



SYSCO

News

APRIL 2005

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

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Commodore's Comments

PHIL CAMPAGNA

Over 100 sailors at the Dave Perry Seminar along with 23 entries for the RCYC/Sextant Galley Regatta and 30 for the PYC/SYSCO Opening Day Regatta tells us that ditch racing in 2005 has enthusiastically begun.

Change is a good thing. It started last year when OCSA purchased four green race marks given to the race clubs (SYSCO, PYC, RCYC, CYC) to use as they see fit. I believe these green marks were "planted" as seeds of change. Plan on seeing these marks more often because they give race committees more options to achieve the true windward/leeward course we all enjoy. Visually, from a racer's standpoint, the green marks may not be easy to locate, designating the finish line as they would the start line. There may be quite some distance from the last mark which would impair your ability to see the green finish line. It's easy to think green means go on the start line. Also, I see nothing in the OCSA Sailing Instructions (SI) that puts a limit on using the green marks. SI 6.2 states: "The starting line shall be between an orange flag or shape on the Committee Boat and the starting mark." SI 8.1 states: "The finishing line

shall be between an orange flag or shape on the Committee Boat and the finishing mark."

What about when the RCYC Race Committee started using VHF channel 72 as a way of communications between committee and racing boats? That's more good stuff! All boats should have a working VHF for emergency purposes. We can easily set them to scan 13, 16, and 72.

Most recently, PYC made changes to the way they've run races by using course numbers on the committee boat's race board. These course numbers designated windward/leeward marks with the separated start/finish lines. They are trying to get away from the traditional "14" or "2" or "C" marks that may restrict those favorable windward/leeward courses.

This is all good stuff! It makes us think about the course and read the details contained in supplemental handouts. I feel as though new blood is pumping within OCSA which we all know is made up of race club reps.

I must mention the Dave Perry Seminar. He showed us how the rules should be interpreted in his very enthusiastic way. The seminar was received so well that Dave encountered his first standing ovation!

We can't do anything about the fact we sail in a ditch. We all know there's always room for improvement on how we run races. It takes volunteers who enthusiastically love to race and others willing to support them. Don't forget to put in your time. This is home. Be proud of it.

**APRIL
MEMBERSHIP
MEETING**

**Monday, April 18, 2005
Dinner 6 pm • Meeting 7 pm**

Thoughts from the Rear

BILL SANBORN

Spring racing is in full gear, and after a mild winter we are now getting some foul weather gear days. We can only hope that the fronts will bring good winds and that we can fit the races in between rain squalls. The conditions that I hate most are rain and no wind. The sailing calendars are quite full. Add in a few family events and it looks like yard work and the lawn mowing will need to wait.

The OCSA Race Management Clinic, Dave Perry Rules, and the SYSCO Novice Night were well attended, and a lot of the folks there are very knowledgeable on the subject. It's like preaching to the choir, but interspersed were several new folks, and they were

able to pick up a lot from the presentations, and the review of the material. We will be seeing new skippers and a few new boats this season.

For the last several years I have volunteered UPSTART for the Oregon Women's Sailing Association's Wednesday Night Sail. Each week I email them that I will be available to sail and the coordinator then assigns ladies who want to sail that week a spot on one of the boats, and then confirms via email. They show up, help rig the boat and take it out for a sail. I just ride along and monitor what they are doing, make suggestions, and only help where needed. Several other members have participated and this year

there is a need for a couple more volunteer owners.

Note the change in the SYSCO Board Meeting. Commodore Phil has called for the change and I for one think it will work as well if not better to get Fleet Captains involved. The Club is structured around fleets and with their input the program grows, all while they keep up to speed with what is on the schedule.

Couple of cruises on the schedule. Ladies Cruise "Dare to Cruise" is scheduled for May 20, 21 & 22. They will be meeting at Government Island East Dock. And July 23 is the beginning of both the Delta Cruise and the SixPac.

See you on the River.

April SYSCO Board Meeting Minutes

MONDAY, APRIL 4, 2005

PRESENT: Bill Sanborn, Terry Annis, Thomas MacMenemy, Pat O'Bryant, and Pete Townshend.

COMMODORE: In Phil's absence, Vice Commodore/Race Captain Terry brought the meeting to order at 7:00 p.m.

VC/RC: Terry said the race clinic went off without a hitch, but he was disappointed with the turnout of new racers, it wasn't as good as expected. He also mentioned that the April 14th Thursday night race will be a Celebrity night with Bruce Schwabb racing on the Schooner Creek built Wiley 43' Prestissimo, come out and watch.

SECRETARY: Minutes of the last meeting were approved.

MEMBERSHIP: Two new members were accepted. Please welcome Mike & Frannie Barth with a Ranger 20' PAPAGAYO and Robin Christensen who also has a Ranger 20' FOUR C's.

NEW BUSINESS: The subject of Phil's availability for board meetings was brought up again. We all wanted Phil to be there for board meetings and we agreed that Saturday morning board meetings would be OK.

NOTE: *The next SYSCO Board meeting will be Saturday, April 30, 9:00 a.m. at the Star E Rose Cafe (NE Alberta & 24th).*

Meeting adjourned upon motion and second at 7:50 p.m.

RESPECTFULLY SUBMITTED,
PATRICK O'BRYANT, SECRETARY



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From the Race Captain

TERRY ANNIS

This month has been very busy for me and I'll bet for everyone else too. But the race season is now certainly underway. I spent this past weekend on the Race Committee boat helping out Principle Officer and Capt. Rod Buck, added by Jill, Cherie and several others and they did a great job. It was very professional and a great learning experience. Well done everyone. The PYC/SYSCO Regatta was a lot of fun and a chance to meet new friends and sailors. I'm sure that the 28 competitors had a good time also.

I did notice a couple of things racers need to think about. First: If you get caught down river with a fading wind and max current, **START THE MOTOR.** This way

you can reposition yourself for your next start. The penalty is you can't start your race until 4 minutes after you stop the motor. In other words, that's a better deal than waiting 20 minutes for the wind to push you to the start line. Secondly, don't collide with the committee boat. This at a minimum would get you a DNF or DSQ. Either way it makes no sense to bet on the wind and the current to keep you clear, and consider the boat units.

This happened twice on Saturday.

The SYSCO Evening Spring Series starts April 12th; SYSCO Spring Regatta is April 23-24. Here's a thought: if you were one of the skippers that sent in your entry form with SYSCO SPRING on it, I hope I guessed correctly. Please be a little more precise next time, the complete event name would be wonderful. Remember also, the entries may not be accepted late if the race notice stipulations have not been complied with as written.

Following is the schedule for Fleet Race Captain assignments for 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*

2005 Cruise Schedule

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

April 12&14	SYSCO Spring Evening Series Begins
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



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The Afterguard

BOB WALDRON

Number Two likes to check out the web site from time to time as she still has a real passion for sailing; and sails with Mom and Dad or Capt Tweak whenever she can. Naturally, she pulled up recent copies of the SYSCO News and provided a critical review of this column and pronounced it DOA! Well not exactly those words, but she did say it had been getting boring. Imagine that! After a bit of reflection I had to agree with her. To be honest, thoughts about article content have just been elusive, me thinks too much has cluttered the organic gray attic and its creative juices have failed to flow.

With all that having been said (this has become a new popular cliché), it is clear with the warm dry very early spring we had in March, we thought we could emerge from

our winter cocoons and place our thoughts towards the River, Racing, Cruising and other water borne fun. April has reminded us there are still a few days to go.

Each year, SYSCO members have trekked Northwest (down river) in an annual right of passage known as the Delta Cruise. This event more or less evolved independently from the SixPac. An event that in its glory days attracted more than 100 boats in an annual race downriver to Astoria. For a number of reasons whose history is unknown to me, it went away and was resurrected in 1999. It has returned every other year since and has realized an average participation of about 50 boats. The number swells a bit as boats from Astoria and the Astoria Yacht Club participate in racing in the lower river adjacent to Astoria for the time the fleet is there.

Courtship and crew have participated in the SYSCO Delta Cruise for many years, but in

recent summers it has not made it on the calendar. This year we will participate in the SixPac, if for no other reason than I am its chairman. "How's that?" you ask. That's a story and it will be saved for later. In any event, there are a number of people in the Portland sailing community who will put a tremendous effort into seeing to the success of the SixPac (see some older AfterGuard's about sparkplugs). And you know what is really great about this every other year event? You as a SYSCO member could participate and still take in most of the Delta Cruise! For you hard core racers whose view of the lower River consists of the dash to Astoria for the Offshore, now is your chance to see it more slowly—the way Lewis and Clark did. Both events have something for everyone—most of all a great adventure in a place few lubbers, other than duck hunters, ever see.

See You on the River!

Two more local boats and a busy Spring schedule for the J24s...

BY DOUG SCHENK, FREE BOWL OF SOUP

J24 Fleet 27 (www.fleet27.com) added two more boats to the roster this spring, with Scott Sabin of "Team Kamikaze" picking up/refurbishing one, as well as Chris Schweiger grabbing one on auction from Seattle. With the J24 Nationals in Seattle in May (between Offshore & Swiftsure, www.j24nationals.org), it's looking to be a busy Spring, with some solid turnout for the first two regattas of the year.

The weather and the wind (somewhat) cooperated for a nice Frostbite with five J24's out (Bite Me, Lola, Jungle Love, Soup, and Bull's-eye). Congratulations to BiteMe for picking up the pickle dish, but not without some tight racing, coming down to the last race

of four to decide. It was a difficult day for the racers and committee, with some strong current, and some fickle wind moving east to south over the course of the day. The first two courses of the day started out running us from in front of the Sextant, with a truly tricky start & finish line near the restricted, up to A, down to R, then back to the finish line. Getting off the line and out of the current was key. The forecasted SE-S wind then came in, and the committee moved us to start across the river, then up to A, over to X, then finish - all Starboard. Again winning the start (a tricky/small line, that included the 172 fleet) proved key as the first leg was a tight reach, followed by a tack around A to a broader reach, followed by a jibe carrying the spinnaker tight to the finish - gotta love racing on a river. Nice work by RCYC with the Sea Scouts as committee, complete with separate start/finish lines, and the Sextant for the post-race gathering.

A total of seven J24s made it out for PYC/SYSCO Opening Day (addition of EnD'Nile, Strange Brew, and 8-Ball), with the wind gods throwing down an interesting mix on Saturday and nothing on Sunday. Saturday started with the typical opening day postponement, but finally enough wind came up for the committee to run us around a nice little short course of S-R-A-F with the committee setup near the 42nd street boat ramp. First race was a bit of a drifter, with EnD'Nile finding their way around the quickest. The 2nd race made up for it with a big blast rolling in from the West that made for a fun ride, a couple wipeouts - one unfortunately resulting in a collision between 8-Ball and StrangeBrew. BiteMe held it together for the bullet, which was enough to take the regatta. Another great job by the committee for what they were given to work with, complete with post-race gatherings/food at PYC.