

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 42 Issue 3

November 2012

<http://www.ssssclub.com>

November Meeting: Lake Havasu Racing

The alarm on your phone starts beeping, and as you ascend to conciseness you remember its February and in the NW the rain has been as relentless as it always is. You are not looking forward to another day slogging in the rain. You pull the blanket up over your head, no wait, it's not a blanket, it's a light weight sleeping bag? And its not your house above your head. It's a tent or the inside of your small boat. As the fog in your head, from all the fun you had last night, lifts, you remember that you are in Arizona, the temp in the day time is the high 70's. And you are looking forward to another day on Lake Havasu, racing against all kinds of other trailer sailors eating great food and drinking your fill of your own personal elixir.

Gary and Shirley Ray, long time Members, will be our presenters for the month of November. Come see and hear about the fun *you* could have if you dug out the small sailboat you have under the tarp, shined her up, pumped up the tires and head off to the warm half of the country while the cold wet half stays here.

A huge **thank you** to both whale saver Mary Campbell. and to Wendy Hinman, featured in the September 48 *Degrees North*, our speakers the last two months. Wendy is available to sailing clubs or other groups who may be interested in life on a sailboat in strange and wonderful lands. <http://wendyhinman.com>.



15 Fall Series photo: Thera Black
More Fall Series photos by Thera and others on line

Bill Hutchinson, *Mystify*

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

Commodore's Corner:

Keeping the South Sound Sailing Society running takes a small army of volunteers and concerted multi-party partnerships. Perhaps our longest running partnership has been with the Olympia Yacht Club, who has graciously provides reasonable rental of space that serves as the ashore meeting place for our club. Over the years, we have shared many events and have established a solid foundation for our partnership.

We also have long established partnerships with both the Swantown and West Bay marinas. The ViewPoint room at West Bay Marina has become one of our meeting rooms and host to an active small boat fleet. Swantown marina has made it possible not only to hold informal post summer series barbecue gatherings, but for us to host members of the community with the Soldier Sailing event that debuted last summer.

Other business partners also contribute to our success. West Marine of Olympia, and occasional other businesses, help support youth sailing, have provided space for seminars and generously support various raffles. The meeting room at Apollo's Pizza in west Olympia has become the home away from home for the Board, which meets there monthly, I always look forward to their delicious peanut chicken soup. If you get a chance mention to these businesses how much you appreciate their support, do not hesitate to do so.

See you on the water!

Richard Bigley, *Osa*

BEST DASH EVER : PHRF DUES : RACING AS CRUISING : STARS ARE OUT

Dues Are Due

or this is your last S-t-S
\$45 or \$80 with Race Fees
Forms on line & at the Meeting

**Herron Island Race
November 3**

**Board Meeting
November 6**

**General Meeting
November 13**

Visitors Welcome
Doors open at 1830, Meeting starts 1900

**Squaxin Island Race
November 17**

**Wine Tasting Cruise
November 24**

**Winter Vashon Race TYC
December 1**
first Southern Sound Series race

**Lighted Boat Parade, OYC
December 5**

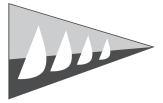
**Hope Island Race
December 8**

**Lighted Boat Parade, OYC
December 8**

**Holiday Potluck
& Food Drive
December 11**

Visitors Welcome
Doors open at 1800, Eating starts 1830

**New Year's Cruise
December 31 - January 1**



Secretary's Report: Renew to keep getting the S-t-S

If you haven't renewed your Membership by the end of November, the S-t-S will not be mailed to you until you renew. So renew your Membership as soon as possible so you don't miss any issue of the S-t-S.



The weather mark Fall Series photo: Irene Hunter
More Fall Series photos by Irene and others on line

Just a reminder that SSSS welcomes boaters of all kinds. That includes the ones without sails also! The reciprocal benefits come in very handy in the winter time if you want to go cruising and stop at one of the reciprocal clubs so you can enjoy their facilities. I am sure that the winter cruising months are probably not as busy as the summer months and that means the reciprocal dock spaces are more available. Hmmm, I think I need to plan a winter cruise to take advantage of this club benefit myself. Remember you need to fly the South Sound Sailing Society burgee and have your current Membership Card in order to use the reciprocal spaces. So if you haven't purchased a burgee, or yours is just getting a bit worn out, please stop by the Ships Store at the next meeting to pick one up. Or, if you've already lost your 2012-2013 card, shame on you. Please contact me for another one. I hope you get a chance to get out cruising this winter. If you use the reciprocal benefits, please remember you are representing SSSS when you do!

Barbara Emmons

S-t-S Needs Your Stories

I want to thank those who sent us their stories, those printed in this S-t-S and those coming next month. These are one of the most valued parts of this newsletter. But there we need more to make it through the year. We need to hear from you.

Steve Worcester, Star 6932

RC Report

The Fall series racing has started somewhat like the summer ended with a no wind/no race on September 15th and a delayed starts for both the second and third races. For the second race the conditions were light and variable with the best winds north of the course.

Some boats that sailed the great circle route to the mark in Tykle Cove had the best times. The third race had the best winds after *Silverheels* went north to bring the wind to the start area. A good breeze lasted long enough for A and S classes to complete three laps out to Boston Harbor and back.

Thanks to the race committees aboard *Sugar Magnolia* and *Pax* for patiently waiting for

the wind to fill in.

The Fall Series will have finished by press time and the Island Series

continues with destination races to Herron Island on November 3rd and Squaxin Island on November 17th. These are both great and varied courses especially for the race / cruisers. The start is a less crucial

element and there is plenty of time to strategize the changing currents and winds. Be prepared for sailing every point of sail and using your entire inventory of sails and skills.

On December 1st the racing begins for the Southern Sound Series with the Vashon Island race. Contact Dave Knowlton if you would like to be part of SSSS team for the Series.

Thanks to Reese Cassals and Larry Kutz who have both stepped up to help manage the race program. Reese has agreed to become Assistant Race Chair and Larry is a great help as buoy tender/repairman. Also thanks to Erik Dahl for his interest in establishing an Advisory Committee to develop more interest and participation in racing from Members and local sailors. The first brainstorming meeting was held with more to come. If you have ideas or would like to participate please contact me or Erik. Likewise if you are thinking about racing but something is holding you back we would like to hear from you. Whether it's uncertainty about the rules, getting an experienced crew, or those start line jitters keep you away from some great sailing please contact me and I will work to eliminate the concerns.

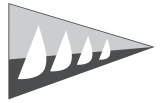
Finally, as we move into the longer races and harsher weather, it is time to check out our safety gear. Be sure it is up to date and ready to be used. Make sure your crew has the right gear and they are familiar enough with your boat to find fire extinguishers, LifeSling



Fall Series photo: Jeff Hogan
More Fall Series photos by Jeff and others on line

tackle, radios, horns, and first aid supplies. The PIYA Category III regulations are not required for our SSSS races, however, the list represents a good checklist of items to consider. You can find a link to the PIYA equipment regulations on the SSSS PHRF web page.

Joel Rett, Maranatha and LoneStar



Southern Sound Series Rep Report: 2012-2013!!

Another year of exciting sailing is almost upon us with the start of the 2012-2013 Southern Sound Series! For those who have raced it before, you will receive a post card announcing that the details for each race may be found at www.ssseries.org. For those who have not raced the Series, this is a grand opportunity to experience longer distance races throughout our winter season!

The first race is **Winter Vashon** on **December 1st**.

Sponsored by the Tacoma Yacht Club, the race is always kicked with a great dinner and with free beer. Several boats from the Seattle area participate in this traditional event.

The second race of the series is **Duwamish Head** on

January 5th, 2013. The Three Tree Point Yacht Club conducts this race which starts at Des Moines, heads north to the Duwamish Head

Dolphin in Elliott Bay, west to rounding Blakely Rock and back to Des Moines. Again, there are numerous Seattle Boats participating in this race.

This, perhaps, is the most difficult race for our South Sound Sailing Society boats. It is a long delivery to Des Moines! What we have done over the years is stop at the Tacoma Yacht Club and dock at their reciprocal moorage. That night before the race we have a wonderful dinner in the club, remain at the dock with electricity, and then depart in the morning for the remaining nine miles to the start at Des Moines. Often we have several other SSSS skippers and crew for the dinner that night! After the race, we usually spend the night back at the Tacoma Yacht Club and make the delivery home in daylight on Sunday.

An important note, you must have paid your 2013 PHRF dues to participate! The Cruising classes, flying sails and non

flying sails, do not have to belong to PHRF. Mark Harang, harang3@comcast.net can provide you with a handicap.

Toliva Shoal is the third race. This year is will be held on **February 9th**. This is not Presidents' Day Weekend. It is one week before which will allow families to enjoy the three-day weekend together. This is the longest race of the Series. It often is the most difficult race to complete. There are at least five areas where the currents will require local knowledge to punch through and, sometimes even anchoring, until the wind increases or current changes.

Friday night is always fun for all the



Opposition Fall Series photo: Steve Worchester
More Fall Series photos by Steve and others on line

sailors! A great meal, free beer and wine, and often attended by those who choose not to race but enjoy the company of other sailors. Toliva Shoal offers SSSS and OYC sailors an opportunity to participate in the Series without a delivery! Since we, and the OYC sponsor Toliva Shoal, you have a grand opportunity to volunteer to help! Don Waterhouse is the chair ... I think this is his fifth time around! Thanks Don!

The final race is the **Islands Race** on **March 16th**. The Gig Harbor Yacht Club runs this race. It starts outside the Harbor, goes north up Colvos Passage to a mark on the north side of Blake Island, and back to the start/finish line. Several boats raft up at the public dock with free moorage and then discover the great Mexican Restaurant across the street or the Tides Tavern down the street.

So! Mark your calendars! Organize your crew! Think about whom you want as your teammate; there is a team trophy! Visit the web site for the details! And please contact me if you have any questions ... after all I am *YOUR* Southern Sound Series Representative!

Dave Knowlton, Koosah

PHRF Dues Notices Sent

This month PHRF sends out annual dues notices. Make life easy on everyone and send it back right away. With your check of course. Before you have a chance to forget.

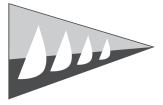
PHRF NW is the organization that maintains our handicaps. We would not be racing without them. Last year PHRF membership, and with them income, were down seriously. Believe it or not, our little club has the third largest number of PHRF racers on the Sound. Your dues do matter.

Steve Worchester, Star

Cruise News WINE TASTING CRUISE, NOVEMBER 24TH

This year's wine tasting cruise will again be at Tugboat Annie's Viewpoint Room. We will again have a wine bottle decorating contest, and again we will randomly choose judges from the attending Members. We will pick three winners and award fabulous prizes to those lucky winners. Then at our next Meeting, our December Potluck,, the decorated bottles will be auctioned off with all proceeds going to the Olympia Food Bank.

So get your creative juices flowing and decorate a bottle for this year's competition. We'll kick things off around 1730 with a no host bar. Potluck at 1800 and bottle judging at 1900. Bring a decorated bottle for donation and a bottle to share. Don't forget a tasty dish for the potluck. Looking forward to seeing you all there this year!



OYSTERFEST CRUISE

Another wonderful Oysterfest Cruise this year. In fact, perhaps the best one ever! Some of us headed up to Hope Island on Friday afternoon and had to face a beautiful sunny day and steady 15-knot winds. Of course, the wind was on our nose but even with a few tacks, Hope Island was easily made in a little over an hour and what a rare October day for a sail.

I rafted up with Dave and Mickie on *Getaway*. A little later we were joined by Terry and Val on *Passages* who anchored out for the evening. And, what an evening it was. It was very dark out there away from the city lights. The moon was waning and the sky was absolutely awesome. The Milky Way was as bright and dense as I remember seeing it. Although a little chilly to be sure, it was wonderfully clear and very beautiful.

Next morning around 0900, we were joined by Jim and Margaret on *Columbia Transit*, and Jim and Diana on *Skaga*. By about 0945, we had our four boats all rounded up and were wagon training it up Hammersley Inlet. It's a very easy putt up Hammersley especially with a slack or favorable tide. Nothing scary about the navigation, just follow a reliable chart and avoid the clearly marked shallows. One key is to take a long arch around Arcadia Point or Picnic Island as the Shelton boaters refer to it.

As we entered Shelton Bay, we were greeted by fog and a thick acrid smelling smoky haze from the wildfires burning up there. But, as we entered the little Shelton Yacht Club Marina, it cleared up and bit and by around noon it had completely disappeared.

So we all took directions from the Harbormaster and got all rafted up and settled in to the marina. Pretty close

quarters inside the marina and wind and tide are definitely a factor to keep in mind as you attempt to maneuver with at least some modicum of grace. The folks at Olympia Yacht Club had coffee and donuts waiting for use along with a very warm and gracious welcome.

Most of us caught the 1130 shuttle to Oysterfest where we happily went our varied ways and consumed many delectable seafood dishes and tasty beverages.

conversation with an amazing group of Shelton boaters.

Next morning, Shelton YC once again provided us with a terrific breakfast not to mention another beautiful day for our cruise home. We all easily got un-rafted and safely out of the marina. We again wagon trained it out Hammersley riding an ebbing tide. Not much wind so most motored home.

COMMODORE'S CRUISE

The Commodores' Cruise, September 22-23, was again a great success. Four boats came in Friday afternoon: Terri Coe on *Gratitude*, Mark Welpman on *Cygnets*, Dave Moorehead and Mickie Hale on *Getaway*, and me on *Midnight Blue*. It was mostly a motorboat day. A little breeze came in around 1700 but by then we four had already anchored. We spend a beautiful afternoon and evening visiting and I think we were all sacked out by 2200.

An overcast morning led to cloud breaks and beautiful blue skies by early afternoon. Boats started arriving and by late afternoon we had a total of 14 boats and 30 boaters. We were joined by Dennis and Sherri Seibold on *Blown Away*, Steve Stark and Barbara Rosenbaun on *Starbright*, Valerie and Terry VanMeter on *Paraiso*, Susan, Rod and Susan's mother Lee on *Pax The Space Spider*, George and Betty Hanson on *Gudenuph*, Andy and Dee Saller on *Liberty*, Jack Daniels and Scott Schoch on *Nirvana*, Jim and Diana Findley on *Skaga* and Larry and Laurel King on *Stormseeker*. Will Delony and a guest drove in.

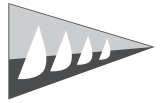
At 1500 I made my rounds to all the boats and handed out bags and the list of items needed for the scavenger hunt. I also



Cruise Photos
top two are of the Commodores' Cruise, by Jim Findley left and William Dietz right
Going into Hammersley Inlet, bottom left by Glen Hellman
Halloween skit at the October Meeting by Steve Worcester
More Cruise photos and a video of the skit on line

Shuttles ran almost constantly so you could leave whenever you wanted and be delivered right back to the marina. Very cool! Oh, and did I mention it was an absolutely beautiful warm and sunny day. Ann and Rick on *Moment* came in after we had already left for Oysterfest and apparently had some fun with the wind as they attempted to raft up in an already crowded marina. Unfortunately, none of us were there to take photos. Also we were joined by Larry and Laurel King on *Storm Seeker*.

Despite many valiant attempts to consume every last oyster in Mason County, our group was still ready for the evening potluck. We joined with Shelton Yacht Club for a joint venture and once again enjoyed amazing eats and terrific



met boats coming in after that so they could participate. The cut-off time was 1700 and we had a winner who managed to find all 10 items. The winners were Dave Moorhead and Mickie Hale from *Getaway*. They received a \$25 gift certificate for Bayview or Ralph's Thriftway stores. Many thanks to Kevin Storman and Stormans Inc for their generous donation of bags and the gift certificate. Be sure to shop with them often! Their Bayview store is beautiful, well stocked, and very convenient for all with downtown Olympia moorage.

The potluck was once again a rousing success with abundant and delicious dishes and a great variety of taste and texture. We did manage a couple of tables so thanks to those who brung 'em. Right after dinner we lit off a rousing bonfire, watched an amazing sunset, and sat through the evening visiting and talking sailing talk. Thanks to Mark and Terri for gathering the firewood.

The next morning greeted us with sunny clear skies and a light breeze. Of course, why would a breeze bother blowing if it's not going to blow in the exact direction you're going. Most boats sailed back and forth across Case Inlet for a couple hours but in the end, time beckoned and we all eventually motored on home.

Another great Cruise! Vaughn bay is a bit shallow but a beautiful little spot to anchor. This year, nobody dragged anchor or grounded. The sand spit is awesome, a great place to walk and check out all variety of tidal critters and driftwood. Thanks to all who attended and I hope those who didn't will join us next year.

**Glen Hellman,
Midnight Blue**

SSWSG: The Last Hurrah of Summer

Several boats from the South Sound Women's Sailing Group gathered in Filucy Bay for fun and frivolity the last weekend of September. Because Longbranch Marina was full, hosting a trawlerfest, we got to practice our rafting skills! *Argos* and *Sonrisa II* met us in Filucy Bay as they returned from cruising in the San Juan Islands.

Several sailing dinghies appeared for flitting about in the protected waters, including *Seagunka*, a handbuilt lug-rigged dinghy recently completed by Mary Fitzgerald.

Everyone contributed to an excellent potluck on Saturday night, hosted on the front deck of Jo Sohneronne's boat, *Swirl II*. Who knew that *Swirl's* foredeck would prove to be such a great picnic location?

Early this summer, we decided to include friends and family members of the male persuasion in the SSWSG cruises as well; four intrepid men joined in the fun this weekend: Phil on *Mary Ellen*, Scotty on *Swirl II*, Glen on *Mischief*, and Rob on *The Stargazer*. I think they had a *great* time too.



Women's Cruise Photos
Dinghies and dinner prep, by Micki McNaughton
One more Women's Cruise photo on line



Certainly they seemed to enjoy the potluck!

Twenty folks, and three dogs, attended on nine boats: *Argos*, *Clara MacDougal*, *Drummer Girl*, *Liberte*, *Mary Ellen*, *Mischief*, *Sonrisa II*, *Swirl II*, and *The Stargazer*.

Micki McNaughton, *The Stargazer*

Lighted Ships/Dancing Lights, OYC

Sunset is coming earlier every day! It's time to think about the Lighted Ships Parade. This event is the single most visible and popular community activity sponsored by OYC. Each year, hundreds of people show up at the Port Plaza to cheer the brightly lit flotilla and on Saturday, Santa is on hand to pass out candy canes to the kids. All along Budd Inlet, folks are planning parties for the two cruise nights; Wednesday December 5th and Saturday December 8th. Hundreds more line the shore and even set off fireworks to celebrate the passing of the ships. If you're a newbie, joining in the fun is easy and provides some great opportunities to exercise some of those neglected boating

skills; more on that later. This parade is for ANY boater; not just OYC members. The parade runs at about 5 knots so sailboats can easily keep up. Free registration for participating boats will be held on Sunday, December 2nd and again Tuesday, December 4th at 1800 at the Olympia Yacht Club. There are awards for several different categories. CSP hours are available for participation for OYC members; talk to Colleen Nelson for details during registration.

Decorating your boat does *not* have to be elaborate, expensive or time consuming. The point

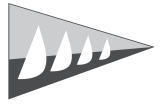
Welcome Aboard New Members

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!

Stephen Brown

Jim Adams	<i>Pendragon</i>	sailboat
Jim Copeland	<i>Sky Hook</i>	Columbia 30



is to participate, have fun and show our holiday face to the community. Here are some simple tips: Colored lights strings are best since white lights, especially in the bow area tend to diminish the night vision of the skipper. Strings using LEDs consume much less power, but even the miniature incandescents are fine. Costco has these at about the best prices anywhere. If you don't have a genset or inverter on board, even the smallest portable inverter that plugs into a cigarette lighter plug can easily power 10 or more strings of LEDs. Inverters can be found at West Marine or Radio Shack or even home improvement stores.

Sailboats look especially cool with the lights run up the fore & backstays. Zip ties are an easy and inexpensive way to attach lights; Harbor Freight Tools in Lacey sells them in big tubes; 1,000 for about \$10. Bring a handheld or deck-mounted spotlight. This will help spot unlit boats and kayaks as well as the stern of the boat you're following. Put a few colored lights on your own stern to make yourself visible to the following boat. There are also light strings available with pre-programmed winky-blinky patterns in

them if you want to crank it up a notch! If you're still unsure, give me a call and I will talk you through it or help point you in the right direction: Jerry Budelman, 867-9880. Can't make the cruise? No problem. If you're in an open slip, consider putting some lights on your boat and connect them to a simple timer to come on at 1800 or so. It makes the basin look very festive for downtown strollers.

Remember: a positive community impression is a valuable resource for all boaters!

Now for those boating skills. Fire up the chart plotter and radar and you can practice limited visibility navigation in a perfectly safe environment. Be sure to adjust the screen brightness for nighttime conditions or you can be blinded, ask me how I know this. Knowing how to adjust your instruments in dark conditions may be handy. Fire up the genset ahead of

15,000 lights and moored across from Percival Landing. Each night, from December 9th through Christmas, an entire light show, synchronized to seasonal music, is presented beginning at 1900. This free show is sponsored by OYC, and

can be seen and heard from the new Percival Landing boardwalk. For extra-cool sound, bring a personal stereo radio tuned to 100.5 FM! Invite your friends and

neighbors; especially the kids to meet Dora the friendly sea dragon.

So light up your boats and your life this year and support the Lighted Ships parade!!

Jerry Budelman, OYC

Letter: Hope Island Dash, Best Day on the Water Ever

Things had been really crazy for us this summer when on July 12th Rich called and said, "We are going to race tonight and Joe needs you to crew too. Myra isn't available." My hesitation was brief as I could kind of tell it was a husband plea. Besides I'd never let our good friend Joe down. After a two hour drive to Olympia I met Joe and Rich at the OYC dock at about 1900 with some trepidation and excitement.

I have only been on a few races and consider my job to be primarily ballast, sometimes puff spotter, and on rare occasions other jobs. This time I also got to mark the start and finish. It was 2000 when we crossed the start. The sun was



The stars came out photos by Steve Worcester
More Star haul out photos on line

time and check for proper operation. Safety first! The harbor patrol will be with us and looking out for any hazards and we all keep in touch via marine VHF. If you

have guests on board, be sure to brief them and have the proper PFDs and required safety gear aboard.

Once the parade is over, you can still promote OYC and boating by inviting your friends to the 5th annual **Dancing Lights Marine Christmas Show**. PC Jerry Budelman's 50 foot yacht is decorated with over

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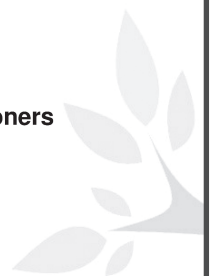
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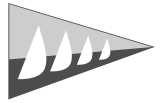


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shimmering on the water, the wind was blowing just right. It was just perfect in all ways. It was one of those moments when you reflect on how wonderful and beautiful life can be. I sat on the upside of one of the longest tacks I've been on, with my face in the sun and my heart taking it all in; knowing that I would not forget this time. We were averaging 6-7 knots and had fairly steady wind. We came around the corner and Captain Joe gauged the turn just right as we went to starboard of Hope Island, holding the tiller, while I read out the depth, and Rich trimmed just another perfect maneuver, i.e. we didn't go aground in the shallows. Coming around Hope and thinking that when the sun disappeared behind the Olympics it would get cold and the wind would die; we were counting on the tide change to help us.

We got a tiny bit of a lull and grabbed a bite to eat. Surprise within minutes the wind picked up and the food went down. Rather than dying the wind continued to increase, it stayed warm, and we started to move pretty darn fast. We were really only on our second or third tack of the trip so far. If you want specific sailing details,

talk to Joe, they don't stick in my head. Could be why I have the ballast job. I was so excited because Joe was excited that the conditions were perfect and that we were making such awesome time.

I started to feel this satisfying and maybe even arrogant exhilaration to be on the water and part of this incredible



Thera took photos of boats out but not racing too, when on the RC boat October 6. More of these photos by Thera Black on line

evening. It was starting to darken as we rounded the corner and headed toward Olympia. The wind picked up even more and became steadily gusty with some real strong ones from the west. I had to really work on my ballast moves then. Rich was working the traveler and sails like crazy, Joe was hanging onto the tiller and finessing the trim and boat to keep us on a great long tack that would take us right over the finish line. I think we were moving up to 7.5 knots at times. I was

doing my best ballast act and puff calling ever while willing us to stay as flat as possible and move like an eagle intent on a salmon. I was anxiously waiting to spot the line and call the finish while praying that the wind wouldn't die before we crossed. Then, thank you, there it was, the light I needed to prepare for lining up the finish.

Oh my God we just blew across the line and the wind held for about five more minutes and then died completely. We took down the sails and night really settled in. We motored in, higher, not artificially either, than kites.

I believe it was our time, Joe was ecstatic that the boat rarely sailed slower than six knots the whole evening, Rich was grinning ear to ear, and I had just had the best day of my summer. And I was right: it looks like our race is the one to beat this year. Did I say the best day of my summer? Did I say exhilarating? Did I say thank you enough captain Joe Downing for a ride of my life?

Michelle Aguilar-Wells

Winter Race Cruising

Looking for an interesting day on the water with your boat this winter? How about trying out a few long distance races? They run from 11 to 27 nm and you will see some exceptional scenery along the way. Bring some good food and it's a great adventure for the whole family. For more information contact me at dahlhaus@q.com or (360) 736 4595.

Erik Dahl, Miss Conduct

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SSSS perk

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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

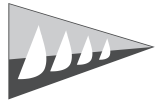
Deadline for submissions is the second Tuesday of the month.

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



Dues Are Due

or this is your last S-t-S. \$45 or \$80 with Race Fees. Forms on line & at the Meeting

Crew Sheet

Crew Wants Ride

Mint, 867-0488 olymint@gmail.com

Looking for Crew

Looking for crew to race my Cascade 27. Give me a call at 480-5000 Alan

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.

The Southern Sound Series starts December 1 with the Vashon Island Race

Ditty Bag

Montgomery 6' 8" Dinghy with oars: \$350 custom-built 40 pound pram is easy to carry or lift aboard. Can carry two people and their stuff. Not suitable 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, beemmons@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>.

1977 Catalina 30 Nightwind for sale. Special boat, special price for SSSS members. Contact Alex Bromen at 561-4788 for info.

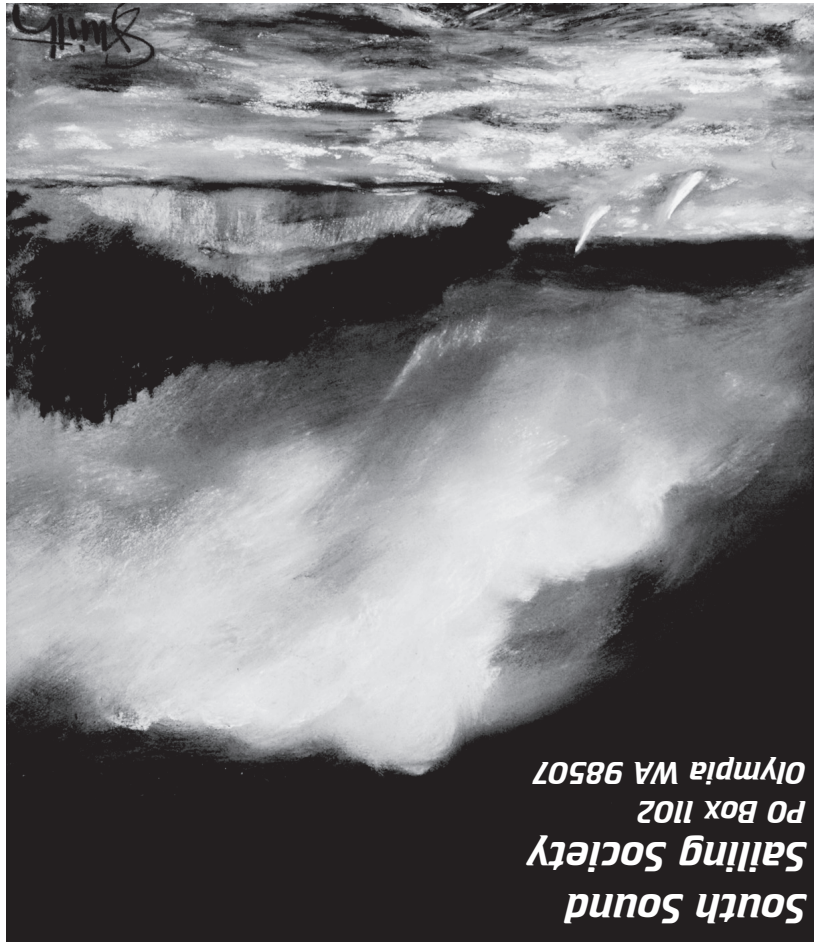
Mercator 30, 1965 Beautiful boat in good condition, a light air flyer and only \$11,500. Well equipped with roller jib, full batten main and dry cabin heat! Call Ron (541) 270-5900 in Newport, Oregon who will ship/transport.

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

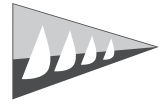
500 ft roll of 7/16 Warp Speed Sailing Rope still on the roll asking \$675. ConTact Tim (360) 616-1123, bellskirsch@hotmail.com

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New Members Warmly Welcomed!

The 2012 New Members' Social, held Thursday, October 18, at the Viewpoint Room at Westbay Marina, provided a hearty Welcome Aboard! for several new Members, including two new *young* Members, Ben and Nic, and their parents Pam and Jeff Turner. Over 50 Members, new and old, gathered for a fun evening of yummy snacks and an opportunity to catch up with each other's summer activities, and snag new crew members for racing season!

I welcomed everyone and introduced Commodore Richard Bigley; Cruise Chair Glen Hellman who reminded us of another exciting SSSS event on the horizon, the Halloween Cruise; Program Chair Bill Hutchinson; and Webmaster/Newsletter Editor Steve Worcester. Stanton Zabel, Tugboat Annie's banquet manager, was recognized with a round of applause for hosting another excellent event. Thera Black presented the last copy of the 2012-2013 SSSS calendar, which she designed and produced, to lucky new-member drawing winner Ginny Teatro. An excellent appetizer buffet catered by Tugboat Annie's provided sustenance for all this socializing, and a variety of racing and cruising slideshows provided the proper sailing backdrop.

Micki McNaughton, *The Stargazer*

Fall Series Race -2 1 September 29

Sugar Mxgnolja was the RC Boat. Thank you.

Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 13:19 Distance: 6 nm					
0.75	69315 NIRVANA	MERI 28	120	15:02:27	14:50:27
2.00	69382 OPPOSITION	HUMB 30	102	15:04:53	14:54:41
3.00	18633 I5	SANZ 33	117	15:06:43	14:55:01
4.00	18351 MISS CONDUCT	OLSN 29	102	15:07:29	14:57:17
5.00	64985 LIBERTY	C&C 35	123	15:11:05	14:58:47
6.00	28415 EDGEWALKER	OLSN 34	117	15:16:18	15:04:36
7.00	69095 MYSTIFY	WILD 30	120	15:30:22	15:18:22

S-CLASS Start Time: 13:19 Distance: 6 nm					
0.75	82 MCSWOOSH	11M	66	15:02:19	14:55:43
2.00	1005 SILVERHEELS	SYN	54	15:01:20	14:55:56
3.00	83179 HE LIVES	JBOA 92	108	DNF	

B-CLASS Start Time: 13:24 Distance: 6 nm					
	6528	STAR	156	15:16:03	15:00:27
0.75	4078 JAZZ	STAR	156	15:16:33	15:00:57
2.00	36 FJORD	THUN	204	15:29:12	15:08:48
3.00	51496 PANDORA	CAL 36	165	DNF	

D-CLASS Start Time: 13:24 Distance: 4 nm					
0.75	29718 MARANATHA	RANC 33	176	15:06:46	14:55:02
2.00	00 VINTAGE	RANC 33	197	15:08:28	14:55:20
3.00	39458 RELEAF	PEAR 30	247	15:19:28	15:03:00
4.00	69220 OH MERCY	CAPR 22	248	15:21:21	15:04:49
5.00	335 R TIME	CATA 28	239	15:33:05	15:17:09

Fall Series Race -3 2 October 6

Pax was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 13:21 Distance: 18.6 nm						
0.75	18633 I5	SANZ 33	117	16:30:33	15:54:17	
2.00	69382 OPPOSITION	HUMB 30	102	16:28:06	15:56:29	
3.00	79089 LIGHTLY SALTED	BENE 10R	96	16:36:28	16:06:42	
4.00	69095 MYSTIFY	WILD 30	120	17:15:42	16:38:30	

S-CLASS Start Time: 13:21 Distance: 18.6 nm						
0.75	1005 SILVERHEELS	SYN	54	16:16:51	16:00:07	
2.00	82 MCSWOOSH	11M	66	16:24:00	16:03:32	
3.00	131 DRAGONFLY	VIPER 640	105	DNF		

B-CLASS Start Time: 13:21 Distance: 12.4 nm						
0.75	28877 SHOWTIME	OLSN25-1	174	15:47:06	15:11:08	
2.00	69358 SUGAR MAGNOLIA	STWO 7.9	180	15:48:22	15:11:10	
	6528	STAR	156	15:45:41	15:13:27	
3.00	36 FJORD	THUN	204	15:56:14	15:14:04	
	7710	STAR	156	15:46:44	15:14:30	
4.00	51496 PANDORA	CAL 36	165	15:55:09	15:21:03	
5.00	59851 D'LAVICEA	HUMC 40	108	16:23:59	16:01:40	

D-CLASS Start Time: 13:21 Distance: 12.4 nm						
0.75	69927 BALDER	ERIC 38	143	15:50:54	15:21:21	
2.00	69667 SASSY	C&C34	143	15:52:35	15:23:02	
3.00	37079 OSA	RANC 33	182	16:14:15	15:36:38	
4.00	39458 RELEAF	PEAR 30	247	16:35:31	15:44:28	
5.00	69220 OH MERCY	CAPR 22	248	DNF		

Fall Series Race -4 3, October 13

Edgewalker was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 12:08 Distance: 6.4 nm						
0.75	18633 I5	SANZ 33	117	13:21:57	13:09:28	
2.00	69095 MYSTIFY	WILD 30	120	13:39:02	13:26:14	
3.00	64985 LIBERTY	C&C 35	123	13:39:35	13:26:28	

S-CLASS Start Time: 12:08 Distance: 9.6 nm						
	12 PAX		-10	13:19:15	13:20:51	
0.75	1005 SILVERHEELS	SYN	54	13:46:36	13:37:58	
2.00	69399 FLYING CIRCUS	EXPR 37	72	13:49:48	13:38:17	
3.00	82 MCSWOOSH	11M	66	13:53:08	13:42:34	

B-CLASS Start Time: 12:13 Distance: 6.4 nm						
0.75	69358 SUGAR MAGNOLIA	STWO 7.9	180	13:30:31	13:11:19	
2.00	28877 SHOWTIME	OLSN25-1	174	13:30:29	13:11:55	
3.00	51496 PANDORA	CAL 36	165	13:37:26	13:19:50	
4.00	59851 D'LAVICEA	HUMC 40	108	13:58:00	13:46:29	

D-CLASS Start Time: 12:13 Distance: 6.4 nm						
0.75	39110 KOOSAH	PEAR 36-1	177	13:35:50	13:16:57	
2.00	00 VINTAGE	RANC 33	197	13:39:21	13:18:20	
3.00	39458 RELEAF	PEAR 30	247	13:44:53	13:18:32	
4.00	0000 GENESIS	CASC27	243	13:48:05	13:22:10	
5.00	37079 OSA	RANC 33	182	13:42:23	13:22:58	
6.00	69667 SASSY	C&C34	143	13:39:08	13:23:53	
7.00	69220 OH MERCY	CAPR 22	248	13:54:22	13:27:55	

Red Star Nuisance

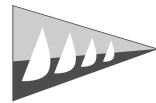
Born of the wind, a red Star, not content with the limited racing schedule of the Star Fleet, occasionally stuck its nose in the PHRF's fleet summer and fall series. Having been chartered cheap and generously through Bill Brosius, and without first going through the proper hoops of PHRF rating and registration, she was curious to find out what this PHRF racing was about "Sure, join the fun of D

Fleet" the little red Star was welcomed and

encouraged by some race committees. Not so much by serious racers, some grumbled under their breath, she heard some bad language too and was even threatened off the starting line by superior tonnage. But not to be discouraged, that little nuisance persisted, did really well, even delighted in getting the gun on occasion; did the race committee not know about her being

illegal? Be it known to all that little red Star has now been purchased by the determined and maligned helmsman, who promises to be totally legal, PHRF rated, registered, paid and all for next year's races. Apologies to all offended and apologies accepted for insults suffered.

The red Star, Parthenope



Cruise News

ANOTHER SCARY GOOD TIME AT THE HALLOWEEN CRUISE

Despite somewhat inclement weather, as in buckets upon buckets of rain, the Halloween Cruise was once again a huge success. A total of twenty-nine boats, carrying at least twice that many people made the trek to Longbranch.

Several boats, *Koosah*, *Pax the Space Spider*, *Midnight Blue*, *Cygnat*, *Stargazer*, *Columbia Transit* and *Getaway*, came in on Friday for a little pre-cruise camaraderie. We spent the evening visiting, doing a little playing and singing, and just enjoying the great little marina and shelter at Longbranch.

The following day, Saturday, the rest of the South Sound flotilla began arriving. By early afternoon we were joined by *Stargright*, *Loon*, *Sonrisa*, *Spinner*, *Paraiso*, *Pearl*, *Magic Carpet*, *Osa*, *Stargazer*, *Gizmo*, *Genesis*, *Mongie Lee*, *Ludus Amoris*, *Lowfer III*, *Touchrain*, *Moonshadow*, *Passages*, *Tushita*, *Grendel*, *Lovejoy*, *Puelche*, and *Windswept*.

At around 1600, the pumpkin carving got underway under the gentle supervision of our Pumpkin Mistress, Joyce Mercury. The kids, and a few kid wannabees, did masterful and very creative work. So good in fact, the judges awarded each and every one an award and fabulous prize for all of our 12 pumpkin carving categories. At 1700 happy hour began in the shelter with an opportunity for all costumes to strut their costumed stuff. It was all quite entertaining.

At 1800 another fabulous pot-luck happened. The spread was extensive with the usual amazing variety of delicious eats and treats. After dinner, we held an in-shelter trick-or-treat since it was a little soggy outside. The kids all seemed to come away with a pretty good haul.

And then, as a special Halloween treat to South Sound Cruisers, and thanks to Rod and Susan's guest and friend Melodee, we enjoyed swing dance lessons. Me and Rob Nelson did our best to fake our way through as close to swing music as we could muster, while a couple dozen or more swinging swing dancers took to the floor. There was lots of cool new dance moves to learn and Molodee made sure that everybody got to try their new moves with all the other dancers. It was a great way to meet and have fun with other Cruisers. I'm sure those not actively participating in the dancing enjoyed watching those who were. As usual, the band was exempted from the dancing, dang.

The rest of the evening was spent just enjoying friends, singing, playing, and just basking in the wonderful thing that is South Sound Cruising.

Next morning, Rod and Susan once again cooked up a hundred or so of their fabulous yeast raised Belgium waffles. Thera, hope you're feeling better, provided sausages, and Dave Knowlton kept the coffee, tea, cider, and cocoa hot and plentiful.

My many thanks to all who helped make this a rousing success, including but not limited to Joyce, Marti, Rod, Susan, Dave, Micki, the other Dave, the other Micki, Rob, Linda, Melodee, Lexi, Richard, Sabra, and all others who helped make this year's Halloween Cruise yet another to remember.

The ride home on Sunday was dry and beautiful!

Glen Hellman, *Midnight Blue*

Letter: Despite Misadventures, We Set Sail Again

It is said that cruising is fixing your boat in exotic locations. Emily has some cruising stories for us.

Here we are, tied to the dock at Blake Island. Yesterday we took our usual walk around the island, and in early dusk saw deer cavorting on the field. The golden morning sun is already pouring hotly over the still silent boats around us. We will remember Blake not just for the apricot-colored sunsets and the twinkling Seattle lights but for ... Well, let's rephrase our opening:

Here we are, tied to the dock at Blake Island, a thick yellow electrical line securely plugged into shore power. What a relief! Our trip from Dockton had begun with every sailor's desire: 12 knots building to 25 knots, whitecaps flecking the waters of Colvos Passage. We had lingered at Dockton for two days, to swim and walk the quiet roads. Our games of cribbage and late night reading sucked up more juice than we realized. On leaving Dockton, we ran the motor only a few minutes, not enough we later realized, to power the thirsty refrigerator, too.

Some large barges and the Washington ferries added a bit of danger to our journey, but the excitement didn't begin until approached Blake and hit the engine switch. Zilch. And at that moment the GPS and all the other instruments went dark. A quick investigation showed that we had left the refrigerator turned up high and the engine battery on, too. Along with the instruments, the result was depleted batteries.

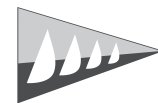
Should we try to sail into the marina? The wind was too strong, and our insurer probably wouldn't be happy if we rammed someone's yacht. We decided to grab a buoy using just the mainsail. We got it on the first pass, but holding onto it nearly dislocated Jim's shoulders. In the flurry of tying onto it, the line was looped and crossed over the life line. After pulling the mainsail down, we were able to put on a second tether and retie the first.

Then what about the battery situation? Jim hunted for the amp meter and found it at last. How to use this instrument? Jim has all kinds of skills, including wiring, but the fine points of this tool eluded us. The fact that it continued to read 000 was to prove accurate.

So out came the stairs, exposing the two batteries. Both batteries are only two years old so age was not likely to be the issue; but which is the house battery, and which is the engine battery? A little sleuthing revealed the answer. We turned one battery on and pushed the non-working starter button, revealing the battery light, ergo, that was the engine battery.

We debated our options: Give the battery a rest to see if it would recover; call Sea Tow; sail without power backup; or find a charger. Rest did not cure the battery, so Jim detached it and we and little dog Rudi rowed it to shore.

At last our luck turned. First we ran into Olympia friends and neighbors Jim and Vicki Flynn. They offered us a battery should we need it and invited us in for a little calming visit. Then we hunted down the volunteer park host. What a can-do guy! He retrieved a battery charger from the park shop and set our battery up on his deck for an all-night charge. Next day Jim reinstalled the battery, cranked up the engine, and we motored into the dock. During our stay, we would be able to fully recharge our electrical systems.



Fall Series

Silverheels, Sugar Magnolia, Pax, Edgewalker WERE the RC Boats.

Thank you.

@ = RC duty points

Our boat has taken us to many beautiful places. Somehow the occasional misadventures make certain places live forever in our memories. Remembering...

Years ago, we provisioned *Acquitted* for a week, and set forth on a windless day. Just as we came to McNeil Island, the engine produced a monstrous cloud of black smoke and went silent. We scrambled around looking for a cause when a god-like voice boomed over the water.

“You are in violation of Code ____.
Immediately remove yourself from this restricted space or face arrest.” We hastily raised the sails, made a slow turn, and 12 hours later were back at our slip, our trip postponed indefinitely.

Then there was the time we flapped, powerless, into the float plane dock at Poet's Cove on Pender Island in spite of the angry shouts of a Canadian Customs official. What else to do? The heat alarm had gone off a few times during our northward journey. A stop at Everett, and extraction of a sliver of grass from the seawater strainer, appeared to solve the problem. But no, the insistent whine would resume eventually whenever we needed engine power.

Our three-day stay on the floating dock, in the midst of a wedding party, was filled with frustrations. Jim's cell phone died, and he couldn't add minutes without naming the password which was at home on the desk. We changed companies later, and I got a second phone. Problem solving with a mechanic friend from Everett led to the air freighting in of a new thermostat, \$230-plus. Lack of local groceries meant a lot of eating at the lodge, more \$\$\$. We began to suspect the heat exchanger. Jim had recently added water without an equal amount of antifreeze, he finally confessed. We sacrificed pints of precious vinegar to flush out some rust. These vexations were offset by the beauty of our surroundings.

Jim re-installed the heat exchanger. The engine ran longer without a squeal, so we decided to depart, reluctantly heading south given the worries. The winds were strong and playful, and we made good time to Friday Harbor where, once again, the heat warning blasted us and we had to dock at US Customs without the cushion of engine power.

Our Everett friend ferried over and spent a day sprawled in our cabin, giving himself a nasty burn as he played with settings and connections. Still the guys insisted that the problem couldn't be the heat exchanger but instead the main water pump.

Off we went, jauntily, to Spencer Spit for a night on a buoy. By then we knew we still had a serious problem. We decided to dead head to Everett, where our friend has a spot up the Snohomish River where he works on boats. Incredible winds brought us just short of Deception Pass, where we missed the eastward current by about 30 minutes. We limped into Bowman Bay and once again practiced catching a buoy.

place	Sail No.	Yacht Name	Skipper Name	rating	No. Strt	Sep 29	Oct 6	Oct 13	Total
A-CLASS Races: 1 to 3						7 Strt	4 Strt	3 Strt	
1	18633	I5	Dan O'Brien	117	3	3.00	0.75	0.75	4.50
2	69382	OPPOSITION	Bill Sheldon	102	2	2.00	2.00	5.00	9.00
3	69315	NIRVANA	Scott Schoch	120	1	0.75	6.00	5.00	11.75
4	69095	MYSTIFY	Bill Hutchinson	120	3	7.00	4.00	2.00	13.00
5	64985	LIBERTY	Andy Saller	123	2	5.00	6.00	3.00	14.00
6	18351	MISS CONDUCT	Erik Dahl	102	1	4.00	6.00	5.00	15.00
7	28415	EDGEWALKER	Steve Jones	117	1	6.00	6.00	5.00	17.00
7	79089	LIGHTLY SALTED	Mel Schaefer	96	1	9.00	3.00	5.00	17.00
S-CLASS Races: 1 to 3						3 Strt	3 Strt	3 Strt	
1	1005	SILVERHEELS	Tucker Smyth	54	3	2.00	0.75	0.75	3.50
2	82	MCSWOOSH	Clark McPherson	66	3	0.75	2.00	3.00	5.75
3	69399	FLYING CIRCUS	Dave Elliott	72	1	4.00	4.00	2.00	10.00
4	131	DRAGONFLY	Rafe Beswick	105	1	4.00	3.00	5.00	12.00
4	83179	HE LIVES	Steve Kirkpatrick	108	1	3.00	4.00	5.00	12.00
B-CLASS Races: 1 to 3						3 Strt	5 Strt	4 Strt	
1	69358	SUGAR MAGNOLIA	Scott Awalt	180	2	1.38@	2.00	0.75	4.13
2	28877	SHOWTIME	Kyle Reese-Cassal	174	2	4.00	0.75	2.00	6.75
3	51496	PANDORA	Bob Connolly	165	3	3.00	4.00	3.00	10.00
4	36	FJORD	Eric Egge	204	2	2.00	3.00	6.00	11.00
5	59851	D'LAVICEA	Terry Andersen	108	2	4.00	5.00	4.00	13.00
6	4078	JAZZ	John Thompson	156	1	0.75	7.00	6.00	13.75
D-CLASS Races: 1 to 3						5 Strt	5 Strt	7 Strt	
1	00	VINTAGE	Joe Downing	197	2	2.00	6.00	2.00	10.00
2	39458	RELEAF	Kelly Coon	247	3	3.00	4.00	3.00	10.00
3	39110	KOOSAH	Dave Knowlton	177	1	7.00	6.00	0.75	13.75
4	37079	OSA	Richard Bigley	182	2	7.00	3.00	5.00	15.00
4	69667	SASSY	Glen Hunter	143	2	7.00	2.00	6.00	15.00
6	29718	MARANATHA	Joel Rett	176	1	0.75	6.00	9.00	15.75
7	69220	OH MERCY	Jeff Johnstone	248	3	4.00	5.00	7.00	16.00
8	69927	BALDER	John DeMeyer	143	1	7.00	0.75	9.00	16.75
9	0000	GENESIS	Alan Niles	243	1	7.00	6.00	4.00	17.00
10	335	R TIME	Dan Miller	239	1	5.00	6.00	9.00	20.00

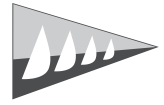
That night we tossed fitfully until I convinced Jim we should call Vessel Assist. Given the dinosaur-backed rocks in the little bay, expected light winds, and the danger of navigating a busy channel without fallback power, this seemed a wise course of action. So, next day we were pulled safely through the pass, resisting the urge to hang bed sheets over our boat's name.

At Everett we fought the current to the Everett Yacht Club for a free night of moorage. If we thought we could relax, we were wrong. Our friend decided to tow us up river with an inflatable, something he had never done. “Follow me!” he shouted. Unaccountably he slowed down, we moved in a stately way right past him, then the tug of the rope swung us into a piling. Wham wham! Poor *String Games*.

A month and a lot more \$\$ later, we sailed her home. The boat was a lot happier but two hours of engine and the whine began again. Once home, Jim, tired of my nagging, yanked the infernal heat exchanger and took it to an automotive shop for a complete colonoscopy. We've never had a heat warning since.

Of course, there are also the groundings in Apple Passage, Hammersley Inlet, West Bay, even beside the Olympia Yacht Club. You might wonder how we even dare to leave the dock.

Emily Ray, *String Games*



Star Report

By the time you get this the Stars will all be out of the water and the season officially over. We have had a great season of racing and the difference between the top two sailors and the third and fourth place boats came down to one race where the boat finishing second and fourth had a DNF in one race, which pushed them down in the rankings. Congratulations to Derek and Linda for another great season and to Jeff for the closest ever finish finish in the Season Series.

We had a fall meeting where we discussed the coming year. Several items were brought up and a few were voted on, the remainder will be deferred to the spring meeting.

1. We will have an award for the first race that a skipper wins. They will get a mug designating their maiden victory and the fleet will fill it with the drink of their choice

2. There was discussion about and it was decided by unanimous consent that there will be a proposed amendment to the Star Fleet bylaws where there will be a new designation of life member to the star board. Bill Brosius was nominated to be voted on in the spring.

3. No one made a motion to bring the proposal from the table for allowing higher hull numbers to be used in the fleet racing.

4. Bill Brosius and Andres were recognized for their induction into the order of the mangled mast for so thoroughly mangling their masts this last season.

5. A proposal was made of dues to the fleet to help raise funds for the replacement of the RC boat or outboard should it be needed at some time in the future. This will come to the floor for discussion at the spring meeting.

I hope you all enjoy the sailing this winter season. We will see what we can do to put on a rules seminar for the new rules that are coming out this winter.

Norm Smit, Tantalus, Star 7094

S-t-S Report

As we are about to go to print I am starting to get Halloween Cruise photos. You will be able to see some by the time this you get this, on the web site. There is also a link to the Halloween skit, preformed at the October Meeting. And photos from the fall races..

We are off to a good start. We need you to help keep it up. Take your camera sailing and send us copies. Or post then on line, some place we all can go without joining anything, and send us the link.

Andrew Kerr sent us an article on lay lines: how being aware of them can get you there faster. It is coming. And we have one more summer cruising story to print. We will need more than those to get us through till June. As the rain gets colder and the nights longer, it is nice to think back on the summer and your sailing adventures. We want to encourage you to do so, in writing. We would like to hear from you.

Steve Worcester, Star 6935

STAR SEASON CHAMPIONSHIP

Position	Skipper	Crew	% Sailed	Regattas	Races	Average
1	Derek DeCouteau	Linda Koran	94%	15	52	2.81
2	Jeff Kloppel	Dwayne Trummert/Catherine Hovell Shala House	88%	14	50	3.02
3	David Branch	Kyle Reese-Casal/Sue Branch	88%	14	47	4.43
4	Norm Smit	Laura Smit/Julia Smit/Shayla House/ Steve Henley/Catherine Hovell	50%	8	26	4.69
5	Jason Donnette	Justin Hinchcliff/Joseph Donnette	63%	10	28	4.89
6	John Thompson	Susan Willis/Tony Cox/Jay Berglund	81%	13	46	6.04
7	Frank Neumann	Wendy Walker/ Rich Wells	75%	12	33	7.88
8	Larry Kutz	Steve Wyant	69%	11	39	8.26
9	Bill Ide	Eric Ide/Werner Ide/Bob Kuelau	81%	13	46	8.59
10	Sherwood Smith	Burke Anderson	63%	10	33	8.97
11	Jim Findley	Dave Serdar	100%	16	55	9.49
12	Andres Kleinbergs	Karl Schulmeisters/Shayla House/Justice	63%	10	31	10.81
13	Bill Brosius	Steve Brown	94%	15	48	10.94
14	Susan Willis	Catherine Hovell/Shayla House	69%	11	31	12.00
	Justin Hinchcliff	Jason Donnette	19%	3	7	6.14
	Joe Downing	Myra Downing/Richard Wells	38%	6	23	6.17
	Eric Egge	Colby Cavin/Leanne Egge	38%	6	25	7.28
	Dave Elliot	Jim Geer	19%	3	16	7.88
	Foss Miller	Forest Miller	6%	1	8	9.63
	Alex Bromen	Joel Rett	38%	6	26	9.92
	Joseph Donnette	Justin Hinchcliff	6%	1	8	10.00
	Vicky Sheldon	Bob Johnson	44%	7	25	10.48
	Steve Worcester	Frank Neumann	6%	1	8	10.88
	Catherine Hovell	Evan Minshew/Loffin	13%	2	5	12.00
	Mike Mitchell	Steve Henley/Renee Mitchell	19%	3	5	12.20
	Garry Rhodes	Brian Rhodes	31%	5	18	12.56
	Fredrick Commons	Ray Maly	6%	1	5	14.20
	Mark Milobinski	Cigdem Milobinski	6%	1	4	14.25

Total Regattas 16 Total Races 57 Average Boats/Race 13.12
One needs to sail in at least half the races to have a score

Eagle Island Race October 20

Dyno was the RC Boat, *Fjord* was the mark boat. Thank you

Place/Points	OA class	Sail No.	Yacht Name	Yacht Type	Rating	Correctd Time	Finish Time
A-CLASS Start Time: 10:00 Distance: 26.5 nm							
01	0.75	69315	NIRVANA	MERI 28	120	14:32:13	13:39:13
05	2.00	79089	LIGHTLY SALTED	BENE 10R	96	14:34:05	13:51:41
06	3.00	18633	I5	SANZ 33	117	14:44:26	13:52:46
13	4.00	69095	MYSTIFY	WILD 30	120		DNF

S-CLASS Start Time: 10:00 Distance: 26.5 nm							
02	0.75	69399	FLYING CIRCUS	EXPR 37	72	14:13:08	13:41:20
07	2.00	1005	SILVERHEELS	SYN	54	14:17:06	13:53:15
09	3.00	82	MCSWOOSH	11M	66	14:29:34	14:00:25

B-CLASS Start Time: 10:05 Distance: 26.5 nm							
03	0.75	69358	SUGAR MAGNOLIA	STWO 7.9	183	15:08:47	13:47:58
04	2.00	28877	SHOWTIME	OLSN25-1	174	15:05:47	13:48:56
08	3.00	160	BEEP BEEP	ULT 20	162	15:14:18	14:02:45
10	4.00	69063	GIZMO	HARM22	216	15:49:21	14:13:57
11	5.00	0000	GENESIS	CASC27	225	16:36:42	14:57:20
12	6.00	260	SPIFF	RANC 26	216	16:53:34	15:18:10
13	7.00	51496	PANDORA	CAL 36	165		DNF

D-CLASS Start Time: 09:35 Distance: 20.3 nm							
	0.75	29718	MARANATHA	RANC 33-	176	13:32:58	12:33:25
	2.00	69927	BALDER	ERIC 38	143	13:22:18	12:33:55
	3.00	69667	SASSY	C&C34	143	13:23:40	12:35:17
	4.00	39110	KOOSAH	PEAR 36-	177	13:36:47	12:36:54
	5.00	39458	RELEAF	PEAR 30	247	14:14:12	12:50:38
	6.00	328	TUSHITA	CATA 42	155	13:46:31	12:54:05
	7.00	37079	OSA	RANC 33	182	14:01:09	12:59:34
	8.00	39173	BORU	CROW 34	147	13:49:41	12:59:57
	9.00	200	AQUILA	CASC29	275	15:04:12	13:31:10
	10.00	11682	MOMENT	SJ34	162	14:40:52	13:46:03