

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 4

December 2013

http://www.ssssclub.com

December Meeting: Holiday Potluck

Our annual Holiday season with a potluck and food bank fundraiser is December 10. Doors open at 1800; we start eating at 1830. Bring a potluck dish to share, your own plate and utensils, and your checkbook to pay for the highly coveted auction items. I am always impressed with the quality and variety of this potluck. Beverages will be available through the usual means, donations accepted.

This evening is casual and focused on camaraderie and enjoying a meal with friends. Following the potluck, the conviviality transitions to the now traditional gloves off, no holds barred, auction of skillfully decorated wine bottles. All in fun to benefit of the food bank.

Richard Bigley,
Osa



Bodacious, Eagle Island Race

photo: Barbara Emmons

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

Let's Keep the Tradition Alive

For the past seven years SSSS sailors have made a tradition to help those less fortunate than themselves, by raising money and food donations for the Thurston County Food Bank at the December Potluck. Each year you have raise more than the previous year. The Decorated Bottle Auction has proved to a fun way to raise funds, and passing the jar around for your monetary contributions has grown and grown.

Be looking for my Tahoe out front with the lift gate open, ready to accept your non-perishable food donation. When you are out getting your grocery list together for that awesome recipe that you are bringing to share, remember to get those extra food items that will donated. I get a real kick out of taking your generous food donation down to the Food Bank and having it palletized and weighed, so I can report to you how generous you are, each every year.

I can't think of a better tradition that SSSS has than that of helping others. Let's keep the tradition alive and help those that need it most.

Don Waterhouse, McSwoosh

Parade of Lighted Ships December 7 Only

The season is upon us! Throw some lights on your boat and join in the Lighted Ship Parade! Parade Packet Pick-up OYC Clubhouse, December 7, 1400 to 1730.

If you can't join us, join the revelers at Percival Landing. The fleet sails at 1800 in front of the crowds at Percival Landing out to Boston Harbor along the east side of Budd Inlet and back along the west shore. Let the Holiday Festivities begin!

Any questions contact me at szuelke@comcast.net

Susie Zuelke, White Raven



Happy Holidays

Vashon Island Race,
TYC

December 7

Southern Sound Series Race 1

Lighted Boat Parade,
OYC

December 7

**Holiday Potluck
December 10**

Visitors Welcome

Doors open at 1800, eating starts 1830

Hope Island Race
December 14

Eld Inlet Race
January 4

Board Meeting
January 7

Duwamish Head Race,
TTPYC

January 11

Southern Sound Series Race 2

**General Meeting
January 14**

Visitors Welcome

Doors open 1830, Meeting starts 1900



Southern Sound Series Rep Report: Duwamish Head

Winter Vashon, the first of the four-race Southern Sound Series, is Saturday, December 7. There may still be time to register. See the www.sseries.org web site.

The second race is Duwamish Head 11 January 2014. Sponsored by the Three Tree Point Yacht Club, it starts outside the Des Moines breakwater, heads north to Alki Point in West Seattle, then east to the Duwamish Head dolphin in Elliott Bay. Racers sprint west to round north of Blakely Rock and then back to the start/finish line.

Each year presents unique circumstances for the racers. Two years in a row the race was canceled because of no wind. One year it was canceled due to too much wind. The race is a favorite for several Seattle boats. If the race is shortened at the Duwamish Head mark it is a short delivery to return the boat to their Seattle moorage. The majority of the years the race has been completed, although often in the dark!

For our South Sound Sailing Society racers, several usually tie up at the Tacoma Yacht Club reciprocal moorage, plug into shore power and then enjoy a meal together in the TYC dining room. Last year there were 22 skippers and crew who sat down to the famous Sunset Dinner special. Please let me know if you wish to participate! Saturday morning, we motor nine miles to the start line.

After the race, most boats return to TYC to spend the night before going back to Olympia on Sunday.

Dave Knowlton, *Koosah*

RC Report

The contrast between this year's Eagle Island Race and the Herron Island Race a week later was extreme. The first was a test of survival and the second a test of patience and fortitude. Both races resulted in a lot of attrition with only 4 of 22 boats finishing Eagle Island and 8 of 22 finished Herron. If we could have averaged the wind between the two races everyone would have had enjoyable races. For me it was an easy decision to call the Eagle Island Race after a violent gybe and round up in Dana Passage. It wasn't that I didn't think we could make the halfway point that had me concerned, it was the prospect

of trying to go up wind work against the current that was the decider. The four boats that stuck it out to the finish were *Vintage*, *Bodacious*, *Koosah*, and *Genesis*. Joe Downing collected some of the stories elsewhere in this S-t-S.

Herron Island was a drifter with favorable current at least through Dana Passage. For those that waited until some wind arrived in Case Inlet it was still a late arrival to the finish line near

The PHRF Sailing Instructions are here amended:

Henderson Inlet Long Course:: Replace "The course may be shortened between the stake boat and the eastern shore on a compass bearing of approximately 2300 from the boat, or at the Itsami Ledge on the return (inbound) course." with "The course may be shortened between the stake boat and a temporary buoy."

Herron Island. *Balder* got a jump on D Class in Budd Inlet and was a half mile in front at Boston Harbor, finishing well ahead of the next D Class boat. *Showtime* finished in the waning light but took first overall. Thank you to *Rushwind*, *Fjord*, *Midnight Blue*, and *Scarlett* for performing RC and stake boat duties for the Eagle and Herron Island Races.

Unless you are doing the Southern Sound Vashon race on December 7, the Hope Island Race is the only scheduled SSSS racing event in

December on the 14. It is the shortest race of the Island Series and remember that you can sail around the island in either direction, but only one direction will be correct.

After these long and sometimes difficult races it's time to pay tribute to those people that help make racing the great sport it is, the

Halloween Cruise jack-o-lantern by Glen Hunter
ghouls by Dave Knowlton
More Cruise photos on line by Dave, Glen, Joy Johnson, and Ken Dzinbal

crew. The best part of racing comes from the teamwork and camaraderie that comes with doing a job well. As we did last year, skippers can nominate a crew member for the Crew Award if their boat finishes first in class for any of the Island and Inlet races. Usually the hardest part of the nomination is picking that one person when everyone has contributed to your success.

Joel Rett, *Maranatha* and *LoneStar*

PHRF Report

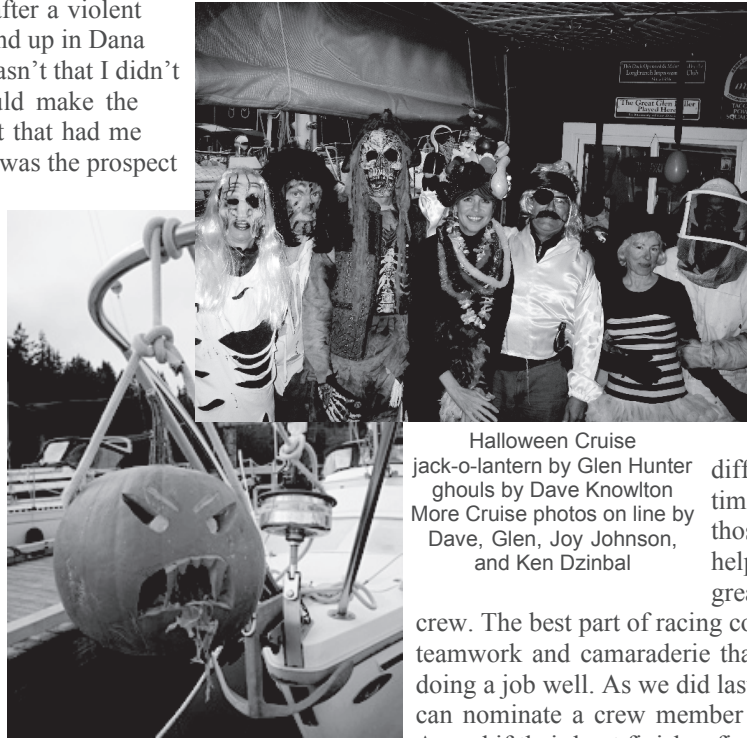
Annual PHRF-NW handicappers meeting is January 19, 2014 in Bellingham. Any handicap appeals need to be submitted early December to have a chance of being heard. Appellants would be expected to be in Bellingham for the hearing to present their appeal.

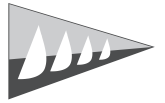
Rafe Beswick

Remember your PHRF dues are due at the first of the year. Here at SSSS we give you a grace period, but why wait? TTPYC will be checking for the Duwamish Head Race.

The S-t-S Needs Photos and Letters

There is not much happening at SSSS this month, so we will have more than the usual space for your sailing stories. We want to hear from you. And take your camera sailing; send us photos.





Cruise News A GHOULISHLY GRAND PARTY

Several boats made it out to Longbranch on Friday, one even came on Thursday, in anticipation of our ever popular and fun fun Halloween Cruise.

The weather was awesome, it didn't rain, and the sun made a welcome appearance for a bit on Saturday.

Generally, the weather was great all three days, Friday through Sunday. And then there was the people, ah the people, what a grand bunch.

We got off to a pretty early start on Saturday with coffee and cocoa provide by Dave Knowlton.

Boats arrived throughout the day with the last in at around 1600. The party

started shortly thereafter with happy hour, costumes, music, a fabulous potluck dinner and

wonderful conversation and camaraderie well into the evening.

Sunday greeted us again with mild clear weather. Rod and Susan again made up their incredible Belgium waffles. Many of the rest of us brought berries, whip cream, bananas foster, and other wonderful toppings. Link sausages rounded out the breakfast. Many boats started rolling at around 1100 and by 1300, we were all steaming home.

Many thanks to the harbor master at Longbranch Marina, and to the Longbranch Improvement Club. The facility is perfect for a destination for a large get-together. The marina is clean, plenty of room and power available to all.

The covered and mostly enclosed room is just great.

Boats represented: *Koosah, Passages, Sassy, Rushwind, Ludus Amoris, Caution, Paraiso, Balder, Penguin, Karen Ann, Nightwind, Pax, Liberte, Sarah Jane, Folie A Deux, Pearl, Puelche, Scarlett, Osa, Luna, Kaydee Marie, and Midnight Blue.*

Ann Heyerdahl and Glen Hellman, The Ghoulinator, *Midnight Blue*



November Meeting
Parade of Lighted Boats skit
Crew Award winners, both crew
on *Koosah*, for:
Eagle Island Race, Bob Bennett
Herron Island Race. Steve Lewis
photos by Jeff Johnson

Hawaii Bound?

You might pass this on to the SSSS Members. If you guys get tired of cold weather sailing and make it

out to Hawaii this winter the Aloha Sailing Club has several boats available to take out sailing, snorkeling, whale watching, dolphin watching, etc. No charge to our members. Initiation is \$50. Two month minimum dues @ \$75 a month plus tax, so for \$208, you can use a boat more than once. You have to be a qualified skipper, and pass a check out sail, which also gives you some local knowledge, ie currents, and reefs to avoid. For more information go to our web site, www.alohasailing.com/. Also Kona is generally a light air sailing venue, on-shore winds in the 4 to 10 kt range mostly, so kinda similar to south sound sailing, just a lot warmer.

Aloha, Daniel Starsong

Big Wind on Not so Big Boats

On Saturday, November 2, we were out on the water about to experience a lot more than a sailboat race. It was a day where we would experience nature in all its power and grandeur. This day was about trust: the crew's trust in the skipper and the skipper's trust in the crew. This was also a day for stories, and we want to share four of them with you.

KOOSAH, D CLASS, DAVE KNOWLTON, SKIPPER:

We knew the night before that the race was going to be a barn burner. The weather reports predicted strong winds and big waves. On the dock the next morning, we picked up two crew members from boats not

going out. We put one reef in the main and hoisted the 100% blade. It was more that we needed, but we were going down wind after the start, so we stayed

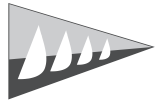
with the decision.

What a ride to Boston Harbor! All the boats were reaching their hull speed and some were rounding up. The winds were a steady 30 knots and gusting higher. Huge stern waves!

Upon reaching Dana Passage the winds increased. The blade came down and the storm jib went up easily. The second reef went in and the boat became more balanced.

Now the challenge was to find the mark near Devil's Head. Gaute, a former *Sassy* crew member, spotted it bobbing about six inches out of the waves. It was farther from Devil's Head than in previous years which was a good thing





because we were now on a lee shore. We turned at the mark and screeched off towards Johnson Point. We all felt great: first around the mark and the boat under control. We saw several racers headed to the mark that were experiencing problems with too much sail area.

Rounding Johnson Point and entering Dana Passage was like entering a new world. The winds had increased and the ebb was changing to a flood. Big winds against a current means *big waves* and that is what *Koosah* found. We finally made it through Dana Passage and beat over towards Hunter Point. When the GPS started showing negative speed to Dofflemeyer Point we were able to tack and head to Boston Harbor. We were just short of making the Point and had to wear about again and head over to Cooper Point.

In Budd Inlet the waves were smaller but the wind remained. We were able to tack three times to the finish where *Rushwind* gave us the gun!

Koosah was under control the entire race. This was due to our sail selection of using a storm jib and the ability to put a second reef in the main. We communicated as a crew before each event, tacking, sail change, and tactics. It was one of the strongest winds *Koosah* has ever raced!

GENESIS, D CLASS, ALAN NILES, SKIPPER:

No doubt last weekend will be one of those races that sets a bench mark. So when it gets bad many of us will be able to say well it's not as bad as Eagle Island 2013, and perhaps that will be a comfort.

In truth, although it was very windy, the crew on *Genesis* had the boat under control. We saw record speeds downwind even with a single reef and partially furled genoa. We peaked at 10 knots. The name of the game was stay in control and not break anything. So we looked ahead and reefed again when we saw the vortex outside Johnson Point.

The only situation we had during the race was when my rather large oversized spade anchor got knocked off the bow roller. The bow was burying into the large waves we were pounding into coming back

upwind in Dana Passage. The heavy sharp points were definitely a threat to the hull.

We all have wondered if going to a third reef would have been smarter. We spent a lot of time with the level meter pegged at 45 degrees. And that is with a double reef and jib furled to storm size. Next time I think I'll try that.

VINTAGE, D CLASS JOE DOWNING, SKIPPER:

We were a bit late to the starting line because we were putting a good double-reef in the main, and hit the start line a minute late at 0936. *Koosah* was out in front, with *Balder*, *Genesis*, and us close behind. We had a great run to

Genesis behind. Once we turned the corner at Boston Harbor, we were relieved to have no more tacking, rolled out the jib half-way, and *Vintage* sailed beautifully all the way to the finish line. It was an amazing day: all were safe, and *Vintage* gets credit too, for carrying us through a day of wind which I frankly would not want to see again from the water's surface!

RUSHWIND,

KEN RUSSELL, COMMITTEE BOAT:

Committee boat, *Rushwind* was not without adventure. Our crew was Barbara Emmons and Sharlyn and myself. After anchoring at the start line in the usual manner with 90 feet of scope for our heavy

all chain rode, we began the start sequence. The first excitement came just as we were readying flags, start box Ollie, and shotgun. Our cozy kerosene heater suddenly snuffed out from a powerful blast of the steadily rising wind. This happens extremely rarely and, of course, I had forgotten to shut the heater off in such conditions. About five seconds after the flame went out, the very hot heater re ignited with a bang almost as loud as



**Dropping out of the Eagle Island Race photo: Jeff Hogan
More Eagle Island photos by Jeff and others, and videos, on line**

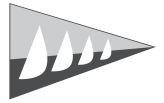
Dofflemeyer, and then the real fun began. Thankfully, we had to execute just one gybe, more accurately a round-up, on the way to the turn mark at Devils Head. The knot meter read over 9 knots on the downwind, with a double-reefed main and half rolled up genoa.

On the trip back we rolled up our headsail totally, and forged ahead slowly under the reefed main alone. Looking up Dana Passage, it was a *wall* of white water! Truly an incredible sight. As we reached the west end of Dana, the waves got bigger due to opposing wind and tide. We recorded a steady breeze of 35 knots! *Koosah* was in front of us and gave us confidence and the will to finish this journey. *Vintage* actually traversed the waves more smoothly than I expected.

Once coming out of Dana, the waves subsided to a more manageable 4-6 ft. We were able to look around, and saw only two boats on the water: *Koosah* ahead, and

the shotgun. The lid blew wide open and then back with a loud clang. Thick, choking smoke filled the cabin. Fortunately, the clean burning kerosene produced no shower of soot balls in the cabin. Had it been diesel, there would have been soot everywhere. Sharlyn was quick to shut off the fuel pump, switch on the electrical panel and then the stove control knob. It is critical to immediately stop fuel flow into the hot burner pot. I scrambled below to open all the hatches which are too high for Sharlyn to reach. Now the shrieking wind was our friend, and the cabin cleared in about ten minutes. We prudently did not relight the heater for the rest of the day!

We began by firing the gun for the D Class start. I talked later to a couple of racers who said they could not even hear it. The wind was now so strong we had difficulty keeping the flags vertical. We even had to move heavy Ollie to a safer



place. The count-down continued, and, as the fleet flew away after the final gun, we carefully counted all the boats and wrote them down.

Just minutes after the B Class start, I noticed the shoal marker beginning to rapidly shrink in size. We were blowing across the inlet! I thought at first that our big 3/8 inch anchor chain had parted. A quick trip to the bow revealed a bar-tight chain with anchor still at the proper end. We dragged at about two knots and eventually fetched up solidly about 300 yards away from the original set. The wind was now so strong that we decided to wait for what we knew would only be a short lull. Sharlyn heated up some delicious soup and made sandwiches and crispy apple slices for lunch. Except for a line loudly slapping the mast, it was calm in the cabin. The big waves gave only slight motion.

A bit later, we emerged from the peaceful cabin into the maelstrom and noise and began the re-anchor drill. On re-anchoring, I upped the scope to 125 feet. We did not move again!

The four boats that finished the race all had tiny sails well tied in. *Bodacious* ripped their main and finished with only a jib [J is now thinking of adding spreader patches for the reefed sail. He also reported speeds of 17 kt down wind. Ed.]. The jib only configuration allowed them to sail down Budd Inlet well to windward without tacking. *Koosah*, with storm jib and double reefed main, had great sail shape and moved at speed. *Vintage* had a rolled jib with a baggy set but moved well too. *Genesis* also had both sails reefed and was moving well. All other sailors either dropped out early, or dropped out and sought refuge at either Zittle's or Island Home. All in all, an amazing day out there in nature.

Dave Knowlton, Alan Niles, Ken Russell, and Joe Downing; edited by Joe

THE WIND

Ken got a graph of the wind from a weather station at Boston Harbor. It shows a wind speed of 15 to 20 kt for most of the race (see the graph, which is in mph) with gust speed of 35 kt. (one should expect gust speed to be 1.5 to 2 times wind speed, as it was). This is a Force 5 wind Beaufort, also



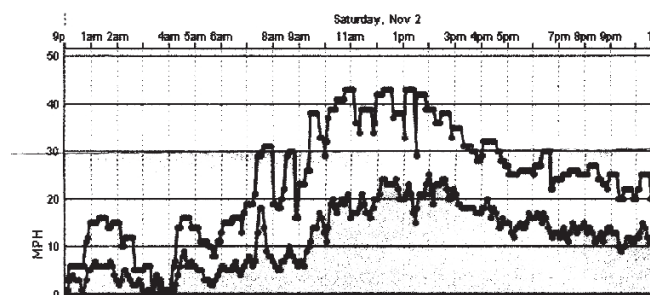
*Koosah, Eagle Island Race photo: Glen Hunter
More Eagle Island photos by Glen and others, and videos, on line*

called a Fresh Breeze. As it was measured down wind of a bluff, you would expect the wind in Budd Inlet to be ten to fifteen per cent higher, getting into the Force 6 range: a Strong Breeze, sometimes called a Yachman's Gale.

Steve Worcester, Star 6932

"Oh the stories we can tell, if it all blows up and goes to hell ... We do it for the stories we can tell." J. Buffet.

And your friends at SSSS would like to hear yours. It is too dark this time of year to do much sailing. So this is a good time to write about it.



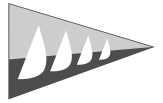
Navigating the South Sound and Beyond

Crossword by John Thompson

John has offered a bottle of rum to the first to solve it correctly.

Across

1. Fore and aft balance of a boat
8. A navigation device used to indicate the vessels heading (2 words)
11. The side sheltered from the wind
13. The least amount of water in which a vessel will float
14. A light flash sequence consisting of multiple flashes or blinks where the total duration of light in each period is greater than the total duration of darkness
16. A plotted visual bearing on a chart
18. An educated guess at when you will get to your destination (acronym)
21. To be in charge of the bridge of a ship underway, especially in restricted waters
22. The reference point for all longitudinal measurements (2 words)
23. Distance in degrees north or south of the equator
25. In a small-scale usage, the shortest distance between two points (2 words)
26. One minute of latitude (2 words)
28. An inlet between two headlands or capes, generally smaller than a gulf and larger than a cove
30. The constellation of the ram in the northern celestial hemisphere
32. The compass error caused by the vessel's magnetic signature
33. The average heading in which a vessel is intended to be steered
38. Device used for precise measurement of angles.
39. Best-guess position marked on a chart (acronym)
40. A floating aid to navigation
41. A mark on a compass used to read the heading of a vessel (2 words)
43. Two marks or lights that, when aligned, indicate the center of the channel
45. A recreational boat
46. The vertical reference point for all elevations and depths found on a chart
48. The error triangle formed by three lines of position that do not cross exactly (2 words)



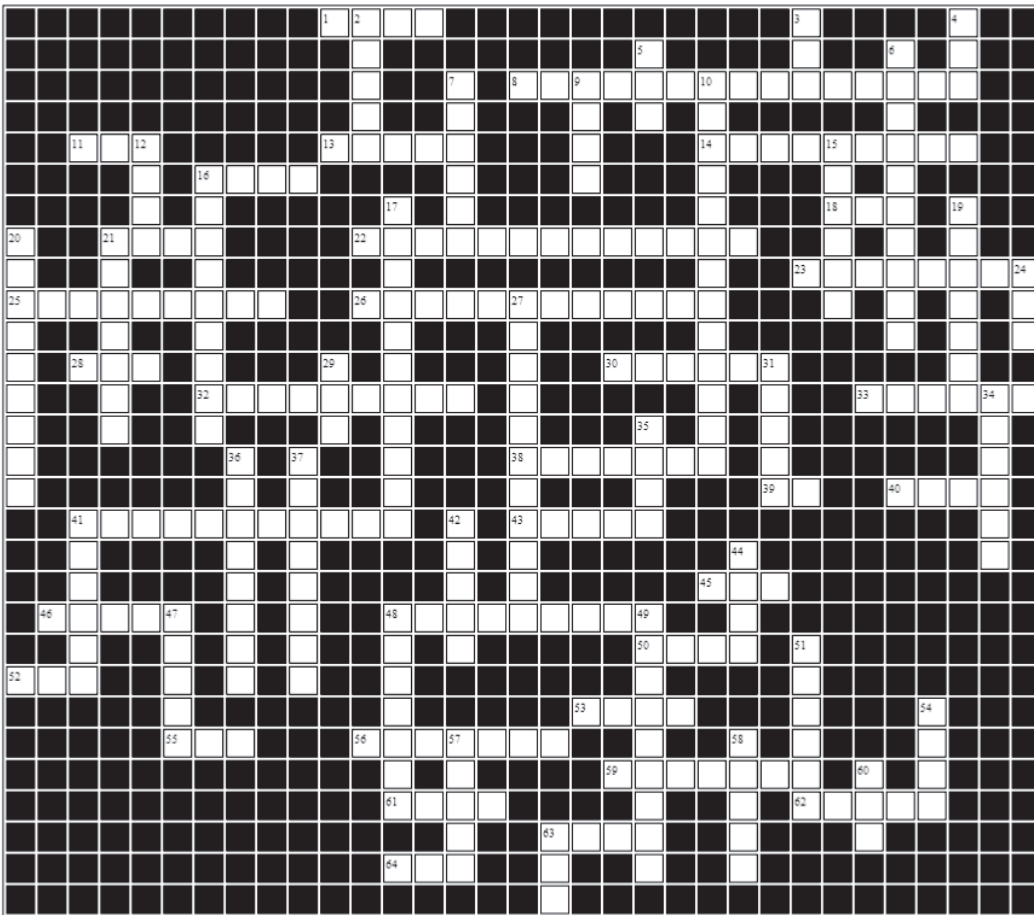
- 50. Speed or velocity
- 52. A plotted distance or range on a chart
- 53. A great place to visit intentionally, otherwise not so great
- 55. The actual rate made good at any instance with respect to the Earth along the course being steered (acronym).
- 56. The instantaneous direction of the vessel's bow
- 59. A navigation mark consisting of a number of piles driven into the seabed in a circular pattern and drawn together with wire rope.
- 61. A small tongue of land or shoal extending from land into a body of water
- 62. The deviation in speed along the track line due to the effects of wind and current

- 63. An object that is secured to another
- 64. Towards the stern of a vessel

Down

- 2. Navigational device used to measure distance and detect the presence of other vessels (acronym)
- 3. An unexpected sighting at night when using a sextant (acronym)
- 4. A navigation system that provides global, all-weather position and elevation data (acronym)
- 5. The lateral deviation from the course steered due to wind and current
- 6. The art and science of conducting a vessel safely from one point to another
- 7. Unit of depth

- 9. A sound signal on buoys actuated by waves
- 10. A light flash sequence featuring equal periods of light and dark (2 words)
- 12. A broadcast signal reflected back to the transmitter which is used to measure distance
- 15. The sideways movement of a vessel due to wind or current
- 16. The distance in degrees east or west of Greenwich, England
- 17. The shape formed on the Earth's surface by a plane that passes through the Earth's center (2 words)
- 19. Zero degrees latitude
- 20. The difference between true north and magnetic north at any given location



- 21. Navigational tool used to mark a range or distance measurement on a chart
- 24. A tidal current moving away from shore
- 27. A chart marking used to determine direction (2 words)
- 29. Side to side deviation from course due to waves, wind and current
- 31. The ratio of the length of anchor line used to the depth of the water
- 34. Alignment of moon, earth and sun resulting in spring tides
- 35. A rapid current, usually found in a constricted channel
- 36. Any great circle that passes through both the geographic poles and any given point on the Earth's surface
- 37. Precision navigation used in restricted waters involving frequent fixes and continuous verification and updating of course and speed to keep the vessel on her pre scribed track line
- 41. A defunct ground based electronic navigation system (acronym)
- 42. A comparatively straight segment of a river between two bends



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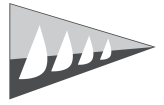



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- 44. Anchor line and/or chain
- 47. Visual aids to navigation.
- 48. The International Regulations for Preventing Collisions at Sea (acronym)
- 49. The northward direction measured along any meridian (2 words)
- 51. The location on a chart where the datum, scale and other important info is noted
- 54. The red-light side of a vessel
- 57. To travel solely by the effects of current
- 58. A nautical map
- 60. The error in celestial navigation due the height of the sextant above sea level
- 63. A plotted position on a chart at a certain time

Eagle Island Race November 2

Island Series Race 1

Rushwind was the RC Boat. Fjord was the mark boat. Thank you both.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 10:00 Distance: 26.5						
0.75	73392	BODACIOUS	BENE 35 S5	129	14:30:00	13:33:02
2.00	18633	I5	SANZ 33	117	DNF	
2.00	69095	MYSTIFY	WILD 30	120	DNF	
2.00	69315	NIRVANA	MERI 28	120	DNF	
2.00	79182	FOLIE A DEUX	BENE 35 S5	138	DNF	
2.00	154	SKOOKUM	OLSN 30	99	DNF	

D-CLASS Start Time: 09:35 Distance: 20.3						
0.75	39110	KOOSAH	PEAR 36-1	177	13:37:28	12:37:35
2.00	79179	GENESIS	CASC27	251	14:16:25	12:51:30
3.00	49914	VINTAGE	RANC 33	188	13:59:30	12:55:54
4.00	200	AQUILA	CASC29	270	DNF	
4.00	328	TUSHITA	CATA 42	155	DNF	
4.00	29718	MARANATHA	RANC 33-1	176	DNF	
4.00	59571	JUDY LEE	GULF 27	260	DNF	
4.00	69927	BALDER	ERIC 38	143	DNF	
4.00	39458	RELEAF	PEAR 30	247	DNF	

No Race Classes S and B, no finishers

Flying Circus, Silverheels, McSwoosh, Gizmo, Showtime, and Pandora are DNF OA. They each have 2 points OA for the Series

Herron Island Race November 9

Island Series Race 1

Midnight Blue was the RC Boat. *Scarlett* was the mark 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: 10.4 nm						
3	0.75	69315 NIRVANA	MERI 28	120	16:37:35	16:16:47
4	2.00	73392 BODACIOUS	BENE 35 S5	129	16:42:42	16:20:20
5	3.00	18633 I5	SANZ 33	117	16:50:33	16:30:16
6	4.00	79182 FOLIE A DEUX	BENE 35 S5	138	18:19:40	17:55:45
7	5.00	18351 MISS CONDUCT	OLSN 29	102	DNF	
7	6.00	79089 LIGHTLY SALTED	BENE 10R	96	DNF	

S-CLASS Start Time: 10:00 Distance: 10.4 nm						
2	0.75	592 GAYLE FORCE	MEL	99	16:27:45	16:10:35
7	2.00	82 MCSWOOSH	11M	66	DNF	
7	2.00	69051 SPIRIT	BENE 36.7	81	DNF	
7	2.00	69399 FLYING CIRCUS	EXPR 37	72	DNF	
7	2.00	83179 HE LIVES	JBOA 92	108	DNF	

B-CLASS Start Time: 10:05 Distance: 10.4 nm						
1	0.75	28877 SHOWTIME	OLSN25-1	174	16:44:17	16:14:07
7	2.00	47914 KAITLIN	RANC 32	168	DNF	
7	2.00	51496 PANDORA	CAL 36	165	DNF	
7	2.00	69063 GIZMO	HARM22	207	DNF	
7	2.00	97560 WHISPER	NEWP33	162	DNF	

D-CLASS Start Time: 09:35 Distance: 10.4 nm						
0.75	69927	BALDER	ERIC 38	143	16:36:43	16:11:56
2.00	39110	KOOSAH	PEAR 36-1	177	18:36:42	18:06:01
3.00	37079	OSA	RANC 33	182	DNF	
3.00	59851	D'LA VICEA	HUMC 40	126	DNF	
3.00	69141	JODY V	C&C 29	206	DNF	
3.00	79179	GENESIS	CASC27	251	DNF	
3.00	39458	RELEAF	PEAR 30	247	DNF	

Yachtfinders/Windseakers Inc

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

Cell: **831-247-6162**

Dan O'Brien

for Listings:

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

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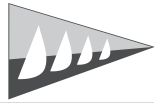
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@sssclub.com
Deadline for submissions is the second Tuesday of the month.

2013-14 SSSS Board Members

phone numbers are local, area code 360

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Cruise Chairs	Ann Heyerdahl	259-7534
Past Commodore	Richard Bigley	485-2761

Our Handicapper is Rafe Beswick, 888-9844



Sailing Connection in Sydney Australia?

I will be there over Christmas visiting family and would love to go sailing while I am there. Sandy Whitmore; swhitmore3@comcast.net. 451-2501

Ditty Bag

Raymarine ST60 Tridata instrument display and ST60 Wind Instrument (no transducers). \$200 each or both for \$350. Excellent condition **Sony CDX L380X marine stereo** receiver no speakers. \$50
Call Martin , 753-7662 sraphael@q.com

1972 35' C&C. The Jubilee on I 29 at Swantown. Ready for sailing. Nice inventory of sails. Well taken care of \$20,000
jsurr39395@gmail.com, 584-4883

Origo 6000 Stainless steel Alcohol Stove Never used. Original owners info including product registration so 1 year warrantty may be good. lists at \$1700, asking \$1200or bo. Call Mary 754-1516

Jib. Luff 48'; Leech 46'; Foot 23.3'. Asking \$250.00. call: (253) 858-8828, Ask for Peter or Joan.

1972 Coronado 27 Good cruising boat very solidly built. Good headroom V-berth w/memory foam and fitted sheets, New outboard. 2 jibs. Extras. \$2,950 A little TLC will take this boat a long way. At OYC.
Michelle or Rich at: 581-3188 or 866-5511.

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

Crew Sheet

more information on line

Crew Wants Ride

- Anissa Bentlemsani, 529-1421, Gumdrops159@yahoo.com
- Helvi Gemmer, (425) 350-8778, helvi@live.com
- Colin Sternagel cj.sternagel@gmail.com (206) 687-8730
- Rob Bate 259-4198r, ob.bates73@me.com
- Joseph Barresi, r(858) 354-8311, josephbarresi92@gmail.com
- Julie Szten, c 491-8503, jmszten@comcast.net
- John Harper, 485-6206, johnharp67@comcast.net
- Shawn, (360) 688-0261, brownsjp@gmail.com
- John 888-6363, john.a.hansman@gmail.com

Looking for Crew

D'Lavicea, Terry dbleupher@aol.com, 459-2650

Theresa Madden, to charter in Croatia Sept, 2014 share expenses 459-5900, finetunehealth@yahoo.com

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

Holiday Potluck and Food Drive



painting by Dan O'Brien

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