

Outrigger Santa Cruz
Board of Directors Meeting
DRAFT MINUTES
November 13, 2022 5:00pm – 7pm

CALL TO ORDER at 5:09 PM:

In attendance: Tai Boutell, Kay Miyamoto, Leslie Eurs, Eddy O'Connor, Philip Crowley, Theresa Mulder, Gayle Bensusan, Kim Chamlin, Amy Miyaksu, Allison Marino, Jean Bathke, Pamela Rivas, Rachel Anticoli, Sabina Dukes
Board members not in attendance: Bruce Neill, Karla DeLong, Kyle Wade, Matt Love, Phil Lewis

Kudos: to Tai for stepping up and continuing to be president while injured; Kim for running Fitness; big shout out to Pam for another successful Paddle Class and this was the 10th year she has run it; to Kim for organizing the end-of-year Party, the last minute venue change and getting it over to Pono and supplying the flowers; to Phil for playing in a band at the Wharf; to Sabina for her leadership and coaching; to Party organizers for the change & cultural shift from being a good ole boys show patting themselves on the back to an inclusive schedule where other programs like the Pirates were included; to Eddie for caring for the canoes before and after the rain storm, tightening the covers before and pumping the water out afterwards; to all the people that helped with the Aloha Races both days as the first day brought very challenging conditions and eventually it was canceled and then to show up again the following day was impressive; to Nicole K and Cally for manning the front door at the Party and providing clear detailed records regarding money collected to Theresa; to the whole board for managing the major influx of new members as well as the number of programs that are running; to everyone that helped with the Paddle class and participated in the huli drills or showed up last minute when more paddlers were needed; to Yoko for making the new canoe cover.

1. August minutes - Approved.

2. Treasurer's Report – Theresa - Approved.

Club Store is not up-to-date because the information about income and buying new items has not been cleared in PayPal. On the balance sheet the PayPal information is incorrect as Club Store detail from Rita is expected to clear up the PayPal account. Checking account balance is \$33,565; savings account balance is \$10,116; PayPal balance is actually around \$5,000 (not negative \$945); and there are \$4,000 in undeposited checks. Fixed assets include the new canoe & OC1 purchased from Nate. The canoe (Manahau) that was sold and the Red OC1 needs to be removed. Yoko will help with that in Quickbooks. Credit card looks negative only because funds were transferred over in preparation for the Pono & Patagonia expenses. Membership dues are at \$29,000 with 192 members paid and more to deposit so likely at closer to 200 members. Drop-in rec fees are at \$1,320. No MBX but we have ordered medals that can be used next year. For the Paddle Class \$1,925 has been deposited but total will be closer to

\$2,800. Fundraising has brought in \$10,570 from the raffles yet primary from the new canoe fundraiser. Likely the Party brought in over \$1,000 not counting the raffle or Club Store sales that night. Pig Run brought in \$300. The OC1 racks have one unpaid but otherwise it's up-to-date. For rent to the Harbor, we've paid almost \$9,000 to-date which includes the new canoe rent. More detail regarding income and expense details can be found on the Treasurer Report documents. It was suggested that Club Store inventory be handled differently and to record when money is spent and money is received and at the end of the year do an inventory. The problem is due to incomplete information about sales. There is concern about accurate

sales taxes and if sales information is not accurate, there could be a problem. Other expenses include coach award engraving and cost of submitting taxes. We had many more activities this year compared to last year and for memberships, we're up 65%.

To help out, the Club Store needs to be cleaned up. We need to decide whether to do inventory or not and make sure sales are on a tight leash. Treasury is a huge amount of work because there are so many small transactions.

To make things easier for the treasurer:

- Please use the envelopes, don't give money/checks to Theresa in passing.
- For reimbursements, give hard copy receipts or email receipts, do not text them. It's too difficult to pull the receipt off of a text. With our 501c3 status, we need to keep good records.
- Understand that this is a big job (on top of a regular job) and all the transactions and various ways people communicate about their reimbursements, payments, invoices, etc., takes time.

Current Membership Rates are so close in amount and members don't distinguish on their checks. Motion to change "Senior supporting racer" to \$155.00 is approved.

3. Rec Roundup – Phil

Rec paddle is going well; there are regularly 6-7 canoes. Thank you for the steering help. Every week there are new members. It's all good but we have a lot of new people that are learning and not good at paddling. We need regular coaching for these people and that coaching should come from coaches. The paddlers that need the most help are placed with more experienced paddlers (visiting coaches & steers people) to help them. If the numbers keep increasing we may need to do the rec paddle in shifts. Phil is feeling supported with the helpers coming out.

NCOCA meeting (3 hr zoom) - Linda was not in attendance so many items were skipped; Anna did a good job running the meeting. Race Committee was discussed; Junior said this is his last year as the Race Committee chair. Junior was clear about weighing boats. Essentially, it doesn't matter and that they will not be weighing boats because everything is going towards using Unlimiteds. Basically no material impact on any of the races. Other topics discussed were Safety, Race Schedule, & the Calendar. Some of the scheduled Sprints are having issues with finding venues & permits although the dates are set. All following NCOCA meetings are set as well. We may need to host a race in 2024. Any information that comes from

NCOCA will be sent to the OSC Board for their reference. Gayle mentioned that the race schedule for each Sprint will be updated so the younger crews are racing before conditions get too rough. NCOCA members were reminded that they need to discuss the proposals sent prior to the meeting on their own time and come back ready to vote.

4. Paddle class - Pam

There were 16 students (14 women and 2 men) and considering the number of interested people turned away, we could have had 3 classes. Generally the class was great. Attendees communicated with Pam about their daily attendance which helped since it's always a challenge to have enough experienced paddlers to assist. The attendees want to learn correctly so they are open to instruction. Lots of thank yous to Pam for running it for 10 years! Ideas for next year will be discussed another time.

For future years (if we decide we want to continue growing the club) it was suggested that the club actually advertise the class versus word of mouth. This way we could bring in a more diverse (age, gender, ethnicity) set of students.

5. Equipment –

Nappy needs to go into the shop for repairs. That will put us down one canoe which is

problematic for Rec paddle. Tai will check with Homer to find out how long the repair might take. How does the club want to handle the new canoe name? We want the name on the canoe before the blessing although it doesn't have to be that way. And we won't be using it until March. Sabina will be creating a survey or google doc for club voting on all the suggestions submitted. Top three will be vetted (verify meaning, etc) and the Board will decide which to use then schedule a blessing. The new canoe was damaged from transport but we were given a \$200 credit and the paint code. Duane will fix it. We need to put together a rigging box for next year. We have new skirts and next year might order new skirts for the older Unlimiteds. The canoe came with a toolbox with extra rigging and the pump.

Jelly Belly group (Maria and Pamela) have offered to take over organization of the storage units on site. They can take an inventory of PFDs so we can determine if we need to order more. The storage units are the main shed, the little addition behind it, and the box at the small dock. Plus there are items stored at Phil's, Tai's, and Kay's houses.

Charleen offered to get new locks for the shed and storage box at the small dock.

Concern shared about Mr. Poni and whether or not the person that damaged the ama needs to pay for the repair. Kay will check with Duane.

Who helps Duane and or is ready to take over for him? Both Doug E and Ruthie have been helping. Tai will talk with Duane about his time and continuing to work on the boats.

6. Jacob's Heart toy drive

Pamela R will be coordinating the toy drive for the club.

7. Steering

a. Update to criteria, test, provisional

Tai mentioned that there have been some questions about what it means to be accredited, especially for new people and Winter conditions. Should the newly accredited be like a provisional license?

Pam wants the steering criteria to be better and streamlined and agrees with Bruce's email on the topic. Alice and Dave C experienced the disjointed-ness of the current structure to become accredited. Tai explained that the website is comprehensive and it does answer the comments brought up in the emails. The one detail missing is (and Alice brought this up to Tai as well) that the two people that nominate a new steers person should also be evaluators. Current evaluators are the 10-12 top steers people in the club. Pam would also like the test streamlined since there are typos, grammatical errors, and two number ones. The test is not graded as there are also several questions that have multiple correct answers.

Kim explained that what is lacking is someone to coordinate the non-women racers. That she is coordinating the women racer steers in training and helping them navigate the information that Leslie has set up on the website. They know exactly what is expected of them. Those learning go through the material and the test because they have to but real learning comes from time on the water.

Tai doesn't think the program that Eddie came through should happen again. It was very comprehensive and complicated and took too much time.

Leslie asked if there is someone to do it (what Kim is doing for the women) in the men's program?

Phil explained that he emailed a synopsis of what Vid, Bruce, & Justin need to do and where the documents are located and invited them to Rec to learn. He feels all the information is on the website but the most important thing is for people to be self-motivated. So the email from Bruce was a surprise since he has only shown up once to learn but is quick to criticize the process. The process isn't a big mess, it needs some tweaks, it needs people helping, and it needs opportunity but most of all, it is self motivated.

Kim, Tai, and Theresa agreed with Phil...that one must be motivated to show up and learn. And when they do show up, they will be trained.

Leslie shared that the SSG group is for anyone that has expressed interest.

Phil explained that Rec is a vehicle for them to get time in the boat. There are not a lot of people that come to Rec that should be teaching folks how to steer but he is committed to providing them time in seat 6.

Kim stated that it's time on the water and the onus is on the individual. If you have the motivation - like Doug E - then we'll train you. If Bruce isn't going to show up to learn then he won't learn.

Tai said we won't build a new program in response to this complaint. Leslie painstakingly developed a program that exists and works and addresses the concerns brought forth. The publication is very clear and no edits are needed.

Leslie asked Phil to share the email he sent to the interested steers people. She also asked about how to certify those that are ready to be certified (Marty, Nick D, Julie) yet are not asking to be certified?

Tai said it's easy, get two recommendations, take the test, and get three evaluators to observe a huli.

Amy M suggested that certified steers get discounts on their dues. That in the hockey community goalies are very rare and that's how they do it.

Leslie shared that there are 33 in the SSG so there is motivation to learn. But there are many accredited steers people that are not giving to the whole club. A short discussion followed with others talking about how it's difficult to get people to volunteer to help even with reduced dues.

Sabina suggested doing something extra at the end of the year for those that are accredited.

Phil is also asking paddlers that begin their learning to steer at Rec to come back and help out Rec when steerers are needed. So they know the expectation up front. Saying we will do this and we will work with you but there's an expectation to give back.

Theresa brought the conversation back to 'provisional'. When people are certified almost immediately she's seeing them steering solo or teaching a new person. They are not seasoned enough and should not be doing that.

Kim brought up Matt Love in the context of SSG and that he is not experienced enough to be teaching.

Theresa clarified and said Matt had been certified a while ago and she is more concerned about Dave C or Doug E. That they should not be watching another steersperson or having a trainee steer. She doesn't want more rules, but would like to tell people, hey, you're brand new, give it a little time before, you are supervising another person or you're going by yourself without another boat.

Kim shared that the SSG group the day before had Matt Love in seat 1, all new steers in between, and Vid steering in seat 5. Safety is a big concern as we approach Winter conditions and this should not be allowed. Who is managing that situation?

Leslie explained that she is not always there and that Matt Love was the accredited steers person. She said that when the SSG goes out they rotate people between seats 5 & 6.

Leslie explained that she trusts Marty, Justin, and Julie B to steer although not accredited.

Kim again pointed out that the accredited person was not in seat 5 or 6 and that the club as a whole needs to be concerned about safety, especially going into winter water conditions.

Theresa explained that she does, when training new steers people, move out of seat 5 so that the new steersperson becomes more comfortable without her as a safety net. The real

issue is trusting the judgment of those training new steers people.

Tai suggested that we strongly recommend that if you're teaching someone to steer, you need to be in seat 5. Sabina added that there should be some room for an accredited steers person to make a rational decision otherwise, depending on the situation.

Jean reminded the board that paddlers are expected to trust their steers people but what if we don't? Just like new paddlers, the more you know, the more you realize what you don't know. That there's a level of disconnect between your actual ability and your perceived ability. So there may be a new steers person who thinks that they know enough to teach someone else. Like a teenager that isn't ready to go on the freeway yet.

Phil shared that his steering trainers - Guy, Robert, and Sal - were never in seat 1 when teaching him. They were always in seat 5 and that's the way they did the program then. When you get to a certain point then you can go on your own and be supervised from another boat.

The problem here is judgment. He has seen people coming around the corner and almost hitting the Chardonnay.

Tai reiterated that if you're training a new steers person, you must be in seat 5.

Leslie asked about provisional certification. Will we certify someone and then they are not able to steer? Tai asked if we want something along the lines of 6 months before you can go out alone? Yes, some agreed that that would help the situation. It doesn't include experienced steers people that happen to be new to our club and we certify them to steer. People such as Marty and Julie B don't have to wait 6-months with a provisional certification.

Kim suggested that it's case by case. Say for those of us observing the huli drill and doing the final assessment, we can recommend a provisional certification, or not. There is also an issue of who can train people to steer. Matt Love is not ready to be training people to steer. Sabina stated that we have to be willing to - if we see we have a steers person who is somehow accredited that we do not trust - have a process to do something about that. So if there are repeated incidents, then maybe there is a process for some review. We should be absolutely sure who we certify because that is a big gate to have opened.

We all want more certified steers people but we need to be very careful who is certified because they may turn around and then start teaching people and not everyone has the voice or leadership to steer.

Tai asked if we should have a 6-month provisional certification?

Pam says it needs to be case by case and that, for example, she completely trusts Alice because she has good judgment and will not be risky.

Sabina said if people need a provisional then they are not ready to be certified.

Pam suggests that the people recommending a new steers person be the same as the people evaluating the steers person. Tai said this may make it too complicated.

Pam stated that Alice and Dave voiced that the process is frustrating.

Tai does not want to make the process any simpler. That the information and steps to become certified is clear on the webpage.

Theresa brought up that some steers people should only go out with multiple boats. It's not for supervision, it's for safety because not everyone is assessing or reading conditions.

Sabina stated that if one isn't making a safe judgment call on conditions, they shouldn't be accredited.

Tai shared that he had a rescue and that things can just happen. And, at this point, there is no consensus on changing the process.

Eddie is concerned about brand new steers people teaching others or setting up paddles outside the OSC structure. They can steer OSC sanctioned events, not their own events.

Theresa said this could be fixed with communication. Let them know that they don't have

free reign. That we recommend one is more seasoned before you're unsupervised completely. New people didn't realize that it isn't okay to just take out the double hull or take out an unlimited.

Kim said that another way of sharing this type of information - elaborate on certification & expectations - is to have the Safety Meeting which didn't happen this year.

Leslie said we have a Safety Officer but the meeting didn't happen.

Jean suggested setting a 6-month rule that can be back-dated. Club equipment is expensive and can be dangerous.

Leslie reminded everyone that there would be exceptions such as Marty so it would be a case by case situation.

Tai wants it to be weaved into the criteria. When you are accredited, you shouldn't be alone for 6-months.

Kim asked Leslie about the scheduling of canoes. That someone has to schedule a canoe and those requests are vetted. Leslie confirmed this is true. She also doesn't want to be the one to tell someone no if she knows they're accredited.

Amy shared that the SSG in question Justin was in seat 6 and that she is very comfortable with his steering, that the conditions were flat. That she did not feel any concern in that boat. Matt Love was teaching them how to steer from seat 1. Beyond that if there is a concern about somebody who is certified, it sounds like everyone should consider how to deal with that in the future.

Kay explained that when she certifies someone to use a club OC1, she suggests they stay in the harbor at first and when they do go out of the harbor, go with a group. But that is also a case by case situation.

Tai said we would not be creating a new program now. That he will send an email to Alice saying it's best to stay close. It's a recommendation to new steers people.

Provisional certification will not be adopted. Instead there will be a recommendation after certification about staying close to the harbor. And that maybe someone in their first 6 months should not be scheduling a solo run with their family. Kim will draft a letter and send it to Tai for review.

b. UL endorsement

Leslie asked if we could clarify when a steers person can use an unlimited. Tai said that is very simple: there is no new steers-person that should be steering an unlimited. Only the top, probably three steers, people in the entire club will be steering those boats.

Theresa states that new steers people need to be aware that the unlimiteds are not to be taken out. Doug wasn't aware and they took it out for Pirates. He didn't know it's a set list of people unless the coaches say someone can steer it.

Phil shared that he had been in a race with a person that is not a top steers in an unlimited and it was frightening. So, we do need to give new people the time to learn. To rotate folks in and out.

Sabina used Rachel M as an example. As a new steers person the coaches put her in an unlimited because we knew she was up for it and she agreed. Other, newly accredited steers may not be ready, like Chris. We as coaches need to use our own discretion.

Phil suggested that we need to communicate better internally and talk more about what we should/should not be doing.

Steering training letter will be communication and recommendations, not rules.

We also need new people to know they need more time and experience to steer boats like the unlimiteds.

Leslie asked how do accredited steers people, like herself, get a U by their name

allowing them to steer the unlimited?

Pam said the Pirates were taking out the unlimiteds but it turned out they didn't know any better so again it's about communication.

Theresa did get permission from Tai to take an unlimited out for Rec because once a year or so they should get an opportunity to use those boats.

Eddie wanted to underline the point that when people show up and are in a canoe that person in seat 6 knows exactly what they're doing and it's not always the case. It comes back on us. Would we be comfortable putting our family in there?

c. Safety/steers meeting

Tai stated we need to have a club-wide Safety meeting, maybe in January. And plan to have a break-out group for the steers people. The Safety officer will be determined at the next meeting and they will plan it.

Tai summed it up by stating that we made good progress on this topic and will be adding a couple of sentences to the steering criteria publication as well as an email/letter that will go out to welcome new steers people.

8. Open mic

9. Next BOD meeting, Annual meeting

This will be a short meeting with no agenda. We identify officers and have a potluck. Dec 18th is the only day Tai can do it. If we can't identify someone's house then we'll do it at the Harbor Room. Kyle's house was suggested. Phil offered the warehouse but there is no full kitchen. Sabina will see if the Community Foundation is available. Location will be determined. Meeting adjourned.

Outrigger Santa Cruz

Balance Sheet

As of November 13, 2022

	Nov 13, 22
ASSETS	
Current Assets	
Checking/Savings	
Checking	33,565.80
Paypal	-945.65
Savings Account	10,116.76
Total Checking/Savings	42,736.91
Accounts Receivable	
Accounts Receivable	-588.00
Total Accounts Receivable	-588.00
Other Current Assets	
Inventory Asset	2,359.50
Undeposited Funds	3,824.00
Total Other Current Assets	6,183.50
Total Current Assets	48,332.41
Fixed Assets	
Club Equipment	
Bruddah Nappy	5,000.00
Canoe Hauling Trailer	9,500.00
Ho'omaikai	5,000.00
Hurricane OC1	2,000.00
Kaholo	18,000.00
Kai Malama Keiki	14,630.00
Kananimauloa	8,000.00
Kane Dave Dyc	20,900.00
Kumulipo (OC1)	2,500.00
Lapa Uila	15,000.00
Maka Nui	4,000.00
Makani Akua	7,000.00
Manahau	21,450.00
Mr. Poni	1,000.00
New unnamed Malolo	25,251.50
OC2	2,000.00
Red OC1	1,500.00
Total Club Equipment	162,731.50
Depreciation and Amortization	-68,512.00
Nate's OC1 - need name	1,000.00
Total Fixed Assets	95,219.50
TOTAL ASSETS	143,551.91
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Visa Credit Card	-6,903.20
Total Credit Cards	-6,903.20
Other Current Liabilities	
Sales Tax Payable	486.73
Use Tax Payable	2.78
Total Other Current Liabilities	489.51
Total Current Liabilities	-6,413.69
Total Liabilities	-6,413.69

Outrigger Santa Cruz
Balance Sheet
As of November 13, 2022

	Nov 13, 22
Equity	
Opening Balance Equity	97,698.94
Unrestricted Net Assets	13,692.62
Net Income	38,574.04
Total Equity	149,965.60
TOTAL LIABILITIES & EQUITY	143,551.91

Outrigger Santa Cruz

Profit & Loss

January 1 through November 13, 2022

	Jan 1 - Nov 13, 22	Jan 1 - Nov 13, 21	% Change
Ordinary Income/Expense			
Income			
ATTENDED RACE INCOME	8,991.00	2,106.00	326.9%
CONTRIBUTIONS, GIFTS & GRANTS			
Amazon	34.51	28.90	19.4%
Donated Equipment	0.00	2,000.00	-100.0%
Donations from loan of canoe	230.00	305.00	-24.6%
Fundraising Income	140.00	0.00	100.0%
MemberTax Deductible	505.00	176.00	186.9%
New Equipment Drive	8,225.00	0.00	100.0%
CONTRIBUTIONS, GIFTS & GRANTS - Other	0.00	79.00	-100.0%
Total CONTRIBUTIONS, GIFTS & GRANTS	9,134.51	2,588.90	252.8%
MEMBERSHIP DUES & ASSESSMENTS			
Club Store Income	1,130.44	4,144.70	-72.7%
End of Season Party Income	2,937.44	0.00	100.0%
Membership-Race Dues	19,869.00	12,040.00	65.0%
Membership-Rec. Paddler Dues	9,130.00	12,632.50	-27.7%
Membership-Youth Dues	75.00	225.00	-66.7%
Pig Run Income	2,378.48	0.00	100.0%
Raffle Income			
End of Year Party Raffle	1,537.29	0.00	100.0%
Parking Permit Raffle	1,300.00	830.00	56.6%
Total Raffle Income	2,837.29	830.00	241.8%
Total MEMBERSHIP DUES & ASSESSMENTS	38,357.65	29,872.20	28.4%
OC1 Rack Income	4,859.00	4,192.00	15.9%
PUBLIC CLASSES & FESTIVALS			
Aloha Festival Community Races	0.00	500.00	-100.0%
Drop-In Paddle Fee	1,320.00	200.00	560.0%
Paddle Class Fees	1,925.00	2,800.00	-31.3%
Team Building Workshops	135.00	640.00	-78.9%
Total PUBLIC CLASSES & FESTIVALS	3,380.00	4,140.00	-18.4%
Total Income	64,722.16	42,899.10	50.9%
Cost of Goods Sold			
Cost of Goods Sold	723.05	2,962.73	-75.6%
Total COGS	723.05	2,962.73	-75.6%
Gross Profit	63,999.11	39,936.37	60.3%
Expense			
ADMINISTRATION EXPENSE			
Attorney General Fees	0.00	25.00	-100.0%
Bank Fees	0.00	11.68	-100.0%
CPR Certification for Coaches	300.00	0.00	100.0%
Marketing	60.00	60.00	0.0%
Merchant Fees	718.72	416.34	72.6%
Race Program Webservice	129.99	129.99	0.0%
Statement of Information Filing	0.00	20.00	-100.0%
Supplies	807.36	0.00	100.0%
Website Hosting	211.39	987.85	-78.6%
ADMINISTRATION EXPENSE - Other	377.91	0.00	100.0%
Total ADMINISTRATION EXPENSE	2,605.37	1,650.86	57.8%
ATTENDED RACE EXPENSES	8,484.00	2,195.76	286.4%

3:46 PM

11/13/22

Cash Basis

Outrigger Santa Cruz

Profit & Loss

January 1 through November 13, 2022

	Jan 1 - Nov 13, 22	Jan 1 - Nov 13, 21	% Change
CANOE AND TRAILER MAINTENANCE			
OC1 / OC2 Expenses	0.00	433.28	-100.0%
OC6 Repair/Maintenance	3,632.23	55.25	6,474.2%
Trailer Expense	0.00	10.00	-100.0%
Total CANOE AND TRAILER MAINTENANCE	3,632.23	498.53	628.6%
Club Store Expense	-6.93	0.00	-100.0%
Community Support	0.00	100.00	-100.0%
Contract Services			
Accounting Fees	0.00	700.00	-100.0%
Contract Services - Other	0.00	149.99	-100.0%
Total Contract Services	0.00	849.99	-100.0%
HARBOR RENT			
Rent for Subleased OC1 Racks	4,590.95	3,845.82	19.4%
HARBOR RENT - Other	8,956.10	8,873.32	0.9%
Total HARBOR RENT	13,547.05	12,719.14	6.5%
HOSTED RACE EXPENSES			
MBX EXPENSES	1,077.77	0.00	100.0%
Total HOSTED RACE EXPENSES	1,077.77	0.00	100.0%
INSURANCE EXPENSE			
Liability insurance - D & O	760.00	760.00	0.0%
Liability Insurance - NCOCA	200.00	300.00	-33.3%
Property Insurance	4,486.00	4,735.00	-5.3%
Total INSURANCE EXPENSE	5,446.00	5,795.00	-6.0%
MEMBER EXPENSES			
Club Events Expenses			
BBQ Expenses	201.48	0.00	100.0%
Club Work Day Expenses	92.69	0.00	100.0%
Total Club Events Expenses	294.17	0.00	100.0%
Coaches Awards	578.63	0.00	100.0%
End of Season Party Expenses	3,377.50	0.00	100.0%
Pig Run Expenses	2,078.46	0.00	100.0%
Raffle Expenses	150.00	0.00	100.0%
Total MEMBER EXPENSES	6,478.76	0.00	100.0%
NCOCA DUES	0.00	300.00	-100.0%
PRINTING, POSTAGE & SHIPPING	0.00	8.70	-100.0%
Site Improvements	0.00	748.72	-100.0%
SMALL EQUIPMENT PURCHASES			
Safety Equipment / Radios	107.99	608.47	-82.3%
SMALL EQUIPMENT PURCHASES - Other	1,539.42	576.20	167.2%
Total SMALL EQUIPMENT PURCHASES	1,647.41	1,184.67	39.1%
Travel and Meetings			
NCOCA Race Clinic	20.00	0.00	100.0%
Travel and Meetings - Other	50.00	0.00	100.0%
Total Travel and Meetings	70.00	0.00	100.0%
Total Expense	42,981.66	26,051.37	65.0%
Net Ordinary Income	21,017.45	13,885.00	51.4%
Other Income/Expense			
Other Income			
Savings Account Interest Income	0.00	3.34	-100.0%
Total Other Income	0.00	3.34	-100.0%

3:46 PM

11/13/22

Cash Basis

Outrigger Santa Cruz
Profit & Loss
January 1 through November 13, 2022

	Jan 1 - Nov 13, 22	Jan 1 - Nov 13, 21	% Change
Other Expense			
Ask My Accountant	-17,512.73	-59.99	-29,092.8%
Total Other Expense	-17,512.73	-59.99	-29,092.8%
Net Other Income	17,512.73	63.33	27,553.1%
Net Income	38,530.18	13,948.33	176.2%

Recap / Notes for OSC Checking Account Activity
November 2022

INCOME ACCOUNTS & ASSOCIATED EXPENSES

Category	2022 Budget			2022 Actual			Differential	Notes
	Gross Income	Expenses	Net Income	Gross Income	Expenses	Net Income		
Membership Dues	\$30,000	\$0	\$30,000	\$28,999	\$0	\$28,999	-\$1,001	~192 paid members
Rec. Drop-In Fees	\$1,500	\$0	\$1,500	\$1,320	\$0	\$1,320	-\$180	
Aloha Festival	\$1,000	\$500	\$500	\$0	\$0	\$0	-\$500	
MBX Income	\$12,000	\$11,000	\$1,000	\$0	\$1,078	-\$1,078	-\$2,078	
Keiki Camp	\$2,250	\$250	\$2,000	\$0	\$0	\$0	-\$2,000	
Paddle Class	\$2,800	\$0	\$2,800	\$1,925	\$0	\$1,925	-\$875	Total will be \$2,800
Donations/Fundraising	\$4,000	\$0	\$4,000	\$10,570	\$150	\$10,420	\$6,420	\$2,837 raffles; \$8,225 new canoe
End of Season Party	\$3,000	\$2,000	\$1,000	\$4,475	\$3,378	\$1,097	\$97	
Club Store	\$5,000	\$2,500	\$2,500	\$1,130	\$0	\$1,130	-\$1,370	Need to work out with Rita
Race Income	\$15,000	\$15,000	\$0	\$8,991	\$8,484	\$507	\$507	Still owe towing
Race Clinics	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Pig Run	\$2,000	\$1,250	\$750	\$2,378	\$2,078	\$300	-\$450	
Hosted Regatta	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Junior Race Program	\$1,500	\$500	\$1,000	\$75	\$0	\$75	-\$925	
Subleased OC1 racks	\$5,400	\$5,000	\$400	\$4,859	\$4,591	\$268	-\$132	
Total Income	\$85,450	\$38,000	\$47,450	\$64,722	\$19,759	\$44,963	-\$980	Does not include \$17k from Manahau

EXPENSES NOT ASSOCIATED WITH INCOME ACCOUNTS

Category	2022 Budget	2022 Actual	Differential	Notes
Harbor Rent	\$11,000	\$8,956	-\$2,044	
Equipment Insurance	\$5,500	\$4,486	-\$1,014	Still owe insurance for new Malolo
NCOCA Dues & Insurance	\$950	\$200	-\$750	
D&O Insurance	\$800	\$760	-\$40	
OC6 Repairs & Maint.	\$5,000	\$5,172	\$172	
Small Boat Repair & Maint.	\$1,000	\$0	-\$1,000	
Trailer & Dolly Repair & M.	\$2,000	\$0	-\$2,000	
Canoe Painting & Re-Hab	\$10,000	\$0	-\$10,000	
Safety Equipment / Radios	\$1,000	\$108	-\$892	
New Equipment Purchases	\$0	\$0	\$0	Does not include new Malolo or new OC1 - that money was converted to fixed assets
Admin Costs/ Officer Fund	\$6,000	\$2,840	-\$3,160	Includes purchase of new software and laptop
Coaches Awards	\$800	\$579	-\$221	Does not include engraving
Lighted Boat Parade	\$100	\$0	-\$100	
Community Outreach	\$250	\$0	-\$250	
Marketing	\$200	\$60	-\$140	
Travel / Meetings	\$500	\$70	-\$430	
Site Improvements	\$500	\$0	-\$500	
Contract Services	\$2,500	\$0	-\$2,500	Does not include tax preparation. Have not received a bill yet.
Exp. from income accts.	\$38,000	\$19,759	-\$18,241	
Total Expenses	\$86,100	\$42,989	-\$43,111	