



Sysco

News

MARCH 2004

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

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Trophies:

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Cruising:

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Bob Schafer
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PIYA Rep:

Open

PHRF Rater:

Bill Brennan
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PHRF Rep:

Phil Campagna
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General Membership Mtg.

Make sure to attend SYSCO's General Membership meeting Monday, March 15, 7:00 p.m. at Mars Meadow restaurant (Hayden Meadows). Come at 6:00 p.m. for dinner and socializing.

This month hear **Bob Gale and Gail O'Neill** of *Imagine* tell their story about where their SYSCO burgee ended up. Apparently it is worth hearing as the club made them re-up their membership so they could obtain a new one. If you know Bob, you already know it will be a very good yarn.

APRIL: Scott Weir, our resident sailing photographer who has captured the Portland racing scene on film, is on tap.

MAY: The meeting is dedicated to vicarious fun as we hear Rock Kent spin a yarn about his adventures during the Whidbey Island Race Week where he had the humbling experience of sailing with little wind and lots of current.

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.

Cruising with SYSCO

BOB AND GAIL SCHAFFER

Exciting news from your cruise committee. On Friday March 12th, we've planned a cruise that involves driving, but could be a boat cruise, too. Your choice.

Meet at Casselman's wharf # 33 at the bottom of the ramp to the Schaffer's residence. There will be lots of free moorage. Wine tasting starts at 5:30 p.m. There will be real wine glasses, but you are encouraged to bring your favorite bottle of wine. About 6:30 to 7:00 we will drive to the Multnomah Channel Yacht Club to enjoy an Irish potato dinner with lots of fixings, salad and special desert for the tidy sum of \$5. The MCYC is at 50990 Dike Road, Scappoose. Please RSVP and get directions by calling Bob and Gail at (503) 543-2065, or Bob and Pat Brown at (503) 543-5475. Hope to see you there.

Cruising schedule...on page 4

OCSA Race Management Clinic

**Annual clinic
March 24th,
6:00p.m. at PYC.**

Come to this open forum to either sharpen your knowledge or gain new insights into the management of Race Committees. It's a must for all new fleet captains, but veterans are also encouraged to attend this free event to share their knowledge and experiences with those with less time in grade. For information call Bob Waldron @503-359-5514 or email at waldror@eaglehomemortgage.com.

Thoughts from the Rear

BILL SANBORN

How involved are you in SYSCO? I ask because when the flags begin to drop and those who have sat on their hands rather than raise them to volunteer always begin the “how come?” Those who have put together a program with limited help can only shake their head and say under their breath, “next time”. I guess the bargain in SYSCO Racing is VOLUNTEERS. A few hours of time from each of us pays big dividends in the success of the entire program.

This month the SYSCO Fleet Captains will be meeting with the Vice Commodore to review the club’s Race Committee operation and to make sure everyone is ready. In addition, you are all invited (encouraged) to attend the OCSA Race Management

Clinic March 24, and on April 1 the SYSCO Race Clinic. We would hope that when your fleet is assigned the Committee Duty you would volunteer to help and have an understanding of what the responsibilities are. We are getting to crunch time (only 30 days) to have boats ready and to have crew organized to do some sailing together.

One major event that is taking shape for this season on the Columbia River is the Catalina 25/250 Nationals, July 15, 16 & 17. Fleet 94 as the sponsors and with many of the members being SYSCO members have asked us to help with the on the water committee, and SYSCO has committed to assist. Gary Whitney and myself have volunteered and would welcome your commitment to an afternoon’s worth of time.

We also need to – God forbid - assemble a protest jury. Can we use your name?

There is a lot of interest within the local and regional C-25 fleets, and some boats and crews are coming from around the country. For the last several years the event has drawn less than 10 boats at other venues. Gary Bruner, the local fleet captain, issued a challenge that he could get more boats out than that and has gone to work and is now promising a well-attended National Championship Regatta with lots of social activities to supplement the sailing. I applaud the Planners of this event. Most are C-25 owners because it is a fine “family cruiser”, is trailerable and is affordable. Its a “Family Boat” so let’s encourage this to be a family friendly event.

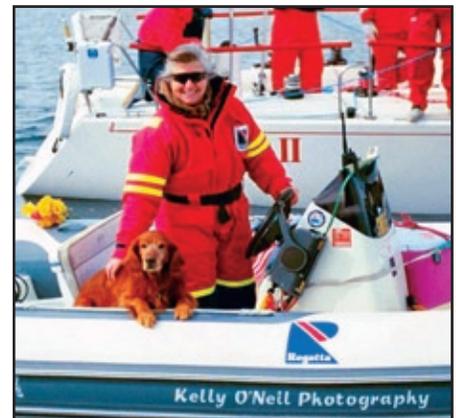
Noted sailing photographer dies

Kelly O’Neil Henson, known throughout the Northwest and the global sailing community, died March 2nd at Harborview Medical Center in Seattle from injuries received in a car accident near her home in Auburn, WA.

Kelly, 46, could be seen taking photos from her inflatable *Smile* at regional regattas. She also covered international events, including the 2003 America’s Cup. Her love for sailing, whether crewing or taking photos, was infectious, as was her wonderful personality. Anyone who was fortunate to meet Kelly can attest to her warm and generous nature and her effervescence. “She made everyone feel special – like they were her best friend,” commented her husband, Gerry Henson.

Word of her tragic accident spread quickly among sailors, with web postings of the sad news on many boating sites. Seattle’s Corinthian Yacht Club dedicated the March 6 Blakely Rocks Race to Kelly. Her photo boat was anchored near the rocks and racers tossed Daffodils, her favorite flower, into the inflatable as they rounded. The rocks were also covered with flowers and Smiley balloons. The boat was parked on its trailer full of flowers in front of Seattle Yacht Club that evening during a Memorial Service held for Kelly.

ProLab, Seattle has posted a tribute to Kelly on their website: www.prolabseattle.com/Kelly/



To see Kelly’s photos visit www.kellyphoto.com/gallery/gallery00.html.

Make gifts in Kelly’s name to the Seattle Yacht Club Junior Sailing program.

Commodore's Comments

ALAN BOGUSLAWSKI

At the last SYSCO general membership meeting we had some interesting discussion about race handicapping. Specifically, the PHRF system. PHRF stands for the Performance Handicap Racing Fleet handicapping system. According to US Sailing (the governing body of our sport), there are many handicapping systems, but PHRF is the most widely used in the United States.

Why does sailboat racing need handicapping? To make racing more fun by allowing a more diverse group of sailboats to compete against one another. Size, hull design, weight, and sail area are just a few of the many variables that affect how fast a boat will sail in a given set of conditions. In a racing situation, competitive sailors want crew skill, teamwork, tactics and strategy to determine the winner. So the idea is to level the playing field, which you can do by having every team in identical boats. That's one-design racing. But not everyone who competes has a one-design boat. After all – diversity is the American way.

So these handicapping systems evolved in an attempt to find methods to neutralize the differences in performance due to design features. Then, presumably, the crew with the fastest results would merit righteous bragging because the win was the result of the skill and teamwork of the skipper and crew, not that of the naval architect.

The PHRF system adjusts results using a single correction factor. This correction factor, or rating, is generated locally or regionally, based on local or regional performance factors. Our region is PHRF-NW (which stands for Pacific Handicap Racing Fleet of the Northwest).

A boat's PHRF rating number represents a rating in seconds per mile. So that one method of correction (time on distance) can be calculated utilizing the following formula:

$$TA = (D \times PHRF) / 60$$

where:

TA = Time Allowance in minutes

D = course length in miles

PHRF = rating in seconds per mile

You then simply adjust every boat's actual finish time by the Time Allowance. All you need is every boat's PHRF rating and a computer, and voila' – you have race results.

While this formula is relatively straight forward, coming up with a boat's rating is much more complex, involving many measurements of boat features and sails, as well as the factoring in of performance history of boats of that model in past competitions within the region. I won't get into how all that is done because, frankly, it's beyond me.

But, anyway, the discussion at the SYSCO meeting revolved around a proposal afoot to make some changes to the rating method, which would supposedly make it even more complex.

It is not my purpose in this article to make any editorial comment or judgment regarding such a proposal, because I don't really know anything about it. But it occurs to me that the concept of handicapping boats for the purpose of even and fair competition between sailboats of differing size, design, and quality is subject to the law of diminishing returns. I mean, considering the sheer number of performance variables, how far do you go in trying to account for and adjust for each of them before you defeat the purpose of competition, which is enjoyment? Is it feasible to attain as level a field as you have in one design racing?

I guess the relative value of performance handicapping really depends on just how competitive and serious you are. SYSCO, as I understand it, was born 26 years ago out of an effort to simplify participation in sailboat racing. Our charter states that our races "shall be divided into fleets and/or one-design classes within which competition will be on a boat-for-boat basis without handicapping, except as noted in Article 9, Section 6." Said section states, "One handicapped event may be held each season at the discretion of the Board of Directors."

So, does that mean SYSCO sailors are less serious competitors? While we may be a somewhat laid back group, I do think some of our members are pretty serious about the competition. I can occasionally hear them yelling at each other during races.

For my part, I find the competition within my fleet (E Fleet) challenging; but quite satisfying. No two boats in E Fleet are the same. And, as it happens, most of my competitors' boats have a little faster rating than mine. So if Bailiwick finishes well in a race during the SYSCO Spring or Summer series, my crew and I feel great satisfaction. Whereas, we tend to fare a little better against the same boats during the CYC Summer Series or other regattas where the results have the finish times adjusted based on PHRF rating.

So, I will conclude this article with some questions for you:

Just how serious are you about competition? Do you have to win to be satisfied or to enjoy the competition? Is winning less satisfying for you if you have a performance advantage within your level fleet? Or conversely, is competition less satisfying if you are at a disadvantage within your level fleet? Are the

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social benefits of competing in SYSCO events adequate to counter the disadvantages of level fleet competition?

Please don't infer any judgment from my questions. I think it's really important that each individual member be able to seek their own level of seriousness as competitors and that SYSCO provide an environment to accommodate all the varying levels.

So, I urge you to learn more about handicapping and PHRF so that you can get involved in the discussion. Log on to <http://www.ussailing.org/phrf/> and <http://www.phrf-nw.org>. I also urge you to become more active in SYSCO in order to help guide the club to provide the best in competition. Do we need to re-align fleets? Should we provide more handicap races? Take a look at "Golf handicapping for small fleets" at the U S Sailing Web link above. Are there some new ideas out there that we could employ?

Finally, those of you who consider yourselves serious competitors should take a look at SALT (Sailing Achievement Level Table).

You can rate yourself at <http://www.ussailing.org/compelig/salt/>.

Let's talk it up! Enjoy.

Race Captain

PHIL CAMPAGNA

For you fleet captains, remember to attend SYSCO Fleet Captain Training on March 18th, 6:30 p.m. at Papa's Pizza 16321 SE Stark St. If you cannot attend the Thursday evening, we may offer a Saturday, March 20 training at 10 a.m., at Elmer's Delta Park. Let me know. Attendance by SYSCO race captains and their race committee members is strongly recommended.

Also, if you are 40 years or younger this year you will need a Boater's Education Card to operate a boat with a 10 HP motor or larger. That and being a SYSCO member is required to operate Poncho.

The SYSCO Race Clinic geared toward new racers is April 1 & 2. Thursday's is a chalkboard session starting 6:30 p.m. at Elmer's Delta Park. Guest speakers will discuss starting procedures, basic rules, protests, and local racing conditions. Friday evening will be on-the-water practice starts with the first warning at 6:00 p.m. Pray for good weather!! Any questions, contact Phil Campagna at 503-735-0982 or bitemej24@hotmail.com.

Check your OCSA race book for all upcoming events. **Let the racing begin!!**

Fleet Captain assignments

The 2004 SYSCO Fleet Captains will be the principal race officers for weeknight racing. Without them we would not race. Many thanks!!

Here are their assignment dates:

Cal 20	Malcolm Oredurff	April 20 & June 15
172 Fleet	Michael Baker	April 22 & June 17
Catalina 22	Blain Dickason	April 27 & June 22
E Fleet	Stan Heil	April 29 & June 24
J24	Allan Weber	May 4 & June 29
A Fleet	Jay McRostie	May 6 & July 1
F Fleet	Bob Rouse	May 18 & July 6
B Fleet	Doug Marshall	May 20 & July 8
Catalina 25	Gary Bruner	May 25 & July 13
C Fleet	Bill Sanborn	May 27 & July 15

2004 CRUISE SCHEDULE

March 13-14, 2004	Spring Cruise	Coon Island, East dock
April 3-4, 2004		Government Island, East dock
May 29-31, 2004	Memorial Day Cruise	Martin Island
June 12-13, 2004		(location to be announced)
July 24-31, 2004	Delta Cruise	
August 21-22, 2004	B & B Cruise	Casselmann's Marina, Multnomah Channel, Scappoose
September 4-6, 2004	Labor Day Cruise	Coon Island, East dock
September 11-12, 2004	St. Helens Race & Cruise	St. Helens public dock
October 23-24, 2004	Fall Colors Cruise	Coon Island, East dock
November 6, 2004, 6 p.m.	Dan & Louis Oyster Bar	208 SW Ankeny, Portland www.danandlouis.citysearch.com

March Board Meeting Minutes

MONDAY, MARCH 1, 2004,
6:30 P.M.

PRESENT: Alan Boguslawski, Bob Brown, Steve "It's Tax Time, G__ D____" Moshofsky, Phil Campagna, Larry Johnson, Allan Weber, Bill Sanborn, Thomas MacMenemy, Mike O'Bryant, REBT, and Mick.

Commodore: Alan reported on the status of Poncho's insurance. (At the February general meeting, REBT handed this incomplete assignment back to Alan.) Alan handed a quote form to Steve and asked Steve to obtain the quote and obtain coverage.

Vice Commodore/Race Captain: Phil confirmed that Fleet Captains have been appointed. The Board talked about representation of the less active boats and their placement in the active fleets. Phil talked about the plans for the open enrollment SYSCO Race Clinic (04/01/04 chalkboard; 04/02/04 water). The location for the chalkboard session will be announced in the March newsletter.

Treasurer: Steve reports a balance prior to receipt of tonight's batch of renewal checks from REBT of \$6175.

Secretary/Membership: The minutes of the January meeting, as published in the February newsletter, were approved. I presented two new memberships: Nathan and Margaret Hanson

(Catalina 25 "Leucothea") and Craig and Carol Hindley (Ranger 20 "Stardust"). Attached to the original minutes is a summary of the current membership stats (identities of the 2003 unrenewed members; non-renewing members and their reasons; and new members). Total memberships in 2003 is 90; total memberships thus far in 2004 is 80. One Associate Member was obtained from Boat Show. I expect that the SYSCO membership will total approximately 90. My current hope is to distribute the 2004 Roster/Bylaws booklet by the last week of March.

Cruising Committee: Bob Brown announced that Gail and Bob Schafer (No Sail) will join the Cruising Committee as co-chairs, and that the committee will meet next weekend. A schedule of cruise activities might be available for the March newsletter. A hard mailing, announcing the cruise activities for 2004, may be made to the membership.

Poncho Committee: Thomas reports that Poncho's final, race-ready maintenance is on schedule. The work includes replacement of the helm and repair of the VHF radio. If Thomas is unable to repair the VHF radio, NewsEd Mike promised to donate a serviceable, used VHF radio. As always, if the need arises, Thomas will contact those members who indicated on their membership form that they would like to help with Poncho maintenance.

OLD BUSINESS:

REBT apologizes to Steve for the delay in Poncho's insurance coverage. Bill Sanborn reported that the Catalina 25/250 Nationals set for July may attract as many as 35 boats. Columbia Crossings has promised to have slips (no-host) available at Tomahawk Bay for the participants.

NEW BUSINESS:

At the general meeting in February, Phil expressed his concern that the bylaws may need to be amended to require that any and all operators of the SYSCO-owned Poncho be members in good standing and that they also hold a valid Oregon marine operator's permit. REBT offered to work with Phil and compose the language to amend the bylaws and to also address the few typographical errors. A vote of the general membership is required, resulting in delayed distribution of the 2004 Roster/Bylaws booklet.

There was some discussion about renewing SYSCO's active participation in the PIYA, something that was considered very important by SYSCO in the past. After considerable discussion, the Board concluded that, at least at this time, SYSCO's active participation in the PIYA would not significantly affect SYSCO. We will not designate a PIYA representative at this time.

UPON motion and second, tonight's meeting was adjourned at 7:25 p.m.

Respectfully Submitted,
REBT, SECRETARY



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

**SYSCO Meeting
March 15, 7 p.m.**

**Dinner begins
6 p.m.**

The Afterguard

BOB WALDRON

This little monologue in January suggested sailing is a metaphor for life. Continuing in that vein I would suggest sailing is life, or that it is a separate life... well, more precisely sailors are a separate life form.

Many years ago, when snow skiing dominated my winter activities and thoughts of snow invaded the greens of summer, it occurred to me that skiers were somewhat of a separate life form. Unfortunately for that strain, a new life form evolved from the froth to replace them with a single skate board-like device attached where two used to be.

Sailors have seen this evolution occur in the apparatus they sit or stand upon, but they have maintained with religious fervor the fundamental form they have always assumed. Having

adapted to a variety of climatic conditions and survived those environments, it is clear a higher form of life has developed. It is superior to the common lubber, which is a variety of biped found everywhere on the planet typically attached to his couch. Considering this argument, it is clear sailors near and far should stand and demand the recognition they deserve with all the special rights accorded others who presume, wrongfully, that their uniqueness should grant them special legal and economic rights.

Far be it from me to suggest we should do some Waco thing and bring down the ATF upon us. After all, the most sophisticated device for self-defense I have ever seen on a boat is a twelve-gauge flare pistol and an extending pole. It is time, however, that we should quietly go about our business,

recruit where we can, convert those who would make the leap, face the elements of every kind dressed only in high priced red, yellow or white moderately water repellent clothing, and smiling, all the while knowing better than anyone else that it beats sitting at home on the couch. In the end we will dominate, as the lesser life form's sanity is exhausted. We will make our way with wood and fabric (for the tiller and the cushions) across a devastated planet covered in TV's displaying Donald Trump's oh so 80's business behavior, semi naked people lying and whining on islands no one has ever heard of, while MacDonalds promotes the next lower size serving and the Disney Empire has to again make cartoon movies on their own.

Ah, Valhalla is in sight.

See you on the River.