

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 42 Issue 4

December 2012

<http://www.ssssclub.com>

December Potluck: 'Tis the season for good friends and good food!

Following a long SSSS tradition, the December Meeting will feature the excellent cooking skills of our Members in a potluck setting. The Meeting begins a bit earlier, at 1830, to give us more time to chat and enjoy the delicious offerings in a convivial atmosphere. Bring yourself, a potluck dish, plates and silverware, and a friend or two to share the evening's festivities.

A more recent tradition at this meeting is the wine auction. Bottles decorated by SSSS Members—everything from ship, a bottle IN a ship two years ago, to shore, last year's Tacoma Narrows bridge entry—are presented and judged at the November Wine Cruise. Then auctioned off

at the December potluck as a fund-raiser for the Thurston County Food Bank. Cruise Chair Glen Hellman's invitation to the November Wine Cruise is in last month's Ship-to-Shore; come see the beautiful,

crazy, fantastic dressed-up bottles that folks create! The money from the auction of these marvels goes to a terrific cause, so let's get those imaginations revved up.

Terry Andersen will act as our auctioneer again this year. Donations of canned goods for the Food Bank will also be gathered at the December Meeting; Don Waterhouse has organized this effort for several years, and tells us more elsewhere in this newsletter.

Come prepared to have an awesome evening with great people, and *amazing* food, for a good cause!

Micki McNaughton, *The Stargazer*

IF YOU ARE PARKING AT OYC FOR THE MEETING SIGN IN AT THE DOOR.

SSSS Food Drive: Time Again to Help Others

Looking at the calendar, it's time for the December Potluck. That means it's also time to help others. So I will be opening up my Tahoe again this year accept your generous non-perishable food donation for the Thurston County Food Bank. This will be the sixth year that SSSS will hold the Food Drive during the December Potluck. Each year, SSSS sailors and families astound me with amounts of food given to those that are down on their luck.

Also at the Potluck, we will be holding the ever-popular Decorated Wine Bottle Auction. So please remember to bring along your cash or checkbook, and you will be able to bid on some awesome bottles that were decorated for the November Cruise. Oh yeah, you also get to keep the bottle. See you at the Potluck.

Don Waterhouse, *McSwoosh*



Releaf and Silverheels Herron Island Race photo: Jeff Hogan



Happy Holidays!

Winter Vashon Race TYC
December 1
first Southern Sound Series race

Lighted Boat Parade, OYC
December 5

Hope Island Race
December 8

Lighted Boat Parade, OYC
December 8

Dancing Lights, OYC
December 9 to Christmas

**Holiday Potluck
& Food Drive
December 11**

Visitors Welcome

Doors open at 1800, Eating starts 1830

New Year's Cruise
December 31 - January 1

Board Meeting
January 2

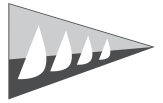
Duwamish Head Race
TTPYC
January 5

second Southern Sound Series race

**General Meeting
January 8**

Visitors Welcome

Doors open at 1830, Meeting starts 1900



Cruise News NEW YEARS EVE CRUISE

Be sure to join your fellow cruisers for the New Year's Eve Cruise, to Percival Landing. There will be a boat to boat potluck at 1730; salads on one boat, main courses on another, desserts on another. Then at 1830, those who want can head over to Harlequin Production for their Christmas show. This year's show is a musical called A Christmas Survival Guide. Tickets are \$38.00 and if we have 6 or more people attending we can get a discount. Let me know if you'd like to attend and I will pick up tickets. My e-mail is cruises@ssssclub.com.

Glen Hellman, *Midnight Blue*

Commodore's Corner: SSSS Money

The ledgers of the South Sound Sailing Society are not very festive in the holiday tradition; they are filled with black ink. Our small army of volunteers and partnerships are the Club's major asset. The board is committed to keeping Membership fees as low as possible while remaining solvent. And to attracting new Members. It seems to be working.

The total operating budget for the club is about \$13,000 per year. The biggest expense, about 47% of the budget, is printed materials going directly to Members to keep them connected and informed. We have made some changes to the printing to minimize the cost of the popular S-t-S. This month the newly updated Membership Roster should be available. The Reciprocal Guide has a beautiful web interface, but there is no substitute for the printed version to quickly scan as you are approaching a new port of call.

We manage to run the social events including the Cruising program on about 12% of the budget. We reserve another 13% to offer dinner to, and sometimes help offset travel costs for, the speakers at our Meetings. Race fees cover most of the racing program, but 14% of the budget is reserved to for capital expenditures such as buoys. Another 14% goes to the insurance required to run races and hold Meetings and rental of the OYC. Thank you for helping make this another successful and solvent year for the Society.

Richard Bigley, *Osa*

See the pie chart on the opposite page.

Lighted Boat Parade December 5 and 8

Time is getting short to join the parade, but you can always come watch. This is an OYC event, but Members are invited.

The **Dancing Lights** show, also an OYC event, starts December 9 and runs through Christmas. Details about both are on our web site.

Southern Sound Series Rep: Duwamish Head

The second race of the four-race Southern Sound Series is hosted by the Three Tree Point Yacht Club and will run on Saturday, 5 January 2013. 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. Details may be found at www.sssseries.org.

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. For the rest of the SSSS fleet an option is to arrive on the Friday afternoon, tie up to the Tacoma Yacht



Halloween Cruise
Photo of Red by Micki McNaughton,
other two by Dave Knowlton

Club reciprocal dock with electricity, and enjoy relaxed meal in the wonderful dining facility of the club. The next morning we all motor over to Des Moines for the race.

Should you and your crew wish to take advantage of this option, dock and dinner, I can make reservations for dinner at the TYC dinning facility.

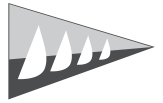
So, make sure your heaters work and you have warm clothing! Winter is the time when the winds blow and racing is at its best!

Dave Knowlton, *Koosah*

It is Time to Think About Toliva

The Southern Sound Series is under way with the just completed TYC Winter Vashon Race. And if you have been around SSSS for just a short time or are a lifetime member, you know that OYC/SSSS host the Toliva Shoal Race in February. That means it is time to start thinking about how you can help put on the best race of the Southern Sound Series. Look for more information at the regular monthly Meeting and on the web site. I'm looking forward to putting on the best race we can. With your help, we will.

Don Waterhouse



RC Report

If you weren't out racing in the Eagle Island or the Herron Island races you missed a couple of ideal days for sailing. Eagle Island started with a good southerly that carried everyone to the half way mark in near record times. For some boats there was no more than 1 or 2 gybes all the way to Devils Head or the stake boat at Eagle Island. The return was equally free of sail adjustments as the wind shifted to the West as we entered Budd Inlet and only a couple of tacks brought us to the finish line. The weather was warm and the winds seemed to always favor the direction we were headed. When does that happen while sailing?

Herron Island started with lighter winds for the 0935 D Class start, but the winds were just arriving. By noon there was a building southerly that varied from light to 10 knots in Dana Passage. It was blowing a consistent 12-15 knots for the return from Herron Island. It was a short tacking duel along the Hartstene Island shore as boats stayed out of the ebb current in Dana Passage. Stronger winds meant crews got some work outs on the homeward leg. Even the rain stayed away until close to the finish line. Nearly everyone was done by 1600 for another great day on the water.

It was great to see some new skippers and cruisers out on the race course. Both races highlight the advantages of fall and winter sailing in the southern sound. For me, sailing these winter races for 20 plus miles in 4 to 6 hours has brought me some of my best sailing memories. It may be a race but we don't forget to look at the magnified Olympic Mountains, take some time out for non-racing conversations and a warm lunch.

Thank you to Race Committee boats *Dyno* and *Fjord* for running the Eagle

Island race and to *Gizmo*, *Moonshadow* and *Nightwind* for handling the Herron Island race with only a short notice.

Of course not all races have the winds that we had these last races so if you decide to drop out of a race to please notify the RC boat, either by sailing by or hailing on Channel or 16 or 68. This is especially important during those races where there is fog, light winds, or heavy winds. If you can't contact the RC boat, try to contact someone who will relay your



Opposition gybing, Eagle Island Race

photo: Steve Wyant

message to the RC.

The Racing Rules of Sailing govern the sport on the water. They are revised and published every four years by the International Sailing Federation. The RRS 2013-2016, which come into effect on 1 January 2013 some places, is now available. However the PHRF fleet will not switch to the new rules until after the Season Championship ends in May. We will implement the new rules beginning with the Wednesday races. If you would like to see the changes that will be coming, a Study Version has been published which explains the changes and new rules. You can find a copy at the ISAF web site or a .pdf version here <http://www.sailing.org/tools/d>

ocuments/RRS20132016StudyVersion-[13380].pdf.

Hope Island Racers: A reminder that the Hope Island Race and Lighted Boat Parade are both scheduled for December 8th. While it is unlikely that the two events will overlap please be aware of the potential. The Lighted Boat Parade is scheduled to leave Percival Landing at 1800. They will travel north in the ship channel to near Channel Marker #5. From there they will make a counterclockwise tour of Budd Inlet before returning to Percival Landing. The lighted boats will be clearly visible, however, due to the lights they may have a difficult time seeing you.

Hoping Santa brings boat gear,

**Joel Rett,
Maranatha and
LoneStar**

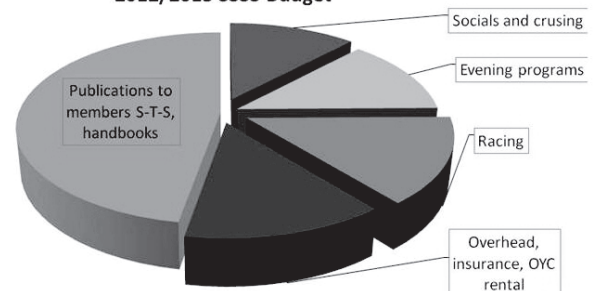
PHRF Dues Due

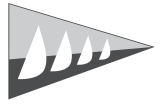
Dues notices were sent in November. Dues are due January 1 and they will check at

Duwamish Head. New this year, there is a late fee for renewing after the due date. Details on your notice. So even though we at SSSS do not check until Toliva, return it with your check now. If you have been thinking of racing with a chute, now is a good time to join, at the beginning of the year.

2012-13 SSSS Budget

General categories for the ~ \$13,000
2012/2013 SSSS Budget





Star Fleet

The Star Fleet is put to bed for the year but Bill Brosius continues to work on Boats. He has several woodies that he is restoring and hopes to have 7 wood boats some of which he will make available to those that want to give it a try and buy.

The Star Class was born in Port Washington New York in 1911, and a few months ago Catherine Hovell visited the site of the boat yard where first 22 Stars were built. See the picture of the Star keel with plaque the marks the spot.

If you didn't know, according to the information on the plaque, the Star was the world's first one design class and was chosen an Olympic class in 1932, but sadly it is not scheduled to be in the next Olympics. There are many that are working to get back in, so we shall see what happens in the next few years.

Norm Smit, *Tantalus*, Star 7094

STAR SHOP

Hello all. I thought I would start doing a newsletter of the activities going on in the Star shop. The shop is here at my house and is the home of the Bud Inlet Star Fleet as well as the Gig Harbor Star Racing Fleet. Between the two fleets, more than three dozen boats pass through the shop each year for repairs and or bottom painting. I reserve the time from September through mid January for project boats that can range from replacing control hardware and filling holes to complete restoration work. It is not unusual to have two and sometimes three boats squeezed into the shop at any one time.

Since the October haul out, I have done a complete cosmetic overhaul on 924, which included patching up scrapes and dings, sanding the entire hull and deck and refinishing both as well as replacing some worn lines and hardware. Frank Neuman had his boat in for some recoring on the deck and repainting the deck. A woody named *Sparkle*, named such by its former owner because it is all varnished from the bottom up, is being restored to racing condition including the replacement of its deck. It will be finished bright except the bottom paint area and a gunnel stripe to make it easy to repair if it gets damaged.

When finished, it will have all up to date hardware as well as new mast, boom, and sails. It will also be put into a couple of wood boat shows along with a couple of other of our wood boats.

A second restoration project is a boat named *Glisten*, a boat that was raced in the early 1960s as part of the Canadian National team. It too is getting a new deck and will be repainted a British racing green color except for the deck which will be varnished. It will also have mostly new hardware, mast, boom, and sails.

Also in the shop is Jim Findley's Lido getting some work done on the hull. Scheduled into the shop is Vicky Sheldon's Star for a new paint job and minor repairs, #31 for some modifications



to the cockpit area, 03 for the repair of a gouge in the hull suffered during a collision while racing and a new paint job on the hull.

As one can see, the Star shop is a busy place and a lot of interesting things go on in it. It is always open for anyone who wants to visit or get involved in working on a boat. I can be reached by phone or e-mail, both of which are in the Handbook.

Now that I have given you an overall of the activities in the shop in this article, I will try to update everyone each month of progress made and projects started or completed.

Bill Brosius
BISF Project
Manager

S-t-S/Web Report

It is cold and dark outside a lot right now. A good time for telling stories of last summer's cruise. We want to hear them. Our Members want to hear about your adventures cruising, be it to distant shores and foreign ports or closer to home. I know that racers have some interesting stories too. We would like to hear from you.

As I write, the software that makes thumbnails to post photos is not working. So right now the only new photos posted are the S-t-S photos. Hopefully by the time you read this, it will be fixed and there will be a lot of photos to look at.

And we need more photos. Take your camera sailing and bring us copies.

Steve Worcester, Star 6932

Letter: Being Good Crew

Dream of sailing the seven seas? Or cruising local waters? Don't have your own boat? No problem!

Finding a ride as crew for local day sailing, inland or offshore cruising is relatively easy, as there are many boat owners who would welcome another person to grind the winches, hoist the sails or take lines ashore. While racing skippers are usually looking for someone with at least a modicum of experience, day sailors and local cruisers are often happy to take someone who is willing to learn. On the milk runs to and from Mexico or Hawaii, you will find skippers looking for crew on a number of web sites such as *Latitude 38*, *7 knots*, and *find-a-crew*.

This article will give you some tips to help you get that first ride and, most importantly, ensure that you get invited back!

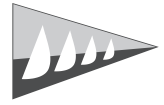
The first thing to understand is that cruising for someone is a very cost-effective way to get out on the water, but it should

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!

Lexi Z.	<i>Caution</i>	San Juan 24
Laurell Strong Olson		
Brian & Nicci Randall	<i>Sukai/Felix</i>	Bestway/Grady White
Patrick & Victoria Gehring		Cal2-29
Erin Bookey	<i>The Bookey</i>	Seidelman 29.9
Albert Napuli & Marlene Bellman	<i>Desert Sage</i>	Catalina 42



not be considered an all-expenses paid vacation. There is a difference between being a *guest* on a boat and being *crew*. For example, last summer I invited my sister to join me for two weeks of sailing on the BC coast. Every time I go to Virginia, she has hosted me in her home, and she took care of my aging parents when I was living 3000 miles away. As sisters, we had a relationship of reciprocity, and I wanted to treat her for a change. Because she did not sail, I was happy to single-hand the boat; because she was my guest, I was happy to provide linens and a well-stocked galley.

Being crew is different. Crewing is most likely a relationship of convenience, more like a business arrangement than a personal one. Running a boat is a big responsibility, and it is not free. Every person aboard the boat is an additional responsibility for a skipper, so a good crew person understands that their role is to lighten the skipper's load. The more you offer a skipper, the more likely you are to get invited aboard and to get invited back.

So start by thinking about what you can offer a skipper. In what aspects of sailing or boating are you competent? Make a list, this can form the basis for a cruising or racing resume that you can build on. Giving or e-mailing your boating resume to a skipper is a good way to introduce yourself and gives the skipper a takeaway that will keep you in mind. Boating resumes don't have to be formal, but should give a skipper an idea of your personality and skills.

Now, what are some other ways you can lighten a skipper's load?

Provisioning, cooking and cleaning are a big part of cruising and an area where just about any skipper welcomes help. If you offer to bring food, make sandwiches, cook, or help clean up, you are sure to be welcomed on any boat. For a daysail, ask the skipper what provisions you can bring. An extra batch of fresh-baked cookies, a 6-pack of the skipper's favorite drink, even a bag of chips, are always welcome. Offer

to contribute to the cost of fuel and you will earn additional points.

For overnight cruising and passages, take the initiative and ask the skipper how they want crew to contribute to fuel and food costs. Don't wait for the skipper to bring this up, as new skippers may not have thought about this. Some skippers ask crew to split the consumables like food, fuel and moorage; others prefer that everyone simply contribute a daily amount to the kitty, \$15-30/day seems about standard. It's uncomfortable to all involved if people have different expectations of what to contribute, so asking the question will make easier for everyone.

Just because you have contributed to the cost of food does not mean that the skipper will now be doing all the work of preparing it. Don't want to be asked to pitch in and help. Offer to make sandwiches. Ask the skipper to show you how the dishes are to be done, and do them. Take the initiative to learn where things are in the galley, and offer to cook before everyone is hungry.

Squaxin Island Race November 17

He Lives was the RC boat. Thank you.

Place	Points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correct Time	
A-CLASS Start Time: 10:00 Distance: 20 nm									
1	0.75		73392	BODACIOUS	BENE 35 S5	129	13:58:57	13:15:57	
7	2.00		79089	LIGHTLY SALTED	BENE 10R	96	14:06:06	13:34:06	
8	3.00		18633	I5	SANZ 33	117	14:18:40	13:39:40	
9	4.00		28415	EDGEWALKER	OLSN 34	117	14:21:45	13:42:45	
11	5.00		69095	MYSTIFY	WILD 30	120	14:53:07	14:13:07	
16	6.00		18351	MISS CONDUCT	OLSN 29	102	OCS		
S-CLASS Start Time: 10:00 Distance: 20 nm									
2	0.75		69399	FLYING CIRCUS	EXPR 37	72	13:43:30	113:19:30	
3			12	PAX			-10	13:19:20	113:22:40
4	2.00		82	MCSWOOSH	11M	66	13:47:29	113:25:29	
5	3.00		131	DRAGONFLY	VIPER 640	105	14:03:04	113:28:04	
B-CLASS Start Time: 10:05 Distance: 20 nm									
6	0.75		28877	SHOWTIME	OLSN25-1	174	14:36:10	113:38:10	
10	2.00		69358	SUGAR MAGNOLIA	STWO 7.9	183	15:10:04	114:09:04	
12	3.00		69063	GIZMO	HARM22	216	15:39:30	114:27:30	
13	4.00		160	BEEP BEEP	ULT 20	162	15:26:40	114:32:40	
14	5.00		51496	PANDORA	CAL 36	165	15:54:50	114:59:50	
15	6.00		260	SPIFF	RANC 26	216	16:16:37	115:04:37	
D-CLASS Start Time: 09:35 Distance: 20 nm									
	0.75		29718	MARANATHA	RANC 33-1	176	14:45:29	113:46:49	
	2.00		00	VINTAGE	RANC 33	197	14:55:38	113:49:58	
	3.00		69667	SASSY	C&C34	143	14:37:42	113:50:02	
	4.00		39173	BORU	CROW 34	147	14:54:58	114:05:58	
	5.00		39110	KOOSAH	PEAR 36-1	177	15:13:25	114:14:25	
	6.00		69220	OH MERCY	CAPR 22	248	15:56:10	114:33:30	
	7.00		69927	BALDER	ERIC 38	143	15:22:51	114:35:11	
	8.00		000	MIDNIGHT BLUE	HUIMC 37.5	165	16:24:05	115:29:05	
	9.00		200	AQUILA	CASC29	275	17:14:38	115:42:58	
	10.00		39458	RELEAF	PEAR 30	247	17:20:34	115:58:14	
	11.00		11682	MOMENT	SJ34	162	16:55:42	116:01:42	
	12.00		37079	OSA	RANC 33	182	17:12:58	116:12:18	
	13.00		328	TUSHITA	CATA 42	155	17:05:49	116:14:09	
	14.00		000	MONGIE LEE	ERIC32	182	17:23:18	116:22:38	
	15.00		36	PROMISE	HUNT 36	211	17:47:30	16:37:10	

Get out the whisk broom and sweep the floor, wipe up spills. Act as you would if you were staying in someone's house and wanted to be invited back.

When you arrive back at the dock, don't grab your gear and walk away, leaving the skipper to clean up after you.

Mary Campbell, *Sonrisa II*

This will be continued net month, in print or you can finish it on line.

Yachtfinders/Windseakers Inc

Ofc. & fax: **360-867-1783**

Cell: **831-247-6162**

Dan O'Brien

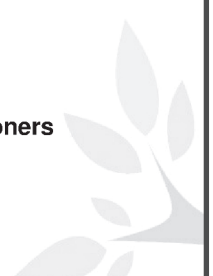
Home Office:
4226 Leavelle St. NW
Olympia WA 98502 USA

for Listings:
www.yachtfindersbrokerage.com
e-mail: dan@fastisfun.com


Abundant Health Billing

Healthcare Billing Services for Independent and Small Group Practitioners

Sandy Whitmore/owner
360.451.2501
sandy@abundanthealthbilling.com
www.abundanthealthbilling.com





Lay Lines Revisited

Very often, back on shore after a day's racing, some very familiar post race stories are told by competitors: "We ended up barging at the start and got shut out", or "We were doing really well and then over stood the weather mark and let four boats in", or perhaps "We ended up over standing the leeward mark and gave up three boats on the inside when that shift came in." Sound familiar? It has happened to all of us and it costs places in races and regattas and all of them relate to lay lines.

A team is certainly not going to nail every lay line but they can have a set of principles that can help them increase their chances of making a good call. Let's look at some lay line scenarios around the racecourse.

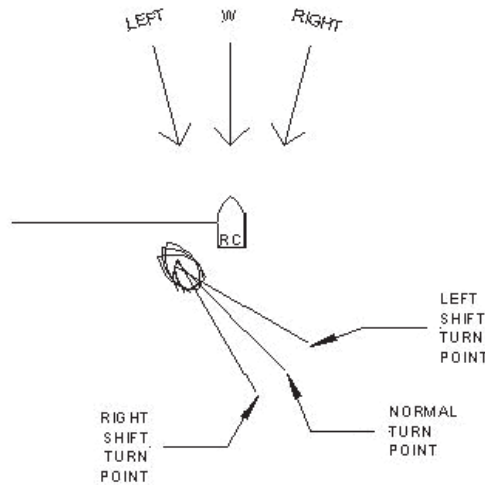
But first let's clarify the term lay line. A lay line, for this article, is the straight line course you would sail to fetch an object, e.g. a mark of the race course. Thus lay lines exist at every mark of the course, including those that define the ends of the start and finish lines.

Scenario 1: The race committee has set up the starting line with the committee's signal boat on the starboard end of the starting line. Wanting to start at the starboard end of the start line, so that they can be the first boat to tack onto port, the team gets caught barging into too small of a space between the RC boat and the nearest competitor. They have to bail out and re-approach the start line, ending up very late and behind. How do you win this coveted, but dangerous, position on the line?

Action: The solution is to better identify the time and place to make your final turn upwind to the starting line so that you don't accidentally leave too much space between you and the RC boat, for someone to barge into, or too little space to operate in, thus becoming a barging boat to the next boat down the line. Key to making this approach is to identify a safe lay line to the starboard end of the starting line and to make your final approach slightly below this line. The safe lay line is the close-hauled course that will put you about a boat length or so to leeward of the RC boat, leaving room to head up if a leeward boat luffs you or to defend against a boat trying to barge between you and the RC boat.

To find this lay line, reach below the RC boat, on starboard tack, to the point where you think you can fetch, when sailing close hauled, the RC boat end of the start line. Go about half a boat length further and then head up to close-hauled. You are now on the safe lay line. Note the compass heading for future reference.

The next task is to pick your distance, along this lay line, to make your final approach to the start line and to make a mental note of it. This will be the place to sail to, whether approaching on port or starboard tack. In a shifting breeze, note



that this turning point will move significantly. The following diagram shows how the turning point moves in location due to 15 degree shifts, left and right. The diagram presumes that you always want to turn onto your final approach from a common distance from the start line, i.e. enough room to complete a tack, make some tactical steering changes, accelerate, etc.

Note that as the wind shifts further to the right, presuming the RC doesn't reset the line, the turning point moves down and to the left and vice versa for a left shift.

If the line is restricted pre-start, go upwind outside the RC boat and watch the compass numbers on starboard tack. The team needs to be aware that if the wind shifts the lay line shifts and consequently ones initial assumptions have to be reassessed.

So if you detect a late wind shift, don't forget to take periodic head-to-wind compass readings, make a note to adjust your turning point to compensate.

Another key part of being able to hit, and stay on, the starboard lay line accurately is to know what's happening with the currents, a topic unto itself! A good move is to bring a current stick, a water bottle with just a bit of air inside will do, and to test the current near a fixed mark, well before the start and see which way it drifts and at what rate. This will help you assess its effect on the lay lines and also your approach to the starting line.

It is worth noting that one knot of current is equal to approx. 5 knots of sailing wind and for each 1 tenth of a knot of adverse current, you have to compensate in your tacking angles by at least 4 degrees of tacking angle.

Scenario # 2: The team has a tendency to over stand the lay line to the weather mark and lets boats get inside room for the rounding.

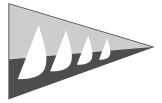
Action: When sailing upwind before the start, note your tacking angles by watching the compass carefully. These angles will be different in every wind and sea condition. Practice calling lay lines to a practice mark and see how you do. Try to judge the lay line when much closer to the mark, make it a rule of thumb to judge the lay line

no further than 8 to 10 boat lengths away and you will be a lot more accurate!

It is always good to bear in mind that once you find yourself on the lay line, your chances of gaining in a subsequent wind shift are about zero, that is an encouragement to stay off it and play the shifts to keep your options open.

When the wind is oscillating, try to stay on the lifted tack, on the tack that sails you closest to the mark, as much as possible. This helps avoid getting punched to a corner and then trying to judge a lay line from a long way out, a sure way to make an already tricky call much harder!

As you approach the lay line, on port or starboard tack, try to assess what phase the wind is in. If it is a left phase and you are on port tack, port tack is currently lifted, then you will know that you have to go further to be able to make the mark because you will be headed when you tack onto starboard to make the rounding. If it is a right phase and you are on port, then you know that you can tack well before a conventional lay line and then get lifted up



Herron Island Race November 3

Gizmo was the RC boat. *Nightwind* was the mark boat. Thank you.

Place Points
OA Class Sail No. Yacht Name Yacht Type Rating Finish Time Corrected Time

A-CLASS Start Time: 10:00 Distance: 24.5 nm

2	0.75	73392 BODACIOUS	BENE 35 S5	129	15:10:31	14:17:51
4	2.00	69315 NIRVANA	MERI 28	120	15:11:17	14:22:17
6	3.00	18351 MISS CONDUCT	OLSN 29	102	15:08:42	14:27:03
8	4.00	18633 I5	SANZ 33	117	15:20:56	14:33:10
9	5.00	28415 EDGEWALKER	OLSN 34	117	15:21:39	14:33:53
14	6.00	79089 LIGHTLY SALTED	BENE 10R	96	15:37:59	14:58:47
16	7.00	69095 MYSTIFY	WILD 30	120	16:21:41	15:32:41

S-CLASS Start Time: 10:00 Distance: 24.5 nm

3	0.75	69399 FLYING CIRCUS	EXPR 37	72	14:51:37	14:22:13
7	2.00	1005 SILVERHEELS	SYN	54	14:53:42	14:31:39
11	3.00	82 MCSWOOSH	11M	66	15:11:39	14:44:42
13		12 PAX		-10	14:40:47	14:44:52

B-CLASS Start Time: 10:05 Distance: 24.5 nm

1	0.75	28877 SHOWTIME	OLSN25-1	174	15:25:37	14:14:34
5	2.00	69358 SUGAR MAGNOLIA	STWO 7.9	183	15:42:45	14:28:02
10	3.00	51496 PANDORA	CAL 36	165	15:52:31	14:45:09
12	4.00	260 SPIFF	RANC 26	216	16:18:00	14:49:48
15	5.00	160 BEEP BEEP	ULT 20	162	16:11:45	15:05:36
17	6.00	0000 GENESIS	CASC27	225	17:13:04	15:41:12

D-CLASS Start Time: 09:35 Distance: 20.3 nm

0.75	69667 SASSY	C&C34	143	14:57:46	14:09:23
2.00	00 VINTAGE	RANC 33	197	15:18:26	14:11:47
3.00	69927 BALDER	ERIC 38	143	15:02:33	14:14:10
4.00	39110 KOOSAH	PEAR 36-1	177	15:15:31	14:15:38
5.00	29718 MARANATHA	RANC 33-1	176	15:17:53	14:18:20
6.00	39173 BORU	CROW 34	147	15:13:35	14:23:51
7.00	69220 OH MERCY	CAPR 22	248	15:58:14	14:34:20
8.00	37079 OSA	RANC 33	182	15:42:20	14:40:45
9.00	000 MIDNIGHT BLUE	HUIMC 37.5	165	15:59:20	15:03:31
10.00	39458 RELEAF	PEAR 30	247	16:41:56	15:18:22
11.00	328 TUSHITA	CATA 42	155	16:12:41	15:20:15
12.00	11682 MOMENT	SJ34	162	16:17:41	15:22:52
13.00	335 R TIME	CATA 28	239		DNF

o the mark on starboard. Again, being closer to the mark when you judge the final tack will vastly increase the chances of making a good call.

Scenario 3: The team has trouble judging when to jibe for the final approach to the leeward mark and either over-stands, forcing the team to sail extra distance to fetch the fetch the mark, or is shy of the mark, forcing the team to sail lower to fetch the mark but slowing down as a result.

Action: A very similar approach to upwind lay lines will be helpful, when your team is going downwind before the start do a number of jibes and note the angle of the turns on the compass. You will be able to get a sense for the jibe angles in the given wind and sea conditions.

Try to stay on the closest, i.e. most headed, jibe to the mark as long as possible. Start your down wind leg with the knowledge of how the wind was shifted as you approach the weather mark. If the wind was in left phase, i.e. you are headed while on starboard tack, stay on starboard on the initial portion of the down wind leg so that you maximize being headed downwind. Some people remember this by sailing downwind on the opposite tack as what was the lifted upwind tack.

When the wind lifts, wind shifts more towards the stern of the boat, we jibe to play the shift and keep the boat sailing at the deepest angle toward the mark, the exception to this is when there is simply more wind on the other jibe. In essence, this keeps your team away from the corners downwind and thus reduces the chances of trying to make a lay line call from a long way out.

Like going upwind, the trick is to judge the final jibe close to the leeward mark, the closer you can get to the mark the better the call is likely to be. Current is also going to be a factor, sweeping from left to right or adverse etc., so using the current stick before the race as well as taking a bearing on the leeward mark with a hand bearing compass to see the effects the current may be having will help the team decide when to jibe.

In summary, measure your environment, wind angles, current, etc., make your approaches to lay lines closer to the mark to be fetched, and practice, practice, practice.

Best of luck and have fun at your next regatta.

Andrew Kerr

another
SSSS perk

GUDENUPH

BOAT WORKS

"Where Little Things Matter"

Small projects done for free
(360) 357-3952 Gudenuph@gmail.com



William H. Hutchinson Jr.

(360) 789-2042
fax: (360) 753-3148

Keller Williams Realty
1217 Cooper Pt. Rd Suite 3
Olympia WA 98502
billhutchinson@hotmail.com



The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. Box 1102, Olympia WA 98507.

The S-t-S is printed by Olympia Copy and Printing.

Opinions expressed and products or services advertised do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-t-S or SSSS of their use.

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@sssclub.com

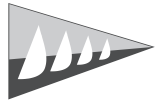
Deadline for submissions is the second Tuesday of the month.

2012-13 SSSS Board Members

phone numbers are local, area code 360

Commodore	Richard Bigley	485-2761
Vice-Commodore	Debe Andersen	459-2650
Secretary	Barbara Emmons	402-0163
Treasurer	Terri Coe	620-8811
Member-at-Large	Bill Hutchinson	789-2042
Race Chair	Joel Rett	754-7202
Cruise Chairs	Glen Hellman	
Past Commodore	Micki McNaughton	705-0372

Our Handicapper is Rafe Beswick, 888-9844



Holiday Food Drive

Bring food or cash to the potluck for the
Thurston County Food Bank

Crew Sheet

more information on line

Crew Wants Ride

Mark Turner, mturner234@comcast.net
Mint, 867-0488 olymint@gmail.com

Looking for Crew

crew for the inside passage this summer on
my Cascade 27. 480-5000 Alan alan.niles@gmail.com
D'Lavicea, Terry dbleupher@aol.com, 459-2650
Hope, day sailing and cruising, 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.*

The Southern Sound Series
continues with the
Duwamish Head Race

Ditty Bag

Two CNG tanks \$250 each. Barbara Emmons 402-0163

Haida 26 : full set of sails including Spinnaker 15 hp outboard.
Danforth anchor. New VHF radio. Tiller Pilot 1600. Life Sling. 5'8"
headroom. Head. Sink. Alcohol stove. buying a Catalina 30 and MUST
sell. \$3000 obo. Jim Findley, (360) 427-4292 or skaga@turbotek.net

Montgomery 6' 8" Dinghy with oars: \$350 custom-built pram is
easy to carry or lift aboard. Carrys two people and their stuff. Not for
use with a motor. Call: 359-3687, or afterawhile@yahoo.com

16.5 foot spinnaker pole, jaw to jaw, 4 inch diameter, extendable,
Make an offer, I want it off my foredeck! Swantown Marina, Barbara
Emmons, beammons@hotmail.com or 402-0163

C Lark 14, \$1,300. 1975 or so. Very clean. Set up for racing with
upgraded hardware. Sails have less than 20 trips. Calkins trailer.
Contact Glenn at 561-0897 or g.briskin@comcast.net. Pictures on
craigslist at <http://seattle.craigslist.org/oly/boa/3276493429.html>.

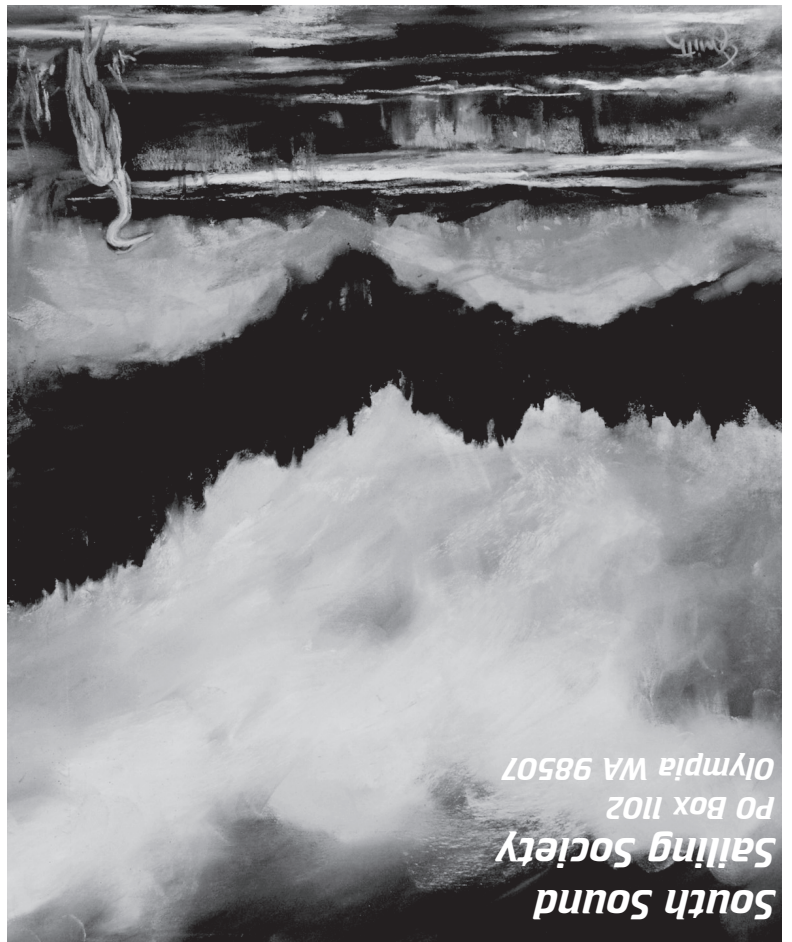
Mercator 30, 1965 Beautiful boat in good condition, a light air flyer
only \$11,500. Well equipped. Dry cabin heat! Call Ron (541) 270-
5900 in Newport, Oregon who will ship/transport.

1988 Olson 34 new Kiwi feathering prop, Universal XP 25 diesel,
instruments. North racing sails. \$50,000. Steve Jones (360) 431-9404.

Thistle, 1971 D&M, Hull #1771 Great Daysailor/Racer with trailer.
New Sails, extra new hardware Boston Harbor, \$3600 OBO Lee
Telnack, ltelnack@comcast.net, 259-1667

500 ft roll of 7/16 Warp Speed Sailing Rope still on
the roll asking \$675. ConTact Tim (360)

Judith G. Smith
Fine Art
www.nightwingstudio.com



PRESORTED
STANDARD
US POSTAGE PAID
OLYMPIA WA
PERMIT #480