

JULY 2022

FROM THE FRONT
END OF SUMMER SERIES
BARBEQUES

FROM THE REAR
GETTING TO KNOW
... CRAIG DANIELS

RACE REPORT
SOUTH BY
SOUTHWEST

MEMBERSHIP
CHAIR REPORT



SMALL YACHT SAILING CLUB OF OREGON STARTING LINE



May 31 - Photo by Dena Kent

End of Summer Series Barbeques a Great Success!



Perfect Day for a Barbeque!

It was wonderful to see so many of our SYSCO Members ***in person*** at the End of Summer Series Barbeques.

We finally had a chance to pass out 2021 Summer and Twilight Series trophies and SYSCO Commodore's Trophy (Team Checkride-- Jim Cullison and Brian Breitbarth), Sailor of the Year (Rene Emch), and US Sailing Sportsmanship Award (Phillip Martindale). Whew. We can *finally* put 2021 in the rear-view mirror.

Thanks to our crackerjack volunteers led by Anna Campagna, SYSCO fed the Skippers and Crews an abundance of beef and veg burgers with all the fixings including Annas famous bean salad and Texas caviar. Anna has pulled these culinary miracles off for many years now and is looking take a break and pass the apron and serving spoon to someone else. Let me know if you want to steer the BBQ boat next year. It's easy thanks to our many volunteers.



Great 2021 Trophies Thanks to Jim Shaw!

FROM THE FRONT

GREGG BRYDEN – COMMODORE



Tuesday Volunteers Gearing up to Grill!



Thursday Grillers Serve up the Chow.

FROM THE FRONT

GREGG BRYDEN – COMMODORE

While the Summer Series is over, there is still plenty of Summer Sailing Fun ahead. Come out and play with us for the:

[SYSCO Soaker 26 July](#)

[Ranger 20 Nationals 28 - 31 July](#)

[SYSCO Delta Cruise 30 July - 7 August](#)

[SYSCO Dual Bridge Duel and Columbia Crossings Cup 6 August](#)

[SYSCO Race and Cruise to St. Helens 13-14 August](#)

It is with a heavy heart that I mark the passing of a long time SYSCO member and supporter, Steve Weir left this world on 28 June. Steve was an avid promotor of Columbia River sailing and did much to support SYSCO over the years. He will be missed by the many friends who knew him.

Fair Winds and Clean Starts!

Gregg Bryden



Photo by Anna Campagna

Getting to Know . . . Craig Daniels

Craig Daniels

I started sailing when I was ten years old. I grew up in Huntington Beach, California sailing small boats. I started sailing in a Naples Sabot. The symbol of the Sabot looks like a wooden Dutch shoe. The Sabot is Southern California's version of an Opti. It's a cat-rigged pram with a lee board.

Anna: I'm not a dinghy sailor. What's a lee board?

Craig: It serves the same purpose as a centerboard but hangs off the starboard side, so the two tacks aren't symmetrical — at all.

Anna: How did you become a sailor at ten years old?

Craig: We were living by the water, and I guess my parents thought it would be a good summer activity for me. They sent me to a sailing camp. I just took to it. It made sense to me. I won my first regatta.

Anna: Do you feel that you have any particular personality traits that make you good at sailing? Do you have that engineering background that so many good sailors possess?

Craig: No. I'm good at solving puzzles. I'm more of a mathematician and an artist than an engineer. In high school I was on the chess team. I started swimming in the seventh grade, around fourteen. I got really into water polo.

Anna: Water Polo! I played that as a kid in my neighbor's pool, but just for fun.



For My Girls

FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

Craig: It's a very rough sport. Imagine that you're wrestling with someone, in the water, with your hands over your head. It's exhausting. It was very clear that I loved the water.

Anna: I worked for a couple years running the membership office at WSC, and in the summer camps, the first thing the coaches do is to have the kids dump the boat. Then they have to immediately get back in.

Craig: Here's a fun story — Where I grew up in Huntington Harbor, there are little channels; it's reminiscent of Venice, Italy. My parents would let me and my two friends sail around in our Sabots. No lifejackets. All day long. It was like the equivalent of how normal kids might ride around freely in their neighborhood on bicycles, and nobody thinks twice about it. Except Huntington Harbor is like a slow-moving river, with the tide going in both directions.



For My Girls

Anna: Back to college...

Craig: Well, I did my undergraduate at Stanford. But I was terribly homesick because I missed sailing. At Stanford, freshmen couldn't helm. Only varsity sailors could helm. As a crew member, not yet Varsity, I was so frustrated that I thought about transferring. In Southern California there is generally light wind. And in the San Francisco Bay, where we practiced and raced, the wind was often light.

Anna: Light wind makes you really good at sailing...

Craig: Yeah, if you give me some time I can talk about that... But this guy who helmed the boat on which I crewed only had experience sailing in heavy wind. One day the skipper got so frustrated with the fluky wind that he asked me, "Craig, do you think you could do better than this?" So I took the helm. They made an exception. I stayed at Stanford thanks to sailing. I practiced Monday, Wednesday and Friday. I taught Tuesday and Thursday, and I raced on the weekends.

Anna: Did you travel a lot to race in college? What boats did you use to race?

FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

Craig: We raced on FJs. “Flying Juniors”. It’s roughly equivalent to a 420. Takes two people to race it. There were eight teams in the northern California division. We would travel across the Bay to Berkeley. Humboldt was an eight-hour drive. Very light air.

Anna: How was the parity of men vs women in college sailing?

Craig: At Stanford the sailing team was about three-quarters men.

Anna: Did you prefer sailing with men or women?

Craig: I preferred sailing with small people who had good sailing skills.

Anna: I have noticed that on your Cal 20 on the Columbia River, you almost always sail with women.

Craig: That’s true. I get asked, by women mostly, for them to crew on my boat.



Anna: Perhaps it’s because you’re not a screamer.

Craig: That definitely comes up in a lot of conversations. Yelling does absolutely no good, on the practical side of sailing. Usually it happens when there’s something not going well. Honestly, it doesn’t help the person, who’s trying to figure out how to get the thing done, if somebody in the back of the boat is screaming at them. My ability to deal with a wrapped spinnaker has nothing to do with you trying to tell me how to manage it, at ever-increasing volume. I will say, I will not crew with somebody if I know they are a screamer. There’s a little bit of energy in that one for me.

Anna: I want to know more about your racing to Hawaii as a youngster.

Craig: I sailed to Hawaii four times before I graduated from college. The skippers were mostly Long Beach Yacht Club members. Usually my father was on board, and/or my brother. (My sister gets horrendously sea-sick.) My dad had a quarter-share in a sixty-two-foot Ultralight

FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

called Ragtime. My peak sailing experience was steering under spinnaker with twenty-five knots of wind. Surfing wave after wave in the darkness, by feel. There's an angle of the heel that you can just feel. I mean, you can look at the compass and know the angle, but as the wave hits the stern you know the wave is going to move the boat a certain way and you compensate with the wheel.

Anna: In what position were you on the boat?



Craig: I usually did Bow on the gybes. The safest place on the boat during a problematic gybe was on the bow. I would go up to the bow with the new sheet in my hand. I would be sitting; then someone would trip the pole. The pole comes off the guy, and I would put the new guy in the jaws. So they tripped the pole right when the boat broaches. I was sitting in the bow pulpit—what a view!—and the boat was sideways on a dip-pole gybe. Safest and best view in the world was the bow pulpit.

I was the navigator on the last two voyages. Well, this was all before GPS. I had been trained as a navigator in college; but that was a long time ago. I learned to use a Sextant. I had a book of tables and a very accurate timepiece. All of your information comes from the sun and the position of the stars at dusk and dawn. You're out at sea for two weeks, and suddenly, three-quarters of a day before we finished, Oahu appeared on the horizon. And I thought—flabbergasted—This is amazing; this stuff actually works!

So back to your question about college—I got a degree in Naval architecture, at Stevens Institute of Technology in Hoboken New Jersey. But when I actually started to work in the field I realized I wasn't cut out for the sales part of it. I took a ten-year break from school. When I returned to business school at University of Washington in Seattle, I realized that I wasn't going to be a very good student if I was going to be distracted by sailing, so I pretty much put sailing on hold... I wound up getting my MBA in marketing and finance. After a couple of years of working in Seattle I moved to Portland (well, actually, Vancouver) to work for HP.

Anna: What place did sailing take in your life?

FROM THE REAR

ANNA CAMPAGNA – REAR COMMODORE

Craig: Well, I first had to get into wind surfing. I had learned to wind surf one summer during college. At HP there were a bunch of managers who wind surfed and were always going to Hood River.

Anna: How did you fall into the Cal 20 fleet?

Craig: I quit HP. I lived in Everett Station Lofts, where they offered reduced rent to artists. I had gotten into photography, and had a studio there. David, another artist at the loft, invited me to a Cal 20 meeting. So after the meeting, I raised my hand and said, “I can crew”. (That was a bit of an understatement.) For two or three years I sailed with a guy named Dennis. I had kids shortly thereafter and bought my own Cal 20. I figured it was an affordable boat, and the right size to teach my kids to sail. I named it “For My Girls”.



Anna: And I watched them grow up and crew with you on that boat on occasion. Where are they now?

Craig: Shar is starting on their PHD (they both use they-them pronouns) at the University of Delaware. They want to teach astro-physics. Ash is doing theater at Fordham University. They're into the technical side of theater. They're both smart kids.

Lately I've been getting less interested in racing in the Cal 20 fleet, and I'm more into sailing at Willamette Sailing Club. I sail Laser 14 and Lido 14. Actually, the Lido was the second boat I ever sailed. For the better part of the last five or six years I have been deep into US Sailing training. I have worked my way up through the ranks and have become a certified Judge and an Umpire and a PRO (Principle Race Officer). For the last three or four years I've been doing the judging thing. At some point I figured out that I just love being on the water. Umpiring and judging gives me an excuse to travel. Sometimes I go as far as Florida or Long Island or Boston. Sometimes the organizing authority will pay for a hotel and a couple of meals, or a club member will put me up. But usually I pay for my own travel. It's a way to stay involved in the

FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

sailing community, mostly, so I don't mind paying my own way. I LOVE going to Marblehead, so it's OK. I have made a lot of new friends.

Anna: Is this something that you can do as a second career, and make a little money at it?

Craig: Nope. I'm still working as an IT consultant; it's been a while since I designed a Web site for a client, but occasionally I do. It's hard to let it go because I still enjoy doing it.

Continued next month — more on learning to become a Judge, Umpire and PRO for US Sailing

Anna Campagna

Rear Commodore



RACING REPORT

DENNY DAMORE— RACE CAPTAIN

South by Southwest

I'm sitting here in the Portland Airport waiting for my Southwest Airline flight to Oakland to arrive at the gate headed to the start of the Pacific Cup to race on Rage. This will be my fourth one since 2002. I'm pumped, anxious, curious, competitive, and so looking forward to being at in the open ocean again. I was going to call this month's column "The Joy of Offshore Racing," but that really sounded a bit too Polly Anna. I'm sure we all would see through it and know that offshore racing, like all sailboat racing, has its share of pain to go along with the joy. (The alternative title, "The Pain of Offshore Racing," uh, no.) So, even though SYSCO is about local buoy racing, as the Race Captain for both SYSCO and the Pacific NW Offshore, I see the value in both the joy and pain and want to take a moment this month to sing my praises of the open ocean. Maybe you'll want to join me some day out there.

Let's start here: My wife, my brothers, my parents don't get it. The idea of being out of sight of land with 2070 miles to sail to a little dot on the Pacific Ocean map makes no sense to them. They can't imagine the draw for a person who was raised in the Arizona desert. All they



Photo by Dena Kent

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

imagine is sharks (or breaching whales), hurricanes, emptiness, mechanical breakdowns, grey skies, sailing in a pitch black night, rotating four hour watches, and loneliness – not too appealing. They think that I would be in constant fear of hitting something, or breaking something and the boat going down.

Certainly, being honest, there are moments when thinking about the risk and each of those fears or emotions may come into play, but for me the appeal is the bigness of it all – the vastness of the seascape. I love how I am but a single person who is part of a team riding in our little water spaceship to some distant destination without the certainty we will get there. Each race is so full of possibilities, just like it is on the river, multiplied by a thousand. The distances and times make the risks greater, but the feeling of reward is likewise multiplied.

For some, buoy racing where you are constantly in sight of your competitors who are making their tactical choices that then require, essentially, immediate responses and the corresponding speed of decision-making and race length is the type of racing that scratches their competition sailing itch. The idea of virtually never seeing your competition after the start for the many days of the race is unappealing. I get it. But until you have done one of these long distance races, you really can't see how the difference plays out and where the attraction is. It's the difference between a hundred yard dash sprint and a 10k or marathon. It's fast twitch muscles versus slow twitch. It's an espresso shot or a tall cappuccino. Buoy racing is a quick hit that evaporates after a breath or two; Ocean racing has the long finish of a fine brandy.



Photo by Dena Kent

Obviously, the key difference is time. You get time to make your calls. You get time to fix stuff. You get time to enjoy. The last several years we've had hours and hours of spinnaker

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

runs all the way up the Washington coast on the PNWO. Put the kite up, and then take it down or swap it out 24 hours later. Yum. I have vivid memories of periods on the PacCup or the Tahiti Race on Rage where for hours and sometimes days on end where we loped along downwind or beam reaching in big swells. The flow and pattern of the swell created a kind of rock-a-bye-baby sailing emotional contentment even though we were racing. You can't get any of that going from the Buoy 2 to Upper Airport.

There is also the team. I'm a team person. I've never done well in individual sports. I somehow lose focus. But long distance racing generally requires a team. Sure there are single and double handed races, but a boat like Rage, for example, needs a crew of at least 8. I love teamwork. And in a long distance race like the PacCup, but even on the PNWO, you have the opportunity to build friendships and develop skills by combining expertises that are much more fleeting in buoy racing.

Finally, while I could wax on with other examples, the most important aspect of offshore racing for me is that I can step into a world where being present or mindful happens almost all day long. I know that sounds "Woo-woo," but I like the clarity of it all. Sure there are tasks and decision-making, but between those moments there are long periods where there is nothing more than the sun, the sky, the breeze, the swell, the waves, and the sound of the hull going through the water. The combination creates a bubble where all of my senses become attuned to minute changes in the world around me. It is as if there is no future and no past only the moment. I find those times exhilarating.

Don't get me wrong, I have had those moments buoy racing, but they last for a few seconds, maybe a minute. Offshore, they can go on for hours. For me it's about the deep clearing that I get when I'm in that present-ness. Sure long distance offshore racing fulfills some of my competition Jones, but the real upside is that while I'm on that water during those hours and days, nothing else matters but the racing. I get clear about what's important in my life in those racing moments. Then, when it's over, I experience an emotional and psychological openness to the moments that follow off the course that I haven't ever experienced anywhere else. Seems way more fun than having a therapist.

Anyway, I invite you SYSCO local racers who have not considered or had an opportunity to go offshore racing to at least consider it. If you accept the invitation and head out, the actual rhumbline course from San Francisco to Hawaii is 252 degrees, but you'll want to take a left

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

turn to get down to the trades and your course out of the Golden Gate should be around 202 degrees, which is, surprise, SSW.

See you in Kaneohe,
Denny Damore
Race Captain



Photo by Dena Kent

MEMBERSHIP REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Still need to renew? <https://syscosailing.org/membership.php>

Carisa Bohus
Membership Chair



Photo by Dena Kent

SYSCO BOARD MEETING MINUTES

JUNE 27, 2022

SYSCO Board Meeting Minutes

Attendees: Gregg Bryden, Rick Samuels, Melissa Cearlock, Michael Morrissey, Bruce Newton, Denny Damore, and Sloan Kimball

Absent: Don Schultz, Michelle Bennett, Katie Braun Scott Stevenson, Anna Campagna, Jan Burkhart, Cheryl Watson, Phillip Martindale, Mark Salholm, Dennis Burkhart, Carisa Bohus

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

1. Commodore's Opening Remarks

- a. **BBQ** – looking good and ready to happen
- b. **Trophies for last year** – we will distribute at BBQ
- c. **Grow the Sport** – 5 new boats and 5 new sailors. Went super well. HOT and SLOW
- d. **Match Race (mid-July)**– beginning putting together. Might be some confusion about who is invited – race book and online don't seem to match.
- e. **SYSCO Soaker** – some registration – should be another fun
- f. **Dual Bridge Duel** – just starting planning

**2. Membership Report –
No Report**

- a. **Membership** –
Steady
- b. **New Members** –
None

3. Treasurer's Report

- a. **Balances** – Checking
Balance \$3,839.42.
Reserve Balance
\$17,995.35. Total
Cash \$21,834.77



Photo by Dena Kent

SYSCO BOARD MEETING MINUTES

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4. Race Captain's report:

- a. Racing going well. Dennis is setting up coverage while he is out of town doing the Pac Cup.

5. Fleet Reports

- Fleet 1 – J-105, Melges 24 – Doug Schenk
 - No Report
- Fleet 2 – PHRF A & B – Open
 - No Report
- Fleet 3 – PHRF C, D and Level – Tom MacMenemy.
 - No Report
- Fleet 4 – Martin 24 – David Paul
 - No Report
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
 - Had a BBQ on the dock – was a great event
- Fleet 6 – J24 – Anna Campagna
 - Busy week coming up – RC 4/5 and managing BBQs
 - ISC is stepping up a bit for RC and Passion Yachts supplying Ctty Boat
- Fleet 7 – Cal 20 – Cheryl Watson
 - No Report
- Fleet 8 – Ranger 20 – Jacky Pitter and Gregg Bryden
 - Nationals still coming up 😊
 - Requesting the Fleet \$50 be put toward Nationals
- Fleet 9 – Catalina 22, Venture 21 – Katie Braun
 - No Report
- Fleet 10 – Cruising Smaller Boats – Mark Salholm
 - No Report

6. Other Business –

- a. BBQs are on track – Volunteers are still a bit of a challenge to recruit. Special thanks to all who are working the BBQs.
- b. Website will be down this week off and on. Brand-spanking-new site will be up first or second week of July.

SYSCO BOARD MEETING MINUTES

JUNE 27, 2022

c. PHOTOS and STORIES are always appreciated for the newsletter.

7. Adjourned at 6:00

Respectfully submitted –

Sloan Kimball

SYSCO Secretary



Photo by Dena Kent