

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 42 Issue 10

June 2013

<http://www.ssssclub.com>

June Meeting: Awards, Election, Potluck

Come one, come all! To the finest feast of the season! The tables will be groaning with excellent food as Members bring their best recipes to the OYC deck for the traditional Potluck on the second Tuesday in June, the 11th. Doors open a half-hour earlier than usual, at 1800 hours, to allow for a long evening of conviviality. Bring along friends, family, anyone who loves good food, and good sailing tales!

Burgers and fixin's are supplied, along with a selection of frosty beverages. Please remember to bring plates and silverware for yourself and your guests. We will be missing our Master Grillmeister this year: Thera Black will be on another adventure during June, so have pity on those of us working hard at the grills to take her place!

This is the last meeting of the 2012-2013 membership year, and includes awards presented by Race Chair Joel Rett for top racing honors this year and Cruise Chair Glen Hellman for the most dedicated cruising folks; see their articles for more information. Also important at this meeting is the election of new Club officers; read more about the officer candidates elsewhere in this newsletter. See you, appetite and plate in hand, on June 11th!

Micki McNaughton, *The Stargazer*

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

Commodore's Corner:

When I looked for a way to get more active in the Olympia sailing scene 25 years ago, the SSSS was there welcoming one and all. It is nice to see some things don't change. It's has been both an honor and pleasure to represent such a fine Club. We finish our Membership year with a legendary potluck and awards ceremony, and a changing of watch. Ex-Board Members step aside, while the new are ushered in.

I hope you will join me in thanking Board Members for their long-time service to the Club: the Board. Past Commodore and organizer extraordinaire Micki McNaughton; Vice-Commodore Debe Andersen thanks for having my back; Secretary Barbara Emmons and Treasurer Terri Coe, thanks for keeping us all legal!; Member-at-Large "Mr. I make it happen" Bill Hutchinson; keeping the on the water action coming Race Chair Joel Rett, Cruise Chair Glen Hellman, and Reciprocal Moorage Manager Dave Moorehead; keeping everyone refreshed House Chair Eric Nystuen; Ship-to-Shore Editor-web mater and scorer among other things, our very own "Mr. energy" Steve Worcester. Keeping the Club an force on the Puget sound race circuit, are long-time volunteers Toliva Shoal Race Chair Don Waterhouse; and Southern Sound Series Rep. Dave Knowlton, PIYA Rep. is Eric Egge. Finally, for continuing and excellent relationship with OYC, Fleet Captain Sail and liaison with SSSS Susie Zuelke and Rick Antles.

See you on the water,
Richard Bigley, *Osa*



Black Star Regatta photo: Steve Worcester
More Black Star photos on line

Soldier Sailing

June 1

Star Spring Series 1

June 3

Wednesday Race 2

June 5

Thursday Racing, Night 2

June 6

LifeSling

June 8

Star Spring Series 2

June 10

Awards Potluck Elections

June 11

Visitors Welcome

Doors open at 1800, Meeting starts 1830

First Wednesday Series Race 3

June 12

June Cruise

June 15-6

Barb Stuart Star Clinic

June 16

Star Spring Series 1

June 17

First Wednesday Series Race 4

Burger Night

June 19

Thursday Racing, Summer Series

June 20

Star Spring Series 2

June 24

Second Wednesday Series Race 1

June 26

Barbara Stuart Memorial Regatta

June 29

Star Summer Series 1

July 1

Independence Cruise

July 3

Star Summer Series 2

July 8

Second Wednesday Series Race 2

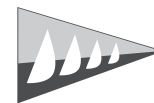
July 10

Thursday Night Racing, Series 2

July 11

Star Summer Series 1

July 15



- Second Wednesday Series Race 3
July 17
 - Thursday Night Racing, Series 2
July 18
 - Mid Summer Cruise
July 20-21
 - Star Summer Series 2
July 22
 - Second Wednesday Series Race 4
Burger Night
July 24
 - Star Summer Series 1
July 29
 - Secretary's Series Race 1
July 31
 - Thursday Racing, August Series
August 1
 - Star Summer Series 2
August 5
 - Secretary's Series Race 2
August 7
first start 1830
 - Star Summer Series 1
August 12
 - Secretary's Series Race 3
August 14
 - Thursday Racing, August Series
August 15
 - Single-handed Races
August 17
 - End of Summer Cruise
August 17-18
 - Jack & Jill Races
August 18
first start 1500
 - Star Summer Series 2
August 19
 - Secretary's Series Race 4
Burger Night
August 21
 - Thursday Racing, August Series
August 29
 - Board Meeting
September 3
 - Fall Star Regatta
September 7
 - Fall Dinghy Regatta
September 8
 - General Meeting
September 11
Visitors Welcome
- Doors open at 1830, Meeting starts 1900

Summer Cruise Roundup FATHER'S DAY CRUISE EAGLE ISLAND, JUNE 15 & 16

Join us to celebrate dear old dad at Eagle Island on the north side of Anderson Island, between Anderson and McNeal Islands. In the past, the Engvall family has providing a place for the potluck on their property on Oro Bay, but this year scheduling just doesn't work so we're moving it to Eagle Island. There are several mooring buoys there and the anchorage is good. On the island there is a wonderful beach and a couple of picnic tables. Eagle Island is a great place to watch seals frolic in the morning. Potluck at 1800.



Miss Conduct, Spring Series photo: Bill Sheldon
More Spring Series photos on line

INDEPENDENCE DAY CRUISE BOSTON HARBOR JULY 3-4

Boston Harbor brings in a large barge with some of the most awesome fireworks you'll see. And, we all get a ring-side seat, at anchor, in Boston Harbor Bay. They'll not be a pot-luck for this one. But, raft up to any friendly Member and it's sure to be a party. Just bring lots of munchies and treats to share. The fireworks are on the evening of the 3rd.

MID SUMMER'S CRUISE BLAKE ISLAND, JULY 20-21

OK, it's a ways up there, just across from Seattle, but hey ... IT'S JULY! If you're out cruising anyway, just plan on a stop coming or going at Blake Island. Or, it's a very nice one or two day cruise up. Catch the tide running through Tacoma Narrows and you can ride it all the way up Colvos Passage to Blake Island. We'll shoot for a pot-luck at 1800 as usual.

**END OF
SUMMER
COVE
JARRELL
COVE,
AUGUST 17-18**

It'll be bakin' in August, I predict. So come get cool at this beautiful state park on Hartstene Island. Lots of dock space and buoys and we'll plan a pot-luck again 'round 1800.

So I hope to see many of you out there cruising this summer. Since this is the last newsletter for awhile, let's do our communicating via e-mail. I'm at v2realestate@gmail.com.

Glen & Ann, Midnight Blue

Pre-Order Your 2013-2014 SSSS Calendar

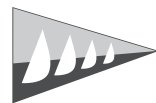
Summer racing is upon us. Aren't you glad you didn't have to input all those June sailing dates on your calendar? Wait, you had to write them in *yourself*? Then you must not have the 2012-2013 SSSS 13-month calendar. If you do, you know that all the Meetings, race and Cruise dates, regattas, and special events like Soldier Sailing and LifeSling are already input for you. You'd have incredible photos from Peggy and Dan O'Brien, Jim Findley, Steve Worcester, Glen Hunter, Steve Wyant, Jim Johnstone, Bill Sheldon and others gracing your wall. You'd even have convenient details like holidays, full moons, and daylight savings time reminders already noted.

As we wind down this SSSS year, plan ahead and pre-order a 2013-2014 Calendar. This big, high-quality 13-month calendar will be waiting for you at the first General Meeting in September, complete with the entire upcoming year's Club schedule and beautiful photos from this year's racing and cruising. The September-to-September calendar is just \$25 and will get you through to the General Meeting in September 2014.

Pre-ordering helps me know how many to have made and reduces the risk of too many to sell. Unlike t-shirts and ball caps, calendars don't hold their value well as the year progresses. If you want one, or more, please go ahead and shoot me an e-mail to let me know: thera_gram@earthlink.net or thera.black@comcast.net. Either address works.

Thanks, and have a great summer!

Thera Black



Candidates for the 2013-2014 SSSS Board

So that you get to know the SSSS officer candidates a wee bit better, here is a little about each of them. These are all very talented and dedicated folks, and we're lucky to have them not only as Members, but soon, officers guiding our Club! Please take a moment when you see them to thank them for their service. And offer them any suggestions for next year that you may have.

Past Commodore – Richard Bigley: Richard is an avid racer aboard his Ranger 33, *Osa*. He also enjoys cruising with his wife, Sabra, and two sons. Richard has hit the quarter-century mark as a Member, joining 25 years ago with his first sailboat, a Coronado 25. He thoroughly enjoyed the pomp and ceremony of the 2013 Opening Day ceremonies both here in Olympia and in Seattle. SSSS is lucky to have his dedication and skills on the Board for another year!

Commodore – Debe Andersen: Debe was introduced to sailing when she met her husband, Terry. Since then, she has been active in the Olympia Yacht Club and



Liberty, Spring series Race 3 photo: Barbara Emmons
More Spring Series photos on line

SSSS. Debe has served as Toliva Race Chair and SSSS Program Chair, as well as assisting with a variety of activities including the South Sound Women's Boating Seminar and the 2012 Cruising Seminar Series. Debe enjoys cruising with her husband Terry on their Hunter 40, *D'Lavicea*, named after her!

Vice Commodore – Webb Sprague: Webb grew up sailing with his father and

grandfather on Long Island Sound, New York, and Penobscot Bay, Maine. He took a hiatus from sailing of about 25 years, but then moved to Olympia four years ago and got back into sailing by connecting with people at the South Sound Sailing Society. He crews regularly with Joel Rett on *Maranatha* and with Tony Cox on *Zephyr*. He

bought an early 1970s Finn racing dinghy from Joel this winter and is threatening to be a floating hazard at the Thursday night dinghy races. Webb works for the Washington State Office of Financial Management as a population forecast analyst, and lives with his wife Chrisanne and two cuddly cats on Olympia's East Side. As vice/ present/past commodore, he hopes especially to encourage new and potential sailors, to facilitate Club racing and cruising events, and to deepen the already good relationship between the SSSS and the Olympia Yacht Club.

Secretary – Jayne Patrick: Jayne had never been on a sailboat when Glen took the two of them out on a Hobie Cat on San Diego Bay. They turtled and a kind power boater righted them. It was a great day, and she was hooked! Jayne and Glen diverted to sea kayaks while their boys were growing up. Made a number of expeditions from Anacortes into the San Juans. Loved

it; but paddling's a lot of work! So when Glen said he thought a little sailboat would be fun, Jayne was more than ready to make the switch. Their Union 36, *Mischief*, is ready to go, any where, any time, and Jayne loves to be out on her. Where they go doesn't really matter to her. She just loves to be out, or not out, which is good because when the wind dies for hours on end Glen does not want to turn on the iron



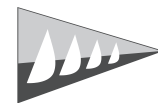
Some of the new Board, nominated at the May Meeting, left to right: Richard Bigley, Debe Andersen, Jayne Patrick, Peter Wyeth, Joel Rett, and Glen Patrick

genny; they don't really go much at all. And as Jayne says, "I still love it. Well, usually."

Treasurer – Peter Wyeth: Peter moved to Olympia from Pullman with his wife, Margie, and youngest daughter, Amy, in 2008. Peter has been sailing off and on since he was a teenager, more off than on because his family has not always lived near water. Consequently he feels only one step up from a novice! Luckily, since coming to Olympia, he's had the opportunity to crew for Richard Bigley on *Osa* and has learned a lot from him. The Wyeths own a Siren 17, *Never Can Tell*, which they sail as a family; Peter also sails a Laser.

Away from the water, Peter is an agricultural economist, and has been employed for some years by Washington State University to work on economic development projects overseas, mainly in Africa, but in Afghanistan and elsewhere as well. He also taught international marketing at WSU, and has continued to teach for the university online and in a study-abroad program in Thailand since his retirement in 2007.

Race Chair – Joel Rett: Joel learned to sail in San Francisco, then took a short hiatus from sailing during a move to New Jersey, returning to the PNW in the early 1980s. He joined SSSS in 1990 when he bought his first sailboat. Joel owns and races a Ranger 33, *Maranatha*, and co-owns a Star, *Lone Star*. Joel has also served on the board of the Sandman Foundation; *Sandman* is a historic wooden tugboat moored at Percival Landing here in Olympia. As he says, "That is as close as I ever want to get to owning a wooden boat!" Joel continues his excellent work as Race Chair for a second year, organizing a wide variety of races and race-related events, such as the popular post-race



Burger Burn held once a month during the summer racing season.

Member-at-Large/Program

Chair – Glen Patrick: Glen first captained a 10-foot aluminum Jon boat with a bed-sheet sail at the age of ten. His acquisition of a Snark Sunflower represented quite a step up in performance. His next boat, a wooden Star, first had to be rescued from its winter moorage on a lake bottom. After rebuilding and sailing her for a few years, Glen decided to go to sea via OPB and spent time aboard the USCG ice-breaker *Polar Sea*. Glen and his wife, Jayne, are now on their third sailboat, a Union 36 named *Mischief*, which was preceded by a six-year rebuild project of a Mariner Ketch 31, *Dreamer*. Before that, they enjoyed family cruising in a Compac 23. They have sailed throughout Puget Sound, enjoyed the Australian and Mexican coasts, and been frustrated during shallow-water sailing in Florida. Glen and Jayne recently crewed for John and Ellie Wheeler, *Serenity*, a Crealock 37, on the west coast of Mexico for two weeks. They are really looking forward to the day when they, too, can cancel their moorage contract and cast off the lines!

**Micki McNaughton,
The Stargazer
Outgoing Past Commodore**

Two Have Perfect Race Attendance

This is a hard award to win and it has been a while since anyone has. You have to sail in, and if possible finish, every race Fall Series through Spring Series, including Toliva. This year two boats have done so: *Relief*, skippered by Kelly Coon, and *I 5*, skippered by Dan O'Brien. Congratulations to the skippers, and crew, of both boats.

RC Report

The Spring Series has just concluded with great winds in all but the last race of the Series. The Series helped determine positions in the Season Championship and there were some very close competitions in A, D, and D1 classes.



Black Star Regatta photos: Peggy O'Brien top, Thera Black right More Black Star photos on line including some by Jan Andersen

Next up is the summer Wednesday Night Racing which began on May 29th. Come out and find out how you can have two weekends in the same week.

The annual awards banquet is June 11th with the potluck starting at 1830. Please remember to invite your crew and sailing friends. A total of 42 PHRF boats will be receiving Awards in Class in addition to Star award winners. Besides the good food and racing honors we also recognize the Party Boat, Cruiser, Sportsmanship, and Benefit Trophy award winners. Bring a dish to share and help recognize the many winners.

I need some help for the summer series Burger Nights. The post-race BBQ's will be



held on the last race of each series which occur on June 19, July 24th, and August 21. We need volunteers to help setup, BBQ, take cash, and clean up after the events which are held at Swantown B/C dock area. George and Betty Hansen have volunteered to help with the June 19th event and Debe Anderson offered to help

for the June and July events, but we need 4 or 5 people assisting each night. If you are not racing on these dates and you are available please let me know and thanks for volunteering.

The Race Committee met in April to discuss some changes in the race course instructions. The group agreed to add a couple of triangle courses that the RC can use during the summer Secretaries Series. The

courses are based on a westerly wind and utilize the existing temporary race marks in Budd Inlet. Course flags and details of the change are included in this S-t-S. The Committee also agreed to change and designate specific course shortening options for the Island and Inlet Races which will be published in the new Handbook available next September.

Remember that we are now using the 2013-16 Racing Rules of Sailing and I hope to see you sailing on Wednesday evenings this summer.

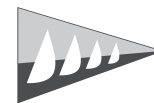
Joel Rett, Maranatha & LoneStar

Portsmouth Racing Started

We had our first dinghy race night, May 9th. Except for the fact that the Star Fleet used up most of the good wind on Monday night and we got the left overs, it was still a great night. Light tricky wind and throw in some adverse current, toss in some 75 to 80 degree weather and 15 sailboats of various shapes and sizes and you've got a fantastic night of racing. We had several new people and boats out for the first time and I hope that next time you'll come out and join us.

We race every other Thursday night, starting at 1830 Anyone that's interested can show up and race. The boat needs to be 20 feet or less without a fixed keel. We race over the mud flats north of KGY and Anthony's Hearthfire. We ask that you either register on line or just stop by the committee boat 15 or 20 minutes before the first race of the evening and register in person. We can't make it much easier or cheaper.

Jim Findley, Nightwind/ Not Sirius/ Lido 14 to be named later



LifeSling Clinic, June 8

There is still time to sign up for the LifeSling Clinic, but don't wait too much longer.

This year's Clinic will begin at 0900 at the Olympia Yacht Club. We will begin with about two hours of classroom instruction followed by dockside practice drills and on-the-water rescues. The cost is \$10 per person. Skippers are encouraged to bring their entire crew.

Each participant will do an actual single-handed rescue so basic sailing skills are required. Please bring your life jacket, a lunch, and all of your questions about the proper use of the LifeSling and the hoisting tackle.

To sign up or get more information, please call Dee Saller or me at 360-491-0175 or e-mail us at hsaller214@aol.com.

Andy Saller, Liberty

S-t-S Report Thanks to the "Staff"

As the SSSS year ends I want to thank those who put out the S-t-S. I want to thank the "talent", the people who wrote for us and those who gave us the photos we printed, as well as those whose photos are on the web. Too many people to list here; their names appear on their work. Thank you all. If you like what you see and read, and many of you have told me you do, these are the people responsible.

I also want to thank the mailing crew: the regulars and everyone who came out to fold and label your S-t-S. If I try to list everyone I am sure to miss someone. I will give special mention to our Secretary, Barbara Emmons, who prepares the labels and maintains our data base. She also helped fold. Thank you all. If not for the mailing crew, you not would receive the S-t-S.

Lastly I want to thank those who ran paid ads in the S-t-S. We appreciate the support. If you are in the market for

Star Report: Alternative Penalties

All racers, not just the Star sailors, may be interested in what the Fleet is trying this summer. See Norm's article, which follows.

This summer the Star Fleet will be experimenting with the alternate penalty and protest system given in Appendix T in the new rule book. US Sailing put these provision in Appendix T in an attempt to increase compliance with the rules by allowing post race scoring penalties, simpler protest hearing procedures, and making the on the water penalties less onerous when they occur away from marks where the consequences of the foul does not as significantly impact the boat that was fouled.

Per our Sailing Instructions this season, a boat that may have committed a foul has more time to decide if they believe they indeed did breach a rule when there is an incident. The wording in rule 44 has been changed from promptly, which has been interpreted to mean almost immediately for taking a penalty, to where our sailing instructions allow a boat, that may have broken a rule of part 2, more time, up to the end of the leg that the rule was broken to take a penalty, or if the incident occurred in



Thursday Night Racing May 9
photo Jim Findley

More Thursday Night Racing photos on line

the zone before the mark, they have until the end of the next leg after the incident to take a penalty. This was done to give people more time to decide if they broke a rule. Many of us are not rule experts, and need more time to decide if we broke a rule. This change is intended to give that time.

[Note this gives you more time to decide if you should do turns. It does not give you more time to decide whether or not to

something they do, I encourage you to give them a chance to earn your business. And thanks to Fish Brewery for always holding a table for us to work on.

I think we have produced a newsletter the Club can be proud of. Hopefully everyone will be back again next year, and we will do even better. Please do not quit sending me photos of SSSS events. I will need photos to print come fall. Summer racing provides some great photo opportunities. Take your camera sailing; send us copies. Watch the web this summer, I will post them as I get them. If

we are to print more sailing stories we are counting on you. So as you go on your summer adventure,

be it a cruise to Alaska, or the San Juans, or Race Week, write about it for us. It is you, our Members, who make this rag interesting. We want to hear from you.

STAY IN TOUCH CRUISING

One can access our Bulletin Board from an Internet café all the way up the inside passage, not to mention Oak Harbor. You can write us about your progress, even post photos. Not to mention keeping track of your friends who are also cruising, least you find yourselves in the same waters.

Steve Worcester, Star 6932

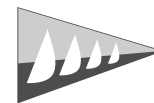
PHRF Sailing Instructions are here Amended

For Secretaries Series Only, add a new paragraph number to Buoy Race Courses, after "All marks left to port."

If three flags are flown one of two courses can be signaled:
"Course: BYO (Black, Yellow, Orange flags): All marks left to port.

Course: BGO (Black, Green, Orange flags): All marks left to starboard.

Start, round in order the windward mark, signaled by the first flag, the wing mark, signaled by the second flag, the leeward" mark, signaled by the third flag, then cross the start/finish line to complete each lap."



protest. If you are going to do so, you still need to do it promptly. Ed.]

The penalties while racing will be a One Turn Penalty if the incident occurs outside the zone of a mark and a Two Turns Penalty if it occurs in the zone of a mark.

US Sailing believes that this will encourage penalties to be taken more readily at the time of the incident and is more in keeping with the severity of the rules infraction. This is because there is generally more of an impact to the boat that gets when the foul involves a mark rounding than when it occurs away from a mark.

We have added post race scoring penalties to our sailing instructions. With a post race penalty if you decide after the race is over that you think you might have broken a rule, you can inform the Race committee, that you are taking a scoring penalty and you will get a 20% penalty. In addition, if you go to a hearing and are found to have broken a rule you get a 30% scoring penalty rather than a disqualification. We did this because we want to encourage people to protest and wanted to make the penalty less onerous than disqualification if you have been found to have broken a rule. This is supposed to be a learning experience not

an inquisition and execution. Also, we wanted to encourage honest discussion between the competitors about the rules and let the boat take a less onerous penalty should they conclude that they broke a rule.



voluntarily take a 30% penalty. If they don't want to accept the penalty. They are entitled to a full hearing where the result would be disqualification should they be found to have broken a rule. This hearing is then set up at another time and will follow the normal hearing procedures in the rules.

We used these penalty and protest procedures in the Black Star this year and will see how they work for the season and report back to the club in the Fall. Perhaps the PHRF fleets would like to also consider some of these procedures for their racing in the future.

See you on the water,
**Norm Smit, Tantalus,
 Star 7094**

*Photos of the Star Clinic by
 Dwaine Trummert on line.*

Finally, we want to settle the protest as soon as possible, in Tugboat Annies after the racing that night. To do this we are using the arbitration provisions in Appendix T. This will allow a quick hearing with only those involved in the incident to describe what happened and the arbitrator will determine who they think should be penalized if anyone. The person that is determined to have broken a rule will then

Andrew Jackson Trophy

This year the award for the "world's fastest time around Hope Island" May Meeting to May Meeting, goes to *Vintage*. Congratulations!

As one year ends, another begins. As of now we have no times for the 2013-4 Dash. When the westerly is blowing this summer, try a run.

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!

Tom & Mary Jones, Olympia,		
Brad & Sandy Older, Rainer		
James G. Jones	Skye	Lyle Hess 32
Frank Larsen	Sail la Vie	Morgan 45
Jim States	Endurance	Dana 24,
Ken & Ann Yeo	Blind Faith	Hunter 31

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Sloopcovers

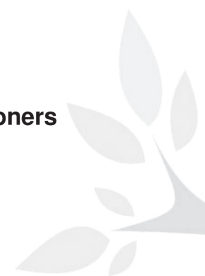
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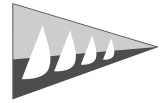
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Movie Review: *Windjammer*
The Voyage of the Christian Radich

The *Christian Radich* is a full rigged Norwegian sail training ship. One that has done well on the Tall Ship racing circuit. She is a pretty ship. The voyage in question is round trip to the Americas by the traditional sailing route. The film, produced by Louis de Rochemont, documents the trip.

This is not your typical documentary. It is a big budget high tech production. It is not only in color, expensive in and of itself in 1958, but shot in a form of Cinnarama. That is more than half the point of the film. The reports are that when it premiered the front row moved their feet to avoid being splashed. I would like to see it on the truly wide screen.

There are shots of the ship under sail. She looks good. She meets up with other sailing ships. They transfer crew to a destroyer by highline under sail. But despite the name and picture on the box, the film is mainly a vehicle to show off Cinnarama. The ship and sailing are just one of many things featured.

Besides the shots of the ship, they show the events at each port of call. They are often the guests of honor at the event All shot for the cinnarama effect. Among other things, there is a firetruck ride through Philly at speed.. They take the big camera underwater for two diving sequences. And, when cruising with the US Navy, strap it to a sub as it submerges



Bodacious Spring Series Race 2 photo Glen Hunter

and then surfaces. When in New York they use the three screens for some kaleidoscopic effects that would be right at home in San Francisco a decade later; all set to jazz.

Music is a major part of the film, from Calypso steel drums to the Boston Pops. Many ports give them a local music performance, maybe with some dancing.. The boys sing. All recorded in High Fidelity and available on a LP record. Which sold pretty well.

The plot is not going to keep you glued to your seat. It is narrated like a Fifties travelogue. Of course the shots are staged, and look it. The Norwegian kids speak English on camera. They even sing in English. They are not above pretending to be sailing. But that is not what this film is about. It is really about the visuals and the music.

It was moved to DVD without being restored. It could use some work on the color and cleaning up the sound. Redone for Google glasses it could be awesome again, and I mean that literally.

However if your only interest is the sailing, you will spend a lot of time with the fast forward.

Steve Worcester, Star 6932

Winners to be Announced
 at the June Meeting

The winners have been chosen. Come see who wins the:

Uncle Juicy Trophy: This award, donated by Bill Maclean in memory of Joe Dubey, is for the boat that most improved her racing this year. *I 5*, Dan O'Brien, won it last year.

Party Boat Award: goes to the boat attending the most Cruises over the year. Last year it went to Terry & Val VanMeter, *Wind Swept*.

Sportsmanship Award: For service to the Club.

New Cruising Award: To recognize someone the Cruise Chair deems worthy. *Rushwind*, Ken and Sharlyn Russell, won it last year

another
 SSSS perk

GUDENUPH
 BOAT WORKS

"Where Little Things Matter"

Small projects done for free
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(360) 789-2042
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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

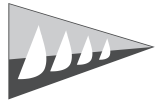
Deadline for submissions is the second Tuesday of the month.

2012-13 SSSS Board Members

phone numbers are local, area code 360

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Our Handicapper is Rafe Beswick, 888-9844



This is the Last Print S-t-S

until September

Keep in touch on line

Crew Sheet

more information on line

Crew Wants Ride

Doug Coates, (360) 229-9922, drydoc@hcc.net
Race or day sail, 866-3732, tmjones175@gmail.com. Tom
Crewed off and on for about 15 years Karie 350-8255

Looking for Crew

Leaving Juneau Alaska approximately 20 July. Going to
Sitka and then an offshore leg, non-stop to Port Angeles.

Passports required. Experience offshore needed.

I will also be joining the Coho HO-HO and Baja Ha-Ha
Rallies this year if all goes well.

Contact Cpt Jim, svdawnreader@yahoo.com

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

*Want a ride? You could be listed here, and on line, for
free: Ads run three months and can be renewed. Contact
me by August 15 to be listed in the next S-t-S.*

Listing are on line only until then

Ditty Bag

Raymarine RL70C Plus multifunction display with C-Map
coastal charts, secondary display, Raydome 18" radar. All for \$900,
Martin Raphael, 866-2982 mraphael@q.com

Shipmate two burner **alcohol stove** with tank and hose \$20. **Ranger
29 Watts sails:** 150% genoa, Bannana stay sail thrown in \$50,
Mainsail Free. **Reaching strut** \$20. **Solid fuel stove parts** Free. Rick
Bergholz 866-4230

IRIDIUM 9505a Satellite Phone. Bought for a trip to Alaska -
worked great to phone and text. Includes AC power adapter;
International adapter kit; users' manual, watertight box for storage;
Sim card for Canada and Alaska. \$600. Mel Low 481-2510 or
mel@eofd.org.

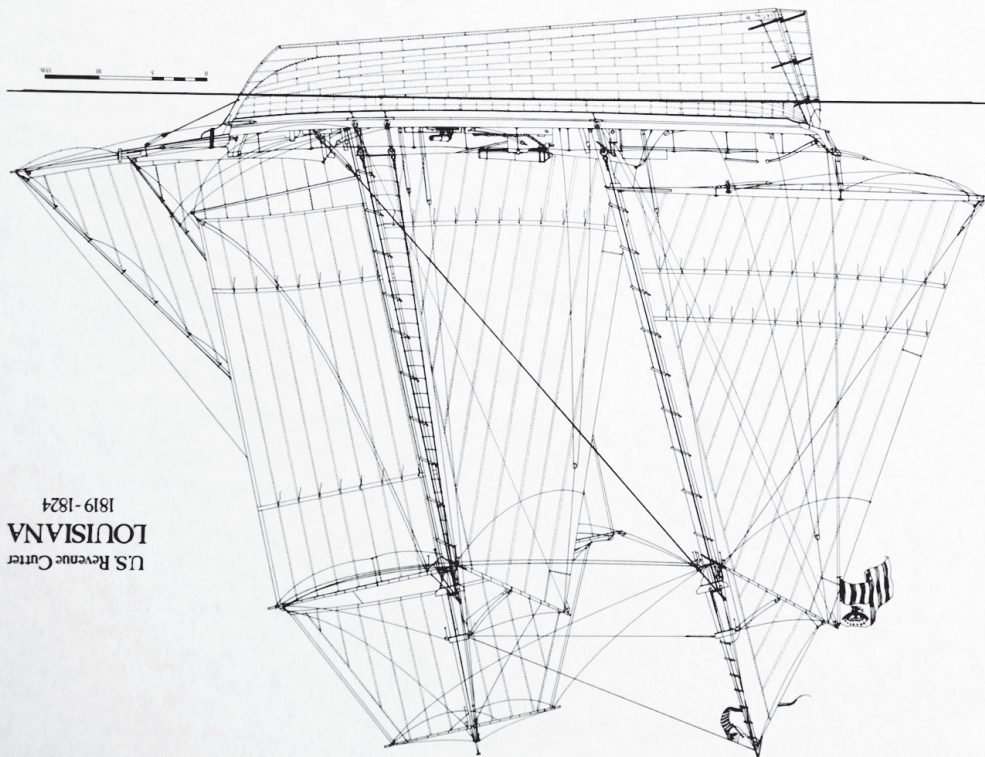
4 CNG tanks \$150 each, all 4 for \$500. **Dodger frame and canvas**
from Morgan 384 sailboat - good condition, make offer
Fuel tank with gauge, 5 gallons, for dinghy - make offer Barbara
Emmons 402-0163

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

*Ads are free for Members, run three months, and can be
renewed. Contact me by August 15 to be listed in the next
print S-t-S.*

Burger Nights

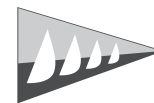
after the last race of each Wednesday Series



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Women's Boating Seminar a Smash Hit!

The South Sound Women's Boating Seminar, held May 18 at the Olympia Yacht Clubhouse complex, hit high marks again for the fourth year in a row! Seventy-five women attended the full-day event, coming from throughout western Washington, as far north as Port Townsend and as far south as Portland.

The seminar hosts a raffle to fund scholarships to the Girls at the Helm program, held aboard the historic schooner *Adventuress* in August. Natalie Rynne, a scholarship recipient from last year's seminar, reported her experiences aboard *Adventuress* last August for the 2012 Girls at the Helm program, a great reminder why programs like this are so important.

The next two sessions were concurrent, with Alison Mazon teaching us about all things electrical in the Clubhouse while Lynne Reister and Capt. Mary Campbell showed those in the Boathouse how to use VHF radio properly. The morning's last two sessions were also concurrent, Judy Grable describing the forces that create wind, waves and weather in the Clubhouse while Alison helped participants learn how to build a 12-volt circuit in the Boathouse.

An excellent sandwich buffet complemented by salads provided a break to fuel up for a long afternoon of active learning and an opportunity to participate in Table Topics, focused discussions led by experts at separate tables. Among the subjects discussed were setting up your boat for single-handing, crossing the border, both ways, cruising with pets, and the joys and challenges of living aboard.

The afternoon opened with an activity new this year, the Hands-on Fair. This successful addition to the day offered four demonstration stations that presented important skills in a more accessible format. Seminar participants could stay at one station or wander among all four, at their own pace, focusing on those skills most important to them. Jeanne Rynne shared her knot-tying skills, Capt. Mary Fitzgerald showed us how to make it easier to live with a marine head, Lynne Reister divulged the secrets of shaft seals, and I showed us how, and why, to change a water impeller.

The last sessions of the day featured Capt. Ace Spragg discussing tides, currents, and trip planning in the Clubhouse, and Capt. Mary Campbell demonstrating

how to use your laptop as a navigational device in the Boathouse.

The day concluded with an exciting raffle drawing, all proceeds to fund scholarships for the Girls at the Helm program this August. The generosity of this year's seminar participants will allow two young women to receive scholarships!

Educational exhibits included Olympia Power Squadron, Olympia Harbor Patrol, and the U.S. Coast Guard Auxiliary Flotilla 38. Major sponsors include Flagship Maritime Training, Olympia Yacht Club Foundation, Swantown Boatworks, Aloft Rigging, and Northwest Maritime Center in Port Townsend. We are very grateful to these organizations for their generosity and support for women on the water.

The organizing committee for the seminar consisted of Maryann Gamache, Speaker Coordinator; Capt. Mary Fitzgerald and Ginny Teatro, Sponsorship Coordinators; Jeanne Rynne, Registration Coordinator; Maria Chiechi, Lunch & Refreshment Coordinator; Nora Golubic, Raffle Coordinator; Debe Andersen, Goodie Bags; Susan Willis, Girls at the Helm Scholarship Coordinator; Deanna Frost, Technical Coordinator; Barbara Emmons, Evening Barbecue Coordinator; Capt. Mary Campbell and myself, Event Co-Chairs; Pat Brower, and committee members Wendy Eklund, Judy Grable and Jayne Patrick. Very special thanks to SSSS Webmaster Steve Worcester for his work on the WBS web page.

Once again, the seminar would not have been possible without the generous support of both South Sound Sailing Society and the Olympia Yacht Club; we thank both of these organizations for

making it possible for this event to continue reaching and teaching women boaters throughout South Puget Sound and beyond.

Micki McNaughton, *The Stargazer*

Season Championship

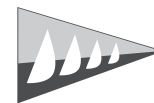
	points	Races	Score
A Class			
Bodacious	9.50	8	9.50
Nirvana	12.75	9	9.75
I 5	47.50	15	22.50
Miss Conduct	28.00	9	24.00
Lightly Salted	49.00	11	30.00
Edgewalker	30.75	8	30.75
Mystify	71.00	12	41.00
Opposition	19.75	7	
Liberty	30.00	6	
S Class			
Flying Circus	13.88	11	7.88
McSwoosh	27.00	14	11.00
Silverheels	20.88	10	14.88
Dragonfly	4.50	3	
Spirit	10.00	3	
B Class			
Showtime	10.00	10	6.00
Gizmo	19.50	8	19.50
Pandora	38.75	10	26.75
Beep Beep	22.00	6	
Genesis	31.00	6	
Spiff	32.00	6	
Sugar Magnolia	7.50	5	
Kaitlin	14.00	5	
Rushwind	20.00	4	
Zephyr	4.00	2	
Fjord	5.00	2	
D'lavicea	9.00	2	
Jazz	0.75	1	
D1 Class			
Sassy	34.00	13	14.00
Koosah	31.00	11	16.00
Balder	34.75	12	16.75
Maranatha	27.00	10	18.00
Vintage	32.00	10	21.00
Osa	36.00	8	36.00
Boru	31.00	6	
Folie A Deux	3.50	3	
D Class			
Relief	23.50	13	8.50
Oh Mercy	18.75	10	10.75
Aquila	16.25	8	16.25
Midnight Blue	12.75	6	
Tushita	19.00	5	
R Time	16.00	4	
Moment	20.00	4	
Mongie Lee	15.00	3	
Genesis	2.00	1	
Full Circle	3.00	1	

Photos of the Women's Seminar, the Race to the Strait, Black Star Clinic, and more race photos are on line. More are coming ... I hope

Awards to be Presented at the June Meeting

The boats listed below won an **Award in Class** in the past year, 2012-13. They will be presented at the June Meeting. *If you are one of them, congratulations. Please come receive it.* If you can not, please send someone in your place. The RC Chair does not want to take your award home. **Southern Sound Series awards** will also be presented, including Toliva Shoal awards.

Aquila	Edgewalker	Genesis	Kaitlin	Miss Conduct	Relief	Sugar Magnolia
Balder	Flasher	Gizmo	Koosah	Nirvana	Rushwind	Tushita
Beep Beep	Fjord	He Lives	Lightly Salted	Oh Mercy	Sassy	Whisper
Bodacious	Flying Circus	I-5	McSwoosh	Opposition	Showtime	Zephyr
Charlemagne :	Folie a Deux	Jazz	Maranatha	Osa	Silverheels	<i>Congratulations all</i>
Dragonfly :	Gayle Force	Jody V	Midnight Blue	Pandora	Spiff	



Barbara Stuart Memorial Regatta

Barbara Stuart was one of the founding members of the Budd Inlet Star Fleet, even before we had a name or even a fleet. She and Ginny Stern jointly owned *Stella Luna* after Lord Bill brought her down from the defunct Tacoma Star fleet. Back then there were only about four or five Stars, and they raced with the dinghies around the government marks off the Port peninsula. Barbara often expressed a desire to form a women's sailing group and have a regatta or a series of races just for women. Unfortunately, she never realized that dream in her lifetime. She passed away suddenly in 2008. The Barbara Stuart Memorial Regatta was created in her honor to realize her dream.

The 2013 Barbara Stuart Memorial Regatta will be held on June 29, a month earlier than previous years in order to hopefully find a little more wind. The regatta is open to only women, and no coaching is allowed during the regatta. The previous three regattas have each fielded 5 Stars, so the starts and finishes are very low-key, down right polite actually. That does not mean there is any lack of competitiveness, though. This is an informal regatta, with no entry fee and no T-shirts, but we do have a perpetual trophy, which is proudly displayed in Tug Boat Annies display case for the world to see. At this point, skippers and crews should be linking up so they can start practicing together.

If you have never sailed a Star, I will be holding clinics on June 2, June 8, and June 16. These clinics are for sailors who already know how to sail, but want to transition into the Star. They are also for teams that have already paired up and want to practice together. The clinics start at 1300. If you have never sailed a Star before, then I will hold a dock-side session on the back stays and gybing at noon. Please let me know if you will be attending. If you need individual training, let either Lord Bill or myself know and we will take you out for an hour or so.

John Thompson, Jazz 4078

Federal Subsidy for Small Boats



It has been estimated that each GPS receiver would cost well over ten thousand dollars, if you had to pay the full cost of the system. I can not vouch for the math, however the real expenses are clearly paid for by Uncle Sam, not the user.

Garmin does not pay a dime for the system, so all you pay for is the receiver. Everything from the research and development to the launching and maintaining the satellites is paid for out of taxes. We are some of the beneficiaries.

The charts you use, whether paper or electronic, also come to you well below cost courtesy of the Feds. Promoting safe navigation for commerce, particularly along our coasts, has long been a government function. We benefit, along with everyone who exports or imports.

Thursday Night Races Series 1 Night 1 : May 9

Jim Findley ran the R.C. Boat Thank you.
Portsmouth Handicaps, light Wind

Overall Results

	Sail	Skipper	Type	Total	Race 1	Race 2	Race 3
1	29	Visser, Mike	Finn	3.5	0.75	2	0.75
2	3510	Snyder, Chris	LASE-2	8	2	3	3
3	10128	Kloppel, Jeff	Laser	8.75	6	0.75	2
4	5	Trummert, Dwaine	Laser	13	4	5	4
5	150933	Singelis, Theo	Laser	14	3	6	5
6	4	Gonik, Elena	420	21	9	4	8
7	41636	Miller, Garner	Laser	21	7	7	7
8	32281	Pruitt, Brad	Laser	24	5	8	11
9	145404	Trummert, Deanne	Laser	25	10	9	6
10	542	French, Kevin	HPN5.2	29	8	11	10
11	186539	Brown, Erik	lasem	30	11	10	9
12	7023	Margret	HLR	38	14 DNF	12	12
13	148827	Miller, Max	Laser	40	12	14	14
14	100	deGive, Henry	RS100	41	15 DNC	13	13
15	2529	Amen, Justis	Y-Flyer	43	13	15 DNC	15 DNC

Series 1 Night 2 : May 23

cancelled due to the weather

Interested in:
The results of West Bay creosote piling removals
Or the derelict vessel bill the Governor signed
Find links to information about them in the S-t-S on line.

STAR RACES

FIRST SPRING SERIES NIGHT 1 MAY 6

PRINCIPAL RACE OFFICERS: NORM AND LAURA SMIT

Pos	Bow/Sail	Boat	Skipper	Crew	1	2	3	Total
1	03/ 4916	Perserverance	Jamie Stewart		4	1	1	6
2	10/ 6427	Stella Luna	Eric Egge		3	3	2	8
3	02/ 4078	Jazz	John Thompson		1	5	3	9
4	30/ 6397	No Name	Jeff Kloppel		5	2	4	11
5	06/ 3331	No Name	Derek Decouteau		2	4	10/DNF	16
6	35/ 6942	Puffin	Dave Branch		6	6	6	18
7	27/ 6660	Upstart	Sherwood Smith		7	7	5	19
8	01/ 924	Alcor	Bill Brosius		8	8	7	23

SECOND SPRING SERIES NIGHT 1 MAY 13

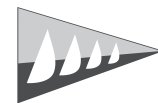
RACE OFFICERS: SHERWOOD AND JUDY SMITH ANDRES KLEINBERGS

Pos	Bow/Sail	Skipper	Crew	1	2	3	4	5	Total
1	13/ 13	Norman Smit	Jim Lynch	1	1	1	1	1	5.00
2	10/ 10	Eric Egge	Catherine Hovell	4/DNC	4/DNC	2	2	2	14.00
3	35/ 35	Dave Branch		4/DNC	4/DNC	4/DNC	4/DNF	4/DNC	20.00

FIRST SPRING SERIES NIGHT 2, MAY 20

RC: VICKY SHELDON

Pos	Bow/Sail	Boat	Skipper	Crew	1	2	3	Total
1	35/ 6942	Puffin	Dave Branch	Kate Schalk	1	1	2	4.00
2	13/ 7094	Tantalus	Norm Smit	Jim Lynch	2	4	3	9.00
3	30/ 6397	No Name	Jeff Kloppel	Kai Singelis	3	2	7	12.00
4	10/ 6427	Stella Luna	Eric Egge	Colby Cavin	7	3	5	15.00
5	20/ 5551	Parthenope	Joe Downing	Rich Wells	5	5	6	16.00
6	03/ 4916	Perserverance	Jamie Stewart	Paul Stewart	4	14/DNF	1	19.00
7	27/ 6660	Upstart	Sherwood Smith	Burke Anderson	10	6	4	20.00
8	04/ 4817	Not Sirius	Jim Findley	Dave Serdar	8	7	8	23.00
9	02/ 4078	Jazz	John Thompson	Jay Berglund	6	14/DNF	9	29.00
10	01/ 924	Alcor	Bill Brosius	Steve Worcester	12	8	11	31.00
11	33/ 6033	Corvus	Bill Ide	Cindy Craig	11	10	10	31.00
12	34/ 6741	No Name	Mike Mitchell	Rene Mitchell	9	9	14/DNC	32.00
13	25/ 6867	Mako	Susan Willis	Steve Henley	13	14/DNF	14/DNC	41.00



Letter: Race to the Strait

Jay Berglund and I launched *Gizmo* at 0730 and promptly motored out to the starting line of the Race to the Straits. There were 118 boats entered in this annual two day race from Shilshole Marina in Ballard to Port Townsend and back the next day. But at this early hour, only the cruising classes were showing any life. The race featured a reverse handicap, so *Icon*, the big Perry 66 didn't get to start until almost 1100. Other than a couple of Moore 24s being launched, there was very little activity on the docks. Our start was 0817 09, and I wanted to get out early to get a feel for the wind and chop. It was going to be a beat all the way to Port Townsend.

With the wind at about 12-15 knots, I opted for our 110% jib rather than the 150% and it proved to be the right sail as the wind continued to build as the day warmed up. This was a double-handed race, so I wanted to keep sail changes to a minimum. Initially, we performed very well to windward, matching speed with the larger cruising boats and out pointing them by as much as 8-10 degrees. But as the wind continued to build to about 16-18 knots, we started losing ground to the boats behind us. We had been holding our own nicely until then.

The Thunderbird fleet that started nine minutes after us caught us before we got to the halfway point. Then it was the Moore 24s and the Santa Cruz 27s. While surrounded by overtaking boats, I realized that we were making significant leeway and our speed was off. So, I took the helm and started tweaking as is my custom. I recently installed a new digital speedometer, so I started tuning to that. First, I gave the main some more twist and then eased down the traveler until the main started backwinding a bit. That seemed to fix the leeway problem, and when I looked at the speedometer, we had just gained .2-.3 knots! The boat had less heel, was riding over

Spring Series Race 3 May 4

Sassy was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A-CLASS Start Time: 12:00 Distance: 12.8 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	14:24:54	13:57:23
2.00	18351	MISS CONDUCT	OLSN 29	102	14:21:04	13:59:18
3.00	69315	NIRVANA	MERI 28	120	14:24:57	13:59:21
4.00	69382	OPPOSITION	HUMB 30	102	14:24:06	14:02:20
5.00	18633	I5	SANZ 33	117	14:28:00	14:03:02
6.00	79089	LIGHTLY SALTED	BENE 10R	96	14:25:32	14:05:03
7.00	64985	LIBERTY	C&C 35	123	14:46:37	14:20:23
8.00	69095	MYSTIFY	WILD 30	120	14:55:28	14:29:52
S-CLASS Start Time: 12:00 Distance: 12.8 nm						
0.75	131	DRAGONFLY	VIPER 640	105	14:29:04	14:06:40
2.00	82	MCSWOOSH	11M	66	14:21:45	14:07:40
3.00	1005	SILVERHEELS	SYN	54	14:19:27	14:07:56
		12 PAX		-10	14:11:07	14:13:15
4.00	69051	SPIRIT	BENE 36.7	81	14:35:17	14:18:00
B-CLASS Start Time: 12:05 Distance: 12.8 nm						
0.75	47914	KAITLIN	RANC 32	168	14:42:24	14:06:34
2.00	270	ZEPHYR	SANT 20	240	15:19:17	14:28:05
D-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	69220	OH MERCY	CAPR 22	248	13:43:00	13:16:33
2.00	200	AQUILA	CASC29	275	13:51:23	13:22:03
3.00	39458	RELEAF	PEAR 30	247	13:51:47	13:25:26
D1-CLASS Start Time: 12:05 Distance: 12.8 nm						
0.75	29718	MARANATHA	RANC 33-1	176	14:45:55	14:08:22
2.00	79182	FOLIE A DEUX	BENE 35 S5	153	14:41:12	14:08:34
3.00	39110	KOOSAH	PEAR 36-1	177	14:49:10	14:11:24
4.00	69927	BALDER	ERIC 38	143	14:43:04	14:12:34
5.00	49914	VINTAGE	RANC 33	188	14:53:20	14:13:14

Spring Series Race 4 May 11

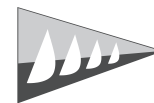
Koosah was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A-CLASS Start Time: 12:00 Distance: 6.4 nm						
0.75	69315	NIRVANA	MERI 28	120	14:10:41	13:57:53
2.00	18351	MISS CONDUCT	OLSN 29	102	14:14:22	14:03:29
3.00	69382	OPPOSITION	HUMB 30	102	14:18:09	14:07:16
4.00	18633	I5	SANZ 33	117	14:24:30	14:12:01
5.00	64985	LIBERTY	C&C 35	123	14:40:57	14:27:50
S-CLASS Start Time: 12:00 Distance: 6.4 nm						
0.75	131	DRAGONFLY	VIPER 640	105	13:58:30	13:47:18
2.00	69399	FLYING CIRCUS	EXPR 37	72	14:06:58	13:59:17
3.00	82	MCSWOOSH	11M	66	14:25:16	14:18:14
4.00	69051	SPIRIT	BENE 36.7	81	14:27:39	14:19:01
		12 PAX		-10	14:26:53	14:26:57
B-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	69063	GIZMO	HARM22	216	14:40:56	14:17:54
2.00	270	ZEPHYR	SANT 20	240	14:49:20	14:23:44
3.00	260	SPIFF	RANC 26	216	15:09:55	14:46:53
4.00	47914	KAITLIN	RANC 32	168	15:17:36	14:59:41
D1-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	79182	FOLIE A DEUX	BENE 35 S5	153	15:03:08	14:46:49
2.00	69927	BALDER	ERIC 38	143	15:18:24	15:03:09
3.00	69667	SASSY	C&C34	143	15:42:07	15:26:52
4.00	29718	MARANATHA	RANC 33-1	176	DNF	
D-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	39458	RELEAF	PEAR 30	247	16:21:27	15:55:06

the waves smoothly instead of crashing through them, was going faster with less leeway and felt far more comfortable to sail. It was actually a bit counter-intuitive. Since we were racing, I felt like I needed to really haul that main in tight and power through the waves. But every time I did so, *Gizmo* heeled over more and lost a quarter of a knot! She has a daggerboard, which presents minimal cross sectional resistance to leeway. I suppose this would be true of any boat with a very high aspect ratio keel. It needs to be as close to vertical as possible to work well. So the moral to this story is to tune to the speedometer, rather than the seat of the pants and keep the boat as upright as possible. And I also realized that I need to add additional some purchase to the traveler!

Gizmo was in class 15, which included a Ranger 26, a Ranger 22 a San Juan 7.7m and a variety of cruising boats. The San Juan 7.7, *Rock Lobster*, put up a heated battle with us. We swapped tacks up the west side of Puget Sound against the flood, and then broke for the turning mark at Double Bluff where *Gizmo* finally pulled ahead to stay. The Ranger 22, *True Blue*, was very over-powered with their genoa up, burying their rail all the way and not a serious challenge. After rounding the turn mark at Double Bluff, we found positive current first in Mutiny Bay, then soon after, all over the channel as the ebb set in. We were first in our class to reach Port Townsend, with *Rock Lobster* nine minutes behind and *True Blue* about 53 minutes behind. We never did see the Ranger 26 and the other cruising boats until they came in some time later.

Finding a slip in Port Townsend was a challenge. The marina has room for 75 boats, and not all of those cleared out to make room for us. In order to get 118 boats in the remaining slips, rafting was the



order of the day with rafts of up to 5 and 6 boats wide. But, once moored, Sloop Tavern Yacht Club knows how to throw a party! The dinner included clam chowder, oysters and roast chicken washed down with copious amounts of beer and wine, and there was a rock band for entertainment. Actually, I snuck off to a hotel room and crashed after seeing the results posted.

Sunday was another glorious, sunny day, with winds out of the north west at 10-15 knots which meant a spinnaker run all the way back to Shilshole Marina. Looking forward to getting underway, the first task was to get out of the marina. Many on the sports boats rafted behind us didn't start until much later than us, and their hung-over crews weren't anywhere to be seen. But finally we managed to escape and threaded our way out.

The wind was very light as we left the harbor, but was building. By the time we started, it was about 5 knots and continued to build from there as the day warmed up. We quickly set our chute on a reach and we were off towards the point at Marrowstone Island. The tide was still ebbing for a couple of hours, but we found positive push from the starting line to Marrowstone and then south along the beach. The boats that had started earlier and gone further offshore were sailing backwards compared to Gizmo! We hugged the shore until the wind forced us to break for Double Bluff. By then, we were racing an Alberg 30 named *Cleo-na-mar* with the largest symmetrical spinnaker I have ever seen on a boat of that size. She almost didn't make it around the turning mark as the current was now flooding at about 2 knots, but she eventually squeaked by.

There wasn't another boat within three miles of us at that point. The wind had been slowly building towards 10-12 knots, straight down the straits. A freighter kept us heading east for awhile, then it was south across the shipping lanes towards Puget Sound. Our plan was to hug the western shore until we got to President point and then head over to Shilshole Marina. Once in the Puget Sound proper, *Gizmo* rocked! Wind speed had built to 20+ knots, our speed was over 6 knots through the water with an additional 1.5 knots push and we were rocking and rolling like a drunkard. After one wild broach, kind of scary in a boat with all her ballast internal to the hull, I decided to play

it safe and tried to keep her on a broad reach. This forced us to abandon the western shore and head out towards the Edmonds side of the sound. But we were able to stay in the lead with *Cleo-na-mar* all the way until Appletree Cove where two hotrod boats, *Dos* and *Ogopogo*, finally caught us.

This is where I think we got some help from Prudence. The wind shifted allowing *Gizmo* to head right for Shilshole Marina with a good current push, while the rest of the fleet was heading south down the western shore. Two in-bound freighters came through and pinned the entire fleet there for at least 30 minutes before anyone else could turn and head for Shilshole Marina. By then, several of the faster boats had over-stood and were having trouble laying the finish line under spinnaker. More than one came in under main alone. Unofficial results had *Gizmo* finishing 15th out of 118 boats. *Cleo-na-mar* had doused their huge spinnaker earlier and put up a smaller asymmetrical, and in doing so gave us the lead. But what a glorious sight it was to look over your transom and see 100 colorful spinnakers converging on the finish line.

The official results will be published on May 27. But the unofficial results gave *Gizmo* the overall win for Class 15. This race is already on our schedule for next year. By then maybe we will have upgraded our 25 year old sails. What a hoot!

John Thompson, *Gizmo*

Spring Series

Balder, Mystify, Sassy, and Koosah was the RC Boat. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#str	Race 1	Race 2	Race 3	Race 4	Total
A-CLASS Races: 1 to 4, 1 throw out, * = throw out						7 Strt	5 Strt	8 Strt	5 Strt	
1	69315	NIRVANA	Scott Schoch	120	3	9.00*	0.75	3.00	0.75	4.50
2	69382	OPPOSITION	Bill Sheldon	102	4	0.75	2.00	4.00*	3.00	5.75
3	18351	MISS CONDUCT	Erik Dahl	102	4	3.00	5.00*	2.00	2.00	7.00
4	73392	BODACIOUS	J Rosenbach	129	2	2.00	6.00	0.75	7.00*	8.75
5	18633	I5	Dan O'Brien	117	4	4.00	3.00	5.00*	4.00	11.00
6	64985	LIBERTY	Andy Saller	123	4	6.00	4.00	7.00*	5.00	15.00
7	79089	LIGHTLY SALTED	Mel Schaefer	96	2	5.00	6.00	6.00	7.00*	17.00
8	69095	MYSTIFY	Bill Hutchinson	120	2	7.00	6.00@	8.00*	7.00	20.00
S-CLASS Races: 1 to 4, 1 throw out, * = throw out						3 Strt	5 Strt	4 Strt	4 Strt	
1	82	MCSWOOSH	Clark McPherson	66	4	0.75	2.00	2.00	3.00*	4.75
2	131	DRAGONFLY	Rafe Beswick	105	3	5.00*	5.00	0.75	0.75	6.50
3	69399	FLYING CIRCUS	Dave Elliott	72	2	4.00	0.75	6.00*	2.00	6.75
4	1005	SILVERHEELS	Tucker Smyth	54	3	3.00	3.00	3.00	6.00*	9.00
5	69051	SPIRIT	Steve Jones	81	4	2.00	4.00*	4.00	4.00	10.00
B-CLASS Races: 1 to 3						2 Strt		2 Strt	4 Strt	
1	69063	GIZMO	John Thompson	216	2	0.75		4.00	0.75	5.50
2	270	ZEPHYR	Theo Singelis	240	2	4.00		2.00	2.00	8.00
3	47914	KAITLIN	Roger Edwards	168	2	4.00		0.75	4.00	8.75
4	260	SPIFF	Tom Fell	216	1	4.00		4.00	3.00	11.00
5	51496	PANDORA	Bob Connolly	165	2	2.00		4.00	6.00	12.00
D-CLASS Races: 1 to 4, 1 throw out, * = throw out						2 Strt	4 Strt	3 Strt	1 Strt	
1	69220	OH MERCY	Jeff Johnstone	248	2	3.00*	0.75	0.75	3.00	4.50
2	39458	RELEASE	Kelly Coon	247	4	2.00	2.00	3.00*	0.75	4.75
3	000	MIDNIGHT BLUE	Glen Hellman	165	2	0.75	4.00	5.00*	3.00	7.75
4	200	AQUILA	Jason Vannice	275	1	3.00	5.00*	2.00	3.00	8.00
5	243	FULL CIRCLE	Henry Brooks	263	1	3.00	3.00	5.00*	3.00	9.00
D1-CLASS Races: 1 to 4, 1 throw out, * = throw out						4 Strt	4 Strt	5 Strt	4 Strt	
1	79182	FOLIE A DEUX	Jeff Johnson	153	3	6.00*	0.75	2.00	0.75	3.50
2	69667	SASSY	Glen Hunter	143	3	0.75	3.00*	2.25@	3.00	6.00
3	69927	BALDER	John DeMeyer	143	3	2.67@	2.00	4.00*	2.00	6.67
4	39110	KOOSAH	Dave Knowlton	177	3	2.00	4.00*	3.00	3.00@	8.00
5	29718	MARANATHA	Joel Rett	176	3	4.00	5.00*	0.75	4.00	8.75
6	49914	VINTAGE	Joe Downing	188	2	3.00	5.00*	5.00	5.00	13.00

Crew Award Winners

Awarded at the May Meeting

Spring Series

Justin Hinchcliff, *McSwoosh*, S Class
Jack Daniels, *Nirvana*, A Class

Maclean Memorial Race

Carol Baker, *Koosah*, D1 Class
Derek Heib, *Nirvana*, A Class

Inlet Series

Justin Hinchcliff, *McSwoosh*, S Class

Skookum Inlet Race

Pat Connolly, *McSwoosh*, S Class

Henderson Inlet Race

Matt Perkins *McSwoosh*, S Class