

OCTOBER-NOVEMBER 2021

FROM THE FRONT
TROPHIES!

FROM THE REAR
HR YACHT CLUB

RACE REPORT
WHAT'S A&A GOT TO
DO WITH IT?
ONE DESIGN REGATTA
SUMMARY

MEMBERSHIP
CHAIR REPORT



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



Photo by Dena Kent

Trophies!

Congratulations to the winners of the SYSCO Summer and Twilight Series races! I know Jim Shaw is working on great trophies for the winners, but alas, we will have to wait for the Pray for Tropical Winds party in March to hand them out. Meantime, let's celebrate these intrepid sailors whose practice, teamwork, and perseverance put them at the top of the fleets.

Summer Series Tuesday

Melges 24

- | | | |
|---|------|---------------|
| 1 | MYST | Rod Buck |
| 2 | Apex | Kent Picknell |

PHRF A

- | | | |
|---|------------|-------------|
| 1 | Sting | Bill Huseby |
| 2 | JUGO | Rob Hodson |
| 3 | Get Set Go | Gary Brown |

Martin 24

- | | | |
|---|-----------|----------------|
| 1 | Bad Habit | Karen Anderson |
| 2 | Apple Pi | Rock Kent |

Merit 25

- | | | |
|---|-----|-------------------|
| 1 | Rio | Nichole Sirois |
| 2 | OB1 | Michael Morrissey |

Level

- | | | |
|---|-----------|---------------|
| 1 | Misty | Pam Sesar |
| 2 | Breakaway | Daniel Petrin |

PHRF C

- | | | |
|---|-------------|--------------|
| 1 | Second Half | Warren Dalby |
| 2 | Pajema | James Shaw |

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Summer Series Thursday

J24

- | | | |
|---|-------------|------------------|
| 1 | Bite Me | Phillip Campagna |
| 2 | White Trash | Tim Hansen |

Cal 20

- | | | |
|---|------------|--------------|
| 1 | Check Ride | Jim Cullison |
| 2 | Gwaihir | Keith Marcoe |
| 3 | Hot Dog | Ollie Kunz |
| 4 | Scooter | Pete Thomsen |

Cruising A

- | | | |
|---|-------------|-------------------|
| 1 | Cando | Rene Emch |
| 2 | Wave Dancer | Stephen Moshofsky |

Cruising B

- | | | |
|---|--------------|--------------|
| 1 | River Weasel | John Osborne |
|---|--------------|--------------|

Cruising C

- | | | |
|---|------------|------------------|
| 1 | Blewstreak | Gary Kapezynski |
| 2 | Wildheart | Stephanie Walker |

Cruising D

- | | | |
|---|---------------|-----------------|
| 1 | Comin' in Hot | Courtney Carter |
|---|---------------|-----------------|

Catalina 22

- | | | |
|---|---------|--------------|
| 1 | Togarty | Rick Figone |
| 2 | Max EPR | Jody Schultz |

Ranger 20

- | | | |
|---|--------------|---------------------|
| 1 | Papagayo | Mike Barth |
| 2 | Pumpkin Seed | Randall Christensen |
| 3 | Thunder Pig | Jacqueline Pitter |

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Twilight Series Tuesday

Melges 24

- | | | |
|---|------|---------------|
| 1 | MYST | Rod Buck |
| 2 | Apex | Kent Picknell |

PHRF A

- | | | |
|---|--------------|------------|
| 1 | Lolita | JJ Miller |
| 2 | Junkyard Dog | Jim Severs |
| 3 | JamJam | Tom Kelly |

J-105

- | | | |
|---|------------|-------------|
| 1 | The Ruckus | Dave Sexton |
|---|------------|-------------|

Martin 24

- | | | |
|---|-----------|----------------|
| 1 | Bad Habit | Karen Anderson |
| 2 | Nelly | David Paul |

Merit 25

- | | | |
|---|-----|-------------------|
| 1 | Rio | Nichole Sirois |
| 2 | OB1 | Michael Morrissey |

Level

- | | | |
|---|----------|------------------|
| 1 | Misty | Pan Sesar |
| 2 | Picaroon | Natalie Corkhill |

PHRF C

- | | | |
|---|-------------|--------------|
| 1 | Pajema | James Shaw |
| 2 | Second Half | Warren Dalby |

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Twilight Series Thursday

J24

- | | | |
|---|--------------|---------------|
| 1 | Bite Me | Phil Campagna |
| 2 | Strange Brew | Blain Goold |

Cal 20

- | | | |
|---|--------------|--------------|
| 1 | Hot Dog | Ollie Kunz |
| 2 | Check Ride | Jim Cullison |
| 3 | Gwa | Keith Marcoe |
| 4 | Local Motion | Doug Frengle |

Cruising A

- | | | |
|---|-------------|-------------------|
| 1 | Wave Dancer | Stephen Moshofsky |
|---|-------------|-------------------|

Cruising B

- | | | |
|---|-------|-----------|
| 1 | Cando | Rene Emch |
|---|-------|-----------|

Cruising C

- | | | |
|---|--------------|------------------|
| 1 | River Weasel | John Osborne |
| 2 | Wildheart | Stephanie Walker |

Cruising D

- | | | |
|---|---------------|-----------------|
| 1 | Sloan | Travis Johnson |
| 2 | Comin' in Hot | Courtney Carter |

Catalina 22

- | | | |
|---|------------|--------------|
| 1 | Max EPR | Jody Schultz |
| 2 | Paula Jean | Michael Lang |

Ranger 20

- | | | |
|---|--------------|---------------------|
| 1 | Papagayo | Mike Barth |
| 2 | Little Jewel | Zackary Hegge |
| 3 | Pumpkin Seed | Randall Christensen |
| 4 | Lone Ranger | Lynne Eastes |

FROM THE FRONT

GREGG BRYDEN – COMMODORE

And the Winner of the Commodore's Trophy is.... **Checkride** skippered by **Jim Cullison and Brian Breitbarth**! Also Congratulations go to **Pan Sesar** driving **MISTY** to win the Columbia Crossings Cup and the SYSCO Crew Overboard Challenge! **Phil Campagna** on **Bite Me** took honors in the One Design races. Wow, great sailing everyone. In fact, everyone that got out and sailed this year is a winner! The losers are the ones that never left the dock to race.

Your SYSCO Board is still working on Sailor of the Year and US Sailing Sportsmanship Trophies—we have to save some suspense for the Pray for Tropical Winds Party. Send me your nominees for these awards along with a short reason why they should win: email me at Commodore@SYSCOSailing.org.

I look forward to seeing you via zoom for the Membership Meeting on 1 November at 7:00 PM. I will soon send out a Zoom link and proposed Board Slate ahead of the meeting: Please plan on attending and **Voting**.

Your Faithful Commodore

Gregg Bryden



Photo by Anna Campagna

Hood River Yacht Club

My interest in Hood River Yacht Club was piqued when Rob and Pam Nield, former J/24 racers - *Cloud 9* - told me that they had moved to Hood River (because they could!) and had become members of the Hood River Yacht Club. I have spent precious little time on the river north of the I-205 bridge, so I thought I would do a little digging about the history of HRYC. I came up with this gem, proffered by my brother-in-law, who grew up in Hood River. It makes me want to sail our boat upriver to discover some of those beautiful spots, un-accessible except by boat.



In December, 2010, the Hood River Yacht Club honored Charles Deach, one of the founding members of the club and it's oldest known member with a lifetime membership. Charles was kind enough to share the following story and these priceless pictures.

Hello, I'm Charles Deach, and I must say I'm pleased to be acknowledged this way.

As a charter member and later commodore of the organization, I

may be able to fill in with a few facts of the early history of the Hood River Yacht Club.

The original Hood River Yacht Club offered a lot of fun and productive outings for participants at its inception.

In the mid 1950s around a dozen of the local boaters decided to create the club with the intention of helping develop the surrounding Hood River area for safer boating. Chance meetings on the river started several of us talking about putting together an organization for that purpose. After some discussion, the Hood River Yacht Club became an official entity. The first commodore elected was Vern Herbs, manager of the Dee Mill.

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Included in the list of charter members are Morry Walton, Tom Senior, Dr. Ray Gaulke, Sr., Harlen Shank, Vern Herbs, George Bostwick, Sr., Earl Deitz, Dave Jensen, and his brother Luhr Jensen, Dick Simms, Ken Abraham and Al Hoffert. My apologies to anyone I haven't included. After around fifty years I don't seem to remember all their names. Suffice it to say, there were around twenty people interested in forming a club.

The bylaws were loose such as qualifying for membership meant having a craft that was at least thirty inches long and could stay afloat for at least sixty consecutive seconds.

Obviously, we were picky about our membership. There was no dress code and meetings were once a month. Members came from all walks of life and were only asked to be able to support the goals of the club.

Boats were few and far between on the river at that time. Most were smaller, the skiff type, a few that could be trailered, in addition to a couple docked in boathouses located under the southeast end of the Hood River Bridge. However, boating interest was increasing at that time and the craft population started building as well.



The river and surrounding area was considerably different in those days. No Dalles Dam, no McNary Dam, no The Dalles Bridge. The Hood River Bridge, was still relatively new at just over thirty years old.

The care of the area, now known as the marina and surrounding area, was nearly nonexistent. There were a few boat houses here and there and a few residences. Nichols Boat Works was in full swing, as well as JR Sawmill and a log moving business in the area where the 76 gas station is now located. As there was no marina at the time, there were only a few places where a small boat could be launched. As for docking, we just found places anywhere we could to tie up our boats on the riverbanks.

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Our family had purchased the MaryAnn, a 26-foot, steel hulled lifeboat that offered many fun and exciting times during our ownership of nineteen years. It was unique and dependable.

Notice the smoke stack on the roof for the Neptune coal cooking stove in the galley. Four bunks and a head below lent many possibilities for overnight excursions. We made numerous trips to Portland and one to Astoria. Its usefulness fit well with the yacht club activities. As you can see from the pictures, there were many people enjoying the Maryann. With the changes in the river, some sailing destinations no longer exist or are off limits to boaters as well as those that are still in use.



The Deach Family boat, the MaryAnn



FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Wells Island, owned by Dr. Stanley Wells, later port manager, is still well known, but in the '50s and '60s Seabury Island, Seabury's float house, and the Warnikas float house also played a big part in the local boating vocabulary. Seabury's Island is located just south of the C portion of the hook and west of the treatment center. Both the houseboats were set on the east side of the island.



Seabury's House

George Seabury definitely deserves mention as part of the early boating history in Hood River. An old salt, artist and former boat builder, he was a celebrity in those days. An individualist, Seabury lived on the river painting watercolors and scaring everyone else away from our boat that we tied up nearby. A real character. We'll always remember him fondly for helping our son, Charlie, rebuild a small wooden sailboat called the Punkin.



Charlie and The Punkin

With the river ways being undeveloped and the high water created by the installation of the Bonneville Dam there was a considerable amount of logs, floating trees, dead heads and general junk boats and accessories laying in wait to ruin our boating activity.

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

One of our projects was to clean out the deadheads, a few floating logs and abandoned boats, which took a couple of weekends using the steel hulled boats available in the club for towing. Other boat types were used for spotting the targets. It was a good time.

We felt quite successful in our endeavor until the local logging company sent us an enormous bill stating that we had collected



logs on which they had salvage rights and hauled them away. Too bad... we had some interesting float house plans for those logs. As a side note, I'll mention that we did not pay the bill and they didn't approach us again.

There were also group overnight and day outings to various spots on the Columbia including Meyer Park and Merton Point, the spot now known as Struck Beach. In case you're wondering, we did ask permission for that last spot.

I'll also mention the clubhouse. There was an old abandoned float house a few hundred feet north of Nichols Boat Works. It was scheduled to be burned down when a couple of the club members got quite excited about the prospect of fixing it up and turning it into a clubhouse. After some wrangling with the port manager the deal was done.

Volunteer help being what it is, the structure never really became luxurious or used much. It has some personal history for me as the meeting where I became commodore in the mid '60s was held there, as well as the meeting where the club members decided to let the organization take a sabbatical.

A launch site and a number of docks and boat slips were built in the mid 1960s located in the same area as what had become our clubhouse north of Nichols. A few boat houses were also springing up along the docks. Monthly rental spaces ran between \$5-\$10. As I remember it,

FROM THE REAR

ANNA CAMPAGNA – VICE COMMODORE

there were around twenty or so boats docked there. For several years an attraction was docked at that site in the form of a retired Navy ship, the USS Banning. It's shown at the back of the picture here. Tours were offered and a family lived aboard as caretakers. I spoke to a couple of sailors who had crossed the Pacific on that ship who referred to it as the USS Seasick.

I believe the Banning left us when the marina was moved to its current site.

As members became busy with other activities it was decided to let the club rest for the time being. Six years later I received a phone call saying that there was renewed interest with the sailboard activity and sailboats coming into the area. They planned to restart the club and asked if I would come down and open the first meeting. I accepted but declined to continue as commodore as my schedule would not allow the time. The meeting was opened, new officers were elected and the Hood River Yacht Club continues.

Anna Campagna

Rear Commodore



The Punkin with the USS Banning in background



Charles Deach, now in his 90s and still active on the water, is the owner of the MaryAnn II

What's A&A Got To Do With It?

I'm sure you're confused. What is A&A? Let me explain. The first "A" is Accomplish. And...? OK, here's the back story. One of the sales and management techniques I learned from my lovely and incredibly smart wife (Note: I get hall pass points for this reference) was to ask myself immediately prior to a business meeting or phone call, "What do I want to accomplish in this meeting/call?" And then, after the meeting, I would ask myself, "Did I accomplish what I wanted?" It seems almost a too simple of a technique to be prepared and stay on task during meetings and, well, get something accomplished. Yet, how many times have each of us gone into a meeting, even one with an agenda, and seen the hour or so swirl around an array of topics and then, when it was over, we leave wondering what got done? This two step process, before and after questioning, has continued to force me, these many years later, to be clear before a meeting of my intent and then to honestly take stock of my performance in the call or meeting after it's over.

How does it apply to sailing? Glad you asked. Here's a challenge: The next time you go out for a race or a practice, ask yourself, or better yet, your whole crew, "What do I/we want to accomplish in today's sail?" It could be simple. "We want to come out of our gybes faster with more speed?" It could be complex. "Let's work on upwind and downwind tactics especially how we cover the competition and how we respond to the shifts." Be specific, none of this, "We want to win" kind of generality. Then at the end of the race, ask the closing question, "Did we accomplish what we wanted to do today?" If the answer is "No," don't beat yourself up. Rather, dig in to the "why" and then work on that roadblock. It's OK to not fix something the first, second, or third time you go out so long as you're working on it. What's not OK, at least in terms of getting better at racing, is doing the same thing over and over and then griping about your finish without taking action. In the alternative, if the answer is "Yes," then work through how accomplishing that task, this new process, will be used in your future racing to increase your win potential. That accomplishment will now become a new procedure or tactic in your arsenal, and you should then practice it every time you go out until it becomes, wait for it, automatic. See the link? A and then A.

Here's an example: recently Kerry Poe filled in for Kent as driver on the Melges. I usually trim the jib and so I was sitting just in front of him on the rail upwind. It was a very puffy night with typical WNW breeze, and we were a bit in between rig setting. In the puffs we were somewhat overpowered and in the lulls, under. We could have attempted to find a perfect rig setting, but

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

instead Kerry thought we could just manage it with helm and trim. During those upwind legs I would, periodically, look back to watch Kerry drive. It was fascinating because he always seemed to be looking ahead, not at the controls, and was alternating between traveler, mainsheet, and backstay in rapid fire without looking. He was adjusting controls almost simultaneously with what the boat needed to stay on it's feet. Looking forward he was anticipating the puffs and lulls and was making adjustments so there was no lag in heel angle and sail trim. Every aspect of his driving and trimming was automatic. He could then focus on tactics and speed.

How did he get there? Years of practice, of course. But you can't practice good driving/trimming if you don't know that you need to do to get better in the first place. When you work on the Accomplish Q&A and use it to refine your process and procedure towards achieving better results, then, as you put those new best practices into place, with time, they become automatic and choreographed actions (See, July newsletter "Choreographing the Dance"). Every aspect of your racing, from sets and douses to starts, heeling adjustments, and sail trim will become like driving your car on the freeway where you no longer think about turning the wheel, but rather looking down the road for hazards and traffic jams instead. And remember, the right kind of automatic can be real fast, and the wrong kind of automatic, well, you get the picture.

Back to the title: What's A&A got to do with fast sailing? In a couple of words, just about everything because sailing fast is a game of inches and seconds. Testing, review, and revise, which is really all that the Accomplish question process is about, and then making the best/fastest accomplishments the new norm, the new automatic, will get you to the next level of performance much quicker than you can by simply going out without purpose and hoping you get better. I call that process smoking hope dope. For me, I'd rather be in A&A.

One Design Regatta Summary

Over the last two years SYSCO has been looking to extend the sailing season, and so we've scheduled a one design regatta in the middle of September. It's a one day affair that starts at 1:00 with the goal of having a series of short races, roughly 3 or 4 of less than 25 minutes per race. This year we had the following fleets: Cal 20, J-24, J-105, Merit 25, and an "Other," which turned out to be mostly Olsons and Yamaha 33s that raced level fleet. Not too bad, but looking

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

at the actual number of boats registered, we'd like to pump up the interest for next year, and that includes one of our most active evening series fleets, the Ranger 20s.

So how was it? Great. Rain was predicted, but it ended up sunny and warm. The breeze was light from the south with some easterly puffs. The course was set up above the 42nd street ramp with the start on the Washington side near the marina where Tidewater barges used to be. The course for all the fleets and all the races was S-1-5-1-F, with the shortest race being roughly around 13-14 minutes (Melges) and the longest about 25 minutes. Each fleet got 3 or 4 races in just like we planned. We were done before 4 o'clock with plenty of time to get back to the dock, put the boat away, and then get home for dinner or have an adult beverage after the 5 o'clock liquor bell dinged.

I would suggest that if you race one design or even if you want to have another afternoon of level fleet racing in what is usually a wonderful fall day, block out September 17, 2022 on your calendars now so that some extraneous, non-sailing To-Dos (yard work) don't get in the way of extending your summer sailing a few more weeks. It's on my calendar already.

SOS Miscellaneous Ramblings

Good morning Tuesday. Well the dust has settled from Sunday. Or, should I say, the foulies have finally dried out. Yes, it was wet and wild – mostly reach-reach with varying degrees of southerlies. It was "fun" in that sailboat racing kind of way. My lovely wife only shook her head when I came home in the drowned water rat outfit. It's still better than...wait a minute, who would do yard work in that kind of weather? Oh well, I'd still rather be wet in wild conditions out in the breeze than just about anywhere else. A whole bunch of other sailors who were out there on Sunday agree with me. If you haven't been out this season yet, come on out because it's always sunny, warm, with moderate breezes (I used to be in sales...old habits die hard.).

Anyways, I stole the subject line from an old column in Road & Track. It fits because I'm just going to cover a bunch of topics quickly. First, we still have 7 slots open after the first of the year for Race Committee. Remember you get a bullet for doing this volunteer job. Here's the link: <https://signup.com/go/yinnvAbh> The openings will go fast.

Next, the calendaring process for next year's Race Book is ongoing but the deadline looms. If you have any comments, concerns, ideas, or otherwise about anything related to calendaring

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

for next year, drop me a note. In that regard, Pray for Wind is back on the schedule for early March as is the Chili Cook-off for the last day of SOS Racing. The Pacific NW Offshore with title sponsor Schooner Creek Boat Works is also on the calendar for the historical date in May of two weeks before Swiftsure. We're about ready to publish the Notice of Race and open registration so look at your calendars and start buttonholing possible crew.

Finally, while all the key volunteer positions for CYC/SYSCO/OCSA have been filled, there is still plenty to do in each of these organizations. If you'd like to learn more about how you can help racing on the river (and offshore), ping me directly at race.captain@cycportland.org, and I'll fill you in. See you on the river.

Denny Damore
Race Captain

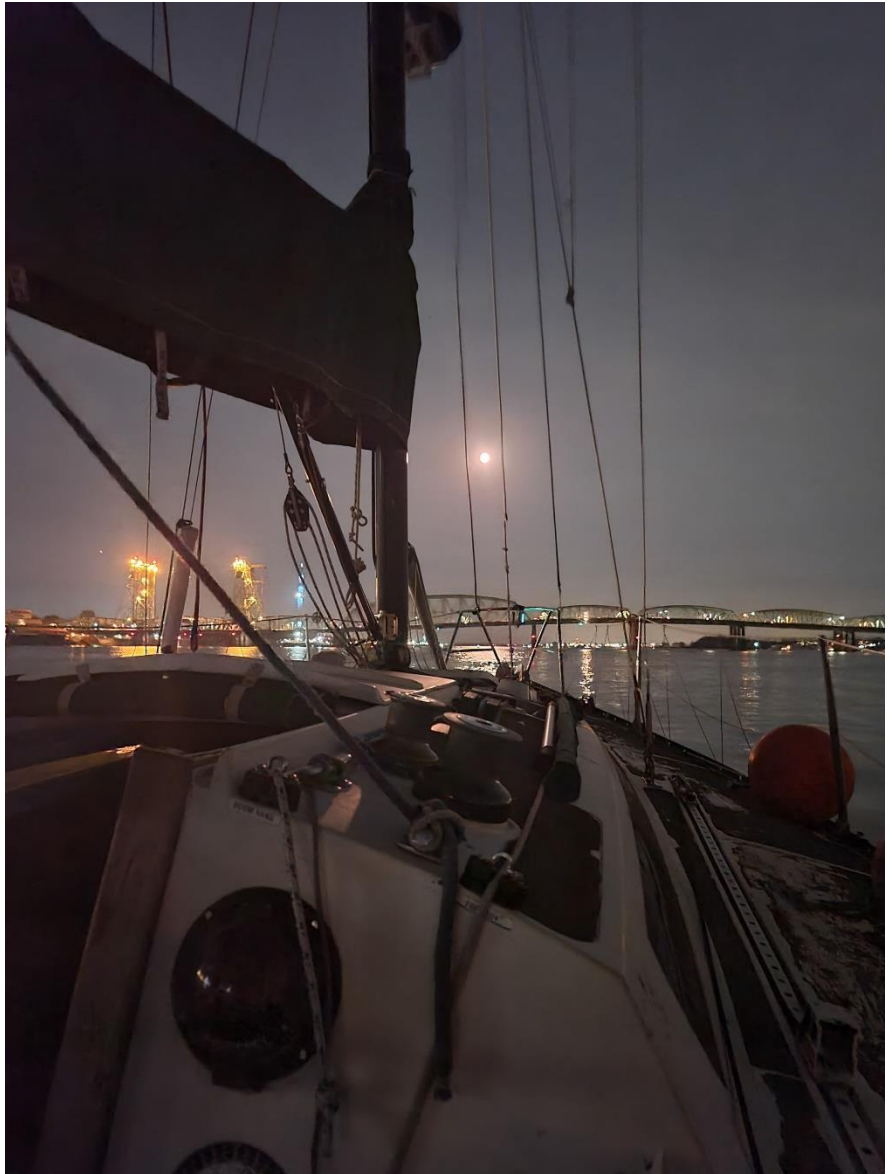


Photo by Shirley Sanders

MEMBERSHIP CHAIR REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

We welcomed 13 new SYSCO Members in 2021! Say hello to these new members, including yours truly! Hoping to feature these newbies on the SYSCO Membership page with a picture of them, their boat, or them on their boat!

Proud to be Part of SYSCO Class of 2021!

Peter Bairy

Carisa Bohus

Gary Brown

Kelly Brown

Tracy Coffey

Kathryn Elsessar

Laura Gadley

Coleen La Civita

Sebastian Laleau

Eliot Lee

Dylan McCann

Paul Medlyn

Brian Moore

Welcome to great racing on the great river of the Northwest!

Note: If I missed your name let me know! membership at [syscosailing dot org](http://syscosailing.org)

Carisa Bohus

Membership Chair



Photo by Dena Kent

SYSCO BOARD MEETING MINUTES

OCTOBER 4, 2021

Attendees: Gregg Bryden, Jacqueline Pitter, Bruce Newton, Denny Damore, Craig Daniels, Carisa Bohus, Mark Salholm, Rick Samuels, Cheryl Watson, Jan Burkhart, Scott Stevenson, and Sloan Kimball.

Absent: Don Schultz, Michael Morrissey, Jody Schultz, Phillip Martindale, Anna Campagna, Stephanie Walker, Darren Posey, Thomas MacMenemy

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

1. Commodore's Opening Remarks

- a. Fleet Structure and Captains for 2022 – Going to reach out to get meetings and fleet captains figured out prior to fleet night.
- b. Pricing structure for 2022 – only increasing non-member racing fees. Does not require a club vote.
- c. Trophies for Summer and Twilight – Gregg sending a nominations email. Gregg and Dennis will work on the calculations for those awards.
- d. Website – Gregg to meet with Anna on getting Melissa Cearlock access.
- e. General Meeting - Need to put together a general meeting to do board elections and other club business. Suggestions included having a zoom meeting with an interesting speaker. Possible combination with OCSA to only have 1 general meeting.

2. Membership Report

- a. Membership – we are working on a streamlining onboarding of new members.
- b. New Members:
 - i. Peter Bairy – New
 - ii. Kelly Brown – New
 - iii. tracy coffey – New
 - iv. Blain Goold - Returning,
 - v. Coleen La Civita - New
 - vi. Elliot Lee - New

SYSCO BOARD MEETING MINUTES

OCTOBER 4, 2021

- vii. Paul Medlyn - New,
- viii. Brian Moore – New

New and Returning members all **Unanimously Approved**

- c. Membership page – looking for inspiration.
- d. Social media – Jacqueline has been keeping Facebook updated. Twitter and Instagram are also likely important, but we do not use them. TikTok may not yet be a target for us. Gregg is going to send out another ‘call out’ to see if any folks are interested in being admins for these channels.

3. Treasurer's Report

- a. Checking Balance \$7,282. Reserve Balance \$10,866. Total Cash \$18,148. Have not paid for trophies yet. Estimated trophy budget is \$3,500.

4. Race Captain's report:

- a. Status of ISC Racers next year – they are pumped and have 4 J/24s
- b. Pancho has been pulled out of the water and stored
- c. Gearing up for next year already – focus on getting fleet captains

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 –Tomas Morrissey
 - No report
- Fleet 6 – J24 – Anna Campagna

SYSCO BOARD MEETING MINUTES

OCTOBER 4, 2021

- No report
- Fleet 7 – Cal 20 – Cheryl Watson
 - No report
- Fleet 8 – Ranger 20 – Darren Posey
 - No report
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz
 - No report.
- Fleet 10 Tuesday No Fly – David Long
 - No report
- Fleet 11 – Cruising Smaller Boats – Mark Shalom –
 - No report

6. Other Business –

- a. Boat Show – scheduled for 1/12-16. At this point it looks like we will not be participating again this year. Might try getting updated flier for this.

7. Adjourned at 6:17

Respectfully submitted –
Sloan Kimball
SYSCO Secretary



Photo by Rick Samuels