

JUNE 2023

FROM THE FRONT
A NOTE OR TWO

FROM THE REAR
SYSCO SUMMER
BARBEQUES

RACE REPORT
KEEP YOUR
ENEMIES CLOSER

ANNA CAMPAGNA
GETTING TO KNOW:
PANCHO III



SMALL YACHT SAILING CLUB OF OREGON STARTING LINE



Photo by John Osborne



Photo by Anna Campagna

A Note or Two

It's June and well into the Summer Series. We've had lots of sun and the breeze has been up. Look for a set of special set of training notes next month for sailors who are inexperienced with heavier breeze about how to stay in control and still go fast. It's Michael Morrissey's idea and he's enlisted advice from individual fleets so you'll have a resource for your particular boat.

One Design Racing – A change to the calendar this year is a two-part One Design series in July and September. The last several years we attempted to initiate a match race in July combined with a One Design one-day regatta in September featuring short 20 minute races. The match racing didn't get takers, but the September racing has had moderate success. We thought it a good idea to take the July time slot and combine it with the September one to create a solid two part regatta. The racing will again be a short series of 20—30 minutes races, likely 4, on a Saturday in July and then one in September. The final scores will be combined. Cool, no? Sign up today.

The SYSCO Delta Cruise is coming up in July. We made another change in the calendar this year so that racers could race down the Columbia to St. Helens (St. Helens Race and Cruise July 29,30 see www.sailpdx.org) and then, rather than spend the night in St. Helens, just keep going to Martin Island/Slough to connect with the Delta Cruisers. Bill Sanborn and his cruising clan have been doing this trip since the mid-1980's. Take an extra day or two off of work and join them. We've posted a description of the cruise from Bill on www.syscosailing.org under Resources. Give it a quick peek even if you're not going to do the cruise this year. His most recent email about the cruise has this to say:

We talked earlier about scheduling the St. Helen's Race Cruise on the weekend of 7-29, and I would welcome any of those boats and crews to join us for our raft up in the pond at Martin Isl. whether for just the weekend or to continue on down River. The last Saturday in July has been a big boating event in Martin Isl. as beginning of SYSCO Delta Cruise, MCYC and Dolphin Yacht Club's "Rocking the Cove Party." ...We don't have a sign up list for this Cruise and are always surprised by folks who have heard about it and just show up and are always welcomed, and of course we have a lot of repeat boats who do this Annually.

FROM THE FRONT

DENNIS DAMORE – COMMODORE

Eight Bells - One of the all-time most influential and accomplished sailors of this generation, Buddy Melges, has passed away at 93. We are working with PYC, OCSA, OWSA, RCYC, VLSC, WSC, and others to bring a documentary about his life that was finished last year to Portland. Look for it in mid-July. It'll be a fundraiser for a local non-profit organization.

Finally, there is no racing on the July 4th week nor on the week of the Delta Cruise, August 1 & 3.

See you on the river,

Denny Damore

SYSCO Commodore



Photo by Sloan Kimball

FROM THE REAR

GREGG BRYDEN-REAR COMMODORE

SYSCO Summer Barbeques 11 and 13 July

What me worry? Not a chance! I'm filling some big Topsiders taking over the summer barbeques after Anna's years of successfully feeding hundreds of sailors. But has Anna left me great instructions ("How to Throw a BBQ for 325 People"). And I'm sure I can count on Thursday racers to step up and help run the show on Tuesday and vice-versa. This is a great chance to comingle with your comrades off the water and thank your fellow race committees for great Spring and Summer seasons of racing.

There are still plenty of spots to fill on [Signup.com](https://signup.com/go/UmcTnAF) (<https://signup.com/go/UmcTnAF>). We especially need help Thursday 13 July.

Even if you can't help out, do show up! I promise great food and even better community! **Columbia Crossings Lawn 11 and 13 July after the last summer series race.** Things should start hopping around 7. What whacky ice breakers will Carisa have in store for us? Rumor has it that, thanks to the careful stewardship of our finances by Scott and Sloan, there might even be free beer!!!

See you there!

Gregg Bryden

Rear Commodore Gregg



Keep Your Enemies Closer

I love tactics. I hate tactics. I love making the right call. The wrong one, well... So, the question of late for me has been how close do I get to my competition? How close do I follow them? How close do I tack to cover or do I cover at all? Close, not close, close, not close. It has been pounded into my thick skull for decades that in one design racing taking a flyer is verboten. Conventional wisdom is that it never pays off... until it does. And when it does, my pea brain does another reset back to the thought that maybe following the herd doesn't work. Maybe if I just see a bit better breeze than the next sailor and take that flyer just this one time more I'll show everyone how smart I am. And then I get crushed.

A couple of quick examples of late: it's SYSCO Spring Series and the river is high and lots of current. Four of the local Melges (is the plural Melgi?) were like four little duckies headed right toward McCuddy's for current relief with a 2 by 2 formation. The lead boat and ours were the weather boats covering the other two. We were controlling. The lead boat tacked early before the day marker, and we waited a beat or two, but then went ahead and left our cover position to tack also. Well, we got hit with the current, didn't tack back early enough and lost our position to the boat we were covering. Should have stayed there until they called for water. Oops.

The next one was in the Cal 20 – same big current on a Thursday night. We rounded first and decided to go for Oregon current relief even though three of the boats right behind us did an early gybe soon after Buoy 2. They got better breeze even though we had current relief. We finished 4th. The same night in the second race we learned our lesson, kind of, and after rounding 2nd stayed with the fleet by gybing early. We kept the solid 2 position until halfway up the run until we stupidly decided to get to weather of the three boats above us (for inside position at the mark and clear air) and sailed into a hole. Crap. We ended up 5th. I do note the following week, we followed more or less the same plan without the hard leftie to gain weather position and with clear air finished first. I guess we are trainable.

RACING REPORT

DENNIS DAMORE-INTERIM RACE CAPTAIN

I have one more with the Melges. It's the same general situation as before. In this case we stayed with the two lead boats and the boat behind us did an early gybe kind of like my first example with the roles reversed. They made out when we got back together. Huh? What gives?

So, what's the teachable takeaway? Are your choices random? Is there no "rule" or SOP? I think the learning is not the usual "it depends," but rather that the rule is not black and white. The decision is subtle and depends on the circumstances and your short term and long term goals. Is it early in the race, then you probably want to be conservative and stay with the fleet. Are you in a solid controlling position? Then you probably want to stay in that spot until it no longer supports your long or short goals. Is it late in the race and can you gain or hold a finishing position by breaking away especially if you see pressure or other opportunity that you can leverage?

More than setting up a set of rules, the learning here is to ask yourself and your crew questions and make "what if" observations before you need to make the call. Get in that habit. Look down the course. Continuously be asking "what if" and "will they" to play out the scenarios in your head so you have time to execute on your decision – keep 'em close or let 'em go. And then, flow with and learn to love the tactical ups and downs remembering that the other boat is not really the enemy but a kind of training partner to make you a better tactician.

See you on the river,

Denny Damore

Former, and Now Interim, SYSCO Race Captain



A Trio of Melgi - Photo by Sloan Kimball

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

Anna: What was your life like before you came to SYSCO? How did you get into sailboat racing?

Pancho: I was born in Florida in 1982. I spent my formative years in New Jersey, and then Michigan, on the Upper Peninsula. Mostly I was used as a fishing boat, but I had some fun times with kids on summer vacation, you know, a few un-sanctioned adventures that kids get into that I'm not at liberty to discuss, if you get my drift. Suddenly I found myself being towed across the country to the Pacific Northwest, and I've called the Columbia River my home ever since. I was caught up in a divorce settlement, and got sold to SYSCO around twenty years ago. That's how I got into sailboat racing. I mean, I just do what I'm told. I don't really have a choice. I'm a boat. I'm not **ON** a boat, I **AM** a boat. But doing work for SYSCO has been super fun! The first mark boat SYSCO had was a leaky jon boat.

Anna: Why do they call it a jon boat?

Pancho: One theory goes that early jon boats were made of jack pine timber. Over time, these became "jon" boats since Jack is just a nickname for John. And before that, SYSCO used sailboats to set the marks. Can you imagine

that?! Everybody said my purchase by SYSCO was a game-changer for sailboat racing on the Columbia. That was back in the day when there were 100 boats out on any given Tuesday or Thursday night. Now the kids these days, they just want to stay home and play video games. Don't get me started on why sailboat racing has declined in popularity. Makes me feel old. Hopefully it will turn around. It's a marketing problem, really. Denny can fix it. He's brilliant.



Pancho (the 1st), 1980

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA



photo by Bill Sanborn
Lynne Bocarde (L) and Rick Suchecki hoist a toast to launching of SYSCO's new race committee boat Pancho Dos. "We thought the champagne was better consumed than spilled," Bocarde, SYSCO Commodore said.

Pancho II, Circa 1991

Anna: So you're a Boston Whaler. Tell me about your ancestry. And what is so special about Boston Whalers?

Pancho: Boston Whalers were originally produced in Massachusetts, hence the name, but today are manufactured in Edgewater, Florida. People love to goad me into a discussion of the politics in Florida. I'll just say, I'm glad I got outta there when I did! I love it here in the Pacific Northwest. Pioneering people, Oregonians are! And I like Washintonians just fine. They're alright. A little conservative. At any rate, every Whaler is built for maximum durability, dependability and structural soundness, so you can tackle any water with absolute confidence. You can actually find pictures on the internet of Boston Whalers that have been sawed in half, and they still float! Crazy stuff.

Anna: But what about this Portland weather?

Pancho: I'll take 65 and raining over 90 and humid any day.

Anna: There has been a rash of crime in Portland recently that's made national news. Do you worry that you may get stolen or beat up?

Pancho: Nah, I'm not worried. There's an advantage to looking old and haggard, I guess.

Anna: Who is your favorite Pancho Driver?

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

Pancho: I'm gonna say Gregg Bryden. Gregg is always willing to step up, and he's really good at driving. Excellent on mark positioning. Phil Campagna taught everyone that you need to set the anchors on the marks to prevent them from drifting downstream. They put the line on my bow cleat and then give it a little tug in reverse til they feel the anchor is set. It's a little strenuous, but I've always been up to the challenge. It's the fear of having an errant line sucked into my prop that keeps me awake at night, but so far that's not happened. That anybody has admitted to, anyway. I really shouldn't get into it.



Mike Oxborrow Charter Member & Commodore 1980

Anna: What kind of repairs have you had over the years?

Pancho: When SYSCO bought me I had a 90 horse engine! I really miss that kind of youthful power. The kind that gets you in trouble. Sucks getting old and slow. Most of my repairs have been cosmetic. You know, those bozos who think they can drive, and then they bang my hull right into the post while docking. Current is tricky, I know, but come on. Always a guy. Inexperienced and over-confident. Contrary to what people believe, women drivers are the best!

Anna: Do you miss your old engine?

Pancho: You know, it is what it is. I take what I can get. There was an old Suzuki 40-horse two-stroke that I had for quite a while, and SYSCO replaced it with a 40-horse power Yamaha 4-stroke. The environmentalists in the club took offense at the oil that the two-stroke was burning, but I was glad to get an update, and actually felt great about the motor change. I

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

noticed a J/24 on the water, the old Deadbeat changed hands and the new owner went with an electric motor! So cool. If you want to know more about electric motors, call Scott Caldwell. He knows all about it. The guy sells German motors for a living, so I think he knows his shit.

Anna: What was the best rescue you ever performed? Has any Pancho driver ever asked too much of you?

Pancho: There was one fantastic rescue I made after Dragonfly rounded up. Or maybe she rounded down, I forget. That Phil Campagna, he's a clever bugger (sorry for the foul language, I've been hanging around sailors too long...) but he got a little cocky on a big wind night, going for current relief over there on the Oregon side. They were



very much by the lee, in big wind, and WHAM! Three out of four of the crew members got jettisoned! The only one still on the boat was Edie Felix, who was clinging to the mast. I think she must have been a circus acrobat in another life or something. She's amazing. Anyway, Phil hung onto the transom and got dragged along for a while until he couldn't hold on any longer. He got picked up by another sailboat. The other two women — they're all easily in their 60s, and I dunno how they win everything all the time, except that they're really good sailors — I picked them up, which wasn't easy because at that time there was no ladder on the boat. And they were wearing cotton! I mean, who wears cotton when you're doing a water sport? It gets super water-logged and heavy. And then you freeze your butt off after you've been rescued. Sailors need to wear wool or synthetic. I have a lot to say about this subject. Considering I'm a boat and all. After that, Karen Anderson donated a little foldable ladder to me, and I am forever grateful. Oh, one good thing, they were all wearing life jackets. Smart.

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA



Regarding drivers asking too much of me, there was one time Doug Schenk and Eric Hopper were driving me around and a Venture 21 got knocked down and capsized. Not only did the “Soup” crew pick up the swimmers, they also towed the upside-down boat over to Tomahawk Bay and tied her up to a slip! There was some discussion that ensued after that incident about what my role should be, but I was happy to go the extra mile. Recently, the new mark boat, What’s-her-name,

she tried to get Wildheart unencumbered from the mark and all its tackle (It wasn’t Steph’s fault - I heard she got pushed into the mark by a boat that seriously fouled her) but What’s-her-name couldn’t get the job done and they had to call the tow company. I’m just sayin’, there’s nothing like experience.

Anna: Who do you think is the best sailor on the river?

Pancho: Well, it’s hard for me to pick favorites, you know? But I think everyone knows who the best sailor on the river is. This guy took a Martin up to Whidbey Island Race Week (a regatta now sadly defunct - I have some friends who worked that gig for many years, and the rum flowed like motor oil) and he beat one-hundred-twenty boats over six days! I mean, that’s not even his back yard! Here on the Columbia, this guy is king. He can have a bad start, and he *STILL* beats all the other boats in his class to the weather mark. It’s nuts. I love to watch him. He’s a One-design guy all the way. He likes to say, “Friends don’t let friends race PHRF.” What an attitude. His boat has a name that you can’t put in print. He was my engineer for a number of years. Good guy. Knows what he’s doing. Native Portlander. There aren’t too many of those.

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

He's extremely modest. Always says, "Oh, it's great crew work, that's why we win." His wife does all the boasting for him. She's a great trash-talker, too.

Anna: How do you feel about moorages? Where is your preferred moorage?

I like the fact that McCuddy's gave me a roof over my head for many years. Bridgeton Road is a cool community, and the view of the Christmas Ships is the best! PYC would be swell, you know, especially because of the bar, but I think the 50-50 parity with Sailing Vessels would put me on an interminable waiting list (because of course, I'm a Motor Vessel). My friends would have a hard time visiting me at RCYC because of that damned gate situation. Those people take security way too seriously. I hear Scappoose is a really nice and quiet place to live, if you're cool with being on the Willamette. I was thinking I should see if WSC has a part time job. That way I could call myself semi-retired. Being the Mark Boat for dinghy racing might be right up my alley, come to think of it...

Anna: Are you bent out of shape that SYSCO replaced you with a newer Boston Whaler? What are you going to do in retirement, or are you planning on continuing to work for a while?



Pancho: Ah, well, I had considered that I was gonna be retiring; I thought, Maybe I'll relax and go out fishing once in a while. But SYSCO sold me to a sailing club at Vancouver Lake - they race every Wednesday night with Lightnings and Lido 14s. Thursday night is Laser sailing. They have a whole bunch of catamarans that sail on Vancouver Lake, too. They must have 25 Cats in the yard, all kinds of em, sixteen to twenty feet. I like cats. You could say I'm a cat person. The sunsets from the docks over there over the lake are just gorgeous. And there are no barges to worry about. No obnoxious horn-happy

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

commercial traffic at all. Peaceful, you know? It's nice. Plus, VLSC is ecstatic that they have me there. They were using an old fishing boat as a mark boat - silly, right? They say I'm much more useful and powerful. SYSCO bought Craig Garrison's boat for \$7k (what a sweetheart deal Craig did for SYSCO, seriously!) and sold me for \$5,000. Hey, replacement boats are in the \$10-15,000 range, so Vancouver Lake got a bargain. I was sore that SYSCO thought I was too old and beat up for the job, but I feel good about the change.

Anna: What about the new name for the new SYSCO Mark Boat?

Pancho: You have to learn the background on that. I was named by Bill Sanborn. He's The OG SYSCO guy, I mean original old-timer! Anything you want to know about SYSCO, ask Bill. He's the official Historian. (He recently went to the Dark Side, but don't hold it against him.) He wrote about my name in a former Newsletter article:

We were all children of the 1940s and grew up listening to radio shows, and watching the B western movies with stars like Gene Autry and his sidekick Pat Battrum. Roy Roger's sidekick was Jingles, Lone Ranger was supported by Tonto, and Hopalong Cassidy's sidekick was Gabby Hayes. But the clincher was the O. Henry character who became TV's The Cisco Kid who rode with his sidekick Pancho, and their always famous closing "O Pancho!" "Ooohh Ceeesco!" as they rode off. The names were too similar to pass that up, and so we all agreed that the boat should be known as SYSCO's PANCHO.



Gregg Bryden & Phil Campagna help out the OWSA Women's Race Series with a tropical theme on the new Poncho.

GETTING TO KNOW: PANCHO III

ANNA CAMPAGNA

Pancho: As for the new Pancho - there was a naming contest that gathered ideas for months - in contention were: Boastin' Whaler, Aboat Time, and all kinds of puns on the word "mark": Question Mark, Ides of Mark, Mark Twain, etc. In the end it went to a vote to the SYSCO Board, and they overwhelmingly approved a kind of play on *MY* name — Poncho! Spelled with an 'o' instead of an 'a', you know, like a rain poncho. I mean, it kinda makes sense because it rains a lot here. And sailors just wouldn't stop calling the new boat Pancho. But of course, with those Millennials acting all woke, you can't use Pancho anymore, because it's thought to be, shall we say, not politically correct. (Do you know that 20% of Millennials are vegan? Yikes.) That choice, Poncho, actually solved a lot of problems. I think it's fine. It's a nod to me, but updated for 2023! I hear you're working on a new logo.

Anna: Yeah, just after I finish one I've been commissioned for "Saltine". She's the old J/24 White Trash. Get it? White Trash... Saltine. She's a cracker! The Rush(ians) have nicknamed her "Oyster Cracker". Sam Hopper and those kids he is employing as his crew are looking good and progressing as racers. They almost caught Phil just this past Thursday.

Anna: Do you like to travel or are you a home-body?

Pancho: Mmmmm, I guess I'm a home body, but I like the occasional vacation in salt water, like everyone does.

Anna: Do sailboats make you jealous?

Pancho: No. All that money those guys spend on sails? Ridiculous.

SYSCO BOARD MEETING MINUTES

APRIL 6, 2023 AND MAY 1, 2023

SYSCO BOARD MEETING MINUTES

June 5, 2023 6:30 pm

Attendees: Denny Damore, Cheryl Watson, Michelle Bennett, Bruce Newton, Rick Samuels, Gregg Brydden, Dan Petrin, Brian Haverman, Michael Morrissey, Carisa Bohus, Jody Schultz, Jackie Pitter and Sloan Kimball.

Commodore's Notes: There is a film documenting Buddy Melges, and we can have a licensing agreement with them to show the film with or without a not-for-profit focus. The idea is to pair with a charity and use the film to draw new sailors and support something like youth sailing. We have a general agreement from a number of local clubs to participate and may have a point person to drive the event.

Racing all seems to be working well so far this season. Phillip Martindale is not here but has been doing a good job. Craig Daniels had a bicycle accident and is not available to act as our judge coordinator. Eric Rimkus may be called in Craig's absence. Otherwise, the racing seems to be on track.

Vancouver Lake moved their Tuesday sailing to Wednesday night and is encouraging SYSCO members to come sailing there as crew. It also opens up the VLSC members to be crew for any of us on Tuesday/Thursdays. The biggest fleets there are Thistles and Lightnings. How do we make this connection? Jeff Strong (SYSCO member, PYC Race Captain, Tenacious Olson 34) is the contact person.

Grow the Sport Beer Can race is coming up. The crew list on our website has 10 volunteers for this beer can. We should try to get some of these people out. The Merits will have the Merit Mayhem crew scramble the same night.

Brian reports that there is a new plan for the Melges collegiate races. These will be in the 23-24 season. RCYC has volunteered their facility for the races. The general format will be for lots of races and an after race analysis session.

Gregg is representing the Rangers for the St. Helens race. The J105 fleet can help the Rangers out with this as well.

SYSCO BOARD MEETING MINUTES

APRIL 6, 2023 AND MAY 1, 2023

Treasurer's Report: There are few changes from the previous month. We have an additional member for \$130.00, otherwise it is the same as last month. The budget sheets will be emailed to the board. The membership income is on target, about the same as previous years.

Membership: Carissa: We have 106 members, including the new associate. We should add the picnic (barbecue) to the volunteer list. The new membership page lists members full contact information without a security password. We voted to remove the list until a secure access (members only) can be set up. Denny have Melissa make this change.

Barbecue: Gregg is heading up the barbecue at Columbia Crossing. He is doing the shopping based off of Anna's lists from last year. Should we provide a keg of beer? We cannot charge for it. We voted to provide one keg of beer. Jacqueline and Cheryl will discuss which beer to get and Cheryl will bring it.

St Helens race: Jeff Stong may be able to do the glasses for us this year so long as we provide the graphics and glasses. He has the laser etching capability. Dennis to coordinate.

Racing – Pancho: Bruce reported that there have been two mark accidents. One was with Pancho, and the gear was lost. The second was a race boat that fouled on the mark and had to cut it loose. They have paid for new gear already. OWSA uses the Pancho on Monday. Should we charge them rent for the Pancho? Bruce will ask Scott Stevenson to see what we did in the past.

Fleet Updates:

Melges: Thank you to the committee.

Cal 20: Mentor Night on Grow the Sport Night.

J24: They did their committee duty on the ISC pontoon boat. The J24 fleet is seemly invigorated by ISC's participation and there is one new J24 in the fleet.

Merits: Have 10 boats. Their fleet party is June 25th. There is a Merit boat for giveaway to a young sailor. Appears to be in good condition. They asked for permission to use the newsletter and email to advertise this. Granted.

SYSCO BOARD MEETING MINUTES

APRIL 6, 2023 AND MAY 1, 2023

Catalina 22: Jody needs a platform boat for the Beer can. Jody and Denny will talk about this. Three 105's are in town: Ruckus, Abstract and Escape. These can be used for platform boats.

Cruising Fleet: doing ok.

Rangers: Jackie reported that there should be 10 out next week. No problem with volunteers. She likes the 3rd pennant slot and the long races. She would like to see the OWSA Rangers out.

Martins: No report

Next month we will meet on Wednesday, July 5th 6:30 at RCYC because of the holiday.

Respectfully submitted –

Cheryl Watson

SYSCO Secretary



Photo by Sloan Kimball