



SYSCO

News

MAY 2005

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

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Commodore's Comments

PHIL CAMPAGNA

If you race a small keelboat in Portland, the next couple of weeks might seem fairly uneventful on the OCSA calendar. But not if you race J24s. All the action is in Shilshole Bay in Seattle. On May 14-15, Seattle Yacht Club hosts the Seattle One-design Centerboard and Keelboat Series (SOCKS) Regatta followed by the J24 Nationals May 20-22.

The SOCKS Regatta is shaping up to be a great Nationals tuner, with over 20 J24s registered. Hoping to gain more local knowledge, the crew of Bite Me will be heading north to participate in the SOCKS Regatta accompanied by other PDX J24s. There's usually a great after race party on the water at the CYC clubhouse and gets kicked up a notch with the addition of dinghy sailors.

Over 40 boats have registered for the Nationals the following weekend. Festivities start Wednesday with crew, sail and boat measurement followed by a Thursday evening practice race and BBQ. It hits the fan bright and early Friday morning with a 0830 skipper's meeting and first warning at 1100.

Sailing weather in Seattle this time of year leaves a lot to be desired. It's either

cold and wet, blowing 20 knots or just cold and wet. Whatever the weather, I look forward to sailing in Seattle because it gives us the chance to have breakfast at the Library Cafe (if we're pressed for time, Purple Cow Coffee) and, after the race, downing some great brew at my favorite Old Town Ale House along with those famous fish & chips. This year, billeting was offered by the local fleet to house the crew of Bite Me. I'm looking forward to meeting our new friends. The only request we had other than queens for all of us with hot running maids was an outdoor grill. We plan on splurging on the grillables as a token of our appreciation for putting up with us. Wish us luck and will let you know how it all went down in next month's news.

CRUISING OPPORTUNITIES:

Still looking for volunteer owner-skippers for the OWSA Wednesday night sail. May 28, 29 & 30 cruise to Martin Island, a great spot to sail the dinghy or just relax on the boat. July 23 thru 31 is the Delta Cruise, sailing downriver and relaxing in a couple of Gunk-hole spots, or the Six Pac, racing to Astoria, on the Bay and back up the river.

MAY MEMBERSHIP MEETING

Monday, May 16, 2005

Dinner 6 pm • Meeting 7 pm

Thoughts from the Rear

BILL SANBORN

The back of my hand hurts. For several seasons, I had someone else steer while I trimmed the main, helped the Weaver, the D/C and any other emergency that developed as we sped around the buoys, mostly short-handed and on the verge of out of control. This Season I have reclaimed my owner's right to steer the boat, and Weaver hasn't crossed a line, the D/C and the Admiral fly the head sail across on the tacks, pull up the main sheet traveler and make all the other adjustments, just like Horowitz playing a piano.

When I reach to make an adjustment, "BAM" on the back of my hand and "You steer, we'll trim." It's kind of like the cell phone and driving the car thing; I can't do both well at the same time. Any body movement that I make to reach for or pull a line is telegraphed to the rudder. The



Thursday Evening Race with Bruce Schwab as guest skipper on "Pressistmo" bring up the rear.

result when you figure the gain from an improved trim versus going off course is usually a net loss in VMG. My crew recognizes this and works to keep me on task. We have sailed together enough that a quick comment gets those adjustments made.

Rules and Sailing Instruction ...or I would have bought the beer on a bet. For as long as I can recall we allowed the use of "**Auxiliary Propulsion**" after the preparatory flag and then delay of crossing the

starting line for 5 minutes after shutting off the propulsion. Under our current rules it is not allowed after your prep flag (4 min.). And the only approved use of auxiliary power is for safety as outlined in OCSA Sailing Instruction 3.1. Any other use of "**Auxiliary Propulsion**" requires you to retire. So on those light breeze evenings, plan ahead or you will miss the party at the weather mark.

See you on the River.

May, 2005 – SYSCO Board Meeting Minutes

SATURDAY, APRIL 30, 2005

PRESENT: Phil Campagna, Bill Sanborn, Alan Boguslawski, Thomas MacMenemy, Pat O'Bryant, Mike O'Bryant, John Hatch, Ginger Baker.

COMMODORE: Questions were brought up on proper fleet assignments. We concluded these problems should be addressed well before the start of each series and no fleet assignment should be completed without the fleet captain signing off.

Phil volunteered to be the director for general meeting programs.

The subject of a protest committee was brought up. Phil said OCSA

has a group of eight people for an on-call protest committee organized by Sue Burns and Nancy Rander. We determined that our By-Laws would allow us, by vote, to use this group. We need to talk with Sue Burns and Vice Commodore Terry Annis to verify we can or should use this group. We also need to try to resolve any protests on the water with the 720 rule and may need an article in the newsletter about this.

SECRETARY: Minutes of the last meeting were approved.

MEMBERSHIP: The Roster and By-Laws books should be ready for the next general meeting.

CRUISING: Memorial Day cruise to Martin Island is May 28-30th

and the Delta Cruise and Six Pack are July 23-31st.

NEWSLETTER: Need to find people for fresh input into the newsletter, plus pictures. The newsletter is due Sunday evening, May 8th.

PONCHO: Thomas said everything is working OK, no problems.

NEW BUSINESS: The board meeting will remain at this location, Star E Rose Café @ NE Alberta & 24th, at 9 a.m. Saturdays.

Meeting adjourned upon motion and second at 10:05 am.

RESPECTFULLY SUBMITTED,
PATRICK O'BRYANT, SECRETARY

From the Race Captain

TERRY ANNIS

May has been pretty insignificant to sailboats requiring wind to race. Are we seeing the first real effect of Global warming? This is serious!

The final two races for the SYSCO Spring Evening Series are May 24 and 26. I'm sure that after a few close point races, some are like me and hoping the races happen with a nice breeze from the southwest or north. Actually, any direction would be okay.

The J-24s are in Seattle for the National Races starting May 18. I hope some of the Portland skippers will be entered. To run in a National race is such a rush, a step up in all you can learn and you meet interesting people that share your passion. Good luck and don't forget to come back, you have Race Committee duty on June 7th.

I had a chance to see the results of the OCSA protest committee last week. The board assembled and worked thru two cases with decisions on both. Thank you. One of the decisions brought up some information that I wasn't very clear on and it is quite clear now that to race you have to read and reread the rules. Actually it's fairly easy to forget something or remember something and find out it's been changed. If that happens, it's totally the responsibility of the skipper, and sooner or later you'll get held accountable.

Rule 42, in brief, says a boat shall compete by using only wind and water to increase, maintain, or decrease her speed. Sounds simple and actually it is, if you go to definitions RACING, from her preparatory signal until she finishes and clears the finish line, marks or retires. For us the preparatory signal means four minutes before the start signal of the race. START,

a boat having been entirely on the pre-start side of the starting line and crosses the start line in the direction of the first mark. So make sure that the motor is off when the preparatory signal is given and that it stays off. If you find yourself losing ground in a race that runs short of wind maybe the anchor is the option you should consider. To win a race by using the anchor seems a very unusual concept.

Heads up: Rule 77, loosely speaking, calls for the Main Sail to have a number on it that the Race Committee can read. The stick-on numbers work very well. Follow the directions and they aren't all that heavy on the boat units.

June 10, Beer Can race. See you there.

Received an e-mail this morning that Eric Rimkus wants to bring back a version of the Parkers Landing Race. Any thoughts? Please contact Eric at eric.rimkus@comcast.net.

Cruise to Martin Island

ALAN BOGUSLAWSKI

A long time Rite of Spring for SYSCO sailors has been the Memorial weekend cruise to Martin Island. Located on the Washington side of the Columbia River between St Helens and Kalama, Martin Island is an easy day's cruise from Portland with time to sail much or all of the distance given a reasonable breeze. The return trip is a longer day's cruise. It can take twice as long and usually involves some motoring against springtime currents.

But the trip is worthwhile, particularly if you have a three-day weekend and can spend two nights with a lazy day in between at anchor. Anticipate some of the first nice weather of the summer season, and don't forget to bring some water sports toys, like sailing dinghies, kayaks or squirt guns. Also, pack plenty of

beverages, snack items and finger food to contribute to the daily happy hours aboard the raft of SYSCO boats.

Martin Island is a privately-owned island that has been used for cattle grazing during a previous history. The only structure on the island is an abandoned agricultural building, white with a red roof, which is set back but visible from the main channel of the Columbia. The island is separated from the Washington shore by Martin Slough, a channel that parallels I-5 south of Kalama. Our specific destination is Martin Pond, which is a small bay that has been excavated out of the middle of the island. The only navigable access to the pond is via Martin Slough, entering from the north (down river) end of the island. As you go down river on the main channel Columbia, approach the rocky bluffs and keep all the range mark structures to starboard

(don't cut the corner entering the channel in order to avoid submerged pilings and shoal water).

Follow the channel for a mile or so, bearing to the right as the channel splits, and watch to your right for masts. Enter the pond through a narrow inlet and look for the raft of boats with SYSCO burgees flying (other clubs use Martin Island on Memorial Day too). Don't forget to bring a good supply of fenders for rafting and an anchor. Martin Pond is well protected from the river current and generally is protected from strong winds, but shifting breezes have on occasion resulted in issues between swinging rafts of boats.

I hope there will be a good turnout of SYSCO boats in the pond this Memorial Day, including some of our newer SYSCO members who have not yet heard all of the tall tales.

The Afterguard

BOB WALDRON

While printing out the application form for my State Boaters License the other day I reviewed the Oregon State Marine Board's six year plan which you may view at: <http://www.marinebd.osmb.state.or.us/facilities/SixYear.html>. The plan outlines the hoped for improvements to existing facilities and projected development of other facilities. Of course my interests ran toward the counties whose shores are frequented along the lower Columbia River.

There are some interesting points in the 75 page report which precedes the listing of sites and adjoining maps: numbers of boats registered have declined slightly over the last seven years and those numbers are shown graphically in the report; the Columbia River sees the most use, the size of boat is

increasing (per registrations), and it is estimated that the number of non-motorized boats on Oregon waterways has increased substantially. Most of the rest of the report outlines what many of us have already recognized; increased usage and less availability of favorite facilities.

The "by county" listings are interesting and I would encourage you to review the lists and attendant maps. If the funding can be realized, frequent users of the River may see more facilities. For example, on the list is a proposed improvement on Bradford Island, (Government Island vicinity) of transient floats and pilings. Columbia County includes improvements at Coon Island and Gilbert River and proposed developments at Wallace and Sandy Island. The downside is proposed improvements at Knappa, too close to our little secret. Of course all these proposals require money and this issue is also addressed in the report.

Now for something completely different: four Tuesday nights into Spring Series, and what a relief to get started. I thought spring was never going to get here, and I know summer will be flying by soon enough! Hopefully Courtship gets out at least the last Thursday, as an essential crew member will be finished with her (mid point of graduate work) academic year and get onto more important stuff, like helping the old man get around the buoys with the rest of Fleet 94 during the Summer Series. The crew of Upstart in the mind of the DCO (yours truly) is performing their duties as well as can be expected on Tuesday nights. Maybe Cap'n Tweak, the Fore Deck Guy and Just Learning would disagree, but honestly we have seen some interesting opportunities missed and gained. The life of sailing in the Big Ditch!

See You on the River!

First Race Jitters

SANDY SMITH

Our first race this season was a Thursday evening in April, and while I was really looking forward to time on the boat with good friends and the friendly competition, the nerves kicked in about 2:00 and plagued me all afternoon. I did not need to worry as the conditions were pretty much perfect to re-learn all those things that have gotten rusty over the winter. Further, as seems to be the norm for my boat on the first race night, everything that could go wrong did go wrong and we finished 6th out of 7. This humbling experience tends to clean out everyone's cobwebs and forces us to re-think how to get our heads in the game and work together. New crew, a new boat and a skipper with "cotton mouth" (pre-start condition) and an inability to remember which way to turn half the time all contribute to an interesting evening. Thank goodness we are racing for fun!

One of the first errors of the evening was writing down the wrong course. This was not the first time, and it likely won't be the last, but it will definitely sharpen our observation skills in the future. We did, actually, sail the correct course, but by the time we figured out our mistake we were way behind the rest of the pack. This put us in the thick of the Cal 20 fleet and we were pretty much stuck there. As windward boat, I had zero rights and didn't have room to jibe away so resigned myself to being taken up by the boat on port until we were able to slow enough to go behind the two ahead of us and get some "sea room." All the while we watched as our fleet moved farther and farther away.

As we approached the leeward mark with six or seven other boats (mostly Cal 20's) we were busy getting the kite down and genny up and preparing to round when what to my wondering eyes should appear but a Wylie 43! What a shock to have a boat that size in the fray

and, of course, when he rounded the mark (and the entire pack) the wind went with him. It took us a little while to get any boat speed back, but that didn't really matter much because when we rounded the windward mark again the kite went up in that really ugly posture (wrapped around the forestay) – tearing in the process. Ahhh...the joys of racing...and that old familiar "ch-ching" sound of money flowing out of my hands and into someone else's.

The last leg of the race was pretty much taken up with untangling the kite while still attempting to make some headway to the finish. I'm thinking the best part of the race was that first beer after we crossed the finish line and the collective "Wait until next week" before we began the discussion on what we could fix.

The best part of the evening was – as always – being on the boat, on the water, having fun with good friends.