

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 42 Issue 6

February 2013

<http://www.ssssclub.com>

## February Meeting: Weather with Judy Grable

Up at 0600 to get ready for the day's race. What kind of weather are we having today? Windy, calm, changing, gee we never get that kind, or steady from the SW at 12 knots. Would you like a little help with the weather? Make sure you make our February Meeting.

Our guest in February will be Judy Grable, a professional weather gal. She has been sailing from the age of 15, in southern California and has lived all over the US. She taught weather, professional cartography, weather and climate, and landforms, from the perspective of a sailing junky. She will give us a professional way to look at the weather and how to interpret to your advantage, your day on the water.

A little background about Judy, "I earned a PhD in geography. While in graduate school I taught labs in cartography, weather and climate, and landforms.

Unfortunately during this time my husband passed away. I went back to school for graduate work quite a few years after finishing college. After landing a teaching job at a state university in Georgia, I taught classes in weather and climate, landforms, natural, and hazards, environmental hydrology, coastal and fluvial geomorphology, and a few other subjects."

For fun, she owned and raced a Hobie 14, and later on had an O'Day Daysailor for a few years. Now living in the Olympia area to be close to family, and she is a crew on one of our clubs boats.



McSwoosh rounding the leeward mark Fall Series photo: Thera Black

Bill Hutchinson, *Mystify*

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

## Commodore's Corner: Get Out and Enjoy the Winter

Have you looked at the SSSS events calendar for the next couple of months? There are activities virtually every weekend. We should make some room for skiing! Whether you're a cruiser, racer or just like messing about in boats, winter is no time to stay ashore. If you are lacking heat on your boat, just go along with someone that has some! Keep that foredeck washed down with defrosting solution and keep everyone on board.

The rewards of winter boating far outweigh the cold. After the Duwamish Head Race, race two of the Southern Sound Series, with Dave Knowlton aboard *Koosah* we motored home from Tacoma to Olympia after the race. No use wasting good daylight on a delivery. We travelled thought Balch Passage at about 0130! Yes it was cold and dark; the stars sparkled right down to the horizon: what a night. One advantage of the cold is the humidity in the air freezes into ice crystals, so instead of a fog of water vapor obstructing the stars, air is more transparent and the stars shine.

Here in the Northern Hemisphere there are two prominent constellations that are best seen in the winter. The Pleiades are among the nearest star clusters to Earth and is one of the first distinctive groups in the night sky. Orion the Hunter with his conspicuous belt has been used

**Public Meeting on  
Proposed Fuel Dock  
was February 4**

## Toliva Shoal Race Weekend

Registration Party

**February 8**

**Race**

**February 9**

third Southern Sound Series race

Hope Island Cruise

**February 16-7**

**General Meeting**

**February 19**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

America's Cup  
Presentation, TYC  
**February 21**

Henderson Inlet Race  
**February 23**

Skookum Inlet Race  
**March 2**

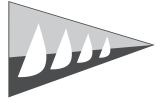
Board Meeting  
**March 5**

Examining the New Rules  
**March 10**  
ViewPoint Room

**General Meeting**  
**North Sails**  
**March 12**

Visitors Welcome

Doors open at 1830, Meeting starts 1900



for ancient timekeeping to mark the northern night sky when the sun is at its lowest point. Get out and enjoy the winter, because it's less than six weeks until the vernal equinox on March 20.

**Richard Bigley, Osa**

## RC Report

Racing a sailboat for the first time can be a lot like your very first kiss. No, I don't mean it's going to be warm and wet although I suppose it could be. What I do mean is that once you've tried it you'll want to do it again. In the spirit of trying something for the first time I would like to encourage any new Members, cruisers or fence sitters, to give racing a try. I know that at first it can seem daunting and bit intimidating but it really isn't. If you are unsure about bringing your boat to the race course I would like to offer an incentive to get you started. I will make an open ended offer to any first time racer to provide 1 or 2 experienced crew

persons and myself to assist you with your first race. We can help you understand the starting sequence, navigate the starting line, explain some rules, and possibly help you find the only place on the Sound where there isn't any wind. Now what are you waiting for, a kiss?

I awoke for the Eld Inlet Race on January 12 about 0630 and noticed the outside temperature was 27 F. I stopped at the grocery on my way to the boat and the check-out lady kindly asked what plans I had for the day. I noted that I was going sailing and she gave me a double take and then she started a sanity survey. I explained that it was a race day, as if making it a scheduled event somehow made me more rational.

The boat deck required crampons for safety and it was entertaining to watch my agile crew rig the boat from their hands and knees as we motored in the icy fog.

We found the committee boat and there was only one other boat in sight. I anticipated a cancellation and kept the heater on inside the cabin while watching the fog lift and a little breeze start from the South. We reluctantly put up the sails and were surprised to see the sun breaking through the clouds. As the start time approached the other D class boats were all around and the adrenalin or third cup of coffee made for an exciting start and we silently sailed towards Cooper Point.



Eld Inlet Race photo: Sherwood Smith  
a second Eld Inlet photo by Sherwood is on line

For the first hour there was little wind but we enjoyed the lifting fog and the warming sun as our fortunes placed us and *Koosah* on the east side of Budd Inlet and at the front of the fleet. Our confidence soon faded as we watched a new breeze pick up all the boats along the west shore while we sat helplessly on the wrong side. While our strategy unraveled we traded verbal jibes with our cohorts aboard *Koosah* and then went back to work trying to catch up. The breeze for the rest of the race was great and as we sailed across the Cooper Point sandbar we could see the stake boat just ahead taking finishers.

As we crossed the finish line I was pleased at how such an auspicious start to the day had turned into a wonderful bit of winter sailing. As we motored home we talked to other sailors and all agreed that it turned into a surprisingly fun day and

proved to me that you can't judge a sailing day by its temperature.

We are now a little past the half-way point in the 2012-13 Season Championship. Steve has posted the current Championship standings on the club web site. These results reflect the separation of D Class into 2 divisions as of the end of the Island Series. Since this is only the half-way point there is still plenty of opportunities to move up or down in the standings. Looking ahead the February race in the Inlet Series takes us into Henderson Inlet and the series completes on March 2 with Skookum Inlet.

**Calendar Reminder:** The best way to learn the rules of sailing or to get an update on the 2013-2016 changes is to attend the Rules Seminar on March 10th, WestBay ViewPoint Room starting at noon. Norm Smit will highlight the important changes and answer your questions. Copies of the new rule book will be available to purchase at a club discount of almost 50% off retail.

**Joel Rett, Maranatha and LoneStar**

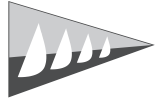
## Rules Seminar

As many of you know the rules are revised every four years whether it is needed or not. There is an international group that are constantly tinkering with the rules in an attempt to make them "better." This all leads to a new book with changes to the wording to fix problems discovered, either real or imagined and in my view there is a little of both in play this time around.

The new rules will be used starting in the spring and to get us all familiar with what is changing we will have a rules seminar on Sunday March 10th at the Viewpoint room at Tugboat Annies. It will start at 1230 and end when we are finished at no later than 1700. Please bring a new rule book and we will try to have some for sale at the seminar. Included will be a quiz that will be taken and discussed in the second half of the seminar. If you are interested and plan on attending please e-mail me at [protests@ssssclub.com](mailto:protests@ssssclub.com) and I will provide additional information and study materials.

**Norman Smit, Protest Chair**





## Southern Sound Series Rep Report: Duwamish Head

The second race of the four-race Southern Sound Series was hosted by the Three Tree Point Yacht club on Saturday, January 5, 2013. The 30.7 mile course starts at Des Moines, heads north to Alki Point, east to round the Duwamish Head dolphin in Elliott Bay, then west to round Blakely Rock, and then back to Des Moines.

The delivery for most boats on Friday was accomplished in *sunshine* and a southerly breeze. Six South Sound Sailing Society racers tied up at the Tacoma Yacht Club to enjoy the reciprocal moorage with electricity and a wonderful bar and dining facility. *Pax the Space Spider, Bodacious, I-5, Showtime, Koosah*, and Jeff and Joy Johnson's new Benaeteau 35.5 arrived before 1700. At 1730 all sat down to an outstanding dinner. There were 19 SSSS sailors!

The evening was calm, as opposed to the Winter Vashon 'night before the race' when the wind kept all from sleeping on the boats! In the morning all motored over to Des

Moines to join the other SSSS racers *Korina-Korina, Siverheels, Skookum, Genesis*, and *Steamy Windows* for the race.

The start was a slow affair. The wind was south to southeast at around 3 to 5 knots. PHRF boats were able to carry their spinnakers all the way to Alki Point. Not much strategy on this leg of the course. It was a beautiful sight however to see the entire spinnaker fleet pass you with their colorful sails!

Upon rounding Alki, all stayed wide to the north to avoid the wind shadow of West Seattle. Most boats made the mark without having to tack.

The reach to Blakely Rock was frustrating for the slow boats in the back of the fleet, us. The winds were variable and often fell to zero gusting to nothing. All boats made the rounding without going aground on the sand spit on the north end of the rock. One year

*One Flew Blue*, a Newport 41, spent the night and most of the next day on that spit!

Now the strategy came into the race! Which way to go on an ebb tide? A few boats went over to the Vashon side and most appeared to head back to the West Seattle side. *Koosah* has raced this race 21 years and we are still trying to figure out the fastest way back!! Darkness covered the course and we could see the fast boats from Seattle motoring home after their finish. Some years we could see them in the daylight, but this year was a slower race.

Out of 11 SSSS boats, 8 collected silver! Results are posted on the [ssseries.org](http://ssseries.org). On a



Hope Island Race photo: Mike Visser More Hope Island Race photos by Mike on line

special note, Jeff and Joy Johnson, along with their son Zac, raced in the NFS Cruising class and were first to finish! They had only been out on their new boat for a sea trial before the purchase a week earlier. This is a miracle! First time out on the boat, finish first in class and they are still married and Zac is proud of his parents!! Good Going!! The family had crewed on *Koosah* before and Jeff had crewed on *Bodacious*, so something good must have rubbed off!

The delivery home was wet at the beginning. We dropped the crew off at TYC and then around 2200, started through the Narrows. Richard Bigley, our esteemed Commodore, helped deliver *Koosah* back to Swawntown. The rain stopped for a while and the stars were bright! We arrived around 0300 Sunday morning, tired but glad to be home.

Next race in the Southern Sound Series: our own Toliva Shoal, February 9th! I know you will be out there!

**Dave Knowlton, *Koosah***

## Star Fleet

We are now getting ready for the new season of Star Sailing. Bill is getting his shop humming for bottom painting etc, and the Black Star committee is meeting planning the event. We will be in need of Members who will help us running the on the water racing for the Black Star and will be asking for help over the coming months.

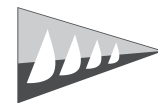
If you can help us with race committee, chase boats, would like to donate raffle items, or just purchase raffle ticket, please contact me or Sherwood Smith. We will direct you to the proper person on the committee. The following are what we typically need:  
 PRO - Principal Race Officer is responsible for the overall race committee and running the races.  
 Protest Chair - Someone to head the protest committee and to find other members of the committee  
 RC Members - Helps the PRO in running

the races

Mark Boats: We have a mark boat and need 2 people to run it. We can use a second boat if anyone has a RIB or similar boat they would like to volunteer. We can find someone to help on the boat.  
 Photographers: Anyone who wants to come out to watch the racing and take pictures, please contact us.

We generally have out of town guests borrowing a boat and have heard from some sailors from San Francisco who would like to attend. We welcome all the help we can get from non-Star members of SSSS to make this the successful event it has been in the past and to show off sailing in Budd Inlet to our out of town guests.

**Norm Smit, *Tantalus*, Star 7094**



## STAR SHOP

By the time you read this, I should have the new woodys totally ready for outfitting and a couple other boats in for some major repairs done as well. At this time, both woodys are on their backs getting epoxy and bottom paint put on as soon as the temperatures get a little warmer. Even with the heaters going all the time, which is expensive, I am only able to keep the temperature in the shop around 40 degrees, a little cool for some of the paints and resins.

*Sparkle* is ready to sand and varnish the topsides and put the stripping on. Brooke Payne from the Gig Harbor Fleet will be helping me do that. *Glisten* has been a real project boat in that when it was built, it had a single purpose in life and that was to compete in the Worlds and the Olympics in 1964. It was a build it quick and as light as possible with a very short time limit to get it done. For me, it has been an education about how not to build a boat and has taken more time and expense to correct all the short comings and make the boat a fast reliable boat for future racing. The boat was so light it had two ten pound blocks of lead mounted up under the deck to bring it up to class weight specs. When done, I figure the boat might weigh 10 lbs over based on weighing all the materials removed verses what is being installed. In her 1964 campaigns, she placed 4th in the worlds and 7th in the Olympics according to those that know her history; I haven't taken the time to verify that info yet.

Once finished, she along with three other woodys I have rebuilt will be up for sale. All these boats will be competitive since we have a wood boat division as well as all boats that race each night are scored overall for each race. Because most of the woodys have been completely rebuilt using modern materials and hardware, They require less overall maintenances and up keep then the glass boats. If I can get all the woodys in our fleet out sailing all the time, we will have nine active woodys racing. If interested in owning or chartering one of these boats, let me know.

Starting the first of February, the Fleet will start processing boats through the shop for bottom painting and other minor repairs in preparation for the new season starting in April. This is always a super busy time in the shop as many people seem to wait till the last minute to schedule their boats in. Most of the rush is created by procrastination on the owners part. We are all guilty of it regardless of size or use we make of our boats and then feel slighted because the times just don't fit our busy lives. To all the Star Fleet members, make it easy on me and schedule early.

**Bill Brosius**

## PHRF Meeting

The annual PHRF-NW General Handicappers Meeting took place January 13 at the Bellingham YC, convening at 1000, unfortunately coinciding with the Seahawks playoff game against Atlanta. The first order of business was the retirement of Chief Handicapper Alan Grim. Because of the lack of ready volunteers to take on the substantial duties of CH, Alan will be succeeded on a temporary basis by former CH Bill Nelson.

Next the issue of how to fairly measure and handicap square-top mainsails was discussed. It was decided that any area above the midgirth that exceeds .65(E) and any area above the upper midgirth that exceeds .38(E) would be counted double, and if memory serves me correctly, also that a boat that changes to a

square-top will have the boat's maximum E used in calculating the sail area even if it is built with a short foot. This change prevents someone from building a main with area moved from the foot to the top of the sail with no change in area but improved performance from more sail area aloft and a more efficient sail. This change will not affect boats with standard code 5 mains or boats like the Melges 24 that came delivered and designed with fatter top mains, or *McSwoosh*



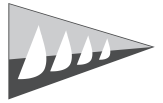
July Star racing photo: Steve Worcester

that is now a uniquely rated boat with its own standard.

We then addressed a proposed rule change by the outgoing CH that would make it legal to fly an asymmetric spinnaker tacked to the stem of a boat rated for symmetric spinnakers. It has been legal to fly assyms from a mast-mounted pole, but not from a fixed point on the bow by existing rules. Most sailors were not aware of this and it has become a not-uncommon practice. An amendment to this proposal was discussed to allow flying an asymmetric from a short sprit, for instance an anchor bow roller. It was agreed that the Chief Handicapper's proposal would be adopted with the additional permission to allow tacking the spinnaker to a point forward up to the length of the spinnaker pole without penalty. If the tack point exceeds that, then that dimension from the mast to the fixed spinnaker tack point will become the new rated spinnaker pole length.

Next an amendment to the PHRF-NW rule book was discussed, specifically K. 8. which has to do with due process for effected boats when a rating is changed. The current language was stricken and replaced with wording that allows the CH to hold a rating unchanged, or not, where the affected boat had no notice until an appeal can be heard, if the affected boat appeals within 30 days.





**South Sound Sailing Society  
and  
Olympia Yacht Club  
present**



**Save the Date!!**

**May 18, 2013**

## America's Cup Presentation

-----Original Message-----

From: Bentley  
Sent: Sun, Jan 13, 2013 6:38 pm  
Subject: America's Cup

You are Invited to a special presentation by Tom Ehman, Director of the America's Cup

Mark your calendars for February 21<sup>st</sup> for a very special day at TYC. Flying on water is how they describe what the new America's Cup 72ft Multihulls do. They travel at more than twice wind speed and are capable of more than 50mph. The America's Cup, an incredible international event is being hosted by

Golden Gate Yacht Club in San Francisco.

TYC is expecting around 400 attendees, so sign up early. A buffet dinner prior to the presentation will be available.

If you are interested, please send your reservation request to: [cupdatetyc@yahoo.com](mailto:cupdatetyc@yahoo.com).

A \$5 donation will be gratefully accepted to help defray costs.

For more info:

[http://r20.rs6.net/tn.jsp?e=001WMBz0n00sB7b9pzUfd8CV4FgMej\\_XBRmrR9qNMCIDmQcQ3KoheDz2fVO5iycnflle-OVIUalbUusuRMge5L0bmOfZuKngQZdsbOliMLV84gj6Ri0nllr7wxa8fQxs6gO8FNJ\\_pNp45A=](http://r20.rs6.net/tn.jsp?e=001WMBz0n00sB7b9pzUfd8CV4FgMej_XBRmrR9qNMCIDmQcQ3KoheDz2fVO5iycnflle-OVIUalbUusuRMge5L0bmOfZuKngQZdsbOliMLV84gj6Ri0nllr7wxa8fQxs6gO8FNJ_pNp45A=)

**Bentley**

We finally got to break for lunch and see the Seahawks lose. At least the BYC had a bar.

We reconvened immediately after the second Atlanta field goal attempt to hear rating appeals. First was from the Beneteau 36.7 *Vitesse* that wanted its rating returned to 84 from 78 where it was adjusted to in 2009. He received an adjustment to 81.

Then the Tanton 37 *Buckle-Up*, a custom cold-molded early '80s IOR boat, was successful in getting his rating returned to 123 from 111.

The Farr 39 *Voodoo Child* requested a return to a rating of 18 from an adjustment to 12 after a keel replacement. His request was granted.

Finally the most dreaded matter of the day, the Big Boat Fleet ratings controversy. Since no one down here is affected, I don't feel a need to spend much time on this subject. Also I'm trying to get ready to leave for Arizona to do a Viper regatta January 18-20. So I'll just say that after a mind-numbing presentation of various analyses using regression analysis this and multiphasic approach that, the matter was handed back to the Big Boat Council which we formed last meeting to hash out a compromise with the up-in-arms big boat owners. My head pounding with nonsensical data that had been poured into me for the last hour and a half, I made the 2.5 hour drive back to Olympia. If you're really interested in this issue, I'll be happy to recount it to you some other time.

**Rafe Beswick, *Dragonfly***



photos: Jim Findley

## Gas Dock Hearing Held

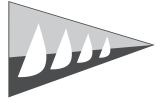
The hearing happened between my writing and your reading this so I can not report on what happened. To get started following this and be heard, see the e-mail announcing the hearing on our web site.

## 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!

Edward Kirkland,	<i>Bliss</i>	Columbia 45
Jimmy Nikitaridis,	<i>Locia</i>	Ericson 35
William & Cathy Velez,	<i>Karen Ann</i>	Dana 24



## Letter: Not a drop of Rain!

*Koosah* ventured north this summer on her annual cruise. We spent four weeks cruising the San Juans and Gulf Islands with other friends. *Koosah* has been doing this for over twenty years and what was unique about this cruise was that **there was no rain!**

Our first destination was Filucy Bay where we anchored in front of Linda's high school classmates' house and had a surprise reunion with college classmates from Oregon State that we had not seen since, well, a *long time!* Off the next day, we passed Joe and Myra Downing in Colvos Passage as they were returning from a trip to Bremerton. We anchored in one of our favorite anchorages, Blakeley Harbor, and enjoyed the lights of Seattle.

The North Wind blew the next day and we motor sailed to Langley. Duncan, the harbormaster informed us that the marina will remain the same size for the foreseeable future. There were plans to enlarge the site, but a study concluded that the cost would not pencil out. Langley will remain a tight refuge from the north winds down Saratoga Passage inside those tall pilings for many more years.

We pulled into Deception Pass Park at the dock and were boarded by Mackie Hale and Dave Morehouse from *Getaway!* What a pleasant surprise! The next morning we motored through Deception Pass on the slack and hoisted sails for Lopez Island.

We spent four days visiting friends on Lopez. There were seven SSSS boats that anchored in front of the Zerbst house. Gary and Linda were members of SSSS for several years and have *Infinity*, a Newport 30. One of the highlights was to take the free inter-island ferry from Lopez to Friday Harbor via Shaw Island and Orcas Island to attend the San Juan County Fair! There were 12 goats, 25 hogs, numerous

rabbits, cattle and a horse riding event for youth. It was like a blast back to the past!

After a few days at Blind Bay, Echo Bay and Prevost Harbor it was off to Canada! We checked into Canadian customs at Sydney. In addition to the usual questions, the officer wanted to know what we had in our caboose! I replied, you mean our dingy? No! Your caboose! After a few more questions we figured out he wanted to know what we had in our galley. Potatoes? Pitted fruit? Liquor?

**The SHOCK!** Our dollar is now the same value as the Canadian Dollar, and the moorage rate for one night for a 36' boat was over \$60! Rick and Barb Bergholz on *Inati* sadly discovered that the pump out station was out of service and the next day and to stop off at another marina and were charged \$10 to pump out. The Sydney Marina is first class! Great docks, lots of beautiful hanging flower baskets, excellent showers, outstanding laundry facilities, a dockhand to grab your lines when you arrive, and lots of shopping close by!

The next few days were spent at Ganges, where we saw Bob and Beth on *Pandora*, Princess Inlet on Wallace Island, we passed Jo and Scotty on *Swirl II* on their return from Jedediah Island, Telegraph Harbor and Genoa Bay. Again, if you wish to tie up to a dock, be prepared to pay at least \$1.30 a foot and some more for electricity. What the heck! We are on vacation, not a problem!

At Princess Inlet you must stern tie. This can be a stressful event as you accomplish it and then an entertainment as you watch others try it! Naturally the wind always blows on your beam as you attempt to grab the chain which has been drilled into the rock for your stern tie. **Some hints:** make sure you have more polypropylene line than you think you need and put your engine on your dingy for the trip to shore for the stern tie. Do **NOT** put the line in your mouth if you have

to row the line to the chain.

The second day we walked to the end of Wallace Island and upon our return we were shocked to see that *Inati* had dragged her anchor and was ready to meet another boat! Rick and Barb jumped aboard *Inati* and for the next hour you could hear Rick in the dingy providing instructions to Barb as she set the anchor again in twenty knots of side wind and attempted to back the boat toward the rocks. You could also hear Barb yelling: "I want a dock!"

Telegraph Harbor has great docks! The wind was blowing at least 20 knots but you could turn your boat around between the docks and into the wind as the kind dock master and his assistant could grab your lines. **Some hints:** It works out best if your dock lines are at least 30' long. Often you can throw the line to the person on the dock and all is saved! If you are cheap and only have 10' or so of line, you are inviting stress and potential disaster when you attempt to dock in heavy winds.

On to Genoa Bay! We had not visited this harbor in thirty years. The current in Sansum Narrows was against us but our experience from the Tacoma Narrows taught us to hug the shore and pass other sailboats out in the middle. The Genoa Bay marina also has great docks, a *superb* restaurant at the head of the docks and several interesting houseboats. Numerous boats anchor in this bay.

Time to head for home! We departed Genoa Bay planning to spend the night anchored at Prevost Harbor on Stewart Island. **Another Shock!** With full confidence, I called the United States Customs and Border Protection number. After a minute or so an officer answered. I announced that we were returning from Canada and wished to report in. I gave him our BR numbers which we were assigned by the Tacoma US Customs and Border Protection office. He replied that

### Yachtfinders/Windseakers Inc

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

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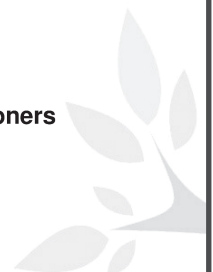
**Dan O'Brien**

for Listings:  
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e-mail: [dan@fastisfun.com](mailto:dan@fastisfun.com)

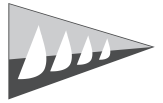
  
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we were not in his computer and that we would have to check in at Roach Harbor or Friday Harbor. He asked all the questions that the Tacoma office asked: Passport numbers, expiration dates, dates of birth, name of boat, registration number ... and I am on a prepaid cell phone with limited minutes remaining! I asked him what I did wrong!! He replied that I did not file a float plan. Well, I was not aware of that part of the reporting system! He asked if we had a NEXUS pass, \$50 each for five years, or an I-68, \$18 each for every year, and I responded that we did but not this year.

We pulled into the Roach Harbor Customs and Border Protection dock. An improvement over previous years is that the dock for reporting is much larger! No waiting in high winds to get into a two-slip area. As I entered the USCBP kiosk with officers behind four sets of computer screens, I noticed that KOOSAH was written in LARGE letters on a white board behind the bank of computers. The first officer directed me to another officer. He immediately stated that we had not done anything wrong and that numerous boats were having difficulties with this new Small Boat Reporting System, SBRS. He had most of the information he needed which was sent to him from the Bellingham officer whom I had called earlier. So they

boarded *Koosah* and took away three tomatoes and an apple, from our caboose, and gave us our US clearance. They were polite and professional.



William Stockton Kloppel delivering *Showtime* for the Duwamish Head Race

We then sailed to Blind Bay and anchored. *Getaway* was there also! We shared stories and then went to visit the

store at the ferry landing. We needed some more tomatoes and apples!

We spent three nights in Blind Bay, resting, reading and visiting the Visitors' Bench on Shaw Island Road. On Labor Day we motored to Friday Harbor to spend time with friends who live there. Surprise! The moorage fee was only about \$40! Great to be back in the US!

We departed Friday Harbor at O-Dark-thirty in order to make Cattle Pass with a favorable current. Since it was dark, we were the only boat on the water save the ferry *Yakima* arriving at Friday Harbor. John Summers had installed some Aqua Signal LED navigation lights on *Koosah*. Man, are they BRIGHT! The ferry announced: "Nice nav lights!" The crossing was like glass and we could motor sail across.

Well, we made it back to Olympia in two days. All went well! No Rain! But, as we were departing Blakeley Harbor, the transmission sounded funny. We were hoping that it was loose zinc on the shaft! Oh well, we are putting in a new transmission! Pleasure boating!!

Cruising is an adventure! So many friends to meet along the way! This year we spent more time in most places than we usually do. We didn't go as far, but the trip was more relaxing and enjoyable. Cannot wait to continue the passage!

**Linda & Dave Knowlton, *Koosah***

## Photos and Stories Needed

This was the last cruising story I have. Where did you go last summer? Where are you going this year? We want to hear from you.

Also you see that most of the photos in this S-t-S came from this summer. Take your camera sailing and send us copies.

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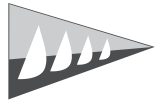
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**

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

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**Our Handicapper** is Rafe Beswick, 888-9844



## Scorer: Sail Numbers Needed

We have too many boats racing without numbers on their sails. We rely on sail numbers to identify you. Both at the finish and in the computer; the computer has a real bias for numbers. These are important enough to be required by are sailing instructions.

However we bend this rule to let new people try a race or two. This works OK with only one or two boats needing special treatment. But currently we getting too many. A couple boats have been racing for years without numbers.

Well it is now time. If you plan to keep racing, please put numbers on your sail and tell me they are. Clear the way so we can better track the new racers.

### Crew Sheet

more information on line

### Crew Wants Ride

Karie 350-8255  
Mint, 867-0488 [olymint@gmail.com](mailto:olymint@gmail.com)

### Looking for Crew

*D'Lavicea*, Terry [dbleupher@aol.com](mailto:dbleupher@aol.com), 459-2650

*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.*

## Ditty Bag

**Two CNG tanks** \$250 each. Barbara Emmons 402-0163  
**C Lark 14, \$1,300.** 1975 or so. Very clean. Set up for racing . Calkins trailer. Contact Glenn at 561-0897 or [g.briskin@comcast.net](mailto:g.briskin@comcast.net).  
**Mercator 30, 1965** Beautiful boat, good condition, only \$11,500 Well equipped. Ron (541) 270-5900 in Newport, Oregon, will transport.  
**1988 Olson 34** new Kiwi feathering prop, Universal XP 25 diesel, instruments. North racing sails. \$50,000. Steve Jones (360) 431-9404.

### Wanted

**Charts of the Queen Charlotte Islands/Haida Gwaii:** to buy or borrow, with or without your advice and navigation markings! Mary Campbell, 491-8990, [sailmaryc@gmail.com](mailto:sailmaryc@gmail.com)

**main for Columbia 24,** I've got a huge list of things I need to outfit this boat ... Jay at [cliffordbemis@gmail.com](mailto:cliffordbemis@gmail.com)

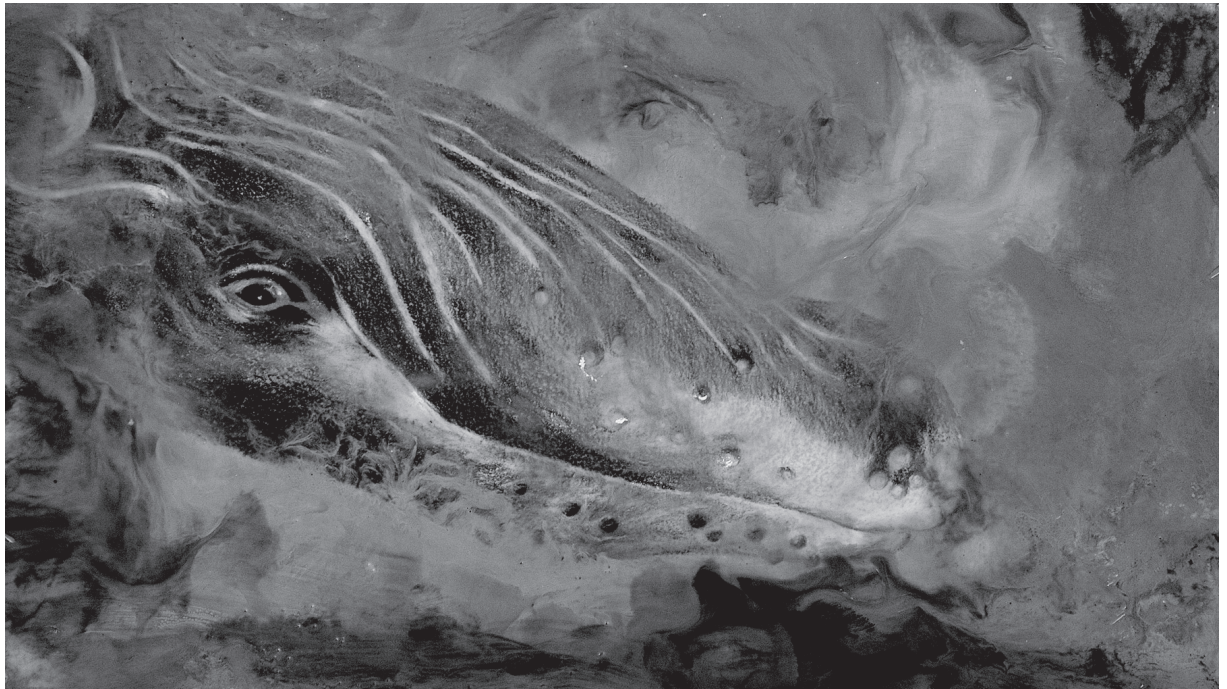
**Asymmetrical Spinnaker** : Luff 32 to 34 foot 17 - 19. For Cascade 27, Alan Niles, 480-5000, [alan.niles@gmail.com](mailto:alan.niles@gmail.com)

*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-St print S-t-S.*

## Rules Seminar March 10

Come learn about the changes as they update the Racing Rules of Sailing

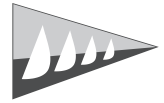
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## Portsmouth Racing Meeting

The annual spring Dinghy fleet meeting will be Thursday, March 21<sup>st</sup> at 1830 at the View Point Room at West Bay Marina. This year we will be working on the Dinghy dock extension, our racing schedule, new races, and as usual, something new. If you are at all interested in dinghy racing please come to the meeting.

**Jim Findley, Skaga, Nightwind, and Not Sirius**

## SSSS Racers Down Sound

*Bodacious* makes *48 North's* list of the Top 25 Race Boats in 2012, at number 15.

**Congratulations!**

## Season Championship Standings as of the Island Series

	points	# Races
<b>S Class</b>		
McSwoosh	15.75	7
Flying Circus	5.00	5
Silverheels	7.50	5
Dragonfly	3.00	1
<b>A Class</b>		
I 5	17.50	7
Mystify	30.00	6
Lightly Salted	19.00	5
Edgewalker	17.00	4
Bodacious	2.25	3
Nirvana	3.50	3
Miss Conduct	11.00	3
Opposition	4.00	2
Liberty	8.00	2
<b>B Class</b>		
Showtime	7.00	6
Sugar Magnolia	7.50	5
Pandora	20.00	5
Beep Beep	15.00	4
Gizmo	9.00	3
Spiff	16.00	3
Genesis	17.00	3
Fjord	5.00	2
D'lavicea	9.00	2
Jazz	0.75	1

### D Class Season Championship Standings as of the Island Series

Races rescored to show how the Division break effects the Season Championship

Boat Name	Fall Race 2	Series Race 3	Race 4	Eagle	Island Squax	Series Herron	Hope	total points	#Races
<b>D</b>									
Releaf	0.75	0.75	0.75	0.75	4.00	3.00	3.00	13.00	7
Oh Mercy	2.00		3.00		0.75	0.75	5.00	11.50	5
Tushita				2.00	6.00	4.00	4.00	16.00	4
Moment				4.00	5.00	5.00	6.00	20.00	4
Midnight Blue					2.00	2.00	2.00	6.00	3
Aqulia				3.00	3.00		0.75	6.75	3
Genesis			2.00					2.00	1
R Time	3.00							3.00	1
Mongie Lee					7.00			7.00	1
Promise					8.00			8.00	1
<b>D1</b>									
Sassy		2.00	4.00	3.00	3.00	0.75	7.00	19.75	6
Osa		3.00	3.00	5.00	7.00	7.00	3.00	28.00	6
Maranatha	0.75			0.75	0.75	5.00	4.00	11.25	5
Balder		0.75		2.00	6.00	3.00	2.00	13.75	5
Vintage	2.00		2.00		2.00	2.00	6.00	14.00	5
Koosah			0.75	4.00	5.00	4.00	0.75	14.50	5
Boru				6.00	4.00	6.00	5.00	21.00	4

You need to finish 8 races to have a Season Score. No one has done so yet. Should you finish more races, only your best 8 will count.

E-mail just in. Northwest Maritime Center & Wooden Boat Foundation are offering a 10% discount on their 3rd Annual Spring Symposium March 15-17. Over 25 top boating experts in Port Townsend. Details on our site.

### Letter:

## Unexpected Stop

The wind was up. It was time to go. I had spent the morning walking the trails on Sucia Island, waiting for the wind. As expected on a sunny day, it came in around noon, like it had every day this week. It was time to go.

*Sugar Magnolia* was hanging from a State Park buoy in Fossil Bay. That is a narrow bay on the south side of Sucia. Cliffs on both sides block it off from the rest of the island. At the time there were only two buoys in the bay. Mine was the only boat there. They bay is well sheltered, but there was easily enough wind to sail out.

We had raced Son of Pitch, a Labor Day Regatta in Everett. Me, myself, and I were bring the boat home to Olympia. It had been a week since I left Everett and I was out of ice. That was not an immediate problem however, as I was also out of fresh food. I thought it was time to see what was happening in Friday Harbor.

The dinghy dominated the foredeck. So before I laid out the jib, I opened a couple

## Island Home Cruise Report just in. Find it on the web site

valves. Like something out of Harry Potter, the dinghy shrank to just the right size to fit. I closed the valves. Why do more pumping than needed? As I raised the main the boat went head to wind. I let the buoy go and went back to the cockpit.

Backing the main caused the boat to fall off and catch the wind. Sheet in to get moving, then out as we fell off. And we are on our way. When we were out of the bay I raised the jib. Force 3 wind with blue skies; it doesn't get a lot better.

It was a close reach to President Channel. I balanced the sails, loosely tying the helm. The boat held her course nicely, as she always does. I looked around; there was not an other boat in sight. Just the islands and blue water. A pretty day.

I went below to get lunch. Out of bread, but there are crackers. Put them in the cockpit and look around. Not an boat anywhere. Back below to find something to put on the crackers. Canned baby oysters and up for an other look round. Below again to get something to drink.

Before I got lunch on deck, the boat came to a gentle stop. No lurching. We just

gently slowed to a stop. Like running aground on a very soft bottom. I looked up the open hatch The sails were still drawing, but we were stopped.

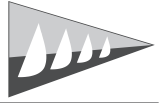
I stuck my head out and looked around. There was Orcas Island in the distance. Sucia was well behind. We were on course. No boats around. Nothing. The chart was open on the bunk. A quick look assured me there was no shoal near. It showed it was too deep to anchor.

What ever the cause, pulling and not moving was not good for the sails. To lower them I went to the mast. Then it all became clear. Looking down into the water it was easy to see what held us firmly in its grasp.

The boat was in the middle of a large patch of floating weeds, maybe a couple of boat lengths in diameter. The current must have gathered it all together. A miniature version of the Pacific gyro.

With the help of a boat hook, it was easy to free the boat. We continued on to Friday Harbor and re provisioning. The next day it was time to head south.

**Steve Worceter, Star 6932**



## Silverheels Request for Redress: Eld Inlet Race

Following the Eld Inlet Race *Silverheels* requested redress for the Eld Inlet race. She claimed that in accordance with rule 62.1(a) an improper action or omission of the Race Committee caused her score to possibly be made significantly worse, through no fault of her own.

Facts found:

1. The wind was light and variable. At the start of the race the wind was 1-2 knots from the south and dropped to 0-1 knots for approximately 1 hour as the fleet approached Boston Harbor. It then shifted to the north to approximately 1 knot.

2. The current was ebbing from the start to approximately 13:00 when the flood began. The ebb current is approximately 3 knots from the south in Budd Inlet and flows out of Eld Inlet and the flood current is from the north and into Eld Inlet.

3. The PRO instructed the Mark Boat to find a convenient place near the entrance to Eld Inlet to shorten the race. The Mark Boat set up to finish the fleet approximately 0.3 nm from the entrance of Eld Inlet near the north shore using an object near the shore to sight for the finish.

4. The Race Instructions (RI) designates the course, "Leave E mark in Eld Inlet to Port". The Island and Inlet and Series Racing Chart indicates E mark is near Flapjack Point approximately 2.8 nm inside Eld Inlet.

5. *Silverheels* rounded Cooper Point ahead of the fleet and bore off setting her spinnaker for a starboard broad reach on a course to Flapjack Point where they expected E mark was to be located.

6. After sailing on this course until they were past the Mark Boat they saw the fleet behind them sailing toward an anchored boat and realized that the mark boat was finishing the race. They saw that the S flag was flying through their binoculars.

7. They put up their jib and lowered their spinnaker to head for the Mark Boat and the assumed finish line.

8. Several boats that were behind *Silverheels* when she had passed Cooper Point had finished by the time *Silverheels* finished.

9. *Silverheels* was not aware that the mark was to be boat and not an SSSS buoy as it had been in the past.

10. There were 2 boats that had scores for the Eld Inlet Race in S Class: *Silverheels* and *Flying Circus*.

11. *Silverheels* requested that the race for S Class only be abandoned.

12. The other classes represented at the hearing did not believe their score was adversely impacted by the location of the finish since they were aware of boats finishing ahead of them and they did not head toward Flapjack Point.

**Rules and Cases that Apply:** Rule 32, Shortening or Abandoning After the Start; SI 5.4, Shortening The Course; RI, "Courses"; RI, "Island and Inlet and Series Racing Chart"; Definition of Mark; J2 Sailing Instruction Contents; Case 37.

Conclusions:

In this case in order for a boat to be entitled for redress there must be an improper action or omission by the RC, which through no fault of her own, possibly caused her score to be made significantly worse. All of these conditions must be met for redressed to be granted.

There were several improper actions and omissions by the RC as follows:

1. The expectation based on the course chart is that E mark is to be located near Flapjack Point. Instead the finish boat was set up approximately 2.5 nm from Flapjack point on the north side of Eld Inlet. There is no provision in the SI for shortening the course at the location chosen by the RC.

2. Rule 32.2 and SI 5.4 indicate that the course can be shortened at a mark where the finish line is between the Race Committee and the mark. In this case there was no mark where the race was shortened; the RC picked an arbitrary point so that the competitors could not determine where the finish line was located.

3. The SI do not comply with rule J2.1(5). J2.1(5) provides that the Sailing Instructions shall provide descriptions of the marks. No descriptions of the marks are provided in the Sailing Instructions, so that the competitors could not know, based on the information provided, what they were to round, or where the finish line was to be located, should the race be shortened at a mark.

Because of the improper actions and omissions given above, *Silverheels'* expectation that she could round Cooper Point and head toward Flapjack Point caused her to sail a greater distance than required to sail to the finish, and significantly impacted

## SSSS Boats at TTPYC's Duwamish Head Race

1	Class 10	Showtime	17 OA
1	multihull	Pax	na
2	Class 9	Bodacious	20 OA
2	Class 4	Korina-Korina	23 OA
4	Class 8	I-5	29 OA
4	Class 4	Silverheels	31 OA
4	Class 10	Genesis	44 OA
7	Class 7	Skookum	47 OA
1	Cruising NFS		Koosah
3	Commodore	Steamy Windows	
DNC	Class 10	Pandora	
DNC	Class 8	Mystify	
DNC	Class 5	McSwoosh	

### Teams

at Vashon : Duwamish : total

SSSS-2 : 82/2nd : 66/2nd : 148/3rd  
Bodacious, I 5, Showtime

SSSS-1; 135/7th : 127/8th : 262/8th  
Korina-Korina, Skookum, Mystify

her score in the race. In addition, the lack of definition of the mark and finish line made it so that it was not readily apparent where she was to finish. Based on the information available it is not possible to provide with adequate precision a time adjustment for the extra time and distance sailed by *Silverheels*, but she was ahead of the fleet when she reached Cooper Point and she finished behind the other boat in her class when she finished.

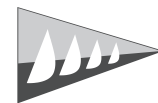
Decision:

Redress for *Silverheels* is granted in accordance with Rule 64.2. The race for S Class is abandoned. For the purposes of series scoring both *Silverheels* and *Flying Circus* shall receive points in accordance with rule A7, Race Ties, and the race may be included as a race sailed for qualifying in a series, or for RC points per SI 20.6, A Boat Serving as Committee Boat.

Using the guidance of Case 37 the other classes are to be considered as separate races, and no redress was requested by other classes, since their scores were not impacted by the noted erroneous actions and omissions by the RC. Therefore, according to Case 37 to abandon the races for the other classes would be considered an improper action by the Protest Committee.

**Protest Committee: Norman Smit and Sherwood Smith**





## e-mail: Fishing Out Look

After attending several fisheries & other related meeting the following is our educated scenario for the upcoming season.

**Chinook** – Abundance of WCVI (West Coast Vancouver Is.) fish has not changed much. The good news with these stocks is that we are expecting large numbers of 4 & 5 yr. old fish, so a season in our area much like 2011, lots of tyees (Chinook over 30 lb ). The BIG bonus for Esperanza Inlet, especially with the easy of access to the 1.7 million Chinook that are expected to return to United States West Coast Rivers. The American hatchery systems have once again produced recorded numbers of Chinook. As per normal, the salmon are moving down the WCVI in late May/early June. They will be moving off Brooks Peninsula down to the feeding grounds at the mouth & offshore of Esperanza Inlet. These fish are in such large numbers we see many of them well inside the inlet as far as Steamer Pt. These fish tend to run well into late July when they blend into the WCVI Chinook moving south. These USA fish, after leaving Esperanza/Ferrer PT. are on their way south mostly follow the 30 meter line down to Bajo reef. After leaving the reef feeding areas the fish move out to the 100 meter line to continue their journey south. Conclusion – Lots of early run USA Chinook & larger size in general for our WCVI fish

**Coho** – Great news - DFO has reported that the WCVI coho will be in abundance, in the dept. of fishery lingo that means we will be treated to the largest volume of coho that we have seen in many years. Over the past two seasons we have had 2 waves of fish come during the season. The 1st run comes mid-June -these coho run in the 8-12 lb. size they continue right into late July when the big fish start arriving. When we say BIG we mean it. It a very normal thing to have several 20 lb.+ coho on the cleaning tables daily. In late August the fly fishermen start showing up to challenge these brute size coho inside Esperanza Inlet. The fish school up at Double Is., Fairway Is, Otter Is., Centre Is., & Saltery Bay waiting for the right condition to move up the many inlets to their spawning rivers & streams. These fish are quite aggressive when they are schooled up. They can be taken with spoons, coho flies, saltwater streamer flies, & trolling a variety of baits. Conclusion - There will be more coho

around than you can shake a stick at. You may even be cursing them as you try to get your downrigger down to catch Chinook, NICE PROBLEM!!!

More good news – at present, as the season starts, bag limits are 2 coho per day, until Sept 1 when it jumps to 4 coho per day. There is a proposal afoot to move the date for bag limits of 4 coho back to July 1st .The proposal looks good we should know soon. Stay tuned.

**Halibut** – We are only sure about a few things at the time of this printing but, on the whole it's GOOD. There is a strong effort to eliminate the 1 over 1 under reg. from last year also there is clear recognition from all parties involved in the process that it is essential to keep the season open at least until Sept 30 , 2013. Having said that Hali stocks continue to remain strong & we anticipate another excellent Halibut season. Conclusion – We will see lots of slabs on the NEW scale, which usually mean lots of smiles & pictures.

**Lingcod & other Ground fish** – Stocks continue to be fished commercially off the coast of WCVI that means there are plenty fish for the taking. Last year we saw plenty of very successful fishing on these species. Conclusion – Do not miss this opportunity – stop by the MARINA tackle shop so we can show you the local chart with the hot spots to catch these delicious fish.

**Prawns** – They are very plentiful – only 25% of the local waters are open now. APRIL 1st the season opens everywhere & remains open until well into the fall. Early indications from the catches in the areas that presently are open now show HUGE quantities of spot prawns & they are big. Limits are 200 prawns, per license holder, per day. Conclusion – Do not forget your prawn & crab traps you will be very happy with the results.

## McAlister Creek Race January 26

Genesis was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>A CLASS</b> Start Time: 10:05 Distance: 23.5 nm						
0.75	69315	NIRVANA	MERI 28	120	13:57:44	13:10:44
2.00	18351	MISS CONDUCT	OLSN 29	102	13:59:55	13:19:58
3.00	18633	15	SANZ 33	117	14:09:57	13:24:08
4.00	79089	LIGHTLY SALTED	BENE 10R	96	14:01:56	13:24:20
5.00	28415	EDGEWALKER	OLSN 34	117	14:11:35	13:25:46
6.00	69095	MYSTIFY	WILD 30	120	14:35:40	13:48:40
<b>S CLASS</b> Start Time: 10:00 Distance: 23.5 nm						
		12 PAX		-10	12:41:59	12:42:54
0.75	69399	FLYING CIRCUS	EXPR 37	72	13:38:16	13:10:04
2.00	82	MCSWOOSH	11M	66	13:47:32	13:21:41
3.00	1005	SILVERHEELS	SYN	54	13:42:53	13:21:44
<b>B CLASS</b> Start Time: 10:05 Distance: 23.5 nm						
0.75	28877	SHOWTIME	OLSN25-1	174	14:22:47	13:14:38
2.00	47914	KAITLIN	RANC 32	168	14:25:24	13:19:36
3.00	160	BEEP BEEP	ULT 20	162	14:28:50	13:25:23
4.00	51496	PANDORA	CAL 36	165	14:31:19	13:26:42
5.00	260	SPIFF	RANC 26	216	15:08:34	13:43:58
6.00	40	RUSHWIND	FP 39	186	14:57:38	13:44:47
<b>D CLASS</b> Start Time: 09:35 Distance: 17 nm						
0.75	39458	RELEASE	PEAR 30	247	13:20:41	12:10:42
2.00	69220	OH MERCY	CAPR 22	248	13:25:14	12:14:58
3.00	200	AQUILA	CASC29	275	13:36:58	12:19:03
4.00	000	MONGIE LEE	ERIC32	192	13:27:36	12:33:12
<b>D1 CLASS</b> Start Time: 09:35 Distance: 17 nm						
0.75	69667	SASSY	C&C34	143	12:31:44	11:51:13
2.00	69927	BALDER	ERIC 38	143	12:35:27	11:54:56
3.00	39110	KOOSAH	PEAR 36-1	177	12:50:23	12:00:14
4.00	00	VINTAGE	RANC 33	197	12:56:23	12:00:34
5.00	39173	BORU	CROW 34	147	12:46:02	12:04:23
6.00	37079	OSA	RANC 33	182	13:14:57	12:23:23

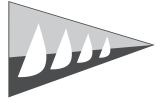
## Black Star Regatta Raffle Seeks Donors

Ahoy there fellow Sailors, and those that are fond of them. It's Raffle Time! At the March and April meeting you will have an opportunity to *win* some *fantastic prizes!*

Please join in the fun of the popular Black Star Regatta Raffle. Your participation will help in the repair, replacement, and maintenance of gear needed to run the Dinghy and Star races, with 10% going to support Youth sailing!

We're soliciting sponsors. If you, or your business, are able to donate a prize it will be greatly appreciated. Your kind contribution will be recognized in the S-t-S, on the SSSS web site, at SSSS and OYC meetings, and by all your peers during the Raffle events!

To contribute please contact me at swillis@tctv.net or text/call (360) 402-0181 Thanks!



## Death of a Sailor

Four of our friends are now sailing other seas ... Good friends and good sailors all; we were blessed to have them in our lives. Our thoughts and prayers are with their families.

**TERRY LEE**  
**JEFF NORDSTROM**

**CYNDIE PHELPS**

We first met Cyndie shortly after she took possession of her Devlin-built lobster boat, *Storm Petrel*, several years ago. Cyndie was a member of SSSS for about four years; she didn't often get to the Meetings, but was very active in the Women's Sailing Group, even though her boat didn't have a tall stick! She and *Storm Petrel* were one of the Toliva Shoal Race chase boats in 2012, and she was excited about participating again this year.

Cyndie loved being on the water, in her own boat or with others. She loved taking people out on her boat, talking about boats, hanging out on her boat, well, any boat, really. Cyndie helped to organize last year's Women's Boating Seminar, and was actively involved in this year's organizing committee.

Her other great love was singing, and our biggest competition for her time and attention was the Anna's Bay Choir. The Choir was invited to sing in New York City at Thanksgiving last year; Cyndie was thrilled with this great honor and was instrumental in recruiting funding so that all members of the Choir could be part of this incredible event.

We celebrate Cyndie's life and our memories of a dynamic and very dear lady.

**Micki McNaughton, *The Stargazer***

**SCOTTY FITZSIMMONS**

1934-2012, *Cloud Duster*

I met Scotty on the dock of Boston Harbor Marina four years ago. I had been aware that he was a fixture and part of the gang on the dock there for many years, but didn't get to know him until 2008. I was at the gas dock when he came up and asked what I was up to. When I told him I was preparing to go cruising in Canada he said, "That sounds like fun." I asked if he wanted to go. He said yes. The rest is history.

In our time together we cruised every summer, going as far north as Port McNeill and the Broughtons, meeting Suzie and Roger Shafer in Booker Lagoon, repairing our raw water mixing elbow with solder and galvanized pipe in Alert Bay, and on every trip, stopping for a quiet layovers at Jedediah

Island. Our crew usually included my dog, Abiyoyo, and friends or family, including Scotty's grand-daughter, Rebecca for at least part of each trip. The year we decided to try racing we ended up with an invitation to the Seattle Yacht Club Regatta, where we failed to place, but did manage to complete one race before time.

When we weren't cruising we took family on *Swirl* to Bell Harbor for the King Tut exhibit. We explored the reciprocals in Puget Sound. Or we traveled on land, visiting friends in Boston, Massachusetts, spending a month in the Yucatan, or house-sitting in friends beautiful home near Coquille, Oregon, camping in our little RV, named Roo.

Scotty was an honorary member of the South Sound Women's Sailing Group and helped teach many a new woman sailor. He would stand on the after deck and watch, and if it looked like someone was at a loss about what she should be doing, he would offer a suggestion, then resume his post between the boom crutch and the backstay. Once the hook was set, he would entertain us all with charm and blarney, delivered in an irresistible Scot's brogue.

Every day with Scotty was an adventure with new discoveries and delights ... and occasional events not quite so delightful. I miss him every day, but am so grateful for the time I did have with him.

Scotty's death came quickly and unexpectedly from an extremely aggressive cancer. He began feeling ill at Thanksgiving and died before Christmas.

I am so grateful to have had him in my life and to have been able to share my time with him with the sailing community.

**Jo Sohneronne, *Swirl II***

## Eld Inlet Race, January 12

*Boru* was the RC Boat. *Tushita* was the Mark Boat.

Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correct Time
<b>A CLASS</b> Start Time: 10:00 Distance: 4.1 nm						
	12	PAX		-10	11:45:15	11:45:56
0.75	73392	BODACIOUS	BENE 35 S5	129	11:50:05	11:41:16
2.00	18633	I5	SANZ 33	117	11:51:45	11:43:45
3.00	79089	LIGHTLY SALTED	BENE 10R	96	11:53:17	11:46:43
4.00	18351	MISS CONDUCT	OLSN 29	102	11:54:35	11:47:37
5.00	28415	EDGEWALKER	OLSN 34	117	11:55:40	11:47:40
6.00	69095	MYSTIFY	WILD 30	120	11:58:22	11:50:10
<b>S CLASS</b> Start Time: 10:00 Distance: 4.1 nm						
Race for S Class abandoned. A hearing found the off position mark effected the race: Silverheels and Flying Circus will be awarded series points as if tied.						
<b>B CLASS</b> Start Time: 10:05 Distance: 4.1 nm						
0.75	28877	SHOWTIME	OLSN25-1	174	11:57:54	11:46:01
2.00	69063	GIZMO	HARM22	216	12:02:43	11:47:57
3.00	79179	GENESIS	CASC27	237	12:16:17	12:00:05
4.00	47914	KAITLIN	RANC 32	168	12:11:52	12:00:23
5.00	40	RUSHWIND	FP 39	204	12:28:45	12:15:50
6.00	260	SPIFF	RANC 26	216	DNF	
<b>D CLASS</b> Start Time: 09:40 Distance: 4.1 nm						
0.75	69220	OH MERCY	CAPR 22	248	11:54:20	11:37:23
2.00	39458	RELEASE	PEAR 30	247	11:54:25	11:37:32
3.00	200	AQUILA	CASC29	275	11:58:20	11:39:33
4.00	335	R TIME	CATA 28	239	DNF	
<b>D1</b> Start Time: 09:40 Distance: 4.1 nm						
0.75	69667	SASSY	C&C34	143	11:44:10	11:34:24
2.00	37079	OSA	RANC 33	182	11:58:22	11:45:56
3.00	29718	MARANATHA	RANC 33-1	176	11:59:50	11:47:48
4.00	69927	BALDER	ERIC 38	143	11:58:20	11:48:34
5.00	00	VINTAGE	RANC 33	197	12:05:30	11:52:02
6.00	39110	KOOSAH	PEAR 36-1	177	12:08:20	11:56:14

e-mail:

## Percival Landing F-Float Closure

FOR IMMEDIATE RELEASE

Date: January 29, 2013

Released by: · Kip Summers,

Project Engineer

(360) 570-5834,

ksummers@ci.olympia.wa.us

Percival Landing F-Float will be closed until replacement later this year. The City is closing Percival Landing's F-Float due to its deteriorated condition. The vessel pump-out facility will remain open, with access only from the water.

The City is in the process of hiring a consultant to design the replacement float and anticipates reopening the F-Float the fall of 2013. The reconstructed F-Float will include water and power for transient moorage, as well as a new vessel pump-out station.

During this project, the D and E Floats will remain available for transient moorage