

AUGUST 2022

FROM THE FRONT
THE RANGER 20
NATIONALS WAS A
SUCCESS

FROM THE REAR
GETTING TO KNOW
... CRAIG DANIELS,
PART 2

RACE REPORT
P P AND R

MEMBERSHIP
CHAIR REPORT



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



A welcome August almost-rainstorm

The Ranger 20 Nationals was a Success Thanks to Many Hands

Congratulations to Mike Barth skippering Papagayo who swept the Spinnaker Class in the Ranger 20 Nationals. Full Circle came out of hiding to win the No-Fly Sails Class. This SYSCO-sponsored event was a great success despite a heat wave and dodgy winds. Fifteen boats showed up to race from as far away as Chico California. Eleven races were held over four days the end of July. You can see all the [race results here](#).



Daniel Shattuck-Bosshammer hand carved the Ranger 20 Nationals Trophies.

FROM THE FRONT

GREGG BRYDEN – COMMODORE

I was super impressed by the great sailing and I was equally in awe of the volunteers and sponsors. Craig Daniels was our Principal Race Officer for all four days of racing and countless planning meetings. Bill Sanborn offered up Lookame for two days of Race Committee before taking off on the SYSCO Delta Cruise. Stephanie Walker provided Wildheart for RC the last two days of the race. Columbia Crossings provided space and power for Race Central as well as moorage for visitors. OWSA provided cookies each night that would make Martha Stewart jealous. Lynne Eastes arranged for an incredible meal after the last race. Maria Swearingen spent four days on the water photographing the event. And then there are the 30 or so others



Talk about stiff competition!

that stepped up for reception, RC duty, Pancho Ops, and parties. Jacqueline Pitter and Kelly Dewes helped pull all this together while sailing pretty darned respectably in the races each

day. There are lots of pictures and stories on the [R20 Nationals Facebook Page](#).

It took a lot of effort and sweat to make the Ranger 20 Nationals happen but SYSCO members and fleets pitched in to make it look easy. So many of our members stepped up to the cause—it makes me proud to be part of such a self-sufficient organization. SYSCO hosted the Catalina 22 Nationals a few years back and now the Ranger 20s have had their fun in the sun. What's next for next year? Merit 25 Nationals? A Venture 21 reunion? Whatever's next, I'm sure SYSCO members will be there to help out.

Fair Winds and Clean Starts!

Gregg Bryden

Getting to Know . . . Craig Daniels, Part 2

This is the second of a two-part interview. In this part, I wanted Craig to explain the difference between regatta judging and umpiring, and the how-when-where-and-why he does it.

Anna: How did the Opti Nationals go in the Gorge that you were about to judge when last we spoke?

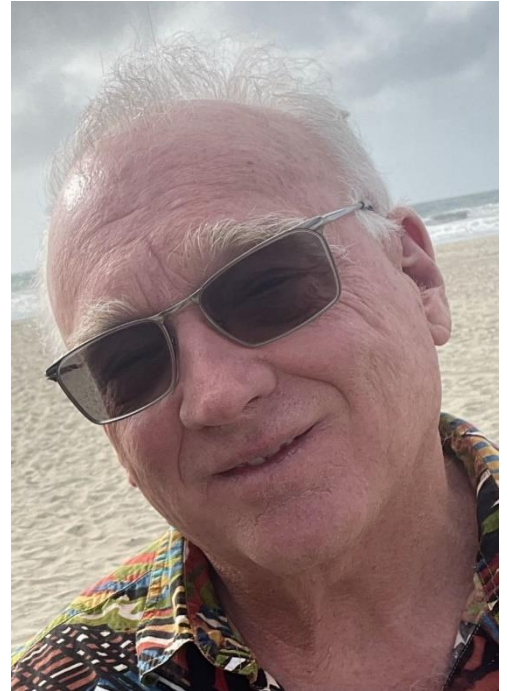
Craig: Oh, it went really well. We got lots of positive feedback from sailors and coaches. Everyone really enjoyed themselves at CGRA, and the team we pulled together was good at helping kids through their first protest experiences. Some of the Opti sailors are very young kids, so with lots of them it was their first protest hearing.

Anna: How many protests did you have?

Craig: Ten, maybe... Four days of racing, in the neighborhood of one hundred and fifty kids. That's a lot of chances to interact on the water. Honestly, we see lots of stuff out there, and most of the kids don't protest. It's always unclear as to how many protests there are going to be, because those are the folks that think it's important enough to bring to the table. It has a lot to do with personality and all sorts of things.

Anna: Do you know that one time CGRA hired me to be the camp manager for a regional regatta for around 125 high-school aged laser sailors. They rented a camp on the Sandy river to house them. Above all, my responsibility was to feed them, prevent them from lighting things on fire, and of course, keep them from bonking (if you know what I mean). Or go swimming in the Sandy river and be taken away by the current. It was a big challenge.

Craig: That's a lot of kids! You want to have the right ratio of adults. As an umpire, I umpire at match races and team races. But when we enforce Rule 42, via Appendix P, we are judges. And we are really just looking for that one infraction - with the sailors responsible for port-starboards and things like that - but we discovered over time that the protests for Rule 42 - Propulsion, things like sculling and rocking the boat without turning- those sorts of things, are different from using the wind and the water and its force on the sails. So we are



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ANNA CAMPAGNA – REAR COMMODORE

out there just watching for those sorts of infractions of one particular rule. Which is also what we do when we hear protests.

Anna: How is judging different from umpiring?

Craig: With umpiring, it's either a match race - one boat against one boat - or a team race. Which could be two, three or four boats on a team, against a like number of boats on another team.

With both that and Match racing, we are following the boats, and with a few exceptions, waiting for them to protest. And if they protest, and we respond and indicate which boat, if any, committed a foul. If a boat committed a foul, they must do their turns.

Anna: Does umpiring preclude you from having to judge so many protests?

Craig: Yes, there are essentially none. With team racing or match racing, you're basically done at the end of the day. Which is really nice for everybody.

Anna: It's nice to know who won at the end of the day.

Craig: Yep. And also, when you're having a protest hearing, you are reconstructing what happened on the water from two or more different sailors' viewpoints, neither of whom is going to have a perfect view. And for the most part, neither of whom set out thinking, OK, now we're in a protest hearing... What were we doing? How far away were we? How fast were we they try to remember what happened. And there are two different stories. The judges who are hearing it, of course, weren't out there, so they're doing their best to ask questions and use their going? That's not really how it works in peoples' brains. They get into this situation and



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then judgment—based on their experience of sailing, and the physics of the boat—what might have actually happened. And we don't fool ourselves, it's almost never exactly what happened, but if we do a good job we figure out which boat actually broke the rule. Nobody thinks that this is exactly what actually happened, but when you have a protest and you have facts found, you can come to a decision.

Anna: I have listened to more than a few podcasts that have reported on studies that show how extremely fallible the human memory is. And subject to all kinds of manipulation, intended or otherwise.

Craig: That's right, It's pretty obvious when you do this, and especially when you do it a lot. We do other things like investigate reports of mis-behavior. I can say based on my experience, but EVERY time I have done an investigation, what actually has gone on is NOT what was reported. There's always truth in what was reported, but that's just one side of the story, and it's usually part of the story. It's pretty fascinating. If you go back to comparing judging to umpiring, with umpiring, not only do you have the judges if you will, but in this case the umpires, are actually seeing it happen in front of them. And we do even more than that. We sort of "fail" the boat if you will, using the rules. So I might say, if I'm on starboard tack, I have the right of way, and I tell the port boat to give way. If a boat gets too close, we'll decide whether the port boat tacked soon enough. So we are actually seeing it. So it's *really* different.

Anna: The question of, did you give that boat ample time to respond to your tack, is *extremely* nebulous!

Craig: It's not so nebulous when you see it, when you're umpiring.

Anna: That's so FUN!

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ANNA CAMPAGNA — REAR COMMODORE

Craig: Based on experience, right? We know, Oh, that boat could never have gotten out of the way. Or, they didn't give enough time. A simple case would be windward-leeward—and the leeward boat, if they are, say, three or four feet to leeward of the windward boat, if they're roughly even, bow-and-stern, if they just slam the ir helm up, they're actually at fault. There are a couple of rules that people don't think about. But the right-of-way boat has to give the keep-clear boat room to keep clear.



Anna: Right. And that means time to respond?

Craig: Mmmmm... Be careful about the "time". It's distance. People used to say, "time and opportunity," which is just wrong, wrong, wrong! It's basically the space. So that, of course translates into time at a certain speed. You have to stick to the rules. We stay really close to the rules. The rules say "room to keep clear."

Anna: You almost have to have a degree in english, political science and philosophy to be able to interpret the rules if you're at the judge and umpire level.

Craig: I can see how It seems like that, but if you read through them again and again...

Anna: Wait, I think I need to add lawyer to that.

Craig: I disagree. I can see that it seems that way, but first of all, I get training from the other judges and umpires. Second of all, both US Sailing and World Sailing have appeals books, which have illustrations of what should happen. And in the case of umpiring, both team racing and match racing have call books which have lots and lots of situations, and they explain what's going on and what to look for. In the end it's pretty simple. If you're talking about mark room, there's only three or four rules that talk about the keep-clear boat and the right-of-way boat. And there's two of them that talk about either initially giving the keep-clear boat room to keep clear, or, if you've been the right-of-way boat for a while and you alter your course,

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ANNA CAMPAGNA – REAR COMMODORE

then you have to give them room to keep clear. There are only six or seven rules. So it's actually not that hard.

Anna: Some of those keep-clear rules make my head spin.

Craig: Well, imagine though that you see it happen in front of you, a whole bunch, in one race. After a day of match race umpiring, or a weekend or several weekends, you've seen it again and again and again and again.

Anna: So it becomes incredibly clear to you, the umpire, not so clear to the person making the infraction, perhaps. But I guess they learn at the end of the day. And I guess these sailors that you're umpiring are clearly seasoned sailors. And those are the sailors who are in front.

Craig: There are people who are just getting into it, but there's a big chunk of them who are seasoned. Match races and team races are round robin, so everybody sails against everybody.



Anna: Gosh, this is all so fascinating. What else do I need to know about judging and umpiring? There's a third thing you do...

Craig: I also sometimes run races. So it's fairly different, right?

Anna: What are you doing next Tuesday? I need a PRO for the J/24 Race Committee...

Craig: I'm on the east coast for three weeks.

Anna: Damn you! For what?

Craig: I just finished a judging event in Kingston-Ontario, and tomorrow I'm actually headed to the US Women's Match Racing Championships, and then back up to the Opti Canadian Nationals, and then to Newport, Rhode Island for a Grand Masters Team race. Probably Sonars.

Anna: Do you think it helps to come from a dinghy sailor's background, to be a judge or umpire, and why?

Craig: Absolutely. As a dinghy sailor, there are one or two or three people on the boat, so you're much more involved in everything. But particularly as the skipper, you're used to

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ANNA CAMPAGNA — REAR COMMODORE

maneuvering the boat, and making some of those decisions, and you have an idea of how dinghies respond. Which is all-important. If you're umpiring you can learn how that boat responds in half day, but it would be better if you had sailed something similar. Match races are usually in small keel boats. Team races are usually in dinghies.

Anna: It's so great that you have found this new way of enabling yourself to travel. It's really fun because I really like being on the water. You're traveling to places where there's water, and then you're on the water *all day*. You're not racing, but you get to see good races. And you also work. "Work", meaning volunteering with interesting people who have also dedicated major portions of their lives to sailing.

Anna: And we already established in Part 1 of this interview in last month's newsletter that you don't usually get paid for judging or umpiring.

Craig: Sometimes you get paid for being PRO. Principle Race Officer. That's common. For judging and umpiring, housing is provided. Sometimes transportation is provided.

Anna: Well, this sounds like something that Phil Campagna might have to get into in retirement. Years ago he took the judge's test, and passed it, just for his own edification! But you're not retired yet. How do you have time for this? You're semi-retired.

Craig: Well, that's somewhat true.

Anna: There must be some down-side to judging and umpiring. I'm guessing that it might be stressful.

Craig: It could be. Yes, sometimes it is. Actually, the most stressful thing for me is, to get certification you need to be assessed. Being assessed requires spending the day or the whole weekend, really, being judged as to your competency level is actually not that fun. This is for umpiring. The judging is really more focused on getting good at running hearings. The on-the-water stuff, the Rule 42 stuff is not something that every judge does.

Anna: I'll have to look up Rule 42 and put it in pull quotes.

Craig: And it's appendix P that we are doing. Appendix P puts "observers" on the water and who are allowed to fly a yellow flag when we see someone who violates Rule 42.

Anna: Are judges and umpires getting up there in age, or do you see any Millenials pursuing this adventure?

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ANNA CAMPAGNA — REAR COMMODORE

Craig: It tends to be folks who are older. It's reasonably true that it grows with age. There are a few people that are doing it in their thirties, especially people who have come out of college doing team racing or match racing. It definitely depends on how much time you have. People tend to do it in their fifties when they have more time to help more. It would be hard if you're starting a career or have young kids. We're looking for what we can do to help younger folks get involved, but it's a work in progress. Especially with COVID.

Anna: That's entirely true, I really wanted to spearhead a campaign to grow the sport of sailing in Portland, but it's really been challenging. We basically have put the thing on hold for the past three years.

Craig: There's definitely some evidence that some fleets have more people participating. I'm not just talking on the Columbia, but world-wide.

Anna: What do you think we need to add to this story to bring it to a conclusion? Got any good stories?

Craig: The problem with the good stories is that most of them are somewhat confidential. What I would actually say is "come on in, the water's fine". You can learn to do this if you've got some amount of sailing background. And it's fun. It's a way to give back to the sport.

Anna: How does one put their toe in the water, so to speak?

Craig: You can volunteer for local things. Umpiring is a little tricky, because so little of it happens in the NW. You pretty much have to go to southern California, but judging, you can do that locally. Some of it happens in the Seattle area. I shouldn't skip over the fact that I'm in charge of judge devolvement for the Northwest, so I'm actually the person you want to talk to if you want to get involved and want to understand what sort of training US Sailing offers. People can look it up on US Sailing. You can actually reach me at protest@sail.ocsa.org.

Anna: First on the list should be my husband, who is planning on retiring next year. He's gonna need something to do, besides just go sailing.

Anna Campagna

Rear Commodore



RACING REPORT

DENNY DAMORE— RACE CAPTAIN

PP and R

Continuing from last month in part because Rage is on my mind it having just gotten into Seattle after 14 days on the return delivery, and I'm sitting here wondering how the return went. Moreover, I really haven't been sailing on the river for the last month or so and my well of creative writing ideas about local sailing has run dry. So I'm continuing with last month's open ocean racing theme.

To begin, the title acronym is not an electrical utility. Rather it is: Prepare, Persevere, and then Results. Although I thought about this acronym while a thousand or so miles offshore, it actually does, indeed, relate to local sailboat racing because I believe it relates to all racing. If you prepare well, and if you persevere when the going gets tough, you'll obviously get better results than you would if you just quit. Less obvious, you'll also get results that are better than those folks who disregard the first P and just show up on game day to race. Acknowledging that I'm an optimist at heart, let's dig into this equation and the series of events that prompted the topic.



Photo by Dennis Damore

Preparation: For the Pacific Cup, Rage was in Schooner Creek for pre-race work a couple of months before the Pacific NW Offshore. It included installation of a new mainsheet winch and complete teardown, cleaning, repair/clean/grease, and reinstall all the winches and a general review, maintain, and replacement of a long tick list of systems as well as new bottom paint and new zincs on the prop shaft. Most of the running rigging was replaced. We then did the PNWO in mid-May (first to finish and first overall, I might add), and two weeks later took the

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

boat from Seattle to San Francisco, which was 5+ days of sailing and a thousand sea miles. We tore the Code Zero on the way down, but otherwise it was a no-breakage trip. Nevertheless, when the boat got to Alameda, there was about 4 weeks to go before the race and another shorter list of things to check, change, fix, etc. All went well until 4:00 p.m. the day before the race (the start was to be the following day at 1:30 p.m.) when a final rigging check up the mast discovered a fitting issue that threatened even doing the race. Uh, oh.

Persevere: The issue was serious to the point that doing the race that had been in the planning for well over a year was in jeopardy. Dave Raney, the owner, Tom Wylie, the designer, Bill Columbo, the local bay area sailmaker, and Steve Rander, the builder, and all their connections went into high gear to find a solution. The 85 foot mast needed to be pulled. Crap. A local yard across the bay agreed to open after hours for the evening, a crane operator was found who could pull the mast out of the boat, a rigger came in from being out of town, and the boat was motored over to San Rafael where the mast was pulled with our whole crew helping at about 7 p.m. After the mast was rolled into the shop on dollies and the rigger arrived around 10 or 11, the designer and the rigger along with help from the crew went to work. All the necessary rigging was disconnected, the fitting was prepped, and a fix installed that included building a “hot box” to let the epoxy cure until morning. The fix was in place by 2:00 a.m., and the mast started going back on the boat around 7 a.m. We left the dock at 11 to make the start.

Results: On the one hand, if we had not had the clear intention of doing everything possible in the limited time we had to fix the problem and make the start so that we could compete in this ocean crossing safely, our results would have been to take a DNS. Instead, although we had varying levels of anxiety and uncertainty that we could actually make the start, we persevered through dozens of phone calls and throughout the night of repairs and then reinstallation of the mast, boom, mainsail, etc. such that we not only made the start, but also finished 4th out of 58 boats completing the race of 2000+ miles in a little over 8 days.

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

What is the lesson for racing on the river between I-5 and I-205, or on the PNWO, or the St. Helens race and cruise, or any other race here on the river? It's the same lesson we learned on the PacCup. Prepare your best, preserver in the rough patches before and during the race, and you'll have a high probability of putting yourself in the top end of your fleet. Yes, it's only a sailboat race. Yes, be safe. Yes, have fun. But, also be competitive and invest in a clear intention that you will do whatever you can and whatever it takes to start, compete, and finish the race. Too often folks neglect either the first or second P and then complain that they are not getting the results they want. It just doesn't work that way in sailboat racing or in life. Looking back, the successes I've had have all included some variation on this acronym. Will it work for you? Only if you take a leap of faith with P and P. Are you with me?



Photo by Dennis Damore

See you on the river,
Denny Damore
Race Captain

MEMBERSHIP REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Here is the Membership Corner!

Clear your calendar for October 22: Volunteers Needed for Tropical Awards Party!

OCSA will call on SYSCO members for help at the tropical bash ending the year! Help with planning, help schlep, help greet, feed and cleanup! We need it all, folks.

Look for the emails for how you can help out our community! The sailing community works together for fun and racing. If you signed up for party help as one of your volunteer gigs, be ready to lend a hand.

Questions? Write me! Membership Chair Carisa Bohus email: [membership at syscosailing dot org](mailto:membership@syscosailing.org)

Carisa Bohus
Membership Chair

SYSCO BOARD MEETING MINUTES

AUGUST 1, 2022

Attendees: Gregg Bryden, Jan Burkhart, Cheryl Watson, Bruce Newton, Don Schultz, Melissa Cearlock, Rick Samuels, Mark Salholm, Michael Morrissey, Denny Damore, Anna Campagna, Carisa Bohus and Sloan Kimball

Absent: Michelle Bennett, Katie Braun, Scott Stevenson, Phillip Martindale, Dennis Burkhart,

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

1. Commodore's Opening Remarks

a. Event – SYSCO Dual Bridge Duel - 8/6

- i. Denny will be starting the race

b. Event – SYSCO Race and Cruise to St Helens - 8/13-14

- i. Discussion around the new fee to use the dock. \$15/boat. SYSCO will pay this year. We will see if we can get a group discount.
- ii. Working on swag (hopefully cups) for the event
- iii. Denny will be starting the race

c. Event – Grow the sport race was a great success 7 known new participants – 3 additional folks wanted to participate but not that day. We are working to connect them for additional beer can races.

d. Website –

- i. Richard Samuels will be posting the newsletter to the site. Anna and Melissa are getting login credentials to Richard. He will be functioning as another backup for site access.
- ii. In throttle forward mode with BlueHost – as of today

2. Membership Report – No Report

- a. **Membership** – 91 Regular and 12 Associates – 105 Members.
- b. **New Members** – None
- c. **Gregg and Carisa** will discuss using Signup.com for volunteers.

3. Treasurer's Report

- a. **Balances** No report from Scott who is on the SYSCO Delta Cruise.
- b. **Insurance** – Denny said CYC premium has jumped nearly 25% expect same for SYSCO

4. Race Captain's report:

SYSCO BOARD MEETING MINUTES

AUGUST 1, 2022

- a. **Pancho Driver** – tomorrow needed
- b. **DBD and St Helens** – in great shape

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 – Jan Burkhardt
 - All good
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
 - All good
- Fleet 6 – J24 – Anna Campagna
 - Offering training space on Tuesdays on Bite Me
 - Someone looking for a J24 to race – any for sale???
- Fleet 7 – Cal 20 – Cheryl Watson
 - A couple of new young racers from GTS
- Fleet 8 – Ranger 20 – Jacky Pitter and Gregg Bryden
 - Nationals was a HUGE success
- Fleet 9 – Catalina 22, Venture 21 – Katie Braun
 - No Report
- Fleet 10 – Cruising Smaller Boats – Mark Salholm
 - Wanting listing of members
 - Gregg will share these lists with each fleet captain.
 -

6. **Other Business –**

- a. CYC is doing a beercan on 8/20 sport your colors – social to follow
- b. Cal 20s having Mardi gras beercan 8/28 – social to follow
- c. PHOTOS and STORIES are always appreciated for the newsletter.

7. **Adjourned at 6:10**

SYSCO BOARD MEETING MINUTES

AUGUST 1, 2022

Respectfully submitted –

Sloan Kimball

SYSCO Secretary