

MAY 2021

FROM THE FRONT

FROM THE REAR

RACE REPORT

MEMBERSHIP

GETTING TO KNOW ...

WHAT IS YOUR

CHAIR REPORT

JACQUELINE PITTER

RACE FOCUS?



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



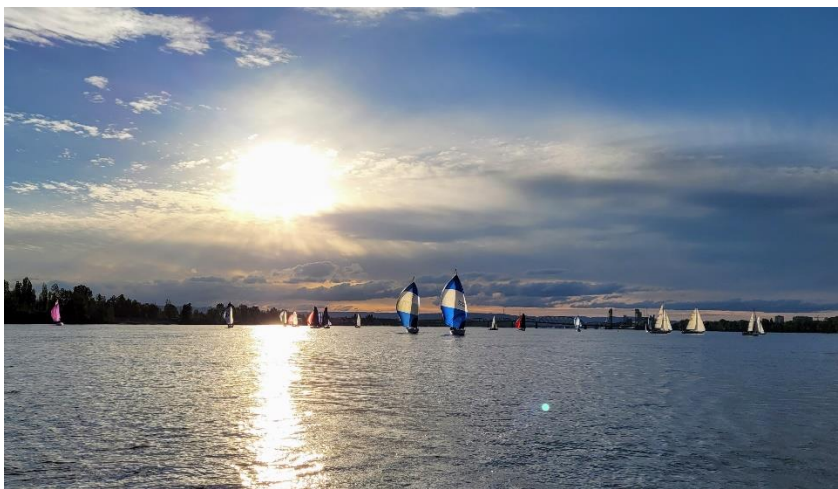
Abstract at the dock - Photo by Nancy Marshall

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Have you ever been so dang close when fighting your way to the leeward mark in a light wind-- but you take your spinnaker down too soon? The current takes you downriver—your progress fails. That’s how I felt when Multnomah County went backward to Extreme COVID risk. The SYSCO Board believes that we have no choice but to continue to follow the state law. Our interpretation of the current Oregon Outdoor Recreation requirements outlined in the [OCSA COVID Special Regulations](#). To stay fair, and so you can plan accordingly, the COVID Regulation will remain in effect through the entire Spring Series. These safety requirements apply to SYSCO Race Committees as well.

Every day, I check for any changes in our local regulations that could affect our legal obligation to recreate safely. RC Dennis and I are reading and discussing your comments on our COVID response. Minds much wiser than yours truly regularly weigh in on this subject under the auspices of OCSA.



April 27 Race - Photo by Doug Schenk

I am grateful for having had my second shot recently. I am even more so grateful that people all around me are getting their shots too. But we are not there yet. Some of us, for health reasons can’t wear a mask or can’t get the shot. I worry that some of us probably shouldn’t have gathered so close so soon on a boat for a SYSCO event.

Together we will get through this and the *unbridled competitive sailing* we expect on the Columbia will be back.

As I write this, I am aware of the Spring Series Tuesday lack-of-wind disappointment, but I also was copied on many Kudos to the RCs this first week of our Spring Series. I wish I were there Thursday.

I’m puzzled as to why the fleets don’t have waiting lists for who gets to do to Race Committee. Hey, SYSCO should be selling tickets to RC spots. Being on Race Committee is the

My advice for the 2021 RCs:

Stop using RG “2”

Set to Windward true.

To watch the dowsings live

Set rounding mark 5.

FROM THE FRONT

GREGG BRYDEN – COMMODORE

best way for racers to hone their skills by watching the good, the bad, and the ugly of starts, rounding the marks, and finishes. Do your part on RCs and you will own the start sequence.

Pardon my preaching, but I truly believe that volunteerism is what makes SYSCO thrive. I am ever impressed by how many SYSCO hands can make light work of (and low cost for) great sailing on the Columbia. However, I have observed that it is often the same hands that make this happen. It is time to mix it up—especially on Race Committees. This year I have asked our enthusiastic Membership Chairperson Carisa Bohus to help spark up the member time contribution aspect of our ethos. She is following up on your volunteer commitments, so expect an email. *Fleet Captains, get your RCs in order—SYSCO is here to help.* The volunteer time each and every one of our members contributes is the true powerhouse of this club.

Meantime, keep your masks and spinnakers flying until we round the mark cross the finish line.

+++++



April 27 Race - Photo by Doug Schenk

FROM THE FRONT

GREGG BRYDEN – COMMODORE

We have a winner—Actually About four Winners (if I can count myself)!!

SYSCO's New Auto Horn Has a Name!

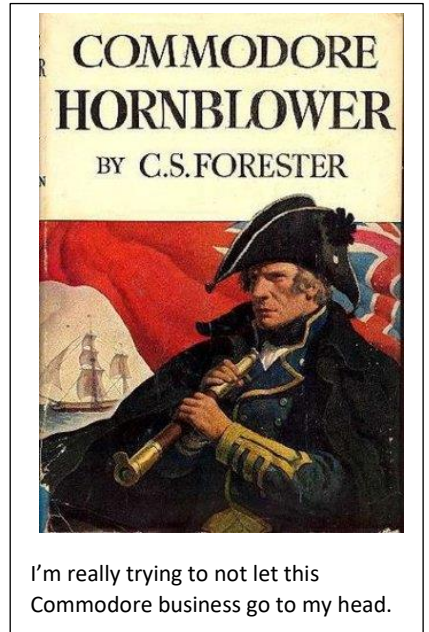
Please Welcome SYSCO's new and improved auto horn...

(drum roll please.....)

HORATIO (HORNBLOWER)

Horatio is the hero in a great series of C.S Forester books about a masterful sailor who rises from the rank of Midshipman to Admiral in the British Royal Navy during the Napoleonic Wars. He's also the source of many of the tactics still used by the Flying Frog.

Thanks to Gary Bruner, Michael Lang, and Pam Sesar for suggesting this very punny moniker for our new race timer.



We had other suggestions (whose names are withheld on request) including Lena, Paul, and Bruce (Horn), Le Petromane, Otto II (two votes), Noisy, and of course, Horney Mc Hornface.

As far as fabulous prizes go, you get name bragging rights, and maybe a plaque on HH if we ever get around it someday.

With gratitude and apologies to the generous donor of HH, our own Thomas MacMenemy.



May 6 Race - Photo by Erik Bodegom

Your Faithful Commodore

Gregg Bryden

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Getting to know... Jacqueline Pitter

Anna: I know you're a Reed College grad. What brought you to Portland?

Jacqueline: I'm actually a Portland native! My family bopped around - Oregon, Maryland, Nevada, but then came back and I went to high school in Salem. Then college in Portland. After Reed I went to Madison, Wisconsin to get a Masters degree in Computer Sciences. But I missed Portland. (It's the BEST city!) So I moved back here as soon as I could.

APC: Reed is known as a bastion of Liberal Arts education. How did you move into Computer Science?

JP: I was a math major! Reed teaches the Classics: Literature, languages, psychology, biology. It's very theoretical, but not applied. They teach literature, but not journalism, for example. No engineering majors either. I have a Bachelor of Arts in Mathematics, not a Bachelor of Science. If you don't understand what that means, I don't either. I could prove things but didn't really do much calculating. Basically, a Reed College education is pretty much a track for a graduate degree.

APC: I know a Reed graduate who told me a story about how they drove a friend's MG convertible into the wet cement of the foundation of a new building...

JP: Wow, you knew who was involved! That MG that was buried under the library is a classic piece of Reed lore and students still hear about it today! Reed in the 80s had a reputation as a party school with a lot of recreational drug use. The school has done a lot to correct that perception... or reality. Reed is a really neat community (very small - only 1400 students) with rigorous academics. It's full of really smart people who are the most interesting conversationalists. Reed College always felt like home for me, so when I had the opportunity to go back there and be their lead network and information security person in 2012, I jumped at it. I've gotten a few professional certs: the ISC2 CISSP, and a couple Cisco CCNAs... actually some pretty fun subjects! No, really! Plus, I'm kinda following in the family line-of-work, as both my mother and my older brother have had long, impressive careers in higher education IT as well. They both specialize more on the managerial side of things though, and I'm more of a technical expert in my area.

APC: How did you and your husband Kelly meet?

JP: It's a funny coincidence, but Kelly's brother actually was at Reed in my class, though I didn't know him. Kelly and I have a lot in common and I'm surprised we didn't meet earlier. Kelly and I both love the Portland Timbers. We were both season ticket holders since they started in

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ANNA CAMPAGNA — VICE COMMODORE

MLS in 2011, and both members of the Timbers' Army. We are actually both in a photograph in Vancouver, BC as timbers fans for an away game sitting maybe 10 feet from one another a few weeks before we met for the first time. We met in October 2013 and were married in October 2019. We met at a bar! The Mad Greek. We were both there to watch a soccer match on the TV - not the Timbers, but a rival team. But we were literally the only ones there watching.



Kelly & Jacqueline tied the knot, literally! Officiated by Gary Bruner. Photo by Sarah Kickler Kelber

APC:

How/where/when did you start sailing?

JP: Back in 2009 or so, a good friend and co-worker (and excellent life-long sailor) Eric Collins got hold of a Catalina Capri 22 called Solace that he fixed up. He found his crew by teaching his friends how to sail. He was good at convincing me to do all sorts of stuff. He got me into Ultimate Frisbee. He got me to buy a motorcycle. Our mutual friend, Cathy Meyer, and he actually wrangled me into sailing. Cathy and Eric's fiancé, Robyn and I did an OWSA race series on Solace, but right after that Eric and Robyn bought Kokopelli (a Santa Cruz 27) so they could do the Oregon Offshore. They informed me that their boat was full, so I had to go find another

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

boat to sail on if I wanted to keep at it. But luckily Eric also introduced me to Gary Bruner and Ryan Rodgers.

APC: So you were sailing on Shamrock, a Yankee 30, and Star-Eyed Stella, a J/24 that was owned by Ryan and Craig Garrison?

JP: Yep, and I was bitten by the bug, racing both Tuesday and Thursday for the next five years. I did the Oregon Offshore on Shamrock once and Swiftsure a few times. I crewed in every position I could get to on both boats, except for Driver. Foredeck, Mast, Trim, Pit. I loved doing Pit. The only thing I didn't know how to do was drive. In January 2015 I got some really bad news from both Craig and Gary that they were somehow both selling their boats. I wanted to scream, "You can't do that to me!!!" But Kelly was just learning to sail (because he was a little jealous that I was off sailing two or three days out of the week). Kelly turns to me and says I

am the best sailor he knows. And he is absolutely confident that I could skipper a boat. That's how we wound up buying Thunder Pig, the Ranger 20. Our new ranger 20 came without a name, so we had a rare opportunity to name her. Kelly was the one who suggested the nickname my co-workers had given our French bulldog puppy, Thunder Pig... cause he liked to run as fast as he could up and down the hallways at work, snorting. The name just delighted us, so we went for it. Our frenchie's name is actually Clive,



Photo by Ray Terrill

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

but yeah. The boat is named after him more or less. If you look close at our logo on our boat, you can see a little frenchie head with a lightning bolt between the two words.

Because I had a very confident boyfriend. Sometimes somebody sees something in you that you didn't know was there... We started competing in the Ranger Fleet in 2016 after racing that winter in Sailing on Sundays (a friendly, low-key, off-season Portland race series). We have a great time with Thunder Pig and feel we are actually competitive in the large R20 fleet, sometimes even winning the odd race or series, but "Roci" is our big challenge. Rocinante was



Don Quixote's horse—tilting at windmills, dreaming the impossible dream. I was obsessed with the Martin 241 for a while. I was a little familiar with Martins as I had raced on Wild Women with Anna and Phil Campagna in one SYSCO Tuesday evening series a year that Shamrock was summering in the Puget Sound. So when we were confronted with a surprise opportunity in early 2019, on a whim Kelly and I bought the boat that was Karen Anderson's Dragonfly, which by then was going by the name Surge. We renamed her to Rocinante because it fit where we were at the time. We loved her lines and that sexy open transom. Roller furling on the jib, and ideally sailed with three people, which was about as much crew wrangling as we'd be up for. Kelly and I initially agreed that he would be the driver, which he did for over a year. But since the pandemic he's handed the tiller over to me, since he's more comfortable as crew if we're double-handing. He totally can skipper but is outside his comfort zone in races when we're close to other boats... especially when conditions are high or we're

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

under-crewed. We both got a Bareboat Sailing certification down in the BVIs in 2018. It was a Triple-Cert one-week boot camp. What a fun vacation!

APC: I know that Kelly is a residential electrician journeyman. Handy guy to know. And you are a natural born leader as evidenced by your taking the helm of OCSA in 2020 (Rear Commodore for 2021).

JP: It was difficult not having in-person meetings during the pandemic. Last minute changes, expectations were really grounded as the sailing community rose to the challenge. We did our best given all the uncertainty. The big thing I accomplished was not having the Tropical Party for the first time ever. What a legacy!

APC: Are you going to continue to campaign two boats?

JP: We just love the Pig too much, we think we'll always keep and race the Pig. But the Martin fleet is a much more established racing class. It's a race boat. The Ranger 20 is simply NOT a race boat! It was designed as a day sailor. It's like riding a lawnmower. When you have

fourteen riding lawnmowers of the same make and model, well... then you've got yourself a good race. And of course the Portland Ranger 20 fleet have been making small modifications in rigging and whatnot for years to race them better, and we for sure have had some excellent races where skill and tactics between the boats make the difference. But Portland literally has the last remaining racing R20



fleet. We're trying to change that by hosting the R20 nationals in 2022; trying to drum up participation from out of the area boats, maybe inspire them to get racing fleets started in their areas again, but right now it's not really an option to race anywhere else if you don't have a level fleet to compete against. We got Thunder Pig's PHRF cert back in 2016. Know

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ANNA CAMPAGNA — VICE COMMODORE

what it was? 303. I mean, that's pretty slow. She has a swing-keel so you can trailer her easily, and she launches from a boat ramp so she's great for vacationing. She's a lovely day sailor. Meanwhile the Martin 24 was simply designed and built for racing—if we want to travel to regattas like the Anacortes Race Week, or the Double-Damned, the Martin is by far the more competitive boat. Phil proved at Whidbey Island Race Week that a Martin 241 can win the whole thing, he did it with OUR BOAT, but it has to be sailed very well. So we're working on that part. Ha!

APC: Who do you like to sit next to at sailing parties, and why?

JP: I look for the J/105 sailors. That's a really great fleet, with the proper attitude and camaraderie. I got a chance to sail for a whole season as crew on a J/105, including Offshore, Swiftsure, and Whidbey Island Race Week with Dana Sibilla on Escape Artist. The Portland J/105 group is a lot of fun. I made great friends with the Pihlajas and their crew on Abstract. And of course, who can ignore the Soup crew, with their fruit striped fedoras? Look, Free Bowl of Soup is the last boat tied to the dock in Victoria's inner harbor after Swiftsure, hosting a Gin & Tonic lounge on their boat after everyone else has left. That's definitely where the party is.



Anna Campagna
Rear Commodore

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

What is Your Race Focus?

From my perspective, one of the things that I love about sailboat racing is the fact that there are lots of moving pieces most of which we have little or no control over. We observe the wind, waves, and competitors around us, and we make decisions accordingly. I have often described racing as three dimensional chess with multiple layers/boards where each separate vertical layer represents wind, waves, current, and other sailboats, and each layer is moving all the time repositioning itself and skewing the connections to all the other elements. Nothing is static either in or outside the boat.

Continuous decision-making and trim adjustment is the rule. Given all the sensory inputs and the multiple, micro decisions we have to make, there is a tendency to continually shift our race focus cycling between trim, tactics, strategy, competitors' movements, and the like. If you, and everyone on your crew, are continually shifting focus from one thing to the other, I suggest that, collectively, the sum of all your efforts will be less than the sum of the whole, and your boat's competitive race performance will suffer accordingly.



April 20 Non-race - Photo by Anna Campagna

Why? Because by jumping continuously between observations, then quickly reaching a conclusion or recommendation, and then moving on to the next thing, there is not enough time to discover the subtle changes in trim, tactics, or strategy that can have a big effect on performance. Further, the crew then becomes a cacophony of recommendations that confuse and obscure the decisions that will ultimately pay off. I'm not suggesting that discussions on the rail or in the cockpit should

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

cease. Rather, I'm suggesting that by being more focused individually on a specific set of tasks or observations, you will be bringing data and inputs to the discussions that have real depth and meaning, which all adds superior value to critical decision-making.

So, when was the last time you asked yourself or your crew about focus? Where should your focus be? At what are you most skilled? Tactics? Calling the layline? Headsail or spinnaker trim? Driving? It's not purely about jobs. It's about coordinating a mix of skill sets and corresponding focus that gel into a superior performing team. On the Melges and the Cal 20, I

have learned that my focus, my highest and best use to the team, is to laser in on trim before the start, after the start identify and keep the driver/skipper informed about relative position of our boat and competitors until the first few tacks are complete while adjusting trim, and then, after the spinnaker set at the weather mark, do nothing but focus on keeping the chute flying at optimum



Some nights we just go home

trim, rarely looking away from the spinnaker the entire run. That's my focus. I don't call puffs. I don't call starting tactics. I don't call crosses. I don't decide layline. All those things are someone else's focus. When I don't focus on my area, well, the spinnaker collapses, or I make a suboptimal tactical suggestion, or I call for a sail handling move that throws a spanner in the works. In those instances, all the team synergy is compromised because I move out of my lane - I lose focus.

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

My recommendation to get more focused? First, talk amongst yourselves. Pre-race, openly discuss, as a team, skills, tasks, and observational lanes and decision processes. Be clear to yourself and the others where your focus will be in each segment of the race. Then, practice what you preach. If your focus is trimming the chute, resist the temptation to look around to see where the other boats are. If your focus is driving, drive, don't call tactics. If you are the wind finder, forget looking at the sail trim. Certainly, if you see something awry, say something, but keep your focus locked in. Stay present, in the moment, and on task. The collective effect of each team member likewise being focussed will act like a multiplier and give you an edge that other less focussed teams won't have. The result? The boat will act as if it had one mind, one focus, if you will. What focus is that you ask? To win, of course.

See you on the river.

Denny Damore

SYSCO Race Captain



Tuesday night racers anticipating wind coming up, which never materialized.

MEMBERSHIP CHAIR REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Barbeque for the end of Summer Series! Need your help! Sign up to serve the “other” day!

The barbeque will happen if the law allows. July 6th and 8th, after races are over. Come and celebrate your race day, and the other guys! We need help with cooking, serving and clean up!

There will be games and prizes! One last planning meeting June 7th. Write membership @ syscosailing.org

Check out the Boat Maintenance Picture Log. Add your project pictures. Ask for advice. See them at <https://syscosailing.org/membership.php>

The next Dock Talk show is May 9th, this Sunday! 7-8pm. Hear about racing on the river this week! Here is the link:

The Dock Talk Show Link

Time: May 9, 2021 06:30 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/92099956919>

Next shows are May 23 and May 30th. The May 30th will be a spinnaker special.

Carisa Bohus

Membership Chair



April 27 - Photo by Michelle Bennett

SYSCO BOARD MEETING MINUTES

MAY 3, 2021

Meeting convened via Zoom at 5:30

Secretary for this meeting is Cheryl Watson, as the regular secretary is not in town.

Commodore's Remarks

There are currently 5 marks on Pancho and 2 sets (+ ground tackle) in the dock box. There are 3 sets in Bruce's garage. Should we have 6 marks on the boat? Denny thought that could get a bit crowded. Gregg thought we should have 6 marks for maximum course flexibility.

SYSCO has had trouble getting volunteers for RC, Pancho work parties, etc. The volunteer list is at the bottom of the membership page. We should go to that and ask for volunteers. This would spread the workload instead of the same people doing all the work.

OWSA requested 2 additional days for Pancho for their training. All Mondays in June. Scott will operate Pancho for these training sessions. SYSCO Board agreed on the additional days of Pancho usage.

Race Report

COVID – Denny has been contacting fleets.

Participation is down a little, but crew limit still stands as does masking. Scott thinks that masking inhibits communication on board and short crew is also a safety issue.

Gregg thinks it may relax for the Summer Series.

However, the Summer Series begins before our next meeting. We either need to have an ad hoc

meeting or change mid-series. Alternatively, it could be fixed on the Notice of Race. If it



April 27 Race - Photo by Michelle Bennett

SYSCO BOARD MEETING MINUTES

MAY 3, 2021

changes for Multnomah County then we will change as soon as it is announced. Gregg checks reports every day. SYSCO Board agreed that, if State and County regulations are changed to allow for changes to mask or distance rules we will automatically make that change for the next series without an additional meeting.

Treasurer Report

Scott submitted current budget status. No outstanding large expenses anticipated but we overspent budget on Pancho maintenance and mark repairs.

BANK ACCOUNTS (5/3/2021)

• Checking	\$ 6,502.71
• Reserve	<u>\$10,863.41</u>
TOTAL	\$17,366.12

Membership Report

Carisa: 105 members. Scott acknowledged that they have paid.

Social engagement – need more boat pictures for the Membership page

End of summer barbecue meeting tonight after this meeting. Need volunteers.

Dock Talk is next Sunday. May 30 will be on spinnakers.

Cal 20 report: we have fully vaccinated crews and would



April 22 Race

SYSCO BOARD MEETING MINUTES

MAY 3, 2021

like 3 unmasked crew on board.

Catalina and Ventures – will have more Ventures racings in the summer.

Cruising – doing ok – filling out on committee duties.

Membership appreciation items: Anna sent logos. We would like SYSCO spelled out blue on yellow background if possible.

Membership gifts need to be ready for the barbecue. Anna and Bill typically do the shopping for the stuff. We need to confirm they can do so and Carisa will line up other volunteers.

Meeting concluded at 6:25 pm

Respectfully submitted –

Cheryl Watson

SYSCO Acting Secretary



May 6 Race - Photo by Pam Sesar