

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 2

October 2013

<http://www.ssssclub.com>

## October Meeting: John Guzzwell

John Guzzwell, author of *Trekka Round the World*, is a sailing legend. This month he will share some of his stories with us. You do not want to miss him.

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

The OYC board decided to let SSSS continue to use the parking lot for our Meetings. Bill Wilmosky, a past SSSS Commodore and current OYC member, had a large part in getting the board to reverse their decision. So make sure you get the word out and let everyone know that we can still park at OYC for our Meetings. If you happen to know Bill or see him let him know we are appreciative. Looking forward to seeing everyone in October.



Black Star Regatta photo:Thera Black

### Commodore's Corner:

Greetings. It was good to see everyone at the September Meeting. It was a great opportunity to meet up with old friends and make new ones. If you weren't there you missed an awesome speaker.

We have a great year lined up and many ways to get involved in the Club. Whether you are a racer, a cruiser, or a little of both come on out and have some fun. If you are new to Club and are looking for a boat to crew on for racing get hold of our Vice Commodore, Webb, and he will hook you up with a boat. If you are interested in cruising and want to attend one of the Cruises but don't have a boat let me know and I will find someone for you to go out with. I want to make sure everyone has the opportunity to get out on the water this year.

If you have any suggestions or ideas for the Club let me know. Remember you make up the Club. Lastly, I just want to emphasize that there are many ways to *volunteer*, get hold of any of the board members and we will be happy to put you to work.

Debe Andersen, *D'Lavicea*

## 2013-14 Dues Are Due

You need to pay your dues by the October Meeting to be listed in the Roster, \$45 or \$80 with race fee. If you can not find the form in your September S-t-S, you can download one from the web site. Bring it to the Meeting or mail it in. Or you can pay on line.

## New Member Social: Thursday October 17

Come to the New Member Social for two hours of catered socializing! This gathering will be held as usual at the Viewpoint Room below Tugboat Annies at West Bay Marina. Thursday October 17 from 1900 until 2100. Introduce friends and crew to the camaraderie of the South Sound Sailing Society. Rekindle memories of summer adventures in this informal setting, and strategize for fall and winter boating trips. Appetizers will be provided from Tugboats's restaurant and there will be a cash bar for other refreshments. Come to the New Member Social and find out what your fellow SSSS pals have been doing.

Richard Bigley, *Osa*

## Welcome New Members

Fall Series Race 2  
**September 28**  
first start noon

Board Meeting  
**October 1**

Oyster Fest, SYC  
**October 5-6**

General Meeting  
John Guzzwell  
**October 8**

Visitors Welcome  
Doors open at 1830, Meeting starts 1900

Fall Series Race 3  
**October 12**  
first start noon

New Member Social  
**October 17**  
1900 Westbay

Fall Series Race 4  
**October 19**  
first start noon

Halloween Cruise  
**October 26-7**

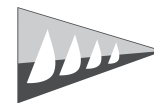
Eagle Island Race  
**November 2**

Board Meeting  
**November 5**

Herron Island Race  
**November 9**

General Meeting  
*Lady Washington*  
**November 12**

Visitors Welcome  
Doors open at 1830, Meeting starts 1900



## 2013-14 SSSS Calendars

We have just a few 2013-2014 calendars remaining. If you pre-ordered and haven't yet picked yours up, get it at the October Meeting or contact me to make different arrangements. If you didn't pre-order but want to claim one of those that are left, let me know right away and I'll set one aside for you. E-mail me at [thera.black@comcast.net](mailto:thera.black@comcast.net). It's first come, first served. When they're gone, they're gone until next September.

Calendars run from September 2013 through September 2014 and cost \$25. These big glossy calendars are chock-a-block full of great sailing photos from fellow Members. They come pre-loaded with every single one of the Club's events for the sailing year! No excuses for missing a race, a cruise, a meeting, or any number of special SSSS events.

Thanks to everyone who helped make this year's calendar so beautiful! Alan Niles, Mike Visser, Peggy O'Brien, Barbara Emmons, Jeff Johnson, Jeff Hogan, Sharlyn Russell, Ken Taylor, Jim Findley, and Frank Neumann. I get to hear all the compliments generated by your pictures. Thank you all for your generous contributions to the calendar.

**Thera Black**

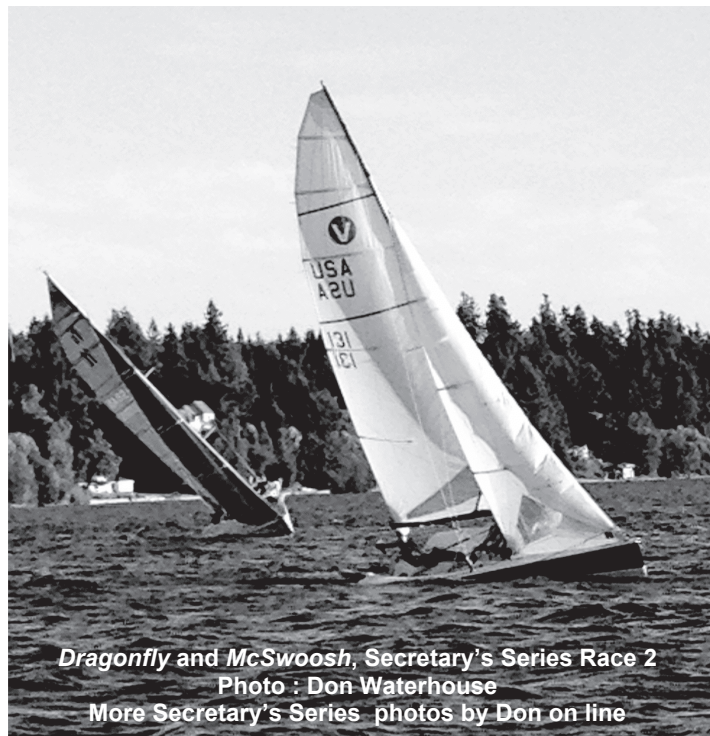
### The PHRF Sailing Instructions are here Amended:

Eagle Island Short Course: is amended to read: "Leave the temporary SSSS mark south of Devils Head to starboard. This course can be shortened at the Devils Head mark, or at Itsami Ledge on either the outbound or inbound course"

## Dinghy Racing

We ended our year with the Fall Dinghy Regatta. Four good races in light wind and beautiful sunny skies. Jeff Kloppel won the overall with Dwaine Trummert winning the Laser One Design Fleet and Jim Findley winning the Dinghy Non-Laser Fleet.

After racing we retired to the Swantown grassy knoll for a potluck picnic and awards ceremony where Dwaine received the Season



*Dragonfly and McSwoosh, Secretary's Series Race 2*  
Photo : Don Waterhouse  
More Secretary's Series photos by Don on line

Championship award and full bragging rights till next spring. We all had a great time eating, drinking and getting to chat with people we've been competing against all summer. A good end to a good summer of dinghy racing. Thanks to all the competitors for coming out to race and all the dozens of people that volunteered to be on the committee boat this summer.

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

## S-t-S Needs Photos

We have a lot of good photos of the summer racing on line. But it is no longer summer. We need photos of the great fall racing coming up, and even the of the not so great racing. Not to mention Cruise photos. Take your camera sailing.

## RC Report

Thanks to everyone who signed up at the September Meeting for race committee duty. If you haven't already signed up for the race committee duty, please come to the October meeting or you can contact me directly at [rchair@ssssclub.com](mailto:rchair@ssssclub.com). After the October Meeting I will begin assigning the races to racers who have not taken a slot. To see which dates are already taken see the RC duty list on the web site under the PHRF Race office.

Racers and RC duty boats should note the changes to race courses for the Island and Inlet Series in the new Handbook. The race committee has updated the course instructions to provide more specific descriptions of the shortened course finish lines. Races can only be finished in accordance with the instructions and only at the points designated.

I still have several unclaimed awards from the 2012-13 season. I have awards for *Gayle Force*, *He Lives*, *Edgewalker*, *Beep Beep*, *Whisper*, *Zephyr*, and *Spiff*. If one is yours you can pick it up at the October Meeting or e-mail me to arrange a meeting.

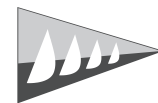
Thanks to Larry Kutz for helping to re-set the Tykle Cove race mark after it was found adrift on the north side of the cove.

As we enter into the longer distance races and often tougher sailing conditions, please remember that racing comes second to safety. If you see another boat in distress or in possible need of assistance you are expected to suspend racing in order to offer assistance. Do not assume that other boats will provide the aid or that someone closer is more responsible than you to offer assistance.

If you suspend racing to offer assistance you should first note the time and location of your boat when you suspend racing. Try to reach the distressed vessel in a seamanlike manner and attempt to communicate over VHF radio on Channel 16 or 68. Whether you provide assistance or stand by while others assist or the distressed boat has recovered to a safe condition, you may resume racing by noting the time and location when you returned to racing. Racers who provide assistance are entitled to a time adjustment for the time lost but more importantly, those who provide assistance have shown the good sportsmanship that we all aspire to.

**Joel Rett, *Maranatha* & *LoneStar***





## Star Fleet:

This last weekend the Stars had the final event of the season, which was the Team Racing Championship. Teams Keel Draggers and Hopeful both lost a team member and the remaining members, Jim Findley and Bill Brosius, got together and formed team Hopeful Keel Draggers. It's All Relative lost their relatives making their name relatively irrelevant. Event II was 2 vs. 2 team racing where the 4 boats, two from each team, start together and try and beat the other team to the finish, while along the way blocking for your teammate to stay out of last place. The team that has a boat in last place at the finish loses the match. The results of Event I are added to the results of Event II to determine the overall winner, any ties are broken in favor of the team that won the match between the teams in Event II.

The racing on the water was close, and as we went ashore Crash Test Dummies were in first for the day with It's All Relative tied on points with them, but losing the tie breaker. It's all Relative was also leading for the overall award. However, there were protests to be heard that could change the results. After the protests were heard, Oly Old Farts won their protest with It's All Relative, and jumped past them for the overall award by finishing second in both events.

Attached are the results of Event I, Event II and the Overall Team Racing Championship. We had three different teams take home the fabulous prizes, \$10 gift card from West Marine for each winner.

Event I Winner - Keel Draggers (04 - Findley/Kuelau and 15 - Downing/Wells)

Event II Winner - Crash Test Dummies (26 - Lynch/Nelson and 35 - Branch/Schalk)

Overall Winner - Oly Old Farts (27 - Smith/Sheldon/Anderson and 20 - Neumann/Oeser)

I'm sorry I didn't get any pictures of the team racing event, but that is life. I was busy running and watching the racing.

We are going to have a fall gathering at Bill's, the date and time to be announced.

**Norm Smit, Star 7094, Tantalus**

## Cruise News

### GHOULS ON THE GANGPLANK HALLOWEEN CRUISE, OCTOBER 26-27

Get in touch with your inner ghoul and prepare for some gangplank pranks at this year's frightfully fun Halloween Cruise to



Thursday Night Racing photo Garner Miller  
More Thursday Night Racing photos by Garner on file

Longbranch. Located in Filucy Bay, just north and east of Devils Head and across from the western point of McNeil Island. There's a very roomy marina at Longbranch where we always manage to squeeze in lots of boats. There's a large commercial tent that's plenty big enough for all of our dockside activities. We can fire-up some propane heaters, bring 'em if

you got 'em. So it's really very dry and comfortable.

This has become an SSSS classic and our most popular Cruise! I'm hoping some boats will plan on making Longbranch Friday to help with set-up. As in the past, we encourage costumes during happy hour from 1630 to 1730. Costumes will be judged and fabulous prizes awarded to the winners. Our ever popular always marvelous potluck will follow at 1800. Followed by our version of Trick Or Treating: a fabulous goodie exchange. New this year, the Monster Mash dance, it was a graveyard smash. It's altogether possible that another epic party could break out.

If you play a musical instrument, bring it along. My loyal assistant, Igor the Terrible, will have his old guitar at the ready and will be lookin' to get down with some playin'.

Hot fresh coffee and a fabulous pancake or waffle breakfast will be served Sunday morning.

Don't miss this fiendishly delightful Cruise. It's close, dry, warm, and more fun than you'd have doing anything else in October. If you miss it, don't be surprised if your car gets egged,

your house TPed, and you spend all day Sunday cleaning it up, when you could have been recovering from a great time with us. Think about that, then put October 26<sup>th</sup> and 27<sup>th</sup> on your calendar for this year's best ever Halloween Cruise.

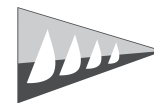
**Ann Heyerdahl, *Midnight Blue*  
Glen Hellman (ITT), loyal cruise  
chair assistant**

## Southern Sound Series

### Rep Report: Updates and Improvements!!!!

The Southern Sound Series Council met at the Tacoma Yacht Club 28 August 2013 to plan for the 2013-2014 Series. The following decisions evolved:

1. Dates: Winter Vashon 7 December; Duwamish Head 11 January; Toliva Shoal 8 February; Islands Race 15 March.
2. Registration will be over the Internet. Racers may pay the entry fee with a credit card. Register at the web site: [www.ssseries.org](http://www.ssseries.org). Further information regarding online registration will be available in late October.
3. Scoring will be accomplished with US Sailing's Regatta Network.
4. All four races will have a **reverse start**. The Cruising and Commodore classes will start 30 minutes before the PHRF starts, then the slower classes will begin their starting sequence with the last start being the multi hulls.



5. Non PHRF boats may obtain a handicap from Mark Harang. **Our SSSS D-Fleet handicap is not accepted for this series.** Inform Mark what it is however and it will help him assign a Southern Sound Series Cruising or Commodore handicap, at (205) 235-5716 or harang3@comcast.net If you have a rating from him last year it should be good for this season.

6. The Notice of Race and Sailing Instructions will be on the Series web site: [www.sssseries.org](http://www.sssseries.org)

7. A post card reminder will be sent to all

known participants in November. I will contact all known SSSS racers who race the Series via email to update you on the implementation of these improvements.

For our SSSS sailors, now is the time to start

planning your campaign! We usually have at least two teams consisting of three PHRF boats a team, so think about whom you would want on your team! The key for a winning team is for each boat to compete in all four races.

Also, remember to pay your 2014 PHRF dues. You should receive a reminder in the mail in November. If you do not have a PHRF rating, contact Rafe Beswick, our SSSS PHRF handicapper, at 888-9844, [handicapper@sssclub.com](mailto:handicapper@sssclub.com).

The Southern Sound Series provides a unique opportunity to meet and race boats from the Tacoma and Seattle area. Winter Vashon had 87 boats last year. Let's see if we can make that mark for all the races!

Please contact me should you have questions!  
[Koosah@hotmail.com](mailto:Koosah@hotmail.com)

**Dave Knowlton, Koosah  
 Your Southern Sound Series  
 Rep**

## Letter: *Genesis* to Revelations

The inside story of the inside passage

In April of 2011 I went sailing for the first time. It was a 3 week trip covering 300 miles from the everglades to Key West and back. I fell in love with sailing from the first hour. Five months later I found *Genesis* in Friday Harbor. Something about the boat just resonated with me. Even the name suggested a great new beginning for me.

I knew even then that I wanted to sail the inside passage. Going to Glacier Bay had been a dream since I first saw a picture of it



Star Racing photo: Frank Neumann More Star Racing photos by Frank on line

on the cover of my fourth grade science text book. I felt the journey beginning the day I bought the boat. It began with getting knowledge and experience. I had so much to learn.

Back then I remember asking a friend who sailed, "How much wind can I safely sail in?" I had no idea if 10 knots or 20 knots was a lot. I started reading, going to seminars, practicing on my own and with friends. The best school I had however was racing. I was welcomed aboard several boat in South Sound Sailing Society and thanks to them and the active racing schedule I got out there and learned an enormous amount.

May 6 of this year I left on a trip that would turn out to be much more than a cruise. It was an epic life experience that struck to the very depths of my soul. When someone says "How was your trip?" I don't respond with the above. I just say, Awesome! But now you know. In this article I'll try and explain just five experiences that made the trip so meaningful.

One : A far greater sense of self confidence. I had planned on having crew for the whole trip. But at the last minute my crew

bailed. I had never singlehanded for more than a day sail. I had never even considered doing the trip solo. I almost canceled. But for reasons I didn't understand at the time, I suddenly decided to just go and see how far I'd get. I threw out all itineraries and plans. I was just going sailing day by day.

Each plan for next day was built on the previous days successes. The days began to pile up and the miles flowed under the keel, I checked off one first after another. I began to believe that I was capable of doing more and going farther. I rode out a gale in an anchorage in Prince Rupert then timed a weather window for a perfect crossing of

Dixon Entrance and for the first time I could say with confidence, I was going to Juneau!

Two: I leaned that there is an intelligence greater

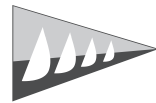
than my own. You know how many people say their best ideas come first thing in the morning, or last thing at night or sitting on the toilet? Well those are all quiet times.

Times when you let the world go and your mind is still. Sailing alone I lived in that state and consequently I was open to ideas all the time. Where does inspiration come from? I don't know. God, universal conciseness, or whatever. I don't think it is simply my brain.

Many times I was nervous about one thing or another. So I dealt with it by breathing, being grateful, appreciating beauty, and loving everything. Hymns from a church I had not gone to for years would pop into my head and without noticing I'd by humming some song over and over. Suddenly I'd realize what I was doing and when I'd listen to the words consciously they would be pertinent and profound.

As the trip turned days into weeks I had many experiences when I suddenly felt that I should reef now, or sail now, or anchor right here. There are so many little moments like this that I can't discount that I was being guided by an intelligence greater than my own. I'm not that good. I didn't acknowledge





what was happening fully until the day I arrived in Ketchikan and talked to another cruiser who had come across Dixon four days earlier.

They crossed based on a good weather report. I was planning to cross on that same day. But when I got up to go, I just didn't feel it was right. I stayed despite other going and the favorable forecast, even though I knew it might be my only chance for at least four days. It turns out the forecast was all wrong and they had the worst crossing in 14 years of cruising. The beating they took even broke their radar. I enjoyed a nice day being very productive fixing some issues on *Genesis* and then sitting out the next storm in Pillsbury Cove. Sitting by my little Dixon furnace I read during the worst of the storm. During lulls I visited with other cruisers, and beach-combed for petroglyphs. It was all very pleasant and when I did leave I had perfect conditions and a fast crossing.

Three: People are so nice. If you put out love you get love. The law of reciprocity, or whatever you want to call it is true. You can bring good things and experiences into you life if you expect it. I met nothing but kind and generous folks both on the water and in towns along the whole trip. From invites aboard yachts for potlucks, to locals offering rides, to shop owners helping with repairs, to fisherman offering fish, everyone had a smile and an open heart. I hope that I gave back enough but I received so much I'm not sure how I could have earned it or repaid it.

Four: This brings me to the fourth big revelation and that is the power of gratitude. This one is still something that I'm trying to grasp but I do know that a big part of receiving good is being grateful for what you have. So when a cruiser would offer me a dinner or something far greater than I could repay, I would make a point of clearing my mind of the temptation for guilt, or for even declining a kind offer because it was too much to ask. They offered willingly and with love and I believe that such an act can never cost them.

As it turns out I was able to repay in very large ways many of these kind acts. A couple I was able to photograph their boats in dramatic scenes, against glaciers, or nosing up to a giant waterfall. Another I was able to pay it forward by diving a boat who's prop was tangled in a crab trap. Another by acting as guide boat down a very narrow and shallow twisting rock and kelp choked passage called Rocky Pass.



Photo: Alan Niles, More photos of the trip on line

And still another who was from San Francisco and needed crew to get his boat back home after dropping off his wife in Poulsbo.

Five: If you need it you'll have it. However if you worry about it and stress over the possible loss of something or lack of something then you will likely experience that very lack. An example, I had decided that I needed to change the oil in my gear case on my 9.9 hp engine. This is my boats one and only motor by the way. In Ketchikan my crew and I went strait to the outboard shop. I was going to buy oil and figure out a way to remove the engine from the boat, including disconnecting all the controls, lift it off the mount, find a new place to mount it vertical and change the gear oil. I had never done it before, didn't know how to

## Crossword Winner

Congratulations to Emily Ray the first Winner of the Crossword Puzzle contest. She won a bottle of wine, awarded at the September Meeting, being the first to submit answers to last month's Navigation Terminology puzzle.

The contest continues this month with the Things Found on a Sail Boat puzzle. Team entries are not only allowed but encouraged.

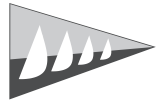
do it, and am not very mechanical. But I felt it needed to be done. The guy that serviced the engine before I left told me not to worry about it until I got back. However I felt without a doubt I needed to change the oil right then.

The whole story is a bit evolved but the punch line is that I have no mechanical knowledge but was given the right person with the right info exactly at the right time to get the job done. In addition my gear cable that had been cracking broke as we finished the job and the shop we were at had one of the exact cables we needed to replace it.

I think I have a book worth of Revelations I could talk about after this trip. And who knows I might one day. I was able to single hand up to Auke Bay north of Juneau 10 days ahead of my planned schedule. I was able to pick up a crew member and go on to Glacier Bay. At Hoonah I picked up another crew. I had picked both guys off the internet on a cruising forum. I didn't know either one before the trip. Neither had sailed much. By this time however I was a confident skipper and enjoyed teaching them the ropes. Sailing south as skipper was a fun contrast to being solo. The new dynamic of three guys on a 27 foot boat created opportunity for a whole new set of Revelations.

Authors note: The trip totaled 2879 nm in 110 days. Farthest point North and West was Grand Pacific Glacier at Lat 59 N and 136 W. I sailed about 900 of the 1450 miles north and about 700 of the 1400 miles south. I'm a professional photographer and have assembled a nice slide show of the trip. I'll be available to do presentations in the near future. Contact me if you have a group that would be interested in seeing and hearing about sailing BC and SE Alaska.

Alan Niles, *Genesis*



## Things Found on a Sail Boat Puzzle by Richard Wells

There are again 2 bottles of wine waiting to be claimed. One goes to the first person to complete the puzzle and e-mail the answers, as a list, to [sts@sssscclub.com](mailto:sts@sssscclub.com) That is if all are correct. Otherwise you lose a place for each incorrect answer. A second bottle goes to the tenth person to submit. Details on submission and scoring are on the web site.

### Across

- 4. A line used to control either a mobile spar, or the shape of a sail.
- 7. a valve in the hull of a boat.
- 10. The system of masts and lines on ships and other sailing vessels.
- 11. Upper edge of the hull.
- 13. Lines from the bow to the stern on both port and starboard.
- 14. A loop in rope or line
- 16. A spar on a sailboat used to deflect the shrouds to allow them to better support the mast.

## Fall Dinghy Regatta September 8

Sail	Boat	Skipper	Type	Total	Race 1	Race 2	Race 3	Race 4
1 tie	10128	Kloppel,Jeff	Laser	11.75	5	2	0.75	4
1 tie	5	Trummert,Dwaine	Laser	11.75	0.75	5	2	4
3	41636	Miller,Garner	Laser	17.75	2	0.75	3	12 DNC
4	150933	Singelis,Theo	Laser	18	4	6	4	4
5	786	Findley,Jim	LD14	19.75	9	3	7	0.75
6	542	French,Kevin	HPN5.2	24	7	7	8	2
7	145404	Trummert,Deanne	Laser	27	6	9	5	7
8	1509	Miller,Max	LASEM	28	3	4	9	12 DNC
9	7023	Margret	HLR	28	8	8	6	6
10	3215	Donahue,Dan	FSCT	38	10	10	10	8
11	100	deGive,Henry	RS100	43	11 DNC	11	11	10
12	1052	,Chuong	RSFEV	46	11 DNC	13 DNC	13 DNC	9
13	2327	Reese-Cassal,Kyle	N5.2	46	11 DNC	12	12	11

18. What sailors call inboard engines.

19. A piece of fabric attached to a vessel and arranged such that it causes the wind to drive the vessel along.

21. Sail control line that allows the most obvious effect on mainsail trim.

26. The compartment at the bottom of the hull of a ship or boat where water collects

31. A person unfamiliar with being on the sea.

34. The pin or bolt on which a ships rudder pivots.

35. A portable flight of steps down a ship's side.

36. The central structural basis of the hull.

37. A pole with a hook on the end

40. Long lines or cables, reaching from the bow of the vessel to the mast heads, used to support the mast.

41. A line used to control the shape of a sail.

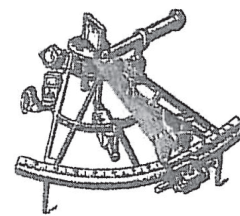
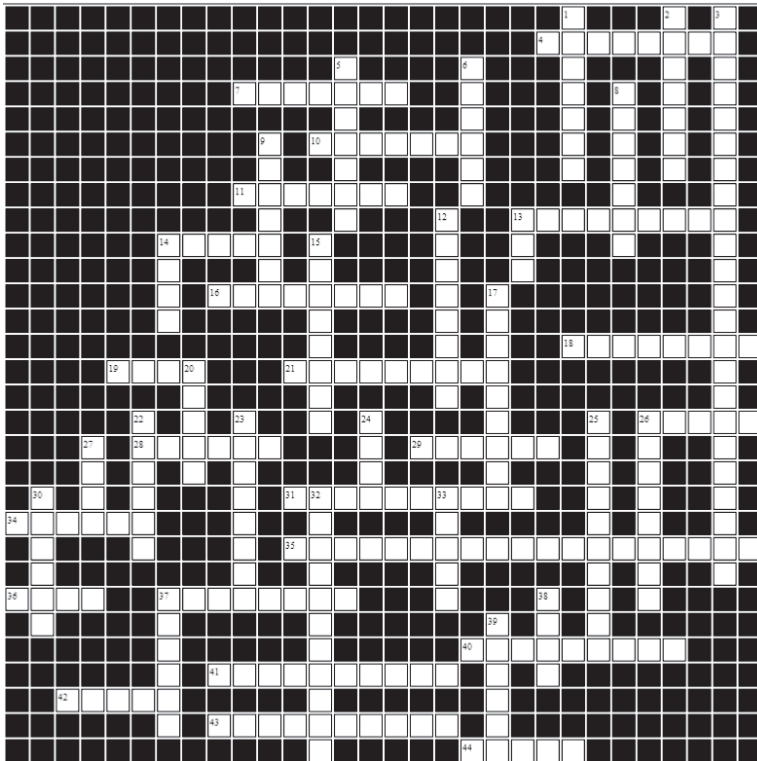
42. A pyrotechnic signaling device, usually used to indicate distress.

43. Exposed varnished wood or polished metal on a boat.

44. Temporary eye in a line

28. An object designed to prevent or slow the drift of a ship, attached to the ship by a line or chain

29. A rope or cable serving to hold a mast up from side to side.



## SUMMERS Yacht Services, INC

John Summers

360-561-4214

[summersyachtservices@gmail.com](mailto:summersyachtservices@gmail.com)

Yacht Management, Outfitting & Maintenance

Mechanical & Electrical Systems: Installation, Service and Repair



## Yachtfinders/Windseakers Inc

Ofc. & fax: 360-867-1783

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**Dan O'Brien**

for Listings:

[www.yachtfindersbrokerage.com](http://www.yachtfindersbrokerage.com)

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

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

## Abundant Health Billing

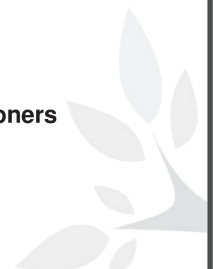
Healthcare Billing Services for  
Independent and Small Group Practitioners

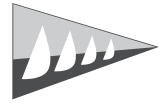
Sandy Whitmore/owner

360.451.2501

[sandy@abundanthealthbilling.com](mailto:sandy@abundanthealthbilling.com)

[www.abundanthealthbilling.com](http://www.abundanthealthbilling.com)





**Down**

1. The raised edge of a hatch, cockpit or skylight to help keep out water.
2. A line used to raise the head of any sail.
3. A satellite based radio navigation system providing continuous worldwide coverage.
5. A gap in the coverage of newly applied paint.
6. A type of small boat, often carried or towed as a ship's boat by a larger vessel.
8. A rope loop, usually at the corners of a sail, for fixing the sail to a spar.
9. The part of the stern above the waterline that extends beyond the rudder stock culminating in a small transom.
12. A large, lightweight sail used for sailing a fore-and-aft rig down or across the wind.

13. A triangular staysail at the front of a ship.
14. A spar attached to the foot of a fore-and-aft sail.
15. Any sail flown in front of the most forward mast.
17. If the foot of a sail is not secured properly.
20. The aft or trailing edge of a fore-and-aft sail.
22. A device for removing water that has entered the boat.
23. A spar projecting from the bow used as an anchor for the forestay and other rigging.
24. The lower part of the interior of a ship's hull.
25. A large sail used only for sailing

- downwind, requiring little attention.
26. A sail control that lets one apply downward tension on a boom.
27. The lower edge of any sail.
30. a lever used for steering.
32. White light displayed by a ship at anchor
33. A pulley or set of pulleys
37. A stiff strip used to support the roach of a sail, enabling increased sail area
38. The lower corners of square sails or the corner of a triangular sail at the end of the boom
39. A hood forward of a hatch or cockpit to protect the crew from wind and spray.

**Thursday Races August Series**

Sail	Boat	Skipper	Type	Total	Night 1	Night 2	Night 3
1	542	French, Kevin	HPN5.2	8.75	4	0.75	4
2	5	Trummert, Dwaine	Laser	12.75	8 DNC	4 DNC	0.75
3	32281C	Pruitt, Casey	Laser	12.75	0.75	4 DNC	8 DNC
4	204396	Kuehlthau, Bob	Laser	14	8 DNC	4 DNC	2
5	4018	Pruitt, Brad	P16	14	2	4 DNC	8 DNC
6	10128	Kloppel, Jeff	Laser	15	8 DNC	4 DNC	3
7	3510	Snyder, Chris	LASE-2	15	3	4 DNC	8 DNC
8	16A	Miller, Max	420	17	8 DNC	4 DNC	5
9	3215	Donahue, Dan	FSCT	17	5	4 DNC	8 DNC
10	786B	Schalk, Kate	LD14	18	8 DNC	2	8 DNC
11	214	Brown, Adam	BNSH	18	8 DNC	4 DNC	6
12	100	deGive, Henry	RS100	18	6	4 DNC	8 DNC
13	7023A	McCarley, Vicky	HLR	19	8 DNC	3	8 DNC
14	150981	Wyeth, Peter	Laser	19	8 DNC	4 DNC	7
15	6922	Young, Marvin	DS	19	7	4 DNC	8 DNC

**Fall Series Race 1 September 14**  
**Spirit was the RC Boat. Thank you.**

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>A-CLASS</b> Start Time: 12:00 Distance: 5.2 nm						
0.75	18633	I5	SANZ 33	117	13:53:01	13:42:53
2.00	69382	OPPOSITION	HUMB 30	102	13:53:05	13:44:15
3.00	64985	LIBERTY	C&C 35	123	13:58:23	13:47:43
4.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:17:42	14:05:44
5.00	69095	MYSTIFY	WILD 30	120	DNF	
<b>S-CLASS</b> Start Time: 12:00 Distance: 5.2						
0.75	592	GAYLE FORCE	MEL	99	13:51:11	13:42:36
2.00	82	MCSWOOSH	11M	66	13:49:44	13:44:01
		12 PAX		-10	13:48:19	13:49:11
3.00	64996	WILLIE TIPIT?	C&C SR33	75	14:09:22	14:02:52
<b>B-CLASS</b> Start Time: 12:05 Distance: 5.2						
0.75	69063	GIZMO	HARM22	207	14:09:16	13:51:20
2.00	36	FJORD	THUN	195	DNF	
<b>D-CLASS</b> Start Time: 12:05 Distance: 2.6						
0.75	39110	KOOSAH	PEAR 36-1	177	13:21:28	13:13:48
2.00	37079	OSA	RANC 33	182	13:24:38	13:16:45
3.00	69220	OH MERCY	CAPR 22	248	13:33:45	13:23:00
4.00	200	AQUILA	CASC29	270	13:38:50	13:27:08
5.00	59128	FEVER	SJ 28	212	13:37:58	13:28:47
6.00	59851	D'LAVICEA	HUMC 40	126	13:40:18	13:34:50

**another SSSS perk**

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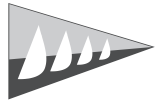
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2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: [sts@sssclub.com](mailto:sts@sssclub.com)  
Deadline for submissions is the second Tuesday of the month.

**2013-14 SSSS Board Members**  
phone numbers are local, area code 360

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Vice-Commodore	Webb Sprague	878-5334
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## Dues are Due

**\$45, \$80 with annual Race Fee**

by the October Meeting to be in the Roster.

Find a Membership Form on line.

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

### Crew Sheet

more information on line

### Crew Wants Ride

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

Greg 480-1348 or wahlgt@gmail.com

### Looking for Crew

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 the Meeting to be listed in the next S-I-S.*

## New Member Social October 17



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