



The Starting Line

June 2010

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

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Rear COMMODORE'S COMMENTS: All Good Things Come To An End...

The Pac Cup and Bac Cup beckon yours truly.

What does that mean? Well for lucky me it means I get to race on a sailboat to Hawaii and I get cruise back to the mainland on the same boat. Her name is VALIS, a Pacific Seacraft 44 with all the bells and whistles. VALIS is owned by Paul Elliott. You can find out all about the boat and the Pac Cup crew @ www.sailvalis.com and you can find out all about the Pac Cup @ www.pacificcup.org/



For those who enjoy SYSCO racing on the river, my sailing to and fro Hawaii means that effective June 30 the remainder of the year's SYSCO racing schedule will be managed by others. In fact, this is a good time to announce that the time has come for me to permanently hand off SYSCO's race management responsibility to another gallant sailor who is willing to keep the ball rolling for next year.

So if you have been thinking about stepping up to volunteer for a position on the SYSCO board, now is a good time. Each new officer adds greatly to the legacy established by the sailors who have, over the past 30+ years, helped to build SYSCO into the great sailing club that it is. And of course, all of us old pros are around to support the new leadership.

Between now and the end of the year, while I will be out of the office for races taking place in July and August, I will be back to work on both the SYSCO Awards Banquet and the Portland Boat Show, my last official duty for 2010.

One last thing...I've said it often and I will repeat it again...the success of SYSCO's racing program is owed mostly to two things: First, the fleets who have fleet captains that take a genuine interest in doing good volunteer RC work and second, my old friend Otto Horn. The rest is simple stuff.

Aloha!

Sailing Practice for the Pac Cup on VALIS

(written by the skipper, Paul, and proudly plagiarized by Rich Jones)

The race: The Spinnaker Cup — San Francisco to Monterey

The crew: Edward K, Jack T, John C, Keith S, Phil M, Rich J, and Paul E.

Just like Charlie, VALIS Don't Surf. Or point, either. But great fun was had by all.

The race start was delayed by about an hour, since there was virtually no wind and a stiff flood current. Once our starting gun went off, we tacked against the flood towards the line, and it took a couple of passes before we made it over (the line was near the NW end of Angel Island). *All* the other boats (except for the doublehanded Galaxsea, who was still on the wrong side of the starting line) were heading over towards Yellow Bluff, so we did too, finding some current relief.



A Slow Start

We worked out through the channel, trading tacks with Galaxsea who had somehow caught up with us. After a couple of short tacks to avoid being run down by a very large ship we finally cleared Seal Rocks and were headed south.



(L-R: Edward, Phil, Rich)

With the apparent wind well forward of the beam at around 17 kts, we continued to head offshore, until we were almost four miles out from Pt. Montara. We had the main, genoa, and staysail up and were making about 7 kts. Galaxsea was behind us, and all the other boats *way* in front. Six miles ahead, Tiki J had an AIS transponder and we were watching them slowly walk away from us.

South of Pigeon Point we were finally able to set the spinnaker. 8 knots, 9, 10 knots boatspeed. Eleven knots! Tiki J was in our sights and we began to gain on her.

For dinner we had homemade chicken tacos, spanish rice, and beans. Nobody was seasick.

We kept the spinnaker flying until sometime around midnight when gusts of 30 kts made it impossible to keep from crashing. The third crash had the boom in the water and the big lightweight spinnaker wrapped around the furled genoa and staysail, flogging violently. Somehow, don't ask me how, we managed to unwrap the

mess, and douse the kite (Rich and I were on foredeck), and with no damage to the sail. At this point we could

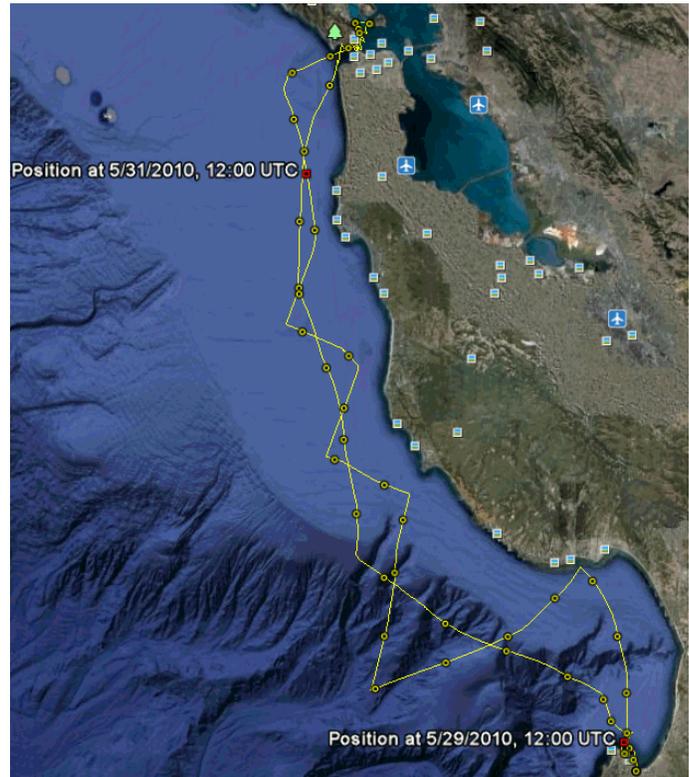
have put up the shy kite, but I decided that I had been sufficiently amused so from this point on we flew the white sails. Tiki J was safe.

We continued to make good speed, until the wind essentially shut off mid-Monterey Bay. The morning was spent hunting for wind, and slowly approaching Monterey. Around sunrise we found ourselves along the Monterey waterfront, with extremely light wind and a favorable 1/2 knot current. We checked in with the race committee at two miles, and with a few tacks to avoid the maze of buoys (tacks or jibes, it was hard to tell the difference) it took us about two hours to drift across the finish line. The only other boat on the water was Galaxsea. For a while that morning it looked like they might sneak past us, but their wind was just as elusive as ours. They finished about a quarter mile and fifteen minutes behind us.

First boat to finish: AKELA — 7 hours, 11 minutes, 6 seconds (a new course record)
VALIS — 20 hours, 22 minutes.

Apparently the trick was to finish Friday evening, before the wind shut off! Now we know.

The Sunday morning sail back home (actually, a motorsail) was an adventure. Rich, Phil, and I were the crew. There were strong wind and moderate seas in Monterey Bay, but once we got near Santa Cruz and headed out to sea, the swells really kicked up. We ended up with a deeply-reefed main and just the staysail. Around 10:00PM the wind and seas moderated and conditions were more comfortable for the rest of the sail. We arrived in Sausalito around 8:15 Monday morning.
-Paul



So, What Does 5 Blasts From A Tug Mean Anyway?

Now hear this!

Craig Nelson, CEO, and Brian Fletcher, Port Captain from Tidewater www.tidewater.com will give a talk about tugs and tows and tonnage on the river at the **next SYSCO general meeting on Monday, June 21st.**

We are hoping for an excellent turnout to show our interest in making life good for tugboat skippers and safe for sailboat skippers.

Please attend the next SYSCO general meeting, the last one before our summer break.

As always, the meeting is held at the **Delta Park Elmer's Restaurant**. The hungry start showing up at approximately 18:08:27 and the meeting stuff starts at approximately 18:53:02.

Note: As long as we're on the subject of adventures and there was no submission from the fleets this month, we present the following from Nicole Sirois from *her* adventure.

Delivery/ Serendipity- By Nicole Sirois

I just returned from a great adventure; delivering a Swan 53 from St Thomas to Bermuda, then on to Norfolk, VA.



(generic Swan 53 – not Nicole's ride)

in Florida, the other times OR and WA coastal for races and deliveries. One time straight out the Straits 300 miles then back to the Broken Islands on the VICE 2007. No long distance deliveries.

Before I got there, I already knew that it was about a 5 day trip to Bermuda, approx 850 miles, and then 4 more to Norfolk, about 650 miles.

I flew the red eye to St Thomas on May 15th, hours after my daughter's graduation from WSU . I arrived at the marina where Nai'a, a 1991 Swan 53 was docked at about 4pm on the 16th of May. I met Bob and Kristin again, and was introduced to Micah, a 34 year old (who double handed his own Alberg 35 from Annapolis to the BVIs last year with just a 8hp motor) and has accompanied them on 5 deliveries. Ann then popped up from the cabin, a sailor in her 50s who races with Bob and Kristin in Annapolis, on her first offshore adventure. I was shown around the boat a little and my berth, then we went out for dinner and for our "last drink til land again" and to get to know each other better. It was very comfortable, we all had somewhat irreverent sense of humors and laughed, joked, ate, and drank for 3 hours. We then got back to the boat, took showers at the marina, and went to bed as we were leaving at 8am sharp.

I set my watch alarm for 6, found Kristin up and making breakfast, Bob on the computer checking weather, and the other 2 just stirring as well. We ate breakfast and Bob briefed us on the trip. Kristin was to be "galley" the entire trip, and would not be taking any watches. The first 24 hours, we would sail two and two on watch, 6 hours on, 6 hours off. If Bob felt at ease with our skills, we would switch to individual watches, 3 hours on , 9 off, which we did. I was shown the layout and the instruments. Center cockpit, coffee grinder for jib sheets (cool!!). Back on the deck, walk back to the rear cockpit to the helm, where the main sheet, jib furler, traveler, running back stays, main halyard were handled. Two electric winches, two self-tailing 2 speed. Four winches on each side of the mast for preventer, halyards, jib car adjustment, and anything else you might want to crank. In- boom furled main sail. Redundancy in instruments- full set B&G as well as Raymarine. B&G and Raymarine Autohelm. Raymarine chartplotter/radar, and Nobletech PC based nav system down below. 2 sat phones, 2 VHF's, 2 handheld GPS, weather fax (not working at the moment), ham radio. Generator, watermaker, would be able to take warm showers every other day aboard. Fuel for 400 miles, 36 inch flat screen TV with 200 some movies. Yep, roughing it on my first delivery, the way I'd always imagined.

Started off at 8 prompt, wind 25kts, 6-8 foot seas, a nice ride. My tender tummy betrayed me once that morning, it usually does, then it was ok.

How did I land such a lucky gig? Seven of us from "Bad Kitty" (Karen Anderson's Lagoon 38) were walking around Marina Cay in the BVI's, a little bummed that the pirate show wasn't playing that night, when we saw a little bar on the beach and decided to have a drink. Met a nice couple, Bob and Kristin, who are both pilots on United Airlines. To cut a long story short, when they mentioned they sometimes needed extra crew, we all exchanged e-mails and I was the one with a flexible enough schedule to go for it when the invitation actually came through. Since my husband and I are planning on the cruising life (on a catamaran) when we semi-retire, we both thought I should jump at the chance to go. I had gone offshore 6 times previous to this trip- once

We settled into the routine, and I found that this was a very tightly run ship. Breakfasts were somewhat casual, but lunches were prepared and served by Kristin at 12pm, dinners at 6pm sharp. (delicious, too, pork tenderloin, chicken kiev, etc). On time for watch. (I made sure I always got to the cockpit 15 minutes early as I followed Bob.) Everything was to be kept clean at all times, in the cabin and on the deck. Lines neatly coiled after each adjustment. Log book entries before every change of shift. Checking bilge and running bilge pump every 6 hours.

Our second day out, Bob (who watched several websites and spoke to someone on shore a couple of times a day for weather forecasts- the pilot in him) discovered that the first tropical depression of the season was coming out of the Bahamas headed for Bermuda. He calculated the number of miles we needed to make every day, and day by day recalculated in order to avoid the storm. We motorsailed the fourth and fifth days to beat the storm, and arrived 8 hours before it hit.

We ended up staying for 7 days in Bermuda, as did most of the sailors seeking shelter there. (Crap, I wasn't going to make it back for the Swiftsure, as originally planned!!) Met some fascinating people- from the Sweed and Finnish guys looking for a third to accompany them to the Azores, to the Psychologist who defended the Unabomber from getting the death penalty. CEO of some company or another in a 100 ft Swan. Greg who had won the Melges 24 Nationals 7 years in a row, who is a newbie to cruising on his 52 ft Catana Catamaran *Escapade* with his wife. (got an invitation for Carl and I to join them on a leg, woo hoo!) An English father and 10 year old daughter double handing to the States. Mark who commissions Beneteaus on the east coast. After a couple of days of blowing 40+kts and pouring rain, it turned sunny and nice, but a second system was predicted so we all got busy sight seeing. Charming little country with very friendly, laid back people and pretty good snorkeling, my favorite activity.

I was ready for the next part of the trip, and Bob challenged the Catana to a race to Norfolk, who I predicted to win. Bob got hot under the collar, put up one year of his salary to 5 years of mine that he would beat the Cat. We were on a beat almost the whole way there, four days. I had been criticized the first part of the trip for 'trimming like a racer, was I trying to break his rigging?' but we were all to trim to the max for the big race. My last watch was pretty eventful. 9pm-midnight, and saw the first lights of VA Beach. Those of you who know me know I happen be from Virginia Beach, so had a lump in my throat, coming 'home' from the sea for the first time. Then, 3 lightning storms, 8 ships to dodge, and "securite, securite, securite, US warship 96 conducting live fire exercises Lat 36.52 Long 74.09, please stay 5000 yards outside of vicinity" kept me pretty busy.

We arrived in Norfolk 4:30 am, no sleep- start cleaning the boat immediately. Customs finally got there at 9:30, bringing 3 Agriculture guys with them. We ate lunch together, hugged goodbye, promised to keep in touch, etc.

Last part of my adventure- the "Serendipity" part. I got to visit my BFF from College, Dr. Jill for a day and out to eat at my fave on the water seafood restaurant in VA Beach. Then the next morning, got up at 4:30 to drive up to Deltaville VA to watch the unstepping of the mast and to prep our new Beneteau to be transported to the west coast. 90 degrees, 90 % humidity, worked from 8 am til 8:30 pm, then drove back to Dr. Jill's house, dove in her pool and stayed there for an hour. Got up at 3:30 to catch a plane back to Portland. Our 2004 Beneteau 36.7 leaves VA on the 17th of June, will be back here about the 25-28th. See you on the water- watch out cruising class!

Oh- the race to Norfolk? I am waiting for my 1 year paycheck from United- should I hold my breath? The Catana 52 *Escapade* beat us by 12 hours.



For Something Closer to Home... Cruising SYSCO Style

Admiral Shafer, Commodore Sandborn, and Seamen Densem showing off their Marlinspike Seamanship to Jim Wahl on the Gilbert River dock on June 12th.



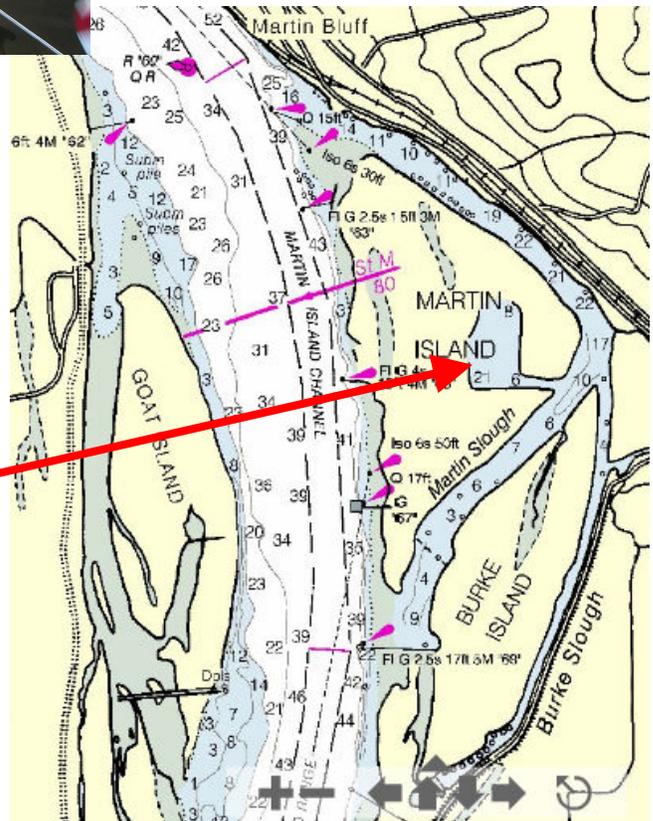
And always plenty to eat!

In addition to the remaining racing on tap for 2010, we still have a number of cruising events to round out the social part of your sailing life. So don't be shy, all boats and boaters are welcome.

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|-----------------|-----------------------------------|
| July 3 – 5 | Martin Pond |
| July 24 – Aug 1 | various stops to Astoria and back |
| Aug 28 – 29 | St Helen's Race/Cruise |
| Sept 4 – 6 | Coon Island |
| Oct 23 – 24 | Hadley's Landing |

Some new members have asked
"Where is Martin Pond?"

Answer: 5.2 nm downstream (N) of St. Helens. Enter from the downstream end, keeping to the left of center in the channel that parallels I-5 on the Washington shore. The pond is easy to anchor in, has lots of room for dinghy sailing and a rudimentary dock/landing platform to take fido to the shore.



Thoughts from the Rear:

Bill Sanborn

RACING: On May 13 going out for the race we were pleased that the tide was rising so the flow in the river would be down some, and the breeze is light out of the East. We all hate east wind starts because just as you think you have it made on a Port tack someone out of phase with you attacks you on a Starboard tack and you get to start all over again.

On this evening we pushed the envelope on Port and crossed ahead of one boat and then had the clear shot to make the line and tack back to Starboard and make buoy 14, and by then were being lifted toward the Washington shore and were able to get into Tidewater Cove and out of what current there was. We are leading the fleet by quite a bit as folks had problems getting started. Next two marks were A and then U. "A" will be just off the Airport Wing dam and U off the upper Airport wing dam. We are looking across the river in the misty fog and light rain and see the U mark for sure and several J's from an earlier start are around the Airport wing dam and we see something yellow colored on the water that must be the mark, so we tack to fetch the mark. Crossing the River we get set about a third of the distance from the Airport wing dam to the 42nd Street ramp and on the way across we keep seeing this yellow "thing" in the rain and mist and also notice that a mark had been set in the "X" mark area off of RCYC, and wonder which start is using that for their course. We have now lost sight of the "Yellow Thing" and begin working the shore toward Airport wing dam to find the mark when a guy in a Kayak wearing a yellow jacket comes around the end of the wing dam.

"Crap".... We sail on up to U round back to A/X round back to U and head for the finish line well ahead of the fleet, by now there is no wind as we planned to drift past the wrong side of the Committee Boat outside the Finish line and tell them we are retiring after missing a mark.

Lesson learned "when you lead, know the way".

SOCIAL: As in the past several years we will be having our End of Summer Series Parties. Thursday racers will be hosting the Tuesday Evening Racers on July 6th and on the 8th the Tuesday Racers will host the Thursday racers after the race each evening. Plan to help on your night to host, and bring your crew on the night you race.

CRUISING: A group is planning for July 4th weekend at Martin Isl. and as always the Delta Cruise will begin on July 24 at Martin Isl. for a week long cruise to the lower Columbia River Delta, or some folks are planning to stretch it out for two weeks. You are welcome to join for any part or the whole event.

See you on the River

SYSCO 2010 Budget Report:

From Julie Rouzee

2010 SYSCO Treasury Report - June

CATEGORIES	2009 ACTUAL	2010 BUDGET	2010 ACTUAL YTD
INCOME CATEGORIES			
Carry Over	8,440.79	8,501.08	8,501.08
Awards Banquet	2,685.00	3,000.00	275.00
Bank Interest	3.07	3.00	0.98
Membership Dues	7,957.00	7,950.00	7,750.00
Race Income	1,550.00	1,550.00	515.00
Misc Income			
TOTAL INCOME	20,635.86	21,004.08	17,042.06
EXPENSE CATEGORIES			
Administrative:			
Association Fees	125.00	175.00	50.00
Bank Charges	12.25	12.25	
Banquet Expenses	3,718.06	3,800.00	
Boat Show Expenses		171.00	171.00
Donations	100.00	300.00	100.00
Meetings	126.93	200.00	29.01
Trophies	3,856.92	3,850.00	
Insurance	995.00	995.00	1,045.00
Moorage		700.00	
Social Functions	709.72	700.00	770.00
Cruising	317.40	325.00	
Membership:			
Burgees and pennants	422.62	300.00	
Roster Print/Postage	482.02	500.00	
Postage & PO Expenses	165.75	170.00	52.80
Racing:			
Race Books		25.00	25.00
Race Equipment Purchases	360.00	350.00	45.80
Pancho Maintenance	447.86	300.00	
Pancho Fuel/Racing Misc	237.87	275.00	139.57
Miscellaneous:			
Misc.	57.38	100.00	
TOTAL EXPENSES	12,134.78	13,248.25	2,428.18

BOARD MEETING MINUTES:

from Gary Bruner:

June 7, 2K10

The meeting at Delta Park Elmers was called to order by Rich Jones at 1900. Present were: Rich, Edie Felix, Karen Anderson, Jan Burkhart, Julie Rouzee, Jim Sinclair, Bill Sanborn, Steve Spon, Gary Bruner, and guest Brian Shortt. Rich introduced Mr. Shortt, the new General Manager of Columbia Crossings who visited with us about security issues at CC, upcoming security briefings at CC, and was there basically to strength ties between CC and SYSCO. Congratulations were then offered to Julie Rouzee who recently retired!

REPORTS:

Finance: Julie presented another very detailed financial report. Specifics won't be included here, but, essentially, the club is in good financial standing. We have spent about 18% of budgeted expenses, and have taken in approximately 100% of budgeted membership monies. Racing fees are only at 35% of what was budgeted, likely because of an increased number of memberships this season.

Membership: Jan presented the treasurer with the names of two new members who were then unanimously accepted into SYSCO. We are now at 119 paid memberships. Jan is working to get out the member's book. She has secured permission to use a Dena Kent photo for the cover. She is looking to find a source for SYSCO decals to be presented with burgees to new members. Rich will make personal calls to previous members who have not re-upped for the season.

Racing: Rich reports that there are LARGE numbers of boats racing in the summer series, both on Tuesday and Thursday evenings; in fact, this is the largest number of boats racing in recent memory. Rich is working hard to accommodate those fleets that want more than one race per night, when possible, and has emailed fleets for their input before the Summer Series begins. SYSCO is slated to run a Beer Can Race on the 25th of June, so volunteers need to be found to do that. The Beer Can on July 9 is conducted by Doug Shenk, with proceeds going to the Oregon Food Bank

Cruising: Bill reports that the next cruise is June 12-13 to Gilbert River, just downstream from Coon Island on the Multnomah Channel. Cruises can be FUN! The Memorial Day cruise to Martin Pond had about 6 boats participate,

Program: We still have no program chair. Gary will endeavor to get a representative tugboat captain from Tidewater to come to the June 21st General Membership meeting at Elmers. That commitment has subsequently been confirmed, with hopes that there will be good attendance at the meeting.

OLD BUSINESS

The Spring Series has concluded and results are posted. Generally speaking, it was considered a good spring series, though note was taken of several light wind events which was unfortunate, as always.

NEW BUSINESS:

Pancho report: Pancho III is in need of bow repair after her recent 'BUMP', but repairs will have to wait until the boat is decommissioned after the season. A new mark bouy 'Bladder' has been purchased and is in use, We await the building of a new 'cover' from North Canvas which has been ordered.

Otto Horn: Has been repaired with a new compressor and horn He has his voice back and is in service. Tim Morris was helpful in getting this repair done.

June Meeting Program: As stated above, the June 21 General Membership Meeting will have as a guest a Tidewater Barge captain, there to discuss the interface between commercial tugs and racing sailboats. We want a good working relationship with those with whom we share the river. We're hoping for a GOOD turnout!

Non-Profit Organization's racing fees: Postponed until a later date.

McCuddy's moorage invoice: Postponed until after clarification.

Newsletter: Jim Sinclair stated that the deadline for this month's newsletter submissions is Sunday, June 13th. Hopefully that we can get an article from Nicole Sirois, who recently completed a Caribbean delivery of their new yacht.

Other: Karen Anderson reported that CYC has hired a PRO to conduct their series this summer. SYSCO is taking a "wait and see" attitude to watch how this unfolds.

There will be two BBQ "Social Events" at the conclusion of the Summer Series, one each on July 6 and 8, the final day of racing. Anna Campagna will be the coordinator, but volunteers will be needed.

Rich has authorized SYSCO to rejoin US Sailing, and will investigate re-joining PIYA. Our racing documents state that we must be a PIYA affiliated club and we are out of compliance with that.

The next board meeting will be held at a SPECIAL time: Monday, June 28th, at Elmers, as the July date interferes with the Independence Day holiday.

Cheerfully submitted from SYSCO Communication Headquarters,

Gary Bruner

Secretary