

FEBRUARY 2022

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YOU!

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RACE REPORT

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PATIENCE V&V

MEMBERSHIP

CHAIR REPORT

TIME TO RENEW

YOUR SYSO

MEMBERSHIP



SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE



SOS February 6 - Photo by Melissa Cearlock

FROM THE FRONT

GREGG BRYDEN — COMMODORE

SYSCO Needs You!

What is it that makes SYSCO a great yacht club? Is it our spiffy mark boat Pancho loaded with marks, course board, and flags? Our new signal system Horatio Hornblower? Our great website and Newsletter? Well those things are pretty cool, but none would work without our greatest asset: Member Volunteers!

And I'm not just talking about our tireless Board that meets regularly to keep things humming. Sure Race Captain Dennis sets up and manages hundreds of races each year. It's not just Anna volunteering her time to do SYSCO Graphics and keeping SYSCO's institutional memory alive. Not just Scott who minds the money and keeps us financially afloat. Or Rick who wrangles articles and photos monthly to make the Starting Line a great read. Not just Melissa who keeps our website fresh and Carisa who brings in and welcomes new members. Or yours truly who tries to wrangle these cats.



Volunteers feed the masses at the 2021 SYSCO Summer BBQ

It's all of you that give your time to the club in so many ways to make SYSCO work. I know, some of you are thinking "well that's a bunch of retired folks or people with too much spare time—I'm busy!" Tell that to our Thursday race wrangler, Phil Martendale, who in his spare time holds down a job, helps raise his kids and chickens, and preps for sailing the Race to Alaska. Or our Secretary Sloan who dependably takes meeting notes and is learning Treasurer skills from Scott while running his business on the side.

FROM THE FRONT

GREGG BRYDEN – COMMODORE

If you haven't stepped up to do your part for SYSCO in a while, it's not for lack of opportunity. We can always use Race Committee staff with all skill levels. Strong backs are needed to help set and retrieve race marks. Ditto for boat owners willing to be a RC platform boat. ***We are desperately seeking a Tuesday Night Race Wrangler*** to help coordinate and find fill in staffing for RCs. Contact Race_Captain@SYSCOSailing.org if you can help with races.

We have social events as COVID permits coming up including BBQs and always need help recruiting new members to race and keep the club young and sustained. Contact Membership@SYSCOSailing.org if you can help out with membership and social events. We are always looking for stories and pictures and perhaps an assistant for our Newsletter. Send your contributions to Editor@SYSCOSailing.org. Spring is the time for educational events to get the season off to a good start. Let me know (Commodore@SYSCOSailing.org) if you would like to help with educational events and presentations.

Trust me--volunteering feels good and expands your world! Step up and be a contributing part of SYSCO.

Your Faithful Commodore

Gregg Bryden



Photo by Doug Schenk

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

Coastal Foraging

Winter for me and Phil is not spelled S.O.S. We sail so many nights during the SYSCO racing season that when fall arrives and Sailing on Sundays comes around, we like to take a break. Bite Me, our J/24, gets pulled out of the water and spends the winter on the hard, and Mira, our cruising boat, is too slow to consider racing.

For us, fall is spelled C-h-i-n-o-o-k. We dust off our 14-foot Klamath fishing boat and hit the river just below Bonneville Dam or put in at 42nd St. boat ramp and do a little trolling along the Washington side. We sometimes do an after-work session, bagging one or two nice fish on a Thursday evening. It took a few years, but we finally got salmon fishing on the Columbia figured out.

We are foragers to the core. Consummate foodies, it just makes us so happy to gather our own food, bring home the bounty and cook it up or prepare it for canning or freezing. It helps to be attuned to the rhythm of the sea, even though we live on land. We often plan our vacations around hunt-and-gather during optimal sea conditions. Phil is expert at researching negative tides (razor clamming, digging for cockles) and optimal high slack tides with not too much swing (crabbing). Bonus is when you can catch a Porcini mushroom or two while hiking around your camp site or spend a couple of hours harvesting Chanterelle mushrooms half-way to the coast. He has dialed in the system for renting Forest Service fire lookouts and coastal State Park yurts and tent sites. You must be super-organized and plan six- to nine-months in advance. The booking window often opens six months out, because acquiring these primo locations is very competitive. So he will, for example, look at razor clamming six months in advance and take into consideration negative tide (when the clams are accessible), location (Washington has better clamming because they control the digs more), low tide timing (because nobody wants to dig clams at two in the morning), and then find some cool spot to camp. A yurt in winter is clearly more comfortable than a tent site, because it is so often raining on the weekend you've chosen six months in advance. Here's a pro tip - find your



Andrew Haliburton and Phil Campagna, hoping to get that knot out of the genoa and put the sail away before the rain cloud opens up on Bite Me.

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ANNA CAMPAGNA — VICE COMMODORE

weekend, and instead of shooting for Friday night, book it for Thurs-Fri-Sat, and then once you get it, you can cancel Thursday night, often without penalty.

So for this issue of Anna & Phil's Coastal Foraging Guide, I'm going to focus on crabbing.

Preparation and planning: Book your campsite, vacation condo, or bring your own RV. Research your craft on YouTube, talk to your brother-in-law, and flirt with local fishermen to discover their secrets. Figure out the best season to catch crabs, the most fruitful locations, and the timing of the tides.

Oregon crabbing is said

to be best in the months that end in an 'r', meaning fall and winter (October, November, December), but we are now well into February, and the bounty of the crabbing season is making headlines this year. Location matters. If you have a 14-foot boat, you're not crabbing in the open ocean, you're limited to the river estuaries. Some rivers are more fruitful than others. You can often safely set your traps right close to where the mouth of the river exits to the sea, but be aware that that spot may have a lot of current, which won't encourage a lot of crabs to find your traps.

Bait: There is a lot of discussion about types of bait, but in our experience, chicken legs work best. Many will swear by salmon heads and carcasses, but you only have access to those if you are a champion salmon fisherman, so... Go to Fred Meyer and buy a couple of giant Family



You meet all kinds of boat enthusiasts at the boat ramp - this local old salt built his own wooden boat. We gave him a couple of crab because he only caught two as opposed to our twenty!

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ANNA CAMPAGNA — VICE COMMODORE

Packs of chicken legs – ‘nuff said. I bought a special “crab attractant” at Fisherman’s Marine to rub on the bait, and I firmly believe that it works.

Timing: It is well known that crabs forage during slack tide, when they are free to move around easily. But many people don’t know that the crabbing is often best two hours before high (incoming) slack tide, and at slack the crabbing totally shuts down. So don’t think that you can launch your boat an hour before high slack, because it may be an hour to drive your boat from the boat launch to the mouth of the Nestucca River where it meets the ocean, and those folks who got there two hours before having already caught the best and biggest male crabs. Watch out - there are some very shallow stretches of the un-charted Nestucca.

Location: Safety is Number One. We have gotten more comfortable with our little 14-foot fishing boat, to the point at which we may have pushed the limits of safe boating. On MLK weekend we went to Astoria. It was a beautiful weekend, but the wind was a bit easterly. Easterly wind with an incoming high tide means big chop in the Columbia Bar. So there we were, ready to go Saturday morning at 9 am for a high slack tide at noon. We drove the short distance from our Air BnB to the Hammond boat ramp. It was foggy and windy and the chop looked somewhat fierce.



Bring your bucket of crabs for Kelly's to cook them...

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ANNA CAMPAGNA — VICE COMMODORE

We sat there in the warmth and hum of our 1995 Cummings Diesel and surveyed the scene. We were nervously stroking our beards... another fisherman came over and knocked on our window. He told us a tale about his 14-foot boat, and how he had been out earlier to set his traps and took every wave on the bow on the way back in... he suggested that we shouldn't go out. Too sporty for a 14-foot boat! We thanked him and heeded his advice, which led us to another adventure. We went for a walk.

We drove north toward Fort Stevens along Jetty Road toward Clatsop Spit and South Jetty. We stopped at Area C, where there is an observation tower that looks over the breakwater. In the parking lot we started a conversation with a super friendly Filipino guy named Hallie who was preparing several giant poles and stuffing the bait boxes of his crab snares. He said we should check out his "Backfishing" on YouTube, where he shows you how he makes his own crab snares. And Phil says, "Oh, right, I've seen your videos - you're a famous You-Tuber!"



Cascade Head

Contingency Plans: If you don't have a boat, or the conditions are too rough, there are other methods for crabbing. You can pick up a crab snare or a book trap and do pretty well fishing from a jetty or a dock or a bridge. There are some estuaries that are shallow enough that you can wade in them and catch crab with a crab rake. Technical aspects: The daily limit in Oregon for one person is twelve, using max three traps per person. You can only keep male crabs, and they have a minimum size of 5-¾ inches in Oregon and 6" in Washington. (Turn the crab upside down and look at the shape of the plate to determine if it's male or female.) You need to have a shellfish fishing license for Oregon or Washington, which are only \$10 and \$17.40 respectively if you're a resident, and a little more if you're a non-resident. It's more expensive in Puget Sound, so check WDFW for details.

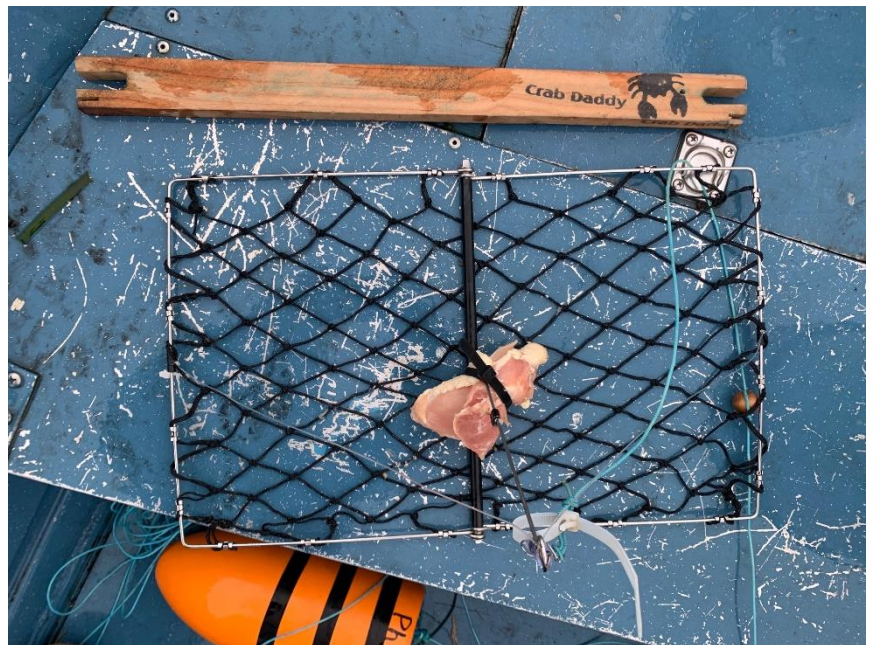
Gear: You'll need at least one 5-gallon bucket to put your keeper crab into. You need a crab measuring device to determine if the crab is legal size. You'll want a small cooler in which to

FROM THE REAR

ANNA CAMPAGNA — VICE COMMODORE

keep your raw and stinky bait. Latex gloves are really handy for baiting up your traps. As for crab traps, we like the square Danielsen because they're fairly light, they break down flat, and they are pretty efficient at catching crabs. There's the Crab Ring, which also stores flat, but it requires you to haul up the trap in a hurry to keep the crab from escaping. The Crab Book is an amazing invention to be used from a Jetty, bridge, a kayak or SUP, or even cast with a long pole off a beach. It's very small when closed, perhaps 12" square. You secure one chicken leg to it, made double-secure with a zip tie. When you cast or throw it out, it opens up flat, like an open book, and settles on the bottom. Wait 5 or 10 minutes until several crab are feeding on it, then reel it in quickly using a hand line or fishing pole (50# braided line) and it closes up around the crab. Two good book traps go by the name of Crab Daddy or Crab Hawk. Be sure to buy the accompanying hand line wound around a piece of wood. We have deployed a crab book from the boat and attached a float to the hand line, but if there is a lot of current it can be carried away, so watch out. Besides a crab book, you can use a crab snare in the same way. It's basically a small bait box with loops of tough monofilament that snare the crab's claws when you reel it in. A crab snare works well off a jetty, where a crab book may be caught up on the rocks when you are reeling it in.

Anna & Phil's Secret Spots: We have had great success at the Nestucca River. It's a beautiful place, easy primitive boat ramp, very safe place to crab. The last time we were there we caught twenty crabs a day. We have often worked the Salmon River estuary and gotten only 7 or 8 keepers, but what a gorgeous place! You can put your traps in place and then beach your boat on river left and take a walk on the beach and be the only soul out there, save the herons and harbor seals. The view of Cascade Head and Three Rocks is amazing.



Crab book before deployment.

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ANNA CAMPAGNA — VICE COMMODORE

Whalen Island is a terrific place to camp and hike. You can catch crab off the bridge easily with a book trap and pluck them while wading in the estuary with your bare hands or a crab rake. It's a great place to bring kids.

<https://riptidefish.com> for tips on where to go in WA

Great hardware/outdoor store south of Tillamook is Roseburg's. Also fishing gear and some crabbing equipment is available at Wheeler Marina.

Near Brighton, Jetty Fishery will rent you crab rings and let you crab from their dock. \$15 per trap. (You may not bring your own traps to fish from their dock.) They will also rent you a boat to go crabbing, as will Kelly's next door, which also rents tiny cabins \$80/night. Kelly's Brighton Marina is a total scene - They will cook your crab for no extra charge, which you can eat in their picnic area. If you don't want to do your own fishing, they have an outdoor restaurant right there on Nehalem Bay and will serve you up a whole crab on a plate – what an experience! South of there toward Garibaldi I have used a book trap off of the 12th st jetty to some success. After they stop biting there, move to Bar View and fish off the jetty. (Park by Pizza/store). You can only use book traps or crab snares here. Between Brighton and Garibaldi Phil and I found a spot for surf perch fishing and crabbing off the beach and jetty at Nedonna Beach – cool place full of driftwood!

Boaters looking to find Dungeness Crab within Grays Harbor should focus on the area around the Ocean Shores and Westport Jetties, Half Moon Bay near the Westport Harbor and off Damon Point near Ocean Shores. Randy at Dennis Co Hardware in Raymond near Grays harbor Washington said to catch crabs off the jetty at Tokeland.

Where are we off to this weekend? We'll be taking our little fishing boat to Newport, and staying in a South Beach State Park yurt. We plan to lay our crab traps in Yaquina Bay and then try to catch some herring! Not only do they make great salmon bait for later use, they are tasty, too.

Anna Campagna

Rear Commodore



Crab book after retrieval - two crabs inside, and three crabs hanging on the outside! This is a good reason to reel it in quickly. Sometimes your best crabs are clinging to the outside.

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

I'll have a Patience V&V.

Let's start by being clear that Patience V&V is not a cocktail of Vermouth and Vodka with a dash of Patience waived over the mixing carafe. (Would that be a Patience Martini perhaps?) Rather it is a play on the common sentiment that patience is a virtue with the second V being "Vice" – Patience (is both) Virtue & Vice. Why V&V? Well, we've seen examples in last month's column how ***anticipated regret*** leads to waiting too long to make a tactical decision, which could be interpreted as *having too much patience*. In that context, i.e., simply delaying a decision, patience is a sort of a sailing vice – not a good thing.

So when is sailing patience a virtue? Simple, when it pays off. Ok, seriously, learning and practicing patience as a virtue on the course is most apparent when the breeze is light. Why? In light air everything is happening in slow motion, but we, as racers, want everything to speed up, to go faster. Our instincts tend toward doing something, anything to make the boat go faster, and it frequently involves a counterproductive tack or gybe. While we wait for breeze, we feel a kind of electricity in our bones that gives us the *decision twitches* (*anti-patience?*). We fight the light air. We don't sit well in a kind of racing meditation mode preparing for the next puff – we're racers for goodness sake! Rather, we want action! We show no patience. We think if we do something like gybe, right now, the wind gods will show us favor for being decisive and give us a personal puff that will take us speedily away from the fleet. Sadly, it's almost never the case, and if it does work, it's almost certainly a fluke that, unfortunately, acts as conformational bias for the next time we're faced with the choice of either action or patience.

On the other hand, if we fight that impulse, those decision twitches, we open ourselves up to an opportunity to consider a whole range of observations and incremental adjustments to the boat that make the boat more competitive in those light and ultralight conditions and, ultimately then, in all conditions including bigger breezes. Where is your weight concentrated? Can you move your weight to help steer the boat so that the skipper doesn't have to move the tiller? Are your sheets dragging in the water or simply weighing down the clew of the sail so the shape is slow? Is there breeze up top with a wind sheer so that you're not seeing it on the water, but there's enough wind high in the sails to make the boat move, even if it is just a little? Is there even a micro amount of current relief on either side of the course? What's the benefit/cost of trying to get to it? And so on...

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

I submit to you that these decisions, questions, and actions are the tangible expression of sailing patience, and they are applicable even when the breeze is up. It's just that when the breeze is light, we have more time to consider these tactical and trim options if we let ourselves analyze them rather than just complaining that there's no wind. You can look at those light air times as a training ground, a classroom where you have the time to learn while not in the heat of the big breeze battle where decisions need to be made quickly. Further, because things happen slowly when the breeze is light, if you make a mistake or a bad call, there is time to make up for it.

Several Sundays ago on Apex we showed ourselves how to practice sailing patience. As the story goes, we were headed into the windward mark, Buoy 2, when we made a couple of sub-optimal decisions that let *A Demain*, another Melges 24, snooker inside us on the final port tack before the starboard tack to the pin. We then got pinned behind two J-105s (drat those big boats), rounded after and outside of them, set the chute, and then had horribly slow progress downwind as *A Demain* had clear air and better boatspeed on the Washington side of the river. Away they went. They were quickly many boat-lengths ahead. We were sad. But, over time, we slowly cleared our air as the breeze waffled back and forth and eventually made up enough ground to find ourselves on a starboard tack behind them a half dozen or so boat lengths with both of us headed south toward Tomahawk Bay moving ever so slowly.

The whole time as we were working to catch up, we kept adjusting weight, sails, making no quick movements, taking all the other recommended light air actions, and discussing each decision as a cohesive team. We were in the trim/tactics zone, and we were steadily gaining on *A Demain*. When we got to within a relatively few boat lengths of them, they decided to gybe back to port and head toward Washington. At that moment we could have gybed early back to the left so that they wouldn't sit on us, but we decided to hold and continue right because we saw downriver that the boats behind us appeared to be getting some light new breeze to the right. It wasn't much. Their spinnakers were only slightly more full and less wrinkled than they had been in quite some time. Moreover there was current relief to the right, and we were continuing to move upriver even if it was only a few feet at a time. So, we continued to tweak everything and patiently wait for the potential fill to reach us.

In the mean time, *A Demain* continued on the opposite board creating that dreaded cross river split. Ugh! Did we make the wrong call? Should we have gybed? We held fire. Those several minutes waiting for a fill that might never come felt like hours and at times the decision twitches came back for all of us. Gybe now? No, wait, wait for the fill. Patience, the fill will

RACING REPORT

DENNY DAMORE— RACE CAPTAIN

come. Keep the boat moving. Keep tweaking everything. Breathe. Move only when and what is required keep trim in the sails.

Then, as a barely perceptible fill began from the West, we gybed to port, covered the competition who didn't get the breeze until much later (and were in more current), and then eventually, after several more gybes favoring the right side of the course, we finished tens of minutes ahead of the other Melges. Whew!

Was it just the waiting to gybe that made the difference? Were we in anticipatory regret mode putting off a decision? Nope. Think of what we did as consciously managing the conditions for the right timing of our move. Yes, we waited, but we were totally engaged in the moment and only waiting until the actual conditions dictated a tactical decision. The decision twitches did not win. We were practicing sailing patience – a virtue.



Bottom paint time. Photo by Rick Samuels

Contrast that with a race last year when we were in generally the same spot, lost all patience, motivation, and perspective, started up the mo-mo, retired, and then watched as a giant fill came in from the West as we were halfway home motoring. Crap. Patience, martini or otherwise, was clearly off our sailing menu that afternoon. Our lunch that day? – self sabotage and humble pie. Our drink? A cocktail of Decision Twitches on the rocks followed by a chaser of Actual Regret knowing that we should have ordered the Patience V&V straight up.

See you on the river,

Denny Damore

Race Captain

MEMBERSHIP REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Time to renew your SYSCO Membership!

Hey, SYSCO Member! Time to re-up! Go to syscosailing dot org, click on the membership tab, chose REGULAR RENEWAL if you are already a member, and if you are joining for the first time you are a NEW MEMBER.

Link to renewal line:

https://www.regattanetwork.com/membermgmt/SYSCO/membership_registration_start.php

REMEMBER to Honor your Volunteer Commitment! Each Member is expected to fulfill TWO volunteer gigs!

I'm looking for volunteers for the picnic NOW! Mark your calendars for July??? dates. Help me have a good time!

Or, if you prefer, sign up for other volunteer posts! Here they are with some explanation:

Mark Boat: you need to already know how to set marks, or go out with someone who does. Contact Denny if you are interested or have questions. racecaptain at syscosailing dot org

Race Committee: we can provide PRO support for you! You provide the crew (at least 4) OR you can provide the platform boat, OR both! Contact Denny for questions racecaptain at syscosailing dot org.

Boat Show: if you sign up for this, I will contact you about the picnic! Boat Show was in January.

Picnic, July 5 and 7: Please, please, sign up to help out with the picnic, do it on the day you don't race, or help with clean-up and serving on the day you do race! Contact me, Carisa membership at syscosailing dot org

Annual Banquet: We don't know if this will happen, but it is generally in October, and if we don't have it, I'll contact you about the picnic!

Social Events Chair: Please choose this one! It will be fun for whatever social events we have, even if just the picnic!

Annual Banquet: Generally in October. Combines with OCSA for more fun. Unknown if this will happen in 2022, but it will be great if it does! Otherwise, help out with the picnic!

Fleet Captain: If you don't know who your fleet captain is, chances are you need one! Please consider doing this for 2022. Get to know your fleet and take your turn proudly being their rep. Contact Denny, racecaptain at syscosailing dot org

MEMBERSHIP REPORT

CARISA BOHUS – MEMBERSHIP CHAIR

Membership Data: Help me out! We can split up the work and have more time for racing.

Newsletter: Help Rick out! He will appreciate it. You could do some writing or photography!

Pancho Maintenance: Help keep Pancho in shape. Usually maintenance at the beginning of the season, and then be on tap if there is a mid-season need.

Program Chair: Securing guest speakers for general membership meetings. Once we start having meetings again. Otherwise, you can help get some entertainment or ice breaker for the picnic!

Race Committee: Help run other races, the beer cans, the other weekend ones, fill in on the regular series when needed.



That mark must be out there somewhere. Photo by Eric Hopper

Secretary: Voting member of the board. Sloan would love to have a back up!

Treasurer: Voting member of the board. We need a treasurer for 2023. Think about it!

Website: Melissa would love your help and ideas!

Renew your SYSCO membership now and avoid the rush!
Any questions please contact me, Carisa at [membership @ syscosailing dot org](mailto:membership@syscosailing.org).

Carisa Bohus
Membership Chair

SYSCO BOARD MEETING MINUTES

FEBRUARY 7, 2022

Attendees: Gregg Bryden, Scott Stevenson, Mark Salholm, Dennis Burkhart, Denny Damore, Rick Samuels, Cheryl Watson, Michael Morrissey, Darren Knittle, Katie Braun, Bruce Newton, Phillip Martindale, Don Schultz, Carisa Bohus, Melissa Cearlock and Sloan Kimball

Call to Order: This meeting was called to order electronically via Zoom at 5:35 pm.

1. Commodore's Opening Remarks

- a. **Fleet Night** – coming up. Looking for additional speakers
- b. **Moving Web Hosting** – we are looking at this. Hopefully include mail list service. Potentially Regatta Network.
- c. **Events** – No Chili Cookoff or Pray for Wind Events this year. Summer BBQ will be the only group event this year.
- d. **Clinics** – OCSA is on, xxx is on. Potentially doing Denny's thing. SYSCO might be online.
- e. **Pancho Launch** – scheduling and need to coordinate McCuddy's moorage. Pancho training may need to be online.

2. Membership Report

- a. **Webpage Movement** – moved membership definitions to top – easy navigation. We are getting some traction online.
- b. **Focus on new members** –
- c. **Summer BBQ** – looks like July 5th and 7th.
- d. **Membership** – 50 Regular and 4 Associates – 54 Members. As of now.
- e. **Island Sailing Club** – 1 J24 participates. We have not heard about renewal but expect them to. ISC owner Stephen said he is getting program up and running. Denny will get with him to get update soon. We anticipate that they will have 3 J24s registered for 2022.

3. Treasurer's Report

- a. **Budget** – Budget for 2022 was presented. **Approved as presented.**
- b. **Balances** – Checking Balance \$8,621.51. Reserve Balance \$13,867.60. Total Cash \$22,489.11.
- c. **Trophies** – for budget – we will keep money from 2021 budget for 2021 trophies that will be purchased in 2022.

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- d. **Transition** – just beginning transition to Sloan – we will be purchasing a subscription to QuickBooks online.

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

- a. Summer and Twilight series are on Regatta Network. Format has been updated for Notice of Race suggested by US Sailing.
- b. Covid Cases are dropping but there is still a lot of uncertainty about the year.
- c. Need one more Wrangler. Phillip Martindale has offered to be one of them, serving on Thursdays. THANK YOU.
- d. ISC is planning to have 3 boats. They are planning full membership for 3 boats. Their members will be paying an added fee to have access to the racing boats and be part of their performance program.

5. **Fleet Reports**

- Fleet 1 – J-105, Melges 24 – Doug Schenk?
 - No report
- Fleet 2 – PHRF A & B – Open
 - No report
- Fleet 3 – PHRF C & D and Level – Tom MacMenemy should be back as FC.
 - No report
- Fleet 4 – Martin 24 – David Paul?
 - No report
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
 - No report
- Fleet 6 – J24 – Anna Campagna or Stephen (ISC)
 - No report
- Fleet 7 – Cal 20 – Cheryl Watson
 - 1 new expected plus regular fleet.
- Fleet 8 – Ranger 20 – Open
 - Gregg has sold his boat.
- Fleet 9 – Catalina 22, Venture 21 – Jody Schultz and Jan and Katie Braun (New Venture 21 Fleet Captain)
 - Same fleets as last year.

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- Fleet 10 – Cruising Smaller Boats – Mark Salholm –
 - No report

6. Other Business –

- a. If anyone has interest in writing stories (a few paragraphs or anecdotes is all that is needed) or has pictures to share for the newsletter – **greatly appreciated.**

7. Adjourned at 6:35

Respectfully submitted –

Sloan Kimball

SYSCO Secretary



Photo by Doug Schenk