

March 2019

From the Front

InterFleet Mentoring?

Racing Report

March 2019 SYSCO Board
Meeting Minutes



Small Yacht Sailing Club of Oregon STARTING LINE



An “epic” final Sailing on Sunday this year, as seen from Molika. The chili afterwards made the wind gusts and ice on the decks, sails, and rail meat worth it! Thank you CYC for another fantastic Sailing on Sundays!! Photo courtesy of Kris Admunsen.

From the Front

Anna Campagna, Commodore

I can see a trend of sailors sharing origin stories, so perhaps it's time to share mine.

I moved to Oregon in May of 2006. I had spent 15 years in the high desert of Santa Fe, New Mexico. In that span of time I went from graphic designer to raft guide to Cafe Owner to Italian Bicycle tour guide, and back to designer. The Land of Enchantment is an amazing place to live; some call it the "Land of Entrapment" because it is so beautiful, it's hard to leave there. I had tons of really smart friends (you can't swing a dead cat by its tail without hitting a Nobel Laureate), and I traveled in circles ranging from artists to Los Alamos scientists, environmental lawyers, and restaurateurs. I did all the adventurous gravity-sports that I could do in Santa Fe (elevation 7,199 ft.), of which there are multitude. I was an avid mountain biker, rock climber, and extreme telemark skier. I co-founded a Search & Rescue team. I worked hard and played hard and had SO much fun. But something was missing in my life (besides a relationship that would stick). Water!

Somehow my twin sister convinced me to move to Portland, where she was living. She said there was an ocean of single, available men in Portland—and I believed her.

Upon my arrival, I was so parched that I did everything I could to be closer to water. I started rowing on the Willamette with a rag-tag bunch who met before dawn to row 8-person sculls. A friend named Peter Wilcox (who many of you know as the president of Columbia Riverkeeper) told me that if I wanted to get into sailing, it was easy. Boat owners were always looking for crew. What I should do was to put up a flyer on the bulletin boards of the clubs and the pubs and moorages along Marine Drive. Perhaps this was before Sailpdx had a crew list. At any rate, I followed his instructions and made a flyer listing my scant crew attributes, such as they were, and posted it around. What do you know—Sean, the owner of Ahhhhh, a Cal 20, saw my posting, called me, and asked me to show up one Thursday evening. He said he didn't care about my lack of sailing experience. He just wanted someone who was keen to learn, who would reliably show up, on time, every Thursday evening from April through September. He had one other swell guy on the boat who was solid, by the name of Steve. I think we practiced exactly once together before the first race of the season. It was trial by fire, and I took to racing like a fish takes to water. We slowly got it together as a team as they trained me to do foredeck and to trim the spinnaker. Add I can still hear echoes of Sean's mantra: "Ease till she luffs, bring it in. Ease til she luffs, bring it in—Don't drop the baby!" (That was code for a collapsed chute.) As many skippers do with green crew, sometimes he would throw screaming, foot-stomping fits when things on the foredeck weren't going right. (Let me tell you skippers, there's no amount of screaming that is going to fix that problem up there - just let the crew work it out.) But he was my mentor, and by God, he taught me how to sail in less than one season. And I am still grateful for it.

September came along, and Sean wasn't going to race his boat in the RCYC Long Distance Race to-and-from St. Helens. So I was free to accept an offer from Craig Daniels to crew on For My Girls. The infamous Craig Daniels! Why he was so desperate that he chose me to double-hand with him, I can't imagine. His regular crew member must have been indisposed, and his two girls were too young to actually be effective trimmers on a twenty-three-mile race, I suppose. Or maybe it was the customary debauchery that he chose not to expose them to... At any rate, there I was, a newbie on Craig's Cal 20, witnessing the beauty and grandeur of the mighty Columbia far beyond the confines of Buoys 2 and 14. I was in Heaven.

I'm not sure when I first met Phil Campagna. It may have been while gathered 'round the keg which was delivered to Sand Island by the Committee Boat. Or it could have been at the bonfire on the beach where a bottle of rum was being passed around a circle. But Phil says he took notice of me the next morning after he stepped off of his buddy Jeff Duval's boat, Flying Colors. Phil was scrounging around for a hot cup of coffee (no doubt hung over!) when he stumbled upon me crouched on the dock, sautéing squash blossoms on my camp stove for breakfast. He asked what the heck I was cooking up, and I replied, "Well, squash blossoms!", like everybody does that on their camp

stove on a deserted island. (That's right—Phil likes to say we met on a deserted island.) “Do you want to try one?” And then I fed it to him.

Phil will tell you, “Yeah, and there was a HOOK in it!” Two years later he asked me to marry him. My sister did not lie to me.

When I first started hanging out with Phil, he was captain of The Bubba Crew on Bite Me. You know - the J/24 that has a shark's mouth painted on the bow like a World War II P-40 bomber. Apparently, it makes her look very intimidating, and other J/24s just get out of the way. At any rate, I don't know how this happened, because a year later, I had no trouble procuring rides on bigger and better boats than the Cal 20, like Free Bowl of Soup (at the time a J/24), Karen Anderson's Martin 24, Dragonfly, George Brown's Martin 24 Skookum II, Chuck Rice's Flying Tiger, and Rod Buck's Melges 24. But one of the Bubba Crew decided to bounce to another boat, and Phil needed a foredeck person. I eased into the role with the patient teaching of so many racers on the river, I couldn't possibly count them all.

Now, I don't want to brag—but I have to, because Phil is a very modest skipper, and he tells everyone that it's all about the crew work, which we all know is only partly true. Bite Me has won the J/24 Performance trophy something like eight times in the last nine years. So last year I said to our crew, “Guys! Look, as much as I love each and every one of you, and winning everything all the time is pretty fun, what do you say next season we break up this crew and we all go crew on other people's boats and show them the magic!”

Their answer was a definitive, “No.”



I'm telling you this story because the moral is about mentoring. Those guys make me a better sailor every time we leave the dock. What would I be doing if Sean hadn't answered my flyer lo, those many years ago? Maybe I would still be rowing or whitewater kayaking. But I wouldn't be racing sailboats two, sometimes three nights a week. And I wouldn't have met Phil. What a charm! And the man owns two boats! (Well, now we have four—no kids—just boats.)

We've been talking about growing the sport. It isn't going to happen overnight. It has to grow organically with the help of a multitude of the sailors in our community—not just leaders and committed racers, but crew members, casual sailors and cruisers. We're going to do it by creating new events, by posting flyers and spending money on social media campaigns, by improving our communication on sailpdx.org. Check out Jacqueline Pitter's article in which she tells her own origin story, and ends with a call for you to get involved in OCSA's nascent inter-fleet mentoring program.

I know so many of you have mentored up-and-coming sailors through the years. Hell - what about Bruce Newton, tireless leader; and Gary Bruner, who is constantly recruiting crew through the crew list on sailpdx; and David Paligo, who personally built the Merit fleet, after he built the Ranger Fleet! They called Bill Brennan the father of the Martin Fleet. Ailona, who manages sailpdx.com for OCSA with Gary Whitney, the scorer; Bill Sanborn and Rich Jones... I could go on and on. There are so many sailors responsible for growing the sport as we know it now in Portland, which is truly amazing. We are all so lucky to live in a town with eight bridges and two beautiful rivers. This year, I urge you all to step up your game and reach out just a little bit farther. Sign up for the Grow the Sport Race. Do some Beer Cans and invite your non-sailing friends. Talk to people in your community about the opportunities to learn to sail. Double-down on your sailing social media posts. You may be pleasantly surprised that some fearless, strong, inexperienced person will shine in your light.

InterFleet Mentoring?

Jacqueline Pitter, OCSA Vice Commodore/Ranger 20 Fleet Captain

I LOVE our sailing leadership's invigorated focus on “grow the sport” this year. The handful of years I've been a member of the community, I've certainly witnessed the shrinking of our fleets, not to mention hearing many of the old-timers' tales of how many on the line there USED to be, you know, back in the day.

And, we aren't alone. I hear about sailing clubs all over the states with waning memberships. It's definitely the sign of the times. I have frequently mused if I'll ultimately be witness to the death of the sport locally.

And then there is me. The determined salmon swimming upstream?

My boyfriend and I purchased Thunder Pig in the summer of 2015, mostly because both of the boats that I crewed on for the previous 5 years or so as regular crew on Tuesdays and Thursdays were sold that same year, and boy it's hard to find a position on another boat. That said, in my years of crewing, the two positions I nearly never manned were helm and main sail. However my boyfriend (greener than me, I brought him into the sport), was confident I'd skipper well. His confidence in me bolstered my own. We went for it.

My first year at the helm...oof. I remember in the first few months, when we were learning the boat well before we started racing, yelling at any other sailboat that came up along side us to stay clear as I was a “student driver.” For crew, we found friends we could teach who were interested, and did our best to groom them for what specifically we needed them to do regularly in races. Anytime anyone in SYSCO or elsewhere suggested an opportunity requiring sailboats to bring newbs out on the river, blood would run out of my face and I would cast my eyes downward. I wasn't confident enough at the helm to go out with someone completely green. I needed MY crew to be able to get around a race course simply because I was still green myself. Challenges like a single-handed race were square out of my skill level. I just couldn't be an equal member of the community like others and it was embarrassing.



Thunder Pig sailing in the 2017 Twilight Series. Photo courtesy of Dena Kent.

Nonetheless, determined as I am, we stuck with it and clawed our way to where we are now. I'm by no means a great skipper, but in the respectable Ranger 20 fleet where we've seen up to 12 on the start line since I joined, I've certainly earned a bullet or three in various series races. I see these as an indication that I'm starting to get it. I've even tried a single-handed beer can race (the wind died and I couldn't finish, but I was definitely doing it!).

With a couple more years under my belt, I can look back on my dilemmas as a new skipper with clearer eyes. These quandries... these moments of doubt and uncertainty and even shame at being inexperienced and nervous... they make me sad. I was alone, trying not to screw up too terribly. And to think, if we're successful at the Grow the Sport effort, we're attempting to create a whole influx of new members in our community who were, basically, me a few years ago. Where is our safety net for these new members? How can we help them thrive and be successful as new additions to our community?

Yes! We want to GROW THE SPORT! We need to. We also need to start brainstorming and creating the support structure to successfully bring our new skippers and boat owners in to the fold. The idea was floated at the March OCSA meeting, and was quickly embraced by the Ranger 20 and Cal 20 fleet representatives as well as the ISC representative. We recognize that these new skippers will likely not be going out to buy a J/105. Much more likely they'll land in the Cal 20, Ranger 20, J/24, cruisers, or Catalina 22 fleets, or as an ISC member, and we'd friggen better be ready for them. So we are proposing an inter-fleet mentoring program of some sort. We aren't sure yet if this will be a theme of a 2020 beer can race, or more of a season-long mentoring relationship, but we are hoping to maintain a list of volunteer experienced sailing mentors who are willing to give advice to and go out with the new boats, and a structure for fleets to hook up their new skippers with mentors to help the skipper gain confidence.

If this subject speaks to you, and you have ideas or want to be involved in the effort to create an inter-fleet mentoring structure, feel free to email the OCSA working group at pdx-interfleet-mentoring@googlegroups.com. We'd love to hear your ideas!



A view you'll never get tired of seeing. Photo courtesy of Anna Campagna.

DISCOVER OPPORTUNITIES FOR SAILING IN PORTLAND

SAIL PDX

CORINTHIAN YACHT CLUB
PRAY FOR WIND
BRING A FRIEND
PARTY

AT
PORTLAND
YACHT CLUB
SUNDAY
FEB 17
3 TO 6 PM - FREE!
1241 NE MARINE DRIVE

Grow the Sport Race

May 7 & 9, 5:30 - 9 pm

A fun race to introduce new sailors to racing on the Columbia River, beginner and beyond.

Beer Can Races

Select Saturdays
from May-September

Try racing your boat in a casual, goofy race on the Columbia River.

Race Clinic

Thurs April 11, 6:30 - 9 pm

SYSCO invites all skippers and crew to attend a free pre-season race clinic, offering critical information to new racers & seasoned skippers alike.

For information on all of these and more events, email commodore@syscosailing.org
or visit sailpdx.org/events-calendar

Notifications and Upcoming Dates to Remember

SYSCO has open positions! Consider volunteering!

As a completely-volunteer run organization, our volunteers are the heart blood of our continued success. There are currently three positions needing to be filled who will be working closely with the SYSCO Board. If you, your crew, spouse, or anyone you know would be a good match for any of these positions, we would love to hear from them! Please have any potential volunteers contact Anna at commodore@syscosailing.org or text or call her at 503-789-0586. Thank you!

Open positions:
SYSCO Webmaster
Newsletter Editor

PYC Sailor's Dinner

April 5

PYC Opening Day Regatta

April 6 – 7

SYSCO Race Clinic

April 11

at the Oregon Food Innovation Center

CYC Oregon Offshore Kickoff Party

April 15

SYSCO COB Challenge

April 20

SYSCO Spring Evening Series

Tues and Thurs, April 23 – May 30

CRYA Opening Day

May 4

SYSCO Grow the Sport Race

Tues May 7 and Thurs May 9

CYC Oregon Offshore

May 9 – 12

ISC Pirate Night Beer Can Race

May 18

Grow the Sport Race happens on Tuesday and Thursday nights, May 7 & 9. This is a fun race to introduce new sailors to racing on the Columbia River, beginner and beyond. Pass along this signup link if you have a friend who might be interested in a spot on somebody's crew for either of these weekday races <http://goo.gl/Xp6VPK>. Or, if you have a boat and want to race it, contact bruce97212@gmail.com and he can help you get registered for the event and find crew or a mentor if need be.

Beer Can Races this year are on select Saturdays from May to September. They're a casual race on a Saturday afternoon, and if you own a boat and are interested in trying your hand at racing, or know someone who does, this is a great opportunity. Each race is sponsored by a different club, and there's a theme to make it more fun and even somewhat goofy. If you are a skipper in need of mentoring, or a crew member wanting a ride, let me know at commodore@syscosailing.org.

Racing Report

Gregg Bryden, Race Captain

It's a sunny day as I type this, and with luck, the last of the snow for the season! Time to blow the pine needles off your boat and reserve your place on Racers' Row. While you're at it, go to <https://sailpdx.org/notice-board/> and sign up for the SYSCO races. Please register early so this novice RC has time to consult the tea leaves on class breaks. Fleet Captains, talk to your fleet and let me know your race preferences for the Spring, Summer, and Twilight series. Fleet captains can email me your preferences (two races when time, one long race, twice around, etc.) along with any advice on how I can make your race a better experience:

Race_Captain@syscosailing.org.



Green Light
All races are
proceeding as
scheduled.

Things are heating up at SYSCO Race Central.

Fleet night was a smashing success with great turn out. We have Fleet Captains and Fleet PROs lined up, and rolled out Fleet RC duties as follows:

Tuesday Evening Races

Race	Date 2019	J-24	Cat 22 & Venture 21	Cal 20	Ranger 20	Cruising
Spring	23-Apr	X				
	30-Apr		X			
	7-May			X - GTS		
	14-May				X	
	21-May					X
	28-May	X				
Summer	4-Jun		X			
	11-Jun			X		
	18-Jun				X	
	25-Jun					X
	2-Jul	NR				
	9-Jul	X				
Twilight	16-Jul		X			
	23-Jul			X		
	30-Jul	NR - Delta Cruise				
	6-Aug				X	
	13-Aug					X
	20-Aug	X				
	27-Aug		X			

Thursday Evening Races						
Race	Date 2019	B&C	A, Melges 24	Martin 24	Merit 25	E&F
Spring	25-Apr	X				
	2-May		X			
	9-May			X - GTS		
	16-May				X	
	23-May					X
	30-May	X				
Summer	6-Jun		X			
	13-Jun			X		
	20-Jun				X	
	27-Jun					X
	4-Jul	NR				
	11-Jul	X				
Twilight	18-Jul		X			
	25-Jul			X		
	1-Aug	NR - Delta Cruise				
	8-Aug				X	
	15-Aug					X
	22-Aug	X				
	29-Aug		X			

GTS = Grow the Sport race, which does not count in the series.

There was great SYSCO representation at the OCSA Race Management Training. Thanks to Rich Jones, Kitty Church, Jacqueline Pitter, and many other helping hands, we have a fresh batch of well-trained PROs ready to put on top-notch River race events.

Next up is the SYSCO Race Clinic starting at 18:30 on 11 April at The Food Innovation Center. Then, Pancho operations review is at McCuddy's on Marine Drive from 10 to 12 on 13 April. Whew!

Pancho is ready to splash, flags have been mended, and marks are properly inflated. The first SYSCO race is the Crew Overboard Challenge 20 April. See you there!

Your SYSCO Race Captain,
Gregg



Rich Jones demonstrating the flags during the start sequence at the OCSA Race Management Clinic at Willamette Sailing Club. Photo courtesy of Jacqueline Pitter.

March 2019 SYSCO Board Meeting Minutes

Lynn Eastes, SYSCO Secretary

Attendees: Anna Campagna, Jacqueline Pitter, Kelly Dews, Gary Bruner, Jan Burkhart, Gregg Bryden, Scott Stevenson, Cheryl Watson, Jeff Eastes, Lynn Eastes

Call to Order: The meeting was called to order by Commodore, Anna Campagna at 7:00 pm

Membership

- a. Thanks to the fleet night helpers
 - a.i. 3 requests for memberships (2 full and 2 associate membership)
 - Kelly Dews- Martin 241 "Rocinante"
 - Cheryl Watson – Cal 20 "Pretzel Logic"
 - Dierk Polzin – Associate membership
 - Alice Patton – Associate membership
 - a.ii. Gregg moved to accept new members. Approved unanimously
- b. Currently we have 74 regular members and 13 associate members (total 87)
- c. Jan will be contacting the fleet captains and verify that fleet members are members of SYSCO if they are registered for races.

Action: None Required

Treasurer

Currently checking has 1684.50 and Savings has 5126.00
We will be having some bills we have to pay in the near future and Pancho expenses.

Action: None Required

Racing Report

- a. 50 people attended Fleet Night. Gregg was able to get all of the fleet captain names and contact information. A number of individuals are stepping up to be PRO.
- b. Anna will send a thank you note to the Willamette Sailing director thanking him for making the venue so nice.
- c. Phil and Gregg looked over Pancho and have collected all equipment for the race training seminar. Gregg would like for SYSCO to get another set of keys for the storage unit and for Pancho lock. Phil will get duplicate keys. Pancho training day is April 13th. This needs to be advertised to all of the fleet captains.
- d. Pancho will be launched the 6th or 7th of April. Scott will pay for the moorage beginning April 1st. Scott Stevenson will set this up. Request same location as we had last year.

Action: Phil will get keys made for Pancho and storage unit; Scott Stevenson will arrange for the slip for Pancho and payment.

Anna will facilitate advertisement of the Pancho training date

Events Report

- a. Fleet Night: We had too much pizza for fleet night. Pizza order was : 15 pizzas previous year so Anna ordered 14 pizzas at \$25 each. We had 5 extras left over. Next year we will order 14 large pizzas or 12 XL pizzas. Idea of possibility of Potluck instead of pizza was discussed. Ideas for speakers: River captains on barges; River sheriff, Army Corp of engineers, Bonneville – river water release explanation.
Could Fleet Night be done on-line? A lot of the fleets are already getting together in advance of the Fleet Night.
Discussion about the venue and the fact that the attendance has been declining. Discussion about getting more educational offerings to improve attendance.
- b. Pray for Wind: This party was a huge success.
Congratulations to Denny, Anna, Bruce and others who worked so hard to make it so successful. Several individuals attended simply because of a TV interview done by Denny and Anna.
Possibility of a Fox 12 segment before the Grow the Sport Race. At the beginning of April we need to contact– Michael Heinrich with Fox 12.
Action: Anna and Bruce will contact Michael Heinrich before the GTS race. Anna will contact Drew Carney. Anna also working on the Oregon Field guide.
- c. SYSCO Race Clinic on April 11th: At Food Innovation Center. Being spearheaded by Michael Morrissey. SYSCO race clinic needs to be advertised.
- d. Crew overboard challenge: April 20th. No race committees yet available for this event

Action: Jeff will ask Zach to be the platform boat.

Newsletter/ Webmaster/ Marketing Report

- a. Articles for the newsletter due to Jacqueline by Saturday March 9th. 3 pm.
- b. Anna trying to find a replacement for the newsletter editor
- c. SYSCO pursuing a new web hosting service. Currently we are charged \$109 for 6 months. Canvas Host is \$7.50 per month.

d. Marketing work group has been meeting periodically. They met with George from Adidas, a digital marketing strategist. We need to grow the sport by teaching people to learn to sail. Pray for Wind party was very successful in making contact with potential new sailors. Next year might be a good idea to have groupings of clubs versus fleets. Give people a roadmap with description of each table.

Gregg suggested trying to partner with Willamette sailing club and Island sailing club, Passion Yachts for lessons.

Marketing working group has created a job description for an intern to work on the Grow the Sport race. This person would coordinate interested individuals with boats for this race.

Action: Anna will send Lynn a description of the intern role for the minutes

Jan suggested reaching out to the boats at the dock that never move. Gary recommended a rock in a Ziplock bag with a printed message as a way to spread the word.

Action: Names obtained from the Pray for Wind party will be forwarded to Anna so she can send them an email blast about sailboating.

Other Business

Ranger 20 would like to host the Ranger Nationals in 2020.

They would like to request that SYSCO be our supporting organization for this venture. There is no financial risk for SYSCO as the supporting organization. This would be in September 20, 2020 after the SYSCO season is over.

Action: Ranger 20 group will put together a formal proposal for the next board meeting.

The meeting was adjourned at 8:21 pm

PYC OPENING DAY REGATTA



Photo courtesy of Dena Kent Photography

The bar at PYC will be open following racing each day, with bar food available on Saturday, and an all-you-can-eat buffet on Sunday. We will be awarding trophies during the buffet on Sunday, so please plan to attend!! Event shirts will be available for sale at that time.

Date: April 6-7, 2019

Registration and Notice of Race: www.sailpdx.org

Registration deadline: 6:00 PM, Friday, April 5th