

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 42 Issue 5

January 2013

<http://www.ssssclub.com>

January Meeting: Restoring the *Felicity Ann*

It is May 18, 1952. You are shipping your lines, heading out into the Atlantic Ocean. You start to recap how you got to this place in your life. You are 39, female, and about to spend 254 days alone on a 23' sailboat. A few years before, as you are trying to escape debts accrued from restoring a 70' ketch, *Reliance*, you put to sea one step ahead of the magistrate. You get caught in a storm while fleeing, and then crashing your boat. You make it to land but your husband is lost at sea. You decide to write about that story, and use the proceeds to fund the purchase of your now present boat, *Felicity Ann*. You are Ann Davison and are about to become the first women to cross the Atlantic.

Our Meeting will feature Penelope Partridge, Project Coordinator, who is working with the Northwest School of Wooden Boat Building, to restore the *Felicity Ann*. This project was designed to help at risk girls in the Port Haddock area.

We will get an overview of Ann Davison, her boat the *Felicity Ann*, the journey across the Atlantic. How the boat was acquired and the buildings built for the work. We will also see what is happening now with the restoration and how this is helping the at risk girls learn.

Come see the journey, of many people and where it is leading them.

Bill Hutchinson, *Mystify*

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

Toliva Shoal Race

Before you know it, the Toliva Shoal Race will be here. As you are reading this, it is just over a month from the Toliva Shoal Race.

This year the activities begin on Friday February 8th. The doors open up Friday afternoon at OYC to the arriving sailors and guest, as OYC and SSSS host the third race in the Southern Sound Series. Things kick up a notch when the galley crew serves up that famous Barron of Beef dinner at 1800 hrs.

You don't have to be a racer to have fun at Toliva. Come join the crews and friends at the dinner and have a great time. Toliva is known for throwing the best party in the Series. The OYC Youth Sailing Program will then hold a raffle to help support their cause.

Saturday morning February 9th is Race day. The racing crews come back to OYC to fuel up on a tasty hearty breakfast served by the galley crew. The proceeds from the dinner and the breakfast go to youth sailing.

Then it's off to the boats for a fun day of racing. After the race the crews gather back at OYC to warm up with soup and nibbles and a good libation. There are stories swapped and bragging rights to be had while the fleet returns.



He Lives Squaxin Island Race photo: Jeff Hogan
More Squaxin Island Race photos on our web site

Happy New Year!

New Year's Cruise
December 31 - January 1

Board Meeting
January 2

Duwamish Head Race TTPYC
January 5
second Southern Sound Series race

General Meeting
January 8
Visitors Welcome
Doors open at 1830, Meeting starts 1900

Eld Inlet Race
January 12

Island Home Cruise
guests of OYC
January 19-20

McAllister Race
January 26

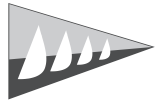
Board Meeting
February 5

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



February Meeting Date Changed

To accommodate OYC, our February General Meeting will be moved back one week to February 19.

If you aren't able to race and have free time, there is always room to volunteer and help with some task, from selling t-shirts to cleaning up, a hand is always appreciated.

On race day, if you are not going out on the water and you want to be able to see the fleet go by, there are some good viewing locations. Burfoot County Park, and a little further north at Boston Harbor, are excellent viewing areas. If you are in the area of the Nisqually Wildlife Refuge, you can see the fleet round the southern end of Anderson Island.

Please join us for another great time at the Toliva Shoal Race.

Don Waterhouse

Cruise News ISLAND HOME CRUISE RESCHEDULED

The Island Home Cruise, that was scheduled for January 18-19 will have to be postponed. OYC is dredging their marina. Some of the boats moored there will have to be moved to Island Home. There will not be room for guests. So we will stay home that weekend.

At this point, we're hoping to re-schedule sometime in March but nothing is for certain yet. Watch the newsletter and web site for updates. This is now a permanent event for both OYC and SSSS, so we will have many more years of this fine event.

HOPE ISLAND CRUISE FEBRUARY 16-17

Pray for a beautiful winter weekend for our Hope Island Cruise. We'll head out to Hope Island on Saturday. The anchorage is very good and there are a number of buoys available. We'll have a potluck, probably on somebody's boat. Unless the weather is truly awesome. In which case we may decide to grab a picnic table on the island.

Hope Island is a State Park with walking trails, picnic table, and clean privies. Also

lots of history to view, old farm implements and the like, and read about. Nights get very dark on the back, northwest, side of the island so if the weather's clear, the night sky can be truly inspiring.

Some of us will be there, rain, shine, snow or sleet. Hope to see you all there.

WINE TASTING CRUISE

Yet another very successful Wine Tasting Cruise for SSSS. There were about 30 people in attendance and about



December Potluck: the decorated wine bottles and auction in progress by Steve Worcester; two auction winners and the Food for the Food Bank in Don's truck by Don Waterhouse
More Meeting photos on line

14 decorated wine bottles entered. As always, the decorated wine bottles ranged from the simply elegant to the wildly complex. The pot-luck was once again fabulous and a wide variety of wines were shared amongst the attendees.

Thanks to West Bay Marina and Tugboat Annies for the use of their Viewpoint Room.

Glen Hellman, *Midnight Blue*

S-t-S Errors

Look at any S-t-S closely and you may see some errors. This is in accordance with our long established policy; so long it predates yours truly. We try to have something for everyone, and we know some people like to find errors.

Whether or not you supply us with an error or two when writing your sailing adventures, we would like to hear from you..

SSSS is Awesome!

At the December Potluck, South Sound sailors proved once again how awesome they are. You raised \$3538 between the wine bottle auction and money donated to the Thurston County Food Bank Bucket. I again had my Tahoe open for your food donations. You came through again by donating 522 pounds of food.

The bottles from the Decorated Wine Bottle Contest from the November Cruise were put on display during the dinner. There was a Peoples' Choice Award. The winner of that contest was a wooden reindeer with a bottle of both red and white wine.

Terry Anderson was gracious enough to agree to be our auctioneer, and then the crowd got caught up in the excitement that is brought with an auction. The action was fast and furious. Before you knew it we were down to the last bottle to be auctioned. The Peoples' Choice bottle was the last bottle of the evening. When the dust settled, a new record for a decorated bottle was set, \$350!

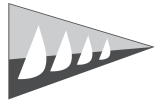
The auction brought in \$2075, the Bucket brought in \$1463, for a total of \$3538, all new records. And with the pounds of 522 food donated, you have shown how awesome you are, to give so much to those in need. Thank you for generosity.

Don Waterhouse

The bidding was cut-throat as Terry Anderson auctioned off close to a dozen cleverly decorated bottles of wine at the December potluck. Astonished glances shot across the room as bidder outbid bidder and the prices climbed higher and higher. But it was all in good fun and for a good cause ... I have never had so much fun making a charitable donation!

Even though I have not yet seen the virtual bottle that I won, allegedly provided by Jim and Diana Findley, I really want to thank all of the people who contributed wine, time and creativity to provide these objects of our attention. My stainless goblets with Terry Coe's handmade charms will serve as a great reminder of a very fun event for many years to come.

Mary Campbell, *Sonrisa II*



Southern Sound Series Rep Report: Winter Vashon

Blasting Through! That was the theme of this year's race hosted by the Tacoma Yacht Club on Saturday, December 1, 2012.

The weather was the dominating feature the first weekend in December for the annual Winter Vashon race. A series of low pressure systems blew through the Pacific Northwest bringing rain and LOTS of wind!

South Sound Sailing Society boats making the delivery from Olympia, both on Thursday and Friday, experienced sunshine and blasting wind and waves as the fronts passed through the area.

The Tacoma Yacht Club provided their spaghetti dinner and a briefing of the revised Series Sailing Instructions. The class breaks were posted around 2000 and then most departed for their boats or for home. Those who stayed on their boats fell asleep with pounding rain and new leaks.

0330: BAM! A front came through with very high winds and rocked the boats and zipped through the rigging. *Koosah* was at the dock with a Farr 30 rafted alongside. That, fast, lightweight boat was moving around tugging at the lines ready to take off! I doubt that the sailors staying on their boats went back to sleep!

The downwind start allowed most boats to carry a spinnaker to the mark at the north end of Vashon Island. *Pax the Space Spider* passed us half way up Colvos Passage whooping and yelling enjoying their tremendous speed! We yelled back but they shouted: we can't hear you; the sound can't catch us! They finished the 31 mile race in less than four hours!

As the boats rounded the top mark, they faced a building wind and large waves and chop as they headed back to the Tacoma Yacht Club and the finish. Most boats

already had their small headsail up and several had to reef the main. The larger boats fared better in the chop



Winter Vashon:
aboard *Bodacious* above; *Boru* right
photos by Jeff Johnson
More Vashon photos by Jeff on line

and had a more comfortable ride.

After the race the winds at Point Robinson were in the mid 20's gusting into the mid 30's. There was a lot of flotsam in the East Passage which made navigation interesting. Some of the junk were logs, and should a boat hit one, damage would certainly occur. Several of the Seattle boats elected to remain at TYC



and return in the daylight to avoid any collision.

Ten boats who registered to race did not. Perhaps the wind was too much?? The race was a great test of heavy weather sailing!

South Sound Sailing Boats did well with five boats collecting silver. Results are posted on the Southern Sound Series web site.

Koosah motored home after the race and arrived in Olympia around 2100. We missed all the flotsam and the next front!

Dave Knowlton, *Koosah*

PHRF Dues are Due

We will be checking at Toliva and at all our races there after.

RC Report

Another great race in the Island Series occurred in November, the Squaxin Island Race. The race started with just a little

wind from the south and most D Class boats just drifted across the line. Some dark clouds brought some more wind about 1030 and we were off to the races. The SW breeze quickly carried everyone to Peale Passage and then what appeared to be a favored course along the east side was soon replaced by a fast

route up the center. The real challenge began in the narrow pass at the north end of Squaxin where an ebb current combined with a wind shift to the north along with extreme wind speed variability. Some boats were able to sneak through while others ghosted sideways during a lull. The west side of Squaxin brought a continuous rain and a change in fortunes for some as light and variable conditions led to a strong southerly coming out of Budd Inlet. The first boats to the stronger breeze made the best gains in the highest wind speeds for the day.

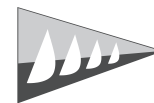
The Hope Island Race is the shortest race in the Island Series and variable winds extended the duration for about half the boats to more than four hours to complete the course. It was an up and down wind day with wind starting from south then moving west and finally to the

Secretary's Report: New Roster

The 2012-2013 Member Rosters are available now. If you attended the December Meeting, you may or may not have picked up your copy of the Roster. If you didn't, please stop by the Secretary table at the next Meeting you attend to pick up your copy. Or if you received your Handbook by mail, one will be mailed to you. If I am really on top of it, you may have already even received it by the time you get this issue.

I tried to make sure I included any updates to members information that was noted on your Membership Form. I hope I didn't miss anything. But if I did, or you have any other updates you would like included for next year's Roster, please send them to me at secretary@sssscclub.com. I will update your information now so you don't have to think about it for next year.

Barbara Emmons



northwest just after noon. There were some major wind holes around the island and sometimes the current was the only source of momentum. Deciding which way to round the island split the fleets with early boats generally going clockwise. *Sassy* was the first boat to buck the trend and proved that the counterclockwise route was a bit faster, at least for the early boats. The changing conditions made for a fun strategy out of finding the right side or the next puff.

Next up is the Inlet Series with destinations up Eld, Nisqually, Henderson, and Skookum. Let's get your boat out for a winter sail. Please note the following update to the course description for the Eld Inlet race on January 12th. The description reads "Leave the E mark in Eld Inlet to port" but it should read "Leave the Stake Boat in Eld Inlet to port" The Stake boat will be anchored near where E mark was usually stationed off of Flapjack Point.

The Race Committee met in early December to discuss several changes to the Sailing Program.

1. We decided to split the D Class into 2 divisions for the races included in the Season Championship with awards going to the top 3 finishers in each division. Division 1 will include *Balder*, *Sassy*, *Boru*, *Vintage*, *Maranatha*, *Osa*, and *Koosah* plus any other new boats added by the Race Committee. All other D Fleet

boats will compete in Division 2. The separate divisions will be scored separately as long as there are sufficient boats in the combined fleet to maintain two divisions. This decision was made due to the large fleet size, now up to 15 boats, and the wide range of performance and ratings between boats.

2. We plan to implement the 2013-2016 ISAF Racing Rules beginning with the First Wednesday Night Series on May 29.



Beep Beep, Squaxin Island Race photo by Rick Taylor
More Squaxin Race photos by Rick on line

The new rules do not represent a major change but they do attempt to clarify some areas that were confusing such as right of way around the marks. The implementation date will also allow racers who sail both Stars and PHRF boats to have the same rules for both.

Norm Smit has offered to host a seminar on the new rules and answer your rule

questions on Sunday, March 9th at the West Bay ViewPoint room. More seminar details will be in the February S-t-S.

3. To allow more recognition for our valuable crews we are expanding the Crew Awards during the Island and Inlet Series to allow each first in class boat to nominate a crew member for a Crew award. Previously only the series winner could nominate a crew member. Check your results and let me know if you want to recognize a crew member at any upcoming Meeting.

4. We decided to add a little variety to the courses for the summer Secretary's Series. The Race Committee will be allowed to use additional triangle or alternative courses instead of the standard windward / leeward courses that we currently use. The new courses will be developed and announced in a future S-t-S and on-line before the summer series.

Joel Rett, Maranatha and LoneStar

Letter: Being Good Crew

Dream of sailing the seven seas? Or cruising local waters? Don't have your own boat? No problem! ... This article will give you some tips to help you get that first ride and, most importantly, ensure that you get invited back!

This is continued from last month. We resume where we left off. If you missed it, you can read the whole article on our web site.

When you arrive back at the dock, don't grab your gear and walk away, leaving the skipper to clean up after you. Depending on how long you have been out for, the boat will need some attention, so ask the skipper what needs to be done and plan to stick around to do it. Remember, this is not a paid vacation, and you will learn a lot that will help you when you get your own boat.

Other things to think about:

Gear and clothing. It goes without saying that crew should not expect any skipper to provide personal gear, clothing, or hygiene supplies. You should come aboard with your own PFD, clothes and footwear for anticipated weather, and, for

PHRF Sailing Instructions are here Amended

Sailing Instruction 4.1.1 Class Divisions add at the end:

D Class shall consist of two divisions for the Fall, Island, Inlet and Spring Series. Each Division will be scored separately if there are sufficient boats competing in the Series as judged by the Race Committee. If all four series which constitute the Season Championship are scored utilizing two divisions, then the Season Championship will also be scored with two divisions.

Division 1 - Includes the boats *Balder*, *Sassy*, *Koosah*, *Boru*, *Maranatha*, *Osa*, and *Vintage* plus any new boats added by the Race Committee.

Division 2 - all other boats racing in D Class.

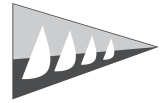
Sailing Instruction 4.4 Class Flags: replace D - White with:

D Division 1 - White

D Division 2 - Yellow

Sailing Instruction 21.5 Crew Awards: Replace everything up to the word "wins" with

A boat that corrects to First in Class in any SSSS Series, or corrects to First in Class in any Island or Inlet Series race, wins ...



overnights, your own bedding, towels and shower kit. You are not lightening the skipper's load if you are huddled below trying to keep warm or leaving sheets and towels to be washed. And, while we are on this topic, ask the skipper where your gear should be stowed and *keep* it there!

Alcohol and drugs. Ask before you bring alcohol, or any recreational drugs, on a boat! If a boat is stopped with illicit substances aboard, even an open bottle in some jurisdictions, a skipper could lose his license or the boat. Some skippers run a completely dry boat, others insist that no drinking happen until the anchor or dock lines are set, and you should know this in advance.

Medical conditions. Tell the skipper if you have a medical condition that might require attention. Carry any drugs you might need, such as epinephrine or insulin, in your day pack with instructions for their use. Your day pack should also include identification, your health insurance card, and contact information in case you are incapacitated.

Boat maintenance. Most skippers have a list of boat maintenance chores that need to be done. There is the semi-annual haul-out, deck washing and waxing. Sometimes a skipper needs help taking the sails down for the winter, bringing the dinghy home, or other heavy lifting chores. If you are a frequent crew, you will score big points by letting your skipper know that he can call you for help on occasion. Waxing a boat goes a lot faster with two people and you will learn a lot about what it takes to have our own boat.

Personal space. Sharing a boat overnight with people you don't know well can be delicate. So, be respectful of

people's personal space. Ask before you connect the iPod to the radio. Don't expect to have a rapt audience for all of your stories. Be respectful of personal styles and let the introverts have their space and time to themselves.

Remember who the skipper is. This is one area where I have seen many crew and skippers get sideways with each other. Skippers generally care deeply for and about their boats. They know what works



Herron Island Race photo: Jeff Hogan
More Herron Race photos by Jeff on line

and what does not work on their boat and they take a good deal of pride in their vessel. Good skippers also are particular about where things go, and they want things to be put where they belong. This is a safety issue, not just an issue of preference: if you move the rigging knife and the skipper is looking for it in an emergency, you could have a problem.

So *ask* the skipper how they want lines coiled, where things should be put away, and how they want the boat secured to the dock. Offer suggestions only if invited, and then understand that the final call is the skipper's. Some skippers welcome suggestions for a better way to do things, but others don't. If you are not comfortable with the skipper's way of doing things, perhaps you need to find another boat.

The key thing to remember in all of this is that good crew make the skipper's job easier than if you were not there. When skippers find crew who respect the boat and what it takes in time, money and attention to run it, they invite them back. And, after all, that is what you want.

Mary Campbell, *Sonrisa II*

Letter: PreFloat Check Failed or a Day in the Life of a Cruising Sailor

My wife and I enjoyed a wonderful six week cruise last summer. We have sailed our very comfortable 43-foot Pearson sloop, *Alethea*, all around the Puget Sound and the Salish Sea.

It was a warm summer day in early August as we departed Friday Harbor and headed north to the Gulf Islands as far north as Naniamo. Buchart Gardens was also a favorite port-of-call for a leisurely stroll. After enjoying Naniamo for a couple of days, we began the return trip south. Keeping to the outside of Gabriola Island, we spent the first night in Silva Bay. It was delightful.

We kayaked around the anchorage identifying a boat from our home town, Williams Oregon (population 300). We knocked on the hull of the beautiful motor sailor, only to find out that one of our crew lived in the exact same house as this couple now lived, quite a surprise.

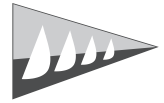
The next day we renewed our cruise south with a wonderful port beam reach with a 10 to 15 knot breeze. We were hoping for this in the open waters of the Georgia Straight. We opted earlier to not navigate Dodd's Narrows so that kept us to the east of Gabriola and Valdez Islands. Piloting Dodds narrows on the way north will be the subject of another note. Just know that is very narrow, can be very swift, and everyone needs to use channel 16 to alert others that you are passing through so there are no collisions.

It was late in the day when we rounded Valdez Island heading for another pass, Porlier Pass. It is also known for its swift waters on ebb tides and even faster currents in flood tides. We had been through this pass before and held no uneasiness for this passage, but we should have.

Our strategist had worked out an early afternoon slack passage. We arrived a bit late. The tide had turned to a flood, so we met a bit of a current, almost a set of rapids

SSSS Boats at TYC's Vashon Island Race

1	Class 9	Bodacious	5 OA
1	multihull	Pax	na
3	Class 10	Showtime	45 OA
4	Class 4	Korina-Korina	26 OA
4	Class 5	McSwoosh	46 OA
4	Class 10	Pandora	47 OA
5	Class 5	Silverheels	56 OA
6	Class 8	I-5	42 OA
7	Class 8	Mystify	54 OA
9	Class 7	Skookum	55 OA
2	Cruising NFS	Koosah	
3	Cruising NFS	Osa	
5	Cruising NFS	Boru	
4	Commodore	Steamy Windows	



Island Series

RC Boats: *Dyno, Gizmo, He Lives, and Liberty*. mark boats: *Fjord and Nightwind*. Thank you. **Bodacious was First Over All in Series with 4.75 points**

Place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Eagle	Herron	Squxin	Hope	Total
A-CLASS Races: 1 to 4, 1 throw out * = throw out										
						4 Strt	7 Str	6 Strt	6 Strt	
1	73392	BODACIOUS	J Rosenbach	129	3	5.00*	0.75	0.75	0.75	2.25
2	18633	I5	Dan O'Brien	117	4	3.00	4.00*	3.00	3.00	9.00
3	69315	NIRVANA	Scott Schoch	120	2	0.75	2.00	7.00	8.00*	9.75
4	79089	LIGHTLY SALTED	Mel Schaefer	96	4	2.00	6.00*	2.00	6.00	10.00
5	28415	EDGEWALKER	Steve Jones	117	3	5.00*	5.00	4.00	2.00	11.00
6	18351	MISS CONDUCT	Erik Dahl	102	3	5.00*	3.00	6.00	4.00	13.00
7	69095	MYSTIFY	Bill Hutchinson	120	4	4.00	7.00*	5.00	5.00	14.00
S-CLASS Races: 1 to 4, 1 throw out * = throw out										
						3 Strt	3 Strt	3 Strt	2 Strt	
1	69399	FLYING CIRCUS	Dave Elliott	72	4	0.75*	0.75	0.75	0.75	2.25
2	82	MCSWOOSH	Clark McPherson	66	4	3.00*	3.00	2.00	2.00	7.00
3	1005	SILVERHEELS	Tucker Smyth	54	2	2.00	2.00	5.00*	4.00	8.00
4	131	DRAGONFLY	Rafe Beswick	105	1	5.00*	5.00	3.00	4.00	12.00
B-CLASS Races: 1 to 4, 1 throw out * = throw out										
						7 Strt	6 Strt	6 Strt	5 Strt	
1	28877	SHOWTIME	Kyle Reese-Cassal	174	4	2.00*	0.75	0.75	0.75	2.25
2	69358	SUGAR MAGNOLIA	Alex Dzimble	183	3	0.75	2.00	2.00	7.00*	4.75
3	69063	GIZMO	John Thompson	216	3	4.00*	3.00@	3.00	2.00	8.00
4	160	BEEP BEEP	Rob Copeland	162	4	3.00	5.00*	4.00	3.00	10.00
5	51496	PANDORA	Bob Connolly	165	4	7.00*	3.00	5.00	4.00	12.00
6	260	SPIFF	Tom Fell	216	3	6.00	4.00	6.00	7.00*	16.00
7	0000	GENESIS	Alan Niles	225	3	5.00	6.00	8.00*	5.00	16.00
D-CLASS Races: 1 to 4, 1 throw out * = throw out										
						10 Str	13 Str	15 Str	14 Str	
1	29718	MARANATHA	Joel Rett	176	4	0.75	5.00*	0.75	5.00	6.50
2	69667	SASSY	Glen Hunter	143	4	3.00	0.75	3.00	8.00*	6.75
3	69927	BALDER	John DeMeyer	143	4	2.00	3.00	7.00*	3.00	8.00
4	39110	KOOSAH	Dave Knowlton	177	4	4.00	4.00	5.00*	0.75	8.75
5	00	VINTAGE	Joe Downing	197	3	12.00*	2.00	2.00	7.00	11.00
6	39173	BORU	Roger Shaffer	147	4	8.00*	6.00	4.00	6.00	16.00
7	37079	OSA	Richard Bigley	182	4	7.00	8.00	12.00*	4.00	19.00
8	200	AQUILA	Jason Vannice	275	3	9.00	14.00*	9.00	2.00	19.00
9	39458	RELEAF	Kelly Coon	247	4	5.00	10.00*	10.00	10.00	25.00
10	69220	OH MERCY	Jeff Johnstone	248	3	12.00*	7.00	6.00	12.00	25.00
11	000	MIDNIGHT BLUE	Glen Hellman	165	3	12.00*	9.00	8.00	9.00	26.00
12	328	TUSHITA	Steve Roth	155	4	6.00	11.00	13.00*	11.00	28.00
13	11682	MOMENT	John Hilton	162	4	10.00	12.00	11.00	13.00*	33.00
14	5421	GRAYWOLF	Bob Butts	234	1	12.00	14.00	17.00*	14.00	39.00
15	000	MONGIE LEE	Mike Gowrylow	182	1	12.00	14.00	14.00	15.00*	40.00
16	335	R TIME	Dan Miller	239	1	12.00	13.00	17.00*	15.00	40.00
17	36	PROMISE	Rick Taylor	211	1	12.00	14.00	15.00	15.00*	41.00

against us. As we lined up to take the pass midstream we noticed a bit of rough water ahead of us. We had experience with whirlpools and rapids, so these were to be expected. After sailing all afternoon, the wind now began to drop off so we needed a bit of an assist from our trusty 49 horsepower marinized Kubota diesel. We smiled as we made headway through the standing waves and into the pass.

But our smiles were not to last. The cabin and cockpit began to smell like burnt rubber and the smell turned to noxious white smoke, especially noxious to the skipper, mechanic, owner. The engine high temperature alarm signaled an end to the boost provided by the engine and it was shut down. We had just made it through the pass but were not making headway out of it without the engine.

Hoping for a return to sailing, the anxious crew felt for the wind and watched for the sails to refill. It was not to be. Oh sure, we may have looked like we were sailing, but the current had the stronger hand and *Alethea* was headed north instead of south. Our position now was just north of Thetis Island, still a location of some current. Directly north of us were a set of rocky reefs, and we were headed in that direction.

Opening the engine compartment, it was immediately obvious that we were without a fan belt. Of course we have no fan either, but the engine coolant pump is operated by a belt that connects the engine crank shaft to the pump and to the alternator. Oh did I mention that earlier in June we had installed a new, high output alternator with a new longer fan belt. Apparently this new fan belt was slipping over the crankshaft pulley, held tightly by the new alternator, and fried. Hoping to replace the fried fan belt, it was discovered that our spare fan belts were a bit short and there is no way to get a short fan belt to fit over the three pulleys. So with the problem diagnosed, the skipper, mechanic, owner, came up for air to notice our southward heading actually taking *Alethea* north toward the aforementioned

rocky reefs. That's when the phone calls began.

The first call was to a Ladysmith Marina, we were hoping to get there later in the afternoon. It was about 4:30 PM now. Nice people, but could not help us with a fan belt today, maybe tomorrow after you arrive, they did have

a boat that could come out to us if needed, oh, and, here is a mechanic's phone number you might try.

John Salinas, *Alethea*

To be continued next month, or you can finish it on line where there are two photos.

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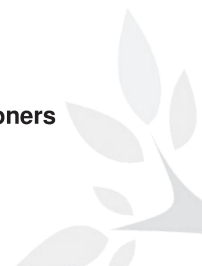
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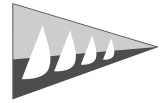
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Commodore's Corner: the Bridge

On our recent return trip from Winter Vashon 2012, against both wind and tide, we had plenty of time to contemplate the history of the South Sound. I think of the longboats from the Wilkes exploration, 1840, heading though the narrows to map the network of inlets to the south. I imagined the thousands of Mosquito Fleet trips that have gone through the Tacoma Narrows starting a half-century prior to the advent of the Tacoma Narrows Bridge. The Mosquito Fleet was truly our first mass-transit system the South Sound.

Passing under the Tacoma Narrows Bridge, one cannot help but think of the original "Galloping Gertie". Opened in 1940 the bridge immediately gained the nickname because Gertie's undulations even in a light breeze would test motorist's sea legs. I was pleased to hear that students are still seeing the film of Galloping Gertie in physics class.

The swaying of the bridge came to an end on the morning of November 7th, 1940, four months after the bridge was opened. While enveloped in a steady 42 mile per hour wind, Gertie abandoned her usual rippling action in favor of a never-before-seen resonance and twisting motion; the rest is history. Much, but not all, of the original bridge's wreckage still resides on the floor of the Tacoma Narrows today, forming one of the world's largest artificial reefs.

In 1946 the Bean family moved into the "new" Olympia Supply building, where it still resides. The original storefront opened in around 1906 in the current location of the Canvas Works. Earle Bean had taken over the Olympia Junk Company from a cousin and was expanding the business to more of a hardware store. Earle bought the steel gutters salvaged from Galloping Gertie from a wholesaler who was parting out the remains of the bridge. According to his son Ben, Earle apparently had to pick through and find the straight ones. The 27

Hope Island Race December 8

Liberty was the RC boat. Thank you.

Place	Points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A-CLASS Start Time: 10:00 Distance: 13 nm								
2	0.75		73392	BODACIOUS	BENE 35	S5129	13:22:33	12:54:36
6	2.00		28415	EDGEWALKER	OLSN 34	117	13:32:57	13:07:36
7	3.00		18633	15	SANZ 33	117	13:33:11	13:07:50
9	4.00		18351	MISS CONDUCT	OLSN 29	102	13:33:10	13:11:04
10	5.00		69095	MYSTIFY	WILD 30	120	13:37:35	13:11:35
11	6.00		79089	LIGHTLY SALTED	BENE 10R	96	13:33:19	13:12:31
S-CLASS Start Time: 10:00 Distance: 13 nm								
3				12 PAX		-10	12:53:28	12:55:38
5	0.75		69399	FLYING CIRCUS	EXPR 37	72	13:19:51	13:04:15
12	2.00		82	MCSWOOSH	11M	66	13:29:56	13:15:38
B-CLASS Start Time: 10:05 Distance: 13 nm								
1	0.75		28877	SHOWTIME	OLSN25-1	174	13:36:21	12:58:39
4	2.00		69063	GIZMO	HARM22	216	13:49:27	13:02:39
8	3.00		160	BEEP BEEP	ULT 20	162	13:49:39	13:14:33
13	4.00		51496	PANDORA	CAL 36	165	14:04:02	13:28:17
14	5.00		0000	GENESIS	CASC27	225	14:49:43	14:00:58
D-CLASS Start Time: 09:35 Distance: 13 nm								
0.75			39110	KOOSAH	PEAR 36-1	177	13:43:30	13:05:09
2.00			200	AQUILA	CASC29	275	14:05:49	13:06:14
3.00			69927	BALDER	ERIC 38	143	13:38:26	13:07:27
4.00			37079	OSA	RANC 33	182	13:56:40	13:17:14
5.00			29718	MARANATHA	RANC 33-1	176	14:05:05	13:26:57
6.00			39173	BORU	CROW 34	147	14:04:35	13:32:44
7.00			00	VINTAGE	RANC 33	197	14:15:57	13:33:16
8.00			69667	SASSY	C&C34	143	14:05:56	13:34:57
9.00			000	MIDNIGHT BLUE	HUIMC 37.5	165	14:12:16	13:36:31
10.00			39458	RELEAF	PEAR 30	247	14:32:41	13:39:10
11.00			328	TUSHITA	CATA 42	155	14:19:31	13:45:56
12.00			69220	OH MERCY	CAPR 22	248	14:50:55	13:57:11
13.00			11682	MOMENT	SJ34	162	15:31:32	14:56:26
14.00			5421	GRAYWOLF	CATA 30	234		DNF

inch steel beams can be seen in the back section of the Olympia supply building. Check out the girders from Gertie next time you are in Olympia Supply and think about the mariners before us that have plied the waters of the South Sound.

See you on the water.

Richard Bigley, Osa

another
SSSS perk

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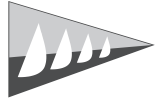
Deadline for submissions is the second Tuesday of the month.

2012-13 SSSS Board Members

phone numbers are local, area code 360

Commodore	Richard Bigley	485-2761
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Our Handicapper is Rafe Beswick, 888-9844



Race Toliva Shoal!

At least come party February 8-9

Crew Sheet

more information on line

Crew Wants Ride

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

Looking for Crew

crew for the inside passage this summer on my Cascade 27. 480-5000 Alan alan.niles@gmail.com
D'Lavicea, Terry dbleupher@aol.com, 459-2650
Hope, day sailing and cruising, Frank at 584-4400

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

Island Home Cruise to be Rescheduled

Ditty Bag

1972 Ericson 35 II. many upgrades and ready to go. Asking \$23,000 OBO. Or trade full or part for motorhome, fishing boat, Peterbilt 379, property? (907) 764-2582 svcynosure@gmail.com

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

Haida 26 : full set of sails including Spinnaker 15 hp outboard. Buying a Catalina 30 and MUST sell. \$3000 obo. Jim Findley, (360) 427-4292 or skaga@turbotek.net

Montgomery 6' 8" Dinghy with oars: \$350 custom-built pram is easy to carry or lift aboard. all: 359-3687, or afterawhile@yahoo.com

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

C Lark 14, \$1,300. 1975 or so. Very clean. Set up for racing . Calkins trailer. Contact Glenn at 561-0897 or 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.

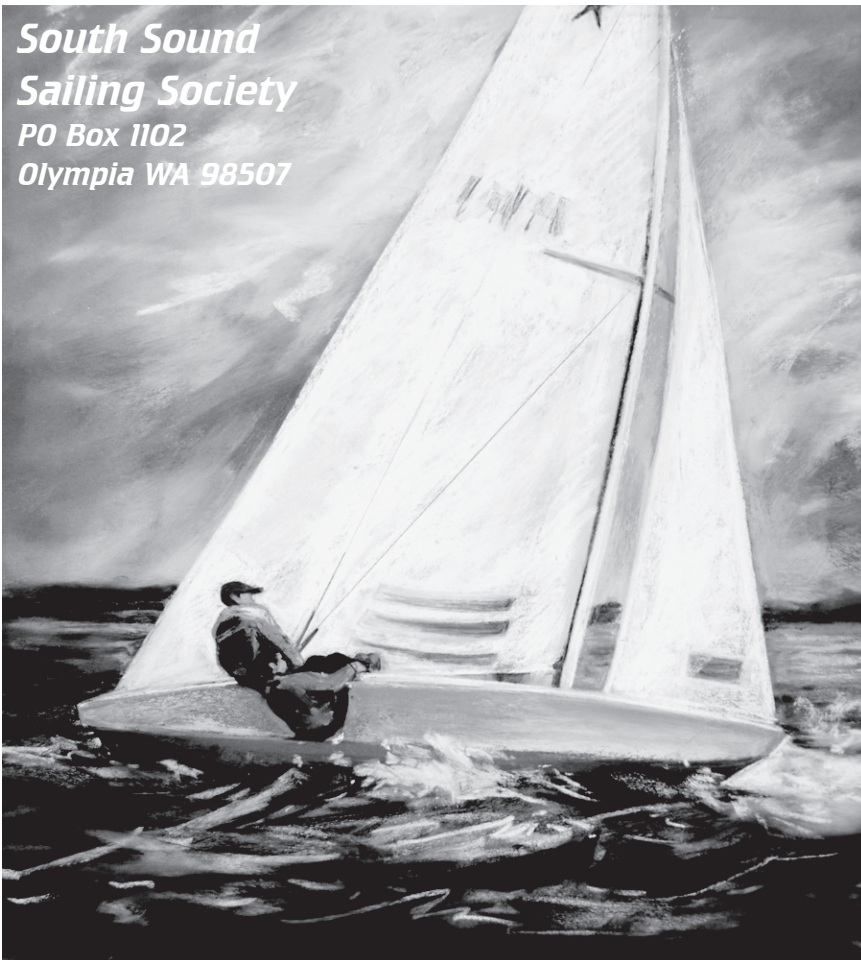
1988 Olson 34 new Kiwi feathering prop, Universal XP 25 diesel, instruments. North racing sails. \$50,000. Steve Jones (360) 431-9404.

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

main for Columbia 24, I've got a huge list of things I need to outfit this boat ... Jay at cliffordbemis@gmail.com

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