

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 41 Issue 6

February 2012

<http://www.ssssclub.com>

February Meeting: Old Goats in Old Boats

Sherwood Smith will be the featured speaker for February. His talk will feature the history of *Alcor*, a 1932 Seattle built Star boat, which was the class of Lake Washington in the 30's and 40's, raced by several Seattle sailing luminaries, including Frank Hiscock and Sunny Vynne, until it fell into disrepair. The boat was ultimately restored in an amazing display of craftsmanship, by Bill Brosius, and is now competitive in the Budd Inlet Star Fleet.

Last summer, Bill and Sherwood took the boat to the East Coast, and raced it in Westport, CT and Larchmont, NY, in the Star Centennial Regatta. A series of escapades, including the evasion of Hurricane Irene, added to the excellent adventure enjoyed by two "old goats in old boats".

Come and bring a friend to yet another exciting presentation put on by one of our own South Sound Sailors.



Debe Andersen, D'Lavicea *Alcor*, heading out to race on the East Coast with both "old goats" aboard

IF YOU ARE PARKING AT OYC FOR THE GENERAL MEETING BE SURE TO SIGN IN AT THE DOOR.

Commodore's Corner: February

What a grand time at the Joint Island Home Cruise! Thanks to the generosity of the Olympia Yacht Club, SSSS Members got to enjoy the wonderful Island Home Outstation facility for an entire weekend of fun, frivolity and friends old and new. Thank you again to OYC for sharing this cruise weekend with us, and to Past Commodore Myra Downing for making this great idea a reality.

And the excitement continues! February means Toliva Shoal Race weekend, beginning with an excellent Baron of Beef feast on Friday night at the OYC Clubhouse. The weekend's events continue with breakfast on Saturday morning. Proceeds from both the Friday night dinner and the Saturday breakfast will be donated to the Olympia Junior Sailing Program to help cover costs of equipment and competitions. The Junior Sailing team will also be selling raffle tickets, 6 for \$5 or a dollar each. Drawing will be Friday night at the dinner. Oh yeah, and there's a race that weekend, too! Come join us for what the sailors in the Southern Sound Series consider the best party of the series.

...and February's activities continue with the Andrew Kerr sailing clinic on Thursday, February 16. See Program Chair Debe Andersen's article for more details, along with a sneak peek at the presentation for February's Meeting.

Looking at the SSSS calendar, I'm impressed by the busy racing schedule that Race Chair Joe Downing manages; truly one of the finest racing programs in the Pacific Northwest. Nearly every weekend between the first of January and the end of March have a Club or Southern Sound Series race.

Race Toliva Shoal

Board Meeting
February 7
1800 Apollos

Toliva Shoal Race Weekend,

SSSS/OYC
Party

February 10
Race

February 11

Third Southern Sound Series Race

General Meeting
February 14

Visitors Welcome

Doors open at 1830, eating starts 1900

Andrew Kerr Seminar
February 16
Westbay

Hope Island Cruise
February 18-19

Henderson Inlet Race
February 25

Skookum Inlet Race
March 3

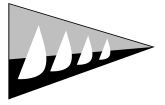
Board Meeting
March 6
1800 Apollos

Jarrell Cove Cruise
March 10-11

General Meeting
March 13

Visitors Welcome

Doors open at 1830, meeting starts 1900



Those few non-racing weekends usually offer SSSS cruising activities; I can't wait to see what our energetic Cruise Chairs Dave Moorehead and Mickie Hale have planned for us at Hope Island this month!

In addition to the cruising seminar series in partnership with West Marine, described elsewhere in the newsletter. We have new events and activities in the planning stages for later this year; stay tuned for *news!* It's *your* energy, creativity and inspiration that make this club so much fun; if you have ideas to offer, please let us know!

Micki McNaughton,
The Stargazer

Two SSSS Seminars

ANDREW KERR RACING

We once again have the opportunity to come and hear from Andrew Kerr. Andrew is a champion racer and more importantly a teacher/coach. He has many things to share with us. So grab a friend and come to the view point room at West Bay on February 16th and April 19th to glean information on how you and your crew can become even better racers.

A mere \$20 will get you in the door for both sessions if you are a member of SSSS, yet another perk of Membership. \$25 will gain you entrance if you are not a Member. And if you are under 18 you can get in for free. What a deal!

We will start at 1900 and go until about 2100. Andrew is looking to the racers for feedback on what you would like to hear, so shoot me an e-mail or give me a call and let me know what you like to see covered. debdatchr@aol.com

CRUISING SEMINAR

O.K. now for the cruisers out there. We have Andrew for the racers, but this year we are doing an additional seminar for those of you interested in cruising. Yes, racers are invited also. SSSS is partnering with West Marine to offer a series of Cruising Seminars.

They will be held at West Marine from 1800 to 2000 on March 1st, 8th, 15th and 22nd. The cost is right ... free. You can't beat that. So grab a friend and come on

out to learn about cruising in the Northwest.

We will be covering the San Juans, Canada and possibly even cruising the Northwest Passage into Alaska if there is interest. We will be covering a variety of topics including where to go, what to take, where you can take on fuel and water ... how to get in and out of Canada, assuming you want to come home. Let us know what you would like covered and we will see what we can do to get it included.

Debe Andersen, D'Lavicea



Foredeck Apes sighted Fall Series Race 2 photos: Thera Black

Sailing With the Wounded Warriors

Circle the date, Saturday July 14! The board has invited some of the Wounded Warriors from JBLM to join our sailors for an afternoon and evening on the water. They will have dinner with us and then have a chance to go sailing and explore Budd Inlet on some of our boats. We are just starting to put the event together so stay tuned ... there is definitely lots more to come.

Suzie Shaffer

Toliva Time is Here

If you haven't heard yet, there has been a change made for Toliva The race weekend has moved up one week to February 10-12. The date change affords racers to have Presidents' Day Weekend to be with family or friends.

To avoid a late charge your entry fee must be in by February 7, if you download a form and pay by check or cash. Or you could get an extra two days by paying on line with your credit card.

If you have never experienced Toliva, or if this is your 41st time, there is something for everyone. Come for the party, stay for the race is a great motto to have. If you're not a racer, you can join in by volunteering or just having fun with the sailors. If you want to volunteer, just contact me, Suzie or Thera, and we'll make sure you have a great time. If you're just racing, come and enjoy the best hospitality you will find anywhere.

So no matter what your plans are, plan on attending Toliva.

Cheers,

Don Waterhouse

S-t-S Needs Photos

As we start the new year we need new photos. We particularly need Toliva photos. Take your camera sailing.

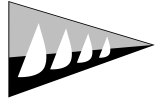
South Sound Women's Sailing Group

The Women's sailing group meets the third Tuesday of the month. The host for our February meeting will be announced. We also try to get on the water on the second Sunday of each month. Several of us enjoyed a wonderful sun filled sail on the Clara McDougal last Sunday. Mark your calendars for next month!

Plans for **The South Sound Women's Boating Seminar** scheduled on Saturday, May 19th are developing quickly. This year's theme for the conference is Cruising. We have a list of strong presenters in addition to a number of hands on workshops for participants to enjoy. Save the date now so you don't miss this information and fun filled event.

If you have any suggestions for a topic or a speaker please contact Cyndie Phelps, clpssh@aol.com. See you on the water!

Michelle Morris



Southern Sound Series Rep Report: Duwamish Head

The second race of the four-race Southern Sound Series was hosted by the Three Tree Point Yacht Club on Saturday, January 7th, 2012. The race starts at The Des Moines Marina, heads north to Alki Point, then east to the Duwamish Head Dolphin in Elliott Bay, west to Blakely Rock and then back to Des Moines. The distance is slightly over 30 miles.

The Delivery. This is the longest distance to the start line for most of the SSSS racers, approximately 40 miles. SSSS boats *Something Special*, *Outatime*, *Korina-Korina* and *Steamy Windows* moor in the Tacoma area, so their delivery is short. *Charlemagne* arrived in Des Moines several days before the race. *Showtime* departed around 0500 on Friday to make the long haul. *Sugar Magnolia* kept her delivery plans hidden. The rest of the SSSS fleet, *Pax the Space Spider*, *Bodacious*, *Mystify*, and *Koosah* arrived at the Tacoma Yacht Club early afternoon on Friday and enjoyed a relaxed meal in the wonderful dining facility of the club. We all motored over to Des Moines the next morning.

The Start. Thirteen boats in the Cruising Classes, Flying Sails and Non-Flying Sails, started in a light southerly wind at 0930. Thirty minutes later the PHRF classes began their starts in a dying wind. The race committee was able to get off three starts before the starting line became so crowded due to lack of wind that they had to postpone the next start for 37 minutes. Eventually all started and the wind increased.

The Race. Under gun-mental gray clouds it was a spinnaker run to Alki Point in light air. Then it was a reach to the shortened course at the Duwamish Head dolphin. Although the wind was enough to continue on, the Race Committee wisely

decided to shorten it there. There was no assurance that the wind would hold, the fleet was scattered due to the delayed starting sequence and there was a three-knot ebb that all would have to fight on the way back to Des Moines.

ONE SECOND!!! *Koosah* has won two races by one second: *Bodacious* on a McAlister Creek Race and *Aja* on an Islands race. The thrill of winning by one second is difficult to explain. Well, I now can understand the other side of the one second: *Silver Breeze*, a Catalina 30 from the Three Tree Point Yacht Club beat us by one second! The competition among



Pandora, Fall Series Race 1 photo: Steve Worcester

the J-35 fleet was fierce. These are class boats, same handicap so you know immediately how well you performed. Three boats, *The Boss*, *Melange*, and *Great White* were one second apart at the finish! You could feel their adrenalin all over the race course as they were finishing. Three other J-35's were two and three seconds apart at the finish also!

The Silver. *Pax the Space Spider* and *Showtime* were each first in their Division. *Charlemagne* pulled in a third, *Koosah* a second, by one second, and *Outatime* a third. At the time of this writing, *Bodacious* was listed as DNS, -did not start. They did compete and perhaps we will discover why they were listed as such.

Next Race: Toliva Shoal, February 11th. No Delivery, No excuse not to race!!!

Dave Knowlton, *Koosah*

Full results and photos on the Series web site.

PHRF Dues Due Now

PHRF is the organization that gives us our handicaps. Your handicap is valid only if your dues are current. They were due January first. **We will be checking at Toliva** and for SSSS races.

Renewing members can simply return the dues notice mailed you, if you still have it. Otherwise you can find one on the PHRF web site. Joining? This, the start of the year, is a good time to join. See Rafe Beswick, our Handicapper.

Steve Worcester, Star 6937

Cruise News

FEBRUARY CRUISE

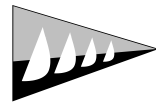
Yes there is a February Cruise! The Cruise will be to Hope Island on Saturday the 18th. Come join us for this winter Cruise and get away from the dock for the night. We've been so busy planning the New Years Eve and January Island Home Cruises, we haven't spent much time on this one. But you should know by now that we'll come up with something fun to do. If there's something you would like to suggest email us at cruises@ssssclub.com.

To see the whole season Cruising schedule go to the Cruise Office on our web site. We love being your Cruise Chairs and we really like to hear from you! So get involved and send us your suggestions for future Cruises or pictures and comments from past Cruises. It's all of *you* that make this Club so great.

NEW YEARS'S CRUISE

New Years Day. What a beautiful way to start the new year and what a great morning to wake up on your boat. The sun shining in the cockpit, we have 4th of July in the Pacific Northwest where the weather isn't this nice! Dave and I walked down to the Spar for breakfast and talked about the really great time had by all the night before. It's hard to imagine that anyone could have had a better New Years' Eve celebration.

We had five boats at Percival Landing. We kicked off the evening on *Getaway* with happy hour and appetizers. We had



so much food the party could have stayed right there and no one would have left hungry. But of course that didn't happen.

People kept coming so some moved on to *Puelche*, Rod and Christina Macaya's boat lit up with Christmas lights. They hosted the soup/salad course and there were lots of wonderful contributions there. Two types of soup and three salads to sample from.

Then on to Terry and Val VanMeter's boat *Passages* for the main course. There we had lasagna and chicken curry. Yes the boats were crowded, lots of people came. I counted at least 30 and I'm sure I missed some. But that just made it real cozy and lots of fun.

We finished up dinner around 1830 hours and about 20 of us walked down to the State theater for the Stardust show. What a great performance featuring "Charlie Chaplin", "Marlene Dietrich" and "John Wayne" to name a few with lots of laughs and forties music and dance. There was a New Year's champagne toast at midnight, New York time, then the show

finished up. There was a raffle afterwards and two of our group had their names drawn, Joel Rhett and Steve Pippin.

And the party didn't end there. Back to Percival Landing we went for champagne and dessert on *D'Levicea*, Debe and Terry Anderson's boat. Apple crisp, pumpkin pecan pie, fudge and brownies, oh my! And Eric provided fortune cookies too. I learned if you add the words "in bed" to your fortune, hilarity ensues.

Of course with us as Cruise Chairs you know there just had to be cannon fire. And a New Year's salute right at midnight is almost mandatory. Apologies to Frank and Lisa Mighetto on *Murrelett*, who were already tucked in. But it was the perfect ending to a really great celebration. Thanks to all who came with their wonderful food, happy faces and good company, because these cruises would be no fun without all of you.

Mickie and Dave, *Getaway*

Star Racing

It is currently a quiet time in the local Star Fleet, though it is the season for warm water regattas in sunnier climes. An amazing number of regattas occur over the winter, all of which are fully reported on the ISCYRA web site, www.starclass.org.

Plans for the local Star season have begun. The Black Star Regatta will take place on the weekend of April 28-29. The organizing committee had its first meeting on January 26. We are looking for more



Hope Island Race photo: Glen Hunter
More Hope Island photos by Glen on line

Fleet members to participate in the planning phase of the regatta this year. Please call BSR Chairman Sherwood Smith, if you'd like to help: 866-8567. We meet every few weeks prior to the event, and the food and drinks at the meetings are first class.

We anticipate a full, weekly racing schedule again this year, as Norm Smit has planned. This will begin the Monday of the week following the BSR, and run through August. Weekend events are also scheduled. Hopefully we can get 20+ boats out every week.

Last summer, the antique hoist at West Bay was condemned by L&I, and removed, which has put a serious crimp in our launch and retrieve capability. We rented a crane and did the haul out in one day, instead of three, last October. We anticipate doing a one-day launch with a rental crane again this spring, so it is not too soon to start preparing your boat for launching, even in February.

Speaking of which, please contact Bill Brosius soon, to schedule your bottom job, and whatever else you might need, in his shop, so that you are ready for launch day. Bill will be spending part of February in Hawai'i, so call him soon to book your slot. The antifouling properties of the paint are fully effective, even if the interval between painting and launch is 60 days, so there is no problem if you paint early.

The SSSS Meeting on February 14th will feature a presentation by myself and Bill, all about *Alcor*, his 1932 wooden Star. Its past history, the story and photos of the restoration, will accompany an illustrated narration of the "old goats in old boats:" *Alcor* in the Bedford Pitcher and Star Centennial regattas last September in Westport, CT and Larchmont, NY. Hope to see you there!

**Sherwood Smith,
*Upstart, Star 6660***

Portsmouth Racing Spring Meeting March 22

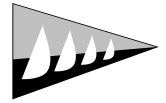
Just a quick announcement. The Dinghy Fleet and Laser One Design Fleet will have the Annual Spring Meeting at the View Point Room at West Bay Marina at 1830 on Thursday March 22. Anybody interested in small boat racing or Laser One Design racing is welcome.

Jim Findley, *Skaga / Not Sirius*

RC Report

Hello Racers, As I write it is the eve of the first race of the Inlet series. It promises to be a cold one. Brrrr.

Beyond the Inlet Series, we are back to buoy racing, starting with the Spring Series. Which brings me to the point of this month's article: We need to start looking for a new buoy tender. The buoy tender is the person who puts our buoys in the water in springtime, ensures that they stay on location all spring and summer, and then retrieves them in the fall. They also put special buoys in the water, for certain races such as tomorrow's buoy off of Flapjack Point, and the buoy off of Zittle's Marina for the Maclean Memorial. Finally, this person maintains the buoys by



repairing, or replacing as needed, especially over the winter. This includes buying new ground tackle, paint, etc., reimbursed by the Race Program.

As you can see, this is an important and big job. Who, you may ask, has been doing this for us for the past several years? Answer: Clark McPherson! Clark has done an excellent job with this, keeping our racing functioning by providing buoys for us to race around. Clark has had help from Kelly Coon, with his boat out of Boston Harbor, in order to get the buoys to their location. Bill Brosius has also helped with the Star Fleet runabout, and Dave Elliott has been our go-to guy for the Flapjack Point buoy, which was very close to his house..

So, we are looking for a new person to take over this responsibility. Someone who has access to a runabout would be most preferable, and someone with some outdoor space to store the buoys over the winter, about six of them. You would work closely with the Race Chair, ensuring that buoys are in place for each race. Things come up over the course of the year, so sometimes we have to react quickly, in order to keep the racing experience as seamless as possible.

This buoy tender position does not get the limelight of being on the Board, but is equally important as many Board positions. The pay is excellent, as Clark can attest, in the form of satisfaction with having a good racing season. Send your resume, which needs only to include the words "Yes, I will do this," to Clark or myself. We are an Equal Opportunity Employer!! Thanks!!

Happy and safe sailing in the New Year,

**Joe Downing,
Starlight #6381, and Vintage**

Toliva Raffle

The High school sailing program holds a raffle drawing at the Toliva dinner, the Friday before the race. The items are all donated and the proceeds go to keep the cost reasonable for the kids. Tickets will be available the night of the dinner.



*Liberty, 2011 Toliva Shoal Race photo: Laura Smit
More Toliva 2011 photos by Laura on line*

Letter:

My Summer Cruise Learning About Engines and Humility

This is continued from last month and finishes the story. Nauti Dog is in Anacortes and needs to return to Olympia but the engine has not been reliable. You can catch up on line.

The crew voted unanimously to stay with me and bear whatever the gods of wind and diesel engines had in store for us.

For a variety of reasons, we again elected to travel the Swinomish

Channel and lacking any wind at all motored successfully down the Channel and eventually into Oak Harbor for the night. The next morning, winds were again not sufficient to make any progress under sail so we set off again using the engine. It performed marvelously for about two hours before the temperature alarm went off again, as did I. Susan took it all in stride, any day on the boat is better than one in the overcrowded classroom, reminding me that we were on a sailboat. Accordingly, we raised the sails and for the next hour proceeded along at speeds approaching two knots.

Growing frustrated at our lack of progress, I started the engine to see what would happen. We got a nice, healthy flow of cooling water and so motored along for about 30 minutes. And that was how the rest of the day went, alternatively motoring, cursing at the overheat alarm, and trying to sail in very light wind. We made it into the marina at Edmonds that evening.

While Susan and the boys went out to find supper for us, I located a water hose and did some concerted back-flushing. I did flush out a significant amount of scale, but, as we discovered the next day, apparently left enough in the system to plug it up good and proper, losing the "intermittent fault" condition that had allowed us at least some engine time.

We also had no wind. Zilch. Nada. Spinnaker notwithstanding, it took us the entire day to travel from Edmonds to Seattle. Walking would have been faster.

Several hours out of Seattle, about an hour before closing time, I began calling marine engine repair companies in the Seattle area. The result was that a mechanic met me at the Bell Street Marina bright and early the next morning.

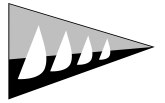
Repeating much of what the mechanic in Anacortes had done, he concluded that the mixing elbow, located between the exhaust manifold and the outlet system, was plugged and needed to be replaced. A series of phone calls determined that a replacement mixing elbow was available at a warehouse in Tukwila; however, the flange that mounts it to the exhaust manifold wasn't in stock. It would have to

Welcome Aboard New Members

Please join us in welcoming the following Members to South Sound Sailing Society. Look for an opportunity to welcome them to South Sound's best sailing community.

New Members - Welcome aboard!

Andrew Cannard	<i>Pyxis</i>	Pearson 30
Jason Vannice & Tamar Krames	<i>Aquila</i>	Cascade 29
Clark & Gloria Jennings	<i>Kaydee Marie</i>	Alberg 30
Mark McCuddy	<i>Tiger Lilly</i>	Flying Tiger
Adam Harris & Donna Podger	<i>Bellavia</i>	Mercator 30



be shipped, overnight at best, from Atlanta. If I could find a machine shop that could separate those two parts, seemingly welded together by corrosion, I still had a chance to be underway yet that day.

Debbie agreed to leave work in Tumwater, pick up the part in Tukwila, and deliver it to the boat. Susan and the boys took advantage of the time to play tourist in downtown Seattle, while I set out on foot to locate a machine shop. By a very round-about route I ended up over on Westlake Avenue at a shop specializing in repairing European imports. A mechanic was summoned from the back room and, turning the parts over in his very dirty and worn hands, shrugged and said, "No problem." I could have kissed him.

Thirty minutes later he handed me the mounting flange; separated from the mixing elbow, sandblasted and painted with grey primer. Showering them with thanks and cash, I hoofed it back across downtown Seattle, arriving at the marina just about the time Debbie pulled up with the new mixing elbow. I quickly installed the new part, checked to ensure all other portions of the system were properly configured, and fired up the engine. Voila! There was no water flow out the exhaust.

Since there was no profanity in English worthy of the occasion, I chose Russian. Susan, on the other hand, took it all in

stride with her standard observation: "It's a sailboat, Dad. We can sail home."

Even so, it was decided to send the boys back to DuPont in the car with Debbie while Susan and I set sail southward at four-thirty in the afternoon. Letting the alarm scream all it wanted to, I motored out into Elliot Bay. The wind was blowing from the Southeast at about fifteen knots, so we were able to make Blake Island on a single port tack. At that point, we found

dark. The strong headwind and fairly strong following current combined to make some very impressive chop. *Nauti Dog* handled it well, but things began coming loose down in the cabin and made noises that caused Susan to lose her philosophical detachment. The final straw came directly under the bridge when the radar enhancing globe came loose from its yard and came crashing to the deck. That was the only point on the voyage I had to pull rank and declare that we were pressing on forward.

One element in that decision: we'd only encountered one other vessel since leaving Blake Island, a tugboat towing a barge. And our luck in that regard continued; we only saw one other vessel on the water the rest of the night. And sailing in the dark isn't terribly difficult. Even though I

couldn't see the masthead fly and telltales without the spotlight, I learned that I could feel the boat well enough to keep her pointed properly.

There was no significant wind North of Anderson Island, so Balch Passage wasn't an option; instead we continued on into Nisqually Reach. The payoff for that was a magnificent view of the moonrise over Mount Rainier!

With the almost-full moon lighting our path, we made the turn at the end of Anderson Island and started a broad reach toward Zittel's Marina by the end of



Eld Inlet Race, D Class start photo: Peggy O'Brien
More Eld Inlet Race photos by Peggy on line

the wind running straight up Colvos Passage which meant we had to tack back and forth, pointing as high as possible each time. I got to learn a lot more about sailing in that ten mile stretch, adjusting the main to lessen the heeling and the boat's tendency to round up. I was rewarded by seeing the knot meter register 6.7 knots, which isn't bad on a boat with a theoretical hull speed of 6.45.

We reached Point Defiance about the time the last bit of natural light left the sky. We were now sailing through the Tacoma Narrows in the



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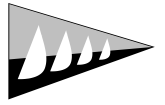
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Johnson Point. Unfortunately, the wind had been dying. By the time we'd mostly drifted past the Southern edge of Anderson, the wind had died completely and so did any progress. If we'd been in a dinghy we could have rowed into the marina; as it was we just floated.

In frustration, I fired up the engine and headed for the marina. I kept it at full throttle until the boat reached 4.5 knots, then turned the engine off and we coasted, letting the engine cool off. The progress was encouraging, so I repeated it again, and again. The sky had been noticeably light at three o'clock, it was now June 23rd, and by the time we pulled into the boat's slip it was 4:30 in the morning and full daylight.

Susan and the boys flew out the next day, returning to Tucson with tales of adventure on the sea and plans for next year's voyage. On Monday I was back on board and dissecting the engine at my leisure. I removed the mixing elbow and back-flushed out more scale, then removed the exhaust manifold to take home and

completely re-work. Almost as an afterthought I decided to also take the raw water filter. Since the hose clamps wouldn't come off the filter easily, I disconnected the hoses from, respectively, the Kingston valve and the water pump and put the whole assembly in my truck.

Since Inlet Marine wasn't that much out of my way, I stopped by there to ask Daniel's advice. As it happened, the field mechanic, Brian, was in the shop at the time. Listening in on our conversation, he asked about my intake hoses. I went out to the truck and brought in the raw water filter with both hoses. Brian looked at them and remarked, way too casually, I thought, for such a momentous revelation, that they were the wrong kind of hoses. They were "heater hose" and lacked the coiled wire stiffening that proper intake hoses needed to keep them from collapsing under suction.

Had this been a cartoon, people would have seen my jaw drop to the point where it smacked the counter and made a "clang" noise. That is what would cause the kind of "intermittent fault" I'd been experiencing. No amount of

back-flushing would cure it nor expose it. And indeed, two lengths of the proper kind of intake hose did, after the rest of the scale was flushed out of the system, resolve the problem.

I learned a lot about my engine during the whole experience. I also re-learned a number of lessons that the Air Force so generously taught me:

- There is no such thing as "I can't take any more of this!" Of course you can; you do what you have to do. Suck it up and focus.
- When you leave home base, there is no such thing as too many spare parts.
- When an intermittent fault seems to have gone away by itself, it hasn't really.
- The difference between an ordeal and an adventure is how you look at it.

Mike Farley, Nauti Dog

Cruising This Summer?

Come to the Cruising Seminar. Going back? Come share your knowledge meet others who are going your way. Going somewhere new? Come learn from others who have been there. Let's talk cruising.

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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the second Tuesday of the month.

2011-12 SSSS Board Members

phone numbers are local, area code 360

Commodore	Micki McNaughton	705-0372
Vice-Commodore	Richard Bigley	485-2761
Secretary	Annie Stockton	352-8291
Treasurer	Terri Coe	620-8811
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Cruise Chairs	Dave Moorehead	(360) 978-4205
	Mickie Hale	(360) 870-5648
Past Commodore	Myra Downing	584-6886

Our Handicapper is Rafe Beswick, 888-9844



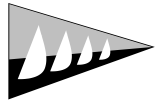
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Keller Williams Realty
1217 Cooper Pt. Rd Suite 5
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Crew Sheet

Crew Wants Ride

Chris Fry 584-0582, westbaypaddleboards@gmail.com
 Steve and Cyndy Pippin, (907) 764-2582,
 muddriver8@hotmail.com

Tony Cox: 866-7861, coxoly@comcast.net
 Jeff Judsen, (425) 780-8580, jeffnm156@yahoo.com
 Todd McLendon, 789-5142, tlmclendon@yahoo.com

Looking for Crew

D'Lavicea, contact Terry dbleupher@aol.com, 459-2650
Hope, day sailing and cruising, contact Frank at 584-4400

Want a ride? You could be listed here for free: Ads run three months and can be renewed. Contact me by the next Meeting to be listed in the next S-t-S. Contact me by the Meeting to be listed in the next S-t-S

Ditty Bag

Buchan-Miller 37, custom liveboard/cruiser, priced mid 30s, Rob 491-7014

400 ft of 22mm doublebraid, eyesplice in one end. \$250, Rob 491-7014

Outboard 2 stroke. Maintained by Tom's Outboard. Quick stall cord installed. \$350 or b/o, Mary Fitzgerald 754-1516

Sta-Set Line Suitable for Halyard, 1/2 inch diameter, approx 110 ft long, white with red flec. Used for about 1 yr, slightly soiled. \$75 OBO. Dave Lester, dhlester@gmail.com, (253) 549-4428

Cal T/2, Wizard 27 ft. Racing and cruising sails with Furlex. 2007 8 hp Yamaha. Awlgrip. Livingston 8 ft. dinghy. Autohelm. now offered at 5K. 4K if you would prefer doing a new bottom job. (480) 588-8478 or rakycek@comcast.net.

30 amp marine power cord, 50' long, free to good home. Works fine, but is quite weathered. Joe 584-6886.

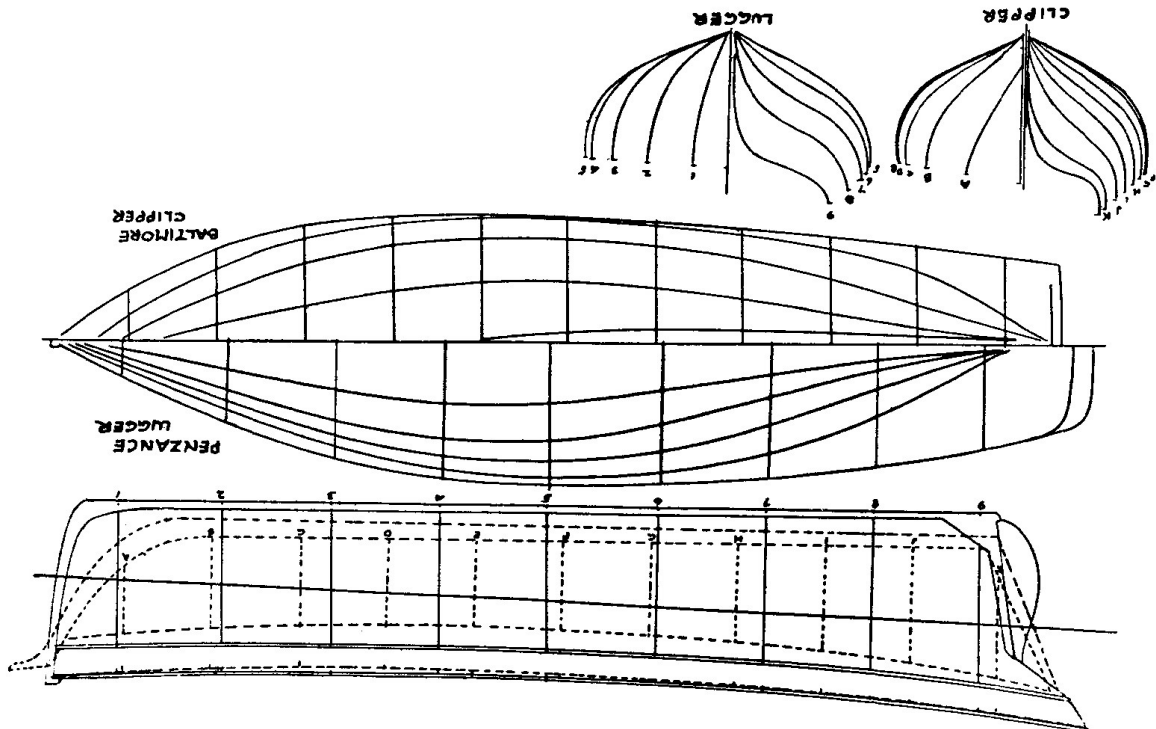
Ads are free for Members, run three months, and can be renewed. Contact me by the next Meeting to be listed in the next S-t-S.

Race Toliva Shoal

February 11
 or at least come party

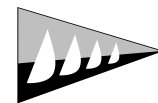
Andrew Kerr Seminar

February 16
 Do not miss it; your competition won't



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SSSS Member Survey

The SSSS board, and yours truly, have often wondered how our Members get information about Club events. We come up with a lot of questions. They range from the technical, like what size monitor do Members use? To your preferences, like do you prefer to read long documents on line or in print? To the more practical, like what is the best way to contact the Membership fast?

So I have written a survey in hopes of getting answers to at least some of the questions. We urge Members to help us out by taking the time to fill it out. You can **find the survey in the S-t-S on line** and the Bar.

The survey is for South Sound Sailing Society Members: past, present, and possible near future. We would also like to hear from non members who regularly attend our events, like race crew. If that describes you, please take the time to answer the questions.

Please take the survey only once. This is not a vote, but an attempt at better communication with our Members for a better Club. We need your help if that is to be the result.

The survey is on our web site only. We do not have a printed version for practical reasons. If you are a Member and do not go on line regularly, please enlist the help of a family member, or a Club Member, and fill out the survey if you can. I would like to know how many Members rely solely on print.

Hopefully this will help us give you a better S-t-S and web site.

Steve Worcester, Star 6932

Cruise News

JOINT CRUISE TO ISLAND HOME

Here's hoping this report finds you all well after the winter snow and ice event that left so many without power for days on end. Fortunately, because of the tides, we moved the joint Cruise from that awful weekend to the one following and the cruising weather gods were with us. We had sun on Friday, warmer temps on Saturday and though we had rain on Sunday, no snow or ice. Hooray! Let's hope we're done with that nonsense for this winter.

With the nicer weather came a great turnout for this special cruise. We had a total of 34 boats from both clubs. 11 OYC boats: *Penny's Loafer, Grand Finale, Kinship, Kiss Intel II, LaForza, Recess, Sunday's Child, Two Lefties, Voyageur, Wolf Gang II, Carol*. 8 OYC/SSSS boats: *Balder, D'Lavicea, Inati, Kalakala, Murrelett, Sidetrack, Vintage, Voyager*. And 15 SSSS boats: *Getaway, Midnight Blue, Mischief, Passages, Pax the Space Spider, Penguin, Puelche, Skaga, Brass Ring, Swirl II, Katie Marie, PenOziequah, Khamsin, Maranatha, Sir Pending*. With a total headcount of 79 fun loving cruisers.

Most took advantage of the two night offering from OYC with about 10 boats coming in on Saturday. A big thank you to Rick and Barb Bergholtz for doing all the registration and collecting the money, buying all the beverages for the thirsty

boaters and the countless other things they did to make this Cruise such a success. And a special thank you to Myra, our Past Commodore, for all her efforts in the planning process and for being everywhere, doing everything all weekend long. OYC Commodore, Leslie Thompson, and Past Commodore, Carol Robinson, provided eye openers and a very special breakfast Sunday morning that was attended and appreciated by all. We just can't thank the OYC officers and members enough for their generosity and camaraderie that made this joint cruise so wonderful.

We had a great appetizer potluck on Friday night with lots of hearty offerings that left no room for dinner. People visited and got to know each other, played games, and some that brought their instruments and jammed together. The clubhouse is warm and inviting and we all took advantage of that.

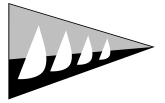
Saturday everyone kept busy visiting, greeting new arrivals, walking the trails and filling in their boat bingo cards. Some even found time to relax in the clubhouse and read or knit or jam with their fellow musicians. We shot the cannon, you knew there was going to be cannon, for a sunset salute, kicked off happy hour, and played the boat bingo game followed by another great potluck. The good fun and fellowship continued into the night.

Sunday we all woke to a soggy morning as the rain had started around 0300. But with coffee, eye openers, and a great breakfast to look forward to in a warm dry place it wasn't hard to get up and start the day. And what a great breakfast it was with

Eld Inlet Race January 14

Boru was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 10:00 Distance: 11.1 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	12:15:22	11:51:30
2.00	18633	I5	SANZ 33	117	12:15:55	11:54:16
3.00	18351	MISS CONDUCT	OLSN 29	102	12:21:32	12:02:40
4.00	79089	LIGHTLY SALTED	BENE 10R	96	12:24:04	12:06:18
5.00	64985	LIBERTY	C&C 35	123	12:32:37	12:09:52
6.00	83179	HE LIVES	JBOA 92	108	12:48:52	12:28:53
7.00	69095	MYSTIFY	WILD 30	120	12:55:55	12:33:43
S-CLASS Start Time: 10:00 Distance: 11.1 nm						
0.75	12	PAX		-10	11:38:32	11:40:23
2.00	69399	FLYING CIRCUS	EXPR 37	72	12:04:58	11:51:39
3.00	29	TIGER LILLY	FLYT	57	12:04:31	11:53:58
4.00	69174	DYNO	SOVR 33	93	12:13:50	11:56:38
5.00	1005	SILVERHEELS	SYN	54	12:11:00	12:01:01
6.00	592	GAYLE FORCE	MEL	99	12:22:48	12:04:29
B-CLASS Start Time: 10:05 Distance: 11.1 nm						
0.75	69358	SUGAR MAGNOLIA	STWO 7.9	180	12:41:52	12:08:34
2.00	28877	SHOWTIME	OLSN25-1	174	12:42:07	12:09:56
3.00	47914	KAITLIN	RANC 32	168	12:43:29	12:12:24
4.00	51496	PANDORA	CAL 36	165	12:45:30	12:14:59
5.00	29718	MARANATHA	RANC 33-1	174	12:50:57	12:18:46
6.00	260	SPIFF	RANC 26	216	13:03:06	12:23:08
7.00	29462	INATI	RANC 29	207	13:06:25	12:28:07
8.00	59851	D'LAVICEA	HUMC 40	108	12:49:50	12:29:51
9.00	69658	MARIAH	NAJA301	171	13:07:00	12:35:22
D-CLASS Start Time: 09:35 Distance: 11.1 nm						
0.75	00	VINTAGE	RANC 33	197	12:21:30	11:45:03
2.00	39458	RELEAF	PEAR 30	247	12:44:02	11:58:20
3.00	328	TUSHITA	CATA 42	155	12:33:52	12:05:12
4.00	39110	KOOSAH	PEAR 36-1	177		DNF
4.00	69220	OH MERCY	CAPR 22	245		DNF
4.00	69927	BALDER	ERIC 38	143		RAF



bacon, French toast casserole, breakfast burritos, and fruit salad prepared and served by the OYC commodores. Again a big thanks.

Well after the cleanup people started departing for home. Yeah we all had to slog home in the rain but with full bellies, a warm feeling of friendships old and new and lots of great memories to contemplate. If you're not cruising with this great group of South Sound Sailors, you are really missing out on a super way to enjoy being on the water. Hope to see you out there!

Your SSSS Cruise Chairs,
Mickie Hale and Dave Moorehead

Armchair Boating Reviews of Four Books

Winter is a great time to sit in a comfy chair by the fire reading salty tales. Here are a few of our lesser known favorites:

The Boat Who Wouldn't Float by Farley Mowat: Anyone who has had the experience of fixing up an old boat will sympathize with Mowat's misadventures on a stubborn schooner. Full of riotous events and lively characters including Newfoundland fisherman, Basque smugglers, and a triumphant sail into Montreal's Expo '67.

Airborne by William F. Buckley: This is a witty and often laugh-out-loud story of an Atlantic crossing made by Buckley with family and friends on a 60 foot sailboat. Also included are many colorful anecdotes about Buckley's offshore racing career.

Loki and Loon by Gifford B. Pinchot: The two great passions of Pinchot's life were sailing and his remarkable wife Sally who shares their adventures offshore racing and cruising. From the Chesapeake Bay to Tahiti this book covers over 30 years of "a love affair with the sea".

The Magic of the Swathways by Maurice Griffiths: This group of essays, first published in 1932, follows Griffiths' exploration of the creeks and estuaries of the East Coast of England. As a yacht designer and editor of *Yachting Monthly*, he admired the virtues of what he called "simple craft" and the solitude of these quiet places.

Bob & Beth Connolly, Pandora

Annual PHRF Meeting HANDICAPPERS' COUNCIL

The PHRF-NW Handicappers had their annual meeting January 29 at the Tacoma Yacht Club. Some new handicappers were introduced and some prior ones elevated to emeritus status, meaning we were keeping them on tap so we could pick their brains when needed.

The expected changeover of Chief Handicapper did not happen as the replacement came down with a serious medical condition so Alan Grim will soldier on for another year [this came down a week prior to the meeting]. He was subsequently given an appreciation plaque with a question mark inscribed after the ending date that had initially been placed on it.

The appeals process was discussed and the efficacy and desire to use electronic virtual meetings entered the discussion. It was mentioned if enough appeals are brought forward, another handicappers meeting can be convened at any time during the year.

A Mumm 30 one design rating was established at 54.

At this meeting six appeals were presented. *Rafe gives us the out come of all of them, but for reasons of space, you must go on line to read them I left in two. One could effect a SSSS boat, the other is an old boat seeking a new rating.*

A Blanchard 26 asked for rating relief. A T designation was assigned by acclimation allowing the responsible handicapper to address the matter outside the purview of the council.

Sachem, a 1980s two-tonner, asked for rating relief from 51 to 60. This was granted. Hernan, if you want to start racing again, this means you can get a better rating for *Camouflage*. I'll help you with that if you ask.

Island Series Crew Awards

Awarded at the January Meeting

A Class: Larry Conlee, *I5*

B Class: Alex Dzinbal, *Sugar Magnolia*

The take-away message from this session? Check with your handicapper before changing your boat or buying one with modifications, and if you want to appeal your rating, get it up to snuff first. Clean, smooth bottom, current sails and good crew work need to be there before any rating consideration will be given. Many skippers asserted that their boats weighed in more than per the design specifications. This carried no weight. The Chief Handicapper made the statement that it has been the Council's observation over the years that all boats are over the designed weight. For handicapping purposes, the design weight is what is used for initial rating purposes, and after that it's observed performance.

Rafe Beswick, Dragonfly

PHRF DIRECTORS MEETING

The annual Directors meeting was fairly routine. We also met at TYC, in the room below the Handicappers.

There was a presentation by a racer upset that the RC let people pay PHRF dues after the Duwamish Race, when, by the rules, they are suppose to be paid prior. He wanted TTPYC to disqualify them.

He was told that the RC is not about to protest these people, some of whom spent hours trying to pay PHRF after a PayPal mix up. However as a racing skipper he can protest this himself.

A word to the wise, He may come to Toliva. Make sure your dues are paid.

Steve Worcester, Star 6932

McAllister Creek Race Rescheduled

Our race committee was snowed in! The RC boat skipper, George Hansen, could not get out of his driveway the day before the race to get the race gear.

The Race has been rescheduled for February 4, the day after this is to be mailed.

SSSS Boats at TTPYC's Duwamish Head Race

1 A	na	Pax
2 I	18 OA	Showtime
3 F	28 OA	Charlemagne
4 F	37 OA	Korina-Korina
5 H	36 OA	Bodacious
5 D	53 OA	Something Special
9 H	54 OA	Mystify
12 I	51 OA	Sugar Magnolia
Cruising NFS	2	Koosah
Cruising NFS	3	OutaTime
Cruising FS	7	Steamy Windows

Team Race

SSSS 6th/6th, 107/216 points
Bodacious, Showtime, Something Special

If I missed someone, please tell me.