



# SYSOCO

## News

MARCH 2005

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## Tall Ship to the Treasure Islands

ALAN BOGUSLAWSKI

Having had such a great time getting married aboard the tall ship, Lady Washington, a honeymoon aboard a tall ship cruising the Caribbean islands seemed a natural in keeping with the theme...especially when I came across a two-for-one offer through BoatUS. "Two people sail for the price of one!" the ad said, "aboard the tall ship, STAR CLIPPER; cruising from St Maarten on February 13." Wow! A Valentines cruise, no less. Perfect! So I had to look closer.



CRUISE ITINERARY	
Sunday	St. Maarten
Monday	Anguilla
Tuesday	Virgin Gorda, BVI
Wednesday	Norman Island, BVI
Thursday	Jost van Dyke, BVI
Friday	St. Kitts
Saturday	St. Barts
Sunday	St. Maarten

Rhonda and I had delayed our honeymoon, which, it seems, was about to pay off. Visiting the Star Clipper web site, starclippers.com, cinched the deal. We booked it quick. On their web site you can take a virtual tour of the ship, looking around 360° on each deck. Check it out.

**MARCH  
MEMBERSHIP  
MEETING**

**Monday, March 21, 2005**  
**Dinner 6 pm • Meeting 7 pm**

The Star Clipper, as Captain Sergey emphasized, is a sailing mega yacht (as opposed to the ships of the Windstar line, which are merely cruise ships with masts). She is a 360 foot, 2,298 ton, four-masted tall ship with 36,000 square feet of sail area...and trust me, they do fly all the sails. She is registered in Luxembourg and has a capacity of 170 passengers. There were 150 passengers on our cruise.

This beauty was under sail power just about all the time on our cruise, with a few periods of motor sailing. And, yes, it does heel...must have been at least 20 degrees much of the time. The captain doesn't stop sailing (or shorten sail, either, apparently) for dinner to be served in the elegant dining room. Formal dining gets real interesting at 20 degrees of heel. You're hanging on to your chair with one buttock and catching your wine glass as it slides across the table in front of you... while partaking in an elegant multi-course meal equal to that on any cruise ship.

*continued on page 4*

## Thoughts from the Rear

**BILL SANBORN**

I like the new OCSA Additional Courses, and feel they will be an asset to Race Committee's who have planned ahead and will get the course set up properly. One suggestion, you will not get straight lines from one end of the course to the other, and if you drop a mark in the vicinity of where you think it should be that will be close enough, because all the racers are going to the same mark. IMHO for The Evening Series a common Start/Finish line will get the job done, because we are doing only one start sequence. I will be using Course #1, to have boats finishing to weather. Another item that could be addressed is the use of an offset mark at the weather end. We tried it a couple of years ago and thought we had figured out how to position the offset mark to move boats away from the weather mark prior to setting the chute by the second day

of the Regatta, but the winds failed and we were unable to test what we had learned after the first day's racing. An Addendum would need to be passed out if you plan to incorporate an offset mark in your course.

Also be aware that because of the lower water levels, the majority of the barges can fit under the wide span on the I-5 bridge, rather than having to use the high spans. This gives them a better line toward the Vancouver Railroad Bridge and so they use the northern side of the river and pass close to the Mid-channel mark (our #2). Committees and racers need to keep this in mind when a Tug with a set of barges is moving thru the race area.

The February SYSCO Newsletter had a schedule of SYSCO Cruises for 2005. Over the last several years those of us who seem to show up at the same places at the same times with our boats have taken turns as the

Cruise Chairmanship. This year we decided that since we all have done it that a group meeting to mark up our calendars was the best way to get the program started. So we met and had ice cream and set aside a few dates that the majority could agree to. We would like to first invite any and all members to join us for these cruises and then we encourage all members to make a few calls and invite others to join you. Cruising can be spontaneous and often times those are the best.

With the price of fuel I expect to see more sailing this season and would encourage you to either join the Delta Cruise or the Six Pac. Both are a great way to tour the lower river and follow the route of the Corp of Discovery. If you have not sailed in the lower river you will find nice sailing conditions, great anchorages and the towns with harbors are very Cruiser friendly.

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## March SYSCO Board Meeting Minutes

**MONDAY, MARCH 7, 2005**

**PRESENT:** Bill Sanborn, Terry Annis, Alan Boguslawski, Steve Moshofsky, Mike O'Bryant, Frank Bocarde, Jerry Garcia.

**COMMODORE:** In Phil's absence, Rear Commodore Alan brought the meeting to order at 1850.

**VC/RC:** Terry said all the race captain positions are filled and will be shown in the next newsletter. The SYSCO race clinic is March 31 at Elmer's in Vancouver. Dale Mack, Kerry Poe and Terry will do the training. OCSA will do the race committee clinic this year, Scott Weir presenter at PYC. Thomas

MacMenemy is doing a last check of Poncho II's equipment for the first races and plans a splash on April 1 for the Race Clinic. Gary Whitney had found some minor problems with the race notices. Race committees will likely distribute corrections on the water if need to do something different than what is in the race book.

**SECRETARY:** Minutes of the last meeting were approved.

**TREASURER:** Membership dues are on track compared to budget. Checking account has \$5,263. Insurance renewal is due March 24 and will cost about \$850. Terrorist

coverage will be \$20 extra and was approved by the Board. That breaks down to approximately \$350 for land liability for off water coverage, \$400 for marine liability, which also covers borrowed boats, and \$100 for communal yacht coverage (Poncho II).

**NEW BUSINESS:** Poncho II needs a new megaphone. Alan will contact Phil about his availability for Board meetings since Phil is now working a swing shift at his job. Meeting adjourned upon M/S at 1924.

**RESPECTFULLY SUBMITTED,**  
**PATRICK O'BRYANT, SECRETARY**

## 2005 Cruise Schedule

March 19-20 — Tentative
April 16-17 — East Dock, Gov't Island
May 28-30 Memorial Day Cruise to Martin Lake
June — TBA
July 4 — Fireworks from Hayden Bay
July 23-31 — Delta Cruise
August 20-21 — Channel Cruise
October 22-23 Fall Colors Cruise to Coon Island
November 12 (7 p.m.) Dan & Louis' Oyster Bar (land cruise)

## Upcoming events

March 19-20	SYSCO Cruise
March 23	OCSA Race Committee Clinic
March 25-26	Dave Perry Seminar e-mail Nancy Rander at NancyR@schoonercreek.com
March 31-April 1	SYSCO Race Clinic
April 12 & 14	SYSCO Spring Evening Series
April 23-24	SYSCO Spring Regatta
May 10	North Sails Short Course Racing
May 12-14	CYC Oregon Offshore Race
May 21-22	Columbia River Ladies Cruise
June 1	OWSA Basic Racing Seminar

## From the Race Captain

TERRY ANNIS

March is here and my boat LEMATIKE is still parked on the hard. It's been very busy time at my house with all the meetings and preparation for the 2005 season. I've also been attending the North Sails tactics and strategy sessions on Tuesday nights. I find Kerry Poe's stories very educational and interesting, especially the ones he correlates with his years of experience. He must have started sailing very young. If you are interested, give him a call at the North Sails loft. There are still three Tuesdays to go.

Another top of the list activity is the Dave Perry seminar March 25th and 26th, brought to you by OCSA. For ticket information go to [www.sailpdx.com](http://www.sailpdx.com) and link to OCSA. Get your tickets early. Dave Perry is a member of the Sailing World Hall of Fame and author of Understanding the Racing Rules of Sailing. Tickets are reasonable due to area club and fleet donations. For information call Stephen Estes at (503) 720-1902.

This years Race Committee Clinic will be an OCSA function at PYC on March 23rd at 6:30 p.m. Attendance for SYSCO Race Captains and Crew is recommended. The

**Fleet Race Captain assignments have had one change from last month. Here is the schedule as we start out the 2005 season:**

FLEET J24	Capt. John Weil	April 12 – June 7
FLEET F	Capt. Bob Rouse	April 19 – June 14
CRUISE FLEET	Capt. Scott Stevenson	April 26 – June 21
CATALINA 25 FLEET	Capt. Ray Clift	May 3 – June 28
CAL 20 FLEET	Capt. John Hatch	May 24 – July 5
FLEET B	Capt. Frank Bocarde	April 14 – June 9
FLEET A	Capt. Tony Humpage	April 21- June 16
FLEET C-172	Capt. Rock Kent	April 28 – June 23
FLEET E	Capt. Thomas MacMenemy	May 5 – July 7*
FLEET C	Capt. Bill Sanborn	May 26 – June 30*

program will be presented by Scott Wirs, who is looking forward to answering questions and providing guidance to make this year's racing safe and fun.

The SYSCO Race Clinic is geared for newer and beginning racers. It will be March 31st and April 1st. Thursday is a power point program and discussion at Elmer's Pancake House in Vancouver, 2 blks. northeast of the intersection at Andresen Road and Highway 500. Dinner is at 6:30, the program starts at 7:00 and we will wrap up at 8:30. Program presenters are Dale Mack, Kerry Poe and others. If you need directions, Elmer's phone number is (360) 260-1008. Friday is the on-the-water program at 6:00 pm in the vicinity of Buoy 14. We will show how the flags are used and practice some starts.

The plan now is that Capt. Bill Sanborn and UPSTART will be leading us.

Congratulations to the Captain of SNARKY. They were the first to send in their registration for the SYSCO Spring series and Spring Regatta. This must mean they are ready and will be looking for other firsts aggressively this year. I'm hoping that everyone doesn't wait to the last minute with their registrations, remember I'm new at this.

HELP WANTED: A SYSCO club member that would have the time to fulfill their 8 hour volunteer requirement early this year. I need a Race Committee Boat and crew for the Spring Regatta April 23 & 24. Some experience preferred. Send me an email at [terransea@aol.com](mailto:terransea@aol.com).

### *Tall Ship, continued from page 1*

Remarkably, the wait staff perform as if unfazed by the angle.

Getting under way from the pier at St Maarten that first day and setting sail for the first time on the Star Clipper was an incredible thrill. To the accompaniment of the broadcast strains of the Star Clipper theme song, "Conquest of Paradise," by Vangelis, the very multinational (and very able) young crew hoisted and trimmed sails using real sheets and halyards and winches. It was very dramatic, and the passengers were captivated. The only electric gismos involved the furling square sails on the foremast, which were operated by the mate using a remote control.

The crew of the Star Clipper on this passage represented 60 different nations. On one occasion the cruise director, a vibrant young Frenchwoman named Laurence,

was leading her water aerobics group in the forward pool (there are two pools on the main deck) while the ship was getting under way; and as more and more sails were deployed, the vessel heeled farther and farther until the pool water sloshed out of the pool and across the deck soaking the cruise director's shoes and clothes; which resulted in French curses directed at the First Mate.

The pools had windows like large portholes in the underwater pool walls. The forward pool was over the piano lounge, so you could watch the activities of the swimmers from below while sipping an exotic tropical drink and listening to Csaba play your favorite island tunes. The piano bar was a very popular place during water aerobics.

The passengers were invited to assist in trimming and hauling

lines, particularly during a couple sessions when Captain Sergey took the ship through some maneuvers. I teamed up with a group hauling in the line (whose name I forgot) that swings the yardarms of the squares around during a tack, which the Captain inexplicably referred to as a "parking maneuver". Oh well, guess I'll just have to go back for more training.

We also got to climb up to the crow's nest on the foremast while under way for a birds eye view of the deck, rigging and nearby islands.

There was lots more to this sailing adventure, of course ... exotic islands with white sand beaches, turquoise water, palm trees, snorkeling. But, I thought I would limit this article to the ship. If you get an opportunity to sail aboard the Star Clipper, I advise you take it.

## Commodore's Comments

PHIL CAMPAGNA

"I'm spending money like a drunken sailor." How many times have we heard that? Well, it's true. I've sent off checks and registrations to the Dave Perry Seminar, RCYC Frostbite (note the 11 am warning), PYC/SYSCO Opening Day Regatta, SYSCO Spring Thursdays (of course, free to SYSCO members) and SYSCO Spring Regatta (also free to members). It's all about getting back into the game, one that we all clearly love.

Wouldn't it be nice to just pick up where we left off last summer... crew working like a well-oiled machine, driver knowing which end of the line is favored and when to shut up. It takes practice and patience to regain that spot in the

J24 food chain, or for any start, for that matter.

The hype starts early as it did with the J24 North American Nationals last year. After anticipating the date for the Nationals, I exhausted my last "get out of jail" card by expressing my desire to open up the PDX schedule that week encouraging the fleet to head north. There's no lack of enthusiasm in this fleet. Scott Sabin, long time SYSCO member, stepped up to the plate preparing the latest addition to fleet 27.

Also, three of our competitors have improved their boats a notch. Along with the fleet's new sails purchased in the off season, a container ship headed to Seattle from far away holds goods destined to PDX. An email late last year

graced the fleet informing of a deal to purchase a container of masts, booms, and spin poles from New Zealand. How cool is that? Three boats from "the ditch" went for it and are eagerly anticipating these new toys. This shows me that J24 sailing in Portland is alive and well. There is nothing better for crew morale than to purchase new stuff for the boat...other than winning that is. I did purchase a main, but I don't think it counts. Of all the boats out there to race, having the feeling of making the right decision has not eluded me. It was the first boat I raced on and I thank Larry Jacobs for providing me that opportunity.

Cheers to all those positive influences out there. Now we can ask, what would Bruce have done?