

AUGUST 2021

FROM THE FRONT

FROM THE REAR

RACE REPORT

MEMBERSHIP

CHAIR REPORT



July 20 Twilight Race - Photo by Dena Kent

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Recently, I had the privilege of being invited to have a beer at the Berkeley Yacht Club. Within a few minutes I was chatting (masks on) with a stranger --talking about sailing (naturally). A few minutes later, I was invited to sail with Rick on his Ericson 35. Regrettably, I had to catch a plane. My point of this little story is how I am always amazed by how open, friendly, and inviting my fellow sailors are. We are always willing to lend a hand, offer some advice, and go the extra mile for our fellow yachtspersons whether on the high seas or at the bar.

We do it for survival, but we also do it because we share a common love for making boats go using the wind. It doesn't matter if you sail an Oyster 56 or a 10-foot Styrofoam Snark-- we have the same love for water, wind, and sails. We seek adventure over the horizon or across the lake.

COVID has limited our opportunities to socialize and reach out to strangers. As the pandemic wanes we may have to relearn how to socialize again. When safe to do so, I urge you to make the effort:

- Invite you neighbors and their kids out for a sail,
- Take on a crewmember walking the docks on race night,
- Volunteer to help with your local youth sailing organization,
- Offer your boat and crew for a Race Committee.



Bruce Newton shares the love during the SYSCO Soaker

I promise you won't regret it. ***What blows around goes around.***

Your Faithful Commodore

Gregg Bryden

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

DIY Bottom Job

Depending upon your level of Do-it-yourselfness with regards to boats, a bottom job can be a big or a small deal. Considering our J/24, every spring we clean, polish, and paint the hull with go-fast paint (trade secret). Bite Me, aka The Shark Boat, lives on the hard on her trailer for half the year, so it's no big deal.

Our big boat, however, a Pacific Seacraft 34, is quite another fish to fry. A Cutter rig with skeg-hung rudder, and long fin keel, Mira is perfect for cruising, with high displacement and the characteristic 'canoe' stern of [Bill Crealock](#). She weighs in at 13,500 lbs. She hasn't been hauled out of the water as long as I've known my husband. We usually take a summer trip down the Columbia for a few days and find time to dive and scrub the bottom by



hand while at anchor. We've hired a diver to replace the prop and zinc in the past. But at a certain point, after tightening the packing on the propeller shaft one too many times, it became clear that the drip-drip had become a stream, and it was time to pull the boat out of the water to do some deferred maintenance.

Along came an opportunity. Full disclosure, Mark McCuddy, who sails a Melges 24 Windwagon, is my client. Last year I re-designed the logo for McCuddy's Marina, and in discussions about Web site marketing strategies, he came up with an offer we couldn't refuse. He suggested that we have Mira lifted out at his DIY boatyard on Hayden Island. He would lift

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ANNA CAMPAGNA — VICE COMMODORE

the boat in and out at no charge, and we could do our own bottom job and document the experience with photos and video that we could then post to their Web site.

Portland has few boatyards, and until now there was no place you could have your boat hauled out that would let you do your own work on it. At McCuddy's, they pull your boat with a giant travel lift, give it a power-wash, put it on the hard ground propped up by stacks of wood under the keel and boat stands, and charge you a day rate as long as you need to work on it. You can do the work yourself, invite your buddies to help, or hire your own professionals. They have a list of trusted

sources for propeller works, sanding and fiberglass work, boat mechanics, etc. Of course, we had no idea how many doors this DIY experience would open. We just thought we were going to sand and paint the bottom and re-pack the propellor shaft. We figured it would take us a week.



Enter Rob, Ted, Chad and Brent. Oh, and Steve Rander.

On the day we were scheduled to be lifted, the boat coming out before ours belonged to a flying buddy of Steve Rander's. I don't know what kind of sailing experience Dan has, but Steve

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helped him purchase a Cal 34 that was in rough shape. And he promised Dan he would help him rehab the boat. Many of you may know Steve Rander as the former owner (now retired) of Schooner Creek. There is nobody who knows more about boat building than Steve Rander. Dan and Steve would be our boatyard buddies for the next week and a half. I knew at that point we were gonna have some fun.

Rob: Travel Lift Operator. Boat building and maintenance guru. Registered Columbia Pilot. He can answer any question about any boat system you have, and recommend a solution or a resource. Rob spent an hour consulting with us about our issues. We pulled the prop and shaft and discovered that the key was completely destroyed and the packing was toast. Rob suggested straight away that we take it to Ted.

Ted: Owner of Propellor Works. This guy lives and breathes propellers, and can cobble together for you the multitude of parts and pieces that you need to make your boat go. He machines the shaft to your exact specs, and if you want to really geek out, he will scan your propeller and tune it to gain performance and efficiency. Ted had our new prop and shaft and cutlass bearing (acquired in Seattle) ready in a matter of days.

In the meantime, we hired Chad to do the tedious, sweaty, dirty, toxic, taxing work that we had no desire to do. Chad works for McCuddy's operating heavy machinery, and has the keys to the tool shed. He was super helpful and accommodating of our schedule. He dove into the project straight away. Draped the hull with a clear plastic tarp and sanded the beamy bottom of our boat with a rotary vacuum sander over the course of a couple of days. Both he and Brent live on their boats at McCuddy's moorage down below the boat yard on the south channel of the Columbia, so they are conveniently close by when you need them.



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And along came Brent, otherwise known as Brewster. He also contracts with McCuddy's to do boat work. This guy apprenticed as a boat builder in Seattle and worked as a boat mechanic for two or three years at Schooner Creek before choosing to work independently. Asking Brent to fix the errant bilge pump float had a cascading effect. He has a great eye and noticed all sorts of things that needed attention or improvement. Better replace those four ancient water hoses on the Yanmar engine. And while you're at it, a new thermostat is always a good idea... and on and on. A crack in the bilge hose naturally led to replacement of all 18 feet of hose that wound through the bowels of the boat. The most vexing problem Brent tackled was removal of the propeller shaft. It seemed that the thing simply wasn't going to come out of the boat without being cut in half with a Sawzall equipped with a carbide blade. I have no idea how this 6-foot-3 man was able to fold and squeeze his body into the tiny engine compartment to perform such a task.



I can't begin to describe how much we benefited from the level of knowledge (not to mention the trading back and forth of tools and supplies) that there happened to be in the boatyard at the time. And Sexton's Chandlery is conveniently located across the street. One day Brent and Steve Rander got to scratching their heads about the singular one-way valve and the loop that led to the T-in of the Whale pump (a hand-operated bilge pump in the cockpit). Why not put in a redundant vented loop to take the pressure off the one-way valve? Because when you're cruising and you're on port and there is this incessant pounding of the following seas, that's gonna put some strain on your one-way valve.

So this led to talk about cruising. Brent and his wife are going to take their cruising boat on a little trip after they retire in two

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years. Well, as a matter of fact, so are Phil and I. Puget Sound. Alaska.

Mexico, Central America and through the Panama Canal. The more time we spent with Brent, listening to his stories and his deep knowledge of boats, the more we realized what great boat buddies we would make.

In a matter of days, Ted called and told us the prop business was ready to be picked up. Then came the exciting moment of installation of the now perfectly tuned up and shiny brass

prop, brand new shaft, adjustment of the engine on its mounts to get the cutlass bearing looking centered, and the challenge of installing the rudder. No mean feat! It took Brent, Phil and me several hours of MacGyvering to coax the rudder back into place, wrestle the gudgeon back on, and get the quadrant lined up. (We employed blocks and levers, a car jack, and a cam strap.) The rudder turns easily and the prop spins like a dream.

Next on the list: Bottom paint! Another consultation with the conveniently available Rob (via phone) and Steve rander led us to select a medium-priced Pettit ablative paint in royal blue. (\$245/gallon-yikes!) Careful laying down of a stripe of masking tape by Anna was followed by a first coat by Phil and a second coat by Anna... no mean feat in 85 degree weather. And it is BEAUTIFUL! The last thing I need to do is to settle



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on a logo for Mira because her old logo was cracked and peeling and just so 80s. A graphic designer creating a logo for her boat? The cobbler's children have no shoes.

Last but not least in this list of characters making the DIY boatyard work is Andrew, the amiable manager who runs the show, handles the marina and the scheduling of the boat yard, and the characters that make it happen. This guy is an expert at juggling, and incredibly accommodating. If you want to do a little haul-out and DIY on your boat, contact andrew@mccuddysmarina.com. We learned so much about maintaining our boat by this collaborative DIY experience. We never would have had that opportunity if we had simply let a boatyard haul the boat and do the work. Plus, we saved a bundle. I am surprised to find that I have a new-found love of our boat by having done the sweat and toil of the maintenance myself. Contact me if you want more details on our fun DIY experience at rear_commodore@syscosailing.org.

Anna Campagna
Rear Commodore

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

Clear the Air

No, I'm not talking about what you do on the dock after there is a, well, difference of opinion on the race course about tactics. Don't get me wrong, you should always clear the air with your crewmates at the end of a race and walk away with an agreement to do better the next time. But here, we want to chat a bit about the value of clearing the breeze you sail in – your clean air – or the dirty stuff you send your opponents during the race.

Let's start with what is clean air? Actually, it's better to think about the opposite, dirty air. I'm reading a book given to me years ago by author Joachim Schult on tactics who refers to the dirty air off someone else's sails as the "blanketing cone" of disturbed wind. I like this description because it first helps me visualize in three dimensions the area of the disturbed air flow – a cone. And second, it describes for me the effect of that cone on my boat – I get covered in a blanket of breeze with substantially less pressure/drive than the boat sending me that blanket. They go faster; I go slower. Or better yet, when I turn the tables and send them my blanket, they go slower.

How much difference does it make? Ask the Cal 20 fleet. Twice this summer I was on the Race Committee on Thursday nights and the first night Hot Dog was on a run from Buoy 2 to Mark 3 steaming down the track 8 to 10 boat lengths ahead of a gaggle of the remaining 10 boats. The second night it was Gwaihir doing the same thing. Everyone on the committee boat wondered where they got the afterburners. After both races I checked in with the other boats to find out how Hot Dog and Gwaihir got those leads. In both cases the other racers said that it was really a function of them getting clear air after the turn at Buoy 2. They got the clear/clean air; the rest got the dirt from each other.

And, it's not just a function of getting to the mark first and getting a clear lane ahead. In this last summer series I had the chance to fill in for Jim Cullison on the Cal 20 Check Ride with Brian Breitbarth driving. We arrived a Buoy 2 third or fourth, did a gybe set around the mark behind Craig Daniels and started the run to Mark 3 behind by a half dozen boat lengths. We set ourselves in a position where our blanketing cone was affecting Craig's wind, at first only marginally. But as we inched closer to him and he was deeper into our blanketing cone, we significantly affected his boat speed to the point where we could shift tactics, build gauge to leeward and pass him.

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

I had the opposite experience on Kent Picknell's Melges 24 Apex in another series this summer. We were sprinting along downwind with the breeze in the typical WNW pattern. We were ahead and to weather of A Demain and Wind Wagon by 8 or more boat lengths. I saw breeze coming down the Oregon side and called for a gybe across in front of both boats. When we were to leeward of them and still ahead, I called for the gybe back to catch that breeze. Well, it was a gross tactical error because I was thinking only about the new breeze and not the blanketing cone of dirty air from those two boats. Yep, you guessed it. We slowed down even in the new breeze, they passed, inch by inch, and we rounded behind both of them. Sometimes the hero; sometimes the goat.

What about upwind? Who hasn't been sandwiched between two boats slightly ahead at the start to only get spit out the back because you're getting a double whammy of dirty air from the two of them? Going downwind that cone is in front of you. Upwind the cone comes off the back from both the jib and main with the main giving super vortexes off the trailing edge. Wanna put someone in the way back? Get a bit in front, over sheet your main, and watch them slowly slide backwards.

Alright, what's the point of all this talk, talk, talk? Tactical proficiency and success is a function of thinking ahead and leveraging all the tools at your disposal. Too often we get locked into just thinking about one aspect of our tactical choices and lose the incremental benefit that some of our other tools can provide. The blanketing cone of disturbed wind is such a mighty weapon and shield because it is invisible, and, as such, your competitors will often forget about it unless they are right next to you. Practice imagining that you can actually see that cone and how it can extend multiple boat lengths away. Then, add it to your quiver of tactical tools by more routinely using it to either clear your own air or create dirty stuff to blanket others. The comp will think it is magic that you make such gains, but you'll know that clean air, like a clean hull, is making all the difference.

See you on the river.

Denny Damore

Race Captain

MEMBERSHIP CHAIR REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

112 SYSCO Members: We can do a lot when we work together!

We're coming to the end of the formal SYSCO racing season and have been through a lot of changes together. The wind has been with us!

Useful information: Even if you race both nights you still need to pull a Race Committee Shift! I did not know that until about a month ago! Sacrifices need to be made to keep SYSCO running. Membership will be looking for ways to kick you in the butt to make your promise of volunteering happen.

Next up RC is the Dual Bridge Duel and the St. Helens Racing Cruise.

Next up social is the joint OCSA/SYSCO banquet, and we are hoping it will be: in person, outdoors, with lots of ketchup.

Answer my email! I'll answer yours!
membership@sycosailing.org

Carisa Bohus
Membership Chair



SYSCO BOARD MEETING MINUTES

AUGUST 2, 2021

Attendees: Gregg Bryden, Scott Stevenson, Carisa Bohus, Bruce Newton, Don Schultz, Cheryl Watson, Mark Salholm, Denny Damore, Jan Burkhart, Jacqueline Pitter, and Sloan Kimball.

Absent: Michael Morrissey, Jody Schultz, Phillip Martindale, Rick Samuels, Anna Campagna, Stephanie Walker, Craig Daniels, Darren Posey, and Thomas MacMenemy

Call to Order: This meeting was called to order electronically via Zoom at 5:30 pm.

1. Commodore's Opening Remarks

- a. Race Committees for other SYSCO Events
 - i. Looking for DBD platform boat since Gregg may not be able to. (Resolved)
 - ii. St Helens Racing Cruise – need RC – could be a participant w adjusted time.
- b. Fleet Structure and Captains for 2022 – seeking input
 - i. One-design and cruising fleet seem to be well organized; the rest are a bit of a challenge. PHRF fleets are not too bad but could improve.
 - ii. We will have this as a future agenda item for decisions
- c. Pricing structure for 2022 – need to increase back to pre-COVID, maybe more
 - i. Set non-member racing fee to \$60 per series (passed by unanimous vote)
 - ii. Leave member price the same but put emphasis on volunteer needs
 - iii. The lack of volunteers is a leading problem
- d. Trophies for Summer and Twilight –
 - i. budget is \$4,000 and have spent \$166 plus bottle openers
 - ii. Jim Shaw is normally the trophy guru – Gregg will contact him.
- e. Filling positions for next year –
 - i. Looks like everyone is willing to re-up for next year, but we need Tuesday and Thursday race coordinators.
- f. Website –
 - i. Melissa Gearlock offered to help—Gregg will ask Anna about giving her access.
- g. Future meetings in person?
 - i. Wait a few months due to the Delta COVID

2. Membership Report

- a. Gala – work with Jan to build a list of helpers
- b. Webpage update – waiting on our web master
- c. New members – having trouble with new member email

SYSCO BOARD MEETING MINUTES

AUGUST 2, 2021

- i. Seems to be causing challenge with getting new members in front of the board and getting new member emails out.
- ii. Likely have new members that have paid, are on the list and have not been voted on.

3. Treasurer's Report

- a. Checking Balance \$7,216. Reserve Balance \$10,864. Total Cash \$18,081.

4. Racing report: Dennis has been doing some race training amongst the local sailing groups. This includes Rose City and Island Sailing Club.

- a. RCs – No report
- b. Fleets – No report
- c. Other SYSCO races coming up
- d. ISC has expressed interest in racing in the J/24 class.
 - i. Strong support from the board
 - ii. Dennis is going to work with Scott, Jacquelin and Anna to work out the details to get it to work in all our systems, fleet, membership and within our by-laws.

5. Fleet Reports

- Fleet 1 – J-105, Melges 24 – Doug Schenk
 - no report
- Fleet 2 – PHRF A & B – Open
 - no report
- Fleet 3 – FPHRF C, D and Level – Tom MacMenemy
 - no report
- Fleet 4 – Martin 24 – David Paul
 - Have a RC set up
- Fleet 5 – Merit 25 –Tomas Morrissey
 - No Report
- Fleet 6 – J24 – Anna Campagna
 - No report
- Fleet 7 – Cal 20 – Cheryl Watson

SYSCO BOARD MEETING MINUTES

AUGUST 2, 2021

- Has a few new members – Fleet is looking good
- Fleet 8 – Ranger 20 – Darren Posey
 - Nationals are happening 2022 – July 27-31
 - May need club support for RCs
 - Beercan on Saturday was a grand success
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz
 - RC is all set up – well, looking for a platform boat
 - Fleet is working on recruiting and building.
- Fleet 10 Tuesday No Fly – David Long
 - No report
- Fleet 11 – Cruising Smaller Boats – Mark Shalom –
 - RC will be ready

**6. Other Business –
NONE**

7. Adjourned at 7:15



Photo by Dena Kent

Respectfully submitted –
Sloan Kimball
SYSCO Secretary