

August 2015

From the Commodore

From the Rear

Catalina 22 Nationals

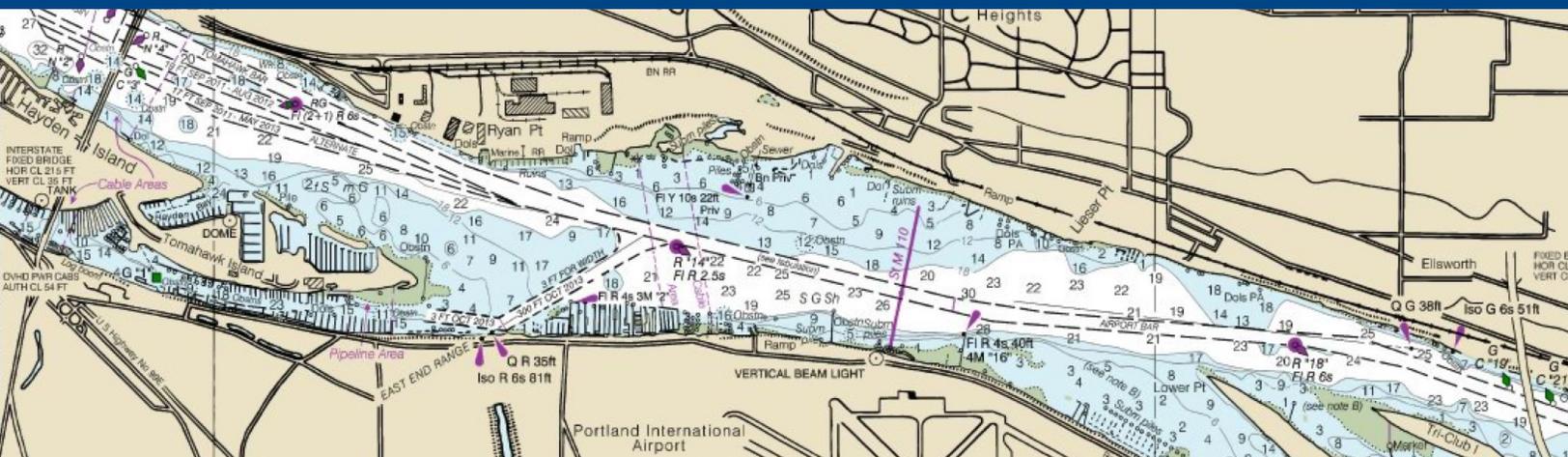
Board Minutes

The Merits of Family  
Sailing

Benefit Prostate Cancer  
Results



# Small Yacht Sailing Club of Oregon STARTING LINE



# From the Commodore

**Tod Bassham, Commodore**

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Ahhhh! That collective sigh of relief you hear arising from the penthouse suite at SYSCO Race HQ is one of satisfaction. It was an amazing, jam-packed month of July. First, our SYSCO volunteers completed the SYSCO Summer Series and brought off not one but two successful End O' Season BBQs. Then, our hardy SYSCO volunteers hit the water to help put the 2015 Catalina 22 Nationals in the history books, five intense days of racing, eating, drinking and schmoozing. Finally, SYSCO's Historian and Cruise Director Bill Sanborn led a dozen boats on a cruise of the mighty and mysterious Columbia River Delta, down to the official SYSCO outstation on Warren Slough. Thanks to many SYSCO volunteers, the club survived the PRO-less season in style, with only a few glitches, and showed again that SYSCO is the best-run, and most fun, club on the river. Now that August is here, we can take a breath, slow down a little, and enjoy the tail end of summer.

For those who crave more buoy racing action, the CYC Summer Series will provide. For those who want something a little different, SYSCO offers a unique point-to-point rally/cruise to St. Helens, August 29-30. This culmination of the SYSCO sailing season manages to combine into one event a race, a cruise, and a fun social gathering. On Saturday, 1120 hours, the race starts at DM 39 and ends at Warrior Rock, 15 miles downstream. Last year featured a rabbit start, with the RC boat leading the charge, and this year may be the same. But the real race, of course, is to get to the primo dock space at the St. Helens city docks, which now feature power connections for those who need to recharge their devices. At the docks each skipper will receive two commemorative wine-glasses to add to their collection. After some dockside revelries, most participants walk over to dine in one of the restaurants in St. Helens before settling down for the night. The next day, Sunday, rally participants enjoy a leisurely brekkie and cruise back to stumptown on their own schedule. It's a perfect way to spend a late summer weekend. Registration is free for SYSCO members and their guests, but you must register at [Sailpdx.org](http://Sailpdx.org).

Finally, mark September 19 on your calendar for the OWSA Set Sail for a Cause/ Leukemia Cup Event. SYSCO is providing race committee and the on-the-water support, and it would be great to have a large SYSCO turnout for this important fundraiser and social event.

The photo on the cover is the Columbia Crossings Cup, which this year went to line honors winner La Dolce Vita, skippered by SYSCO member Scott Stevenson. Odd how this ancient Hawaiian bowl came to be in our little corner of the world. If you haven't seen the Cup (usually on display in the Columbia Crossings Cup), it has a plaque on one side saying "H.M. Dowsett Jr. Memorial Trophy, Presented by Laura and Herbert Dowsett, Season Championship, Lanikai Junior Yacht Club." By luck, I came into contact with a member of the Dowsett family, and learned a bit about H.M. Dowsett Jr. Turns out H.M. Dowsett Jr. was a member of a notable Hawaiian family, a sailor who raced as a teenager in the 1938 Star Worlds in San Diego, and an aviator in World War II. He died in a plane crash while flying an experimental plane after the war, and his parents made the Cup in his memory, as a perpetual racing trophy. How the Cup ultimately got from Hawaii to Portland remains a mystery. If anyone has a clue, please let me know.

See you on the water.

# From the Rear

*Warren Dalby, Rear Commodore*



SYSCO has taken the position that NOT making changes to the OCSA General Sailing Instructions is for the greater good. The OCSA GSI's are published in your 2015 Racebook, and if there were any changes you would see them posted on the Notice Board when you look up the assignment of starting pennants on SailPDX. There were definitely some additions that we discussed but then decided not to implement in the spirit of being team players on the river.

Getting all the clubs to arrive at a consensus was not easy given the variety of opinions that skippers on the river have. We felt making changes would undermine the work that OCSA has accomplished. We also recognize that a consistent set of rules is a huge benefit to the racing community and what happens in other places may not be relevant or appropriate here. Over the winter months your OCSA representatives will gather at monthly meetings and discuss upgrades for the 2016 GSI's. If you have suggestions, your SYSCO race captain and commodore would be the ones to talk to.



# Catalina 22 Nationals

*Don Woodhouse*



Warm and breezy was the forecast for the week of the Nationals, July 18-22 2015. Boats from Florida, Alabama, Texas and California began showing up Thursday July 16th as the SYSCO Summer Series was wrapping up. The afternoon winds were whipping the river into a frenzy that would make Donald Trump's hair stand straight up. I could see the concern on the faces our out of town guests. "You said winds would be 8-11 from the NW?" exclaimed one of the skippers. Another who had raced on San Francisco Bay asked if he could start with the Catalina 22 Fleet for a practice race. As the countdown began for the third pennant I had already torn-out my mainsheet and retired. The Portland 22's were having their own problems making them a full minute late for the start, but not the boat from Cali. With main and jib only he easily led the pack and sailed the course to a first place (although unofficial) finish.

Registration and measurements were done on Friday and Saturday morning at Tomahawk Bay by Fleet 20 and SYSCO volunteers Alan Newman, Mike Daly, Michael Lang, Jerry Armstrong and Cyndi Obroski of Texas who came without her boat just to volunteer and help out. Columbia Crossings generously granted use of the Portland Power Squadron room for check-in and sail measuring. SYSCO volunteers were on hand to provide guidance to the launch ramp and a shuttle for our guests!

The Sailing Instructions required all of the boats to be launched by the 4:00 p.m. Saturday deadline, but we were ready well before then so most all could have a go at the course in a 1:00pm practice race. SYSCO volunteers on Pancho (donated by the club for the week) set the marks under the direction of Kerry Poe, our PRO. The Practice race was run under light wind conditions.



## The Fleet

*Thanks to Columbia Crossings we had the entire "J" row the berth the 14 race boats. Notice the ratchet blocks substitute for winches on this racing Catalina 22 in the foreground. Other modifications include , barney post for the mainsheet and under deck reinforcements.*

## Racing Begins

The format for the Nationals is: Gold Fleet, Silver Fleet, and Spinnaker Fleet – are all run as separate scored races . The Gold Fleet is a no-fly class composed of previous National, State, or Regional Champions, and anyone who wants to compete with those boats. The Silver Fleet, also a no-fly, was added a few years ago to allow anyone to sail in the event. The Spinnaker Fleet is for any boat registered in either the Silver or Gold Fleet and is usually run before the other races.

We got in one Spinnaker race and one each for the Gold and Silver before heading to the Tomahawk Lawn for Burgers expertly prepared by our SYSCO grill-master, Bill Sandborne.

It was interesting to see boats early to the start and over-stood at the weather mark because of unfamiliarity with our river current.



**No Cat Hare** #457 Don Hare, Roseville, California



### Boats hit the start for Saturdays race

*Screamin' II* #38 Eclectic Alabama, Keith Bennett

*"That's What She Said"* #1222 Willis Texas, Mike Hallet

*Gold Rush* #438 Sanford, Florida, Randy Pawlowski

*Sooz Moose* #2134 Portland, Oregon, Don Woodhouse

*Not in the picture* Colonel Mustard II #204 Chico, California,

*Doug Brennan* and *No Cat Hare* #457

## Monday Marathon

With no racing on Sunday the pressure was on to get some heats in on Monday and we did. Four heats each for the Gold and Silver Fleets and a Spinnaker race took up the better part of the day.



### Silver Fleet boats on "J" row:

Wait for It #9353 Fleet 20 Jeffery Simmerson

Sunrise #10868 Fleet 20 Erik Bodegom

Max EPR #4215 Fleet 20 Jody Schultz, background

Celeste #3316 Fleet 20 Weston Becker

Paula Jean #6868 Fleet 20 Michael Lang

Togarty #7260 San Diego, Ca. Don Boyko

Princess #6269 Fleet 20, Wesley Dameron

Shark Bait #3067 El Dorado Hills, Ca. David Hewitt



### **Weenie Roast**

Sailing nearly til dusk the weary racers congregated on the Tomahawk Lawn for bratwurst and beverages. Races were replayed verbally and good time was had by all.

### **Racing Wrap-up and Great Parties**

Because of the generous donations from individuals and businesses we were able to provide a Salmon Feed and a final awards banquet for the racers, their families and volunteers. The winners were crowned and there were no losers. Everyone said they had a great time.

A huge thank you to all the PDX crew that helped bring the Nationals to Portland.



# Results

## Catalina 22 National Championship Regatta

FINAL

### Gold Fleet

Pos	Skipper	Boat Name	#	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Net	Throw Out	Total
1	Pawlowski	Gold Rush	439	4	1	3	1	1	1	1	2	2	3	19	4	15
2	Brennan	Colonel Mustard II	204	1	2	1	4	3	2	3	1	1	2	20	4	16
3	Hallett	That's What She Said!	1222	3	5	2	5	2	3	2	4	3	4	33	5	28
4	Bennett	Screamin' II	38	2	3	5	3	4	5	4	3	5	1	35	5	30
5	Hare	No Cat Hare	457	5	4	4	2	6	4	6	5	6	5	47	6	41
6	Woodhouse	Sooz Moose	2134	6	6	6	6	5	6	5	6	4	6	56	6	50

### Silver Fleet

Pos	Skipper	Boat Name	#	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Net	Throw Out	Total
1	Hewitt	Shark Bait	3067	1	1	1	2	1	1	1	1	1	3	13	3	10
2	Lang	Paula Jean	6868	6	2	3	1	3	2	2	2	2	2	25	6	19
3	Becker	Celeste	3316	2	3	2	3	2	3	3	3	4	4	29	4	25
4	Boyko	Togarty	7260	3	6	5	4	4	5	4	5	3	1	40	6	34
5	Schultz	Max Epr	4215	4	4	4	6	5	4	5	4	5	5	46	6	40
6	Bodegom	Sunrise	10868	5	7	7	7	7	6	6	6	6	6	63	7	56
7	Dameron	Princess	6269	9	5	6	5	6	9	7	8	8	7	70	9	61
8	Simmerson	Wait For It	9353	7	8	8	8	9	9	8	7	7	8	79	9	70

### Spinnaker Fleet

Pos	Skipper	Boat Name	#	R1	R2	R3	R4	Total
1	Bennett	Screamin' II	38	2	1	1	2	6
2	Pawlowski	Gold Rush	439	3	2	3	1	9
3	Hallett	That's What She Said!	1222	1	3	2	4	10
4	Woodhouse	Sooz Moose	2134	5	4	5	3	17
5	Hare	No Cat Hare	457	4	5	4	5	18
6	Becker	Celeste	3316	6	6	6	6	24

## Thank you Volunteers!

Debbie Woodhouse  
 Ninette Brynard  
 Alan Newman  
 Mike Daly  
 Gregg Bryden  
 Dave Paligo  
 Cyndi Obrosky  
 Matthew Bright  
 Lynda Davis  
 John Osborne

Kendall Williams  
 Gary Bruner  
 Karen Fairley  
 Adrienne Lacavaro  
 Shancy Holland  
 Bruce Newton  
 Tod Bassham  
 Stewart Carter  
 Jeff Eastes  
 Lynn Eastes

## Silver Level Sponsors

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Boat US  
Rich and Denise Fox  
Michael Lang

## Other Sponsors

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Mike Daly  
Jerry Armstrong  
John and Diane Clark  
Terry Annis  
Rich Jones  
Jeffery Simmerson

Julie Woodhouse  
Gregg Weber and Confluence Wineries  
Jody and Don Marie Schultz  
Tasha Landsverk  
David Paligo  
Erik Bodegom



# The Merits of Family Sailing

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## *Morrissey Family*

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One of the Merit 25 boat owners asked me if we (Morrisseys) could write about sailing as a family experience for the SYSCO newsletter. I have broken it down to Dad, Mom, kid 1 and kid 2 experiences. First, a little about the Morrissey family.

**Dad** – Michael, comes from large Irish Catholic East Coast family, now works as Professor at OSU.

**Mom** – Pati, born and raised in Peru, headed up language arts programs at a community college, now bilingual children's book author.

**Sara** – works as natural resource planner for Multnomah Drainage District (it's all about the levees).

**Tomas** – works as energy analyst for Pacific Northwest Utility Conference Committee

### **The Dad (Michael)**

I was a very serious sailboat racer in college and through my 20s mainly racing a variety of dinghies and scows in the mid-west. Then graduate school, finding a job and starting a family became more important and other than an occasional sail, I left the sport behind. My kids have heard many stories about my younger days and sailing exploits and have seen the photos on the wall (Dad, you were good looking when you were young!) and would join in for a fun (and usually wet) sail now and then as we had a C&C 24 when we were living in Astoria. Both kids liked outdoor activities and water sports but the opportunity to race sailboats together needed a bit of luck to happen.

Tomas found a boat called a Merit-25 on Craig's list and made an offer hard to refuse - that he and his sister would go in 50:50 for the boat with Pati and I. We looked at the boat, OB1, in May of 2014 and decided to buy it not knowing too much about the class. We originally thought that we would sail a bit on the Columbia, maybe go up to the Gorge and just have a general good time on the boat; racing came as a bonus. Tomas is much better than I in internet searching and is a bit of a gear-head so he found out more about the boat and the Columbia Merit fleet, SYSCO and racing. We spent the summer getting to know the boat and getting the kids and their friends up to speed on wind angles, chute flying, gybing, crash tacking and just generally having a good time. Pati and I took OB1 up the Columbia and through the Bonneville locks for a memorable trip last August and by the fall season we were ready to go.

Now the Morrisseys are a competitive bunch and we knew that in order to be up there with the leaders of the fleet we needed a new mainsail and ordered a Banks main that came in November. The nice thing about sharing boat ownership is sharing costs and it didn't seem as painful in buying the new sail. The other nice thing about sharing the boat with your kids is that they have a lot of friends their age group (28-32) that were also intrigued by the sport of sailing - several have become regulars and getting crew is not a problem. It was a very good winter season, the weather cooperated and we got in some good racing and practices mixing it up with the other boats in different classes. These practices were very helpful in getting everyone in the right mindset for the fleet racing starting in the spring.

Spring racing was a light air series but showed that while we were competitive in boat speed but needed to improve boat handling skills which everyone worked hard to do. The first summer series has proven that the wait and practice was worth it as we started off with a few 3rds and moved up to pick up some 1<sup>st</sup> and 2<sup>nd</sup> places. I knew we were on the right track when we finished 3<sup>rd</sup> in one race and we were all a little disappointed in ourselves knowing we if we have gotten that chute down faster and rounded up harder we could have picked up a boat. The attitude on the boat is great as everyone is more than willing to work hard and while one might hear the dreaded Michael line of "watch that chute!" we are all pretty supportive of each

## ***The Merits of Family Sailing continued ...***

other especially in the good tacks and gybes and other maneuvers. I guess one could say we were lucky to be at the right place and the right time in getting the boat, having a fun, competitive fleet to sail in, and having a great sailing area on the Columbia. I think young folks would be more than willing to enter into sailing as long as the door is open. Sara's friends have all enjoyed the Oregon Women's Sailing Association and the on the water practice racing that occurred in June. After the North Sails seminar, they came away with a notebook full of quotes and ideas (more of these should be held). I think a few more beer can races were the crew gets the chance to skipper will help as well. Sailboat racing is a never-ending learning process and I'm sure that works well with the younger crowd. Keep it competitive and keep it fun – they go hand in hand and have your boat and crew spend as much time on the water as possible – that's what it is all about.

### **The Mom (Pati)**

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I feel I am the luckiest woman in the world: I have two husbands. My house husband Michael is caring, funny and useless, while my boat husband Captain Michael is foul mouthed, a bit too intense at times, and an excellent sailor... perfect combination! When I first met Michael we both worked in Mexico - Gulf of California- and I had never been sailing. We had a friend who had a very small sailboat, maybe 14 ft long, and we would borrow it to sail from the mainland to a small island known locally as La Tortilla. I have always enjoyed water activities and sailing was no exception. Our children grew up in Astoria where we had a small 24 ft C&C. It was like a little tub where we could fit the kids and friends plus our yellow lab, Bill. I remember one memorable trip from Astoria to Cathlamet, WA. We had to share the cabin overnight with the dog who refused to stay outside and of course we got caught in the rain all the way back. Those Astoria sailing days managing strong currents and high winds were so much fun for everybody. I often wonder how Sara and Tomás never fell off the boat back then! We are lucky that the whole family enjoys racing and being out on the water. However, I have to say, I have always felt that my husband sails like he drives and he drives like he sails.

### **The Daughter (Sara)**

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One of my first childhood memories is being in a sailboat. Laying on the bow with my hands tightly gripped at the edge of the boat we would ride the waves of the Columbia River in Astoria and scream every time we were splashed. My Dad liked to scare the customers at Pier 11 letting us drive the boat directly at the restaurant before a quick tack to avoid the pilings. I can only imagine their thoughts of 'Oh how nice, a sailboat... weird it is aimed directly at us... wait, is that a child driving?!' I also remember losing my nano-pet to the river gods (a tragedy in 3rd grade) and helping with tiller duties while in a rainstorm back to port when we decided to try and take a day trip behind Tongue Point. As we got older, sailing trips were replaced with soccer practice and cross-country. We'd still go on the weekends but less frequently. Soon I was off to Williams College (MA) as far from Astoria as one could get – it's a small town – and then to New York City to try my hand at corporate fashion (not for the flannel wearing crowd). I realized I am an Oregonian and West Coast girl at heart and made the decision to return to Portland. Fast forward to today. While not the gearhead that Tomas is and consistently forgetting boat terminology - baby jib, that line that raises the mast, etc. - but then my boyfriend, Dan, calls the cunningham, the Churchill- I can't get enough of it. This winter and summer have been geared towards sailing and I have enjoyed my role in the pit and learning tactician. Getting out on the water is an instant peace of mind and it has been fun to learn about the sport and meet a new community. While racing can be intense and is not for the weak at heart, I can think of nowhere else I would rather spend the afternoon with my family. My friend Ali recently completed a regatta with us and noted our odd family dynamic of 100% intensity, focus and yelling on the boat and then friendly, joking and good-natured on land. It has been awhile since I've felt so excited about a sport and I hope I never lose that feeling of a fast beating heart, sweaty palms, and potential diarrhea as I count down the start from 5 minutes.

## ***The Merits of Family Sailing continued ...***

So, get ready Merit fleet, my goal is to soon be behind the tiller and yelling at my own crew to 'raise the baby jib'. Beware...

### **The Son (Tomas)**

It has been a year since we bought OB1 and I'm fairly hooked on both sailing and racing. I get nervous before races like I did when I ran track in college, and am constantly trying to figure out how to have the foredeck run smoother. Getting to sail with my family is a great bonus as well. They are competitive but are there to have fun. Whenever the spinnaker goes up with a twist there is plenty of yelling, but after the race we figure out what went wrong and laugh about it. I've become in charge of making sure the boat runs well. Mostly this involves scrubbing the bottom, scouring the internet for tuning guides and tips, and using RaceQs to rewatch the action. We even managed to buy a practice chute for \$50 from a Merit 25 in Minnesota! Getting similarly aged friends to sail has been fairly easy - most jump at the chance to go out on a boat (although less so in the winter!). The tough part has been getting to the races on time after work, although the HOV lane helps quite a lot. I think the hardest part of getting more 20 year olds on a boat is the initial ownership cost. Once we are on the water everyone is having fun!



# Prostate Cancer Foundation – Race Results!

**Mike O'Bryant**

## Results! SYSCO Fundraiser to Benefit Prostate Cancer Research

The SYSCO benefit for prostate cancer research ended Saturday, June 20, 2015. It incorporated two SYSCO races: Friday Night Beer Can Race, June 19, and the Dual Bridge Duel Race, June 20.

In the second year of the fundraiser, we achieved more than half of our \$10,000 target through sponsorships, Boat Challenges and personal donations. The final total was **\$5,497**.

Providence Health Plan lead the charge as Title Sponsor, contributing \$1,000.

Schooner Creek Boat Works and Cairn Investment Group were Supporting Sponsors at \$250 each.

A special contribution was made by Neil Kelly Co. (Tom Kelly).

Waagmeester Canvas Products, North Sails Loft and Channel's Edge made in-kind contributions.

### Boat Challenge Results

Edgewalker (Mike O'Bryant)	\$1,650
Kestrel (Bruce Newton)	\$ 540
BiteMe (Phil Campagna)	\$ 450
Schooner Creek (Nancy Rander)	\$ 370
Nausicca (Tod Basham)	\$ 150
Neil Kelly Co. (Tom Kelly)	\$ 150
Aventura (Ken Stephens)	\$ 145
Shamrock (Gary Bruner)	\$ 105
Blew Streak (Gary Kapezynski)	\$ 100
Nelly (David Paul and Barbara Hutchinson)	\$ 70
Togarty (Don Woodhouse)	\$ 50
Upstart (Bill and Vicki Sanborn)	<u>\$ 50</u>
<b>Total Boat Challenge</b>	<b>\$3,680</b>

Individual Donations \$ 167

Sponsorships \$1,500

**Total** **\$5,497**

A \$100 West Marine gift certificate was awarded as first place in the Boat Challenge to Bruce Newton of the Merit 25, Kestrel. Second place went to Phil Campagna of BiteMe and third place went to Nancy Rander of Schooner Creek.

For more information or questions, contact Mike O'Bryant at [obryants@comcast.net](mailto:obryants@comcast.net).



# July Board Meeting Minutes

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**Don Woodhouse, Secretary**

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## **Attendance**

Don Woodhouse Secretary, Tod Basham Commodore, Mike Daly E Fleet, Dave Paligo Merit Fleet, Ron Fairley Ranger 20 Fleet, Warren Dalby Rear Commodore, Heather Zeiser Social co-chair, Frank Colistro, Gary Bruner, Adrienne Lacavaro Panch engineer, Jan Burkhardt Membership, Nat Powning Race Captain, Bruce Newton Treasurer, Michele Bennett Cal 20 Fleet, Bill Sanborn.

## **Treasurer's Report**

Bruce reported that we are in good financial shape in part because of not paying PRO fees. A copy of the financial sheet was given to members who wanted it.

## **Race Captain's Report**

Nat reported that races are going off with the volunteer fleets providing all of the direction. A few issues have been noted that are from having a different Race Officer each week. More volunteers on RC and attention to what the fleets want (multi short races or one long race) could be improved. We may consider using two people to split the duties next season. Dual Bridge Dual had a new two course format this year that had some boats racing a shorter course. Dolce Vita was first to finish.

## **Membership**

Jan reported we have 120 members and the group voted in new member Hardy Luciere.

## **Social**

Heather reported that volunteers are needed for the end of the series bar-b-que. Skippers are to be reminded to notify crew that Thurs. racers volunteer for Tue bar-b-que and visa versa. The bar-b-que is BYOB and no drinks are provided by SYSCO. Bring your own beer, wine, water, pop, iced tea, etc.

## **Catalina 22 Nationals**

Don Woodhouse is still pursuing volunteers, mostly for RC duty. The racing dates are July 18-22. An article about the Nationals will go in the newsletter.

## **Pancho**

Adrienne reported that electrical work on the running lights is needed. It is generally agreed that the time for a replacement mark boat or outboard for the current boat is drawing near. Pancho operators are sometimes not following procedures. One thought was to laminate a copy of the Pancho procedures to the bench. Oil usage appears to be a problem. Adrienne asked Pancho users to report deficiencies after using the boat to her.

## **Miscellaneous**

We would like to invite all members to each SYSCO meeting and will do so in the newsletter. SYSCO St. Helens needs 3 cases of glasses.

Meeting adjourned 8:06PM.

# August Board Meeting Minutes

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## Gary Bruner for Don Woodhouse

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The meeting was held at Elmers, Delta Park. Commodore Tod Bassham called the meeting to order at 7 PM. Other members present were: Jan Burkhart, Heather Zeiser, Warren Dalby, Bill Sanborn, Scott Stevenson, Frank Colistro, Mike Daly, Bruce Newton, Kris Amundson and Gary Bruner.

### Treasurer's Report

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Bruce Newton was brief but indicated we were in 'fine shape' this year due largely to no expense for a paid PRO. Some discussion ensued about why SYSCO paid dues to PIYA, and it was clarified that this was necessary to be a racing organization.

### Racing

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Vice Commodore Nat Powning was not in attendance, so the board had an opportunity to talk about him. Everyone was in agreement that Nat has done an excellent job in a year that was more work than usual since there was no paid Race Official. The board will do a bit more investigation about the members' thoughts on situation before proceeding with hiring anyone for this duty going forward. Most of the races went off without a hitch, but a few were marred by inaccurate finish times and ensuing email exchanges amongst the disgruntled. The only races remaining are the Leukemia Cup Regatta for which SYSCO is to provide the RC boat and race committee. Randy Poff is taking the lead in much of the Leukemia Cup efforts.

Tod will serve as committee boat for the St. Helens Race and Cruise, and has ordered glasses for participants. Mike Daly reports that he will inquire of E Fleet and write up a short review of the PHRF 'experiment' this season, E fleet being the only fleet that chose not to race 'level'.

Don Woodhouse was not in attendance, but the board felt that the Catalina 22 Nationals was a great success. Only 14 boats showed up, but local boats fared well, with one taking second in the Silver Fleet. Tod will ask Woody to write up a recap of the Nationals for the SYSCO newsletter.

### Pancho

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Adrienne Lacavaro was not in attendance, but it was assumed that Pancho is now resting comfortably at her home, getting some much needed repairs and awaiting a splash for the Leukemia Cup before being put away for winter.

### Awards Banquet

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Heather Zinser was commended for great work on the season ending barbecues at Columbia Crossings. She will be in contact with Kells and was tasked with trying to find some "serving police" so that there is enough food for those at the end of the line, an issue in year's past. Tod will be speaking with Jim Shaw about whether he's doing the purchase of the always fun SYSCO awards.

### Membership

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Jan Burkhart reported one recent renewal, and states that we are now at 121 members.

### Cruising

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Bill Sanborn gave a brief report on the Delta Cruise, stating that there were 11 or 12 boats at Martin Pond, and 9 that left Cathlamet together after a great party in Cathlamet. 9 boats went to Warren Slough, and a few others went downriver to other locations. No low water issues were found.

### Newsletter

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Kris Amundson reported that his schedule, as well as lack of coordination from the Webmaster have led to some late newsletters. Hopefully, people will do a better job of submitting photos and articles to him in a timely manner, and newsletters will be out more promptly after board meetings.

The meeting was adjourned at 7:30-ish.

Submitted by Second Stringer Gary Bruner for Secretary Don Woodhouse.

## Dates to Remember

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### Annual Race/Cruise to St. Helens

August 29-30th

### OWSA Set Sail for a Cause / Leukemia Cup

September 19th