



SYSCO

News

MAY 2004

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

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Commodore's Comments

ALAN BOGUSLAWSKI

The SYSCO racing season is seriously under way. The Spring Regatta and the first three races of the Spring Evening Series are behind us, not without excitement and certainly not without controversy.

Most of the excitement and the controversy were associated with the second races in the spring series, during the last week in April. The Tuesday fleets were granted all the excitement of a big blow. Although Bailiwick's fleet races Tuesday evenings, I wasn't out there that night due to a work-related conflict. Honest! But I've been enjoying the heck out of the stories. The first news broke over the e-mail network the following morning. Then the big blow was all the buzz during beers & burgers at the Barley Mill Pub at the SYSCO board meeting. I'm sure you'll read all about it here in the newsletter.

But it was the race committees that generated the controversy that week. The Tuesday evening committee, while they are to be commended for their courage in the face of the big blow, needed to wrench control of events back from the wind. They wanted to shorten the race in order to lengthen the life span of the entrants. The committee got creative and adopted a method not quite sanctioned in "The Racing Rules of Sailing 2001-2004." This plan, despite its unconventionality, may have worked marvelously – had not one boat decided to follow the entire originally published course.

So, while the redress committee or the SYSCO Race Director determines the proper outcome of this race; what can

we learn from this event? Our rule book should hold the answer, should it not? So, Brothers and Sisters, let's read from Rule 32.2: "After the starting signal, the race committee may shorten the course (display flag S with two sounds) to enable further scheduled races to be sailed."

Not much guidance here. Not only that, but a strict constructionist would argue that this rule says that the only time the course can be shortened is when there are further scheduled races. Some of my rule book must be missing.

On Thursday evening of the week in

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General Membership Mtg.

Make sure to attend SYSCO's General Membership meeting Monday, May 17, 7:00 p.m. at Mars Meadow restaurant (Hayden Meadows). Come at 6:00 p.m. for dinner and socializing.

This month's program features Rock Kent who will spin a yarn with pictures about his adventures during the Whidbey Island Race Week where he had the humbling experience of sailing with little wind and no current.

And Remember...

The SYSCO Board meets every month on the first Monday of the month.

Time: 6:30 p.m.

Location: Barley Mill Pub
1629 S.E. Hawthorne

All members are welcome.

Thoughts from the Rear

BILL SANBORN

We had asked the Web-Guy for "SAIL-PDX" if it was possible to put a counter on the SYSCO site to get an idea of how many are looking at our newsletter since it is now announced to members via email that it is available monthly at www.sailpdx.com/sysco. Since he installed the counter we have had over 1275 hits.

An economist might theorize that, with the current level of business activity, employees are working fewer hours and are looking for recreation options during their free time and, with the higher cost of fuel, sailing could see an increase. Lots of those hits are members reading the newsletter also. While the curiosity is there and the desire to grow is there, we need to carefully manage that growth to make sure that we can service the additional membership by having similar boats for them to race against.

We are only a "paper" yacht club and, while our monthly meetings do offer good information exchanges, the majority of our events are held on the water either racing or cruising. If they read SYSCO News on the website there is plenty of information for ways

to join, and become involved. Still, the individual fleets need to pursue and recruit new owners and encourage them to become involved to grow their fleet.

Regarding the 35-knot Tuesday: we did motor out, discussed our sail selection and raised the main with one reef. There was just three of us on the boat and as I was showing the gal on the helm how to work through 3 foot waves with 2 second intervals and approaching the committee boat, the foredeck guy (we call him The Weaver) asked, "what are we doing out here?" So we took a vote and agreed that all we would do is break something. So, as we sailed past the committee boat, I announced, "we are here and are retiring, to save our gear for another day." Had it not been over 30 minutes before we would start, I would have hung around and gone across the start line to get a DNF rather than the DNS we were given. Not checking in would have given us a DNC.

About the alternate finish; I don't have a dog in this fight, but am concerned with what liberties the committee took to change the course after the warning flag. I won my one and only protest over this very subject many years ago asking for redress against the

committee, and I have always maintained that you can only shorten course with the S flag to a mark of the course after the start, and you cannot change the course after the P flag comes up (USSailing Rule 27.1) unless it is spelled out in the Race Notice or Supplemental Instructions how that would be done. Rules number 32 & 33 give the details of how it can be done, but IMHO we are not prepared to follow all those guidelines. That would have caused enough confusion on top of those sailing conditions to make one nuts. I would like to say that the Committee maybe should have abandoned the evening and we are probably lucky that we had no more boat damage and injured sailors than we did. Still, the clubs exposure was higher than I like to see it, but as always the final choice is up to each skipper, and crew.

The lesson to be learned is when planning a course think about ways to shorten it at a mark that is listed. This could apply to a 35-knot evening or one with a dying zephyr.

See you on the River!

Plan on joining us on the *Delta Cruise*, beginning on Saturday, July 24 at Martin Island.

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

Windy night for small boats

RICH JONES

The winds were averaging closer to 35 kts than any other number that ends with a 5. In fact, it was blowing so hard we couldn't furl the headsail on Bob, a Martin 242, because of the wicked twist put in it by all the pressure at the top. The wind was blowing so hard that we didn't even know until we returned to the dock that we had lost two battens in the jib somewhere out on the course.

We were a bit early at the start and tried to luff, but ended up way left of the startline. By the time we were done getting smacked around by the wind, we crossed the line after the prep-flag went up for the next start. We weren't DFL at the start, but close to it.

As usual we had about a 1.5kt current going down river. But not as usual, we had 1'-3' breaking windwaves coming at us upriver. Port tack was not too bad, but starboard tack was a whole 'nother story. On starboard, our crew of four spent a lot of time hiking out so far we were just about sitting on the topside, and that's without lifelines. And on a tack, if the trimmer couldn't sheet in the jib quick enough, it was bath time and then a good climb to the highside rail.

So as we're rocking, rolling and bashing upwind, how was the rest of the fleet doing? One boat lost a man overboard (same person, BTW who had gotten whacked in the cheek by the boom a little while earlier). He got fished out and was fine (a most excellent



It was a wild ride on Tuesday, April 27th for those who stayed with it.

photo by Dale Mack

MOB drill, it was). That boat decided to retire.

Another boat had so much fun going upriver doing somewhere around 12kts with their hefty main that they just kept going and never turned to make the start.

Less funny, but still part of the story, the helmsperson on another boat got his arm snared by the mainsheet. Result? a broken elbow. Two other boats showed great good sense and just packed it in before anything happened. That left five (or was it six) of the 172 boats to battle the elements. Good Seamanship, good ears and good eyes were going to be the big success factors in this race.(note, seamanship is with a capital "S").

From almost DFL, on the first upwind leg our helmsperson did a masterful job. We rounded the mark well within reach of the

three boats ahead of us. No one raised a chute. By the time we reached the leeward mark, our boat had a comfortable Avis position and we were making the Hertz boat progressively uncomfortable (we figured we oughta be making them uncomfortable, that boat only had a crew of two...talk about Seamanship).

The race finally ended, but not as anyone expected and certainly not as we or the lead boat thought. Let's go back to where we were passing the committee at 14 on the way to the leeward mark (A). Going downwind, as we near the RC boat, we hear a horn, look over and see the "shortened course" flag. That made the course 14-2-A-14, not the original 14-2-A-2-14.

After rounding, the lead boat spends only a short time on port tack. We figure if there's any chance of catching them it will be by us staying on port tack to the finish line, which we were able to do. The lead boat couldn't and was heading to 2 as we crossed the finish line and received a blast from the horn. Yep, the first place boat never heard the horn or saw the shortened course flag.

Grab your OCSA and RRS books and look this up: can the RC shorten a course by sounding a horn and flying a flag from the committee boat at Buoy 14. As a reminder, the posted course is 14-2-A-2-14. What should the decision be? To add a little spice to the whole scenario, the lead boat finished the posted course and crossed the finish line while the committee boat was still in the vicinity, but no longer at anchor.

Cruising News

Martin Pond Memorial Day Weekend B & B

Bring your water toys and stories of all the adventures you've had since we were last together to the Martin Pond cruise. It's always a great one and we will be joined by many other Yacht Clubs. Look for the SYSCO burgee. We will meet sometime Saturday, May 29th and stay as long as you like. "Be there or be square."

Be planning ahead for the Delta Cruise this year. The board has given us money to help plan some good food somewhere along the way.

Not all racing on the Columbia is in 35 kt winds.



photos by Nancy Kirk



Hollywood Nights

Ladies Cruise 2004

At Coon Island - May 21, 22, 23



May SYSCO Board Meeting Minutes

Monday, May 3, 2004 (6:30 p.m.)

PRESENT: Alan Boguslawski, Steve Moshofsky, Bill Sanborn, Gary Whitney, Phil Campagna, Cruisemasters B, Malcolm Orendurff, Thomas MacMenemy, REBT and Janis Lyn.

COMMODORE: Alan presented a PIYA membership application for discussion. SYSCO's membership in PIYA lapsed a few years ago. Mike Oxborrow was SYSCO's active PIYA representative at that time. Following discussion, a motion and a second, the Board asked the Commodore to complete and submit an application for Affiliate Membership.

VICE COMMODORE/ RACE CAPTAIN: Tonight's lively focus was the Tuesday night, April 27, race committee and the challenging (for some skippers and crew) wind conditions. Most of those present tonight were skippers or crew on April 27, and recounted their own experiences that evening. Phil told the Board that he received a protest. The

Board will now look to Protest Chair, Sue Burns, for a ruling. Thursday night, April 29, was beset with finish line issues. There was some follow-up discussion about what could be done to better prepare the volunteer staffers on the committee boat, and to insure that enough staffers are on duty. Finally, the Board hopes that race committees will take greater care and consideration in placing AND RESETTING the finish line.

TREASURER: Steve reports that the nonprofit business checking account balance is \$6,626. This sum does not include a pile of cash and checks handed to Steve by Phil.

SECRETARY/ MEMBERSHIP: The minutes of the April, 2004 Board meeting were approved. REBT presented 3 new applications: (1) Kareen Maddalone and Alan Goodman (Hunter 28 "Pleiades"); (2) John and Ashley Weil (J/24 "Jungle Love"); and, (3) Todd Boire and Kari Dapp (Martin 241 "Bad Habit"). These new member applications were approved.

CRUISING COMMITTEE: Cruisemasters Bob (Bob Schafer "no sail" and Bob Brown "Wings of the Dawn") pitched the

upcoming Memorial Day Cruise to Martin Lake (tow or stow on deck your sailing dinghy and/or kayak! AND, a reminder about this year's week-long Delta Cruise, beginning Saturday, July 24 – an excellent opportunity for novice cruisers to do some serious cruising in the company and under the wing of the experienced cruisers. Members are encouraged to call Cruisemasters Bob, Bill Sanborn, or Robyn Thomas for more information.

PROGRAM COMMITTEE: At the general membership meeting on May 17, Rock Kent will present his photos and story re Whidbey Island Race Week.

PONCHO COMMITTEE: Thomas MacMenemy reports that one of the bow lights does not work because of bad wiring and that it will need to be replaced. Bill Sanborn reported that he has recently checked the oil and fuel levels and that it would be a good idea to have the fuel tank cleaned after the season.

Upon motion and second, tonight's meeting was adjourned at 7:20 p.m.

Respectfully submitted,
REBT, SECTY

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question, yours truly was serving on the race committee, so I can speak to those events first hand. Our committee also shortened the racecourse – for the second, third, and fourth start fleets. We accomplished this by displaying the "S" flag over the "2", "3", and "4" flags prior to the second rounding of a two-lap course. Although we may have violated Rule 32.2 because there were no "further scheduled races to be sailed," our committee was

controversial due to the angle of our finish line.

The final leg of our published course was R to C." With an East-Northeast breeze, we had set the course of C-CB-R-C (x2), but the finish line was not set perpendicular to the direction of the preceding mark ("R"). The angle of the line was such that the boats, upon rounding "R" and drifting immediately down stream, could not clearly ascertain whether the finish line was to be

crossed going up stream or down stream (the correct answer: down stream). So we had finishers going both directions. Sorry sailors...it was an unanticipated fault. We didn't realize it was going to be a problem until we had finishers. Then it was too late.

While I don't have a moral to this story, I do encourage all members to come on out for committee duty and get involved. This is really interesting stuff!



SYSCO
P.O. Box 5502
Portland, OR 97228

PLACE
STAMP
HERE

SYSCO Meeting
Monday, May 17th,
7 p.m.
Dinner begins
6 p.m.

The Afterguard

BOB WALDRON

Arrogance is the presumption that I was missed the first three races of the Spring Series by Captain Tweak, although nothing has been said that would lead any observer to believe that is true. With that in mind, guilt is without mitigating circumstances and conceit a weak balm for the accused. As a land locked (that is office locked) observer, the view out the window would indicate there may have been more than one exciting evening, so with an imaginary glass in hand it is raised to the participants.

Forever on the quest of new reading material of an historical nature, particularly as it may relate to good stories of ships and

the sea, I picked up a novel by Steven Pressfield, "The Tides of War" a story of Alcibiades and the Pelponnesian War. Pressfield follows up his "Gates of Fire" with this rousing tale of Athen's favorite son through his life as a commander of marines and his eventual leadership of the Athenian Navy in battles consolidating the Empire, eventually meeting defeat at the hands of a navy led by the Spartan Lysander. Pressfield manages to lead the reader through the politics of Athens, the bloody battlefields near home and to far Syracuse and back to home waters again aboard the largest warship of the time, the Trireme. If you have a desire to find yourself on

the rowing decks of a wooden ship of ancient Greece, while at the same time getting a spirited story of one of Athen's most charismatic leaders, "The Tides of War" will not disappoint.

Closer to home in time and distance be sure to come to this months general membership meeting as we will be presented, courtesy of Rock Kent, with a visual presentation of Whidbey Island Race week. Rock has a DVD of the week of sailing described as summer camp for adults. If a few veterans of the event deign to show up, perhaps we will hear some encouragement to Portland sailors to make the trip north for this annual summer event.

See you on the River.