

MARCH 2021

FROM THE FRONT

FROM THE REAR

RACE REPORT

MEMBERSHIP

GETTING TO KNOW ...

CHAIR REPORT

FRANK & LYNNE BOCARDE



SMALL YACHT SAILING CLUB OF OREGON

# STARTING LINE



*S.O.S. February, 2018 - Photo by Air Voltaic Photography*

# FROM THE FRONT

GREGG BRYDEN — COMMODORE

Lots of good stuff coming our way! Sunshine, longer days, sailing, and shots! Kerry Poe's excellent presentation on prepping for the season at Fleet Night got me fired up. I'm scraping the remaining crud off Flying Frog's hull, brushing off the pine needles and getting ready to launch. Yep sailboat racing season is about here.

SYSCO kicks things off with our Yacht Race Seminar on 15 April—watch for an email with Zoom details. Then practice safe sailing on 17 April in the SYSCO Crew Overboard Challenge. Get out and practice for the SYSCO Spring Series starting Tuesday 20 April and Thursday 22 April. All signs point to '21 being a good year!

I am ever impressed by how this all comes together through the graces of our esteemed members. Bruce Newton is leading the charge on Pancho maintenance. Dennis Damore is cooking up great race courses for three series of races covering six nights each on Tuesdays and Thursdays. Wow, that's 36 nights of racing! Thomas MacMenemy has bought SYSCO a new auto-horn (see info and naming contest below). Carisa Bohus is rounding up volunteers for membership social events. And who's next in Anna's great series of newsletter interviews? I can't wait to find out.

So wash those masks, practice sailing safely, and get out there and sail!

Your Faithful Commodore

*Gregg Bryden*

## **SYSCO has a new automatic race start horn! We need your help naming it.**

Thanks to the extreme generosity of Thomas MacMenemy, SYSCO now has our very own IStart PRO automatic sailboat race starter. This spiffy self-contained auto horn will do our 5 minute start sequences as well as 3 minute match race starts. Very cool. Thank you Thomas!!

So, **SYSCO is asking YOU to help us name our new horn.** The OCSA's horn is known as "Otto." What should SYSCO call our new horn? Send us your suggestions and you may win a fabulous prize (TBD) and bragging rights and recognition! Send your suggestions to [Race\\_Captain@SYSCOSailing.org](mailto:Race_Captain@SYSCOSailing.org) subject: "Name that Horn."





# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

## Getting to know ... Frank and Lynne Bocarde

**Anna:** Whenever I bring up the origin story of SYSCO, a sailor will invariably tell me that I have to speak with Frank and Lynne Bocarde. What possessed you to start a sailing club in 1978?

**Frank:** There seemed to be a vacuum of leadership for racing small boats. The local Racing Rules called for a three-hour time limit, but it was unlimited after the first boat finished. Courses were really long and were intended for bigger boats. We ran in races put on by PYC, RCYC, and CYC—clubs that ran pretty lengthy races. We had a Ranger 20. In the Spring series especially, we had trouble sailing above the airport; we had trouble even finishing a race before it got dark. By the time we got in all the hot dogs were gone.

**Lynne:** In fact, when we first started sailing, we did not know how to sail.

**Frank:** Four or five years after we were married, Lynne gave me a coffee table book for Christmas called *A Sailor's World*. We were in our mid-twenties, and we had a young daughter and not a lot of money, so we bought a Ranger 16. After less than a year sailing on the Columbia River, we had dumped the boat a couple of times and our “how to sail” book went straight to the bottom.

**Lynne:** It was the second time we had gone out; we took my sister along. Frank was raising the sails and I was driving. Well, I cleated everything tight.

**Frank:** As I raised the main sail, everything suddenly powered up, I had not realized Lynne had cleated the main, and we capsized immediately. So, we were now swimming along our boat which was floating down the river. We caught the attention of a couple of guys in a floating home. They came out on their Santana 22. One of them jumped in the water and swam over. Got Lynne and her sister on their boat. And then he started asking



*Frank and Lynne in 2020*

# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

questions, like, “Have you unhooked the main sheet?” Then he dove in, went underneath and uncleated the main. We righted the boat and started sailing up the river. He convinced me not to get discouraged. So, we traded in our Ranger 16 for a 20 (safer for our 6-year-old). The Ranger dealer was very accommodating. And he suggested that if we wanted to learn to sail, we had to learn how to race.

**Lynne:** So, we joined OCSA and the Ranger 20 fleet. With the Ranger 20s we had a good time and learned a lot in a short period of time. The dealer, Dave French, took us under his wing and after a year and half in the 20 we were ready to move up to a Ranger 24.

## “PANCHO DOS” Rick Suchecki Commodore 1991



photo by Bill Sanborn  
*Lynne Bocarde (L) and Rick Suchecki hoist a toast to launching of SYSCO's new race committee boat Pancho Dos. "We thought the champagne was better consumed than spilled," Bocarde, SYSCO Commodore said.*

**Frank:** Since we were only members of OCSA and the Ranger 20 fleet, we had no influence on the courses, but we began discussing separate courses for the smaller boats. At around this time there was a Ranger 20 only Wednesday Night Series, and CYC had an evening series in August/September. These races were relatively easy for us to go get to vs the regattas the clubs put on which were often two to three weekends in a row.

At around this time (1976) we took a trip to San Francisco. The Star World Championship regatta had 107 boats. Guys like Pelle Petersen, Lowell North, Dennis Connor, Paul Elvstrom (an Olympic sailor) were racing. We watched 107 boats, all 22-foot Stars — starting on one starting line. It was run by St. Francis Yacht Club and was very impressive. It seemed like there were ideas we could take back to Portland—There was also a boat show going on in Alameda that we took in and found a table with a couple of guys representing an organization that sponsored small boat racing on San Francisco Bay—so we went and talked to them. They were all small keelboat fleets, 20 to 30' feet. There were numerous

boats in every fleet, and they ran it as a co-op. One newsletter, one set of marks, one committee, etc. vs Portland where some of the small boat fleets were operating on their own.

# FROM THE REAR

ANNA CAMPAGNA – VICE COMMODORE

The San Francisco folks had written up some by-laws and bought some marks, and committee work was shared. A light bulb went off in my head. That was exactly what we needed in Portland on the Columbia. So, they sent me a copy of their by-laws, and I roped in a friend of mine in the Ranger Fleet who was just starting law school to help me do this, his name was Jim Kirk. We went to the Portland Boat Show, which was much bigger than it is now, and we had a signup sheet (this was way before email), where we invited people to meet and discuss what a new Small Boat Club might be like. Twenty people showed up and I described what I saw in San Francisco. We began to move quickly with Jim writing up our Articles of Incorporation to register with the state. We need three signatures to sign the articles, so Jim and I enlisted another Ranger 20 friend, Loren Beach. I then went to an OCSA Board meeting to ask for some race dates that would not conflict with the other clubs. May, June, and July evenings were open, as well as a couple of weekends. So, I grabbed them and in 1978 SYSCO began racing.

To promote the club and increase our knowledge we brought Dick Rose down from Seattle, who was instrumental in the writing of the Racing Rules for the past 40 years. At that time there was no such thing as exonerating yourself for a foul on the river. If you fouled somebody, you either dropped out, or you filed a protest. He suggested that we could adopt the 720 rule and that we did not need to be tied

## **A note from Frank Bocarde, Founder/Charter member on the occasion of SYSCO's 20<sup>th</sup> Anniversary**

- **All organizations require dedication to survive. Let me offer a few examples. Mike Oxborrow made 1,423,234,333 trips to PIYA on your behalf, Loren Beach poured over charts to find river hideouts used on the Delta Cruise. Tim Carman and Bob Brown have done double stints at Commodore when the circumstances required. Bill Sanborn and Dennis McNaughton have spent countless hours helping new sailors. Judy Oxborrow, Chris Newbrook, Sue Burns, Lynn Bocarde, Mike and Sandy O'Bryant, Bud and Lisa Root have dedicated years to ensuring we have newsletters to read, Banquets to enjoy and somewhere to race. Jim Canton and John Lafors helped get the club started and Jens Gimbel and Bernie Veit keep it going.**
- **Hundreds of people have helped this club become successful, without them we could not have continued to exist. We owe them a lot. When we started SYSCO we wanted to provide an accessible learning ground for new sailors that would help them enjoy the sport we loved. Sometimes you get more than you bargained for.**



# FROM THE REAR

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ANNA CAMPAGNA — VICE COMMODORE

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to the courses that the big boats used; we could design courses that were good for our 20- and 24-foot boats. So, in 1978 our race instructions adapted these changes and eventually all the clubs changed theirs to match.

**Lynne:** We had Ranger 20s and 22s; Catalina 22s, San Juan 24's Ranger 24's and a few J/24s, who were just starting out. The Cal 20s were a little averse in those days. They thought that what we were doing was jeopardizing other clubs.

**Frank:** I became the Commodore for the first two years. And then I spent the next twenty-four years going to board meetings as fleet captains for multiple fleets as we gradually moved up in boat size. In 1989 Lynne decided she wanted to go through the Chairs—VC, Commodore...

**Lynne:** I had one too many drinks, I think. That is the way we got a lot of officers.

**Frank:** Our race/cruises to St. Helens in those days, was in September and we encountered a lot of log rafts. At the end of the race to Warrior Rock, we would raft up to one of these log rafts and have a beer. So, you would ask a person, who was slightly delirious, if they wanted to become an officer, and they nodded their head, and there you go...

**Lynne:** We charged \$25/year in dues. I sent out all the Newsletters. There was no email, only snail mail! Our Secretary worked for Goodwill and had folks there type up meeting notes, etc. A lot of them were written like a stream of consciousness with no punctuation. Crazy things—they were hilarious. Lynne's mother was the manager of the Emanuel Hospital Gift Shop so we would go through her catalogues looking for potential trophy items. We gave away teak trays, teak hurricane lamps. Much of the structure we put in place in 1978, from the race schedule, to the fleet co-op concept, is still in place. Quickly the races just grew too big. By the early eighties, we reached eighty boats, so we split the fleet into two nights. In the past we have tried to re-arrange the fleets for fairness and parity. The Small Yacht Sailing Club has turned into the not-so-small Yacht Sailing Club.

**Anna:** What problems or issues did you grapple with once SYSCO began to grow?

**Frank:** I had expected as folks moved on to bigger boats they would leave for the bigger club and our membership would level out at about 50 members, but instead they either stayed with SYSCO or joined multiple clubs. Having 125 members to satisfy is a bit harder than 50. But it just kept growing and never stopped. Once you hooked them, you landed them. We had

# FROM THE REAR

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ANNA CAMPAGNA – VICE COMMODORE

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winter General Meetings to keep up the interest. We did special events; we invited Buddy Melges and Gary Jobson, and Dick Rose to give seminars. Many SYSCO members were beginner sailors, just getting to learn about the sport from the ground up.

**Lynne:** We made all the race marks from scratch, with foam blocks, aluminum tubing and flags that I sewed. After a couple of years, we used kids' Hippiity Hops. We sewed all the race flags, it turned out the turning mark flags were for man overboard! We had an agreement with the Coast Guard that we had to delineate a no-race-zone 150 feet outside of the Marine Drive moorages. So, we had to set them and pull them out for every race. This was pre-Pancho.

**Lynne:** Frank is an excellent manager. Once he fixes his gaze on something he wants to accomplish, there is nothing that will stand in his way. SYSCO had their 40th anniversary party in 2018 at PYC. Frank was Commodore of PYC in 2018, and our theme was "We Are Family". We had lots of past Commodores turn up for that event.

**Frank:** One thing we did differently were club cruises. The way you got to know people was to go on a club cruise. Bill Sanborn and Loren Beach started the Delta Cruise. One might say it is really a floating cocktail party, but there are lots of kids and grandkids on the Delta Cruise.

**Lynne:** You get to know people's worst habits!

**Anna:** How many Portland kids have a chance to travel through such a beautiful, remote part of the Columbia and have the experience of swimming in the river? I've never done the Delta Cruise. I'm going to make it a point this year to drum up interest in the Delta Cruise.

**Lynne:** We used to go to Coon Island and Hadley's Landing and Government Island and Martin Pond. SYSCO used to do these cruises and they don't anymore.

**Frank:** One of the things we learned on the Delta Cruise is: you wait for the power boats to go ahead of you, and you raft up with them instead of anchoring.

**Lynne:** Sailing has really become our life over the last forty-five years. We spent so much time down by the river, we even moved down to Bridgeton Road to be closer to sailing. And then we started getting more involved in PYC.

# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

**Frank:** Lynne became SYSCO Commodore in 1990—possibly the first female Commodore in any of the sailing clubs in the Portland area.

**Anna:** How many kids do you have, and what was their sailing experience?

**Lynne:** We have one daughter, and she learned to sail. But one thing she did not like was racing, because she did not like anything that she thought sounded like yelling. But maybe that is her own perception.



*Bluefin Racing in 2020*

**Frank:** Dick Rose used to say that a skipper should never yell at the crew because if the crew is making mistakes, the skipper clearly has not trained them well enough.

**Lynne:** In her early twenties she dedicated a year to racing. There were five Ranger 24s, and a lot of us had kids the same age. She really got to know those kids, including some who grew up to be professional sailors. Tracy loved to go cruising up in the San Juans. She has two daughters, Chloe, and Ariana. When they were eight and four, they went on their first Delta Cruise on Ciao, our J/30. They spent a couple of years going to sailing camp at Willamette Sailing Club.

**Anna:** What did you each do in your professional lives?

**Frank:** I spent 37 years at Meier & Frank. I started as a stock boy during the summer when I was in college and ended up as Director of Logistics, with 120 people under me.

**Lynne:** I was a nurse at Emanuel Hospital for forty years. We are both Portland natives. We met at the Lloyd Center, doing summer jobs. One year later we got married.

**Frank:** Sailing for us has been life altering, from the first boat that we turtled to our current boat Bluefin, we have had so many experiences, sailing on the river, up the coast, in the Sound, Cruising from Olympia to Alaska, Chartering and sailing in other parts of the world.



# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Racing up and down the NW. Meeting people, making lifelong friends. That has been the best part, along with all the memories of all our adventures that we get to keep. Now, of course we have joined PYC, but we still race somewhat actively with SYSCO. Lynne still does foredeck, and we will be SYSCO members until we die.

*Anna Campagna*

Rear Commodore



*Bocardes (R24 #60) avoid the pileup and protest at the leeward mark*

# RACING REPORT

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DENNY DAMORE— RACE CAPTAIN

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## Preparation, Practice, Start

I don't know about you, but it seems that every racing year I have to relearn the same lessons I thought I learned last year over again. A couple of cases in point:

### Prepare

- The other day Kerry Poe did a presentation for Fleet Night stressing boat preparation before the season starts (like now). Fred and I put a new bottom on Stooges every year, but preparation goes deeper. It's about rigging, lines, winches, clutches, sails, and every single piece of gear that could fail or make you slow. Fix 'em, replace 'em, fine tune 'em. In the spring as we're in that bottom re-do process, we take, literally, everything off the boat and consider whether it needs to go back on or not and if it's crusty or worn, we replace it. Remember that weight is your enemy on small racing boats. It's like heavy hiking boots. The saying goes that one pound of weight on your foot is like five pounds on your back. Same goes for inside your boat. Do you really need an ice chest with a 7 lb bag of ice to cool just a sixpack? Oh, and preparation doesn't just apply to inanimate objects, you need to prepare too. How? Practice.

### Practice

- I was watching the Americas Cup races and the commentators have noted that the Kiwis who have been practicing by themselves (a function of the format) are making mistakes and do not look as fluid as the Italians who have been racing throughout the Prada Cup. If they can get "race rust" on them, what about you, especially if you haven't been out over the fall and winter either by yourselves or doing Sailing on Sundays with the rest of us. And even if you have been out racing as crew, you need to get out on your own boat. I've been racing with Kent Picknell on the Melges Apex all winter, and I know that when I get back on Stooges with Fred, I'm going to have to shift gears and re-learn all the tacking, gybing, and sheet trimming moves all over again given the radical difference in the two boats. Get on your boat, go practice.

### Start

- Again watching the Cup racing, I have been struck by two facts: starts are everything and even the best make mistakes and are at the mercy of the wind gods. To watch, arguably, the best in the world be late, or early, or sail into a hole on the run in to the line, reminds me that that one of the things that we love about sailboat racing that is true at every level in the sport and that is that every start is a new beginning. It's OK if we make a mistake and end up

# RACING REPORT

DENNY DAMORE— RACE CAPTAIN

in the second row sucking bad air, buck up, dig out, and then do better on the next start. Because, well, a great start in clean air gives us a fighting chance and makes up for a bunch of minor errors during the race. I think I have learned this lesson a thousand times, and yet relearn it every year by about midway through the season. This year I commit to knowing it as of the first race. And getting better on starts is so much about training your internal clock sense about time and distance, which is something you can do on your own without a committee boat calling out time or competitors around you. It's just another form of practice (see above).

So, that's all I have for this month. Racing starts soon. Get ready, practice, and commit to better starts. If all of life were that simple. On second thought, maybe it is.

See you on the river.

*Denny Damore*

Race Captain



*S.O.S. January 31 - Photo by Tom Keffer*



# MEMBERSHIP CHAIR REPORT

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CARISA BOHUS – MEMBERSHIP CHAIR

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## **SOS Ends and Spring Series yet to begin! What do we do for a month!??**

We maintain our boats! Of course. Please send pictures of your before and after boat maintenance. No project too small. If you forget the Before Picture, don't worry, send in your progress with some narrative and your name. It could be weekly updates! You could include your pets and kids! You could even take a picture of boat maintenance you need to do- make it motivating! Ask for advice. But, I need a picture. I will post them on the SYSCO Membership page. For instance, Wild Women needs some hull scrubbing. You will see a picture of that! Send your name, email, pictures and short description to Carisa (Kah reese ah) at [membership@syscosailing.org](mailto:membership@syscosailing.org).

## **Bond with your club and volunteer today!**

We have some immediate needs for help to have fun this year in our own special Covid Safety way! Video meet up/phone call and work together. Write me and let's make a plan: Carisa Bohus [membership@syscosailing.org](mailto:membership@syscosailing.org), Let's have some fun for the club!

Here is what we need now:

**Do you Tweet, Instagram, Snapchat, Tiktok, or Pinterest?** Would you be willing to push SYSCO material out at most once a week? We're looking for one person per media format. We'll let you know when there is something on the SYSCO web site, and you take it and put it out wherever you hang out. You will use a SYSCO branded account as your platform.

**Do you like to shop?** We are looking for the 2021 club appreciation prize. We have a budget- help me figure out what to propose to the SYSCO board. We have a couple of ideas to use as a springboard.

**Did you already sign up for party planning?** I will contact you soon, if you want to stretch credulity and plan the party for the end of the season starting now, write in!

# MEMBERSHIP CHAIR REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Remember! Members need to step up for 2 volunteer gigs if possible! No pressure, but all clubs need extra love right now. Write me at [membership@sycosailing.org](mailto:membership@sycosailing.org). If you have one hour a month, or one hour a week, I can use your help! [membership@sycosailing.org](mailto:membership@sycosailing.org)

*Carisa Bohus*  
Membership Chair



*S.O.S. February 28 - Photo by Sloan Kimball*

# SYSCO BOARD MEETING MINUTES

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MARCH 1, 2021

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**Attendees:** Gregg Bryden, Denny Damore, Carisa Bohus, Sloan Kimball, Bruce Newton, Jacqueline Pitter, Phillip Martindale, Rick Samuels, Stephanie Walker, Mark Salholm, Darren Posey, Cheryl Watson, and Thomas MacMenemy

**Absent:** Scott Stevenson, Michael Morrissey, Jan Burkhart, Craig Daniels,

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

**1. Commodore's Opening Remarks**

- a. Fleet night good turnout – still a few fleet captains to figure out, but overall good.
- b. New “Otto” with possibly a new name – thank you to generosity of Thomas MacMenemy.
- c. Pancho work is commencing and will be ready for racing.
- d. Dave Perry Rules class is coming 13 March– encourage skippers and crew to attend.

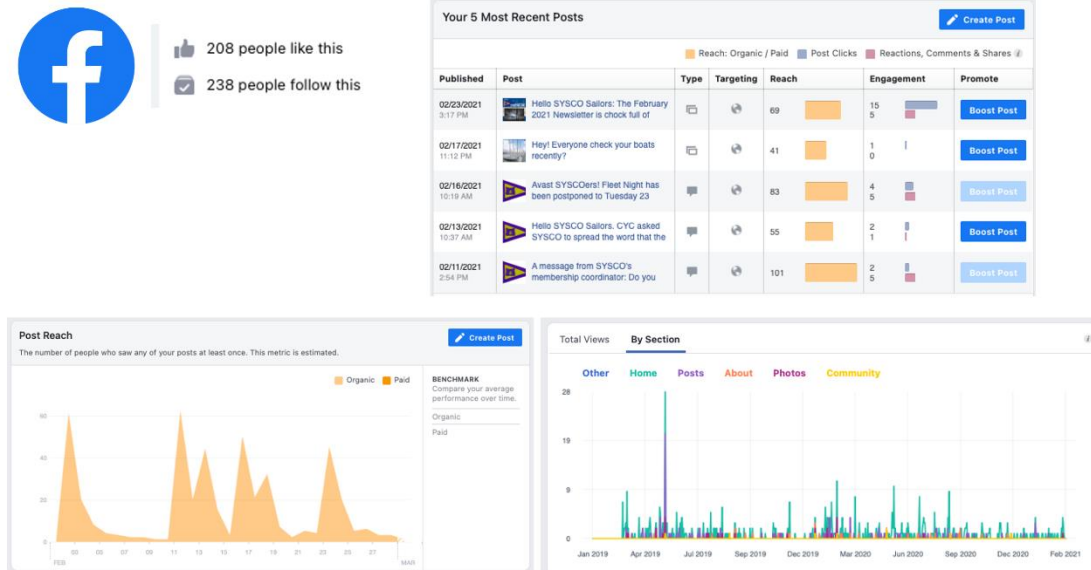
**2. Membership Report**

- a. No new members to approve.
- b. 32 renewed since last meeting – total current is 77.
- c. Social Media: Jacqueline has put out SYSCO FB. Feedback? Carisa in process for Tiktok announcement. (She said we should have a single Social Media director to avoid having 2 storylines, will direct to web site, newsletter, and membership page). Continuing to recruit SYSCO members that participate in Twitter, Instagram, Snapchat, Pinterest.



# SYSCO BOARD MEETING MINUTES

MARCH 1, 2021



- d. Party Planning: By March 15, contact those that have volunteered for it and put out message that we are looking for more party planners. Meeting set by next SYSCO Board Mtg.
- e. By March 15. Appreciation Gift to our great members Planning Meeting set by next SBM.
- f. SYSCO Membership Welcome Spiff Inventory
  - i. Two blue/yellow burgees. Shape of Oregon with a boat in the middle.
  - ii. 19 stickers (seem backwards) with blue/yellow OR and boat.
  - iii. 2 dvd discs labeled "SYSCO 2009 Roster Final" and "SYSCO-09"
  - iv. 5 blue field, white stars (3), and an anchor (larger burgees) one has masking tape that says Rear Commodore.

### 3. Treasurer's Report

- a. Checking Balance \$5,774. Reserve Balance \$10,862. Total Cash \$16,636

### 4. Racing report:

- a. Not too much to report – New starting horn system and new flags are en route.
- b. Need Tuesday night Wrangler.
- c. COB race planned for April 17 and need one boat as platform boat. Dennis will look into getting Fred Hazzard to provide platform.

# SYSCO BOARD MEETING MINUTES

MARCH 1, 2021

## 5. Fleet Reports

- Fleet 1 – J-105, Melges 24 – Doug Schenk
  - no report
- Fleet 2 – PHRF A & B – Ken Staflower (sp?) and Thomas MacMenemy
  - no report
- Fleet 3 – FPHRF C, D and Level – Phillip Martindale
  - no report
- Fleet 4 – Martin 24 – David Paul
  - no report
- Fleet 5 – Merit 25 –Tomas Morrissey
  - No report
- Fleet 6 – J24 – Colton Gardner?
  - no report
- Fleet 7 – Cal 20 – Cheryl Watson
  - Report
- Fleet 8 – Ranger 20 – Darren Posey
  - Had meeting – good planning.
  - Setting up a captain's challenge to single-hand dual bridge dual – w trophy
  - Might see two more boats in the fleet.
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz
  - No Report
  - A Santana is looking for an appropriate fleet.
- Fleet 10 Tuesday No Fly – David Long
  - No report
- Fleet 11 – Cruising Smaller Boats – Mark Shalom –
  - No report



*S.O.S. February 7 - Photo by Sloan Kimball*

## 6. Other Business –

# SYSCO BOARD MEETING MINUTES

MARCH 1, 2021

- a. Ideas for 2021 Membership Appreciation award (can opener, burgee, or knit watch cap)
- b. Pancho is available for OWSA to use for \$50/day, fuel included.
- c. Insurance renewal is on Gregg's to-do list.
- d. BBQ replacement discussion – possible talent show or actual BBQ if allowed.
- e. Reminder to get stuff in for newsletter so it can be out on second week of the month.

## 7. Adjourned at 6:13

Respectfully submitted –  
*Sloan Kimball*  
SYSCO Secretary



*S.O.S. February 28 - Photo by Sloan Kimball*