

AUGUST/SEPTEMBER

2023

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THE FLEETS —

CATALINA 22

FLEET

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REPORT

SMALL YACHT SAILING CLUB OF OREGON STARTING LINE



The intrepid Poncho crew goes below and beyond to start the August 22 races - Photo by Rob Kloft

Participation

The end of the season is upon us. The summer solstice has long since passed and evening racing will soon be hindered by sunset, which is coming earlier by the day. It's a good time to look back and look forward. Looking back it's been a good year. A couple of seasons ago we had no racing at all with Covid ravaging our ranks and our availability to meet, greet, and crew with one another either restricted or completely eliminated. Numbers of evening racers are finally back up to roughly where they were from before the pandemic and our barbecues mid-summer were well attended. We've seen new boats in the fleets and new people as owners and crew.

But some races are suffering. The race to St. Helens used to have 20 plus boats attending. This year there were 6 signed up and 3 that "raced." Metrics for other races have been equally as dismal. At our monthly board meeting some reasons were suggested such as not enough or timely reminders, the lack of a single point of contact for race information, or that the demographics of the racers is dictating an "aging out" of certain kinds of racing, say, weekends.

In the mean time, we have been trying some new ideas. Working with Jeff Stong at PYC, we've cancelled several beer can races and begun a new series, Summer Sailing on Sundays, that races at 5:00 on Sunday afternoon. So far the interest has been solid, which is a single data point that possibly points to the problem being, at least partially, one of a staleness to the old status quo formats. We did attempt to move the SYSCO St. Helens race so that it coincides with the SYSCO Delta Cruise with the aforementioned low participation. So, schedule adjustment and creative coordination alone seems to not be enough to bring new life to legacy races.

As to the future, the Board will readily admit that we're not sure of the right steps to take to increase participation. I know that I don't know the answer. We'll be reaching out with a survey to gain your insights, but feel free to contact any of the board members with your opinions, insights, and suggestions as to how to increase the numbers. We're open to any and

FROM THE FRONT

DENNIS DAMORE – COMMODORE

all perspectives. Send your comments and ideas directly to me at commodore@syscosailing.org.

We'd also like you to consider, no, encourage you to participate another way: step into the ring with your fellow sailors who put on these races and help us to keep this club of ours healthy and strong. How? Even though a lot of you find your way onto a race committee boat, we're always looking for more folks to learn how to become recorders, flag handlers, timers, and all around on the water race committee support. We also need positions filled on the board, like race captain or even race committee coordinators. Carisa Bohus who coordinates and manages our volunteers could use a couple of backup support people. We're looking for folks who will take on a race like the Dual Bridge next year as a single point of contact to promote a particular race. A communication assistant or two would be helpful. There are more. The point is that the club and the races don't run themselves. Participating in this side of the equation is fulfilling and will add yet another dimension to your sailing experience and your connection to this amazing local community. Again, drop me a note about what you'd like to do and we'll find you a spot.

See you on the river,

Denny Damore

SYSCO Commodore



Photo by Sloan Kimball

FROM THE REAR

GREGG BRYDEN – REAR COMMODORE

Getting to Know the Fleets: Catalina 22 Fleet.

I recently had the pleasure of crewing on Max EPR, Jody Schultz's Catalina 22 in a SYSCO Summer Series Race. Being currently boatless, I decided to use writing a series (this is the first) on the SYSCO fleets as an excuse to check out as many different boats as I can before I make my next move. Firstly, I plan to focus on the SYSCO one-design fleets.

The Catalina 22 fleet has grown and shrunk over time but remains a venerable constituent of the SYSCO Thursday evening racing scene. During the 2023 SYSCO Summer Series, the fleet consisted of:

- Jody Schultz on Max EPR
- Michael Lang on Paula Jean
- Weston Becker on Celeste
- Erik Bodegom on Sunrise, and
- Lindsey Barnett on Togarty.

Don "Woody" Woodhouse, who could be considered the Godfather of the fleet, still occasionally participates in SYSCO events on Grey Pride. Don has other summer activities these days but still mounts a campaign in the Catalina 22 Nationals each year.



Jody on Max EPR happy to be passing Celeste, for the moment.

FROM THE REAR

GREGG BRYDEN – REAR COMMODORE

The Catalina 22 was designed by Frank Butler in 1969 as a sturdy trailerable sailboat. Built by Catalina Yachts in the US, this popular design was also produced in Canada and the United Kingdom; hence they are popular everywhere, have a large following, and parts are readily available.

The Catalina 22 is a keelboat built predominantly of fiberglass with teak wood trim. It has a masthead sloop rig, a raked stem, a vertical transom, a large self-bailing cockpit, and most have a fixed fin keel or swing keel. Sails typically include a jib, 150% genoa and a spinnaker.

Accommodations include a forward "V" berth and a port berth with an optional head that can be stowed underneath. The main cabin area includes a dinette table and a molded fiberglass galley that rolls away under the cockpit space. The foredeck features an opening hatch for ventilation. The companionway hatch may have a "pop-top" fitted for additional headroom.

The fixed keel version of the boat has a PHRF racing average handicap of 270 with a high of 280 and low of 243. Both have hull speeds of 5.89 knots.

The Catalina 22 "New Design" was introduced in 1986 and produced until 1995. It features an optional wing keel.

The Catalina 22 Mark II was introduced in 1995 and produced until 2004. The boat has a draft of 3.50 ft with the standard keel and 2.50 ft. with the optional shoal draft wing keel, while the swing-keel-equipped version has a draft of 5.00 ft with the keel extended and 2.00 ft. with it retracted, allowing beaching and easy loading on a trailer.

The Catalina 22 Sport was introduced in 2004 and remains in production. It was built "in response to Catalina 22 owners' requests for a production boat that more accurately reflects the original dimensions and weight of this popular one design boat..." Built with new "fairer" molds, it matches the dimensions and hull shape of the original. I believe most of the Catalina 22s in the fleet are either the original or Sport swing keel models. According to Wikipedia there are about 70 racing fleets across the US. The Catalina 22 National Sailing Association has strong membership and an information packed website: <https://www.catalina22.org/index.php>.



Sunrise Doing Her Wing on Wing Thing

FROM THE REAR

GREGG BRYDEN – REAR COMMODORE

So what does make the SYSCO Catalina 22 Fleet “click” around here? Like other one design fleets, there is a loyal following that regularly get together to communicate and share information. The fleet has a mailing list. The fleet holds an annual barbeque to share racing stories and lies. They moor together on Racers Row and regularly hold post-race beer palavers. Many of the skippers travel the country together each year to crew on Woody’s souped-up stripped down racing boat in the Catalina 22 Nationals. This year’s Nationals were held in late May on DeGray Lake in Arkansas. The 2024 Catalina 22 National Championship Regatta is scheduled for June 8 to 13 on Lake St. Clair, Michigan.

Is this a competitive fleet? Yes, Hot Shot Sailor Michael Lang’s Paula Jean is the boat to beat. Yet, the fleet is very inviting and helpful to new commers and are willing to agree to no-fly sails for a series if racers are not ready to run spinnakers. Stop by the Cat 22 area on Racer’s Row and ask about the boats and the fleet. I’m sure you will get invited for a ride and likely be given a few leads on Cats for sale in the area. Thanks again Jody for a great ride! I think we took third place.

Next up... Racing on a Merit 25!

Gregg Bryden

Rear Commodore Gregg



Photo by Susan Glad

The Real Work

I'm a few chapters into a book with the above title by Adam Gopnik with the subtitle of, The Mystery of Mastery. The title comes from a phrase that magicians use to describe someone who has become proficient with an illusion in a way that is not just technically superior, but has flair and subtlety where the totality of the performance shines above even the originator of the trick. As a starting point for the book, he uses this phrase to begin an inquiry into how one becomes a master of a skill, technique, or creative endeavor, while at the same time observing that we often confuse mastery with preeminence in a skill category when most or all of us have "mastered" some aspect of our lives for which we don't get credit. We each do this without thinking as we challenge ourselves to do something we've never done before and then incrementally get better at it until we can almost do it without thinking. He uses examples of learning to read, cook, drive a car, or, for us, it would be sailing.

This year I have begun to reflect on not only the races in which I've participated over the last 12 or so months, Pacific Cup, Anacortes Race Week, and Melges 24 and Cal 20 evening and other series, but also the past 40 years of sailing including cruising, deliveries, racing as well as being on club boards and volunteering.

Looking back, I have to acknowledge that I still certainly can't drive like Kerry Poe, Bill Huseby, Joby Easton, Steve Rander, Fred Hazzard, or Kent Picknell. I can't trim like Jim Cullison, or Pete Thomsen, or call tactics like Ollie Kunz, or Paul Oliverio. I don't know the rules like Eric Rimkus or Craig Daniels. I can't fix and tune rigging like Craig Garrison or Seth Constable or design and troubleshoot boat systems like Jake McFaden. And, I certainly can no longer be on the foredeck nor run it as completely as my dear friend Michelle Bennett or the youngster Sam Hopper, who's been on the Free Bowls of Soup from J-24, to J-105, to now the Club Swan from the time he was an infant.

Moreover, as a commodore who is still learning the ropes, I don't hold a candle to the folks who have gone before managing the local clubs like Frank Bocard, Bill Sanborn, Jan Burkhart,

RACING REPORT

DENNIS DAMORE-INTERIM RACE CAPTAIN

Bruce Newton, Jaqueline Pitter, Michael Morrissey, Jenn Thompson, Gary Bruner, Gregg Bryden, and especially leaders like Nancy Rander, Jacki McLaughlin, Jeff Duvall, and Becky Huseby. I know I am leaving out so many who have contributed so much.

Nevertheless, as I look back (and don't get me wrong, I'm not going anywhere), I think I've gained a modicum of mastery in this sport. Inch by inch, spinnaker trim by spinnaker trim, good and bad tactical calls, and grind by grind as well as working behind the curtain in the Cal 20 fleet, and the other clubs. I've gained skill, deep appreciation for the sport, and a wealth of experiences with friends and competitors that are fulfilling and deeply gratifying. I feel as though I've done the daily, weekly, monthly, yearly work, and have the Real Work of this sport within my grasp.

What does this have to do with this month's particular Race Captain's message? Not much directly about racing, except that to each of you who is out on the course each week or over weeklong or weekend regattas, know that you are building layer upon layer of not only skills, but also a deep understanding of yourself and your connection to this wind powered adventure that we find so fulfilling. You are part of a community and a legacy that has deep roots and will provide you with experiences and skills that will translate into so many other aspects of your life. Somewhere down the road, the depth of your skills and knowledge will fill you with a deep and abiding sense of fulfillment. Do the hard and deep work of skippering, crewing, volunteering, and the real work, the mastery will come.

Have a great fall and winter. Sail on Sundays if you can. SYSCO racing starts it's 46th year in the spring.

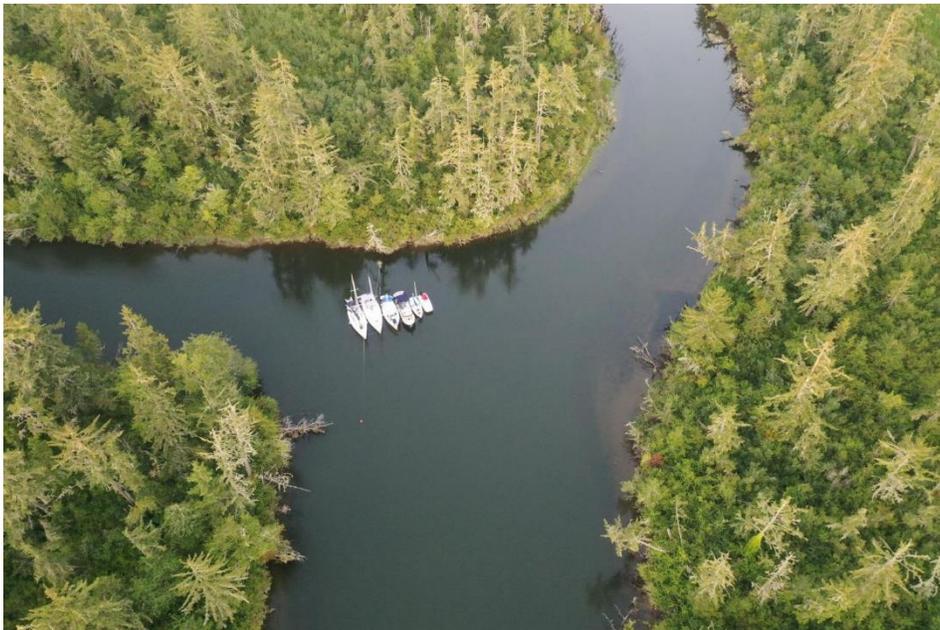
See you on the river,

Denny Damore

Delta Cruise Report

We left our dock Saturday Morning and expected to see a lot of Racers going to Mark "39" for the SYSCO St. Helens Race/Cruise. Scheduled for 1115 hrs Start and we were there at 1100 and there was not a sail boat to be seen, so we continued on for our start of the Delta Cruise when you arrive at the Raft up in Martin Island.

The Raft Up included AVENTYR a Beneteau 33, BREAKWAY a Olson 34, LOOKAME a Ranger Tug 27, OLLIE a Ranger Tug 27, a San Juan 21, SHADOW FAX (Micheal Nance), and SNOW GOOSE a Maple Bay Tug 27. Sunday the fleet separated as they set out for Cathlameth, and LOOKAME had to do a side trip back home for a medical appointment. Monday the Fleet was joined to two other boats for the trip thru the Islands to Warren Slough and a nice raft up. They got some great Drone pictures.



Entrance to Warren Slough on the left side off the Knappa Channel

FROM THE FLEETS

BILL SANBORN

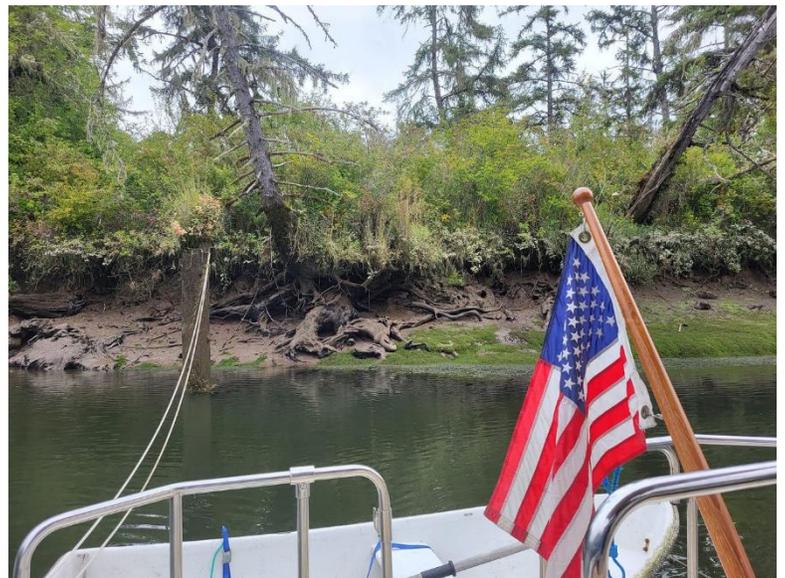
LOOKAME on Tuesday returned to Martin Island, and on Wednesday went on down River and into Warren Slough via the Clifton Channel.

And the tides change. Years ago I installed a chain on the Pile for the stern line.

The rest of the Fleet on Tuesday had gone to Ilwaco and on Wednesday boarded AVENTYR for a sail across the Columbia River Bar for a day time dip in the Pacific Ocean. Thursday we all met back at Cathlamet and planned our return trips home. Some planned stops at Walker Island, Martin Island and other stops along the way.

The River and the Delta are always open and the solitude and beauty off set the difficulty of access, we often comment that we wish it was closer, but the remoteness are for us an attraction to Warren Slough and the entire Lower River. Next Delta Cruise will be July 28, 2024, or anytime of your choosing.

Bill Sanborn
Life begins at 6 Kts.



SYSCO BOARD MEETING MINUTES

AUGUST 7, 2023 6:30 PM

SYSCO BOARD MEETING MINUTES

Attendees: Denny Damore, Gregg Bryden, Melissa Cearlock, Rick Samuels, Bruce Newton, Carisa Bohus, Michael Morrissey, Rock Kent, and Sloan Kimball.

Call to Order: This meeting was called to order at 6:30 pm.

1. Commodore's Opening Remarks

- a. **Race Committees** – seem to be running smoothly. Denny has created new check-in, start and finish forms that seem to be working very well
- b. **Race Participation** – Our Tuesday/Thursday races are very well attended with lots of competitors, many of our other events seem to be waning in participation:
 - i. **Duel Bridge Duel** - 6 boats
 - ii. **St Helens Race** – 3 boats
 - iii. **Delta Cruise** – unsure, but maybe 3 boats
 - iv. **One Design** – 2 Melges, 2 Merits, 4 J24s, 3 Rangers

As a side note, PYC's new Summer Sailing on Sunday seems to be relatively well attended – 11ish boats

A lengthy discussion ensued regarding the topic: including why things might be down:

- i. Difficulty getting crew
- ii. Reduced number of participating boat owners/racers
- iii. Lack of 'advertising' and or awareness
- iv. Challenges with the replacement of 'beer cans' with more organized races (may be discouraging newbie owner/racers)
- v. Improvements needed in SYSCO supporting Fleet Captains

It was determined that we would attempt to recruit a leader/sponsor/promoter for each of the lesser attended events. It would be this person's role to promote and 'run' the event. They will be supported by the board with 'how to' communicate with members and other resources available for their efforts to revive their event. If we are unable to find someone for the promoter role, the event will be dropped for 2024. If the event is still not well attended after this effort in 2024, we will look to drop the event in 2025.

Carisa has agreed to take on the COB (Crew Overboard) event and outlined her plans for promoting this event which included early and communication to the whole local sailing community.

2. Membership Report –

- a. **Volunteer Lists** – Carisa is updating the list of volunteer opportunities on Regatta Network that members use to volunteer as part of membership registration. Her list will be circulated to the board for their review. There was some discussion about using signup.com rather than Regatta

SYSCO BOARD MEETING MINUTES

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Network for this. Rock made the point that “We are racers, putting on races for racers”. Carisa, Rock and Melissa will be looking at ways to promote volunteering on the website as well.

b. **New Members** – Dennis Winner – approved unanimously.

3. **Treasurer's Report**

a. **Balances** – Checking Balance about \$3,300. Reserve Balance about \$11,600. Total Cash about \$14,900.

b. **Budget vs Actual** – is looking good. We are slightly ahead of the budget for membership and individual race fees and expenses, overall, are right on budget.

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

a. **Poncho** - will be pulled out of the water the last week in September.

b. **Scoring** – we had a robust discussion about scoring and the timing of reporting race results and the software we use to compute and report. There was hopes that we could build a way to have race results complete by the time RC hit the dock. It was determined that it is unrealistic to have volunteer race committees report results that fast. It was also determined that the software used to compute and report race results should be at the discretion of the race scorer.

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 Burkhart
 - 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

6. **Other Business –**

a. PHOTOS and STORIES are needed for the newsletter.

7. **Adjourned at 7:50**

SYSCO BOARD MEETING MINUTES

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Respectfully submitted –

Sloan Kimball

SYSCO Treasurer

SYSCO 2023 Account Balances - As of 7/31/2023

Account	6/30/2023 Balance	7/31/2023 Balance
Bank Accounts		
SYSCO Checking	3,357.22	3,270.46
SYSCO Reserve	11,605.02	11,606.01
TOTAL Bank Accounts	14,962.24	14,876.47
OVERALL TOTAL	14,962.24	14,876.47

SYSCO BOARD MEETING MINUTES

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SYSCO 2023 Budget

1/1/2023 through 7/31/2023 Using SYSCO Budget 2023

Category	1/1/2023	-	7/31/2023
	Actual	Budget	Difference
INCOME	12,609.80	12,077.00	532.80
SYSCO Bank Interest	0.00	7.00	-7.00
SYSCO Membership	11,585.00	11,270.00	315.00
ASSOCIATE	300.00	400.00	-100.00
FULL	11,285.00	10,870.00	415.00
SYSCO Misc Income	40.00	200.00	-160.00
SYSCO Race Income	984.80	600.00	384.80
EXPENSES	8,573.51	8,555.00	-18.51
SYSCO Admin Expense	1,084.85	800.00	-284.85
SYSCO Association Expense	250.00	225.00	-25.00
SYSCO Bank Chgs	20.51	0.00	-20.51
SYSCO Boat Show Expense	0.00	0.00	0.00
SYSCO CC Dry Storage	532.00	560.00	28.00
SYSCO Credit Card Fee	429.26	450.00	20.74
SYSCO Donations, Ads	0.00	0.00	0.00
SYSCO Fleet Events	50.00	120.00	70.00
SYSCO Insurance	2,429.95	3,400.00	970.05
SYSCO Meeting, Clinics, BBQ	1,116.70	1,000.00	-116.70
SYSCO Membership, Burgees, etc.	0.00	0.00	0.00
SYSCO Pancho, Moorage, Fuel, etc.	2,462.56	1,900.00	-562.56
SYSCO Race Income Expense.	0.00	0.00	0.00
SYSCO Racing, Marks, PRO, etc.	101.80	0.00	-101.80
SYSCO RN Credit Card Fee	0.00	0.00	0.00
SYSCO Trophies	0.00	0.00	0.00
SYSCO Website	95.88	100.00	4.12
Net Difference:	4,036.29	3,522.00	514.29