



# SYSCO

## News

JUNE 2005

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

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## Free Bowl of Soup Night— Oregon Food Bank Beer Can Race

The second annual Oregon Food Bank Free Bowl of Soup beer can race is Friday July 8th. Last year the event raised \$933 and 632 lbs. of food thanks to the generous participants and sponsors!

The goal this year is to beat last year with more than 28 boats, and even more \$/food for Oregon Food Bank. Hot Rod DeVille will play "Fuel Injected Rock & Roll" at the outdoor BBQ a generously offered up by Columbia Crossings. Start collecting canned food and/or \$ to win the coveted Can O' Soup trophy and other donated prizes!

Thanks in advance to the folks at Columbia Crossings, Schooner Creek Boatworks, Seatow, North Sails, and Sailing Anarchy for their sponsorships. Additional sponsorships, donated products or services for winners and auction, or any items to help out the post-race event would be greatly appreciated.

*J24 #3837 - Free Bowl of Soup  
Doug Schenk*

### CRUISING OPPORTUNITIES:

July 23 thru 31 is the Delta Cruise, sailing downriver, relaxing and -Gunk-holing; or the Six Pac, racing to Astoria, on the Bay and back up the river.

## General Membership Meeting

The SYSCO General Membership meeting is Monday, June 20, 7 pm at Mars Meadow restaurant (Hayden Meadows). Come early at 6 pm for dinner and socializing.

Stock and assignment photographer Russell Young, along with SYSCO member Mike O'Bryant, will show pictures and talk about their off-season trip to Astoria, following the water path of Lewis & Clark.

This is the last SYSCO membership meeting until September 19 (we always take the summer off to race and cruise), so join us and bring in the summer.

**P.S.** The SYSCO Board meets the first Saturday of each month. Time: 9:00 am. Location: Star E Rose Cafe, NE 24th and Alberta. All members are welcome and encouraged to attend.



## Thoughts From the Rear

**BILL SANBORN**

This could be the last SYSCO Newsletter you read prior to leaving for the SYSCO Delta Cruise. Several folks have told me that they are planning to join us, many of you know the float plan and some of you might have a question or two. We will meet at Martin Island July 23. If you get there first, go ahead and start the party without us, we'll get there as soon as we can. On Sunday we sail to Cathlamet for showers and a dock party. Monday we will pull out early afternoon for Warren Slough and transit through Devils Elbow before 1800 hrs during the highest tide. The plan is 2 or 3 nights at Warren Slough and possibly a side trip to Astoria or Tongue Point, then a Thursday afternoon run up river with the tide (it's a rush worth doing). We end the week sailing back toward Portland with a couple of stops along the way. If you want more



*Dinghy sailing at Martin Island over Memorial Day.*

details e-mail your questions to me at [upstart@teleport.com](mailto:upstart@teleport.com).

Over Memorial Day we had a nice eight boat raft up at Martin Island, and enjoyed sailing the

dinghies and using the kayaks. We even helped with a couple of boat projects: one head rebuild and a couple of engine details. Best part was time spent with both old and

## June, 2005 – SYSCO Board Meeting Minutes

**SATURDAY, JUNE 4, 2005**

**PRESENT:** Phil Campagna, Terry Annis, Bill and Vicki Sanborn, Frank Bocarde, Mike O'Bryant.

**COMMODORE:** June is the last General Membership meeting until September. This year's SYSCO Awards Banquet will be at Pizza Mia.

**VICE COMMODORE/RACE CAPTAIN:**

- SYSCO has been asked to contribute \$100 to pay for appetizers at Sand Island during the SixPac Race. The request was approved.

- August 13 is the SYSCO One Design and Level Fleet Regatta. There will be an after-race party, likely at Tomahawk. SYSCO will try to get fleets from other areas, such as Eugene, Astoria and Longview to participate. Terry will put a notice in "48 North" to draw other fleets to the Regatta.
- The OWSA Women's race series on Monday evenings began the week of June 6.
- The Ranger 20s fleet, with six boats, has asked for their own start and shorter courses. There could be a fifth start, if needed. We could also have shorter cruising class courses, too.

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

**CRUISING:** The Delta Cruise and SixPac are July 23-31st.

**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 10:10 am.

**RESPECTFULLY SUBMITTED,**  
**MIKE O'BRYANT FOR**  
**PAT O'BRYANT, SECRETARY**

## J24 Nationals – Seattle Doug Schenk

Six Portland SYSCO J24 boats made their way North to join forty-one other competitors in Puget Sound for the J24 U.S. National Championship regatta May 17 to 20. The Seattle Fleet, with the help of Seattle Corinthian Yacht Club, Seattle Yacht Club, and local sponsors, put on an absolutely amazing regatta, getting the wind gods to smile and, at times, outright laughing at us.

Getting the boats splashed, rigs up and ready to race on Thursday was followed by a short practice race, then an all-you-can eat/drink BBQ dinner at the Quantum sail loft.

Friday morning saw great conditions for racing, with a first gun at 11:00 am. With storms rolling through, it made for some interesting and changing conditions. One squall came through with winds gusting to 25 knots, ripping some sails, and causing some great spin-out shots for the multiple camera boats. No injuries, but two boats had to retire, including our own “No Worries,” who after a solid 10th in the first race, managed to finish in the top half of the 2nd race even after breaking their tiller. Quick thinking on Bite-Me had them cutting sheets wrapped up between them and another boat, and Lola gave the opportunity to see that their keel looks as good as the rest of their restored boat. Before the squall, and after, the fleet saw pleasant 10-15 knot conditions, and was able to put 3 of 7 scheduled races under its belt.

Saturday came with a big difference in the weather, with a first gun at 10 am and some nice breeze, one race went off, and “No Worries” posted the best Portland

finish of the regatta with a 7th. After which the race committee made some smart calls not trying to get off more than one race in the lightening conditions. As with Saturday, protests had the committee working to get it all sorted out, but the day finished with an absolutely top notch dinner at the Seattle Yacht Club.

With surfing conditions out to the start on Sunday, it was clearly going to be a fun and long day. The deafening sound of sails flogging, the water churning, and people attempting to shout when 47 J24s are starting is definitely an experience to remember. Two solid “big-air” races were followed by a 37-knot puff in the third race that made dominos of the fleet. Numerous boats were knocked on their sides, two fully capsized, and sadly one of those two turned all the way over and sank. No one was injured, and a chase boat operated by Seattle Corinthian Yacht Club and a spectator boat owned by Seattle Sailing Club were on the scene before “Magic Hat” went down.

At the front of the pack, Chris Snow of San Diego came from behind to win his fourth national championship in the class. Snow, with a total of 25 points, overtook David “Deke” Klatt of Ventura, California, who led after the first two days of the event, but finished just one point behind Snow. And in third place was Keith Whittemore of Seattle, with 28 points.

Six boats up from Portland for the Nationals is a great indicator of the strong growth of the J24 fleet, and it was great to “duke it out” with the best for a weekend. Although with one bent mast, a broken tiller, and a couple blown sails, Stephen Estes (Lola) is still wondering where we find an “I survived the ’05 J24 Nationals”

tee shirt.

Additional details can be found at: [www.J24nationals.org](http://www.J24nationals.org).

Photos of the event can be found at: [www.rhumblinphoto.com](http://www.rhumblinphoto.com), [www.borrowedlightimages.com](http://www.borrowedlightimages.com), and [www.pacificfog.net](http://www.pacificfog.net),

Stories of the event can be found at the bar for the rest of the year... Portland boats attending were: Bite Me, En d’Nile, Free Bowl of Soup, Jungle Love, Lola, and No Worries.

## Attention Cruising Sailors!!

Are you a RACER with a cruising boat? Or, maybe you’re a CRUISER with a desire to compete? Either way, Rose City Yacht Club has an event for YOU this summer!

Join RCYC for their 2005 Summer Regatta and sail your boat in the No-Fly-Sails (NFS) Division. We debuted this class at the RCYC Frostbite and it was a huge success! Now our goal is to get more “big boat” sailors out on the course. Racing without a spinnaker is fun and easy and there is no need to hunt for extra crew!

Fleets will be determined based upon number of entrants and speed potential, with a goal of creating level (NO PHRF) racing.

The RCYC Summer Regatta will be held on June 25 & 26 with racing to begin at 1400 hours both days.

For more information contact:

### **Dave Hickman**

NFS Fleet Captain

(503) 288-0062

[dhaa@pcez.com](mailto:dhaa@pcez.com) or

### **Eric Rimkus**

RCYC Race Captain

(503) 285-8295

[t.gadiator@comcast.net](mailto:t.gadiator@comcast.net)

## From the OCSA Race Committee

We recently had a race committee set a course which used an 'X2' at the end to indicate two times around the course, or two laps. Most local racers have seen this, used it and know what the race committee's intentions are. However, some new racers and some others that travel to or from other racing venues interpret differently how to end one lap and begin the next. Some think you should go through the Start/Finish line to end one lap, some think you leave the S/F mark on port at the end of the

first lap, and still others think that you should ignore the S/F mark in the middle of the race.

There are good arguments for all of these alternatives. Neither US Sailing RRS nor OCSA sailing instructions make reference to using this 'short hand' method for posting a course. Also, OCSA courses may include marks 'X' and '2' which could add to the confusion.

The simple answer to this issue is to spell out ALL marks of a course and DO NOT use 'X2' or 'X3.'

Thanks for all your efforts to make racing fun for everyone.

*Al Calcagno*  
*OCSA r/c*

## OWSA Spinnaker Class

Oregon Women's Sailing Association is teaching its annual spinnaker class June 22nd and June 23rd. This class is open to men and women interested in learning basic spinnaker terminology, sets, drops, jibes, trimming for both symmetrical and asymmetrical (including cruising) sails.

In an effort to promote both spinnakers and beer can races, we're asking volunteers to take these students out and give them a chance to go sailing in the June 24th beer can race and, hopefully, fly a chute.

Anyone interested in taking one or more students out sailing on June 24th, please contact Becky Huseby at [bhbh@pacifier.com](mailto:bhbh@pacifier.com) or 360-571-9084.



Dream on...

*An unidentified SYSCO member plays hooky in San Francisco Bay.*

## Race Captain/Vice Commodore

TERRY ANNIS

The no wind and lots of rain is really starting to get old. One thing you can do to warm up the mood is Coffee at Channel's Edge. Anyway, I'm happy to report that the SPORTS NIGHT beer can race, sponsored by SYSCO, is in the record book. It was pretty interesting for sure. We had a very light wind start to the windward mark and some anchor time for us. I forgot the spinnaker sheets. The Race Committee from the Ranger 20 group. I'm sure enjoyed the bribes and orchestrated a motor race to the finish. A winner was declared and a lot of us joined in for pizza at Pizza Mia. A prize was given for best dressed by a real athletic supporter and that's all I have to say about that. Flag night is June 17th.

The Oregon Food Band Free Bowl of Soup Night, another beer can, is July 8. Please see the race notice and be generous with your donations and look forward to the social event too.

The Annual SYSCO ONE DESIGN AND LEVEL FLEET regatta is August 13 and 14. If you have friends or acquaintances from Eugene, Seattle, Fernridge Reservoir or any place where SYSCO class boats are racing, be sure to give them a call. We can find moorage and help them in and out of the river. PHRF not required for level fleet racing or one design.

Here are words from Dave Perry overheard in a conversation after the Seminar:

"Sailors in Portland would be better racers if they hadn't gone for years determined to avoid the protest, rather than learn from them."

Well I'm learning, albeit some things are hard to swallow, but we still have a choice and a chance to ask a lot questions if it's not working. The OCSA race committee, which is handling local protests, is doing a commendable job and it's hard to disagree in most cases once they point out

the rule that really applies. The Race Committees are asked from now on to not use any version of "X2" on the race board. It seems not everyone understands what it means (it has meant run the course twice) and it's not directly suited to what racing on the river is all about.



SYSCO Race, Spring Series, Thursday, June 2, 2005

## The Afterguard

BOB WALDRON

For the first time in too many years to count the DCO and company will not be aboard with Capn' Tweak in the SYSCO Summer Series. It seems something fundamental and perhaps sentimental has occurred, but that will take time to evaluate. In the experience of yours truly this is one of those "will it matter in five years questions," but wonder about (and love) the now. The reason for this end of an era type event is a plan to put Courtship on the line with the rest of the Fleet 94 group for the Thursday night summer series. We had so much fun in the National Regatta and One Design last year, that this seems the logical thing to do. Tweak then decided to enter in the cruising class on Thursdays.

Well, back to Fleet 94: some

fascinating emails this week, one of them containing the comment that our fleet is the largest Catalina 25 fleet in the country. The credit for making this happen goes, of course, to Gary Bruner, the spark plug for the organization. At the risk of rambling a bit, there are lessons to be learned here.

- One: (and personally) if you want to sail and learn to handle the boat, the race course is a great place to learn. I strongly recommend starting in a dinghy however, but that will wait for another newsletter.
- Two: I have sung the praises of the many spark plugs making changes in the sailing community before. That is what it takes. Catalina 25's are not the fastest boats and I have even heard some self-proclaimed die hard racers make fun of them, but they are the ones on the river supporting, through their

efforts and participation, the program. There are others and we all know who they are, J-24's, 172 Fleet, and Cal 20's. These fleets enjoy growth because someone made it happen.

- Three: it does not matter what kind of boat, if that vessel gets folks on the water.
- Four: it takes the spark plug to keep firing to maintain the interest.

For the readers of the SYSCO News, know who your fleet's spark plug is, and work to keep them leading. Doing everything you can to support them, and everything you can to help. Just like your outboard, take care of it and it will last a long time; neglect, poor gas, improper carburetor adjustment and the plug quits working (quite a metaphor huh?) Sometimes you can replace the plug, but you must be sure it is of the same quality.

*See You on the River.*

## JUNE MEMBERSHIP MEETING

Monday, June 20, 2005

Dinner 6 pm • Meeting 7 pm