

FEBRUARY 2021

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KNOW...

BILL SANBORN

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CLINIC

& FREE BOOKS



SMALL YACHT SAILING CLUB OF OREGON

# STARTING LINE



*Wolf Moon – Photo by Rick Samuels*

# FROM THE FRONT

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GREGG BRYDEN – COMMODORE

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SYSCO sailing is proceeding cautiously with racing under current COVID regulations and guidance. We intend to follow current Oregon guidance for outdoor recreation, including the requirement that all participants wear approved masks or face coverings and an attempt to maintain six feet of separation. Clearly, policy makers did not have yacht racing in mind when mandating the six foot rule. However, the OCSA working group on COVID safety feels we have to make an effort to limit the number of people crewing on a racing boat. To that end, we have established the following table limiting the number of crew allowed to race based on each boat's length overall (LOA). Here are the limits SYSCO intends to include as Supplements to our Sailing Instructions:

LOA	Maximum Competitors
20' and less	2
Greater than 20' to less than or equal to 27'	3
Greater than 27' to less than or equal to 33'	4
Greater than 33'	5

These limits were debated at length, with an attempt to balance the six-foot rule with yachting safety. In addition, the limits help level the playing field amongst boats racing against each other.

The requirements that all crew wear masks and adhere to the crew limits will be enforceable rules and the Race Committee can disqualify any boat that does not follow these requirements. Repeat offenders will be banned from further SYSCO series races under the misconduct rule. I know these rules sound harsh and will inconvenience some families and other "COVID pods" that live and race together. However, as I write this, COVID variants continue to spread and the road to full vaccination is still very long. While I am concerned about creating events that could spread the disease, I am confident that SYSCO racers will show their Corinthian Spirit and get behind these rules so we can all enjoy a safe sailing season.

Your Faithful Commodore

*Gregg Bryden*

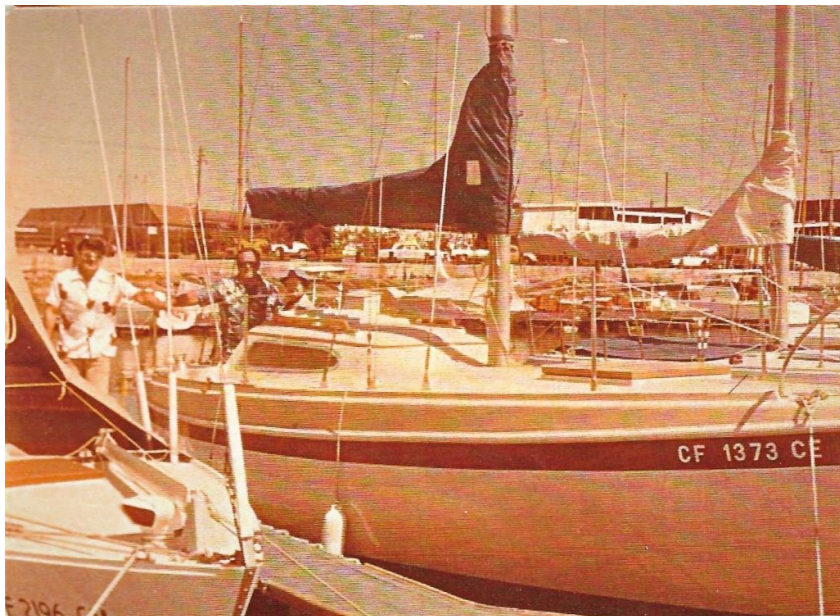
# ABOUT YOUR COMMODORE

GREGG BRYDEN — COMMODORE

Traditionally SYSCO Commodores share a bit of personal information to help answer the question “Just who the hell is this Gregg Bryden guy and what makes him think he is qualified to be a Commodore?” So here is my sailing resume.

I grew up sailing with my dad on the San Francisco Bay. My folks were divorced and sailing was relatively cheap fun for our weekend visits with Dad. My two brothers and me (yep, I’m the middle kid) were a ready-made crew. Dad’s first boat was a Zephyr (19, I think) which was basically a canoe with a big keel and sails. We used to launch it off her trailer by crane at the San Leandro Marina, which was an adventure in itself. It was a wet boat, and our main job was bailing her out. We learned a lot and always came home wet, cold, and beaming.

Pop went through a series of larger and drier boats as we explored the SF Bay. For some reason he was stuck on “C” boats: Clipper, Columbia, Catalina... Dad used to complain that we were lousy crew because the rocking boat would lull us to sleep as we made our way out of Berkeley to round Treasure Island, Alcatraz, or head up Raccoon Straights to Angel Island. But somehow we learned to love sailing.



*One of Bob Bryden’s “C” boats. From left to right: our way cool Uncle Jack, Dad, and Grandma Bryden.*

We grew older, Dad moved to L.A., and we were boat-less. My older brother, his buddy Tommy, and I bought an old Caranita Class fiberglass-over-plywood kit boat, the Crown Royal. We kept her at the heapest marina on the Oakland Estuary fondly known as the Sleeze Breeze. The boat was old, slow, and had ancient rags for sails. We used to wait for small craft advisories to go out and make her



# ABOUT YOUR COMMODORE

GREGG BRYDEN — COMMODORE

move. No Bay racing, but a lot of visits to various SF Bayside Bars. A pal from the Coast Guard Auxiliary used to borrow our boat to use as a training aid for new inspectors because there was so much to write up. We sold the Crown Royal or perhaps gave her away after her dock finger broke loose in a storm and was picked up in the Estuary by the Coast Guard. Years later we spotted the old Crown Royal racing in the SF Bay Bridges race--dead last of course. My brother David had boats moored at Berkeley on and off, and I did some sailing out of Santa Cruz in my college Days.

I followed work to Portland in the early 1990s and met up with a old Bay Area friend, Erik, who had a Lido 14. I picked up a Hobie Holder 14 (aka a Coleman Lake Boat) and we had fun chasing each other around on the Willamette, Columbia, and many Oregon lakes. I still relish the hum the Holder would make when she would get up and plane. Then one day Erik drove me by a strange looking orange boat for sale in his neighborhood. Man, she looked fast with that jaunty bow and bold hard chine! And at a good price we could not say no.



*Flying Frog on the Race Course.*

# ABOUT YOUR COMMODORE

GREGG BRYDEN — COMMODORE

We sailed the Ranger 20 on the Columbia while watching and wondering about all the racing going on around us. I had done some racing in SF and Santa Cruz but had no idea what the scene was like up here. Then one fateful day, a note in a baggie weighted by a marble turned up on the Frog. David Paligo was going around reconstituting the Ranger 20 fleet. Brian Barnett offered to coach us through a beer can race and we were hooked. I think Erik and I spent hours after that first race going over every move. Warning: one-design racing is addictive!

We signed up for a SYSCO series but the boat had no name! As the race deadline neared and we were debating names for the Ranger, Erik's son Ian came in and described his crazy dream where a flying frog flew into the house and landed in a toaster oven. His brother Paul proceeded to eat the frog. "That's it!" we cried-- we'll name her The Flying Frog!

We also had to join a club and Erik mentioned the nice people he met at the boat show CYC booth. Next thing, I'm the CYC Secretary-- a job I still can't get rid of. Years later, after much arm twisting, I stood up to be SYSCO's Race Captain and now your Commodore. If you had told me in my Berkeley/Santa Cruz hippy youth that I would end up a member and officer of a Yacht Club, I would have asked you for a puff of whatever you were smoking. But it turns out I was wrong. Everyone I have met here in the yachting scene has been so welcoming, helpful, and non-judgmental when it comes to boats. Joining SYSCO and CYC has made my sailing life much richer and fuller.



*January 17 S.O.S. - Photo by Shirley Sanders*



# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

## Getting to know... Bill Sanborn

**Anna:** Since you're a cruising boater and I sail J/24, I only know you by standing elbow-to-elbow at the grill while we volunteered at the SYSCO Summer BBQs. What's your story?

**Bill:** Well, I'm a farm kid. I was born and raised in Alvadore, Oregon, near Junction City, north of Fern Ridge reservoir. My dad had chickens and cherry orchards. We had 3000 laying hens, and we supplied eggs to the Army. I left the farm in 1960, had a little college, and got drafted into the Army. I served in Germany, near Nuremberg, in an aviation company. We flew surveillance using large drones and other aircraft along the East German - Czechoslovakia border.



**Anna:** Did you ever have a close shave?

**Bill:** Yes, during inspections, but... No. I served during the Cold War.



**Anna:** How did you and Vicki meet?



**Bill:** After my service I came back and finished up my college degree, in business, at Southern Oregon College. For my first job out of school I landed at International Harvester in Sunnyside, Washington. I attended a high school football game with some friend and happened to be sitting next to a gal who had a blanket. It was a small town where everybody knew everybody. I knew a couple of Vicki's brothers, who were customers. She is one of 14 kids. We were married in 1970 and moved to Portland. We have two kids, Angi and Nathan, and three grand-daughters.

**Anna:** What attracted you to sailing?

**Bill:** My brother and I grew up paddling a canoe in the irrigation ditches around the farm. In the mid 70s I had our two little kids in my canoe on Benson Lake, by Multnomah Falls. I saw some guy in a

# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE



sailboat. It was probably just a little dinghy, like an El Toro. I thought, Well, that looks pretty fun. So I bought an Omega-14 and taught myself how to sail. I just figured it out. If there was a mistake to be made, I made it. I got to be a pretty good swimmer. Vicki enjoyed it too, but at a certain point she said, “Sailing is a family sport, but I’m not taking our 6-month-old out on this boat again.” So we graduated up to a Catalina 22. She was called “Windmill”, because on the farm we had a windmill, and it had sails on it. It was 1978, ‘round about the time Frank Bocarde started SYSCO. Vicki and I got involved and we raced and cruised that boat for eighteen years, and had a lot of fun. We trailered to National and Regional Catalina events. In 1994 I bought “Upstart.” She’s been in the same slip on Bridgeton Road all that time. In 1997 we moved from east County into the brand new

condominiums they built on Bridgeton Road. That’s the site of the Upstart Garage, and we are well-known for our back alley parties. I retired in 2007; I was the Service Manager at the Kenworth Truck Dealership. Being a farm kid, I was pretty good with fixing things. I had an uncanny ability to listen to someone describe a mechanical problem over the phone, and understand what we needed to do to solve it.



**Anna:** Does this make you good at repairing boat engines?

**Bill:** Oh, yeah, I do all the work on my boat. I even sew up sails that need repair. After I retired, Bob Brown, Frank Bocarde, myself and a bunch of fellow sailors who all retired around the same time started getting together every day for coffee. And then we take a walk. We call ourselves “The Backwater Association”. We go to a different coffee house every day—get together all over the metro area—walk and talk.

# FROM THE REAR

ANNA CAMPAGNA — REAR COMMODORE

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**Anna:** How did you put together your crew?

**Bill:** Vicki and I raced the Catalina 22 together, did the Catalina Nationals and everything. She raced for a while on “Upstart” until her knees started to bother her. I used to be very involved with OWSA, until they asked me to sign a waiver of liability... But with OWSA I met so many ladies who wanted to sail, so now I have an all-female crew. We try to be pretty low-profile, but we like to sail hard and have a good time. Then go back to the house for pot-luck dinner, usually a back-alley party. Vicki is now the official babysitter.

**Anna:** What kind of boat is “Upstart”?

**Bill:** Upstart is a Kalik 30, built in Holland, designed by De Ridder. There aren’t too many in North America—there’s only one other I am aware of, and several in Europe. I like to race in the Cruising Class on Thursdays because of my desire to not fight with a spinnaker, and to sail with the like-minded sailors you find in that Class.



**Anna:** How did “Upstart” earn her name?

**Bill:** “Upstart” was the name when we bought her, and I had plans to rename her, but Vicki said, “No, “UPSTART” is you, and we’re not changing it.” Naming of boats brings up that story I have written about how “Pancho” (SYSCO’s Boston Whaler runabout) got her name. You need to know about the 50s B-Westerns with The Cisco Kid and his side-kick Pancho to get the joke.

I got involved with SYSCO as a chance to learn more about sailing. Because we all know that racing makes you a better sailor. If you look back at the SYSCO PowerPoint we did about how SYSCO was started, in the early years we only raced on Tuesday nights. In those days we had 80 boats out racing. I went to OCSA—at that time CYC just did a series in the Fall—and in ‘85 we split the fleet, and



# FROM THE REAR

ANNA CAMPAGNA

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opened up racing on Thursday as well. We had to make some adjustments over the years as fleets built and shrunk.

**Anna:** Isn't that what's happening now, with SYSCO leadership asking the Cruising Fleet to divide, and have the bigger boats move over to race on Tuesday?

**Bill:** Well, yeah, I have some strong opinions about that...

**Anna:** I know that you and Vicki have contributed a lot to SYSCO.

**Bill:** I was the Vice Commodore in 1984, Commodore in 1985, Rear and Past Commodore since, and have been assigned the duties of the Official SYSCO Historian. Vicki worked a lot of times on trophies and the Ladies' Cruise. I built the Catalina 22 Fleet; I helped to build the Cruising Fleet. Rich Jones and I put our heads together to invent the Dual Bridge Duel race. Rich had done the Bay Area's Three Bridge Fiasco, and we had a look at it and figured it out. I've done it every year and have never finished the race. I volunteered Upstart as the Committee Boat last year. Blew my only chance to win it.

**Anna:** How should we get more people interested in racing?

**Bill:** You have to talk to people who already own a boat. Get them involved, offer to help them. Walk the docks and talk to people! Nobody raced a Cal 20 before Steve Rander put together the fleet. Look where they are now. Bill Brennan built the Martins and Ventures.

**Anna:** David Paligo built the Ranger fleet, then he and Bruce Newton built the Merit Fleet.

**Bill:** We love the Cruising Fleet because we love to cruise. We've done the Delta Cruise every year since 1984. We sail to Martin Island, Warren Slough, Kalama and Cathlamet. We tie up to docks or anchor out and raft up together. Some people will travel all the way down to Astoria. There are so many great places to cruise to. There's an un-



# FROM THE REAR

ANNA CAMPAGNA

official SYSCO Outstation in Warren Slough. (It's a very exclusive Club!) People say you can't get there in a sailboat, but I have a six-foot draft. It's beautiful in there. It's a place built by God. We've had as many as 22 boats on the Delta Cruise. One year we did it as a Catalina 22 National Cruise.



Boats came from all over the country to cruise the Columbia river. But I've done it with as few as three boats. Last year was kind of light because of COVID. But we had a dozen or so boats in our raft-up at Martin Island.

**Anna:** What's your parting thought?

**Bill:** Sailing has not been my job, but my greatest hobby and avocation. SYSCO is where Vicki and I have hung our hats. You can think of it as kind of a buffet—you can take a lot or a little. There are some people who, if you had racing seven nights a week, they would want eight. And there are some people who are happy to do one race a year.

**Anna:** Bill, your sign-off on your email says "Life begins at 6 Kts." Can you elaborate?

**Bill:** 6 kts is when my knot meter got to 6 knots and the needle pointed straight up. That's what we push for. We don't get there a lot, but we get there sometimes. You gotta have a goal.

*Anna Campagna*

Rear Commodore



# RACING REPORT

DENNY DAMORE — RACE CAPTAIN

As I write this piece, the forecast is for snow! I thought the polar vortex only vortexed in Minnesota or Nantucket. But hey, I watched a video a while back called something like “Sailing the Frostbite Series” where they chronicled a bunch of small boat yacht clubs in Connecticut and Massachusetts who started this winter series back in the 1930s as I recall. It was a classic start of a sailing tradition over an adult beverage at some yacht club bar. “Man, I hate this weather. I’d love to be racing.” “Well, I’ll race if you do.” “Me too!” “Go get the dinghies!” Ya gotta love sailors. Two boats out on the water, it’s a race. An old sailing friend of many here in Portland who passed a number of years ago used to say, in his gruff back of the throat style, “Hell, I’d race bathtubs if you could put a mast in ‘em.” And so it goes.

Alright, not so much to report because other than Sailing on Sundays the actual racing is thin right now. But, it is time to prepare and begin signing up for racing and get your membership updated. The hardworking webmasters for OCSA have been pounding the keyboards to update the calendar and get all the registration dates and issues sorted out so folks will know what’s happening and also just get registered for, well, everything including memberships. SYSCO memberships are best done via the email you likely got from Scott Stevenson, our treasurer, or on the SYSCO website here: <https://www.syscosailing.org/membership.php>. Oh, and speaking of memberships, to race you’ll need to be a member of OCSA. If you want a hard copy of the Race Book along with your membership and/or a course chart, there are several places where you can get them in person. I got mine at West Marine. Check the website for more information.

None of the foregoing is intended to imply that you can still sit back in your Barcalounger (Lazyboy? Lazyperson?) and wait for spring. Oh no! If you haven’t been sailing on SOS, your PFD and foulies are probably in a heap somewhere gathering dust or, worse, mold. Ask me how I know. One year when we didn’t pull Three Stooges to spend the winter in the Garlic Barn, I inadvertently left my yellow PFD in the boat. In spring it looked like someone had splattered it with black paint. Yuck. In the bin. Anyway, there’s lots coming up. Some of it is Zoom. Some is actual on the water racing. Here’s a quick list. Go sign up. Get geared up. Get pumped up!

See you on the river.

*Denny Damore*

Race Captain



*No S.O.S. on Valentine's Day - Photo by Rick Samuels*



# RACING REPORT

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DENNY DAMORE – RACE CAPTAIN

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SYSCO Fleet Night

2/23

OCSA Race Management Clinic

2/27

Racing Rules: Dave Perry (Racing Webinar, Session A)

3/13

Racing Rules: Dave Perry (Race Officer/Judge Webinar, Session B)

3/13

RCYC Frostbite Regatta

3/20



*January 17 S.O.S. - Photo by Shirley Sanders*



## OREGON WOMEN'S SAILING ASSOCIATION

### PRESENTS:

# ***THE 2021 WOMEN'S RACE CLINIC!***

This multi-session event is designed to introduce women with intermediate sailing skills to the sport of ***RACING***! It will take place between the dates of May 17<sup>th</sup> through June 28<sup>th</sup> 2021. We will be observing **ALL** COVID safety guidelines for our in person sessions.

**Session 1** is a virtual meeting via Zoom and covers what to expect when you reach the Race Course: The committee boat, flags, signals, course board and find out your boat assignments and much more.

**Session 2** will be on the water for a meet up with your team mates and skipper to get to know each other and practice a bit....then head over to the *OWSA Tropical Dreams Beer Can Race!*

**Session 3** We head back to the virtual classroom for an introduction to the Rules of Racing presented by our own local US sailing Umpire and Judge-Craig Daniels.

**Sessions 4, 5 & 6** are all on the water practice sessions addressing the starts, mark roundings and putting it all together. These sessions will include an optional virtual de-brief via Zoom 2 days after each session for questions.

**Session 7** The final session will be participating in the *OWSA Women's Regatta!*

This race clinic is open to all women, however, there are a limited number of spots available to NON-members of OWSA, so register soon at <https://owsa.net/>

Send any questions to [racing@owsa.net](mailto:racing@owsa.net).

Free Books:

**Paul Elvstrom explains the yacht racing rules.**

**Charles F. Chapman. Piloting Seamanship and Small Boat Handling.**  
contact David White [dsewhite@hotmail.com](mailto:dsewhite@hotmail.com)

# SYSCO BOARD MEETING MINUTES

FEBRUARY 1, 2021

**Attendees:** Gregg Bryden, Denny Damore, Scott Stevenson, Carisa Bohus, Sloan Kimball, Michael Morrissey, Jan Burkhart, Bruce Newton, Jacqueline Pitter, Phillip Martindale, Rick Samuels, Stephanie Walker, Craig Daniels, Mark Salholm, Darren Posey, and Cheryl Watson

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

- **Commodore's Opening Remarks - Gregg.**

- a. Communications – Alternate Media and Website

- i. Would like to see SYSCO group on facebook and etc...
    - ii. We would like to include the crews for newsletter and etc.
    - iii. Gregg is going to update the splash page – Membership page is new – Racing might need a little refresh.

- b. Support for Dock Talk (Carisa)

- i. Podcast – intended for the whole local community – not just sailors
    - ii. 8-9 people to make it happen
    - iii. Topics
      - 1. regular race 'stuff' and weather –
      - 2. race report –
      - 3. race rules and definitions
    - iv. Looking for sponsorships – plug those in show – then plug for new peeps
    - v. Planned on weeks 1, 3, 5, and 6 of the Spring Series
    - vi. Pilot can be found at link – available if wanted

- c. Newsletter Interviews (Gregg for Anna)

- i. Anna wants to interview members for content

- **Membership Report – Carisa**

- a. Currently we have 45 members – 40 regular and 5 associates
  - b. New member request Gary Brown (SV/Get Set Go) – Sebastian Laleau (SV/A Demain)
    - i. Gregg & Sloan moved to accept, voted them in with unanimous consent.
  - c. Membership page has been updated



# SYSKO BOARD MEETING MINUTES

FEBRUARY 1, 2021

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- d. Anna and Jackie suggestions – recruit those that already use the various social media avenues (Tiktok – etc see the written report)
- e. Looking for volunteers for the various activities

- **Treasurer's Report** – Scott

Balance – checking \$4,602.24 and reserve \$10,862.08, for a total of \$15,464.32.

Late fee is reinstated \$10 after 2/15 and Scott will send out a reminder to those that have not renewed.

Budget Vote –

- Discussion about lowering the overall membership income based on uncertainty. Landed on reducing it by \$2,000
- \$100 added for marketing.
- Combine trophies and glassware budgets for \$ 3,150 for member appreciation gifts of some kind.
- Discussion to include OCSA event contribution but no number is put forward.

Motion to accept budget by Sloan, seconded by Gregg. Budget approved by a unanimous vote. The final budget provided as an attachment to the minutes.

- e. **Racing report** – Dennis and Craig

- a. Discussed 2021 plans to stay COVID safe.
  - i. Sailing on Sunday is demonstrating that 6' distance is very difficult and mask wearing is not being followed very strictly
  - ii. OCSA is working on recommended guidelines– recommending 6' and masks, limiting the number of crew on boats depending on size. Violation results in DSQ – repeated violation results in removal from races under the Misconduct Rule.
  - iii. OCSA may not have final rules until after our Fleet night.
  - iv. SYSKO will be posting rules as soon as possible regarding masks being required
- b. Rebalancing, and RC schedule
  - i. Starting to get signups –
  - ii. New Tuesday fleet is a No Fly – as a spin off from the cruising fleet

# SYSKO BOARD MEETING MINUTES

FEBRUARY 1, 2021

iii. Recommendation to look at Fleet 3

- **Fleet Reports**

- Fleet 1 – J-105, Melges 24 – Doug Shenk?
  - no report
- Fleet 2 – PHRF A & B – Thomas MacMenemy (still looking)?
  - no report



*January 17 S.O.S. - Photo by Shirley Sanders*

- Fleet 3 – FPHRF C, D and Level – Phillip Martindale
  - no report
- Fleet 4 – Martin 24 – David Paul
  - no report

# SYSCO BOARD MEETING MINUTES

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FEBRUARY 1, 2021

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- Fleet 5 – Merit 25 – Tomas Morrissey
  - Everything Fine
- Fleet 6 – J24 – Colton Gardner?
  - no report
- Fleet 7 – Cal 20 – Cheryl Watson
  - Report
- Fleet 8 – Ranger 20 – Darren Posey
  - All good for now – no meeting yet
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz
  - Needs sailors and boats –
  - want to stay on the hard until good weather.
- Fleet 10 Tuesday No Fly – David Long?
  - No report
- Fleet 11 – Cruising Smaller Boats – Mark Shalom –
  - Report

f. Other Business –

- a. Fleet Night – Set for 16 February
- b. RC and other training – no report
- c. 2021 Membership Appreciation Award – no report

g. Adjourn – 6:54

Respectfully submitted –

*Sloan Kimball*

SYSCO Secretary