

JANUARY 2021

FROM THE FRONT

FROM THE REAR
GETTING TO
KNOW... GARY
BRUNER

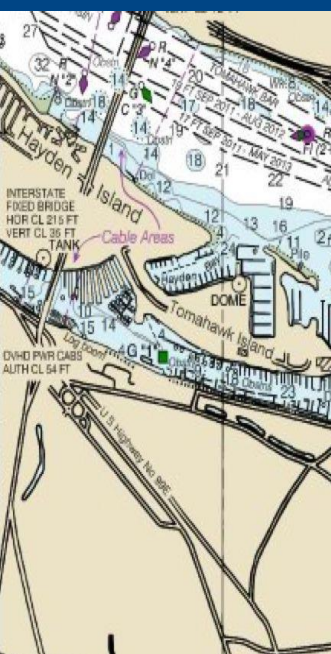
RACE REPORT

GARY BRUNER
IMPROVING
BOATING SAFETY



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



S.O.S. January 3, 2021 – Photo by René Emch

FROM THE FRONT

GREGG BRYDEN - COMMODORE

The 2021 Sailing Season is here! I am honored to be working alongside familiar—and some new—Board members to continue the SYSCO tradition of promoting exceptional sail yacht racing. As we prepare for the New Year, here are my goals for the year:

- Putting on high quality races while adhering to the latest guidance for COVID safety.
- Communicating regularly with our Members so we all stay informed of changing conditions via the Newsletter, our Website, email blasts, and—gasp-- even “social media.”
- Adapting our training and social events to the new world of Zoom meeting so we can stay in touch and grow the sport.

Part of our plans for racing excellence and safety include rebalancing the fleets to level the number of boats racing and acting as Race Committees. Please see the article below about Rebalancing Plans.

SYSCO intends to put on our regular cycles of educational events, series racing and regattas plus a few new surprises. All under the auspices of COVID safety guidelines.

So, avoid the late fee and renew/join SYSCO now! Here's the link:

https://www.regattanetwork.com/membermgmt/SYSCO/membership_registration_start.php

What do you get for your money? Only the best racing and training on the Columbia River including free entry in:

- SYSCO Race Clinic
- The SYSCO Crew Overboard Challenge
- SYSCO Evening, Summer, and Twilight Series Racing
- The SYSCO Soaker
- The SYSCO Delta Cruise
- The legendary SYSCO Dual Bridge Duel and Columbia Crossings Cup
- SYSCO St. Helens Race and Cruise
- SYSCO One Design and Match Races

FROM THE FRONT

GREGG BRYDEN - COMMODORE

All this plus regular electronic editions of the venerable SYSCO Newsletter!!! Wow, that's a great deal! Don't delay--sign up today so you will get the latest race event details during a year that is sure to be full of changes.

Registration for these events are live now on SailPDX. Please sign up early (especially for the Crew Overboard race and Spring Series) so we can line up top-notch races for you.

I look forward to seeing you (virtually) on the SYSCO Fleet Night 16 February. Members will get the details in an email.

Your Faithful Commodore

Gregg Bryden

P.S. While you are at it, sign up for OCSA membership and get access to the 2021 Race Book. You can do it here:

https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=21684



Happy New Year!

FROM THE FRONT

GREGG BRYDEN - COMMODORE

Rebalancing the Tuesday and Thursday Series Fleets—We have an Answer!

Last year, because of COVID, we reached a tipping point in the balance of boats sailing on Tuesday and Thursday night series races. In the 2020 Twilight series, we had registered 34 boats racing on Tuesdays and 55 boats racing on Thursdays. Much of this imbalance is a result of bigger boats moving from Tuesday PHRF and Level fleets to the Thursday Cruising fleet because they are sailing with limited crew and cannot fly spinnakers.

Why is rebalancing important? Two words: Safety and Fairness. The primary problem is mixing large and small boats on crowded courses in our limited space (i.e., “sailing in a ditch”), which leads to more conflict-- *Safety*. Also, many Tuesday fleets have to pull double RC duty to accommodate the more populous Thursday fleets-- *Fairness*.

Dennis and I have searched and sought the wisdom of my predecessors but there is no easy solution. Something has to give. After a lot of zoom time and emails with past and current Cruising Fleet Captains, I believe we have an answer: introducing the Tuesday Night **No-Fly Sails Fleet**.

What the heck is that? Well, we are asking that about 10 of the larger (greater than 30 foot) faster boats that raced in Cruising Class last year to sign up for Tuesday night's Tuesday No Fly Sails Fleet. Depending on which boats sign up, we can split them up into scoring sub-groups based on past performance like we do for the Thursday Cruisers. We can even have a group

Tuesday No-Fly Sails Fleet

- Bigger (over 30 ft) and faster boats that want to race no-fly sails.
- Grouped into “Level” rated scoring groups like Thursday Cruising Fleet or--
- PHRF scoring for boats that have a no-fly sails PHRF certificate

FROM THE FRONT

GREGG BRYDEN - COMMODORE

scored as PHRF, as long as we get at least two boats racing with valid PHRF certificates with a No-Fly Sail ratings. If you are not sure which night to sign up for, please feel free to contact me at Commodore@SYSCOSailing.org or Denny at Race_Captain@SYSCOSailing.org. We are working on finding a Fleet Captain for this new fleet so stay tuned.

Here are some of the positive outcomes we are hoping to achieve by making this change:

1. Fewer conflicts with large fast cruisers and smaller boats.
2. Flexibility on the night no-fly sails boats can race.
3. The Tuesday No-Fly Fleet can have multiple scoring groups as long as there are at least three boats in each scoring group. This provides more room to level up sub-fleets.
4. We can have a group of boats racing under no-fly PHRF ratings to level the playing field.
5. This will help us get us back to having four starts each night this year. That means some Cruisers will be starting 10 minutes sooner compared to 2020.
6. As an added bonus, there will be more big boats available on Thursdays for RC platforms.



I'm hoping that the bigger faster boats racing without spinnakers will see the benefits of rebalancing and get behind this move. Whatever happens this year, when you see a Cruising Fleet boat on the course, be sure to thank them for working with us to resolve this problem and make our races the best they can be.

Gregg Bryden

Commodore

FROM THE REAR

ANNA COMPAGNA - REAR COMMODORE

First in an ongoing series: Getting to know... Gary Buner

Anna: I know you're a great story-teller, Gary. What's your story?

Gary: I grew up in Toutle, Washington, a little backwater logging town near Silver Lake, on the way to Mt. St. Helens. Most of the fathers worked in the woods. Dad had a wooden runabout built, in 1951. It was a gorgeous boat, with teak and mahogany and a 50-hp Evinrude engine that was faster than Hell for its day, but it left a blue haze behind it. As a baby I slept under the deck on top of a pile of life jackets. Everyone in the Longview Boat Club had these little speed boats, fourteen feet long, and they raced on the Cowlitz River. To this day my brother still has it, and uses it some.

Anna: How did you get into teaching?

Gary: Most of the students in my high school class got deferments because we weren't too keen on going to Vietnam. I went to school at Western Washington College, as it was called at the time (it's now University). I got a degree in English Education because English was the subject that I hated the least. I started teaching at a high school in 1970 in Connell, Washington. I taught English and I wound up directing the school play because I was the low man on the totem pole. And it turned out that I kind of took to it. I had to go back to school to keep my teaching certificate up, and I signed up for summer stock theater, where we did ten productions in nine weeks. It was trial by fire, and I learned by doing: I wasn't much of an actor, so I mostly built scenery and did lighting, and made costumes. I just fell in love with it.

In 1974 I got a job at Battle Ground, Washington, and wound up teaching almost exclusively theater. I built a theater program that won awards, more than almost any other school in the state. I think that's one of my proudest accomplishments. We



Photo Booth at the Pray for Wind Party (back when we had parties).
Photo by Maria Swearingen.

FROM THE REAR

ANNA COMPAGNA - REAR COMMODORE

did four or five major productions a year and traveled several times a year to theater festivals where we competed and nearly always won. It was a great career, and I was kind of married to it. I still keep in touch with so many of my students. I'm Facebook friends with hundreds of them.

After 25 years in public education, I resigned. I went to work at Schooner Creek for a while, building sailboats - I thought it was going to be so romantic, but it wasn't going to be a career for me. Then I got involved with Job Corps, and then



Molika on the Columbia, jib slightly reefed and nicely healed. Photo by Maria Swearingen.

YouthBuilders, helping at-risk kids get their GEDs or finish their high school degrees, while also learning a trade that would lead down a path for employment. At some point I visited Warner Pacific College, thinking I might get back into teaching theater at the college level. They said they didn't have a theater program, so I asked, "What does literature do at night, sit on the shelves?!" Well I kind of fell into this position when the director of a play they were trying to do took another job just two weeks before the production date and they called me up. I built a set in a week. Finagled the lighting out of nothing. They were pretty impressed, so they hired me. They let me turn a lecture hall into a theater, and even though the school gave us *no* money, I built a nice little program over the next twelve years. Some of those

students went on to get their Masters in Theater, and a few have been working in New York. After retirement in '09 I taught a few courses on Shakespeare as an adjunct. I was ready for retirement when the students started demanding more technology, clamoring for PowerPoint presentations instead of words and ideas. I thought, our discipline is more high-touch than high-tech, so I decided I would give some younger person a job, and I'll go sailing!

FROM THE REAR

ANNA COMPAGNA - REAR COMMODORE

Anna: This wouldn't be a proper interview if I didn't ask about your wife and kids.

Gary: When I first came to Battle Ground I was living in a mobile home, but it burned. So I built my own house, in 1980, and I can tell you, there's a lot of Mt. St. Helens ash in the sub-floor. I had been single for years, and a friend invited me along on a double blind date. We saw *The Taming of the Shrew* at the old PDX Civic Theater. By the second date I was convinced that Kathy was the woman for me. We met in January and were married in May. Kathy lived in Portland and was a Special Ed teacher. Within a year she got a job in Battle Ground and became just an incredible first grade teacher. She recently retired. We have two daughters: one is a Kindergarten teacher up near Seattle. The second is a fitness instructor married to a pastor at a Friends church in Netarts where we happen to have a beach cabin. When we visit there, we are just six miles from our grandchildren.

Anna: How did you get into sailing?

Gary: Back in the late 70s I got bored with my motorcycle and saw a 16' Snipe dinghy for sale. I had never been sailing. I loved the idea, and I just loved the look of that boat. So I bought it, and called up my brother, who had done just a little bit of sailing. Not long after we pushed off the dock at Lake Merwin, he told me what he thought was the most important thing that I should know about sailing: "Never let the sails block the sun." And what he was really telling me was, the most important thing about sailing is enjoying yourself. Eventually I wanted to cruise in the San Juans, so I bought an 18' Windrose called "Rambunctious." Kathy and I spent three weeks sailing and camping in the San Juans every summer. After we started having kids we bought a Catalina 25, but I always felt that I was a mediocre sailor, being self-taught. So I moved up to a Tartan 30 that I bought in California. We kept it in Kalama. Named her "Molika", which stood for Molly, Libby and Kathy. I would tell some people, "It's Polynesian for Naked Maiden." I did a couple of casual races, and then I entered into the Bridge-to-Bridge. And wouldn't you know, I won my first race. Well, Kathy preferred the old Cat 25 because it was so versatile and roomy for camping. It had a swing keel so it trailered easily. So I bought back the Cat 25 and called it "Encore!". We raced it in the Catalina Nationals in Portland in 2004.

FROM THE REAR

ANNA COMPAGNA - REAR COMMODORE

Anna: How did you get bit by the racing bug?

Gary: In 2004 I was Commodore of the Catalina Fleet 25 - which we got up to about a

dozen boats. This was before I got really into racing with SYSCO. We ran the 2004 Catalina Nationals on the Columbia, and Bill Sanborn and SYSCO really stepped up to help. It was a big deal. (Gary, was this where there were twenty-three boats?) I would have *loved* to win that thing—get a bunch of Portland ringers—but no. I chose for my crew my wife and daughters. We had one day of practice, and we finished the regatta in third place. I tell you, I still get tears in my eyes when I think about how proud I was of my family racing that boat. SYSCO awarded Kathy the Outstanding Crew Member Award because of the amazing job she did running the crew all over that boat. That experience convinced me that sailboat racing was pretty cool. In 2004 SYSCO gave me the Sailor of the Year trophy because of our efforts to run that National Regatta.

Eventually I sold the Cat 25 to buy a Yankee 30, “Shamrock”. I raced her in the Oregon Offshore about five times. That’s how I injured my shoulder. It was pretty stormy and we had lost the instruments on the masthead. I drove nine hours straight in pretty nasty conditions, and I spent so much time looking up that I crushed two vertebrae in my neck. I eventually recovered my mobility, but I have nerve damage and no strength in my right arm. There’s a lesson for you - use your instruments.

Looking up for too long can be dangerous! I have talked to more than one sailor who has this problem.

Anna: Besides that, what’s the most important lesson you’ve learned about sailing?



Photo by Maria Swearingen

FROM THE REAR

ANNA COMPAGNA - REAR COMMODORE

Gary: I had to learn this, in a way, in therapy. I had an anger issue, which was driven by fear. With the more confidence I have gotten in my boat handling, the need to yell has pretty much gone away. Fear ruins sailing for some people. The Yankee and the Tartan were boats that could inspire confidence. Also, sailing with different people can really teach you a lot. I did a couple of Offshores with firemen, who are very cool under pressure, one of whom was Don Woodhouse. Another great influence was George Brown, who is totally un-flappable. That changed my perspective.

Anna Compagna

Rear Commodore



RACING REPORT

DENNY DAMORE - RACE CAPTAIN

Howdy, or should I say, “Ahoy.” I’m the newly minted SYSCO Race Captain. As a brief introduction for those of you I haven’t met, I started racing on the Columbia in the mid-1980’s on a San Juan 24 where I was a fill in for a crew that included Michelle Bennett. She and I were co-workers at the time and both new to sailing. I moved on to crewing on Fred Hazzard’s big boat, Challenger, and then to his J-35 Phantom for both inshore and offshore racing. He and I became boat partners on a Cal 20, Three Stooges, with John Cole in 1998. Since buying Stooges, I’ve raced on the Cal on Thursdays for over 20 years, and more recently also on Tuesday on a Melges 24, Apex. I’ve been a board member of the Cal 20 fleet for well over a decade and for the last 4 years part of the board at CYC including race captain for Sailing on Sundays and the Pacific Northwest Offshore. I also have raced on Rage offshore (Oregon Offshore, Swiftsure, PacCup, Tahiti Race) since 2002. Enough. You get the picture.

While I’ve been around the sailing block, locally, for awhile, managing all the racing that SYSCO does for our community is a big job and a new adventure. My predecessors, Gregg Bryden, Michael Morrissey, Anna Campagna, and Bruce Newton, set the bar very high. I’ll do my best to fill their shoes for each of you SYSCO racers knowing how important weekly SYSCO racing is to building personal sailing skills. When I drop the ball, please contact me directly at race_captain@sycosailing.org. I’ll do my best to fix the problem and address the evolving racing needs of the club.

Here’s to a great season. Get your bottoms ready, and your sails fixed. Spring is almost here.

On to some quick business. While OCSA is making some changes to racing under the Covid guidelines and our first races aren’t until March, until such time as a formal revision is made, we will follow the guidelines SYSCO and OCSA put into place last year for the foreseeable future. The Covid pandemic is vicious, dynamic, and an ever evolving crisis, and we will do our best to stay stay ahead of it relative to local racing and communicate to you any changes in process or procedures via www.sailpdx.com and emails.

As I said, first racing is in March, but we’ll have several events before then including Fleet Night, Tuesday, February 16. Please have a fleet captain chosen by that zoom call. Another quick note is that this year’s schedule includes six weeks of racing for all three evening series, Spring, Summer, and Twilight, which is a change from years past. Considering the number of fleets/starts, that’s over 200 races that your SYSCO fellow

RACING REPORT

DENNY DAMORE - RACE CAPTAIN

racers participate in and support by being race committee volunteers. Amazing. Let's commit to keeping the club healthy by continuing to volunteer and stepping up to its changing needs going forward even though we're living in the shadow of this health emergency.

That's it for now. Stay safe.

See you on the river.

Denny Damore
Race Captain



Photos by Maxine Damore

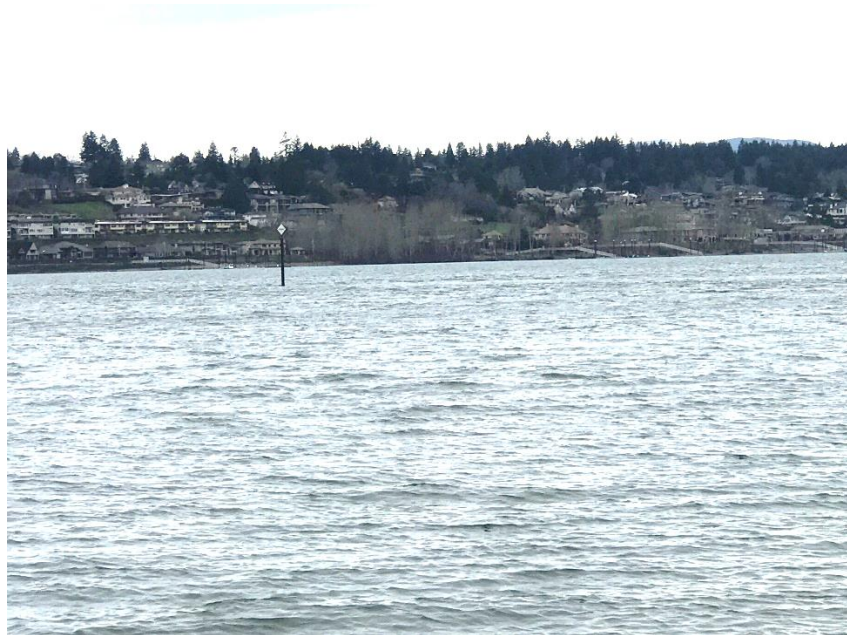
IMPROVING BOATING SAFETY

GARY BRUNER

For a number of years, I was concerned about the wing dam just upstream from the Gleason boat ramp. The king dolphin had washed away years ago and had left the wing dam as quite a hazard, in my opinion, as the entire thing became submerged completely at high water. I watched any number of sailboats hit it and get hung up on it over several years during Sailing on Sundays, and once came close to becoming a victim myself.

I spoke to the Sheriff's Marine Patrol, the Coast Guard and nearly everyone I could think of who might be able to replace the 'warning piling' at the end. I was concerned, too, about power boaters who I feared might launch at the ramp and head upriver at a high rate of speed and knock the bottom out of a boat. The hazard looked to me like it could cause a fatality, let alone considerable damage. While everyone I spoke with thought it was hazardous, I learned that it was the Army Corps of Engineers who were responsible for maintaining wing dams. I spoke with them at Boat Shows several times and always heard the same thing: No budget for that sort of repair. It was just not high enough on the priority list.

Eventually, I got the ear of someone in the public affairs office of the Army Corps of Engineers in Portland who agreed that it was a problem and that a bigger budget was needed from the 'higher ups'. He suggested that I start an email campaign from concerned boaters to lend more voices to the argument than just mine. With the help of Jackie Pitter and Kelly Dews who took photos of the site,



IMPROVING BOATING SAFETY

GARY BRUNER

both at high water and when it was visible, I wrote up a bit of a 'flyer' to educate folks about the issue and ask for help. The flyer was posted on Sailpdx, and I appealed to those concerned to write an email. I also visited the Columbia River Yachting Association, presented my idea and flyers to a number of yacht clubs to share with their members.

I kept in touch with the same civilian "public affairs specialist" at the Army Corps, Jeff Henon, and he kept me apprised of how the email campaign was going and encouraged me to keep them coming! I think he eventually got well over a hundred emails expressing concern and support for the project. About a year and a half ago, he contacted me to tell me that approval and money had been finally been budgeted, but that the work could not be done until November due to regulations regarding salmon runs and such.

Much to my disappointment, it did not happen that fall as I'd hoped, so I kept emailing him, reminding him about the issue. I was delighted to see that the project was finally completed late in 2020. While I was kind of expecting a large 3 piling 'dolphin', the piling they placed certainly seems to fill the bill. As with all Army Corps work, it was contracted out to a private company to complete. I sincerely thank all those who supported this effort, especially all those who took time to send an email to the Army Corps. I spoke with Mr. Henon recently and expressed to him how much the sailing and boating community appreciate his efforts on our behalf. While I feel 'greased', I still think of myself as a bit of a 'squeaky wheel'!

SYSCO BOARD MEETING MINUTES

JANUARY 4, 2021

Attendees: Gregg Bryden, Denny Damore, Anna Campagna, Scott Stevenson, Carisa Bohus, Sloan Kimball, Michael Morrissey, Jan Burkhart, Bruce Newton, Jacqueline Pitter, Bill Sanborn, Phillip Martindale, Rick Samuels, Stephanie Walker, Craig Daniels, Gary Bruner, Tomas MacMenemy, Michelle Bennett, Mark Salholm, Jody Schultz and John Osborn

Call to Order: This meeting was called to order electronically via Zoom at 5:35 pm.

1. Welcome and introductions of the SYSCO Board Slate of Officers for 2021 - Gregg.

Gregg is looking to update the website and is looking for content that you might want to share. This led to a discussion about how we currently use social media. Anna will be working up update webpage etc. Looking to focus this year on safe sailing and complying with COVID restrictions

- a. Commodore: Gregg Bryden
- b. Vice Commodore: Dennis Damore
- c. Rear Commodore: Anna Campagna
- d. Treasurer: Scott Stevenson
- e. Secretary: Sloan Kimball
- f. Membership Chair: Carisa Bohus

1. Membership Report – Carisa

- 25 members – 20 regular and 5 associates
- New associate member request for herself – Carisa Bohus –
 - Motion by Scott, second by Anna – passed unanimously.
- She mentioned the need for a Newsletter piece about SYSCO's volunteer requirements as some people are only signing up for one task when two are required. Also, some members are offering to work boat show.
- Scott – noted that the boat show has been postponed and we may be rethinking our involvement in it.

SYSKO BOARD MEETING MINUTES

JANUARY 4, 2021

Treasurer's Report – Scott

Balance – checking \$6,799.45 and reserve \$6,490.17 for a total of \$13,289.62

Planned reserve contribution – \$4,371.61 which will bring that balance to nearly \$11,000.

This led to a discussion about the large balances and what to do about it.

Scott will bring a budget presentation to the next meeting.

1. Racing report, discuss 2021 plans to stay COVID safe, rebalancing, and RC schedule

Gregg – wants to focus on good and safe racing with less focus on performance. OCSA guidelines may need updating. Bruce has stepped up for Poncho maintenance. We still need a Thursday night RC crew wrangler.

Dennis' – first report ... regatta network update should be complete this week for update to sailpdx.org. Fleet balancing is still in discussion and expect a decision this week. Fleet night is coming up.

We are planning to race spring series but will be consistent with governor's guidelines and no trophies to allow participants to comply with COVID guidelines without the pressure to 'perform'.

1. Fleet Reports

Fleet 1 – no report

Fleet 2 – no report

Fleet 3 – no report

Fleet 4 – no report

Fleet 5 – no report

Fleet 6 – no report – Anna – Colton may be J24 Fleet Captain

Fleet 7 – Cal 20 – Dennis said Cheryl Watson will be captain. Fleet is in good shape expect to see 11-15 boats this year

SYSCO BOARD MEETING MINUTES

JANUARY 4 2021

Fleet 9 – Catalina 22 and Venture 21 – Jody is taking on the fleet Captain role for Fleet 9

Fleet s 10 and 11 – Cruising ABCD – Scott and Stephanie – discussed rebalancing. They do not have an issue with rebalance but believe that the decision to split this fleet to rebalance presents a challenge. They are hoping to see a move of an entire fleet. See the discussion on fleet rebalancing in the January 2021 issue of the SYSCO Newsletter for additional details of the rebalancing discussion.

1. Other Business - Fleet Night, Training, etc.

Fleet night is coming up, will be a Zoom meeting. Gregg is looking for ideas for a guest speaker.

1. Adjourn – 6:48

Respectfully submitted –

Sean Kimball

SYSCO Secretary