

SEPTEMBER –  
DECEMBER 2022

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IN MEMORIAM:  
MICHAEL STAINSBY  
OCSA TROPICAL  
PARTY AWARDS

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MIKE STAINSBY

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# SMALL YACHT SAILING CLUB OF OREGON STARTING LINE



SOS November 13 - Photo by Swift Crew

## In Memoriam: Michael Stainsby

It is with a heavy heart that we note the passing of Michael Stainsby, a pillar of our local sailing scene. Michael left us on the winter solstice after a brave battle with pancreatic cancer. Mike has given so much to the sailing community, including being a long-time local race judge and SYSCO's club PHRF rater. He always stepped up to help where needed and did so with grace and a wry sense of humor (e.g., naming his green Martin 24 "Kermit"). Be sure to read Anna's enlightening interview below to get to know a man who exemplifies the Corinthian Spirit and serves as an example of the can-do volunteerism that makes Columbia River racing so great.

## SYSCO Awards at the OCSA Tropical Party-- What a Blast!

It was so good to see so many smiling faces at the OCSA Tropical party. If you were there, I don't have to tell you what a great party it was. If you weren't there you missed out on some good food, stiff drinks, funky music, and old friends--in person! Be sure to thank Jan Burkhart, Lili Matzke, and the many OCSA/SYSCO/OWSA/PYC/RCYC etc. volunteers that made this happen. Who knew Dennis is such a natural emcee who kept the evening rolling along? Give that man a microphone and stand back! It is so great to be back to in-person sailing functions—look out 2023.

SYSCO was well represented during the Trophies portion of the evening because, well, we put on a heck of a lot of races. The SYSCO trophies this year were very cool thanks again to Jim Shaw's unique choices of awards. Jim, the hats, knives, and pillows were a bit hit with the winners.

I won't list all the 2022 Series and race results—you can check out all the [winners here](#). But I do want to recognize some special winners of SYSCO Annual Awards that were announced at the party.

**Bill Sanborn** is SYSCO's Sailor of the Year. While Bill may have sold his sailboat, he probably saw more sailing than any other SYSCO member from the helm of his Ranger Tug Lookame. Bill tirelessly volunteered his time and boat as Race Committee platform through countless series races, special events, and the Ranger 20 Nationals supporting the Merit, R20, Cal 20, and other fleets that don't have big RC boats. I'm not the only one to notice Bill's contributions to the Portland Area yacht racing scene. I received a lot of emails nominating Bill to be Sailor of the Year, so this choice was easy.

# FROM THE FRONT

GREGG BRYDEN – COMMODORE

There were many examples of outstanding Sportspersonship in the 2022 races, so this is a tougher call. SYSCO awarded the US Sailing Sportspersonship award jointly to **Sean McElderry and Travis Johnson**. On 4 August during the Thursday Twilight Series Sean and Travis stepped up for their first time driving Pancho for Race Committee. Here is an eyewitness account of their quick thinking and bravery:

*A Venture 21 had a wild knockdown and was pinned down. They were pinned with spreaders and mast head seemingly below surface (from our vantage). One crew member ended up in the water. Pancho (pulling our start mark at the time) sprung into action as soon as we saw it and rushed to the scene down river. One crew separated from the boat and Pancho pulled him aboard, stuck around to see if further medical was needed (it wasn't) and then transferred the crew member back and aided as further assistance was needed.*

Thanks Travis and Sean for acting to prevent a fun day of racing from becoming a disaster.

Please join me in congratulating **Ollie Kunz**, skipper of the Cal 20 Hot Dog, on wining the Commodore's performance Trophy. The Commodore's Trophy rewards consistently good performance in a competitive class/fleet with consistently good participation. The award is based on the combined points accumulated by a skipper in the SYSCO Spring, Summer & Twilight Series, and the SYSCO/Columbia Crossings Cup Regatta. Points are awarded based on the boat's finish place and the number of boats starting in the respective fleet or class. Ollie won out over a competitive field of consistent winners in all of the larger fleets. Well sailed Ollie!

Happy Winter!

*Gregg Bryden*



*Photo by Dena Kent*



## Getting to Know . . . Mike Stainsby

*Author's Note: I conducted an interview by phone with Mike Stainsby in early November. On December 22nd, 2022, he lost a hard-fought battle with cancer. Mike will be sorely missed by all of us in the sailing community, and beyond.*

**Mike:** I started sailing in Portland back in the 70s on a San Juan 24. Part of the IOR Quarter-ton fleet. IOR was a rating system back in the 70s and 80s. It was a level class of boats. Most of them were San Juan 24s here in Portland. And you could go with your IOR Certificate and race anywhere, so we took our boat up north and raced it. Did PITCH once, and some other stuff. Pacific International Ton Championships.



*Mike on Kermit – Photo by Anna Campagna*

**Anna:** I've never heard of that either. You can tell what a neophyte I am in sailing in Portland. You started in the 70s, I started in the mid-2000s.

**Mike:** Well, after Portland I moved up to Seattle in '77, and sailed up there for 20-some years on a variety of boats.

**Anna:** Did you grow up in Portland?

**Mike:** Eugene and Portland.

**Anna:** What moment in time got you into sailing?

**Mike:** My dad bought a San Juan 24...

**Anna:** Oh, dads will do that!

**Mike:** Yeah. After a few months of sailing it, my dad let me take it out by myself. So I just put a crew together and started racing it on the Columbia. Did all kinds of stupid things and learned



# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

the rules, and learned how to sail. I never took sailing lessons, I just went out and sailed the boat.



*Photo by Dena Kent*

**Anna:** Was Mary on your crew at that point?

**Mike:** Not on that boat. I moved north to Seattle—we had met in High school—but she was in California. We had kept in touch. It was after I moved up to Seattle that she came back to Portland and we got back together. She eventually moved up to Seattle to be with me in the late 70s.

**Anna:** How did you find Seattle sailing different than Portland?

**Mike:** There are more places to go in Seattle when you race.

**Anna:** But the wind is so different, because in Portland we only have predictable wind in the summertime. Whereas in Seattle, it seems you get your wind in the wintertime, at least on Puget Sound.

**Mike:** Yes, it is different, but the Sound is so wide, there are so many places tactically that you can sail on, so wind and tide become a lot more important. But in Portland, there's more of an emphasis on boat handling because everyone is going to the same places.

**Anna:** Whereas Seattle it might be more about wind and tactics.

**Mike:** Right. So you could be on the east side of Puget sound or the west side of Puget sound and you don't have to be as quick on your maneuvers. So that's the big difference right there. So my dad ended up moving into the Seattle area, and we got rid of the SJ 24 and got an Erickson 35. And we cruised and raced that boat for a number of years. I raced all up and down Puget Sound from Olympia all the way to Victoria, and did the Swiftsure on that boat. So I was very familiar with Puget Sound. We had pretty good success with the Erickson 35.

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ANNA CAMPAGNA — REAR COMMODORE

**Anna:** What was she called?

**Mike:** We called the boat Clouseau.

**Anna:** As in Inspector Clouseau?

**Mike:** We had on the spinnaker—it was a dark blue spinnaker—a twenty-foot-high Pink Panther.

**Anna:** I love the Pink Panther movies!

**Mike:** Yeah, It was a lot of fun, that boat.

We raced it all over the place with it for a number of years. And we also did a lot of cruising up there, so... our kids were young and we got to spend a lot of time on the boat.

**Anna:** How many kids did you have?

**Mike:** Two sons.

**Anna:** Do they sail to this day?

**Mike:** Not too much anymore. My older son is down in Crestwell and doesn't have time for boating anymore. And the youngest son is in the Navy and doesn't sail very much. Currently he is stationed outside of Victoria at Esquimalt, at a joint deployment between the US Navy and the Canadian Navy. He's been to Victoria so many times with us on Swiftsure. They used to go up all the time with us on Swiftsure. We had a lot of fun with the Erickson 35 up there. When I didn't race that boat I started crewing on other boats, bigger boats, to kind of keep my hand in it. So when we got rid of the Erickson 35 that's what I did, I just crewed all the time.

**Anna:** Sometimes it's convenient not to own your own boat.

**Mike:** Yeah, it was sorta nice. When we moved back to the Portland area in '99 it was my way to stay involved in the racing scene in the Seattle, crewing on other people's boats. Most notable was a boat called Nightrunner, which was a cold-molded boat, a wood-finished boat



*Photo by Dena Kent*

# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

designed by Bob Perry. It didn't look like a race boat, but it went really well. It raced against the J/35s. And it was a great off-the-wind boat. I stayed on that boat until the owner stopped racing it. I sailed on that boat for 20-some years. The owner, Doug Fryer, was a great skipper.

**Anna:** Having a good skipper to crew for is sometimes a rare occurrence. To crew on a boat for 20 years is pretty rare.

**Mike:** Yeah, we had a pretty loyal core group, and if you were part of that group it was a family thing. We did a lot of other things besides sail together. We would help each other out in different ways. On that boat I did a whole bunch of Swiftsures, two or three Van Isle 360s, and raced up and down Puget Sound as well.

**Anna:** So you had a bunch of excuses to go up there to race. What brought you back to Portland? What did you do for a living?

**Mike:** I was in industrial sales. Mary's parents lived on the Willamette River in West Linn. During the flood of '96 we couldn't get down here to help them out. So we had opportunities with our jobs to move down here to be closer to them in case they needed help. Especially as they were getting older. And that proved to be a good move.

**Anna:** What about your parents?

**Mike:** My dad was all over the place. In the 80s he joined the Peace Corps. My father was a doctor. When he was in Africa he met a woman who was also in the Peace Corps who was training people over there to be nurses.

**Anna:** In the 80s he must have been middle-aged already, right?

**Mike:** He was in his 60s. And so he met this gal over there and they fell in love and got married over there. They stayed in the Peace Corps, and spent some time in the Marshall Islands, and I think they were actually in Ukraine for a while when communism fell in Russia. They ended up



*Photo by Dena Kent*



# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

moving to Arizona and then Oklahoma. So my dad was not in the picture, as far as being local. We always had to travel to see each other.

**Anna:** Mmmmm. I bet that was fun for you, though.

**Mike:** Yeah, it was fun. We had Mary's family here, who we were pretty close with.

**Anna:** How did you get involved in PHRF? Did you get involved with PYC first, and then that drew you into PHRF?



*Photo by Dena Kent*

**Mike:** We joined PYC when we moved back to Portland because we wanted something of a social life. And we liked yacht clubs, so we joined PYC, even though we didn't have a boat; we liked what they had to offer. So we joined the club in 2001, so that's how long we've been members there. We didn't have a boat at the time. I was crewing on J/24 and J/29s. Eric Rimkus actually heard of a Martin 241 that was for sale up at East Vancouver, BC. We had been looking for a boat, but not actively. This was a rescue boat. So Bill Brennan and I drove up to look at it one Saturday.

**Anna:** Fantastic! Bill Brennan, a.k.a.: The Mother of the Martin Fleet.

**Mike:** Exactly. So we drove up and looked at this boat, and the basic boat was fine, but it was a rescue boat and it needed a lot of help. It was on this trailer that was of questionable road-ability, but it looked like it would make it. We did some basic work on the trailer, and brought it home here to St. Helens and parked it beside the house. And then I started working on the boat, you know, modifying it to make it what it is today; moving the mast back, adding the ring frame, cutting out the transom, moving the rudder back, things like that.

**Anna:** I forgot that you guys moved the mast back.

**Mike:** Yeah, it was to make the sail plan the same as the 242, so those matched. So it's a smaller main on the 242 than the 241, but a bigger, taller, fore-triangle with a higher hoist on the spinnaker. Since we moved the mast back, and we raised where the forestay attached to

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ANNA CAMPAGNA — REAR COMMODORE

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the mast it makes the headsails bigger than the 241s. They have a little longer foot and a little taller hoist.

**Anna:** Do you have anything to say about the propensity for Martins to break their masts?

**Mike:** The masts aren't very good on these boats—they're pretty wimpy.

**Anna:** I have been to the top of the mast of a Martin 24 and I can agree with you on that point! They're very flimsy. You can feel it when you're up there—you're just hanging by this little noodle, going, "Is this safe?"

**Mike:** If we do work on the mast, we go to PYC. Portland Yacht Club has a mast hoist, so we simply yank the mast out to do work on it, especially if it's above the top of the forestay.

**Anna:** Yet another benefit of membership at PYC.

**Mike:** Rose City has a hoist, too.

**Anna:** I'm trying to plug PYC here, Mike.

**Mike:** Yeah, I know, I know. PYC is a nice place to have a boat. They've been re-building the docks over the past ten years or so. We have almost all new cement docks now. A lot of the work is done by the membership.

**Anna:** How does racing work at PYC? I noticed you don't call it the Race Committee, you call it the Sailing Committee.

**Mike:** There are so many committees at PYC. There are committees for various social things and different events, and the sailing fleet has its own little entity. There are five series that we sponsor every year. We do Opening Day, Rose Festival Regatta, we do our own members only Mauni Elliott Regatta, the Summer Regatta, and we do the Robert A. Smith Regatta in the fall. We have all of our own committee gear to do that. We have our own chase boat, and we use members' boats—a lot of the power boaters like to volunteer to use their boat for Committee Boat.

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**Anna:** That's a really nice camaraderie that you have between motor vessel owners and sailing vessel owners. A lot of clubs don't have that attempted fifty-fifty parity that PYC works hard to maintain. And I really appreciate how generous PYC is with their facility for non-members.

**Mike:** Agreed. We try to balance being open and being exclusive. It's sort of a fine line. We want to encourage people to come and visit, and especially for the club house to be utilized. We want to make it fairly easy for non-members to come to the bar and get food and beverage.

**Anna:** It adds something to the social life if you have fresh blood, to swap stories and hoist a beer.

**Mike:** Yeah. For example, after Sailing on Sundays the bar is open to everyone, so people can come and hang out and have a good time there.

**Anna:** How did you get involved in PHRF? I know that you're the PHRF rating guy and... handicapper and... What exactly does PHRF stand for?

**Mike:** I'm the Handicapper and Director of the Performance Handicap Racing Fleet. We're Pacific Northwest. There are regional PHRFs all over the country that are similar, but they're all independent.

**Anna:** Now, how is Mary involved? Because I've seen you together up there in Seattle at the annual PHRF meeting.



*Photo by Anna Campagna*

**Mike:** Mary is the PHRF director for PYC. I'm the director for SYSCO, and I'm the handicapper for Oregon and Southwest Washington.

**Anna:** OK, and may I say thank you for your service. So when I did an interview with Craig Daniels about being a sailing judge and umpire, we started a conversation about time-on-distance vs time-on-time. And I was like, "Wait a minute, I don't have a full understanding of this PHRF business." Do you want to explain it, Mike, because you're the chief?



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**Mike:** Years ago, people used to do time-on-distance. So the race was 'X' miles long, however long it was. You would have a start time and a finish time, and you would multiply that by the time, you know, the difference between the start and the finish. And then you'd have to multiply that time by the time-on-distance number, which was your PHRF rating, your 96, or your 186, or whatever your number is.

**Anna:** Ah, so that's what time-on-distance means, it's your PHRF number. So J/24s have a PHRF rating of 86.

**Mike:** Yes, so that would give you the corrected time and then you just line up the corrected times and that would give you your first, second, third, fourth positions. It was easy for people to do if they knew the distance of the race. But the problem is, if you do time-on-distance you have to measure where all your marks are. So all the Race Committees have to say that this course—whatever it was— a distance, say, 2-½ miles.

**Anna:** Who figures out that mathematics?

**Mike:** See, the Race Committee has to do that. They have to use a GPS or something and measure that out.

**Anna:** They never do that!

**Mike:** Well, no, because it makes a lot more work!

**Anna:** So who does it, the scorer?

**Mike:** Well, if you have the Swiftsure Race, you know how long that race is. You go from 'A' to 'B' and back to 'A' and it's a set distance and you can measure it really easily. Time-on-time is where you measure the time it takes you to sail the course, but you don't have to measure the course. It makes it a lot easier for the RC because they don't have to go out and measure the distance between all the marks, especially down here where we use the alpha courses. Because those marks get set all over the place... (Author's note: This discussion went on for quite a while with a lot of laughing and wringing of hands, so some editing has occurred.) ... so it just makes it easier for the Race Committee to do time-on-time.

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ANNA CAMPAGNA — REAR COMMODORE

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**Anna:** But does that necessarily make it a fair race when you're racing in a PHRF fleet?

**Mike:** Yes. What we've done before, when we first started changing over, from time-on-distance to time-on-time, we ran it both ways. And it was amazing how close the numbers came out.

**Anna:** No kidding, that's surprising to me. Well, maybe that's because we're racing in a ditch, and the courses just aren't very long.

**Mike:** No, even on distance races, it made little difference. It just makes it so much easier. If you look in the PHRF handbook, there's a different formula. There's a correction factor for the time-on-time. And on Sailwave, or any of the scoring tools, you just plug in that number, and it calculates it automatically. The places, rarely changed that much. Times changed a little bit, but it's amazing how close they are to each other. Given that it didn't vary that much, that was part of the reason I pushed everybody to go with time-on-time. It made life a lot easier for the Race Committee. Now they just set a course and go.

**Anna:** Oooofffff, a lot of this stuff is over my head. Because I'm not a mathematician. And I don't race PHRF very often. We do have a PHRF certificate, and unfortunately... Phil always renews his PHRF certificate every year, but this year he forgot. So we go to race the RCYC Long Distance Race—Bite Me J/24 was right on the heels of the J/105 Free Bowl of Soup, and we were so excited because we knew their boat rates so much faster than ours. I mean, it was such a great race for us. It was a very light wind day, and you had to play the shifts and the current going downstream. We were right with the J/105 all day, until the wind simply shut down and the RC shortened the course. We probably crossed the finish line three minutes after Soup did. In a twenty-three mile-long race, we would have corrected over them by several minutes. But alas! We unfortunately weren't scored as the overall winners. Only later did it occur to Phil that our certificate wasn't valid. So the moral of the story is, Get your PHRF Certificate!

**Mike:** And just FYI, the new dues will be payable exclusively online now. It will be opening up shortly. So don't expect anything to be coming in the mail.

**Anna:** That's good information. So when did you get into being a PHRF handicapper?

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**Mike:** Right after we joined the Martin fleet they were going through that whole issue with the box rule—that was the fleet rule for what the Martin 241 was supposed to look like because of all the modifications—the fleet was deciding whether to make that the standard for the fleet. We wanted to make sure that was all under PHRF. And PHRF was making noises, or some people wanted us to have a discussion on what the boat should rate at. Bill Brennan had been a PHRF guy for quite a while. He was looking for someone else to do it. And I raised my hand, foolishly, and said I'd do it. One of the first things I was involved with was coming up with what a Martin 241 rates in PHRF. That's how I came up with the 271 rating for the Martin 241.

**Anna:** Is the Martin 242 much different?

**Mike:** The 242 is a little faster. They were originally 3 seconds a mile faster. So, 268. They are an active One-design fleet up in Canada. And up in the San Juans they have a strong fleet, where they haven't modified their boats. They're still stock boats. They've added bigger mains up there and now those boats rate 265.

**Anna:** There is a feeling among some folks in the Martin fleet about their PHRF rating, that it might have been dinged—I guess that means lowered—after Dragonfly won the whole kit and kaboodle at Whidbey. What other PHRF scuttlebut can you comment on?

**Mike:** There was an issue back when Gary Stunts owned Whidbey Island Race Week. He wanted to be able to modify PHRF ratings to fit what he felt was better for Oak Harbor. So he was arbitrarily changing PHRF ratings of not only Martin 24s, but other boats he changed without the blessing of PHRF, and caused all kinds of problems. We had to censure him a couple of times to try to get him not to do that. And then there's PHRF Northwest, which is on the US side of the border, and there's PHRF BC, which is the Canadian side. The two used to be together twenty-some years ago. The Canadians broke off because they wanted to have their own ratings. They are part of BC Sailing, which is a government-supported entity.



*Photo by Dena Kent*



# FROM THE REAR

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ANNA CAMPAGNA – REAR COMMODORE

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They get federal money to help support themselves, which is one of the reasons they are not part of PHRF Northwest. That's why you can potentially have two boats that are identical, but are rated differently. Which causes real problems when you have events like Race Week, where you have boats coming from one side to the other.

**Anna:** I can imagine. That's just crazy. Mike, I want to thank you so much for geeking out and clearing some things up for me, and for all the hard work you and Mary do for sailboat racing in Portland.

*Anna Campagna*

Rear Commodore



*Photo by Dena Kent*

## The SYSCO Guard is Changing

A new year is upon us and there's a new Race Captain in town. She and I have known and sailed with and against each other since the mid-1980's. In one way or another for 30+ years she has played a role in OCSA, CYC, PYC, SYSCO, and OWSA as well as the Cal 20 fleet. She races her own Cal 20, has been fleet champion, and has raced on a variety of other boats including Phantom (J-35), Fury (C&C 44), and Rage (Wylie 70). Michelle Bennett is a doer. She has coached and trained dozens in classes, on the water, and on the foredeck. Please give her a huge welcome to a job that always has many wrinkles to iron out. And, if she asks for your help for a race committee duty or any other race related issue, please step up. Likewise, I know that if you have questions or concerns, she'll dig in until she finds your answer or gets you support. She can always be reached at [race\\_captain@syscosailing.org](mailto:race_captain@syscosailing.org).

I'm moving into the Commodore position after Gregg Bryden's two year stint. He has been masterful at shepherding SYSCO through the wild days of the pandemic and been a steady helm on our little SYSCO ship through all the rough waters. He did it with calm, collected, sensitive, but firm, decision-making. Every time I needed advice, or there was a first-of-it's-kind decision that needed to be made, I'd call him first. He'd answer the phone with an enthusiastic, "Hello, Denny, how's it going!" opening line, and then he'd get down to business always with sage advice, and a thoughtful, methodical approach to the decisions ensuring that we were doing the right thing for the club and each and every racer. He is a gem. He's not going anywhere because he'll be rear commodore and always available for input and action. He doesn't have a boat right now (he gave up his Ranger 20 a couple of years ago for a variety of reasons), but I think now that he's done with this commodore stuff and Covid is a bit on the wane, he's itching to get back in the racing game. Give him a jingle if you have some suggestions about which boats/fleets he should step into. Oh, and thank him multiple times for all the hard work he did as your commodore, which often included going out by himself on Pancho to set marks and help with race committee. Just like Michelle, he's a doer and never hesitates to volunteer when there is a need. Here's my own – Thank You, Thank You, Thank You, Gregg!

# RACING REPORT

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DENNY DAMORE— RACE CAPTAIN

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Finally I want to thank all of you who have helped me as Race Captain for the last two years. So many of you did race committee duty that a list here would go on for quite awhile. I'm so grateful for your willingness to step up even as we had some crazy requirements and awkward scheduling. Thank you. In that race committee regard, a special thank you goes to Phillip Martindale who has been the Thursday night coordinator (wrangler). He knew virtually nothing about herding the Thursday night race committee sailors and yet has been in the saddle doing a great job without complaint. He's back volunteering to help again this coming year. Answer when he calls, and give him support for staffing race committee. It's what allows each of you to routinely be on the river racing in the over 200 races that SYSCO runs each year.

That's it. It's been my distinct pleasure to play this role and meet so many fantastic sailors and co-volunteers. We have an amazingly cohesive sailing community here in Portland. Take a moment to savor our blessings.  
Now, on to the next evolution.

See upcoming events for information about racing related activities in February and March.

And, as always, See you on the river,

*Denny Damore*

Former SYSCO Race Captain

**Are you interested in being a local Race  
Judge or PHRF Rater? Contact  
[commodore@syscosailing.org](mailto:commodore@syscosailing.org)**



# COMING EVENTS

DENNIS DAMORE – COMMODORE

## Coming Events

### Fleet-O-Rama

INVITATION AND INFORMATION INVITATION: Everyone is invited to kick off a new year of racing at the SYSCO Fleet-O-Rama! Meet with other members of your fleet, elect a fleet captain, and slam dunk the winter blues.

DESCRIPTION: Fleet-O-Rama (formerly Fleet Night) will be new this year in that we'll be meeting right after Sailing on Sundays at the Portland Yacht Club. Open your fleet's racing season with a superb chance for fleets to get together to plan the coming year, learn the latest news, and decide who will lead your fleet. There will be lots to discuss and we'll have a guest speaker. Plus, PYC's grill and bar will be open. If you race as skipper or crew on Sailing on Sundays, then pop over to PYC irrespective of where you keep your boat. If you don't sail Sundays, so what? Come on out to meet, greet, eat, guzzle, and reconnect before sailing starts. It's the perfect chance to get a jump on the racing season. Volunteers will be on hand to answer your questions about upcoming races and membership in OCSA, SYSCO, and the fleets.

DATE AND TIMES: Sunday, February 5, 3:30 - 6:30 pm

LOCATION: Portland Yacht Club 1241 NE Marine Drive, Portland.

INFORMATION: Send an email to [commodore@syscosailing.org](mailto:commodore@syscosailing.org)

### Race Management Clinic

INVITATION: Everyone is invited to attend this FREE workshop brought to you by OCSA. This is a MUST for all race captains, fleet captains, and volunteer PROs who will be running races, as well as any others who expect to serve on a Race Committee boat.

DATE: Saturday, February 25

TIME: 10 am to 2 pm, with questions after as time permits. LOCATION: Rose City Yacht Club, 3737 NE Marine Dr, Portland FEE: There is no fee for the workshop but please register so we can plan for the group size.

# COMING EVENTS

DENNIS DAMORE – COMMODORE

REGISTRATION: Complete online at [www.sailpdx.org](http://www.sailpdx.org). INFORMATION: Send an email to [race\\_captain@sailocsa.org](mailto:race_captain@sailocsa.org).

## Racing in the Pacific NW Offshore

February 4

Do you want to participate as skipper or crew in the PNWO? This is the perfect opportunity to learn about the race in detail from racers who have been part of the management of the race for several years, and who have raced it many times. They'll also talk about how this race can be a precursor to offshore cruising and participating in races like the Pacific Cup (San Francisco to Hawaii). Check [www.Sailpdx.org](http://www.Sailpdx.org) for details such as time and place (most likely PYC).



*Post Race Rainbow S.O.S. January 8, 2023 - Photo by Matthew Stewart*

# SYSKO BOARD MEETING MINUTES

OCTOBER 3, 2022, NOVEMBER 7, 2022 AND JANUARY 2, 2023

## SYSKO BOARD MEETING October 3,2022

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

Absent: 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. **Pancho Discussion** – Bruce reported that Panco is getting pretty old/worn. There are several hole patches. Console is beginning to rot out where it attaches to the hull. Engine is relatively new. We have been saving for a Panco replacement for about 10 years. He is recommending that we look for a replacement. There is one recently rebuilt possibly available for \$9,000 and could possibly sell the exiting one for \$7,000 for a net replacement cost of about \$2,000 – but maybe a bit more. Gregg assigned Dennis and Bruce to do due diligence toward purchasing this boat and the board authorize spending up to \$9,000 to purchase it.
- b. **We will donate a SYSKO membership to raffle at tropical party** - Approved
- c. **Board Composition** – Two months out to new board.
  - i. Anna will be rolling off (thank you)
  - ii. Gregg will roll to rear Commodore
  - iii. Dennis will become new Commodore
  - iv. We are looking for a vice Commodore/ Race Captain
  - v. Sloan will take over Treasurer role from Scott
  - vi. We will be looking for a new Secretary
  - vii. Carisa will retain Membership chair
  - viii. Rick will retain Newsletter chair
  - ix. Pancho engineer – Doug is Asst. Between Bruce and Doug, this is in good shape
  - x. We will be looking for a Race Captain

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Some discussion about offering some enticement to Race Captain – maybe comp membership. Also discussed splitting up the job into 3, for each of the main series. Another idea is to split off regatta network work. Regardless – the job does come with a great support system.

- d. **Race Wranglers** – Another recruiting workload.
- e. **Website Access for Rick** – Anna will work on that.
- f. **Trophies** – we are working on getting this done. There is \$4,300 left in the budget.
- g. **Boat Show** – Discussed the marketing value and/or sharing a booth with another group. Planning to put up a booth and not necessarily staff it full time.
- h. **Tropical Party Status** – Not getting many signups for volunteers – so far 4.
- i. **Budget** – Sloan and Scott will work on that

## 2. **Membership Report –**

- a. **Membership** – Currently – 106 Members.
  - i. Membership is down a bit from the past – normally around 125 members. More folks paying for just one series or race. Thinking this is COVID related.
- b. **New Members** – None needed approval.
- c. **Communications** – We are experiencing a challenge in getting emails to members. This prompted a larger discussion about our variety of email lists and use of MailChimp. That discussion was tabled.

## 3. **Treasurer's Report**

- a. **Balances** – Checking Balance \$3,831.01. Reserve Balance \$13,997.89. Total Cash \$17,828.90
- b. **Status** – with reduced revenue due to lower membership, we may need to dip into reserve just a bit to cover trophies.

## 4. **Race Captain's report:**

- a. **Racebook** – Racebook planning is coming up. Denny is working on getting the data and calendar assembled.



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- b. Race participation** – Races other than the main series seem to be under attended or canceled. Some review of these will be needed. Our main series' there has been about 400 races (races \* fleets).

## 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
  - 2 boats doing SOS – others are on the hard
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
  - 1 new boat – yellow, Travis, Rose City Yacht Club
  - 1 Merit is for sale
- Fleet 6 – J24 – Anna Campagna
  - Relationship with ISC is going well.
  - J24 fleet party was hosted by ISC was well attended
  - All J24s are invited to participate in ISC's Monday racing next year.
- Fleet 7 – Cal 20 – Cheryl Watson
  - No Report
- Fleet 8 – Ranger 20 – Jacky Pitter and Gregg Bryden
  - No Report
- Fleet 9 – Catalina 22, Venture 21 – Katie Braun
  - 2 new boats (possibly 3 new) racing next year
- Fleet 10 – Cruising Smaller Boats – Mark Salholm
  - Looking for a new Fleet Captain
  - COVID was hard on that group
  - We may want to look at combining some of the ABCD fleets.
  - Denny and Mark will look at reaching out to members that are no longer.

## 6. Other Business –

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- a. PHOTOS and STORIES are always appreciated for the newsletter.
- b. Bylaws changes should be in soon. November meeting is the opportunity elect new officers and make Bylaw Changes.

## 7. Adjourned at 6:57 PM

## SYSCO BOARD MEETING November 7, 2022

### Attendees:

Gregg Bryden  
Jan Burkhardt  
Rick Schmidt  
Bruce Newton  
Michael Morrissey  
Cheryl Watson (acting secretary for this meeting)  
Denny Damore  
Michelle Bennett  
Scott Stevenson  
Anna Campagna

Gregg hasn't found a Race Captain. Any ideas? Gregg will keep searching and get vote out before end of November.

Denny thinks he has a Race Wrangler, Phil Martendale for Thursday, but the Tuesday one hasn't committed yet. **Denny and Gregg will work on this this week, working from the SYSCO membership list.**

Sloan will become the Treasurer so someone is needed for Secretary.

Do we have to have a meeting to elect new officers? Bruce thinks our by-laws allow us to do it by email. We might need a minimum number of votes, Jan thinks.

Do we need to review who are the official fleets so we can assign duties appropriately? Denny

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suggested that we find out who will be sailing and in which fleet. **Phil and Denny are working on this. We need a list and schedule by the first of the year.**

No membership report.

Poncho:

Denny and Bruce inspected the boat and they think it should be purchased. The old one will be housed and shown from Denny's house. We haven't negotiated the purchase price on the new poncho. Do we keep the insurance on both or drop the insurance on the old one? Is there a rush to buy the new one. Denny says we can commit to it now and we can pick it up later. We need to have the new one in the water for April.

The race book and schedules are at OCSA. Race schedule is in progress. Denny is coordinating with Vancouver Lake racing.

Denny presented a case for promoting the St. Helens race and the Delta cruise without cancelling a week of racing. There was extended discussion on this issue. Combining the cruises and not cancelling Tues or Thurs. racing that week would serve more racers, but would interfere with racing for those on the cruise. Some folks like a week off from racing during the season, even if they do not do the cruise.

Consensus seemed to be that it should be just like last year, except that the St. Helens and Delta Cruise would be scheduled at the same time to increase the turnover for those races. **St. Helens reservations should be made as soon as possible.**

Fleet night will be combined with Sailing on Sunday and will be held at PYC 4-6 on a Sunday. Date was not specified.

Updates to the Race book are due Dec. 1.

Gregg would like to get our own SYSCO ZOOM address for \$15.00 a month. We could use Google meet for \$6.00/ month. This was approved, but the platform not specified.

Short financial report by Scott Stevenson. Scott will hand over the Treasurer's job to Sloan by January 1, 2023.

# SYSCO BOARD MEETING MINUTES

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## **Fleet reports:**

Merits are fine

J-24 has one new owner. Anna works with the Island Sailing J24's so that increases the fleet  
Cal 20 – Cheryl says there are several new owners and potential racers

Ventures – are on the hard

No cruising representative except Scott who thought all was well.

Respectfully submitted –

*Sloan Kimball*

SYSCO Secretary

## **SYSCO Board Meeting Jan 2, 2023**

**Attendees:** Denny Damore, Gregg Bryden, Scott Stevenson, Melissa Cearlock, Rick Samuels, Bruce Newton, Carisa Bohus, Anna Campagna, Craig Daniels, Cheryl Watson and Sloan Kimball.  
**Absent:** Michelle Bennett (invitation error)

Call to Order: This meeting was called to order at 5:45 pm.

### **1. Outgoing Commodore's Opening Remarks**

#### **a. 2023 Board Transition – Official torch handoff**

b. En Memoriam - we have lost a member recently, Mike Stainsby. He will be remembered for his sense of humor, 'frog/green' and 'pink panther' themed boats as well as our PHRF "person." He will be deeply missed.

c. Handicapper – we need a new PHRF handicapper as well as judges for the upcoming season. This will be a coordinated effort with the other sailing organizations of OCSA. Dennis and Craig Daniels are working on this. Please



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contact either of them with any thoughts or interest in helping.

d. Rename Race Trophy – After some discussion, it was Motion/Second/Passed unanimously to rename the Columbia Crossings Cup the Michael Stainsby Cup. Prior to that renaming we will first obtain permission from the Stainsby family and discuss it with Columbia Crossings. It was noted that Columbia Crossings has not made any recent contribution to SYSKO for the naming rights of the trophy.

## 2. Incoming Commodore's Opening Remarks

a. Website – We will be updating our 'coming events' on the website soon. This will include a link to volunteer for a spot at the upcoming boat show booth.

b. Racebook – is nearing completion. This means finalization of race schedules, fleet structure, general rules and etc. In particular, we would like to nail down all viable fleets (enough boats, a fleet captain, etc.). Please reach out to Denny or Michelle if you have thoughts or interest in helping.

c. Race Committees – Denny will be meeting the Michelle Bennett, the Race Captain, to determine the cycle of who will be the race committee for each race.

## d. Mark Boat –

i. We have agreed to purchase a new mark boat to replace an aging "Pancho".

ii. In the next month, we will be organizing a 'work party' to transition fixtures and equipment from old to new. The transition will be coordinated by Bruce Newton in February.

iii. We are seeking possible names for the new mark boat. Please let any board member know of your clever ideas. We will also put the club website and possibly a sponsor name on the new mark boat.

iv. We will then begin to market the old Pancho, first to club members and then to the general public. We are looking to price old Pancho at \$5,000 to \$6,000. Its best features are a nearly new outboard engine and great

# **SYSCO BOARD MEETING MINUTES**

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trailer.

## **1. Membership Report –**

**a. Membership – As of today – 8 members**

**b. New Members – None needing approval.**

## **1. Treasurer's Report**

**a. Balances – Checking Balance nearly zero. Reserve Balance about \$13,800.**

Total Cash about \$13,900.

**b. Condition – General condition of the club is good. However these past few years have been below average given COVID and all. Normally, we transfer the remaining balance in our checking into our reserve account. That won't happen for 2022 as that balance is basically zero this year. As we look out to next year, there are many questions as we try to estimate a 'new normal'.**

## **1. Race Captain's report:**

**a. Fleet Night –**

**i. There are a few fleets that are in need of fleet captains. Let's all make sure that our fleets are viable and have fleet captains this year.**

**ii. Fleet "night" will be at PYC after a Sailing on Sundays.**

**b. SYSCO Race Clinic and the Race Management Clinic – are in the planning stage.**

# SYSCO BOARD MEETING MINUTES

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## 1. 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
- No Report
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
- No Report
- Fleet 6 – J24 – Anna Campagna
- No Report
- Fleet 7 – Cal 20 – Cheryl Watson
- No Report
- Fleet 8 – Ranger 20 – Jacky Pitter and Gregg Bryden
- No Report
- Fleet 9 – Catalina 22, Venture 21 – Katie Braun
- No Report
- Fleet 10 – Cruising Smaller Boats – Mark Salholm
- No Report

## 1. Other Business –

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

b. Boat Show – is actually looking pretty good for volunteers. Setup is planned. About 50% of the time slots are filled. We are seeking some help for takedown on the 15th.

c. February meeting will possibly be held at RCYC, at 6:00 pm after consultation with them.

# SYSKO BOARD MEETING MINUTES

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1. Adjourned at 7:00

Respectfully submitted –

*Sloan Kimball and Cheryl Watson*

SYSKO Secretary