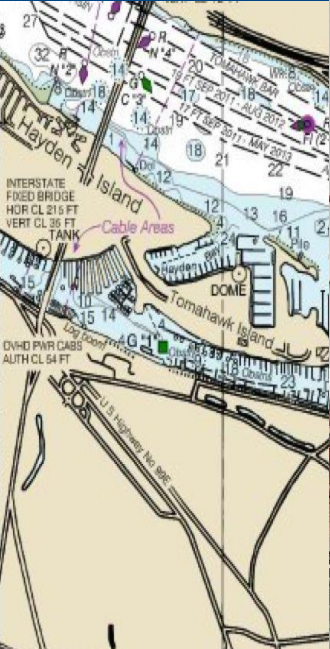


MARCH 2020

SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



Jenn Thompson on the J/24 Deadbeat, celebrating a magical double-rainbow evening during the Twilight Series of 2019.

FROM THE FRONT

ANNA CAMPAGNA, COMMODORE

I started writing this newsletter story shortly after our March SYSCO Board meeting. Phil and I had just returned from a winter vacation to the Cayman Islands, where a friend has been living, and she offered her guest room, a hundred meters from the beach. We aren't the sort to travel to warm places in winter - I'm a die-hard backcountry skier, and eschew hot, sweaty climates. Well, a free place to stay in the Caymans! Who can pass that up? And my 30-year-old dream of visiting Cuba was just an hour-long flight from Grand Cayman.

Well, we had an amazing 10 days away, and upon returning to work, Phil was immediately called into his boss's office at Boeing. The boss asked, "Phil, did you go to Italy on vacation?" That was a reasonable question, considering that three times in the last three years Phil and I have visited family in Italy. But Phil replied, "No, we went to the Cayman Islands." And his boss replied, "Oh, that's too bad, because if you had said you'd been to Italy I would have given you two weeks paid vacation, to quarantine at home." We laughed about it at the time, but now, as the COVID-19 pandemic seems to have altered everyone's lives, it seems like a bittersweet story. Italy has now surpassed China in the number of deaths from the virus. So many people are out of work, in our community and throughout the world. The stock market is in freefall, and we all know that a recession is inevitable. It seems like for the last two weeks, every day our situation changes - sporting events got canceled - no more gatherings of 25 or more people - restaurants are closed except for take-out or delivery - and it won't be long before we in Oregon may be asked to shelter in place at home, like our Italian relatives. It's unbelievable how the situation has unfolded, and I think we will look back on this time and say, yeah, that's when the term "social distancing" was coined. For my part, along with staying 2 meters away from people outside of my immediate family, I am also practicing "distant socializing". That means I am calling and video-chatting with friends and family across the U.S. and in Italy, just to keep us all sane.



Anna & Phil Campagna made a few friends in Cuba - here pictured with our Airbnb host, Noel, in Havana Vieja, sharing a bottle of 7-year Havana Club Rum

FROM THE FRONT

CONT'D

And still, we are thinking about sailing. Leaders in the sailing community are rolling with the punches, trying to plan the season. SYSCO and OCSA leadership will be virtually meeting next week to discuss how to produce a virtual Race Clinic that had been scheduled for April 9th. Details will follow. It's highly unlikely that the 2020 racing season will start in mid-April. The SYSCO board will discuss how to handle this unprecedented situation and keep our sailing community apprized. In the meantime, Phil and I are getting our boat ready to splash, and we will take our J/24 out just to feel the wind in our faces, watch the current and hear the slap of waves against the hull, competition or no. I'm an optimist, and I know that we will persevere. Our community is in this together – and we will get through this together.

Italy is on lockdown. Bustling cities like Roma and Venezia are ghost towns. You may not exit your apartment unless you are going to the doctor, the pharmacist, or the grocery store, or taking your dog for a walk. On the up-side, my Roman brother says that every evening at 6 pm in Rome there is a kind of "flash mob" that happens, and people sing or play instruments out of their open windows or balconies. The song is chosen by someone - it 's on a Facebook post, he said. Italians LOVE to sing, and this daily exercise absolutely lifts everyone's spirits.

I am hoping to see a few boats on the river on Tuesday and Thursday evenings in April. So we can have a distant conversation on the dock, wave hello from the bridge or the foredeck, and think ahead to the resumption of our normal lives, when we won't have to worry about keeping two arms' lengths of distance between those folks with whom we love to sail.



Sunset on Grand Cayman

FROM THE REAR

MICHAEL MORRISSEY, REAR COMMODORE

Getting ready for 2020

Everyone's excited about the official start of the season which is just around the corner. Boats are being polished up, sail inventory is being listed and most important, crew lists are being formed for the upcoming season. While Sailing on Sunday gives you post-race bragging rights at the PYC bar, it's the Spring series that really gets you thinking about serious racing and that it's about time to head to the gym for some routine calisthenics to make sure that all your joints are in working order. You notice the longer daylight hours, steal a glance at the flags on top of the Fremont Bridge, and you begin thinking about knocks and lifts and, of course those nasty currents, and only if you had headed for the Oregon side during that light-air Spring race. However, this year you may be wondering if there will be a Spring series at all. Directives on meetings, gatherings and sporting events are changing quickly. Just a few weeks ago I had written about the RCYC Frostbite Regatta on March 21 and the PYC Opening Day regatta April 4-5. These have now been cancelled and we'll have to shake off the layer of dust that has been built up over the winter months in different ways. They will need to be within the social/physical boundaries that are suggested by medical experts and that make common sense for each sailor. What is different with the corona virus event is that these boundaries are continually changing as we head into unprecedented waters.

For those wanting a refresher course on what you should be prepared for in racing on the Columbia, the SYSCO higher ups are trying to set up a virtual SYSCO Race Clinic. Stay tuned for an email blast on what the format for this event might be. This seminar will provide valuable information of the basic mechanics for racing on the Columbia showing the different courses, starting sequences, meaning of different flags, etc. It can be a bit bewildering for a new sailor on the river and this clinic should help clarify the racing set-up. Even for the old salts, there is always something new or a rule you have forgotten about and you can refresh your memory. For example, if you sailed through the restricted finish line halfway through the course, you can exonerate yourself by doing a one-turn penalty rather than drop out of the race or suffer a DSQ. That would have helped in Race 2 of the Spring series a few years back as several of us drifted back through the finish line after a painfully slow start against an east wind and a 3-knot current! Hope you can attend (remotely of course).



Photo by [Dena Kent Photography](#)

RACING REPORT

GREGG BRYDEN - RACE CAPTAIN

Plans for an exceptional 2020 SYSCO racing season were progressing nicely before this maelstrom of uncertainty struck. Fleet Night was a smashing success with a great turnout. The timely presentation from Captain Fletcher of the Tidewater Company was well received and informative (thanks to Jeff Eastes for setting up the talk). The SYSCO Race Management Clinic was also well attended. Lots of good questions were asked; some of which I was actually able to answer. The Pray for Wind Party was a fine way to following up a nice day for the Sailing on Sunday crowd. Captain Fletcher's comments about barge communication and further questions about barge traffic at the Race Management Clinic prompted me to take a fresh look at our *Fleet Captain's Guide for SYSCO Racing* (check the Resources page on SYSCO's website). As a result, I have re-written the section on Barges to cover all commercial traffic limited to operating in the shipping channel. Here is the updated text:

Barges and other Commercial Traffic - Be aware of barges and other commercial traffic ("Stand-on Vessels") passing through the racecourse. Consider using phone apps such as MarineTraffic to track commercial traffic approaching the race area. You can use VHF 72 to alert racers that a barge is coming through the racecourse. Announce whether the ship is "inbound" or "outbound" and her approximate location on the river. You have the option of postponing starts until a barge has passed through the racecourse.

The PRO can call the commercial vessel captain on VHF 13 to politely inform them that sailboat races are in progress and that the racers are experienced and should stay out of their way. Let the captain know that our safety boat, Pancho, will be paralleling the vessel through the racecourse to help identify race boats that could be in the way.

If the barge sounds five blasts it is an indication that someone is interfering with commercial traffic. The PRO should hail the tug captain on VHF 13 to apologize and indicate that punitive actions will be taken against the offending sailor(s).



JamJam. Photo by [Dena Kent Photography](#)

RACING REPORT

CONT'D

If you can identify the boat or boats that were interfering, record the information and whether Race Committee will protest the boats per General Sailing Instruction 15.1. Be sure to file your protest that evening.

It is my hope that this will help keep us racers safer and improve our relations with the commercial traffic that share the river.

This is the part of my write-up where I like to plug all the great clinics and racing that should be just around the corner. But alas, right now our best laid plans are blowing in the wind. Your SYSCO Board is listening to the experts and following events in real time to react and adjust this spring's race plans. We will be communicating with you on a regular basis and posting race status on the Notice Boards.

Whew. I can't wait for things to get back to normal so I can see you on the water.

Sail Healthy.

Race Captain Gregg



The indispensable Pancho Photo by [Dena Kent Photography](#)

SYSCO BOARD MEETING MINUTES

MARCH 2, 2020

Attendees: Anna Campagna, Bruce Newman, Scott Stevenson, Gregg Bryden, Rick Samuels, Bill Sanborn, Darren Posey, Lynn Eastes

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

Membership Report:

- There were corrections recommended for the February minutes. Namely, one of the applicants, Doug Damm, sailing a Cal 20 Tilt, was left off the minutes. He is a new member.

- Additional new member applicants:

- Robin and Annette Christensen of Aloha (Ranger 20 – Four C's)

Checked on their application that they would like to Volunteer for mark boat

- RJ Barnes and Jackie Brown of Milwaukee (Cruising fleet – Ranger 26 At Last)

Checked on their application that they would like to Volunteer for Annual banquet

- Matthew Ottinger of Beaverton – Associate member

Checked on their application that they would like to do Race Committee

- Michelle Matraw of Lake Oswego – Associate member

Checked on their application that they would like to do Race Committee

Action: Gregg Bryden moved to accept these new members. It was seconded by Anna C. The motion was approved.

- Discussion about the fact that sometimes when renewing SYSCO membership, applicants do not click "renew". Then they appear as "new" members. It is important to catch this in the registration so that we do not assign "new" to members who are actually renewing. This seems to occur when address changes are entered because they are asked for the zip code.

- 42 sailors have renewed their SYSCO memberships in February 2020.

- Membership now stands at 84.

- 1 regular member at \$130

- 73 regular members at \$120

- 10 Associate members at \$25

- As a comparison, as of March 2019, we had 74 regular members and 13 associate members, so registration is keeping pace with last year.

Treasurer Report: We have \$14,263 total in bank accounts. \$7,775 in checking; \$6487 in savings

Membership income is \$9030

Miscellaneous income \$123

Race income \$53.70 left over from last year

Expenses \$1551

Income \$7656 total income this year

SYSCO BOARD MEETING MINUTES

CONT'D

MARCH 2, 2020

Racing report: Gregg Bryden

- We already have boats signed up for both Tuesday and Thursday
- Fleet night went well
- We spent \$399 pizzas and only took in \$123 for pizza and \$100 for bartender - cut down on pizza a little next year.
- Race clinic had 25 attendees. There were SYSCO members and OWSA members as well.
- PYC event (Learn to Race) coming up on March 28th – do we want to have Pancho help them out? We were not planning on putting Pancho into the water until April 1. Scott will ask McCuddys if we can put Pancho in a few days early. We were invited to come out and take pictures and set marks. This would also be used as an orientation to Pancho. Gregg will find out more about this.
- Gregg will be out of town from March 15-25.
- Crew overboard is April 18th. That is the first SYSCO event – We need a race committee for this.
- SYSCO race clinic – April 9th at 6:30 pm. Michael Morrissey is leading this effort. Bruce Newton will be an instructor. This is a great training for new sailors.

New Business

- Discussion that we need a new Newsletter editor. The newsletter template is designed in Power point. **Rick Samuels** will help Anna do the newsletter. **Darren Posey** will partner with Rick on this.
- Goal is to get the articles in for the newsletter within one week of the Board meeting, and produce the Newsletter in the second week of the month.
- Pray for Wind Party: Will take place at PYC on March 8. Dennis Damore is in charge of this event
- There will be a SYSCO table with the laptop showing pictures. Michael will staff the table with Anna
- Scott will be there and new sign ups can sign up electronically
- PYC chili cookoff on March 15th after the final SOS
- Multnomah County Sheriff river patrol had 2 positions cut last year. Anna wrote to County Commissioners. Responses from Mike Reese, Multnomah Co. Sheriff, said he is trying to get the positions restored. He urged SYSCO to write letters to the County Commissioners. There will be public hearings on May 6, 13, 20th. We need to try to have a representative at these hearings.

Meeting adjourned at 7:56 pm