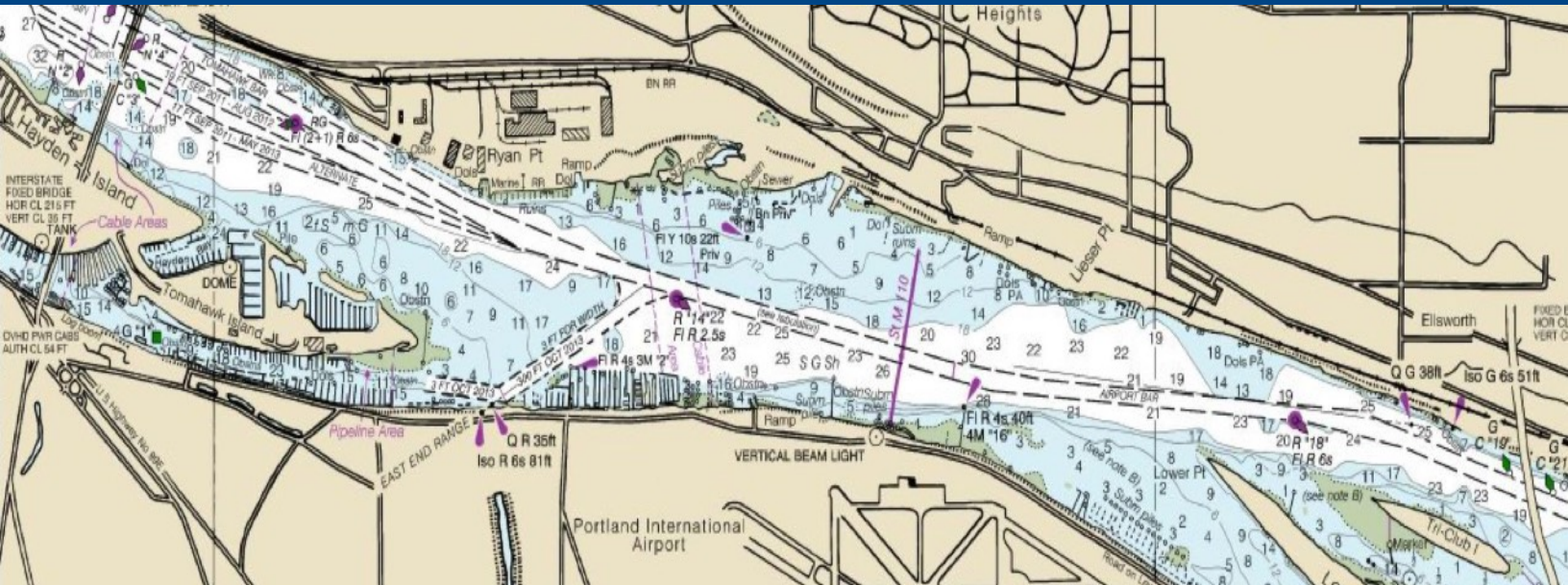


September 2019

SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



Cal 20s just off the line in the during the SYSCO Summer Series
Photo by [Dena Kent Photography](#)

FROM THE FRONT

ANNA CAMPAGNA - COMMODORE

I can imagine that SYSCO readers have been waiting with bated breath to learn of the results of the last race of the season for the J/24 fleet. When last I wrote, Bite Me and Deadbeat were headed into the last Thursday night race of the 2019 season with the stakes extremely high. Deadbeat won the Spring series with 5 to Bite Me's 8. Bite Me won the Summer series with 8 to Deadbeat's 13. Coming into the conclusion of the Twilight Series our scores were tied, but Bite Me won the last race, so we were ahead.

August 29 was a beautiful evening with typical Columbia River late summer wind, light and steady out of the north-northwest. The Race Committee (J-105 Fleet) set up a course guaranteed to please - Start-1-3-Finish. Deadbeat, with Anika Caldwell at the helm, Jeff McDonald trimming and Jenn Thompson on foredeck, have been doing well sailing most of the season with three, which means they're faster in light air. Deadbeat had a perfect start and never looked back. They covered our every move and beat us and the rest of the fleet handily. Deadbeat got a 1st and Bite Me got a 2nd.

We were pleased to see the second substitute flying - another race, and a chance for redemption!

Bite Me had Phil Campagna at the helm, Josh Raymond trimming, Andrew Haliburton at mast and yours truly at foredeck. This time, Phil was laser-focused, and nailed the start. We were below and ahead of almost everyone at the line, and Deadbeat started almost last. A

glimmer of hope shone in the hearts of the Bite Me Crew. If we win this race, we would beat Deadbeat in a tie-breaker! Somehow they caught up to the entire fleet on a port beat to the mark, which was placed near Beaches Restaurant (always a thrill for the diners) two boat-lengths from the Washington Shoreline.



Bite Me crew is dialed in thanks to trimmer Josh.
Photo by Anna



Deadbeat - going fast and having a great time is what they do.
Selfie by Jenn

FROM THE FRONT

ANNA CAMPAGNA - COMMODORE

Bite Me was first to the mark, and Deadbeat rounded a close second, catching a nice puff on port right behind the mark. They gybed early and we had to go with them to protect our wind, sailing deep on the Washington side of the course.

Josh, our expert and un-flappable trimmer, kept the kite in perfect form throughout this stressful battle. As Foredeck on the leeward run, it's my job to stand at the mast looking back, call the wind and report the moves of our competitors. I had a steady commentary, with Deadbeat less than a boat-length off our stern.

"She's coming up. She's driving down. Coming up! Heading back down,"

Keep in mind, dear reader - Deadbeat did not need to win this race, they just had to keep *us* from winning. Seemingly frustrated with their inability to take our wind and get inside, they gybed toward the leeward mark and we went with them. We looked toward Oregon where the leeward mark was upstream of McCuddys (a good view for The Deck patrons) and we were surprised to see Strange Brew trucking along the Oregon shore on port, making a beeline for the mark.

Much to our chagrin, Strange Brew rounded first. If we were to catch him, we needed a quick spinnaker douse, very close to the rounding mark. Since we were coming into the mark on starboard, we had to do a Mexican takedown.

Now, I come from a long line of diplomats and I'm generally a very politically correct person. I try my best to avoid insulting a culture of people by using a disparaging term. But like Mexican Train (the Dominoes game that my niece has tried to re-name "Runaway Train"), it's difficult to avoid a term that has been entrenched in our sport's nomenclature, so please pardon this transgression.

For those unfamiliar with this term, a "Mexican takedown" is a leeward douse followed immediately by a gybe. It has to happen FAST, and if all goes according to plan, the spinnaker drops right on top of the deck

The trimmer lets go of the sheet, foredeck blows the halyard and stows the pole, the mast person stuffs the kite as quickly as s/he can, and the driver gybes just as the boat is rounding the mark. Everything has to happen *all at once*, and it's easy to shrimp your spinnaker.

Cont'd



Deadbeat coming home to D Row at Tomahawk

FROM THE FRONT

ANNA CAMPAGNA - COMMODORE

I made a fatal error. I didn't blow the topping lift before going forward to release the spin halyard. I blew the halyard, but then had to step back to blow the topper. While Andrew was stuffing the kite I was struggling to take off the topping lift, secure it, and then stow the pole. As the skipper rounded the mark and gybed, the jib line came across while I still had the pole in hand.

My usual move is to duck under the jib, but I was caught out of position. I almost got swept off the bow when the jib came across. Now I was on the low side, having caught a shroud with the crook of my elbow to stay on board, and was desperately trying to free the pole, which was now wound up and trapped by a loaded jib sheet.

Generally, there is no yelling on Bite Me. When the shit hits the fan, Phil Campagna is known to emit a low "Hmmm..." But there might have been some yelling about clearing the sheet. Because I was preventing Josh, our trimmer, from trimming in the jib all the way. Not fast.

All the while, Strange Brew had her own problems with the douse. When I finally got the cluster on the foredeck sorted out and settled back on the upwind rail, Strange Brew was right there with us, side-by-side, a boat-length away. Deadbeat was a close 3rd. Our hearts were in our throats as we steamed toward the finish. We thought we could catch Strange Brew when she tacked near the finish line, but the Committee Boat end of the line was in Blain's favor. Strange Brew and her expert crew beat us by four seconds. Deadbeat won the Fleet 27 Performance Trophy for 2019.

You would think that we would be disappointed, but instead we were elated with the thrill of this final race of the season. Phil summed up our feelings the next day with this email to our crew:

"A book should be written about J24 PDX racing 2019!

The most dramatic, suspenseful, and exciting grand finale I've ever experienced.

This rivalry with Deadbeat is something else. I respect those guys a lot! The advantage they had with that bullet in the first race was huge, having a 2nd as through-out. My poor start, dammit! They could have taken us to the moon on Washington just to keep us from getting 1st but gave us hope when they gybed.

Enters Strange Brew. The spoiler.

So much fun!! Really mean that.

Anna and I are so lucky to be part of your team, Andrew and Josh.

We wish you both the best of times and sail again in 2020 to get the cup back! Gotta give it up and pass it on. Good for the fleet." -Phil Campagna

FROM THE REAR - ONE-DESIGN REGATTA – SEPT. 7

MICHAEL MORRISSEY, REAR COMMODORE

The first One-design regatta was held on September 7. Overall, 17 boats registered for the regatta and three fleet-classes were run. This idea was brought before the SYSCO Board a year ago by Denny Damore, hoping to take advantage of the customary good weather and good winds that are traditional on the Columbia river in September.

Michael Morrissey, Craig Garrison and Dierk Polzin signed on as part of the September Committee with Denny to work on a plan on what type of races would be run. It was decided that the Sept. 7 races would be short and many, while other potential races would focus on match-racing.

Well.... this year has not been a normal September and the first set of races were run in cloudy and cool weather with light winds and a threat of rain. Nonetheless, three fleets signed up for this extension of the SYSCO season, the Merit-25s, Cal-20s, and the Caltalina-22s. Craig and Dierk set up a short windward-leeward-windward course with an offset mark at the windward end to give fleets more room for rounding the mark.

The main idea of these races was to have short 20 min. races, with a small, square starting line, and emphasis on boat handling. There was actually no current at the 1:00 pm start and this caused a few boats to be late for the line. The first race had oscillating puffs accompanied by light spots and after the windward rounding, most boats were gybing back and forth looking for wind while a few front runners rode a steady zephyr to the leeward mark and then to the finish line.

All boats were thankful for the short course or dinner would have been needed to be served on the water. The second race began in a nice breeze with a 20 degree shift to the SW which favored the boat end and boats that flipped to port at the horn blast. Winds lightened up throughout the next 20

minutes of racing allowing the Merits and Cal-20s to finish but having the Caltalinas struggling with an outgoing tide and reinvigorated current.

Tough sailing conditions and the light air experts, Todd Bastian and the Nausicaa crew in the Merits, Ollie Kunz and the C-20 Hot Dog team, and Gary Woodhouse, single-handling his Catalina-22 Gray Pride, all registered firsts in their fleets and took away regatta honors.

The Race Committee looked at the darkening clouds to the west, the dying breeze and increasing current and wisely decided to call it a day after 2 races.

About twenty of us met at the Sextant afterwards and after having Denny Damore regale us with stories from his 2019 Burning Man adventures and some good natured ribbing of Ollie of waxing his bottom with a special light-air grease, there was general consensus that the September short races were worth their while (would have been great with more wind) and that the effort was worth it.



Waiting for the wind on OB1, One-design Regatta, Sept. 7
– photo by Pati Morrissey

RACING REPORT

GREGG BRYDEN - RACE CAPTAIN

With most of the season in the record book, it's time for a look back to help improve next year's races. Here are a few issues we are grappling with at SYSCO race central. We welcome your ideas on:

Balancing Tuesday and Thursday races.

At one point (SYSCO Summer Series) we had about 60 boats racing on Thursday and 40 boats on Tuesday. This is a problem because 1) we had crowded start lines and six starts on Thursdays, and 2) it is not fair that 40 Tuesday boats have to do RC duty for 60 Thursday boats. One solution would be to move a fleet or two to rebalance the nights, try to shift some boats from Thursday Cruising Class to Tuesday Level fleets, or better yet-- grow the Tuesday fleets. Moving any fleet's race night is disruptive and likely to lead to unhappy racers. Let me know your ideas.

Changing Fleet Designations/Captains.

One of the most confusing aspects of taking on the RC job was figuring out what boats are in which fleet designation and who is in charge of the fleet. The one-design fleets are obvious, but what the heck are the C, E, and F fleets these days? The problem is that boats have moved to different fleets and these legacy designations don't make sense any longer. The SYSCO board has discussed re-naming fleets to make more sense and designating new fleet captains. How would you arrange the fleets to make them more representative of the boats that actually race and hang around together?

Getting more Boats out on RC.

I've noticed that just a few skippers (thanks Scott, Nat, Arnie) routinely put their boats at risk for RC duty, doing much more of their share. We need more big boat owners to step up next year to provide RC platform boats. Remember, all SYSCO members are required to put in volunteer time, and RC duty counts. Next year, we will be contacting SYSCO members with bigger boats asking them to step up and share the workload. If you have a platform boat to offer, please sign up for RC help when you renew your membership.

It's been a privilege and an honor serving as the 2019 SYSCO Race Captain. I can't wait to see what next year's racing season will bring—I'm sure it will be exciting and innovative!

-RC Gregg

Junovia on RC duty.
Grateful for all the volunteers and vessels.
Photo by Anna Campagna



UPCOMING EVENTS

Sailing on Sunday

CYC invites all interested skippers and crew to participate in a “for fun” race series on the Columbia River between the I-5 and I-205 bridges. New sailors and racers are especially encouraged to join.

This is a multiple-week series with one race scheduled each Sunday (see exceptions below). This casual race series was started as an excuse for sailors to get out on the water through the winter months. The event has attracted a variety of racers and cruisers who all share in a desire for sailing and light hearted competition.

October 13, 2019 - March 1, 2020

There will be no races on Sundays, December 1, 22 and 29.

Complete Calendar

October 5, 2019-October 6, 2019

J/24 Western Regional Championship, Seattle WA

October 5, 2019 - October 6, 2019

PYC Robert A Smith Regatta

October 12, 2019-October 13, 2019

YBYC Columbus Day Regatta

November 16, 2019

WSC Wild Turkey Un-Regatta



A spacious Riva handles Committee duties on typical PNW day.

[**SAILPDX.ORG**](http://SAILPDX.ORG)

FOR DETAILS

ANNA'S ITALIAN BEAN SALAD

(Makes enough for 30 people as a main course or 60 people as a side dish.)

This is one of those brilliant salads that's really healthy and can live for several hours on a picnic table without wilting. It will last for a week in the refrigerator because of the exquisite vinegar content. Chop the red onion fine and put it in a small bowl to steep for at least 1/2 hour in the red wine vinegar. This will "cook" the onion a bit, so it won't have that raw onion effect. Combine in large serving bowl with all of the cooked beans and all other ingredients. Toss and taste for salt. Serve at room temperature on a bed of butter lettuce.

A note about soaking beans - you can cook beans right from dried without soaking. It will simply take a bit longer.

You may leave out the wheat berries if you have GF guests

Soak overnight and cook separately until each tastes done:

2 # dried Chickpeas (1 hour)

1# dried Red Kidney Beans (45 min.)

1 # Black Beans (1 hour)

1# Farro or Winter Wheat Berry (30-40 min.)

2 med Red Onions, finely chopped

1/2 head Celery, finely chopped

6 cloves Garlic, finely minced

1 bunch Italian Flat-leaf Parsley, chopped fine

1/2 bunch Marjoram or Dill, chopped fine

1 cup Extra-virgin Olive Oil

1 cup Red Wine Vinegar

1/4 c Champagne vinegar

Salt & Black Pepper to taste



Yaaaarrrrr, have a little Bean Salad!

TEXAS CAVIAR

(Side dish for 15 people)

Otherwise known as Black-eyed Peas, this is a favorite Southern side dish to serve at a picnic. We actually make it throughout the year, especially on New Year's Day, when BEPs are said to bring you good luck. It requires absolutely no chopping or sautéing, and is just fine to serve at room temperature. I owe the discovery of this dish to my favorite Texan, the late John Tull, of Amarillo, Texas and Santa Fe, New Mexico.

2 # Black-eyed Peas, rinsed and drained and cooked for 1 hour to 1-1/4 hours (no need to soak overnight) in 1-1/2 gallons of filtered water. Stir gently, only occasionally, and add 2 Tbsp. salt about halfway through the cooking process. It's tricky to find the right moment when they are done - they shouldn't be to-the-tooth, but if you let them cook too long the beans start to disintegrate. Drain them well and place in a serving bowl. Toss gently with the ingredients below. Once you're done seasoning, bear in mind that the beans should be absolutely swimming in red wine vinegar and extra-virgin olive oil.

Dress with:

4 Tbsp. dried Dill

1 T powdered Garlic

1/2 tsp. Chipotle Powder

1-1/4 cups Tarragon vinegar

1 cup Extra-virgin Olive Oil

Salt & Black Pepper to taste

SYSCO BOARD MEETING MINUTES

SEPTEMBER 3RD, 2019

ATTENDEES

Michael Morrissey, Bruce Newton, Scott Stevenson, Bill Sanborn, Gregg Bryden, Anna Campagna, Jacqueline Pitter, Jan Burkhart (arrived late)

CALL TO ORDER

The meeting was called to order by Commodore, Anna Campagna at 7:05 pm

RACING REPORT

We have the two SYSCO one design races coming up. Craig Garrison, Denny Damore, Dierk Polzin, and Michael Morrissey have stepped up ready to help make these races happen.

First event is this Saturday with 17 boats registered, and expecting a few more Cals 20s. Merits have the most boats registered. Catalinas have a level fleet established now as well. There is a chance Bad Habit will come out to round out the Martin fleet with 3 boats. Gregg will generate a check in sheet to be stashed on Pancho for RC to use. Weather forecast is light to slightly building. Races start at 1 pm.

The match racing SYSCO race on Sept 21 is still being planned. This event will require 1 hour before races to explain the rules of match races to participants. Organizers are currently seeking a location for this discussion, and PYC is a potential still. Gregg can help RC for this, and will be in touch with Arnie Polk for RC coordination.

There may be a need for additional flags for these SYSCO one design races, Gregg has volunteered some old CYC flags that could be used for this with wooden poles. Bill suggested that there were extra PVC poles in Bill's garage available for use.

In additional Race Captain topics:

There is discussion about decoupling the Race Captain SYSCO position from the Commodoreship... (as the Treasurer and Secretary positions have been decoupled previously). This is an ongoing discussion

as to the best fit for our club's success and sustainability moving forward. The topic was tabled for the moment.

Bill Sanborn mentioned that historically, we've found the Race Captain for the next year at the dock at St. Helens after the St. Helens race/cruise.

"Finishing boats in place" was discussed. There was no support of a rules change for 2020. Currently an RC can only finish boats in place if there is another race to be started for the pennant.

Discussion on hauling out Pancho

We need to schedule the time to haul Pancho. Gregg and Phil will coordinate on this. Bruce is available to help as Phil will be out of town during the window we will need to pull her. Pancho will be needed on Sept 21 for the One Design match races.

The moorage is secured through Sept 30th. Gregg has keys and Bruce knows where Pancho is kept off season. There is some concern from Craig Garrison, as conveyed by Michael Morrissey, about developing a better system for storing ropes, and anchor systems onboard Pancho e.g. using milk crates to keep lines from tangling, and is willing to work with SYSCO on this.

TREASURER REPORT

As of this meeting:
Checking \$6784.43
Savings \$5129.32
Total \$11913.75

The line item we haven't spent yet is for trophies for 2019 for which \$5200 is budgeted. Treasurer Scott projects there is approximately \$500 in excess for the year over the budgeted amount that will roll in to the "Pancho Reserve" (aka savings) for 2020.

We still have some opportunity to have additional savings for 2019.

SYSKO BOARD MEETING MINUTES - CONT'D

SEPTEMBER 3RD, 2019

MEMBERSHIP REPORT: JAN BURKHART

Financially we're at the end of the year. 106 regular members, 12 associate for 118 total. We had planned on 120. We ended up with 2 more associates than we had planned on as well. This means overall we ended up a little shy of the projected income from membership in 2019, but not too bad. Because we are done with the 2019 SYSKO race series, all new memberships moving forward will have their membership rolled over to include the 2020 season.

Q from Sanborn: did we have a lot of people pay the fee to race?

A: We received \$3.60 more in "race income" than was budgeted for.

Volunteer hours may not be being met by membership. Every SYSKO member agrees to volunteer 8 hours a year. However, this requirement for membership is not currently enforced by SYSKO.

NEWSLETTER/WEBMASTER/MARKETING REPORT

Newsletter is slow to get out again. Working on trying harder to get the newsletter out mid-month instead of after the month as a new Standard Operating Procedure if possible. There are a few additional members who are interested in the newsletter as their volunteer hours that Jan will share with Anna.

Website is in a great place now with the new website administrator.

The Marketing Committee has developed a very rough strategy document and is in the process of discussing needs and ideas with the clubs. The committee met with RCYC leadership last month. The committee is still actively looking for an intern.



SEPTEMBER 2019

SYSCO BOARD MEETING MINUTES - CONT'D

SEPTEMBER 3RD, 2019

OTHER BUSINESS

OCSA items:

Year end party: We'll be forming a program planning committee. Surveys after last year suggest award presentations take too much of the evening, and some dancing would be nice. Jim Shaw, Anna Campagna and Todd Bassham are currently being floated as the members of this planning committee. Jan mentioned 11 SYSCO Members have listed Annual Banquet Planning as their Volunteer preference that could be used.

Can SYSCO provide volunteers to sell raffle tickets? Yes.

Can SYSCO provide a raffle prize, perhaps a 1 year membership? Michael moved to have this be the case, seconded by Gregg, and passed with a quorum.

Proposed Calendar for 2020 SYSCO races needs to be figured out by late Oct/ early Nov for the race calendar for a combined meeting for OCSA's race book. Stay tuned for the combined planning meeting with the other clubs. Also, if any fleet page needs to be revised for the book, please have changes ready by then.

Are there any proposed rules changes for the 2020 season?

If there are, we'll need them by Nov to be voted on. If there are no changes, no worries. Michael Morrissey has a suggestion an additional course option for the course chart including a gybe mark. Michael needs to write this up in time for the Sept 24 OCSA meeting so it can be voted on.

Trophies

Michael is reviewing the post-2018-awards survey from last year about SYSCO trophy satisfaction. 2/3rds suggested favorable responses to the trophies, but some trophy items that continue to have lower satisfaction include "things I have to dust"... whereas favorable items include gifts that can be shared with the crew. Michael will share these results of this survey soon. Hats seemed to be very liked. Only 2% of the survey responses showed "very unsatisfied" perceptions of the SYSCO trophies in 2018.

Fleet Breakup for 2020

There is a small imbalance between the fleet sizes on Tuesdays and Thursdays. 40 boats on Tuesday and 60 boats on Thursday... the volunteer hours is a larger burden on the Tuesday racers... if we could move some of the fleets around, there may be a better balance met.

There could be an additional "level" fleet we could add to Tuesday night racing which could be a spinnaker friendly cruising option. This is not a very competitive fleet though, so there is a question as to how popular this option would be.

Gregg will put together some proposals for rebalancing the fleets by Oct 1 and will write about it in the newsletter.

MEETING ADJOURNED AT 8:16 PM