MAY 2022

FROM THE FRONT
GROW THE SPORT
FROM THE REAR
ANNA AND PHIL'S COASTAL FORAGING GUIDE – CLAMS & OYSTERS
RACE REPORT
CERTAINLY UNCERTAIN
MEMBERSHIP CHAIR REPORT

SMALL YACHT SAILING CLUB OF OREGON

STARTING LINE

Photo by Dena Kent

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Grow the Sport!

The SYSCO Grow the Sport race is on for 26 June this year. The ambitious goal of this race is to introduce newcomers to the art and science of yacht racing. Why should we worry about brining folks to our racing scene? Well –ahem—have you looked around at the folks that regularly race on our stretch of the Columbia? Lots of gray hair these days... Some long-term sailors I've known for years are selling their boats and even—egad—buying power boats.

Our sport depends on volunteers and a critical mass to make the sport affordable and fun. We need many hands—younger strong to hands—keep the sport alive. COVID added an additional burden on our group of racers: limited crews, canceled races, and general safety concerns have set up back a few years. But we are rebounding! Participation in the SYSCO Spring Series has increased, and we expect more boats to return to racing in the Summer.

Yacht racing sailors for life!

So what can you do to help? Spread the word! Take a neighbor or a friend from work out for a beer can or out on the GTS race. If you know a boat owner that has been lurking around afraid to join in a race, offer go out and coach him or her through that first race. I am eternally grateful to Brian Barnett for jumping on Flying Frog and getting us through our first beer can. One exhilarating race and we were hooked!

Cheryl Watson sent me a great idea for GTS: Let your crew skipper the race! It may be hard to relinquish control, this is a great chance for your crew to feel what it is like to drive and make strategic decisions. You may gain a new appreciation for what it's like to grind or work the foredeck. Getting new hands on the tiller now may lead to future boat ownership and comfort racing phobias.

FROM THE FRONT

GREGG BRYDEN – COMMODORE

Support youth sailing! I'm sure the folks at Willamette Sailing Club or up in Hood River can always use help running youth and college level racing. There are plenty of opportunities to support the sport through Oregon Youth Sailing Association.

Do you have ideas on how to Grow the Sport? Have room on your boat to invite newcomers? Want to crew the race? Send me your thoughts: Commodore@SYSCOSailing.org.

Fair Winds and Clean Starts!

Gregg Bryden

Pancho mark puller extraordinaire Darren on a Thursday night race. – Photo by Anna Campagna

ANNA CAMPAGNA – REAR COMMODORE

Anna & Phil's Coastal Foraging Guide - Clams & Oysters

As I reported back in the February Newsletter, Phil and I are foragers to the core. Especially in the racing off-season, we really enjoy poking around in the Northwest forests, rivers, beaches and bays. We have become adept at hunting for culinary mushrooms, fishing for Salmon, herring and crab, and harvesting clams. 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, drying 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). In February I reported on catching crabs. This month, I'll tell you all about digging clams and harvesting oysters: the where, when and why of it.

Two generations of razor clammers, Russ and his dad. Note that the old guy still uses a shovel!

We often plan our vacations 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). He has dialed in the system for renting Forest Service fire lookouts and coastal State Park yurts and tent sites. For many of these spots you have to be super-organized and plan six months in advance. 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 razor clamming because they control the digs more), low tide timing (because nobody wants to dig clams in the middle of the night), and then find some AirBnB or a primo 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. (Pro tip: check out the Sou'Wester Lodge, a Vintage

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ANNA CAMPAGNA – REAR COMMODORE

Travel Trailer Resort - a hodgepodge of accommodation types - cabins, vintage travel trailers, RV & Camping spaces on the Long Beach Peninsula in Seaview, Washington.) If you've made a negotiation to rent your neighbor's Mercedes Sprinter van which has been converted to camping, you're going to have a really good time. Just don't forget the firewood and the Herb butter, garlic and lemons. And your oyster knife.

For this issue of Anna & Phil's Coastal Foraging Guide, I'm going to focus on harvesting clams and oysters.

Preparation and planning:
First, you must visit this site by Oregon Division of Fish & Wildlife:
https://myodfw.com/articles/start-clamming

For Washington beaches and bays, see this site: https://wdfw.wa.gov/fishing/shellfishing-regulations

They are an amazing resource to start you off on your bivalve adventures. The tricky thing about clamming and harvesting oysters in Washington and Oregon is that regulations change all the time, so check before you go. Shellfish, being natural filter feeders, can be susceptible to the vagaries of seasonal temperatures and toxicity levels in the water in which they live. When temps exceed a certain level, they can create a bio-toxin that, if ingested by humans, can make you seriously ill - a neuro-toxin. **Always check the local biotoxin status before harvesting via the biotoxin hotlines.** Biotoxins can present hazards in any clam species, and butter and varnish clams can retain elevated levels of biotoxins for extended periods.

- **In oregon 1-800-448-2474 or https://www.oregon.gov/ODA/programs/FoodSafety/Shellfish/Pages/ShellfishClosures.aspx**
- **(In Washington 1-800-562-5632) or www.doh.wa.gov/shellfishsafety**

Check the regulations:
Buy a shellfish license, get updates on the area you want to go harvest, and know your catch and size limits. Limits vary by state and type of shellfish. For example, in Washington you can't dig for razor clams any time you want - they have select weekends. In Washington at this moment you are allowed a daily limit of no more than 20 razor clams. (In Oregon you are allowed 15, but you can catch them any time you want.) In Wash. you can harvest 40 bay

clams, not to exceed 10 lbs. in the shell, all species combined (excluding horse clams and geoducks) per person per day. For species with a minimum size, you measure across the longest distance of the shell. For Native littlenecks, Manila clams, Butter Clams, the minimum size is 1-½ inches. For oysters, the minimum, size of the shell before shucking is 2-½ inches. Your oyster limit is 18. They must be shucked on the beach where you found them and the shells must be left on the beach, in the same tidal zone, so new oysters can grow on the old shells. I like to sneak a few small raw oysters down my gullet (with a spoonful of mimolette), but if we have to shuck them in advance, then I like to bring them home and cook them.

Anna & Phil hack: On your way to your Hamma Hamma Forest Service cabin, stop at the Hamma Hamma store and buy a dozen medium oysters. Get all cozily moved into your cabin and start a fire in the fire pit. Scrub and shuck the oysters carefully, preserving as much of the "liquor" as possible that's inside the shell. Lay them out on the grate over the coals and put on a daub of herb butter. When it starts to bubble, it's ready. Remove with a pair of tongs to a plate and let them cool for a bit so you can handle them. Then just pick it up and tip the shell and all of its gorgeous buttery, herbal, savory juices will fall into your mouth. Yum! Now, you can save those shells and re-use them for tomorrow night's catch, or you can make baked Oysters Rockefeller: simply put the shucked oysters in a pie plate, one layer deep, with a splash of their liquor, add a little chopped spinach and herbs and pats of butter and salt and pepper on top (maybe a splash of vermouth or white wine if you have it along). Bake at 350 until the juices are bubbling, around 10 minutes. Eat it while standing over the picnic table just with a fork, or put an oyster each on a slice of fire-toasted crostini or garlic bread. To die for!

Nothing better than grilling oysters over a campfire. Just have to remember to bring the herb butter.

FROM THE REAR

ANNA CAMPAGNA – REAR COMMODORE

Timing:
All clam harvesting happens during low tide. Bay clams are easy to get at a regular low tide, although in popular bays like Nestucca Bay anymore you have to have a boat to get to the places where you can find plentiful bay clams. If you want to go for Razor clams, you have to go to the northern beaches, during a SUPER low tide - a negative tide. Cause those beauties are a good bit out there, in the surf at normal tides. Exposed and vulnerable at negative tides. More on the difference between razor clams and bay clams later.

Gear:
Harvesting clams and oysters from a bay is pretty simple. You just need some waterproof boots, a bucket or a clam bag, and a device for digging. This could be a small shovel, a trowel, or a 4-tined clam rake. For shucking oysters on the beaches where you find them, bring some protective gloves, an oyster knife, and a jar or tupperware in which to put the shucked oysters.

Technique: Bay clams and oysters
To find bay clams, like manila or butter clam s or v arnish clams, you don't need to go very deep. You just need to find the right bay or canal and tidal zone. Just two to four inches down you're raking up beautiful bay clams. Do some cursory digs for reconnaissance, or even easier—look where the locals are digging. You have to go much deeper for Geoducks. I don't know anyone who goes for Geoducks. Because they're weird, and a steamer clam is just a delicious little morsel of a clam! There are oysters aplenty, if you know where to go. The oysters in Hood Canal are readily found on the beaches at low tide, near river estuaries. In places in Hood Canal like Lilliwaup or Potlatch, you can't believe how many oyster shells you are walking upon at low tide. (Some places in Washington require a Discovery Pass for parking.) Look for medium to small oysters, tightly closed, with fresh growth along the outer edges. The challenge sometimes is to find one that's not attached to three others in an impossible cluster.

Did I say there is a carpet of oysters at Hamma Hamma? Duckabush river estuary.

FROM THE REAR

ANNA CAMPAGNA – REAR COMMODORE

Oysters must be shucked on the beach and their shells left in the place where you found them.

If you want to pick up a guide to shellfishing, or a map of good shellfish areas, they are easy to find on Oregon and Washington sites, or online or at the local stores. Shop locally! Mason County & Hood Canal area puts out a good one that you can probably acquire for free.

Technique: Razor clams
Harvesting razor clams is a completely different beast. Razor clams are found on Oregon and Washington beaches NOT in the bays. They are buried in the sand that is usually covered by surf. They live in the tidal zone that's only exposed during a very low tide or negative tide, and they may be lurking six to twelve, or even eighteen inches below the surface. They are much bigger than most bay clams. They can be six or eight inches long and an inch-and-a-half wide. Their shells are razor sharp. They have a neck that sticks up and out of the shell for feeding, and a digger below for escaping any predator that might try to catch them. Fishing for razors is an extremely sporting endeavor, compared to digging little bay clams. Bay clams can't run away from you!

To go for razor clams you need either a clam shovel with a long and narrow blade, or a "clam gun", a 24-inch metal or plastic tube with a 'T' handle on top, and a hole to create and release suction. So imagine that you've timed your clam digging vacation for a negative tide. You walk out on some glorious Oregon beach, an hour before low tide. You wander out to the receding surf and look for a "show", which is a little tiny subtle volcano-looking divot in the sand. It can appear extremely subtle. If you have a clam gun, you insert it over the show and put all your weight behind it, driving the tube deep into the sand, wiggling it back and forth for the last few inches. You put your thumb over the hole and pull up with all of your might, and then you release your thumb to let that column of sand spill out. And hopefully there is a clam in it!

The shovel technique is what the pros use. It's MUCH more sporting than using the clam gun. You find the "show" and do two deep digs as fast as you can, then you thrust your hand into the hole. Hopefully you will feel the clam down there. You catch a hold of the top of his shell.

He is resisting you, trying to dig his way out of this situation, and it takes all of your finger strength to hold on. Resist the temptation to reposition your hold! Just hold on, and after about 30 seconds, the razor clam tires out and lets go, and then you pull him out. The problem arises when your arm is buried up to your armpit in the sand, in an epic battle with this clam, and you look up at the approaching surf and you have to decide whether to give up your fight or get drenched by the oncoming wave. So much fun! Clam guns are for sissies. The clam shovel is where it's at.

Cleaning our catch by headlamp at camp

Cleaning and cooking your clams: Bay clams are easy to clean. You want to put them in a bucket of seawater or salt water for a good eight to twelve hours so they can purge t heir sand. This is why I avoid varnish clams - it's virtually impossible to purge the sand from a varnish clam. Before you cook your butter or Manila clams, give them a quick scrub on the outside shell with a brush under a trickle of fresh water before getting ready to throw them into the pan. Start the sautee with a soffrito, or course, of onion and garlic and parsley, butter or olive oil or both, and when the soffrito is ready (make sure to douse the garlic with a half cup of white wine to keep it from burning), toss in the clams. Put the lid on top and steam them. In just a few minutes they will be opening up and ready to pull. Toss them with your pasta and the reduced pan sauce and some more parsley on top, and you are in Paradiso.

Razor clams require quite a bit more attention when cleaning them, because they are so much bigger than bay clams. Watch this YouTube video for the low-down. https://www.youtube.com/watch?v=0xU65qXafQI We often do this at our campsite before dredging them in flour and egg and seasoned breadcrumbs (our brother-in-law swears by Pride of the West) and frying them. Delicious! When we return home with quart ziploc bags full of cleaned razor clams, we often will grind them up and make clam chowder. Not Manhattan style (tomato broth), not New England style (cream base), but Green Thai Coconut

Curry style. Cleaned razor clams freeze really well, so don't hesitate to bring home a couple dozen extra clams. Soak up the bounty of the sea, and share it with your friends and family.

Sautéeing oysters at camp with my twin sister

Anna Campagna
Rear Commodore

RCYC's SWAP MEET

Saturday, June 11th
from 9am – 2pm

Vendors will be Rose City members.

Bring your rummaging eyes
&
your money for boat goodies

Location: RCYC, 3737 NE Marine Drive

Lifesling Training

Imagine that you accidentally fall overboard while sailing with your partner. After they maneuver back to you, could your partner get you back on deck? What if you were in heavy seas and weakened by the cold? That's what the Lifesling recovery system addresses. ***But it requires knowledge and training to be useful!***

The Sauvie Island Yacht Club (**SIYC**) will be conducting hands-on Lifesling training this summer for Club members and a limited number of guests. The training is most useful if you have (or will be adding) a Lifesling on your boat.

- Classroom evening session with expert trainers, video and hands-on
- Pizza dinner included for classroom session
- Weekend in-the-water training, including:
  - Lifesling deployment and rigging while tied to the dock, recovering a rescue swimmer.
  - Maneuvering under sail and deploying the Lifesling to a dummy crewperson overboard (COB).
- Prizes will be awarded, followed by a convivial potluck gathering at Sand Island docks on the Columbia River near St. Helens.
- Limited spaces will be made available for attendees without boats

<u>Details</u>

Dates: **Tuesday July 12, 6:30-9:30 PM** (Flightcraft at PDX)
Friday PM to Sunday AM, July 15-17, Sand Island (by St. Helens)
Cost: **$25 per person** for SIYC members, **$40 per person** for non-members
Sign up here: https://siyc.org/2022/04/26/lifesling-training/
Contact: **Craig Johnston**, craig.k7cej@gmail.com or 503-543-0945

<u>Class space is limited and requires payment of the fee.</u>

About the SIYC: Are you interested in cruising to distant destinations? The SIYC is a yacht club for cruising sailors. We don't have docks or a restaurant and bar (which keeps our cost low), but we do have a mix of experienced and newer cruisers who regularly meet to share and learn about sailing and offshore cruising. Each month of the school year the SIYC hosts a general meeting with interesting speakers and also a cruise to a local destination. For more information check out our website www.siyc.org and our Facebook page.

RACING REPORT

DENNY DAMORE– RACE CAPTAIN

Certainly Uncertain

Several years ago at a seminar I attended, the facilitator made note of the fact that most times we humans assume that tomorrow will unfold pretty much exactly as it did today. It's kind of a defense mechanism against the varying levels of chaos that we all face in the world. It gives us a sense of control when we plan and simultaneously dismiss the thought that we really don't know what is going to happen tomorrow. The planning and assumptions about the trail we're on wraps a blanket of well-being around our shoulders so that we can actually get out of bed in the morning. It's a good thing. The alternative is to, well, stay in bed for, well,… ever? Not such a good thing.

Exciting start for the Cruising B Fleet – Photo by Anna Campagna

So we agree that some measure of assumption about the routines of life is healthy and facilitates getting our lives moving forward. B ut do assumptions about tomorrow, and the next day, and the next being mostly the same as today prepare us for the upsets that will inevitably come our way? Is it the same in sailboat racing? Do we lull ourselves to complacency in our decisions about tactics and trim by assuming, even subconsciously, that what happened last week on the course is what will happen this week or that the way we trimmed the sail the last time it blew 18 with gusts to 22 is the way we should automatically trim things this week? It's a variation on the "Oh, we've always done it that way" syndrome. Let me suggest that we all do it at varying levels in our sailing choices, that it is good for the same reasons as above, i.e., getting off the dock when it's raining and snotty and reducing tactical and trim chaos. And, yet, for the opposite reasons it is a pattern, a habit, that can often lead to dropping places and middle of the pack finishes.

RACING REPORT

DENNY DAMORE– RACE CAPTAIN

Why? Because the nature of sailboats, winds, and racing in general is filled with wildly varying levels of uncertainty day to day, minute to minute. Notice I'm not saying that there is no certainty. If you pull on the main halyard I'm pretty sure, unless there is a mechanical problem, that the main will go up the mast. If you attempt to sneak inside at the leeward mark in the Cal 20 fleet, it's pretty much set in stone that at least one skipper will tell you, at high volume I might add, "Don't Go In There! No Room!" What I'm talking about here is the fact that what worked last time won't necessarily work this time, especially when it comes to tactics. Seems pretty simple. Yet, all of us, including me, get lulled into routines, and on our home course we think we know every subtle nuance of wind and waves and then are certain we're making the right choices all along the course. But, we can often be wrong. Yet we refuse to believe it. We do the same thing we did last week because today is the same as yesterday, right? Nope.

A case in point, over three, mostly consecutive Sailing on Sundays I learned the following lesson. We were on the Melges sailing downwind from Buoy 2 to Upper Airport. The start/finish line was restricted as always so we had to choose to go low near the marinas or high out in the middle past buoy 14. The breeze was mostly out of the west-southwest. On the first two Sundays even though we were even or ahead, we split from a couple of the big boats, Riva, Pathfinder, Jugo, and others, as we passed the McCuddy's day marker. We stayed south of the RC by the marinas because that's what you always do. That's how Myst, A Demain, or Moxie have routinely snookered us during previous summer evening series races. It always works…until it doesn't.

These two weeks it didn't. The big boats others headed out to the middle of the river to pass to the north of Buoy 14, the other end of the S/F. Staying south of the S/F "always" works because it allows you to work that side of the river and then tuck in behind the wing dams to get current relief. We were certain it would pay off. Moreover, in these two situations, as we watched the scenario unfold, we couldn't

Photo by Dena Kent

see any increased pressure on the outside and there was more current in the middle. Why were those boats going outside? It didn't make sense. It was the long way to go. What were they seeing that we weren't? It couldn't be right, could it? Stay the course. It's the standard tactic. But, uh, they were right. Both weeks they made out in the center, and even though we did get current relief, they put us in the way back by the time we got to the leeward mark.

Photo by Anna Campagna

The third week? It was a different story. After getting slapped twice, we knew we had to give more thought to the question to not do what "always" works. This time there was lots of discussion about which tactic to take; inside or outside. One big boat, at least bigger than us, Free Bowl of Soup, was going inside and going fast. It was followed by Myst who slaps us routinely as noted above by taking that approach. Based on the previous two weeks, we weren't certain that the inside was bad and the outside was good. Where should we go? We were seriously unsure that the tactic that worked the previous two weeks, staying outside, would work again this week. Remember, however, the inside always works until it doesn't. But rather than be certain either side was favored automatically, we embraced the uncertainty and considered our options. We chose to stay out. It paid off.

Have I just proved that the outside is now the preferred tactic? Am I contradicting myself? Nope. Everything in sailing depends. Had we had a fourth week with the same general breeze direction, the inside might have paid off like it has so many times in the past. My only point is that we all have our biases, and we all have some level of need to feel like we know the answer. When we challenge ourselves to be open to new interpretations of what is really happening on the course, we will all have some level of discomfort, some anxiety about going against the grain, against the standard tactic, sail trim, or other racing decision. But that feeling of not knowing, that anxiety, that uncertainty, and the corresponding questioning should become a routine tool we use to make better choices.

RACING REPORT

DENNY DAMORE– RACE CAPTAIN

Don't get me wrong, there is value in having some conventions based on experience and doing what worked the last time. Just don't get locked in and rigid in the process. Keep asking yourself "Is this working? What is the same this time, and what is different? Do we need to change our trim or weight balance or tactic? Why are other boats making different choices?" and on and on.

Here's the final rub, will our choice to stay out this last time pay off the next time? Is the center now the tactic to always take? Maybe. Maybe not. The point is to neither flip flop back and forth with tactical choices from week to week nor to lock in to either old choices or new ones as the standard, but rather get comfortable in the uncertainty zone. Let the uncertainty make you sharper as you make your decisions. Will you always, then, have better finishes? For at least this moment, I'm pretty certain of it.

See you on the river,

Denny Damore

Race Captain

A tangle of Merits - Photo by Dena Kent

Membership Report

Volunteering is great networking! Meet your sailing competitors by volunteering and get to know them. The club needs you for the end of Summer Series Barbecue! July 5th (Tuesday racers) and July 7th (Thursday racers). If you like to grill, help plan a picnic, enjoy creating ice breakers, and most importantly: be there on one of the days to help out! It makes it so much more fun to have a lot of help. Show your appreciate of other fleets and hang out with them!

Answer the call! Get to know other club members! Put the date on your calendar! July 5th and 7th

Still need to renew? **https://syscosailing.org/membership.php**

Carisa Bohus
Membership Chair

Shark boat on a stormy Thursday - Photo by Anna Campagna

SYSCO Board Meeting Minutes

Attendees: Gregg Bryden, Scott Stevenson, Anna Campagna , Melissa Cearlock, Jan Burkhart, Cheryl Watson, Phillip Martindale, Mark Salholm, Rick Samuels, Denny Damore, Michael Morrissey, Dennis Burkhart, Michelle Bennett, Bruce Newton and Sloan Kimball

Absent: Don Schultz, Katie Braun

Call to Order: This meeting was called to order electronically via Zoom at 5:33 pm.

1. **Commodore's Opening Remarks**
   a. **West Marine Sponsorship –** kind of centered on picnic, mark, cert for award ceremony. Generally, we are excited to have them reaching out to us and wanting a relationship
   b. **Trophies –** Gregg still trying to take winners out to lunch rather than an event. Rest of them will go out at summer BBQs.
   c. **Email lists -** Gregg's list seems to be getting dated. Scott's list is from regatta network. Settled on Gregg can get list from same source.
   d. **Website Stuff –** requesting $300 for BlueHost to set up basic Wordpress site for us. Approved Unanimous

2. **Membership Report**
   a. **Membership –** 86 Regular and 11 Associates – 97 Members. As of now.
   b. **New Members –** Douglas Agnew, Junkyard Dog, Cruising Fleet – **approved** - unanimous
   c. **Picnic -** Leadership recruiting is happening

3. **Treasurer's Report**
   a. **Balances** – Checking Balance $8,897.51. Reserve Balance $13,868.72. Total Cash $22.766.23

4. **Race Captain's report:**
   a. Off to a great start. 2 from ISC and one from OWSA on last weeks race.
   b. Martin's RC was a little light
   c. Race Scoring is a little behind – we are checking in on that

5. Fleet Reports

- Fleet 1 – J-105, Melges 24 – Doug Schenk
  - Melges are back on the water – hoping to see 4 out on the water tomorrow
- Fleet 2 – PHRF A & B – Open
  - No report
- Fleet 3 – PHRF C, D and Level – Tom MacMenemy.
  - No report
- Fleet 4 – Martin 24 – David Paul
  - Expecting 3-4 tomorrow
- Fleet 5 – Merit 25 – Michael Morrissey and Bruce Newton
  - No Report
- Fleet 6 – J24 – Anna Campagna
  - Looking good –
  - ISC has entered 3 boats – Personal
  - Anna will reach out to Stephen
- Fleet 7 – Cal 20 – Cheryl Watson
  - Things looking good
  - Wanting 2 starts
- Fleet 8 – Ranger 20 – Jacky
  - National's hosting is on track
  - OWSA entries having some challenges – trying to get back on the water
- Fleet 9 – Catalina 22, Venture 21 – Katie Braun
  - Ventures have 2 boats and a third that might come back
  - Catalina 22s have their RC all organized
- Fleet 10 – Cruising Smaller Boats – Mark Salholm
  - Looking good

6. Other Business –

a. Newsletter always needs pictures and article writers. Please reach out.
b. Wranglers having just a little challenge with RC volunteers. Remember to Volunteer – it's what makes racing for all of us possible.

7. Adjourned at 6:20

Respectfully submitted –
Sloan Kimball
SYSCO Secretary

Nice colors - Photo by Dena Kent