



SYSCO

News

JULY 2005

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

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From the Race Captain

TERRY ANNIS

Happy Summer to everyone. The SYSCO Summer series is now history with some good racing and real frustrating weather this year. I never did really mind the rain if the wind would just be reasonable.

Some important dates still to come this year include:

- SYSCO one design Aug. 13 & 14. We need to talk it up with the fleet and get them together for a fun weekend.
- OWSA Sail for the Cure Sept 24. This is a good day and a very worthy cause.
- Every Friday there is the theme beer can races. Fiesta night and Pirate night are coming up in August. Good luck to the 6 Pac boats and good winds, be careful and please avoid the protests. That will help everybody win.

NO July Membership Mtg.

We reconvene our membership meetings in September after a busy summer of sailing (we hope). The next SYSCO General Membership meeting is Monday, Sept. 19, 7 pm at Mars Meadow restaurant (Hayden Meadows). Come early at 6 pm for dinner and socializing.

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.

2005 Cruise Schedule

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)

Thoughts From the Rear

BILL SANBORN

We have a rule on our boat that anytime we get into a close maneuver situation on the weather leg like needing to take the stern of a Starboard Tacker, as we get close the mainsheet is uncleated. The reason is that the rudder (which probably already has lots of weather helm) will not overcome the well-trimmed main sail and allow the boat to fall off without the sail being eased out. We learned it from the "School of Hard Knocks" years ago and recently watched a situation unfold

in front of us where the helm would not respond because of mainsail trim -- that involved lots of Boat Bucks.

A tip of the ol' SYSCO visor to those who sailed in 2005 National and Regional events: we were represented at J-24 North Americans, Catalina 30 Nationals and Catalina 25 Nationals.

Our next goal is the Delta Cruise with many of you. Several will be sailing the Six Pac, while some are off to Whidbey Island and others are cruising up North. Trust that all will enjoy your time on the boats and the camaraderie of fellow Sailors.

See you down River.

Commodore's Comments

PHIL CAMPAGNA

Now that the final SYSCO evening series for 2005 is in the record books, I want to share with you my interpretation of the last series results with emphasis on Thursdays. First, we must give credit where credit is due:

- ✂ Big ups to the Ranger 20 fleet. Six boats competing in five races and only ONE no show! That's the spirit. Last year the race committee could kick them around a little with there being four boats or less, but this year..."we want our own start"...was heard by our race captain Terry Annis who made their wish a reality. Congratulations to our own David Paligo and crew of Polaris for taking home the gold closely followed by the crew of Newton's Orange.
- ✂ Next in the participation category is F fleet. This series saw the involvement of seven boats ranging from a Santana 20 to a Cal 2-25 and all seemed to appreciate the level racing SYSCO promotes. Our own Bob Rouse and his old salt crew aboard Hocus Pocus found the steady hand with three deuces and a bullet to take honors, followed by Bohemia and Island Time tied on points with the breaker going to Joe Kaliszewski and crew of Bohemia.
- ✂ One new fleet that found great participation this year was the Cruising fleet. This is a no-flying sails class that has really caught on and I expect to see more boats next year. Bar Code consistently scored low points with a first and three seconds. Who said Hunters can't race?

Second place was fellow board member Pat O'Bryant and crew sailing Cepheron, sporting a sharp new paint job.

- ✂ The J24 fleet is near and dear to me, so let's take a look at this 14 boat fleet. Kent Sisk and crew of No Worries have found the right combination. Their scores included three bullets and a forth which proved unbeatable with En D' Nile's Allan Weber and crew just one point behind. These two had a match race the last evening with third place being 9 points back. We need to highlight a new boat to the fleet this year. Scott Sabin traded in the Santana 20 for a J24 but kept the same Kamikazi logo and was warmly welcomed into the fleet. Finding success in racing the Santana 20 came to Scott early, but not so in the J24 fleet. Look for that crew to be climbing the one design ladder soon.
- ✂ Another large fleet this series was the Cal 20 class. These boats are more of a family than a class. They all moor together, party after races together,

have a yearly cruise up river together, and, by the time this is published, host an Andrew Kerr Cal 20 clinic together. Can you feel the love? Ok, back to the results. The Wind Wagon crew with Mark McCuddy found the most success. It's tough to beat three bullets and a duce. Maybe they should be putting on the clinic. Mad Cow and their disease was close but walked away with the silver.

That's a wrap on racing!

Don't forget the OCSA Six Pac, starting July 23. Good times are always had on this down river race. Also, remember to register for the CYC Summer Series starting on August 2. Register early for the SYSCO One Design/Level Regatta which runs August 13-14. The board has approved a guest PRO for the event, a US Sailing registered judge by the name of Skip Nitchie. Terry Annis wishes to compete in this event so I suggested that we call on Skip who is enthused about the idea. There will be a BBQ that weekend at Tomahawk Bay Marina. Terry will get out the details.

Cheers!



July, 2005 — SYSCO Board Meeting Minutes

SATURDAY, JULY 9, 2005

PRESENT: Phil Campagna, Pat O'Bryant, Steve Moshofsky, Paul Delay.

COMMODORE: Terry Annis requested that we find someone to assist him in running the SYSCO one design/level because he will be racing. Phil invited Skip Nitchie, the local U.S. Sailing judge, if he would be willing to assist and he said he would. Skip has helped run events in the Seattle Sailing area and has helped Kerry Poe in the Gorge racing. The board approved this request and Phil and Terry will follow up and coordinate this with Skip. We welcome his expertise on this race.

TREASURER: Steve said we have exceeded the budget for both membership and race dues and our bank account has \$8211 as of the 1st of July.

SECRETARY: Minutes of the last meeting were approved.

MEMBERSHIP: No new members.

CRUISING: Delta Cruise and Six Pack, July 23-31st.

NEWSLETTER: Need to find people for fresh input into the newsletter, plus pictures. The newsletter is due Thursday evening, July 14th.

PONCHO: Phil and Steve mentioned an alarm that goes off intermittently on Poncho. Phil found one of the marks deflated and he had to blow it up. We need to check the mark for leaks and maybe put some type of pump onboard for emergencies. Steve M. had an extra pump and will put it on Poncho. I will call Thomas and let him know.

☞ ☞ ☞ Fun in the Sun! ☞ ☞ ☞



NEW BUSINESS: There won't be a July general meeting, enjoy the summer. The board meeting will remain on the first Saturday at this location, Star E Rose Café @ NE Alberta & 24th. Phil is still talking with Karen Anderson and Victoria about the SYSCO banquet.

Meeting adjourned upon motion and second at 10:15 am.

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

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.

The Afterguard

BOB WALDRON

Everyone I know in SYSCO sails with a Corinthian attitude: their collective goal is to have fun, become better sailors and support the growth of the sport through acceptance of all comers and personally seeing to their development.

What I am getting a little concerned about is what appears to be 1) the death of civility (I will not rehash what has become the infamous Night of the 2X around and that protest; what is worrisome is some of the vitriolic comments that came from the protestors).

2) Inconsistency in the overall conduct of racing. The combination of the two may lead down a path that discourages the new sailor as they will not see the best of the sport, and creating changes in organization we may not be ready to deal with. Perhaps this is a little like Chicken Little, but the sky is not falling. Indeed, participation in racing, particularly on Thursday nights, is the best I have seen (in numbers of boats at the start line) in the years I have been a SYSCO member (see last month's article about fleet growth).

The inbox is stuffed with letters about what needs to get fixed on the race committees and I have not had time to read them

all, but the content is assumed, from past conversations. The familiar refrain may be issues related to consistency and the organization of racing. Thursday night 2 of the summer series, I would offer as an example: the committee did nothing wrong but their method was inconsistent with other SYSCO committees. That inconsistency befuddled this skipper, and would have discouraged me if I had been inexperienced with an inexperienced crew. Courtship's personnel cannot claim that excuse. Our poor performance was our own undoing. We did think the outcome may have been different if we had had a protest flag.

The point of a protest is to redress a grievance against another boat that affects the position or result of the fouled boat. The protest is to settle the differences in understanding of the rule. The boats that fouled us, (two different boats and two attempts at the start line) despite my verbal protestations on the water, just didn't have a clue. Would they have learned anything in the protest room? Some say yes. I would suggest however, the protest room does not make a better sailor and the reprimand is a poor teacher. Someone of note recently said to the effect, that "better sailors come from the protest

room." A better sailor comes from sailing the boat, understanding the rules and etiquette of sailing. The shoe being on the other foot, Courtship would have done her 720's and gone on. So who is the better sailor? Besides, I personally have never seen one written report of protests heard, so nothing can be learned from the committee (except only hearsay after N2XA.)

As these issues of the rules of racing and race management in particular gain momentum, and they will, we as a community will have to decide how those changes, if any, will be managed. We have come to the "centralized" protest room. What else? I am convinced we are not making better sailors by sitting in the protest room, but that is a philosophical difference of opinion with people from a different place unfamiliar with our history and venue. Consistency among committees is important and should be addressed, but the best forum to do that is yet to be determined. No dialogue has begun, and no proposal has been formally presented. In all this the needs of the beginning sailor must be kept on the front burner. We run a club race venue here. It is not the AC, thank the Lord for small favors, or we would never sail and just become a bunch of sea-lawyers.

See you on the River

NO JULY
 MEMBERSHIP MEETING