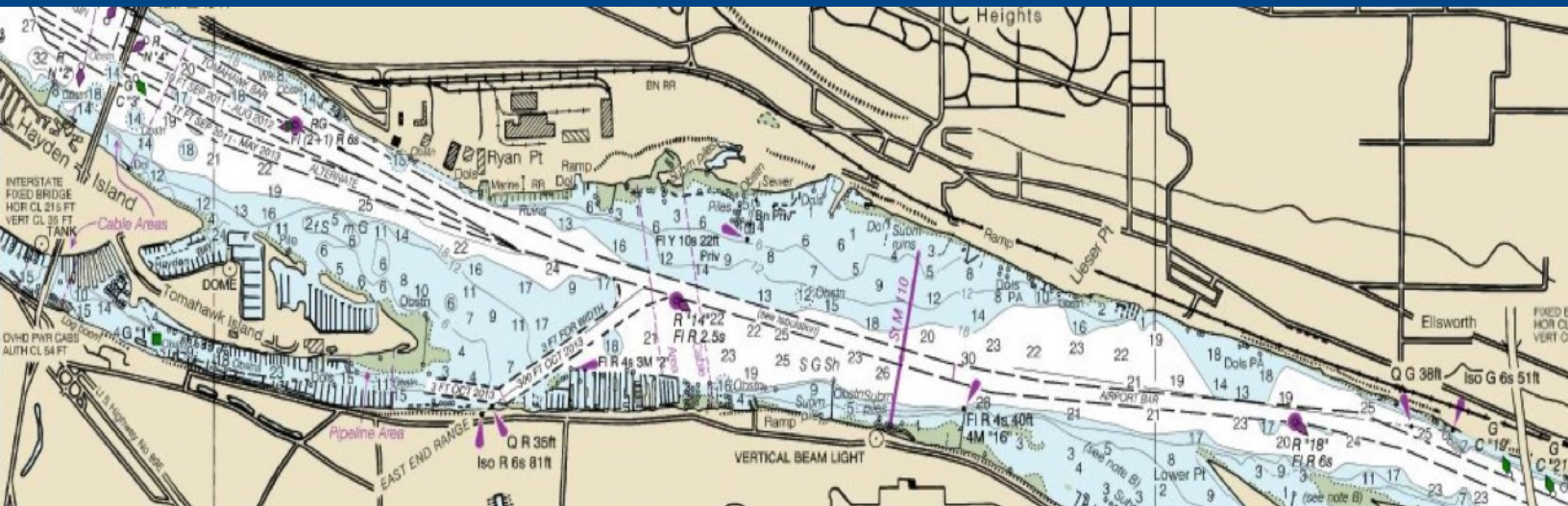


August 2019

SMALL YACHT SAILING CLUB OF OREGON

# STARTING LINE



Deadbeat on a stormy double-rainbow Thursday night Twilight series.



# FROM THE FRONT

## ANNA CAMPAGNA - COMMODORE

At press time, we go into the last night of the weekday races for the year. It has been a very busy end-of-summer for us racers. SYSCO volunteers ran some flawless races, and pulled off three terrific BBQs. The Dual Bridge Duel / Columbia Crossings Cup was a soaker. We had a record 7/8 inch of rain fall upon it! Your Rear Commodore does a recap later in this issue.

A handful of bigger boats enjoyed the week-long Delta Cruise, and the St. Helens Race and Cruise had 21 competitors. Geronimo got line honors, followed closely by PHRF, Level and one-design boats Yeah, Baby, One More, Edgewalker and Kestrel. Your commodore and her skipper on our big boat, Mira (Pacific Seacraft 34) motored all the way, while fishing and cooking and taking photographs of the slow-moving downriver cruise.

A convivial pot-luck ensued (my favorite kind of dinner party!), finish times were reported and recorded as best I could, and the coveted SYSCO glasses were handed out. We look forward to two new-format September weekend races, and my personal favorite race, the RCYC Long Distance Race to St. Helens.

**A big thank-you to the SYSCO Board** and all of the Race Committee folks, from our club and others, who lend their RC boats and their time to make these events happen.



Phil Campagna skippers Mira, trolling for salmon under motor, ahead of the racers looking for wind just after the start of the SYSCO St. Helens Race & Cruise.



Thursday night racers rounding the leeward mark during the Twilight series.



Geronimo is the first to find the breeze after the start of the St. Helens Race & Cruise, and she worked it all the way to get line honors.



Phil enjoys a Pacific Rain in a cheezy cozy someone accidentally left onboard Mira at the St. Helens dock - river booty!

# FROM THE FRONT

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## ANNA CAMPAGNA - COMMODORE

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I came to the realization that our sailing season is winding down when we were doing the scoring in our heads after the second-to-last Thursday night race. There is **ONLY ONE MORE RACE** in the SYSCO Summer Twilight Series! Our J/24, Bite Me, is in close contention with Deadbeat, now being tied for the series at 7 points each. It is a blissful rivalry between very experienced, competitive sailors, one that has carried on for the last several years. We won the first series this year, they won the second. The stakes are high. We love these guys, but we curse them at the same time.

Our closest competitor for third place is 10 points out. Not to downplay the racing ability of all the other boats in our fleet — White Trash has been a threat in several races; Strange Brew can really mess with your wind and take you down; Dino has some fabulous sailors, but without the “Lucky Shirt” this season seems to be lacking; Rush has had some **AMAZING** starts (perhaps their slow speed downwind is due to the fact that they are using Bite Me’s old “Rasta” spinnaker from 2005 — it is most likely full of holes... but we **LOVE** seeing that red, green, and gold chute!); One More always seems to be having a good time, but drifts down to next-to-last too often; Exit Strategy has 6 DNCs - possibly due to the fact that Wesley Dameron is SYSCO’s new Newsletter editor and he has no time left to race - but we still cheer every time we see her on the starting line; Frankly, the newest boat in the fleet, promises to turn out for the September 7th One Design race, and Phil and I will be aboard, crewing and coaching.

But back to that second-to-last Thursday night race. Bite Me had a so-so start in light wind. We were neck-and-neck with Deadbeat, our favorite rival. These guys are really good sailors. They beat

us to the windward mark, but we were nipping at their heels. Strange Brew distracted us and forced us to defend our air by sailing to China (the Washington side). Deadbeat got some separation, and was now sailing up the middle of the river. Then they got launched by a beautiful puff. We were fighting with Blain on the light-air Washington side while our nemesis was getting away. Our tactician, Andrew Haliburton (12th in the Masters’ Division at Laser Worlds 2015, and winner of the Transpac Navigator’s Trophy for 2019 - the man is a weapon), had an idea to get Blain off our back.

He whispered to Phil, our skipper, “Slowly bring in your main to close-hauled.” Close-hauled is a very S-L-O-W way to trim your main when you are running upriver and the wind is North-Northwest, but Phil complied. We gassed Strange Brew to the point where she simply stopped moving, and we were propelled slowly upstream. Brilliant!



Strange Brew can be a formidable threat, and is practiced in the art of messing with your air.

# FROM THE FRONT

**ANNA CAMPAGNA - COMMODORE**

But now Deadbeat was halfway to the leeward mark. We knew it would be impossible to catch her. Our course was two times around. On the next downwind leg we again magically got tricked into sailing where the wind was light - on Washington (think about it - the wind is coming from the north and gets blocked by all those condos - not good wind over there). Jeff and Jenn on Deadbeat seemed to have a lead of a half mile on us. Andrew and I looked at each other just before the rounding mark and concluded that all the wind was on the Oregon side. PLUS, there's current relief if you go to the shallows of Oregon. We rounded the mark, popped the chute efficiently, and "took a flier"—that is, we had to do something crazy if we stood a chance of catching Deadbeat, who was again moving nicely up the middle of the river.

We didn't exactly bang the shore, but we were in 12 feet of water, while Deadbeat was in 60. The wind clocked so far north-northeast that we raised the Jib and took down the Chute. We wondered if they saw us slowly creeping up the Oregon side.

Here's where the Bite Me crew got Laser-focused. (Sic) Andrew was constantly looking at the sail shape and the telltales, and coaching Josh, our trimmer, in his soothing South African accent, "Bring it in."  
"Let it out."  
"Bring it in, just a few clicks."  
"Let it out"  
"Phil, Main in!"  
"Ease main."  
"Josh, in."

Andrew Haliburton, with his constant trim feedback and tactician banter, is a lethal weapon. (left)

Deadbeat crossing in front of Bite Me... (right)  
Photos by Anna Campagna

"Anna, very delicately, move your weight forward. Gotta get the stern out of the water."



We miraculously caught up to Deadbeat. We rounded the last mark one boat-length ahead. After getting settled back on the upwind rail I looked back at Phil. His head was bowed down and slowly shaking back and forth. "What just happened?!" he said, and looked up with a big smile. On to the finish with a horn. We love you, our nemesis, Deadbeat, and all the J/24s! You guys make us better sailors, and you make this sport so much fun for us.

Tune into next Month's Newsletter for the exciting conclusion to the Bite Me/Deadbeat Rivalry for 2019!





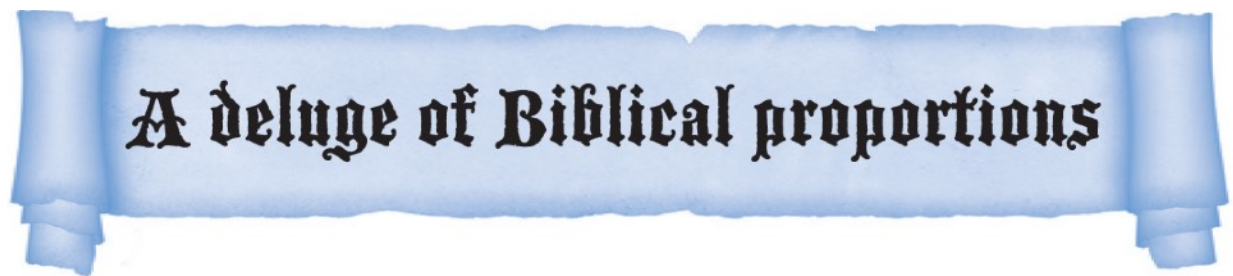
# FROM THE REAR - DUELING THE ELEMENTS

**MICHAEL MORRISSEY, REAR COMMODORE**

The Dual Bridge Duel / Columbia Crossings Cup lived up to expectations of being memorable and of course a bit wacky. A big thanks to Nat Powning and his crew for being RC on Junovia and keeping us entertained as we were waiting for wind.

The race started out in no wind, essentially drifting across the starting line with everyone sailing west (you couldn't make any headway east), heading for the "2" buoy with a good mixture of one-designs, cruisers and PHRF boats. The wind picked up from a zephyr to a light SW breeze allowing boats to round the mark and then make their way to either Oregon or Washington sides to see if any shore effect would help out, slowing working their way back to the middle of the course.

In the meantime, very dark clouds were gathering in the direction of the airport. Under the time-worn sailor axiom, if you want wind head to the storm (as long as there is no thunder, lightning or funnel cloud). Several boats headed to Broughton Beach, ignoring the few boats skimming along Ryan's point. It paid off as the wind slowly built to 10 mph allowing a beam reach with chutes to the turning mark.



As in the Oklahoma musical, where the "wind comes right before the rain", the rain came, light at first, a bit stronger the deeper the fleet got to the mark, and then a deluge of Biblical proportions for the last leg of the course.

No lightning or thunder, just rain in buckets, but fortunately the wind held and most of the fleet finished. Turned out, we received a month's worth of rain in 24 hours and lived to tell about it. Another Dual Bridge Duel for the memory bank.



"I'm pretty sure Nat is still out there somewhere on Race Committee..." ~Flying Frog

# FROM THE REAR - DUELING THE ELEMENTS

**MICHAEL MORRISSEY, REAR COMMODORE**

**Congrats to Misty who received line honors!**



Nat Powning, PRO, announces the standings at the post-race BBQ at Tomahawk Bay.



You can see the raindrops bouncing off the surface of the river as Breakaway takes down her sails.  
Photos by Anna Campagna



# NEIGHBOR'S COMMENTARY

For SYSCO - Guest Submission

Our new neighbor is an **AVID BOATER,**

## MOTOR STYLE.

*She says:*

I get the boat all prepped, dog on the top look-out and we head out on the

**COLUMBIA**

for the evening.

Up ahead I see the *Sailboats.*



*Gorgeous and graceful.*

I leave *lots of room*, driving far to the side of the sailboats to pass them. I proceed slowly and just about get even with the sailboats...

When all of a sudden, one sailboat turns and heads toward me. THEN if one sailboat turns, one by one every sailboat turns, and they

## ALL ARE HEADING TOWARD ME!

HOLY #\$@&!—I think **“What do I do now?”**  
I want to leave them lots of room. But they are **all coming my way!**

**So** – I turn tail and motor the other direction on the Columbia. I do love to watch the sailors. But, I’m **STICKING TO MOTORING.**  
Sailing looks too complicated for me!

— Submitted by Jan Burkhardt  
Photos by Dena Kent  
Design by Anna Campagna



# RACING REPORT

## GREGG BRYDEN - RACE CAPTAIN

Smooth sailing. That's what we've been having all season. I can't take credit for the excellent racing put on by SYSCO volunteers, but I will take the heat for making safety a priority.

Certain J105s and Melges were recently disqualified over a barge interaction. While the barge captain may have been a bit horn happy, I have to back the Race Committee's decision to DSQ the boats. It's only fair to the other boats that cleared the shipping channel, possibly losing their position, when the first 5 horns were sounded.

Most of us sailors are not 100 ton captains with barge experience, so we cannot second guess why some barges lean on their horns early and often. They are big, moving fast down river, and have no where to go to avoid boats in the channel.

**This is simple: just head out of the channel as soon as you hear a horn.**

**Speaking of safety**, did you know our OCSA racing rules include [Safety Equipment Requirements \(SERs\)](#)? In the Corinthian spirit of self-refereeing and individual captain's responsibility, SYSCO is not planning to inspect or disqualify boats related to SERs, but a competitor could file a protest and would win.

Besides compliance with the rules, the SER's just make good safety sense. The SERs list basic safety equipment every boat should have, like radios, first aid kits, bailing buckets, horns, fire extinguishers, and throw ropes.

These SERs were developed for us by our community of very smart, seasoned sailors. Please follow them! Do take a look at the checklist and fill in any gaps that apply to you. Perhaps fleets can have an inspection day and help everyone comply.

While you are at it, a Coast Guard Auxiliary Vessel Safety Check is not a bad idea. You can go [HERE](#) to set one up.

There is a lot of great SYSCO sailing ahead this year. I'm especially excited about the new One Design Regatta and Match Racing coming up in September. The fleets have honed their skills all summer which is sure to make for some great racing.

SYSCO One-Design Races  
September 7 & 21 - [details](#)

Sail Well, Sail Safe.

*RC Gregg*



August dredging in front of McCuddy's Marina removed a pesky sandbar.  
Photos by Anna Campagna



# POST SEASON REGATTAS

**SYSCO has arranged for some post-season One-Design Regattas on the Columbia River between the I-5 and I-205 bridges.**

- Each of these regattas are free to SYSCO members. (\$30 for non-members.)
- All entrants must be current OCSA members.

Learn more about these races, and register here: <https://sailpdx.org/notice-board/>

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## Saturday, Sept. 7

There will be a multi-race one day regatta focusing on 4-5 short races that will test your starting and boat handling skills.

The regatta is open to all boats sailing at the one-design level.

There must be a minimum of three (3) boats to designate a class.

First warning signal is at 13:00 hours.

Additional races (up to 5 races) will be run for all classes.

The starting sequence will be noted in the OCSA Event Notice Board.

## Saturday, Sept. 21

There will be a multi-race one day regatta with 3 Match Races within each fleet.

The Match Racing event is open to all boats sailing at the one-design level.

There must be a minimum of four (4) boats to designate a class.

First warning signal is at 13:00 hours.

A pre-race meeting (location: TBA) will be held at 10 am.

The starting sequence will be determined at the pre-race meeting.

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## MATCH RACING



Here is link to a Youtube video on Match Racing.

While the video gives a good overview, it can be a bit intimidating if you are not familiar with the tactics of Match Racing.

Remember, the emphasis on the event will be getting a new sailing experience and having fun, and a pre-race seminar will be run to give some general rules of the road.

<https://www.youtube.com/watch?v=4V9l2WRqcSw>

# COMPLETE LIST OF UPCOMING EVENTS

**Sept 14**

OWSA "Crazy Wigs" Beer Can  
Race

**Sept 14 & 15**

RCYC Long Distance Race

**Sept 7 & 21**

SYSCO One Design Races

**We NEED your photos!**

Please include captions and names.

email: [commodore@sycosailing.org](mailto:commodore@sycosailing.org)



The Kestral crew on high alert as they prepare to round the Windward Mark during the Tuesday Twilight series.



Bite Me was first to round Mark #1 (a.k.a. Bouy 2) on the Dual Bridge Duel.  
Photos by Wesley Dameron



# SYSCO BOARD MEETING MINUTES

AUGUST 5TH, 2019

## ATTENDEES

Gary Bruner, Jeff Eastes, Lynn Eastes, Gregg Bryden, Anna Campagna, Bruce Newton, Bill Sanborn, Scott Stevenson, Michael Morrissey, Mike Stainsby, Arnie Polk, Patsy Eby, Jan Burkhardt.

## CALL TO ORDER

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

## RACING REPORT

Anchoring Committee Boats: There have been several incidents lately involving difficulty anchoring Committee boats. Arnie Polk described his difficulties with anchoring during a recent race. Current and wind made for difficult anchoring. Arnie had to keep the boat in gear. He had drogues out but they were not effective.

Pancho has a bigger drogue that is available. What else should we be carrying on Pancho for committee boats? The consensus of the group is that equipment is the responsibility of the skipper for the volunteer Committee boat. SYSCO should not be loaning anchors and be responsible for anchoring equipment.

## Action:

Gregg to develop a checklist of minimum equipment for Committee boats.

- We have only 2-3 boats that step up and volunteer their boat for Committee boat. Not fair to those who do it over and over.
- Several events are coming up. We are lacking race committee boats for Duel Bridge Duel and the Race and Cruise coming up.

- Poor attendance at Short Hand Soaker
- Gary Bruner suggested checking boats to see that they have the required safety equipment such as bucket, radio, anchor, etc. Mike Stainsby suggested that at the beginning of the season, they receive the safety rules, sign it and send it back. Gregg feels that this is too difficult. There was much discussion about the fact that SYSCO is not an enforcement agency for safety equipment and the responsibility for safety equipment rests with the skipper.

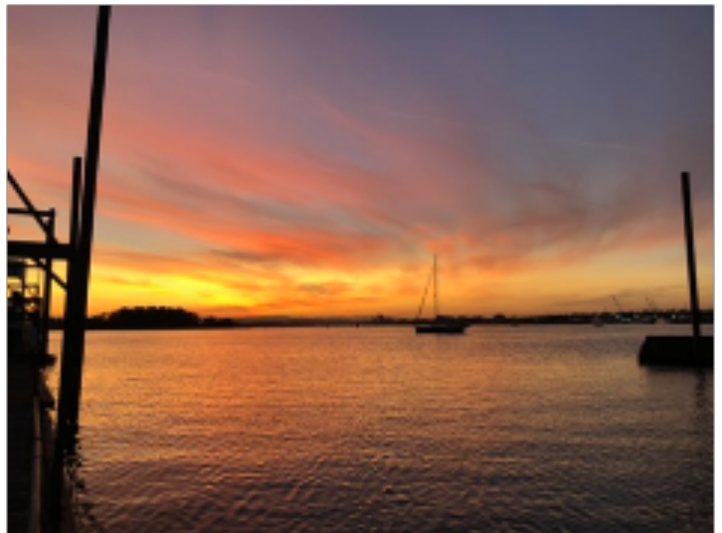
## Action:

Gregg will put a listing of required safety equipment in the September newsletter. Gregg suggests pushing enforcement down to the fleet level and not having SYSCO be the enforcers.

- Michael Morrissey stated that there is a working committee that is coordinating September racing events. On this committee is Michael Morrissey, Craig Garrison, Denny Damore, Derek Polzin
- September 7<sup>th</sup>: One design race
- September 21<sup>st</sup>: Match race event

(cont'd)

Sunset from McCuddy's.  
Photo by Josh Raymond



# SYSCO BOARD MEETING MINUTES - CONT'D

AUGUST 5TH, 2019

## **MEMBERSHIP REPORT: JAN BURKHART**

116 members. Jan is coordinating with Race Committee to make sure that all of the participants have paid. Jan suggests that at the end of the season, getting ready for 2020, we revisit what people get for SYSCO membership. Consider pulling in other discounts for members.

## **TREASURER REPORT**

We have in our bank accounts: Checking \$7748.43 Saving \$5128.88. We received \$600 from Regatta Network. There is \$5200 allocated for trophies. Jim Shaw and Gary Bruner will do a survey of the membership to see what people want in the way of trophies and prizes. Gregg says that it is possible to put people's shirt sizes, etc. in Regatta Network, however, Jim Shaw said that shirts were extremely difficult last time.

### **Action:**

Survey will be coming out within the next couple of weeks (Michael Morrissey)

## **NEWSLETTER/WEBMASTER/MARKETING REPORT**

Wesley Dameron took over the newsletter and it is now being done in a different platform. Will try to get it out in the next few days to advertise the Duel Bridge Duel. Board members encouraged to get their articles done within a week of the Board Meeting. Website seems to be working well, except for Commodore email not working. Race Captain does not work either.

### **Action:**

Anna will contact Kevin to fix the emails. Marketing team has worked with a marketing expert (Holly) to figure out how to market the "Grow the Sport" event. Looking toward an intern next year.

## **OTHER BUSINESS**

Gary Bruner is liaison with the CRYA (Columbia River Yacht Association). CRYA tries to coordinate cruising schedules of all of the groups on the river so that multiple groups do not arrive at a cruising destination all at the same time. Cruising calendars are put together August 1<sup>st</sup> of the prior year. Based on this, OCSA puts their dates together a little late.

### **Action:**

Gregg will send dates for SYSCO Race and Cruise for 2020 to Gary Bruner for placement in the CRYA cruising guide.

Of note, there is a new vendor to take over Sand Island management.

### **Pancho replacement :**

Jeff and Thomas have been shopping on Craigslist for replacement boats for Pancho. Proposing a year-end assessment of the hull to determine if it needs replacement sooner or later. In the event that something happens to Pancho, we will be out significant money (approximately 8-10K) for a replacement. We are also open to someone donating a boat to SYSCO.

How do we get to the level of money that we need? We just need a boat, not the motor and trailer. Do we need to sell off what we have in the trailer and motor to raise more money?

### **Action:**

Anna will contact the other clubs (including Columbia Crossings) to see if they have any leads for boats or get donations they do not need.

## **MEETING ADJOURNED AT 8:10 PM**



Exit Strategy crew can't seem to race, but they can apparently drink just fine.  
Photo by Jacob Camargo