

DECEMBER 2021 –  
JANUARY 2022

FROM THE FRONT  
WINTER

FROM THE REAR  
GETTING TO KNOW ...  
ROCK AND DENA  
KENT

RACE REPORT  
I'VE ANTICIPATED  
REGRET, HAVE YOU?

MEMBERSHIP  
CHAIR REPORT  
MAKE A PLAN



SMALL YACHT SAILING CLUB OF OREGON

# STARTING LINE



*Photo by Rick Samuels*

## Winter

What do you do with a land-locked sailor? Here I am looking at my boat in the driveway covered with frost. Opening season in April seems a long way off. My only connection to sailing is all the planning and meetings that go into getting the 2022 Race Book info to Patsy and Jan, getting SYSCO events lined up, and helping CYC get the Offshore race lined up. Zoom meetings about sailing just doesn't have the same juice as flying a spinnaker in 20 + knot winds.

There is always some boat maintenance to be done, but that can wait until warmer spring weather.

Sailing on Sundays is always an option—I'm sure there are boats looking for crew. Maybe one weekend that isn't raining I'll call on one of my more intrepid friends that sail all winter.

There are boundless options for reading about sailing. I've traveled around the world with Joshua Slocum, narrowly escaped perilous scrapes alongside Horatio Hornblower, and voyaged to new horizons with Aubrey and Maturin (OK, I haven't read all 21 books yet). And there is much more than travelogues and fiction. I've impressed the saltiest skippers and scored some serious Scrabble points with a few choice words from O'Brien's *A Sea of Words*. Such fanfaronade from this mammothrept! I've memorized Isler's *Sailing Secrets* and studied North Sails' *Trim* and *Strategy and Tactics*. Buddy Melges taught me about *Sailing Smart*.

Winter is a good time to break out the sewing machine for those little easy projects that make boat handling easier. Pockets for the spinnaker sheets and halyards. A bag to keep the spinnaker off the sole. Maybe I'll finally get around to making a new tiller cover. I'm sure there is a kit I can use on Sailrite.com.

Some folks I know head south to polish their racing skills in the warm waters of the Bahamas or just charter around Belize. I should have had the foresight to plan a trip—well maybe next year...

# FROM THE FRONT

GREGG BRYDEN – COMMODORE



Hanging at the Lazy Lizard on Caye Caulker, Belize

So what do you do to keep the sailing spirit kindled during the long dark days of Winter? Write to me with your tips, or just to brag and I'll share your ideas in future newsletters.

[Commodore@SYSCOSailing.org](mailto:Commodore@SYSCOSailing.org).

Your Faithful Commodore

*Gregg Bryden*

Renew your SYSCO Membership and avoid the late fee!

Join SYSCO and enjoy no-fee entry into all SYSCO Race events.

[Here is the membership link](#) to renew your membership.

## Getting to Know ... Rock and Dena Kent

**Anna:** Are you Apple users or...

**Rock:** No, Android, Samsung, Microsoft.

**Anna:** ...and why is that?

**Dena:** Rock is the kind of guy who puts Chevy parts into a Ford.

**Rock:** Apple is too restrictive. I don't like a company telling me what to do.

**Anna:** I think you hail from California, don't you?

**Rock:** I grew up in San Diego, Long Beach, Massachusetts, and elsewhere. I was a Navy brat. I was born in Alaska. Dena and I met when we were both volunteer crew on the Star of India, a three-masted Barque, a square-rigged ship. It's a museum ship in San Diego - built in 1863 - that was being restored. They wanted a home-grown crew. The Star-of-India had sailed in 1976 and in 1984 in San Diego, but that was only possible by importing folks from all over who had experience in sailing a square-rigged ship. We heard they were putting together a local crew, and we volunteered. We worked as crew on the Star together for a year, two weekends a month in the hope that if she ever sailed we could go out for a day sail. We first sailed on her in 1986.

**Anna:** What was your sailing experience before joining the Star of India?

**Rock:** Dena didn't have any experience, but I sailed catamarans on Mission Bay in San Diego. Met some keel boat sailors on the Star, crewed on their boats and ended up a part owner of a Ranger 32. I did the Pacific Cup on a Nelson/Marek 68, and took quite a few trips down the coast on 40-footers, from San Diego to Mexico. In 1999, my job relocated me to Portland, and we were both thinking we had left sailing behind. Then I overheard Scott Stevenson in a conversation at work (InFocus, which made digital projectors), and we found out about racing on the Columbia river. La Dolce Vita was our introduction to sailing in Portland.

**Dena:** I was on foredeck and the first time we went out was on a Frostbite, sleet and hail on the deck. I said, "Wow! This is different than San Diego."

**Anna:** Did you think you had made a horrible mistake?



# FROM THE REAR

ANNA CAMPAGNA – VICE COMMODORE

**Dena:** No, I just never knew you could sail on a river!

**Rock:** It didn't take long to realize we really wanted to get back into sailing and own our own boat. Dena had sailed on a Martin 242 in San Diego called Sunday Flyer, so we had a little familiarity with that boat. Their home is in Vancouver BC, so we drove up to Vancouver. Didn't see anything compelling, but we learned there was one in Bellingham. We bought Apple  $\pi$  out of a farmer's field, and started to figure out how to race on the Columbia. The Martins were a



small fleet then. Bill Brennan had the yellow boat, and he had just started working on Wild Willy. He was very active in fleet building. To begin with there were only a couple of Martins, but the fleet started building very quickly. In 2003 there were eight boats, and we topped out in 2008 with twelve boats. Martins are a nice boat for river racing. We knew that we could sail it with just the two of us. With the Ranger 32, you needed

five people to race it, and it was a chore to find crew. Owning a Martin, it's never been a chore to find crew—we are the crew! It's easy to rig a Martin for two crew members.

**Anna:** It is well-documented in the Martin Fleet that you two do very well in light air...

**Dena:** But when the wind picks up and we get over-powered, it's a different story. That's the choice we make, to sail with just the two of us. When the wind picks up, we just have fun.

**Rock:** We give a lot away going to weather, but then we can make it up on the run. We're way more competitive on the run than on the beat. If we can stay in touch with the front-runner on the beat, then we can stay in the competition. That strategy is not as effective as it used to be. Our competitors have upped their game. Or is it us—have we begun to slip?

**Dena:** Rock has been looking at Nordic Tugs for cruising!

**Rock:** The Martin is a fun little boat to race on the river. Perfect boat for the river. Easy to sail with a small crew, quick around marks, easily managed sail plan.

# FROM THE REAR

ANNA CAMPAGNA – VICE COMMODORE

**Anna:** Isn't there something about the local fleet rules regarding doing modifications to the Martins? Bill Brennan started cutting out the transom of some boats (which makes them look very sexy) and moving the rudder back... and then there's the fleet rules change to allow this big roachy mainsail, with a bunch of sail area up top, which I swear makes it easier to bust that flimsy mast. I've personally seen at least two Martins dis-masted.

**Rock:** For the most part, modifications have been to bring the Martin 241 sail plans more in line with the 242s – mast forward, smaller jib, bigger main and also to make them more stable by pushing the rudder back. For all the Martins, we went to a main with a lot more roach in it and a shorter foot, something that was implemented to a lesser extent in the one-design Martins more recently. In 2009, PHRF started getting twitchy about big roach mains, so the fleet got together and agreed to a fleet standard so we could sail as a level fleet. Not much came of the PHRF roachy main talks, but, after Dragonfly won the overall at Whidbey Island in 2008, PHRF dinged them. Our rating is currently 168. As far as dis-masting, it does seem to be more of a 241 issue than a 242 issue. Not sure whether the 241 hull puts a little more stress on the mast or if the 241 drivers are just a little more out there.



**Anna:** What's the story behind the name "Apple  $\pi$ "?

**Rock:** Her name when we bought her. The former owner was selling "Apple  $\pi$ " to buy a sailplane which he also planned on naming Apple  $\pi$ , but we figured there wouldn't be any confusion between the two.

**Anna:** And it just so happens that Rock is a mathematician. What's with the lat-lon numbers on your stern?

**Rock:** That's the location of Bellingham, so if we ever fall off the boat, the original owner will get it back. It lives in a horse barn every winter. The horses have to walk under it, between the keel and the rudder.

**Anna:** What did Dena do in her working life?

# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

**Dena:** I managed a large Thoroughbred (race horses) lay-up facility in the San Diego area. It's like a rehabilitation place for horses that are laid up—injured racehorses or mares in foal. I grew up around horses on the race track and continued to work with them on tracks and farms as I got older, which eventually led to managing the lay-up division of Del Rayo Racing Stables.

**Anna:** I know you live out in the sticks in Estacada, and that you have a few horses. I know this because I've seen you race the RCYC Long Distance Race to St. Helens, and know that you stage a car in St. Helens so you can go home at night to feed your horses! That's quite a commitment to both the horses and the sailboat racing.



**Dena:** We have three horses, all Thoroughbreds. They are all ex-race horses that I picked up off the track. They were finished with their racing career, and ready for their next life. The oldest is in his twenties. The youngest is twelve or thirteen, and the one in the middle is fifteen.

**Anna:** Do you ride, Rock?

**Rock:** I'm the husband of the wife who rides.

**Anna:** I had a brief brush with Thoroughbred ownership in my thirties in Santa Fe. I get it - you *have to have* horses, and that's just a part of the fabric of your life. Dena, there's this other thing you are known for in the sailing community, which is your ability to shoot amazing photographs of other boats racing. I've even seen you shooting while racing! How did you get into photography, and how do you justify this amazing service you provide (seemingly for free), to the sailing community?



# FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Because you post your images on your Web site, [denakentphotography.com](http://denakentphotography.com), for anyone to view and download. Can you tell me about the photographer part of your identity?

**Dena:** Well I started photographing horses and dogs, and then I naturally moved to sailboats. I started getting better and better equipment, longer lenses, and I really got into the excitement of the movement of people on a race boat. I focus on the action, especially during the roundings, sets and douses, and close crossings. I'm interested in the movements of everyone trying to make the boat go faster. Boats heeled over, wipe-outs, someone trying to pull a shrimped spinnaker back on board. I love that stuff! Rock was a big part of my being able to load and categorize the images on my Web site. He designed my site. There are a lot of options out there, Adobe Portfolio, SmugMug, Flickr, that allow customization. The point was to get the photos out there for the sailors in a venue that was easy to navigate. I just let people download what they want, free of charge, so I don't have to be bothered with making prints for them. We don't expect to make any income off of photography—it's just our contribution to the sailing community.

*Anna Campagna*

Rear Commodore





## I've anticipated regret, have you?

I just read a story in a national newspaper about a news topic not at all relevant here, but it caught my eye because it focused on regret related decision processes, and I know from experience that sailing tactical decisions often are filled with varying levels of regret – bear with me here. We've all experienced it out on the course. Some examples from my sailing life are: "Crap, I should have tacked to the right, all of those boats are getting lifted! Well, maybe if I wait a little longer to go there the breeze will come back this way." Or how about, "We should have thought about current relief. I can't believe they are hammering up that side! We'll stay here because it's probably too late to go that direction and get any benefit." Sound familiar? Fill in your own blanks.

So, continuing, the author of that news article focused on a thought/decision process that's referred to in economics as "anticipated regret." Stated simply it means that research has shown that people

generally would rather not make a decision and suffer the consequences rather than make a decision and potentially regret that decision later. We anticipate we'll regret taking action. We do this even if not making the decision ends up much worse than if we had taken the risk of making a decision/choice when we had the opportunity.

For example, there is a tendency for people to hold on to a stock as it loses value rather than actively choosing to sell it, taking the loss, and replacing it with another security. In the former circumstance the person rationalizes that the loss is being externally driven so they are not responsible for the loss (they play the victim), even though **they were the one deciding to not**



*Photo by Dewey Surbey*

# RACING REPORT

---

DENNY DAMORE— RACE CAPTAIN

---

**to sell.** [Obvious Note: doing nothing is still a decision.] This is all opposed to the latter choice of actively engaging in taking the loss up front and then buying a security that could, potentially, be a winner. There is no dispute that it could also end up as a loser and there certainly is risk involved in this approach. However, the point is that we somehow routinely anticipate that we'll have regret if we take the active choice. The consequence? We lay back just a little longer than we should before making any decision assuming that it is less risky and are then willing to take the externally driven loss instead, which could be much worse. As I said, sound familiar? (See above examples both of which end up worse than taking action.)

So the question becomes, as you are racing, how active are you in making tactical choices verses being a tactician who subconsciously *anticipates regret* and waits too long to make those choices that have the potential to pay off? Do you stay in the second row right behind a front row starter for an extra 5, 10, 15 boat-lengths sort of paralyzed by indecision or *anticipated regret* because, well, you're not sure that bailing out to the right will pay off? I have.

Have you waited to gybe to pick up a puff you can see coming up behind you because the competition is on your same board and you don't want to risk leaving them even though the puff could increase your overall boatspeed? Then by the time you do gybe, it's gone past you or all you catch is the tail end? I have.

What about someone lee-bowing you, and you stay where you are because you think you can drive over them for a bit too long burning off boatspeed to stay high and end up slowly going backwards until you have to bail anyway? I have.

Over the years I've gotten better. In this context I suffer from a tendency to be a consensus builder when decision-making and that trait can amplify my anticipated regret quotient. I recall being in the "Sooke (BC) Vacuum Triangle of Death" on Rage one Oregon Offshore and as we went back and forth about where the new breeze would come from as I was attempting to get some consensus, Kevin Flanigan finally looked over his shoulder and told me to just make the damn decision. He was right, of course. I learned a lesson there. Waiting, waiting for the perfect move or full consensus is routinely counterproductive when racing for any number of reasons not the least of which is that it fosters punitive delays in taking action.

I've also had the pleasure of sailing with Kerry Poe a number of times over the years on our Cal 20. One of the things I remember most was how he was so unafraid to gybe, then gybe again,

# RACING REPORT

---

DENNY DAMORE— RACE CAPTAIN

---

then gybe again if he thought it would buy us a few boat lengths in better breeze. He taught me the same kind of thing over the last two years whenever he covered for Kent on the Melges. Make the decision as best you can, do it without ruminating on it or the moment/opportunity will pass. Then get on with the next decision – no regrets.

I have a dear friend who I have known since he was 4 years old who is a professional golfer. I asked him one time how he could make a really terrible shot and then walk up to the the ball as if it never happened, address the new shot, and then do a follow on shot that was perfect. He told me that he learned after years of sports psychology support that, after a shot is done, it can't be changed, and the next shot is a new opportunity. The same it true for racing decisions. For some of you folks with military background its sort of the FIDO (F\*\*\* It and Drive On) approach to countering anticipatory regret.

Approach the next tack, the next gybe as an opportunity and put the last one out of your mind. I'm not suggesting erratic or spontaneous tactical decision-making. But rather, take a look at you and your team's decision processes. Do you anticipate regret and delay a decision? If you find yourself in a wind shadow, do you wait for some divine inspiration about when to do something different? Or do you believe in future success when you make the tactical call and just get on with it? I suggest you don't wait, don't anticipate regret from doing something, just do it, and then move on to the next decision point and learn as you go. Every second you hesitate and fret the decision is a second you can't get back.

Moreover, regret is an insidious, cumulative negative process. It becomes a vicious cycle that then paralyzes your team like the analysis paralysis cliché or the classic "woulda, coulda, shoulda." Allowing that cycle to repeat itself is a recipe to find yourself over and over stuck in bad tactical situations that you continue to suffer through when you could be exploring new tactical opportunities that could pay off big time. They don't always pay off, but at least you are taking control rather than playing the victim of mysterious outside forces. This active decision-making cycle, then, becomes one of building confidence in your decisions. Do it enough, and I anticipate you will find yourself routinely looking back over your shoulder at your competition rather than ahead at their transoms.

See you on the river,

*Denny Damore*

Race Captain



# MEMBERSHIP REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

## Make a Plan for SYSCO 2022! Let's get ready to race!

Here is your racing check-list:

- ☐ Renew Your SYSCO Membership
- ☐ Renew Your OCSA Membership
- ☐ Choose your TWO Volunteer posts
- ☐ Take a picture of your boat maintenance and send it in
- ☐ Name your racing goals for 2022

Any questions? Write to [Membership@syscosailing.org](mailto:Membership@syscosailing.org)



*Photo by Rick Samuels*

# SYSCO BOARD MEETING MINUTES

DECEMBER 6, 2021

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

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

## 1. Commodor's Opening Remarks

- a. SYSCO entries for the Racebook is looking good
- b. Fleet night planning is coming along nicely, possible site challenge, but we are really shooting for an in-person fleet night.
- c. General sailing instructions should be in racebook and local rules should be stable and consistent for all local clubs. Reduces confusion. Unique situations (like covid, etc) can be handled through notice board. Gregg will convey to OCSA SYSCO's desire to have changes to OCSA General Sailing Instructions once per year prior to printing the race book. GSIs should also be posted on the OCSA website.

## 2. Membership Report

- a. Website: is running well lately thanks to updated by Melissa and Anna. Lots of websites we use for different sites – working on 'why' go to SYSCO's-- what is the unique message.
  - i. Newsletter- should be featured – seems the main use or our site. We agreed to put a link to the current newsletter on the front page of our website.
  - ii. How would we make it more 'club like' - writeups on members/member's boats
  - iii. There is some nervousness about having a private section like a forum or buy/sell section – how do we moderate it
- b. Membership activity – pretty slow part of the year

## 3. Treasurer's Report

- a. **PENDING** Checking Balance \$x,xxx. Reserve Balance \$xx,xxx. Total Cash \$xx,xxx.

## 4. Race Captain's report:

# SYSCO BOARD MEETING MINUTES

DECEMBER 6, 2021

- a. Looks like we have a Thurs night Wrangler and a job description.
- b. We have a back up Pancho lead, closing on Tues night wrangler.
- c. Bruce wrote up Pancho Engineer job description.
- d. ISC conversation working well
- e. Working the trap line of organizations – OCSA RCYC PYC for coordination of efforts

## 5. Fleet Reports

- Fleet 1 – J-105, Melges 24 – Doug Schenk
  - No report
- Fleet 2 – PHRF A & B – Open
  - No report
- Fleet 3 – FPHRF C, D and Level – Tom MacMenemy
  - No report
- Fleet 4 – Martin 24 – David Paul
  - No report
- Fleet 5 – Merit 25 – The fleet is looking for
  - No report
- Fleet 6 – J24 – Anna Campagna
  - No report
- Fleet 7 – Cal 20 – Dennis for Cheryl Watson
  - Had xmas party – xmas ships – felt like a nice shift toward normalcy.
- Fleet 8 – Ranger 20 – Darren Posey
  - No report
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz. Jan has a lead on a Venture 21 for sail.
  - No report.
- Fleet 10 Tuesday No Fly – David Long
  - No report
- Fleet 11 – Cruising Smaller Boats – Mark Shalom –
  - No report

## 6. Other Business –



# SYSCO BOARD MEETING MINUTES

DECEMBER 6, 2021

- a. Canceling January Meeting – and combining Dec and Jan newsletter
- b. We will keep 2022 meetings on first Mondays of the month at 17:30 (5:30 PM).

**Adjourned at 6:25**

Respectfully submitted –

*Sloan Kimball*

SYSCO Secretary



*Photo by Mark McCuddy*