

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 3

November 2013

<http://www.ssssclub.com>

November Meeting: Adventures North

If you've ever dreamed of heading north beyond the north end of Vancouver Island, then you won't want to miss the November Meeting presentations. Yes, that's presentations, as in two. Captain Mary Fitzgerald will initially share with us a few highlights of her trip from Port Hardy to Haida Gwaii, formerly known as the Queen Charlotte Islands. Alan Niles, professional photographer and adventurer, will take us further north as he recounts highlights of his trip to Glacier Bay and beyond. The images and stories they will share are sure to foster your own dreams of an extended trip north.

Glen Patrick

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



Soldier Sailing this summer photo:Thera Black

What a Great Way to Help Others

It's November, that means towards the end of the month the Wine Cruise will be happening. I mention this because, one of the things that has happened over the last seven years as result of the Wine Bottle Decorating Contest is the bottles are taken to the December Potluck for the Wine Bottle Auction. This has turned out to be a fun and great way to raise money for the Thurston County Food bank.

So please decorate a wine bottle for the November Cruise and bring it to the December Potluck. I will be also opening up my Tahoe again this year accept your generous non-perishable food donation. Each year, SSSS sailors and families astound me with the amounts of food given to those that are down on their luck. So please remember to bring your food donation and your cash or checkbook. You will be able to bid on some awesome decorated bottles. Oh yeah, you also get to keep the contents of the bottle while enjoying a great way to help others. See you at the Potluck

Don Waterhouse, *McSwoosh*

Parade of Lighted Ships, OYC

Fellow sailors! Please join OYC and participate in the Parade of Lighted Ships on December 7. There is a change from past years in that the parade is only on Saturday this year. So light up your boat and join the parade! The theme is Winter Wonderland and we all know there is nothing prettier than a sailboat all lit up!

Pick up your parade packets at OYC Saturday, December 7 between 1500 and 1730 Fleet sails at 1800. The parade will pass Anthony's then parade out to Boston Harbor and back. The Judge Boat will be in front of Anthony's. Prizes for the best lit boat! This is a wonderful event for the community and a great joint event!

Susie Zuelke, szuelke@comcast.net

Dues are Due or this is your last S-t-S

\$45, \$80 with Race Fee
Find a Membership Form on line. Bring it to the Meeting, mail it in. or renew on line

Eagle Island Race
November 2

Board Meeting
November 5

Herron Island Race
November 9

General Meeting
November 12

Visitors Welcome
Doors open 1830, Meeting starts 1900

Squaxin Island Race
November 23

November Cruise
November 23
(this is a date change)

Vashon Island Race, TYC
December 7
Southern Sound Series Race 1

Holiday Potluck
December 10
Visitors Welcome
Doors open at 1800, eating starts 1830

Hope Island Race
December 14



RC Report

The Fall Series started with a moderate wind on September fourteenth and then a real blow on the twenty-eighth which may have dropped the attendance as a significant low pressure cell brought rain and lots of wind. The Fall Series will have finished by press time and the Island Series begins with Eagle Island, Squaxin Island, and Herron Island. Thanks to *Spirit, I-5, Vintage, and Pax* for being RC during the Fall Series. As of press time there are still several races that need a RC volunteer. If you plan to race or have paid race fees but have not signed up for RC duty please send me an email at rcchair@ssssclub.com.

Hope you got to watch some of the America's Cup which produced some of the best sailing competition and viewing that the Cup has ever had. While the Cup has always been more of a design and engineering competition rather than a sailor's challenge, the tactics and maneuvers were a thrill to watch. You can still see all the races at <http://www.youtube.com/user/AmericasCup>.

On December 7 the racing begins for the Southern Sound Series with the Vashon Island race. This year the Series will include reverse starts for all the classes and the two cruising classes will continue to start half an hour before the other boats. It should make for more boats sailing in the same area and finishing closer together. Contact Dave Knowlton if you plan to race the Series and want to be part of a SSSS team.

I hope to schedule another Race Committee meeting this fall. If you have an agenda item or topic for discussion, please let me or your Class Captain know. I plan to revisit and discuss alternative race courses for the Summer

races and the possible addition of another race to the Secretaries Series which currently ends with the fourth race on August 13. There is also a proposal to change to the Maclean Memorial race to a double handed event.

I plan to schedule a performance sailing seminar with Andrew Kerr sometime before Toliva Shoal. Due to Andrew's schedule this year's seminar may have to occur on a couple of



John Guswell at the October Meeting photo: Frank Mighetto

evening sessions and I should have dates by next month. Let me know if there are topics that you would like Andrew to discuss such as knowing your rights when short tacking the beach in Dana Passage.

Finally, as we move into the longer races and harsher weather, it is time to check out our safety gear. Be sure it is up to date and ready to be used. Make sure your crew has the right gear and they are familiar enough with your boat to find fire extinguishers, LifeSling tackle, radios, horns, and first aid supplies. The PIYA Category III regulations are not required for our SSSS races, however, the list represents a good checklist of items to consider. You can find a link to the PIYA equipment regulations on the SSSS PHRF web page.

Joel Rett, Maranatha and LoneStar

The S-t-S Needs Letters and Photos

Winter is here. You may find yourself spending more time indoors now that the nights are long. A good time to relive your summer adventures by telling us about them. Members really would like to hear about it.

We also need photos. Please take your camera sailing and send us copies.

Southern Sound Series Rep Report: The Countdown Begins!

Less than thirty days until Winter Vashon, 7 December 2013! Sponsored by the Tacoma Yacht Club, this is the first race in the four-race Southern Sound Series. The party starts Friday night in the TYC Club House. Some great food and a reunion of sailors begin early in the evening. Sailors swap stories about last

year's Series and the summer of racing. Upstairs, the club representatives break out the classes for the Series and around 2000 hours the class breaks are posted. Teams are also registered.

This year registration is anticipated to be done on line at the Series web site: www.sssseries.org. There will be an option to print out the entry form and mail it in if the sailor does not have access to the Internet.

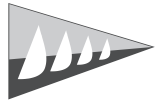
The Sailing Instructions and Notice of Race may be found on the web site also. Some changes this Series include: the starting sequence will have the slower class start before the faster classes and there is only a one turn penalty for a rule violation instead of a two turn penalty. Items to prepare for prior to the race:

1. Ensure your PHRF rating is current. Cruising Classes don't have this requirement. www.phrf-nw.org, Contact Rafe Beswick, 888-9844, handicapper@ssssclub.com
2. Your boat meets PIYA Category III requirements and that your certificate is onboard. www.piyasailing.com
3. If you are a Cruising/Commodore Class, obtain a rating from Mark Harang, harang3@comcast.net or (206) 235-5716.
4. Discuss with your crew which boats you want on your team: three PHRF boats from the same club
5. Be sure to register!

The other three races are: Duwamish Head, 11 January 2014; Toliva Shoal, 8 February, and the Islands Race, 15 March.

Please contact me should you have questions! koosah@hotmail.com

**Dave Knowlton, Koosah
Your Southern Sound Representative**



Secretary's Report Don't let this be your last S-t-S !!

Renew your SSSS Membership by the end of November or the S-t-S newsletter will not be mailed to you until you do! **Renew now**, online or by mail, or at the November Meeting. It's a good deal at \$45/year.

Remember that SSSS welcomes boater of all kinds, including the ones without sails!

The reciprocal benefits come in handy in the winter and the reciprocal spaces are more likely available. You need to fly the SSSS burgee, if yours is tattered buy a crispy new one, \$20, at the Ship's Store at the Meeting) and have your *current* Membership Card in order to use reciprocals. And remember that you are representing SSSS when you are visiting the reciprocals.

Fair winds,
Jayne Patrick,
secretary@ssssclub.com

Boater Education Card Class?

Interested in attending a Washington State Boater Education Card Class? You may have heard it called a Boat License but it is actually called the Washington State Boater Education Card. You must have your Card by 2014 if you are 59 or younger.

The online course takes about 4-6 hours and costs \$30. The USCG Auxiliary Olympia Flotilla offers the About Boating Safely Class. It is an 8 hour course and meets the Washington State Boater Education Card requirement. They require a minimum of 10 students and usually offer it on a Saturday from 0800 to 1700. The cost is \$30.

An alternative to would be SSSS hosting a class. If you are interested raise your hand high ... wait, that doesn't work since we are not in the same space. But SSSS does need to know if we have at least 10 people who are interested in attending a class. So listen up at the November Meeting and we will ask for a show of hands then. If you are interested but can't make the Meeting send me a quick e-mail at secretary@ssssclub.com More info at <http://www.boat-ed.com/> Thanks!

Jayne Patrick

Cruise News

WINE TASTING BENEFIT CRUISE: NOVEMBER 23

Note this is a date change from the schedule in the Handbook.

Join us this year for another Wine Tasting Benefit Cruise at the Viewpoint Room, Tugboat Annies, at West Bay Marina. This Cruise is the first step in



Sassy and Fjord, Fall Series Race 2 photo: Dan O'Brien
More Fall Series photos by Dan on line

our annual fundraiser for the Thurston County Food Bank which raises thousands of dollars for a very worthy cause. Many thanks to Tugboat Annies for again allowing us to use their room. We will have a pot-luck there as always at 1800, bring a bottle of your finest most expensive wine to share with others. We'll be bringing our ever popular Mad Dog 20/20.

The highlight of the Wine Tasting Cruise is the judging of the decorated wine bottles. In the past we've had some amazing entries and we expect more of the same this year. Let your imagination and creativity run wild with a good bottle of wine, decorated as wildly as you can imagine. These creations will be judged by a panel of honest, fair, equitable, esteemed judges: the best we can find.

Phase II of the fundraiser will be the decorated wine bottle auction at the December Meeting. Many bottles fetch fabulous bids as our very generous members bid up the price for this good

community cause, the Thurston County Food Bank.

Ann Heyerdahl, Chair, *Midnight Blue*
Glen Hellman, Designated Driver,

COMMODORES' CRUISE: SEPTEMBER

Another fine Cruise in celebration of our esteemed Commodores, who traditionally do not attend the Commodores' Cruise. Perfectly understandable considering the Commodore has many important things to tend to, like, well, you know ... important things.

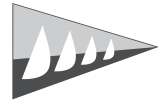
The weather report was a bit gloomy, but completely wrong as Saturday was quite a glorious day, sunny and warm, yes, warm. The potluck on the spit was clear and sunny and the sunset across Case Inlet was absolutely glorious. Pot-luck dishes always taste best when consumed outdoors in fine weather.

I'll remember this Commodores' Cruise for one of the finest entrances to an anchorage I've yet seen.

It was *Puelche*, followed by *Koosah*, riding the north shore through the narrow entrance. A bag-piper on the bow of *Puelche* was piping "Scotland The Brave," you'd know it if you heard it, from the bow. We thought at first it was recorded, but no, it was a real life piper. It was like a scene from an old war movie, think "Bridge On The River Kwai". People were coming out from their homes along the water to check it out, waive, even salute. It was pretty cool. We got a little evening piping too, just as the final orange and purple was fading as the sun finally set. Very nice.

Okay, the ride home was a little lumpy but nothing too severe. All in all, another spectacular Commodores' Cruise for the lucky bunch who made it out. Boats in attendance were: *Midnight Blue*, *Koosah*, *Starbright*, *Grendel*, *Windswept*, *Puelche*, *Perspective*, and *Swerve*.

Ann Heyerdahl, Chair, *Midnight Blue*
Glen Hellman, Not a Commodore



OYSTERFEST, OCTOBER

Buck the tides! This year's third annual Oysterfest Cruise was once again, a rousing success.

Go with the flow when heading through Hammersley Inlet to Shelton, and Oysterfest. So an afternoon run, either Friday or Saturday was the call. A few of us went in on Friday afternoon, a few more Saturday afternoon, and a few drove in (cruise control cruising?).

Those who made it in on Friday were greeted with food and an open bar provided by Shelton Yacht Club. All of us greatly enjoyed a joint potluck which was outstanding as usual. The fine folks at Shelton Yacht Club are extremely friendly, welcoming, and gracious. And then, breakfast provided by Shelton Yacht Club was lovely, and we had a little ceremony presenting a SSSS burgee for them to display along with many other's in their impressive clubhouse.

Of course, Oysterfest was a hoot. The weather was unbelievable, sunny and warm both days.

There were lots and lots of fine food booths featuring a dizzying array of tasty bivalves and other culinary treats. The oyster shucking competition was more exciting than an Olympic curling match. There were skydiver, live bands, cooking demonstrations, and more.

Thanks to Shelton Yacht Club and those who attended for making this year's Oysterfest Cruise the best ever.

Boats in attendance were *Midnight Blue*, *Getaway*, *Gudenuph*, *Nightwind*, *Loon*, *Kalakala*, and *Sandra Marie*.

**Ann Heyerdahl, Chair, *Midnight Blue*
Glen Hellman, Oysterarian**

Fall Series Race 2 September 28

15 was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
--------	----------	------------	------------	--------	-------------	---------------

S CLASS Start Time: 11:55 Distance: 3.9 nm

0.75	82	MCSWOOSH	11M	66	12:38:15	12:33:58
------	----	----------	-----	----	----------	----------

B CLASS Start Time: 12:00 Distance: 3.9 nm

0.75	36	FJORD	THUN	195	12:53:57	12:41:17
2.00	28877	SHOWTIME	OLSN25-1	174	12:55:06	12:43:47

D CLASS Start Time: 12:00 Distance: 3.9 nm

0.75	69667	SASSY	C&C34	143	12:53:27	12:44:09
2.00	49914	VINTAGE	RANC 33	188	12:59:13	12:47:00
3.00	37079	OSA	RANC 33	182	12:59:33	12:47:43
4.00	39110	KOOSAH	PEAR 36-1	177	13:00:00	12:48:30
5.00	39458	RELEAF	PEAR 30	247	13:08:18	12:52:15
6.00	59851	D'LAVICEA	HUMC 40	126	DNF	

Star Fleet

The Star season is over and the boats have been hauled. This year there was a bit of excitement when storms blew in on the day of the planned haul out. High winds and torrential rains caused the haul out to be delayed for a week. This was the weekend where the rainfall measured several inches in an hour with winds over 30 knots.

The following weekend we managed to get the fleet out of the water in short order under fair skies and unseasonably warm temperatures. What a difference a week makes! Thanks to Reid Kincy, of Kincy Cranes, all the boats were placed on trailers for transport to their winter resting place until it is time to get them ready for the next season of racing.

The Star Fleet will be hibernating until next season, but Star sailors will be involved with the winter PHRF racing. There were a few pictures taken during the haul out, and more can be found online.

Norm Smit, Star 7094, Tantalus

Islands in the Sound Contest

How much do *you* know about islands in south and central Puget Sound? Emily Ray promises a bottle of wine to the first person who submits the most correct answers. Send your responses to me at sts@ssssclub.com and I will forward it to her. You must attend a Meeting to claim your prize.

Which island or islands in south and central Puget Sound...

1. was the home of Gov. Dixie Lee Ray?
2. became known for grapes and wineries?
3. has an Indian longhouse?

Fall Series Race 3 October 12

Vintage was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
--------	----------	------------	------------	--------	-------------	---------------

S CLASS Start Time: 12:00 Distance: 2.9 nm

0.75	69382	OPPOSITION	HUMB 30	102	13:45:53	13:40:57
2.00	18351	MISS CONDUCT	OLSN 29	102	13:48:40	13:43:44
3.00	18633	I5	SANZ 33	117	13:53:38	13:47:59
4.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:05:16	13:58:36
5.00	69095	MYSTIFY	WILD 30	120	14:57:41	14:51:53

A CLASS Start Time: 12:00 Distance: 2.9 nm

0.75	592	GAYLE FORCE	MEL	99	13:46:54	13:42:07
2.00	131	DRAGONFLY	VIPER 640	105	13:48:09	13:43:05
3.00	82	MCSWOOSH	11M	66	13:48:17	13:45:06

B CLASS Start Time: 12:21 Distance: 2.9 nm

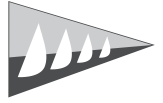
0.75	69063	GIZMO	HARM22	207	14:03:50	13:53:50
2.00	28877	SHOWTIME	OLSN25-1	174	14:02:16	13:53:51
3.00	36	FJORD	THUN	195	14:04:23	13:54:58
4.00	47914	KAITLIN	RANC 32	168	14:32:54	14:24:47

D CLASS Start Time: 12:21 Distance: 2.9 nm

0.75	39110	KOOSAH	PEAR 36-1	177	14:36:07	14:27:34
2.00	29718	MARANATHA	RANC 33-1	176	14:36:26	14:27:56
3.00	200	AQUILA	CASC29	270	14:56:00	14:42:57
4.00	59851	D'LAVICEA	HUMC 40	126	14:52:31	14:46:26
5.00	69927	BALDER	ERIC 38	143	14:54:24	14:47:29
6.00	69667	SASSY	C&C34	143	14:56:35	14:49:40
7.00	39458	RELEAF	PEAR 30	247	15:10:52	14:58:56



Star haul out photo: Norm Smit
More haul out photos by on line



4. was the second-largest ship building site on the West Coast in the late 1800's?
5. is a neighbor of a state prison?
6. is named after a form of transportation?
7. had a fort which was part of the defense system of Puget Sound?
8. is reached by a bridge over Pickering Passage?
9. is home to the famous Bloedel Reserve?
10. has a piece of shoreline known as Governors' Row?
11. was once named Reach?
12. is home to a state park that began in the 1930's as a fishing resort and became a public park in 2008?
13. is connected to the mainland by a "tombolo"?
14. was owned and occupied by a member of the Schmidt family of brewery fame?

Which island or islands...

- | | | |
|--|------------|-------------|
| 15. can be reached by a bridge and ferry boats? | Anderson | Mauay |
| 16. were named by Capt. George Vancouver during his 1792 expedition? | Bainbridge | Marrowstone |
| 17. were named by Capt. Charles Wilkes during his 1841 expedition? | Blake | McMicken |
| 18. once had fields of strawberries and other produce owned by Japanese-Americans? | Camano | Steamboat |
| 19. can be reached on foot only at low tide? | Fox | Stretch |
| 20. have state parks? | Hartstene | Treasure |
| 21. have lighthouses on them? | Hope | Vashon |

Letter: The Sound to the Bay

I set sail from Olympia, the southernmost tip of the Inside Passage to Alaska. Along the way, I would occasionally run across another cruiser who had begun their journey much farther south. Portland, San Francisco and San Diego were the most common ports of departure. I use the word common lightly, as the total of these meetings was fewer than 10. Each time I found it hard to imagine making the ocean passage, in order to get to the protected waters that I was now challenged with. Indeed, these inside waters have their own set of unique challenges, but the ocean, with its wide open space and seemingly infinite power, is a thing of awe and wonder like no other. Perhaps one day I'd have the gumption to go out there and try it myself, I thought.

My chance came sooner than I had imagined. While having dinner aboard another boat in Glacier Bay, the skipper mentioned that his wife was getting off the boat in Poulsbo, Washington, and he would need crew to get back to San Francisco. Without hesitation I threw up my hand and said, "I'll go!" I instantly regretted my hastiness. What was I saying? They call that stretch of water "the grave yard of the Pacific". I'd read many a tale that says it is the worst patch of ocean. Many global circumnavigators swear that the Pacific coast is the most challenging portion of a trip around the world. Most of the harbors are blocked by bars, shallow areas that cause strong tide rips and large waves as the energy from the ocean is suddenly concentrated from 10,000 foot depths down to 300 feet. The Columbia River bar is one of the most notorious of all. The Coast Guard trains there with their specially designed, powerful self-righting cutters. Ships designed to be rolled. Sailboats are self-righting too, but the consequences tend to be more severe.

The reality is, though, if I want to ever go anywhere, I'm going to have to sail that stretch of water, so I might as well get used to it. Seven weeks after that fateful dinner in Glacier Bay, I arrived back in Olympia. Two weeks after that, I

met up with Lou and Patrice on their boat, *Sonamara*. Lou had found another volunteer along the way, so we had a total of three aboard for the passage south.

My crew mate Vincent had also sailed the passage earlier in the year. He did it mostly solo in his 30 foot Cat rigged???? He had other offshore experience including sailing overnight solo from Haida Gwaii. Lou's boat, *Sonamara*, is a 45 foot cutter rigged Island Packet. The skipper had sailed her up himself, as well as having sailed halfway around the world in a Westsail 32 at one time. I felt good that we had a good crew and a good ship.

We left early on the morning of September 14.

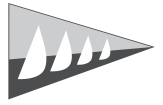


Fall Series Race 4
More Fall Series photos by Glenn on line
photo: Glen Hunter

The wind was light and the current against us. We motored through the gathering clouds and light drizzle. The iron genny moved us along at 6.5 knots all day. At Point Wilson we found thick fog and calm seas. The veil over the tranquil straits belied the dangers of the active shipping lanes. Our AIS and radar showed blips

moving at 18 knots from a variety of directions. We would only hear their fog horns as they came within a couple miles. During the night, ghostly apparitions would pass by within a quarter mile. A cruise ship was lit up like a city on the water, a glowing cloud of vapor as she steamed past.

My night watch was from 1 to 4 am. When I took over we were 20 miles from Cape Flattery and the entrance to the Pacific. I punched a twenty degree turn into the auto pilot to set our course across the traffic lanes and out to sea. This was my first experience using radar. I played with the buttons, trying to get used to selecting targets and determining closing distances and speeds and times. There were plenty of them, so I had lots of practice. About two hours into my watch the fog lifted just enough that I could see an amber light ahead. I checked the radar and saw nothing that matched. The light seemed to be low on the water. There was still fog just a little above water level. I was very disoriented. It was impossible to tell how far away the light was or what it was attached to. The fog was lit up in a bright amber glow and below it a dark line of pure blackness. I turned the boat and throttled back to an idle. This woke Lou who came charging to the cockpit to see



what was wrong. He instantly recognized the amber light as the big lights of a fish boat in the distance. Just about then, the one light that had seemed so close began to resolve into 3 lights. I could see it was a couple miles off at least. More of these boats showed up as we came closer to the Cape. Not knowing what kind of nets they may have had out, I gave them a wide berth.

The next day was supposed to be rather stormy near shore so we headed farther out to sea for the rest of the night and the following morning. I took another watch around 10 am and was soon greeted by a pod of Orca cruising past. We were motor sailing with full sail into darkening clouds. I could see the cells building in patches around the boat. Before long I started to see lightning strikes. We secured electronics in the oven and the microwave. We steered away from each cell as it built in front of us or threatened to veer into our path. At one point, lightning struck right in front of the boat. I felt like we were a running-back, ducking and dodging through a line of tacklers, looking for a hole to the end zone. We turned 90 degrees to port. It really didn't matter if we were headed in the right direction for San Francisco, as long as we were headed away from the lightning.

Soon, a pod of dolphins joined us and surfed along side the boat. It felt as if they were saying, "this way guys, follow us". We sailed past another large group of

dolphins jumping and frolicking and appearing to be in a feeding frenzy. Shortly after, the lightning abated and we were able to resume a proper course.

The next couple days were a blur. We motored mostly. We tried to sail, but light



More trip photos on line

SW wind and confused seas made it difficult. The night of the 18th the wind finally decided to cooperate and I pulled out the Genoa during my night watch. This was the beginning of a lot of good sailing. From then on we sailed with a variety of configurations. We did some wing on wing with the staysail, we reached fast with full sail. We flew the spinnaker during some light air, keeping the boat going at over 5 knots.

Rounding Cape Mendocino, we

consistently had 7 foot sea and winds over 25 knots. We had top speeds of 8.9 knots and averaged over 7.2. We were racing a storm front that was supposed to be bringing a cold weather and SW winds and rain. If all went well, though, we would be able to get to the Golden Gate about 6 hours before the storm hit. That was a pretty tight window.

During the night of the twentieth, the full moon lit up the sea. I took my watch at 1 am where I soon found that I was surrounded by dolphins. I counted at least 20. They spent the next two hours surfing along with the boat. Some rode the bow wave, others just swam alongside the boat. Now and then, I'd see one dart away, probably chasing a fish spooked up by the boat. It was a magical experience, alone with these graceful animals in the moonlight, surrounded by the wind and the sea.

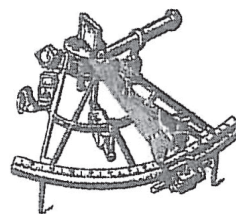
As it worked out, the wind began to shift as we made our way toward the Farallones. This shift gave us fog and lighter wind. It also apparently gave

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!

- Nick &: Gail Wigen *Ursa Minor* Catalina 42
- John &: Michele Harper San Juan 24
- Sherry Register
- Britt &: Sharon Wilson *Atea*
- James &: Theresa Nugent *Oblation* Columbia 22
- Bob &: Rose Bryson *Bullet* Yankee 38
- Jeff Glandon no name Santana 20
- Joe &: Mimi Arnett *Mary Alice* Dick Hershey Schooner 28
- Michael &: Mary Lambert *Moon Shadow* Ericson 27
- Bruce &: Susan Ensign
- Ann Brandner &: Pat Byrne *Anna* Cline Cape Dory 27
- Roni Stockton
- Pete Clement & Jackie Cooper-Clement *Shinola, too* Beneteau 36.7



SUMMERS
Yacht Services, INC

John Summers
360-561-4214

summersyachtservices@gmail.com

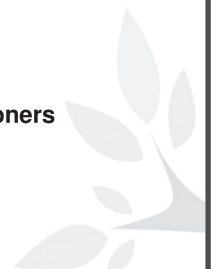
Yacht Management, Outfitting & Maintenance
Mechanical & Electrical Systems: Installation, Service and Repair

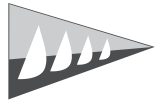


Abundant Health Billing

Healthcare Billing Services for
Independent and Small Group Practitioners

Sandy Whitmore/owner
360.451.2501
sandy@abundanthealthbilling.com
www.abundanthealthbilling.com





lighter winds on the race course of the America's Cup as Team New Zealand was about to defeat *Oracle* but the race timed out, leading to a history making comeback that we got to witness in the coming week.

As we entered the shipping lanes toward the Golden Gate, the fog lifted and the wind built back up. We had 18 knots on a broad reach. I looked at Lou and then at the spinnaker and said we could fly it. I'm not sure if he agreed or just didn't disagree, but that was enough. I was on the foredeck getting it set up.

We were missing slack and it was a big tide on a full moon. We were facing a 4.5 knot current at the Gate. We needed all the power we could get to push *Sonamara's* 25k pound displacement against that stream. Lou's big, custom designed, asymmetric flew powerfully in the freshening breeze. The boat moved at over 7 knots through the water. Lou did a great job hand steering to keep the sail full in the shifty winds under the gate. The big ebb tossed up a little sea against the wind. It was a dramatic and memorable entry into San Francisco bay. A line-up of tankers piled in behind us. They had probably been waiting off shore,

as the bay had been restricted for transit during the America's Cup racing.

We jibed in front of a big tanker as we made our turn for Sausalito. We found a spot at a marina and tied up. A few hours later the wind came roaring into the bay. The rain came in buckets and it snowed in



Fall Series Race 3 photo: Jeff Hogan

sail of our own to *Sonamara's* home port in the South Bay. Of course we gave the ship a good, well-deserved scrubbing after a long and successful voyage that Lou had begun back in April.

We traveled just under 1000 nautical miles and averaged 6.8 knots. The trip took 7 days and 6 nights non-stop. I feel very fortunate to have had a calm passage and sturdy boat with a good skipper and good crew. We were blessed with dolphins, porpoise, whales, tuna, flying fish, and sunfish, along with full moon rises at sunset. We had good wind, sun, and following seas, pretty much everything a sailor could ask for. It was a perfect conclusion to an amazing summer of cruising the west coast.

Alan Niles, *Genesis*

Come hear Alan talk about his cruises at the November Meeting, and see his photos.

the mountains. The America's Cup race was canceled the next day. We had just made it before the storm.

The following days were spent sightseeing, and watching the AC 72's scream across the bay with *Oracle* winning race after race. We had a great

Yachtfinders/Windseakers Inc

Ofc. & fax: 360-867-1783

Cell: 831-247-6162

Dan O'Brien

for Listings:

Home Office:
4226 Leavelle St. NW
Olympia WA 98502 USA

www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com

another
SSSS perk
GUDENUPH
BOAT WORKS

"Where Little Things Matter"

Small projects done for free
(360) 357-3952 Gudenuph@gmail.com



William H. Hutchinson Jr.

(360) 789-2042
fax: (360) 753-3148

Keller Williams Realty
1217 Cooper Pt. Rd Suite 3
Olympia WA 98502
billhutchinson@hotmail.com



The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. Box 1102, Olympia WA 98507.

The S-t-S is printed by Olympia Copy and Printing. Opinions expressed and products or services advertised do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-t-S or SSSS of their use.

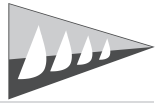
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the Editor : **Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@sssclub.com
Deadline for submissions is the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

2013-14 SSSS Board Members

phone numbers are local, area code 360

Commodore	Debe Andersen	459-2650
Vice-Commodore	Webb Sprague	878-5334
Secretary	Jayne Patrick	500-9514
Treasurer	Peter Wyeth	915-8795
Member-at-Large	Glen Patrick	273-9645
Race Chair	Joel Rett	310-0711
Cruise Chairs	Ann Heyerdahl	259-7534
Past Commodore	Richard Bigley	485-2761

Our Handicapper is Rafe Beswick, 888-9844



November Cruise date changed

November 23 is correct; not the date in the Handbook.

Vashon Island Race December 7

Ditty Bag

Raymarine ST60 Tridata instrument display and ST60 Wind Instrument (no transducers). \$200 each or both for \$350. Excellent condition **Sony CDX L380X marine stereo** receiver no speakers. \$50

Call Martin , 753-7662 sraphael@q.com

1972 35' C&C. The Jubilee on I 29 at Swantown. Ready for sailing.

Nice inventory of sails. Well taken care of \$20,000

jsurr39395@gmail.com, 584-4883

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

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

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

Michelle or Rich at: 581-3188 or 866-5511.

Ads are free for Members, run three months, and can be renewed.

Contact me by the Meeting to be listed in the next S-t-S.

Crew Sheet

more information on line

Crew Wants Ride

Joseph Barresi, races and/or daysail/cruise(858) 354-8311, josephbarresi92@gmail.com

Julie Szten, crew/sail for day sail or cruise on weekends., 491-8503, jmszten@comcast.net

John Harper, 485-6206, johnharp67@comcast.net

Shawn, (360) 688-0261, brownsjp@gmail.com

John 888-6363, Call or text, or

john.a.hansman@gmail.com

Looking for Crew

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

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

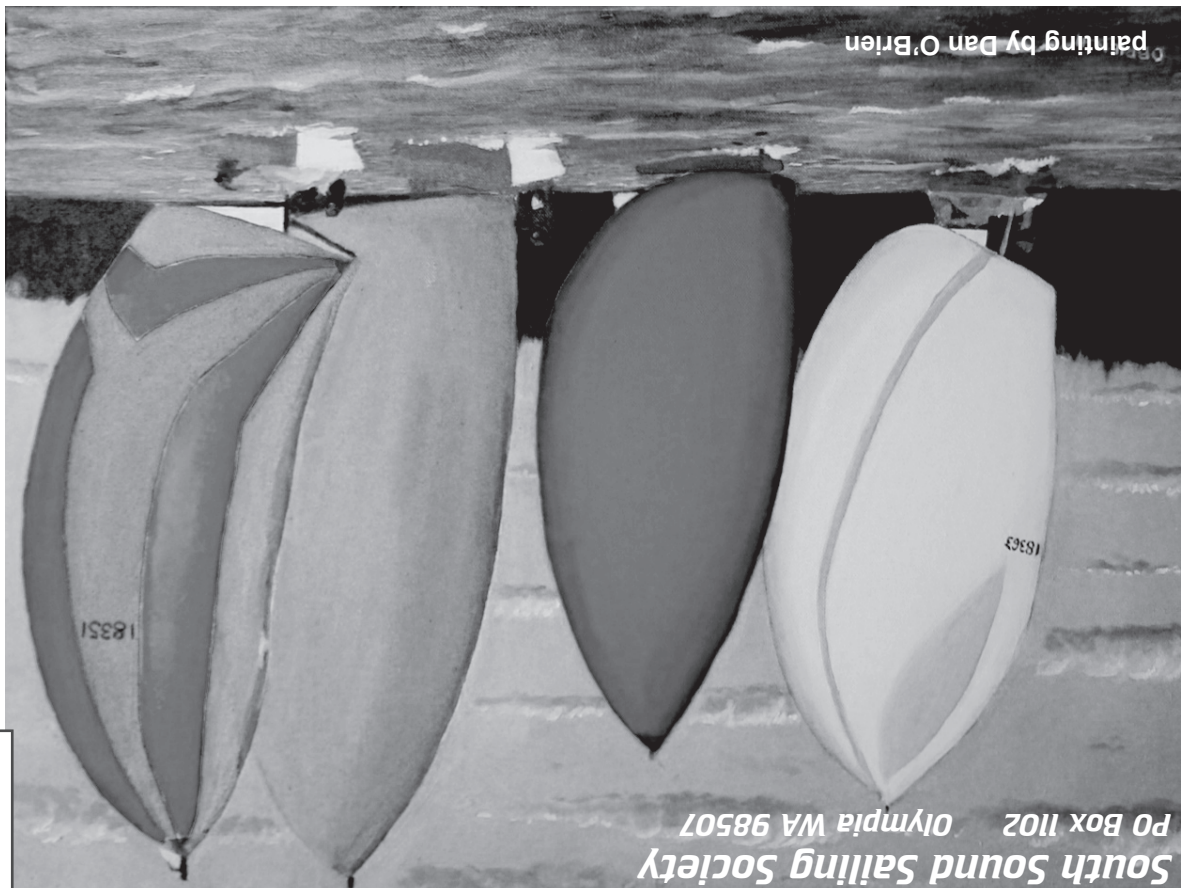
Want a ride? You could be listed here, and on line, for free: Ads run three months and can be renewed.

Dues are Due

\$45, \$80 with annual Race Fee

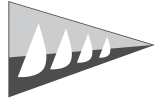
by the November Meeting to keep the S-t-S coming. Find a Membership Form on line.

Bring it to the Meeting, mail it in. or renew on line



South Sound Sailing Society
PO Box 1102 Olympia WA 98507

PRESORTED
STANDARD
US POSTAGE PAID
OLYMPIA WA
PERMIT #480



Crossword Puzzle by Richard Wells

John Thompson was the first to return a correct puzzle last month; he can claim a bottle of wine at our next Meeting. You too can be a winner, if you can answer this month's puzzle. You have as chance even if you are not the first, as the fifth person will also win a bottle.

To enter, e-mail your answers at sts@sssscclub.com. Send the answers as lists: example, Across #1 answer. Not as the puzzle square. Prizes will be awarded at the next Meeting. Winners must attend to receive their prize.

This month's theme
Sailing with Nature

Across

- 2. An enabling wind shift that allows a close hauled sailboat to point up.
- 6. When tacking, holding a course too long. (2 words)
- 10. The condition of a sailboat being pushed abruptly to horizontal, with the mast parallel to the water surface.

11. To bring the vessel so close to wind that the sails shake. (4 words)

17. Sea conditions with a tidal current and a wind in opposite directions. (3 words)

18. The combination of the true wind and the headwind caused by the boat's forward motion. (2 words)

19. The condition where a sailing vessel is confined between two capes or headlands by a wind blowing directly onshore.

22. To sail downwind directly at another ship, stealing the wind from its sails.

23. Large mass of sand or earth, formed by the surge of the sea.

24. A bearing relative to the direction of the ship. (2 words)

26. The maximum efficient speed of a displacement-hulled vessel. (2 words)

28. The lean caused by the wind's force on the sails of a sailing vessel.

30. To change the direction of sail so as to point in a direction that is more down wind. (2 words)

31. A leg of the route of a sailing vessel.

32. A shore downwind of a ship. (2 words)

33. In the direction that the wind is coming from.

34. To sail slowly when there is apparently no wind.

Down

1. A condition wherein the ship is detained in one particular station by contrary winds.

3. The distance across water which a wind or waves have traveled

4. A change in the wind direction

5. The maximum speed of a ship.

7. The maximum degree of heel after which a vessel becomes unable to return to an upright position. (2 words)

8. Sailing more than about 160° away from the wind. (4 words)

9. Not moving. (4 words)

12. Serving a watch on the weather side of the ship. (3 words)

13. Sailing into the wind, but not as close-hauled as might be possible, so as to make sure the sails are kept full. (3 words)

14. A section of otherwise muddy shoreline suitable for mooring or hauling out.

15. A unit of bearing equal to one thirty-second of a circle

16. The side of a ship exposed to the wind. (2 words)

20. Wave or tidal movement going in the same direction as a ship. (2 words)

21. The bed of the sea.

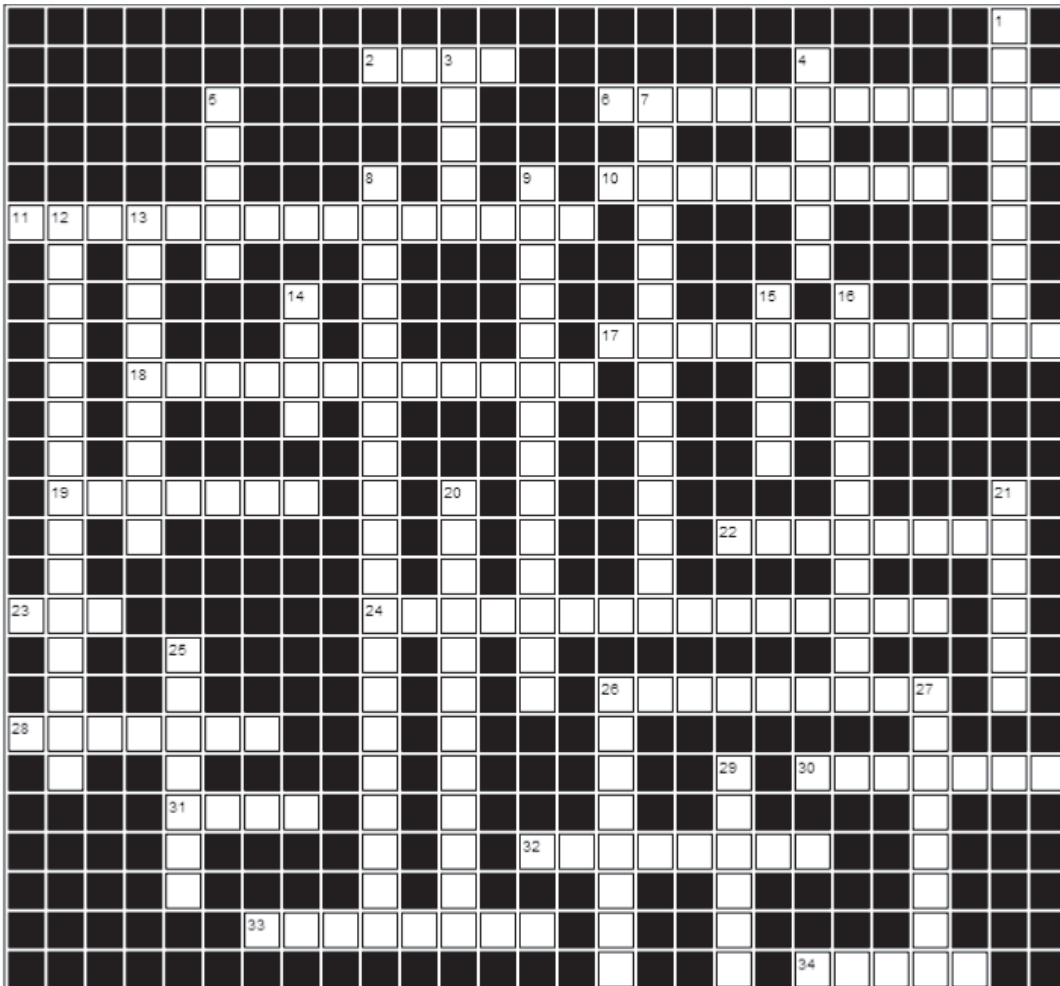
25. To change the direction of a sailboat so that it is more up wind. (2 words)

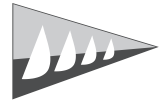
26. Turn towards the wind; sail closer to the wind. (2 words)

27. The equatorial trough, with special reference to the light and variable nature of the winds.

29. When a sailing vessel loses control of its motion and is forced into a sudden sharp turn

Available space can limit the size of the puzzle square that we can print. It has been printed smaller than I like. If you find it too small, you can download it from the S-t-S on line and print it at whatever size you like.





PHRF Dues Notices Mail This Month

PHRF dues come due the first of the year. Notice will be mailed to current members in November. When you get yours, please return it, with your check, so that you do not forget.

If you have been thinking about joining PHRF and joining us on the race course, the begriming of the year is a good time. See Rafe Beswick, our Handicapper, he can get you signed up and your boat handicapped.

The Pacific Handicapping Racing Fleet of the NW is the organization that maintains our handicaps, making our racing possible. SSSS is one of the largest clubs, those with the most PHRF numbers. Getting our dues in on time may not end their financial worries, but it helps.

Steve Worcester, Star 6932

New Member Social a Success!

Thanks to our continued partnership with Tug Boat Annes and the about 40 folks that turned out, we had an enjoyable evening of camaraderie and food. There was not any official business other than swapping stories and gloating over the America's Cup. Roni won the door prize for newly minted Members of a calendar donated by Thera. Suzy Saffer received a ceremonial check, Boeing's generous contribution to the summer solider sailing event. Thanks again Boeing. Please keep bring new potential Members to the Meetings!

Richard Bigley, Osa



Fall Series Race 4 October 19 Pax was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A CLASS Start Time: 12:00 Distance: 3.8 nm						
0.75	69382	OPPOSITION	HUMB 30	102	14:05:15	13:58:47
2.00	79089	LIGHTLY SALTED	BENE 10R	96	14:11:59	14:05:54
3.00	64985	LIBERTY	C&C 35	123	14:15:23	14:07:36
4.00	18633	I5	SANZ 33	117	14:16:03	14:08:38
5.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:23:33	14:14:49
6.00	69095	MYSTIFY	WILD 30	120	14:47:50	14:40:14
S CLASS Start Time: 12:00 Distance: 3.8 nm						
0.75	131	DRAGONFLY	VIPER 640	105	13:56:22	13:49:43
2.00	592	GAYLE FORCE	MEL	99	13:58:56	13:52:40
3.00	82	MCSWOOSH	11M	66	14:00:56	13:56:45
4.00	69399	FLYING CIRCUS	EXPR 37	72	14:01:53	13:57:19
5.00	69051	SPIRIT	BENE 36.7	81	14:23:21	14:18:13
B CLASS Start Time: 12:05 Distance: 3.8 nm						
0.75	69063	GIZMO	HARM22	207	14:09:14	13:56:07
2.00	36	FJORD	THUN	195	14:09:17	13:56:56
3.00	28877	SHOWTIME	OLSN25-1	174	14:17:13	14:06:12
4.00	260	SPIFF	RANC 26	216	14:33:12	14:19:31
5.00	51496	PANDORA	CAL 36	165	14:41:54	14:31:27

Fall Series

Spirit, I5, Vintage, and Pax was the RC Boat. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	Strt	Race 1	Race 2	Race 3	Race 4	Total
A CLASS Races: 1 to 3						5 Strt	0 Strt	5 Strt	6 Strt	
1	69382	OPPOSITION	Bill Sheldon	102	3	2.00	0.75	0.75	3.50	
2	18633	I5	Dan O'Brien	117	3	0.75	3.00	4.00	7.75	
3	64985	LIBERTY	Andy Saller	123	2	3.00	7.00	3.00	13.00	
4	79182	FOLIE A DEUX	Jeff Johnson	138	3	4.00	4.00	5.00	13.00	
5	79089	LIGHTLY SALTED	Mel Schaefer	96	1	6.00	7.00	2.00	15.00	
6	18351	MISS CONDUCT	Erik Dahl	102	1	6.00	2.00	8.00	16.00	
7	69095	MYSTIFY	Bill Hutchinson	120	3	5.00	5.00	6.00	16.00	
S CLASS Races: 1 to 4, 1 throw out, * = throw out3						Strt1	Strt3	Strt5	Strt	
1	592	GAYLE FORCE	Drew Phillips	99	3	0.75	3.00*	0.75	2.00	3.50
2	82	MCSWOOSH	Clark McPherson	66	4	2.00	0.75	3.00*	3.00	5.75
3	131	DRAGONFLY	Rafe Beswick	105	2	5.00*	3.00	2.00	0.75	5.75
4	64996	WILLIE TIPIT?	Charles Norman	75	1	3.00	3.00	5.00	7.00*	11.00
5	69399	FLYING CIRCUS	Dave Elliott	72	1	5.00*	3.00	5.00	4.00	12.00
6	69051	SPIRIT	Steve Jones	81	1	5.00*	3.00	5.00	5.00	13.00
B CLASS Races: 1 to 4, 1 throw out, * = throw out2						Strt2	Strt4	Strt5	Strt	
1	69063	GIZMO	John Thompson	207	3	0.75	4.00*	0.75	0.75	2.25
2	36	FJORD	Eric Egge	195	4	2.00	0.75	3.00*	2.00	4.75
3	28877	SHOWTIME	Kyle Reese-Cassal	174	3	3.00*	2.00	2.00	3.00	7.00
4	260	SPIFF	Tom Fell	216	1	3.00	4.00	6.00*	4.00	11.00
5	47914	KAITLIN	Roger Edwards	168	1	3.00	4.00	4.00	7.00*	11.00
6	51496	PANDORA	Bob Connolly	165	1	3.00	4.00	6.00*	5.00	12.00
D CLASS Races: 1 to 4, 1 throw out, * = throw out6						Strt6	Strt7	Strt9	Strt	
1	39110	KOOSAH	Dave Knowlton	177	4	0.75	4.00*	0.75	0.75	2.25
2	37079	OSA	Richard Bigley	182	3	2.00	3.00	9.00*	4.00	9.00
3	69667	SASSY	Glen Hunter	143	3	8.00*	0.75	6.00	3.00	9.75
4	29718	MARANATHA	Joel Rett	176	2	8.00*	7.00	2.00	2.00	11.00
5	49914	VINTAGE	Joe Downing	188	2	8.00*	2.00	4.50@	7.00	13.50
6	200	AQUILA	Jason Vannice	270	3	4.00	7.00	3.00	8.00*	14.00
7	59851	D'LAVICEA	Terry Andersen	126	4	6.00*	6.00	4.00	6.00	16.00
8	69927	BALDER	John DeMeyer	143	2	8.00*	7.00	5.00	5.00	17.00
9	69220	OH MERCY	Jeff Johnstone	248	1	3.00	7.00	9.00	10.00*	19.00
10	39458	RELEAF	Kelly Coon	247	3	8.00	5.00	7.00	9.00*	20.00
11	59128	FEVER	Jeff Hogan	212	1	5.00	7.00	9.00	10.00*	21.00

Death of a Sailor, Robert Scott Young

Bob was born in Cleveland, Ohio, on 24 July 1953 and died on 11 October 2013 as the result of an underwater diving accident near Nanaimo, British Columbia. Bob was a *Koosah* crew member for several years and also served as the South Sound Sailing Society Treasurer. He purchased *Kalakala*, a Columbia sail boat, and enjoyed cruising. In addition to sailing he loved riding his Harley and dirt bike, flying small fixed wing aircraft and remote controlled aircraft, hunting, skeet shooting, and diving.

Dave Knowlton, *Koahh*

Thank You Racers!

So far, no one has forgotten to pay their race fee before racing. Or changed classes without telling me. Scoring has gone smoothly. Please keep it up.

D CLASS		Start Time: 12:05	Distance: 3.8 nm		
0.75	39110	KOOSAH	PEAR 36-1	177	14:42:16 14:31:03
2.00	29718	MARANATHA	RANC 33-1	176	14:43:13 14:32:04
3.00	69667	SASSY	C&C34	143	14:41:38 14:32:35
4.00	37079	OSA	RANC 33	182	14:44:37 14:33:05
5.00	69927	BALDER	ERIC 38	143	14:42:26 14:33:23
6.00	59851	D'LAVICEA	HUMC 40	126	14:42:18 14:34:19
7.00	49914	VINTAGE	RANC 33	188	14:50:13 14:38:19
8.00	200	AQUILA	CASC29	270	15:09:10 14:52:04
9.00	39458	RELEAF	PEAR 30	247	DNF