels obliterated until very close and the yearning for a clear patch. The yearning satisfied until the fog wraps its chilly fingers tighter.

Nothing is as satisfying as a sail at night on the ocean. To avoid

constantly looking down at the compass and up at the sea, I fixed my gaze on two stars placed nicely 'tween the starboard shroud and the mast. Luna's diffused light glowing as a wraith through the headsail. The infrequent falling star appearing and disappearing so close as to seem to strike the boat. The moon disappears, sinking slowly into the sea and the lights of Grays Harbor, some fifteen miles distant, grows in magnitude only to be eventually washed away by the pale glow of the promise of the coming warmth of the sun. That promise was diminished by the return of fog and then regained as the North jetty came into view and we had a brilliant summer day sail up the Columbia River.

SEE YOU ON THE RIVER.