



Sysco News

FEBRUARY 2003

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

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Commodore's Comments

LARRY JOHNSON

Those that attended January's General Meeting were invited to step back in time to SYSCO's birth and, thanks to Frank Bocarde, its early years. Frank said he and a small group of friends wanted to start a new sailing club that did level fleet racing and had courses that suited smaller boats. Before SYSCO, the typical racecourse would be 14 - 2 - 18 - 14. Add an east wind and current, and it took a long time to finish a race in the little boats.

As Frank said, "The hot dogs were all gone by the time we finished racing!" Frank was SYSCO's first commodore and 25 years later, SYSCO is still going strong.

Additionally, Bill Sanborn spoke about the Delta Cruise, which began in 1984. While Vicki and Bill were down in Astoria that year tailing along with the Six Pac group, they met up with Jan and Charlie, owners of a Ranger 24. Jan and Charlie told them about some good areas in the delta to cruise. They went to Warrens slough and have been going there ever since. They have had as few as 3 boats and as many as 30 on a Delta Cruise. Far more people at last month's General Meeting had been on a Delta Cruise than had not.

For those that did not make it, you missed a great presentation. This year we will publish some SYSCO trivia from the past in each month's newsletter. In the early years, we had one very well known sailor fill out a membership form. You will hear more about that sailor and the story behind it in the months to come!

SYSCO's 25th Anniversary Regatta

The race formerly known as the SYSCO One-Design regatta has a new name this year. It has been changed to commemorate SYSCO's 25th anniversary. We are having a big BBQ on Saturday August 9th after racing. Those that are interested in helping with race management, procurement of food and the cooking at the BBQ, please contact one of the board members. We will need the help.

General Membership Meeting - Feb. 17th

Make sure to attend SYSCO's General Membership meeting Monday, February 17th. Continue to help SYSCO celebrate its 25th anniversary this year. See you Monday, Feb. 17, 7:30 p.m. at Mars Meadow restaurant (Hayden Meadows). 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.

Thoughts From the Rear

BILL SANBORN

This month's "Sailing World" magazine has an article that caught my eye. Reading "HEAVY METAL" by Dick Rose, I learned that this is not the only place that racers share water with commercial vessels. First, I want to pat us on the back for taking the initiative and communicating with the tugs, and asking for their assistance to alert us with a sound signal as they pass through. The worst situation is a weather rounding of buoy 2, and an upstream tug pushing a load 600 to 1,000 yards downstream coming full power, and your next mark is B. You will not have room to safely pass ahead of him, you can't out run him, so the only choice is to sail parallel to him until you can pass behind and suffer his prop wash. The question is how close is too close. The tug skipper is probably moving a Hazardous load of fuel in one of the barges and the last thing he wants to do is the paper work. The best analogy I can think of is your concern when all of a sudden your boat is surrounded by a mess of hoodlums on wave jumping PWCs. In other locals they deal with tows, and some of us remember log rafts being towed through the racecourse and how they challenged us. My guideline when close to a tug and barge is if I can see the wheelhouse then they can see me, and when I lose that line of sight my obligation is to maneuver to reestablish my line of sight to the wheelhouse. This is all about the safety of your crew, yourself, and your boat, and not crossing that line into what the tug skipper might consider the danger zone that requires evasive action and causing him to report an incident.

Martin Island: After the Astoria and Portland Hearings and Cowlitz County got involved and made some agreements and the Corp realized that they didn't have enough spoils to fill the entire lake, they now plan to fill only the North half the pond, and then rebuild some dikes at Woodland Bottoms. Someone reworked the cost benefit numbers and also the 2004 Congressional budget proposal doesn't include the project's funding. So who knows what will happen or when?

I can tell you that the Martin Island Freeze In came off as planned and one fleet claims 100% participation. When asked for a report, I was informed "what happens at the raft up stays at the raft up, but we did have a grand time," and something about inside steering.

SYSCO 25 Years: At the January meeting to start the year off Frank & Lynn Bocarde were featured. They talked about how the club was started in 1978 to fill a need in local racing that would bring the one-design fleets together; that it was modeled after a San Francisco group; and how with a little change that program is still offering a venue for a large number of boats. One of the successes of the club has been the several Boards of Director over the years. They have been frugal with the funds and kept a tight rein on expenses, which is reflected in our low cost dues, and volunteers who get jobs done.

A group is meeting and working on ideas for the 25th Regatta in August, and needs input from the Membership on an appropriate venue for the Saturday Evening Party. There is also a contest to develop a logo for the event for burgees and T-shirts.

Changes: Looking forward to Opening Day and to Spring Evening Series. Have heard of a few ownership changes since the last events and am curious to see who will be sailing what and how it affects the fleet mix.

Mandatory Boater Ed

Phase-In of Oregon's Mandatory Boater

WHO WILL BE AFFECTED?

All operators of craft with greater than any size power boat, must carry a boater

Youths must be 12 or older to obtain younger may not operate any power boat

A person age 12-15 who possesses a boat of 10 hp or less without an adult or

A person age 12-15 who possesses a boat of more than 10 hp if accompanied boater education card.

A person age 16 and older will need power boat greater than 10 horsepower

WHEN?

The phase-in is as follows:

30 and younger by 2003, 40 and younger by 2004, 50 and younger by 2006, 60 and younger by 2009.

WHERE CAN I FIND CLASS LISTINGS?

Check the Marine Board website at

BOATER ED. CLASS FOR SAILORS

Certified Instructor, Becky Huseby, class that meets the requirements of the Materials and homework study questions. Class time will be spent reviewing homework the exam. An application for the Boat O upon successful completion of exam.

4-HOUR SHORT COURSE FOR SAILORS

March 13, 6-10 p.m.; location TBA; snack/beverages.

Study Materials and location of seminar

Pre-registration required by March 1

To register: send check made out to:

Becky Huseby

2802 NW 124th

Vancouver, WA

Questions? Call Becky 360-571-908

All artists on deck!

WIN A \$100 WEST MARINE GIFT CERTIFICATE AND A 2003 MEMBERSHIP TO SYSCO!!

Send us your design for a 25th Anniversary commemorative burgee (also to be used on T-shirts) for our 25th Anniversary One Design Regatta. Use the SYSCO blue and gold/yellow burgee as a rough guide for your design and use as few colors as possible. All designs – hard copy and/or electronic – must be received no later than midnight April 1, 2003. Send to SYSCO – PO Box 5502; Portland OR 97208, or to Robyn Thomas at adagio@cablerocket.com. The design will become the property of SYSCO. The Board of Directors will choose the winning design at its April 7, 2003 meeting.

Education Cards – Required 1/1/03

Education Card began Jan. 2003.

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www.boatoregon.com.

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FEBRUARY BOARD MEETING MINUTES

MONDAY, FEB. 3, 2003

The regular meeting of the Board was brought to order by Commodore Larry Johnson at 6:30 p.m.

PRESENT:

Larry Johnson, Steve Moshofsky, Alan Boguslawski, Alan Schamp, Robyn Thomas, Bill Sanborn, Mike O'Bryant

REAR COMMODORE REPORT:

The course board bid from Carol's custom canvas came in at \$185-\$205. A motion was made and carried to purchase the new board at this price.

Mars Meadows may not be available for the race clinic. Further negotiations with the manager are going to be pursued.

MEMBERSHIP:

There are 2 new memberships resulting from the boat show.

Welcome:

David & Jane Paligo, Ranger 20 "*Polaris*"

Robert & Kathy Mellon, Martin 241 "*Two Dogs*"

TREASURER:

Alan B. reports that at 1/31/2003, the club had \$3,740 in the bank. The proposed budget for 2003 was presented for review. After discussion of the projected

cash expenditures, the total budgeted expenses were increased by \$700. The budget as revised was moved for adoption and the motion was carried.

NEW BUSINESS:

Robyn will announce in this month's newsletter a design competition for a new club logo.

Discussion was opened regarding having T shirts made for the 25th anniversary regatta. Bill Sanborn is researching costs for possible action at March meeting.

The possibility of distributing the newsletter by e-mail without duplicative physical mailing of the letter was introduced. The objective is to simplify the logistics and significantly reduce the mailing and printing costs associated with mail distribution. The newsletter is budgeted for \$1,500 of costs in 2003. Mike O'Bryant will test different electronic delivery methods and report back at the March Board meeting.

There was a general discussion of the possible venues, charges and format for the 25th anniversary regatta party. No specific action was taken.

OLD BUSINESS: None

The meeting was adjourned at 7:50 p.m.

STEPHEN MOSHOFSKY, SECRETARY



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO
Membership Mtg.

Mon., Feb. 17th – 7:30 p.m.
Dinner Begins at 6:00 p.m.

The Afterguard

BOB WALDRON

The news was expected, but it's worse than I thought. The snow pack is less and the water content pitiful. Not surprising to anyone or at least it shouldn't be, whether or not you ski. Seems rainfall has been there, but the snowfall has not. Snow pack levels at Mt. Hood are at forty-one percent of normal! El Niño conditions are expected to continue through the early part of this year with normal ocean temperatures returning by summer. A dryer than normal Spring for the Pacific Northwest.

What does all this mean? Beats me, but I am glad the channel from my slip to the Columbia River has been dredged!

With lower snow pack we can be sure the Corps will release less water from the reservoirs, salmon or no salmon. This should result in lower current flows in the part of the river we are familiar with. Pretty good logic so far, huh? We will probably notice the reduced flow about the time Spring Series starts, which ought to have some influence on tactics. I have not talked with Cap'n Tweak, Edith Ann, Wife of the Foredeck Guy, and Just Learning, (they would probably just get droopy eyed at

the mention of it anyway), but at least in our case we should not have to try to climb too far up river to make the weather mark and none of us should have to stay too far from the line for the start.

Later in the season: well we (Courtship) may modify our plan to get into Clatskanine during the Delta Cruise and Gib and Bob may not be able to walk the Hobie down the beach as easily during the St. Helens Race.

No matter the conditions, I am looking forward to spring. What the River gives us may be worth watching over the next few weeks.

SEE YOU ON THE RIVER!