

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 1

September 2013

<http://www.ssssclub.com>

September Meeting

Shannon Hagen, *Makulu* and the Beautiful Nation project

As your new Program Chair I've spent time reviewing past Meeting presentations. I must admit to a bit of organizer anxiety. Past presentations from the likes of Lin and Larry Pardey, Karen Thorndike and Jeff Stewart set the bar rather high. That said, my goal for the year is to organize for the Club a wide variety of presentations that cover events of the past and modern day, stories that inspire all of us, men and women, young and the not so young; stories for racers, cruisers and those who dream of it all, and finally stories that offer a slightly different perspective. On that note, I'm excited for our September Meeting and a presentation of world wide focus.

Join us on September 10th as we set sail for distant lands. Ms. Shannon Hagen, a Thurston County native and past SSSS race crew, will be on-hand to share



Thursday Night Racing photo: Jim Findley
More Thursday Night Racing photos by Jim on line

with us her upcoming journey aboard the sailing vessel *Makulu* and the Beautiful Nation project. Beautiful Nation is an online education project designed to encourage young people, ages 6-18, to develop deep connections with our earth and with one another, and to become citizens without borders. During their two year circumnavigation, the crew of *Makulu* will connect to young people world wide using the latest social media and educational technology.

Be a Citizen of the Sea: "I am a citizen of the most beautiful nation on earth. A nation whose laws are harsh yet simple, a nation that never cheats, which is immense and without borders, where life is lived in the present. In this limitless nation, this nation of wind, light, and peace, there is no other ruler besides the sea." Bernard Moitessier

Looking further ahead, you won't want to miss the October Meeting at which Mr. John Guzzwell, a sailing legend, will share one of his stories. If you've not read *Trekka Round the World*, you may want to before this Meeting. Then in November Mr. Richard Miles, marine surveyor and master shipwright on the *Lady Washington* construction, will tell us about the construction of this grand Lady. The calendar for next year still has a few holes in it. If you have recommendations for presenters, please send an e-mail with details to: programs@sssclub.com

Fair Winds, Glen Patrick

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

Commodore's Corner:

Greetings, I want to welcome everyone back from a gorgeous summer. I hope everyone had plenty of chances to get out on the water. I have heard from many of you of your exciting times this summer.

So on that note make sure you show up for our first Meeting of the 2013-2014 year. Tuesday September 10th at OYC. Doors open at 1830 and the Meeting starts at 1900. Our awesome

Welcome Back

Board Meeting
September 3

Fall Star Regatta
September 7

Fall Dinghy Regatta
September 8

General Meeting
September 10

Visitors Welcome
Doors open at 1830, Meeting starts 1900

Fall Series Race 1
September 14
first start noon

Commodores' Cruise
September 21-2

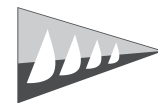
Fall Series Race 2
September 28
first start noon

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



Program Chair, Glen, has a wonderful speaker lined up for us that you won't want to miss. Ann, our energetic Cruise Chair will let you in on what is coming up in the world of Cruising. For those of you who are competitive and like to go fast Joel will be there to fill you in on all of the fall racing opportunities.

More important though remember to come and see Jayne and Peter to renew your Membership in this wonderful club. Webb will be on hand as well with burgees and who knows what else? Come and give him ideas of what you would like to see in the store.

Most of all though come and see what we have to offer to this year and even more how you can get involved and *volunteer* in the Club this year. It is all of you who make this Club so great.

Finally I just want to say I am very proud to be your Commodore and representing SSSS this year if there is anything I can do please get hold of me. I will see what I can do.

Debe, D'Lavicea

Secretary's Report: Time to Renew Your Membership

Ahoy Mateys! We have circumnavigated the sun once again! And that means it is time to renew your Membership in this fine organization known as the South Sound Sailing Society.

Who? You and your friends and your racing opponents. Remind them!

What? September 2013 through August 2014 Membership

When? Renew your Membership at our **September 10th** Meeting using the enclosed Membership Form. Fill it out ahead of time and staple your check to it so renewal goes smoothly and quickly at the Meeting.

Or renew via mail by **October 15th** using the enclosed form, include \$5

extra for shipping and handling *if* you want your Handbook and Membership Card mailed to you.

Or renew online by **October 15th** at www.ssssclub.com. PayPal fees are included as are shipping and handling fees since I automatically mail out your Handbook and Membership Card.

How much? Annual dues are still only \$45. Race fees are also the same as last year: \$35 if you plan to participate in PHRF racing



Wednesday Night Racing
photo by Peggy O'Brien
More photos by Peggy on line

throughout the year or \$15 for a single series.

What else? If you own a business, take advantage of our free online business listings. On the back side of the Membership Form is a spot to fill in all the pertinent info. If you would like to advertise in the Ship-to-Shore, please contact the Treasurer to make a payment and then submit your ad to Steve Worcester, Ship-to-Shore Editor.

Please! Renew no later than **October 15th** so we can update our Member Roster and distribute it at our November Meeting. *Thanks* for renewing and supporting all the SSSS programs and activities, including racing and cruising, guest speakers, the Handbook, the Ship-to-Shore, our web site, and more.

Questions/Problems? Find someone who cares. Oh wait, that's me! Just checking to see if anyone reads this far. Send me an e-mail at secretary@sssclub.com

Thanks! Jayne Patrick

RC Report:

Welcome back for another full schedule of races in 2013/14. Unfortunately I missed most of the summer racing due to some extended cruising through July and August and I'm anxious to get back out and start the Fall Series. I did check the race results whenever I found email service and noticed the tight competition for the Wednesday Night Series. Tie breakers were required to determine first and second in B Class for the First Series. There was a three way tie for first in A Class and a tie for second in S Class Second Series.

It should be close competition for the final Summer Championship awards.

I also picked up a copy of 48 North and noticed that Bodacious represented South Sound Sailing well with a 4th place in class P4 at Whidbey Island Race Week, congratulations.

RC boats will be needed for this year's races and I have a few volunteers who have already signed up. For the Fall Series I still

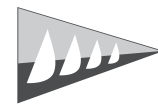
need someone to take the September 28 and the October 19 races. You can sign up before the Meeting or by sending me an e-mail to rcchair@sssclub.com. If you've never been the Race Committee or would like some help, let me know and I'll try to get someone with experience to go with you. The race program relies on volunteers to manage and run the races in a manner that reflects on your good understanding of the way successful races are setup and executed efficiently.

Please remember to renew your annual PHRF memberships if you are in A, S, or B classes along with your SSSS race fees. I also encourage D fleet boats to support PHRF. They establish and maintain a large database of handicaps that provides us with a level playing field.

A special thanks to all the volunteers who helped with the Burger Night BBQs this summer. Everyone's help has continued to make these successful events and is much appreciated by the sailors who attend. A special thanks to Debe Anderson, George and Betty Hansen, Eric Swensson, Glen and Jayne Patrick.

I look forward to seeing many of the regular racers on the course and I hope that I can encourage more members to come out and join in the fun.

Joel Rett, Maranatha and LoneStar



Cruise News: Are You Ready For Some Cruisin'?

Hello South Sound cruisers. My name is Ann and I'm happy to be your new Cruise Chair for the 2013/2014 Cruising season. I know I've met many of you from my past cruising adventures aboard *Midnight Blue*. I'm greatly looking forward to meeting those I haven't yet.

COMMODORES' CRUISE TO VAUGHN BAY SEPTEMBER 21-22

Our first Cruise of the year will be the Commodores' Cruise to Vaughn Bay the

week-end of September 21st and 22nd. This is always one of our best attended Cruises and for good reason. Vaughn Bay is beautiful and boasts the most spectacular mile-long sand spit in the South Sound. The spit is where we'll have our potluck, at 1800 as usual. Bring a dish to share. If you have a small table, please bring that. And remember to bring chairs. This year we'll provide coffee on Sunday morning.

The theme of this year's Cruise, all our Cruises will have themes this year, just because, is Rock The 70's.

So, you musicians dust off your old 70's tunes, and the rest of you be ready to help with lyrics. Be sure to dress and talk as though you were stuck in the 70's. You remember the 70's. Don't you?

To get to Vaughn Bay, head north up Case Inlet and turn right just past Stretch Island. The entrance is at the north end of the spit. Watch your depth sounder, it can get shallow. There is a deepish anchorage in the southwest corner of the bay. Just don't worry about it, there will be lots of people there to keep you safely afloat.

OYSTERFEST, OCTOBER 5-6

Next up will be Oysterfest, the week-end of October 5th and 6th. This is a new classic, thank you Dave and Micki. Low tide will be at 1200 on Saturday. Plan on meeting, or staying Friday night, at or around the northwest side of Hope Island. We'll then make like a train, riding the flooding tide, up beautiful Hammersley Inlet to the Shelton Yacht Club.

There we will be greeted by the very friendly and hospitable folks at SYC. They will magically find space for us all on their docks, it really is magic, and welcome us to hang-out at their fine clubhouse. Despite the fact that we'll all be partaking of tasty bi-valves most of Saturday afternoon, we'll still have a potluck that evening at 1800. Last year we joined Shelton Yachters for a joint potluck which was terrific.

And, if we're very lucky, SYC will once again welcome us for breakfast Sunday morning. For more on Oysterfest, go to www.oysterfest.org.

Lulu, my Elkhound, and I walk most days, east of the large shallow island. That was cool!

There was enough wind to sail to Boston Harbor, lower the sails just long enough to drop Kurt off, hoisting them soon in Dana Passage where we watched Jeff and Laura of Hunter No Name were sailing along. They dropped sails but we persisted until we lost all breeze at Devils Head. Nonetheless we floated there making no headway, drinking in the sun, scenery and deep quiet of those moments on the water saved for us sailors willing to take our time and do the work be there.

With motor back on we came onto remarkably few boats at Eagle Island. I had Lisa on the binocs looking for the SSSS burgees and sure enough she thought she spied a couple. I was already worrying for naught that perhaps we were supposed to be at Oro Bay after all. There were four boats there and one on the way. I circumnavigated the island looking for our spot and was sad to see that both Eastside mooring buoys, the ones I liked to consider mine



Secretary's Series Race 3 photo by Mike Visser
More photos by Mike on line

You'll definitely not want to miss either of these great Cruises!

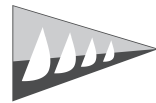
**Ann Heyerdahl and my salty assistant,
Glen Hellman, *Midnight Blue***

FATHER'S DAY CRUISE TO EAGLE ISLAND

We three on *Liberte* left the home port of Swantown as panned just after 1100 to ride the ebb to Eagle Island. Kurt Hammes, aka The Minto Man, came along to check out the towing procedure of my Minto, *Waltz Time*, who had flooded on two prior cruises. He helped install the new centerboard space cover and advised us on towing distance as we headed out. His joining turned into a couple spontaneous docking lessons, much needed and appreciated by this skipper who still holds the experienced ones in awe. Ever so slowly with guidance and more time at the helm, the sense and skill is sinking in. We also learned the shortcut from Swantown to the point north of Ellis Cove where

were gone. I motored the narrow channel between Eagle and Anderson for my first time and anchored with the rest of them somewhat after 1700. Jim from *Columbia Transfer* dinghied over to greet us in his inflatable. He and Margaret had been the sole boat Friday night and were pleased that there would be a party after all.

Soon all dinghies were on shore, the table set with a sailboat table cloth brought by Margaret and the gourmet meal set out. It was one of the best! BBQ salmon, artichokes, quinoa bean salad, and a sweet watermelon. There was sparking water, juice, wine and beer to boot and no takers for Lisa's coconut water. Nacho barked while Lulu laid quietly under the table, the South Sound Sailing pooches of the weekend. Ann and Tony's teens tolerated us oldies for a good long time before they were taxied back to their home on *Pleiades* by Dad. Many of us had never met and there were lots of cruising stories to share from the old hands to the new.



Well fed, socialized and satisfied by a gorgeous June day on the water, we headed back to our ships to be rocked to sleep perhaps a little too much at first, then gently as the stars and half moon came out for the night.

Sunday a.m. just as the coffee was being poured on *Liberte* we were visited by Jim, John, and Margaret from the Cascades in their inflatable. Holding on to *Liberte's* side we proceeded to have at least hour long conversation that took us on virtual adventures all over the world, literally. A few bites of sweet pineapple and a conversation that could go on for hours ended with them heading off to check on Jeff and Laura on the Hunter, the last of our cadre to depart. Earlier *Pleiades* gently sailed off her mooring buoy to her home in Oro Bay.

The sail home was epic, exhilarating, exhausting and at the edge of this writer's skill level. Balch and Drayton passages were flat for motoring but soon into the lower half of Drayton the wind picked up to the teens and we were sailing on a NW breeze that picked up to 15 with gusts up to 20 in Dana Passage. The 150 genoa was more than I could handle and with skipper and crew hungry and tired we rolled her in and motor sailed down Budd Inlet in warm sunshine with huge grins on our faces. Laura and Jeff came in after we did, the other newbies, also having had a growing sailing experience; the kind that keeps us coming back for more!

In attendance: Jim Wilcox and Margaret Epting on *Columbia Transfer*, John Sherman on *Grendel*, Jeff and Laura Condit on a Hunter still no name, Ann Dasch, Tony Allport, Claire, Alden and Nacho on *Pleiades*, Lisa Randlette, Beverly Bear, Lulu, and me on *Liberte*. Let it be noted for the record that every person present, save Lisa, had once lived in Portland, Oregon, and Jeff and Laura still do...so far.

Respectfully submitted by the latest Portland refugee and only holder of pen and paper at the potluck,

Debra Glasser, *Liberte*

Star Fleet:

By the time you read this, the 2013 Budd Inlet Star season will have wound down. Shortly, the boats will all be hauled and put away for the winter. Many of our skippers will turn their attention to the PHRF season, while the rest will use the winter months to paint, patch and repair. The 2013 season was highly successful with over 10 boats out each night, except one day which was blowing particularly hard. This number is



Star Races photo by Steve Worcester
More photos by Steve on line

actually down a bit from previous seasons, but that is largely due to the windier days that kept many skippers in dock. We've only had one day where there wasn't enough wind to race.

As I write this article in August, the Season Championship has yet to be decided. With three days remaining. Jeff Kloppel and Dwaine Trummert on *Beer Thirty* are slightly ahead, but breathing down their neck are Derek Decouteau and Linda Koran on *Mari*. This year saw an old woodie actually challenging for the top spot! Paul Stewart and a variety of crew including his dad, Jamie, chartered *Perseverance* and promptly put us all on notice that woodies are just as fast as fiberglass boats. They consistently finished in the top three, and even swept one day with three bullets. Sadly, Paul has moved to Spokane and won't be racing here any longer.

This year, we had an unprecedented number of broken masts, including my own. Part of this was due to the unusually blustery winds that we experienced all Spring. Many skippers wisely kept their boats at the dock for much of the racing

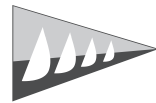
season. There is no reefing capability on a Star. You just depower the sails as best you can, hike harder and hang on tight, and try your best to dodge the spray coming over the bows. Done well, it's quite exhilarating albeit very exhausting. But for new skippers, maybe the windy days are best spent in the bar. This boat was chosen for the Olympics for a reason. It is a challenge to sail well in any winds over 10 knots. I've been sailing since 1970, and sailing Stars since 2005, and I have to admit that I've learned more about sailing, racing and the rules in the last 5 years on the Stars than I have over the rest of my life.

When Bill wasn't building new masts, he has been slowly working on getting two "new" woodies finished and ready for racing next year. Not only has he created and is now maintaining the Budd Inlet Star Fleet, but recently he created a sister fleet in Gig Harbor which is now up to 16 boats! And, of course, he is doing all of their boat maintenance as well. The resurgence of vintage Stars has caught the eye of many clubs throughout the country due to the high cost of participating at the grand-prix level of Star racing. For less than \$3K, you can be racing at the highest level on Budd Inlet. Its a bargain! And, unlike the 2013 season, we usually have lighter winds here in Olympia where sailing Stars is a real pleasure, rather than a work out!

BARBARA STUART MEMORIAL REGATTA

Yesterday, the weather forecast was calling for 8-10 knots of wind today, which would make for an exciting Star regatta. Unfortunately, that was not the case. In the morning, there was absolutely no wind at all. The forecast called for 4 knots in the afternoon, so Jay Berglund and I set out in the run-about at noon to see if we could find some. Eventually, a whisp of wind showed up out of the north east, so we set a course and turned around to go drag all the boats out.

It was right about then that we realized that the runabout was out of gas, so we just anchored and waited for the boats to drift out. We figured that if we turned the tank around and tilted it so the remaining gas all



ran to one end, we should be able to make it back to the dock with all the buoys. Fortunately, the wind was consistent and we didn't have to move any buoys all day. We made it home just fine after the races.

The women sailed four races in all in breezes ranging from 1 to 4 knots. After the fourth race, everyone was ready to call it a regatta and head to Tugboat Annes. Summer had finally set in with a vengeance. Susan and Barbara in Mako stole the start on the first race and rolled Annie and Sandy in Thirty and Catherine and Terri in Tantalus, feeding them dirty air until they had built up an insurmountable lead.

Unfazed, Annie and Sandy came back to win the next three races straight with consistent good starts to claim their third BSMR overall win. Catherine and Terri overcame a broken back stay on Tantalus in race 1 to take three consecutive second place finishes. Kate Schalk and Cindy Craig sailed Puffin to fourth place. Kate and Cindy are brand new to the Stars, but judging by the smiles and laughter coming from Puffin, I think they'll be back next year.

John Thompson, Jazz

Portsmouth Racing

So far we've had a great summer of Dinghy racing. 24 different skippers have come out and raced, not all at once, unfortunately. Of those 24, 11 have been in the Laser One Design Fleet which is progressing very nicely.

Our special mid-summer race, the Race to Somewhere, was a lot of fun. We raced out to Gull Harbor in a light breeze. Three boats made the finish before the Mother Duck collected her ducklings and towed us into George and Betty's dock. There we had a picnic/potluck and awards ceremony. Next year we plan to be a little more organized so that we can take better advantage of the afternoon wind and get a good race back to town. Hope to see more of you next year.

Thank you Steve, John Thompson, Debe Anderson, Bill Brosius, Micki McNaughton, George and Betty Hanson, and Diana Findley and anybody else I've forgotten, for your great help in putting this on. What a great day on the water.

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

Soldier Sailing a Big Success

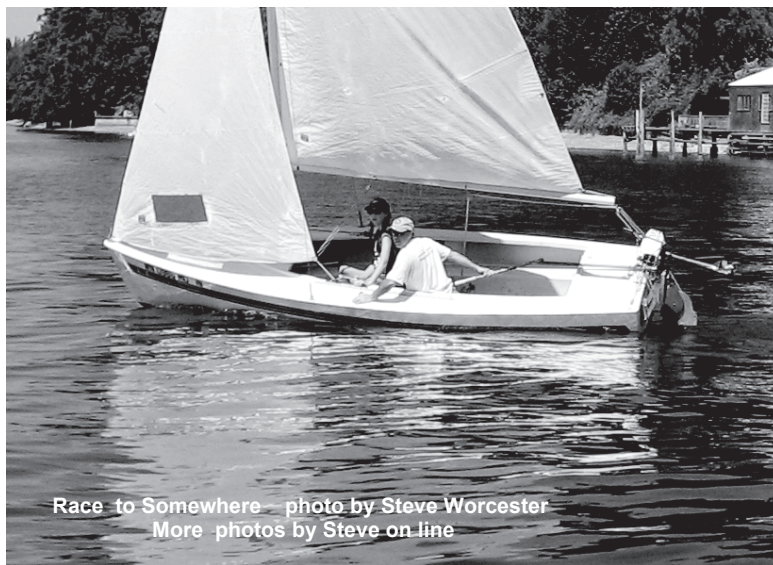
Last June 1 our Club ran the Soldiers Sailing event to honor Wounded Warriors. It was my privilege to serve as race chair. Unfortunately the wind gods did not see fit to bless us with much wind, but we did squeeze in a "race", kinda. In this strange affair we spread rubber duckys about the race course for the military troops and their

have lots of children's PFDs available. Swantown had set up the picnic area with every table and chair they could find, they put out the BBQ grills and put up the tents to protect us from the sun. Jim Boggs brought a banner from Boeing to show their support for our event, \$500.

When the Soldiers arrived we realized that this years event would be different. Children in all shapes and sizes arrived, so excited to be on the boats. A big adventure. Last year we had mostly soldiers and their spouses, this year we had families, what fun. Dave and Linda Knowlton greeted all and passed out name tags. Our actual soldier count was about what it was last year, but we actually had more people at the event. I'll talk about this later. Everyone set out and about the time they arrived the gentle breeze which had been blowing stopped. Erik Dahl raced around with the help of Steve Worcester in the chase boat. If you are a racer you can appreciate how hard Erik and Steve had to work. Steve and Thera Black boarded the chase boat and off they went to take the great pictures which you can find on the SSSS web site.

We found out our rubber duckys were disappearing into the sound so Steve would go in front of the boats, especially the ones with children and casually throw a few ducks their way. We have great pictures of children clinging to nets try to gather their ducks onto the boat. They were so happy when they found out that each duck was worth a bag of golden candy coins. True pirate treasure for little sailors.

After a great meal of hamburgers and hot dogs, cooked by Mel Schaefer and Erik Nystuen, with all the fixin's we had a recognition ceremony with T-Shirts for every soldier and a special thank you card signed by everyone who helped with the event. Erik Dahl presented the Rubber Ducky award. Then everyone, except the clean up committee headed home. We loaded up and I headed back to finish up the loose ends and continue unpacking

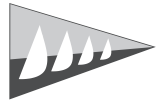


Race to Somewhere photo by Steve Worcester
More photos by Steve on line

families to gather. This turned out to be a roaring success with the kids. If you could look into their little eyes as I did when passing out the token awards, you would know that we did good. Thanks to everyone that participated in the race. Good on ya.

Erik Dahl, Miss Conduct

As I sit down to write this article I can picture the beautiful day we had for the Soldier Sailing event, blue skies, and clouds drifting by. Our soldiers arrived closer to the starting time of the event and the sailors had their boats all spiffed up to welcome their crew. Behind the scenes the kitchen crew had gathered Friday night at the OYC kitchen to wash vegetables, frost cupcakes, slice onions and get everything ready for the big event. The skippers who came to Alex Bromen's Skippers Meeting and were all ready with the race instructions on how the rubber ducky treasure hunt would work. We also had many children coming this time and we arranged to



boxes from our move, will they ever end, to Lacey.

I would like to address two problems which we are working on fixing. Erik, as race chair, is concerned rightfully so about a race when the wind is light or non-existent. So the committee which knows sailing much better than I do decided that next year there will be three buoys placed around the bay, perhaps as far north as Boston Harbor, and if there is no wind the sailors will be able to give the soldiers a tour of Budd Inlet using their trusty engines, after all it is the experience of being on the water and not so much the race. We will start earlier so every gets to spend more time on the water and we still have enough time to get everyone back in for dinner.

The second problem has to do with my communication with JBLM, despite my best efforts to get more soldiers involved, I have sent e-mails and had many phone calls, we are not getting as many soldiers as we would like to have. We actually looked at the sheet they had posted and it indicated that the event was full, even though it was not. When we return from our trip north this summer I will be going up to JBLM and sitting down with the person who handles everything and review how we can make this better. One of our attendees, LTC Aaron Marler, said he would assist us in this. Had he known this year that there were more spots available he could have filled them for us. I will ask for 25 soldiers plus their families for a total of 100 people. This will definitely change the size of the event, but we certainly have the resources to handle that. I can only apologize to the sailors who brought their

boats out but did not have a soldier riding along. Thank you for coming and participating.

I would be remiss if I did not mention all the help that OYC has been with their kitchen and the generous help of their members, particularly Rick and Barb Bergholz. Also the Port of Olympia who provided all the facilities at no cost. We

Soldier Sailing photos by Thera Black
More photos by Thera on line



would also like to thank Jim and Kathleen Boggs who worked with Boeing to get us a \$500 donation for our event. Boeing's coordinator for funding.

Beverly Varela-Fogarty deserves a very special mention as she helped me brainstorm to find a place for Boeing to make their donation, since we are not a charitable organization. VFW Post 318 in Olympia stepped up to the plate and helped us out. Beverly also steered me to another resource which Boeing supports called the Pierce Military Business Alliance and we are already talking about funding coming from them.

I know that there were many more people

involved including Clark McPherson who helped us raise our initial start up money by challenging the racers to pledge money, the cruisers who didn't want to be left out, and Bill Hutchinson who auctioned off two dolls so our soldiers got t-shirts. I would like to thank everyone, especially the ones I did not name very much. Next year we expect it to be bigger and better.

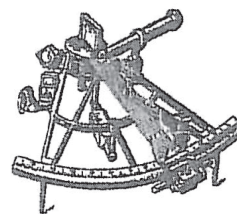
Suzie Shaffer, Boru

Letter: Great Marine Service

If you ever run into any mast and/or standing rigging problems, please be aware that we have a fine repair service locally in Olympia. Jason Vannice of "Aloft Marine" does excellent work at reasonable cost. Jason did a quality job replacing all my standing rigging and mast sheaves a while back. Recently he went up the mast and did a swell job re-taping my spreaders with high quality non-

chafing tape on short notice. He is certified as an ABYC Master Technician and an NMEA Certified Installer. Jason can be reached at (360) 556-5200 or Jason@aloftmarine.com. I highly recommend Jason if you need any work done aloft.

Erik Dahl, Miss Conduct



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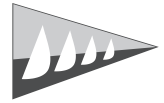
Sandy Whitmore/owner

360.451.2501

sandy@abundanthealthbilling.com

www.abundanthealthbilling.com





Odd Happenings On Budd Inlet

It must have been an odd sight for boaters who were out on June 8, enjoying a beautiful, sunny day on Budd Inlet. Four boats, clustered fairly close together, kept raising and dropping their sails and sailing around and around in circles all afternoon. Even stranger, people kept falling overboard and then floating calmly in orange survival suits until a boat maneuvered a bright yellow device to where they could grab it. The victim was then pulled back to the boat, hoisted out of the water and up onto the boat., only to fall off again.

Of course, you recognize this as the annual LifeSling Clinic put on by South Sound Sailing Society. A dozen sailors from up and down the Sound devoted a Saturday to learn the proper set up and use of the LifeSling and hoisting tackle, recognized as the best system for getting an overboard person back to and on the boat, even in very shorthanded conditions.

Our longtime instructors Rod Tharp, Rob Nelson, Gary Ray, John DeMeyer, Judi Kruller, and Dee Saller explained how to use the LifeSling in a two-hour classroom presentation at Olympia Yacht Club. That was followed by dockside drills in preparation for the ultimate test where each student did an actual single-handed rescue.

This year's participants were: Madhuri Hosford, Jeff and Laura Condit, Alex Bromen, Joy and Jeff Johnson, Ann Brandner, Pat Byrne, Ken and Mary Tackett, and Ann and Ken Yeo.



Barb Stuart Regatta photo by John Thompson
More photos by John on line

Special thanks to our volunteer victims Chris Zipperer, Alex Bromen, Dee Saller and Justice Amor. Many participants have remarked that having an actual person to rescue, even in a survival suit, makes the clinic a very exciting and realistic experience. If you missed out on this year's class, please check the June calendar for next year's and sign up early.

Andy Saller, Liberty

Photos and Letters Needed for the S-t-S

We received a lot of good photos over the summer: of racing, the June potluck, Soldier Sailing, ... You can see all of them on line.

But they are fast aging. We need photos of current SSSS events. Help keep us up to date. Take your camera sailing and send us copies.

We are also in need of letters. If you have just finished your summer adventures, write us about them. Members tell me this is their favorite part of the S-t-S. It does not happen with out you.

Thursday Races Summer Series

	Sail	Skipper	Type	Total	Night 1	Night 2	Night 3
1	5	Trummert,Dwaine	Laser	8.75	2	0.75	6
2	786	Findley,Jim	LD14	9.75	5	4	0.75
3	204396	Kuehlthau,Bob	Laser	13	7 DNC	3	3
4	150933	Singelis,Theo	Laser	15	4	9 DNC	2
5	32281	Pruitt,Brad	Laser	19	6	9 DNC	4
6	145404	Trummett,Deanne	Laser	19	7 DNC	5	7
7	542	French,Kevin	HPN5.2	21	7 DNC	9 DNC	5
8	10128	Kloppel,Jeff	Laser	22	7 DNC	2	13 DNC
9	32281C	Pruitt,Casey	Laser	22.75	0.75	9 DNC	13 DNC
10	100	deGive,Henry	RS100	23	7 DNC	6	10
11	3215	Donahue,Dan	FSC T	24	7 DNC	9 DNC	8
12	41636	Miller,Garner	Laser	25	3	9 DNC	13 DNC
13	1304	Harting,Eric	TNZ 16	25	7 DNC	9 DNC	9
14	1219	Slosson,Jim	C-Lark	26	7 DNC	7	12
15	6	Rendlet,Lisa	Laser	27	7 DNC	9 DNC	11
16	7023	Margret		28	7 DNC	8	13 DNC

**another
SSSS perk**

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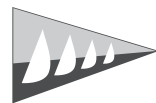
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@sssclub.com
Deadline for submissions is the 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
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Cruise Chairs	Ann Heyerdahl	
Past Commodore	Richard Bigley	485-2761

Our Handicapper is Rafe Beswick, 888-9844



Dues are Due

\$45 or \$80 with annual Race Fee

Membership Form is enclosed
Bring it to the Meeting or mail it in
or renew on line

Crew Sheet

more information on line

Crew Wants Ride

Greg 480-1348 or wahlgt@gmail.com
Doug Coates, (360) 229-9922, drydoc@hcc.net
866-3732, tmjones175@gmail.com. Tom

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-t-S.

Ditty Bag

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

1972 Coronado 27 Good cruising boat very solidly built. Good headroom - 6'3" in the cabin. V-berth w/memory foam and sheets to fit, 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.

Star boat equipment:: - Emmeti Mast, - Spar Tech Boom, Quantum Z-4 Mainsails, Dave Watt, (206) 245-4774, dd2watt@msn.com

Forespar wisker pole, adjustable from 10' to 18', suitable for boats 30' to 35', includes stanchion mounted chocks \$450.00

2001 Yamaha 3hp outboard motor, integral gas tank, very few hours, still has original spark plugs, starts first pull \$495.00 offer, includes canvas cover.

Asymmetrical spinnaker on a CDI roller furler, all hardware, bag and sheets included, suitable for boats 31' to 35' \$960.00

Contact: Rod Macaya, 772-9135, or macayainc@gmail.com.

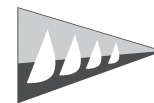
Raymarine RL70C Plus multifunction display with C-Map coastal charts, secondary display, Raydome 18" radar, cables, manuals. All for \$900, Martin Raphael, 866-2982 mraphael@q.com

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



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Letter: Swiftsure

This is my account of the 2013 Swiftsure Race: short version: *Korina Korina* finished third in Division 2: and seventh Overall, beating *Icon*, in the long course Lightship Classic.

The long version started with a fresh bottom launch on May 17th, three pickup crew from Seattle; three from the Victoria vicinity, and six who had actually sailed the boat before.

Light air forecast for the race, a decent start unwind, then some spinnaker work going west, highly unusual A 0600 rounding with *Jam* and *Mardi Gras* in sight, and *Night Runner*, last year's winner, *Terremoto*, and *Family Affair* just ahead with *Different Drummer* just behind.

It was a spinnaker strike at the lightship, and a beat back to the Straight, highly unusual. We had some more breeze on the Canadian shore, while most of the fleet went to Neah Bay and then across, a better plan, it turned out. Sailing a slightly longer course put us still behind *Night Runner* and *Family Affair*, with *Different Drummer*, at our heels.

Much to our surprise, we heard *Drummer* retire at about 1800 Sunday. Eventually, of 164 starters in Lightship, Cape Flattery, and Juan De Fuca races, only 31 would finish. Naturally, *Night Runner* and *Terremoto* being slightly ahead put them through a nasty tide gate at race rocks, along with most all of the eventual finishers, but not us.

We decided to go outside Race Rocks at night; ended up sailing under spinnaker very slowly right at it for what seemed like hours, in almost no breeze, then peeled off to the Race Passage when the boat just would not go to the right to go outside.

There is an expression on the Great Lakes, maybe here, too, that the last boat in is called the Pickle Boat. I do not know why, nor have I ever been on one, up until the finish of the 2013 Swiftsure Race. About 0250 Monday morning, someone questioned, what was the race time limit? I'd thought it was noon Monday, but truth was, it was 0600!. At that point we were 8 plus miles from the finish, at 2.5 knots, which computed to a 0559 finish for us!

Naturally the wind soon died, and the projected finish shot up to 1600 at one point. Not to be deterred I pulled out a smoke, a flashlight and demonstrated to the assembly

that, indeed, there was wind, on the opposite Gybe. Gybe we did, and proceeded to 600 yards of the finish, then stopped. Four Canadians insisted I'd cross if I went to the left, toward Esquimalt; I went right toward Trial Island, then ghosted ahead and to the left across the finish at 0521.

Although perennial competitor *Wyeeast* was close behind, they could not make the line by the 0600 Deadline, making us the very last finisher and Pickle Boat. Never did I imagine I'd be happy to be the Pickle Boat!!

Our competition was stiff: *Night Runner* won overall, *Terremoto* was only 37 minutes corrected behind them, and

both boats had almost two hours corrected on *Jam*, the winner of Division 1. We had good fortune in having a great crew, very helpful before, during and after the race. At one point Monday AM someone commented "I have a winch handle ready for the first person to say start the engine"! No one ever even suggested we wouldn't make it.

We cleared Customs in Pt. Angeles, and arrived back on Vashon Island Tuesday AM.

NOTE: Tide usually goes right to left at Victoria Harbor. (Counterclockwise swirl).

Jon Knudson, *Korina-Korina*

Barbara Stuart Memorial Regatta

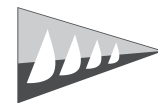
Thirty	Annie Stockton and Sandy Whitmore	2	1	1	1	5
Tantalus	Catherine Hovell and Terri Benz	3	2	2	2	9
Mako	Susan Willis and Barbara Emmonds	1	3	3	3	10
Puffin	Kate Schalk and Cindy Craig	4	4	4	4	16

Second Wednesday Night Series

Kaitlin, Nirvana, Lightly Salted, , and Dragonfly were the RC Boats. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#strt	Race 1	Race 2	Race 3	Race 4	Total
A-CLASS						7 Strt	7 Strt	4 Strt	6 Strt	
1	18351	MISS CONDUCT	Erik Dahl	102	4	3.00*	2.00	3.00	0.75	5.75
2	69382	OPPOSITION	Bill Sheldon	102	4	4.00*	3.00	0.75	2.00	5.75
3	18633	I5	Dan O'Brien	117	4	0.75	5.00*	2.00	3.00	5.75
4	73392	BODACIOUS	J Rosenbach	129	2	2.00	0.75	6.00	7.00*	8.75
5	64985	LIBERTY	Andy Saller	123	4	5.00	6.00*	4.00	4.00	13.00
6	79089	LIGHTLY SALTED	Mel Schaefer	96	3	6.00*	4.00	5.00@	5.00	14.00
7	69095	MYSTIFY	Bill Hutchinson	120	3	7.00*	7.00	6.00	6.00	19.00
S-CLASS						5 Strt	7 Strt	4 Strt	5 Strt	
1	82	MCSWOOSH	Clark McPherson	66	3	7.00*	0.75	0.75	3.00	4.50
2	1005	SILVERHEELS	Tucker Smyth	54	3	3.00	2.00	6.00*	0.75	5.75
3	592	GAYLE FORCE	Drew Phillips	99	3	0.75	3.00	2.00	7.00*	5.75
4	69399	FLYING CIRCUS	Dave Elliott	72	3	7.00*	4.00	3.00	2.00	9.00
5	83179	HE LIVES	Steve Kirkpatrick	108	4	4.00	5.00*	4.00	4.00	12.00
6	131	DRAGONFLY	Rafe Beswick	105	1	2.00	9.00*	6.00	7.00	15.00
7	69051	SPIRIT	Steve Jones	81	2	5.00	6.00	6.00	7.00*	17.00
8	64996	WILLIE TIPIT?	Charles Norman	75	2	7.00*	7.00	6.00	5.00	18.00
B-CLASS						6 Strt	6 Strt	7 Strt	7 Strt	
1	28877	SHOWTIME	Kyle Reese-Cassal	174	4	0.75	0.75	2.00*	0.75	2.25
2	174	FLASHER	Glenn Sutt	240	4	4.00*	3.00	0.75	2.00	5.75
3	69063	GIZMO	John Thompson	213	4	2.00	4.00	5.00*	3.00	9.00
4	36	FJORD	Eric Egge	204	3	8.00*	2.00	3.00	4.00	9.00
7	4078	JAZZ	John Thompson	156	3	3.00	8.00*	4.00	7.00	14.00
6	49436	STRATEGERY	Mike Visser	141	3	8.00*	5.00	6.00	5.00	16.00
7	51496	PANDORA	Bob Connolly	165	4	6.00	6.00	7.00*	6.00	18.00
8	260	SPIFF	Tom Fell	216	1	5.00	8.00	9.00*	9.00	22.00
D-CLASS						5 Strt	7 Strt	4 Strt	4 Strt	
1	69141	JODY V	Jack Shincke	206	3	7.00*	0.75	0.75	2.00	3.50
2	200	AQUILA	Jason Vannice	275	3	4.00	3.00	6.00*	0.75	7.75
3	49914	VINTAGE	Joe Downing	188	4	3.00	5.00*	2.00	3.00	8.00
4	79182	FOLIE A DEUX	Jeff Johnson	153	2	0.75	2.00	6.00*	6.00	8.75
5	39458	RELEAF	Kelly Coon	247	4	5.00*	4.00	3.00	4.00	11.00
6	29718	MARANATHA	Joel Rett	176	1	2.00	8.00*	6.00	6.00	14.00
7	69220	OH MERCY	Jeff Johnstone	248	2	7.00*	6.00	4.00	6.00	16.00
8	335	R TIME	Dan Miller	239	1	7.00*	7.00	6.00	6.00	19.00

1 throw out, * = throw out @ = RC duty points



Letter: *Bright Angel* in Fiji!

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

Subject: SV Bright Angel in Fiji!

Date: Sun, 16 Jun 2013 22:33:19 -0000

From: Bob Hargreaves

Ahoy Steve & SSSS! We made it! We arrived in Savusavu, Fiji, on the island of Vanua Levu, and for you Goggle Earth fans, the coordinates are 16 46.68S, 179 19.69E, at 1130 hrs on Monday, June 10, which would have been Sunday your time - as we are just west of the Dateline, at 180 degrees of longitude.

To say this passage turned out to be Mr. Toad's Wild Ride would be an understatement; it was every bit of that, and then some! The weather window that looked so good when we left New Zealand on Thursday, May 30, soon collapsed with the blossoming of a new, unpredicted low that formed in the Coral Sea, NE of Australia, and tracked SE to New Zealand. We had sailed west of our rhumb line, a straight line from NZ to Fiji, to avoid a predicted 998 mb low that had formed near Fiji and was tracking SE, well out of our way, with the expectation that we would experience some peripheral effects in the form of enhanced trade winds in the Squash Zone between the Fiji low and the high that was then parked over New Zealand. The Coral Sea low quickly displaced the high, and instead of enhanced SE trade winds, in the 25 knot range, we ended up with N then NE winds in the 30-35 knot range, with gusts over 40, as we were far enough west to be on the fringe, but not far enough north to escape the new low. Within about three days the winds had veered to the SW then back to the SE, and decreased to a manageable 25-27 knots as the low moved over New Zealand, but the heavy seas, at times as much as 6 meters, took some time to settle back down. During the worst of it, we hove-to for 22 hours; the reduced motion was quite a relief, but still short of comfortable. We were able to get some much needed rest; things were getting pretty tired out before we hove-to, and Linda at one point had been thrown across the cockpit when we were hit by a big wave, so her ribs and rump, she landed on a cleat, were sore and she needed some R&R!

A little over a day later, when we were sailing north again in SE winds of about 27 knots, the bar that holds the rudder on our Monitor self-steering wind vane broke. We did not lose the rudder, as it is tied to the boat with a control line, used to raise it when

FIRST SPRING STAR SERIES

Pos	Bow/Sail	Boat	Skipper	1	2	3	4	Total
1	30/ 6397	Thirty	Kloppel	[4]	3	1	1	5.00
2	03/ 4916	Perserverance	Stewart	1	[6]	3(1)	2	6.00
3	13/ 7094	Tantalus	Smit	2.7(1)	2	2	[4]	6.70
4	35/ 6942	Puffin	Branch	6	1	3	[19/DNC]	10.00
5	10/ 6427	Stella Luna	Egge	2	4	4	[19/DNC]	10.00
6	02/ 4078	Jazz	Thompson	3	[9]	7	3	13.00
7	27/ 6660	Upstart	Smith	7	7	5	[10]	19.00
8	20/ 5551	Parthenope	Neumann	9	5	9	[11]	23.00
9	04/ 4817	Not Sirius	Findley, Jim	[19/DNC]		8	11	5
10	01/	Alcor	Brosius, Bill	8	[10]		8	8.7(1)
11	14/ 5812	Bellatrix	Sheldon	[19/DNC]	11.3(1)	6	9	26.30
12	24/ 5347	No Name	Kutz	[19/DNC]	19/DNC	10	6	35.00
13	33/ 6033	Corvus	Ide, Bill	[19/DNC]	11	12	19/DNC	42.00
14	06/ 3331	No Name	Decouteau	5	[19/DNC]	19/DNC	19/DNC	43.00
15	34/ 6741	E'toiles	Mitchell	[19/DNC]	12	13	19/DNC	44.00
16	17/	Mari	Decouteau	[19/DNC]	19/DNC	19/DNC	7	45.00
17	12/ 6316	Lone Star	Brobeck	[19/DNC]	19/DNC	19/DNC	8	46.00
18	25/ 6867	Mako	Willis	[19/DNC]	13	19/DNC	19/DNC	51.00

(1) points for R/C Duty

First Wednesday Night Series

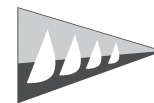
Flying Circus, Silverheels, Pandora, and Maranatha were the RC Boats.

Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#St	Race 1	Race 2	Race 3	Race 4	Total
A-CLASS						5 Strt	6 Strt	8 Strt	6 Strt	
1	69382	OPPOSITION	Bill Sheldon	102	4	0.75	2.00*	2.00	0.75	3.50
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3	73392	BODACIOUS	J Rosenbach	129	3	7.00*	0.75	3.00	4.00	7.75
4	18633	I5	Dan O'Brien	117	4	4.00	4.50	6.00*	2.00	10.50
5	18351	MISS CONDUCT	Erik Dahl	102	3	3.00	6.00	4.00	8.00*	13.00
6	69315	NIRVANA	Scott Schoch	120	2	7.00	4.50	5.00	8.00*	16.50
7	69095	MYSTIFY	Bill Hutchinson	120	3	5.00	7.00	8.00*	6.00	18.00
8	64985	LIBERTY	Andy Saller	123	2	7.00*	7.00	7.00	5.00	19.00
S-CLASS						3 Strt	3 Strt	5 Strt	6 Strt	
1	131	DRAGONFLY	Rafe Beswick	105	4	3.00*	0.75	0.75	0.75	2.25
2	82	MCSWOOSH	Clark McPherson	66	4	0.75	3.00*	2.00	2.00	4.75
3	1005	SILVERHEELS	Tucker Smyth	54	3	2.00	2.67@	3.00*	3.00	7.67
4	69399	FLYING CIRCUS	Dave Elliott	72	2	3.00@	2.00	4.00	6.00*	9.00
5	69051	SPIRIT	Steve Jones	81	1	5.00	5.00	7.00*	4.00	14.00
6	83179	HE LIVES	Steve Kirkpatrick	108	2	5.00	5.00	5.00	5.00*	15.00
7	64996	WILLIE TIPIT?	Charles Norman	75	1	5.00	5.00	7.00*	5.00	15.00
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3	174	FLASHER	Glenn Sutt	240	4	3.00	4.00*	2.00	3.00	8.00
4	69358	SUGAR MAGNOLIA	Scott Awalt	180	1	6.00*	3.00	5.00	6.00	14.00
5	51496	PANDORA	Bob Connolly	165	1	6.00*	6.00	5.00	4.00	15.00
5	270	ZEPHYR	Theo Singelis	240	1	4.00	6.00*	5.00	6.00	15.00
D-CLASS						2 Strt	3 Strt	3 Strt	3 Strt	
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3	69141	JODY V	Jack Shincke	206	1	6.00	0.75	7.00*	6.00	12.75
4	11650	CHALLENGE	Steve Roth	145	1	6.00*	5.00	3.00	6.00	14.00
5	335	R TIME	Dan Miller	239	1	6.00	5.00	7.00*	3.00	14.00
6	59851	D'LAVICEA	Terry Andersen	126	1	6.00	5.00	7.00*	4.00	15.00
D1-CLASS						4 Strt	3 Strt	4 Strt	3 Strt	
1	79182	FOLIE A DEUX	Jeff Johnson	153	4	0.75*	0.75	0.75	0.75	2.25
2	29718	MARANATHA	Joel Rett	176	3	3.00*	2.00	2.50	2.50@	7.00
3	49914	VINTAGE	Joe Downing	188	3	2.00	5.00*	5.00	2.00	9.00
4	37079	OSA	Richard Bigley	182	4	4.00*	3.00	2.50	4.00	9.50
5	36528	CHARLEMAGNE	Gary Pedigo	99	2	6.00*	5.00	4.00	3.00	12.00

1 throw out, * = throw out,

@ = RC duty points



stowing the wind vane) and the 2 foot long stainless steel bar that broke is called a break-away bar, designed to give way if the rudder hits something, before damaging the rest of the wind vane, and, as such, is actually a spare part that we had on board.

We certainly could not effect repairs under the conditions, and we did not want to hand steer the boat, which is very difficult and tiring in heavy seas; and, because we did not want to run the risk of damaging our hydraulic auto pilot by motoring in those rough conditions, we hove-to again - this time for 12 hours, until the seas settled down enough to motor without concern for the auto pilot. About 14 hours of motoring later, the wind and sea conditions were calm enough to try fixing the wind vane. With Linda tethered to the cockpit, she wriggled under the stern push pit and hung out over the back of the boat about 3 feet, while I dropped her tools, with their own tethers, so she could remove the nut and bolt holding the broken end of the break-away bar, then she attached the new bar and bolted it on, then we slipped the rudder back on, and bolted it in place - about 45 minutes of work, with Linda hanging over the back of the boat the whole time, and even though it was relatively calm the boat was still bobbing up and down and rolling back and forth in the swell. Do I need to tell you that Linda is my Hero?!

Things got much better after that, and we had some really great sailing for several days - and the fleece came off, and the shorts, t-shirts and sun screen came out. Nevertheless, this was one of the most challenging, and tiring, passages we have made yet; several people we know who have made this trip many times all have said this was the worst. All in all, we did quite well - just short of 11 days total, and other than the wind vane, nothing broke; we know several people whose sails ripped, one whose bow sprit broke, and one who took salt water into his fuel tank through a vent line and turned his diesel to mayonnaise - and you can imagine what that did to his injectors and injector pump when he tried to start his engine! So we did okay; and, we continue to admire and have great confidence in this boat of ours. She is truly a great blue water boat, and she does so much better at this passage-making than we ever will!

When we arrived in Savusavu the sun was out, and it was hot! Shortly thereafter, though, a front moved through with plenty of clouds and rain for several days - but we

certainly had nothing to complain about, as the rain washed all the salt off the boat! We are still, and probably will be for several days, catching up on our rest, and putting the boat back into cruising order

- but we are anxious to start exploring Fiji, which promises to be worth the passage here!

Thanks for keeping track of us. We'll be in touch, and we promise to do better at keeping our blog updated this season! Take care.

Bob & Linda Hargreaves, Bright Angel

Currently in Savusavu, Fiji
www.sailbrightangel@yahoo.com

Please Pay Your Dues and Race Fee before Racing

If you have been racing with us that is all you need do. You are good for the season or until you change something.

Thursday Races Spring Series

	Sail	Skipper	Type	Total	Night 1	Night 3
1	10128	Kloppel,Jeff	Laser	3.75	3	0.75
2	3510	Snyder,Chris	LASE-2	5	2	3
3	5	Trummert,Dwaine	Laser	6	4	2
4	29	Visser,Mike	Finn	12.75	0.75	12 DNC
5	41636	Miller,Garner	Laser	14	7	7
6	145404	Trummert,Deanne	Laser	15	9	6
7	150933	Singelis,Theo	Laser	17	5	12 DNC
8	32281	Pruitt,Brad	Laser	17	8	9
9	4	Gonik,Elena	420	18	6	12 DNC
10	542	French,Kevin	HPN5.2	18	10	8
11	16	Dzinbal,Alex	420	20	16 DNC	4
12	14	Brown,Erik	420	21	16 DNC	5
13	186539	Brown,Erik	lasem	23	11	12 DNC
14	100	deGive,Henry	RS100	24	14	10
15	7023	Margret	HLR	24	12	12 DNC
16	148827	Miller,Max	Laser	25	13	12 DNC
17	424	Balder,Matt	Ghost	27	16 DNC	11
18	2529	Amen,Justis	Y-Flyer	27	15	12 DNC

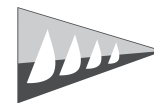
Secretary's Wednesday Night Series

Showtime, McSwoosh, Bodacious, and Opposition were the RC Boats.

Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Race 1	Race 2	Race 3	Race 4	Total
A-CLASS						5 Strt	5 Strt	4 Strt	4 Strt	
1	69382	OPPOSITION	Bill Sheldon	102	3	2.00*	0.75	0.75	1.17@	2.67
2	18633	15	Dan O'Brien	117	4	0.75	2.00	2.00	3.00*	4.75
3	18351	MISS CONDUCT	Erik Dahl	102	4	3.00	4.00*	3.00	0.75	6.75
4	64985	LIBERTY	Andy Saller	123	3	4.00	3.00	4.00	6.00*	11.00
5	69095	MYSTIFY	Bill Hutchinson	120	3	5.00	5.00	6.00*	4.00	14.00
6	79089	LIGHTLY SALTED	Mel Schaefer	96	1	7.00*	7.00	6.00	2.00	15.00
S-CLASS						6 Strt	7 Strt	7 Strt	6 Strt	
1	592	GAYLE FORCE	Drew Phillips	99	4	0.75	0.75	4.00*	2.00	3.50
2	131	DRAGONFLY	Rafe Beswick	105	4	2.00	2.00	7.00*	3.00	7.00
3	82	MCSWOOSH	Clark McPherson	66	4	3.00	4.00	0.75	5.00*	7.75
4	69399	FLYING CIRCUS	Dave Elliott	72	4	4.00*	3.00	2.00	4.00	9.00
5	69051	SPIRIT	Steve Jones	81	4	6.00	5.00	6.00*	0.75	11.75
6	1005	SILVERHEELS	Tucker Smyth	54	3	5.00	6.00	3.00	8.00*	14.00
7	83179	HE LIVES	Steve Kirkpatrick	108	2	8.00	8.00*	5.00	6.00	19.00
8	64996	WILLIE TIPIT?	Charles Norman	75	1	8.00	7.00	8.00*	8.00	23.00
B-CLASS						5 Strt	5 Strt	6 Strt	5 Strt	
1	69063	GIZMO	John Thompson	213	4	0.75	2.00*	2.00	0.75	3.50
2	28877	SHOWTIME	Kyle Reese-Cassal	174	3	2.25@	4.00*	0.75	2.00	5.00
3	174	FLASHER	Glenn Sutt	240	3	2.00	0.75	3.00	7.00*	5.75
4	36	FJORD	Eric Egge	204	4	4.00*	3.00	4.00	4.00	11.00
5	4078	JAZZ	John Thompson	156	3	3.00	7.00*	5.00	3.00	11.00
6	51496	PANDORA	Bob Connolly	165	2	5.00	5.00	8.00*	7.00	17.00
7	79179	GENESIS	Alan Niles	237	1	7.00	7.00	8.00*	5.00	19.00
8	270	ZEPHYR	Theo Singelis	240	1	7.00*	7.00	6.00	7.00	20.00
D-CLASS						5 Strt	3 Strt	3 Strt	6 Strt	
1	200	AQUILA	Jason Vannice	275	4	0.75	0.75	2.00*	0.75	2.25
2	49914	VINTAGE	Joe Downing	188	3	4.00	5.00*	0.75	3.00	7.75
3	39458	RELEAF	Kelly Coon	247	4	5.00	2.00	3.00	6.00*	10.00
4	37079	OSA	Richard Bigley	182	1	2.00	5.00	4.00	7.00*	11.00
4	79182	FOLIE A DEUX	Jeff Johnson	153	1	7.00*	5.00	4.00	2.00	11.00
6	59128	FEVER	Jeff Hogan	212	2	7.00*	3.00	4.00	5.00	12.00
7	69141	JODY V	Jack Shincke	206	1	3.00	5.00	4.00	7.00*	12.00
8	59851	D'LAVICEA	Terry Andersen	126	1	7.00*	5.00	4.00	4.00	13.00

1 throw out, * = throw out @ = RC duty points



Jack & Jill Races

Miss Conduct was RC boat, thank you

PHRF	Races: 1 to 3	No.	Race 1	Race 2	Race 3	Total	
place	Sail No. Yacht Name	Skipper Name Rating	Strt	5 Strt	5 Strt	5 Strt	
1	79182 FOLIE A DEUX	Jeff Johnson 153	3	2.00	0.75	3.00	5.75
2	592 GAYLE FORCE	Drew Phillips 99	3	5.00	2.00	0.75	7.75
3	36 FJORD	Eric Egge 204	3	0.75	3.00	4.00	7.75
4	82 MCSWOOSH	Clark McPherson 66	3	3.00	4.00	2.00	9.00
5	97560 WHISPER	Ray Maly 162	3	4.00	5.00	5.00	14.00

Stars	Races: 1 to 3	No.	Race 1	Race 2	Race 3	Total
place	Sail No. skipper/crew	Strt	6 Strt	6 Strt	6 Strt	6 Strt
1	13 Smit/Sheldon 3	0.75P	2.00	3.00	3.00	5.75
2	02 Hovell/Berglund 3	2.00	3.00	2.00	7.00	
3	17 DeCouteau ? 3	6.00	0.75	0.75	7.50	
4	20 Neumann/Oeser 3	3.00	4.00	6.00	13.00	
5	25 Thompson/Willis 3	5.00	5.00	4.00	14.00	
6	27 Smith/Schalk 3	4.00	6.00	6.00	16.00	

Winners Announced in June

The winners have been chosen.

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. It goes to *Sassy*, Glen Hunter.

Don Waterhouse was again awarded the **Benefit Race Award** for his work on the December food drive.

Sportsmanship Award: For service to the Club, recognizes Suzie Shaffer this year.

New Cruising Award: To recognize someone the Cruise Chair deems worthy, which would be *Sonrisa II*, Mary Campbell.

Party Boat Award: goes to the boat attending the most Cruises over the year, Steve Stark and Barbara Rosenbaum, *Starbright*

Singlehanded Races

Gizmo was RC boat, thank you.

Races: 1 to 3	No.	Race 1	Race 2	Race 3	Total		
place	Sail No. Yacht Name	Skipper Name Rating	Strt	7 Strt	7 Strt	7 Strt	
1	13 TANTALAS	Norm Smit 156	3	2.00	2.00	2.00	6.00
2	131 DRAGONFLY	Rafe Beswick 105	3	3.00	3.00	0.75	6.75
3	36 FJORD	Eric Egge 204	3	4.00	0.75	3.00	7.75
4	18351 MISS CONDUCT	Erik Dahl 102	3	0.75	6.00	4.00	10.75
5	28877 SHOWTIME	Kyle Reese-Cassal 174	3	5.00	5.00	5.00	15.00
6	49436 STRATEGY	Mike Visser 141	3	7.00	4.00	7.00	18.00
7	79182 FOLIE A DEUX	Jeff Johnson 153	3	6.00	7.00	6.00	19.00

Limited Number of Calendars Available at September Meeting

Many of you responded to my earlier requests and reserved a 2013-14 SSSS wall calendar. Those of you who did so can pick them up at the September Meeting. They are \$25 each. Look for me next to the Vice-Commodore's sales table.

For those of you who did not pre-order a calendar, I will have a limited number of calendars available on a first-come, first-serve basis. When they are gone, they are gone. Stop by early for the best chance to get one.

These calendars are pre-loaded with all of the Club's meetings, races, cruises, and special events for the sailing year from September 2013 through the first General Meeting of September 2014. You don't have to worry about forgetting a cruise or missing a race. Plus it is loaded with great sailing pictures taken by Members.

Swing by to pick up your pre-ordered calendar, and if you didn't pre-order, stop by early and get one before they're gone.

Thera Black

New Racers

If you are starting to race your boat with us this fall, or you have a new boat, you need to do three things:

Pay your race fee, see our Secretary Get a handicap. See Rafe Beswick if racing PHRF, or see Kelly Coon if racing D Class.

Then register with the scorer. I need: name, sail number, handicap, and if racing PHRF or D Class.

Steve Worcester

SECOND SPRING STAR SERIES

Pos	Bow/Sail	Boat	Skipper	1	2	3	Total
1	27/ 6660	Upstart	Smith, Sherwood	6(1)	7	5	18.00
2	03/ 4916	Perserverance	Stewart, Paul	18/DNC	3	1	22.00
3	13/ 7094	Tantulus	Smit, Norm	1	4	18/DNC	23.00
4	30/ 6397	Thirty	Kloppel, Jeff	18/DNC	2	3	23.00
5	02/ 4078	Jazz	Thompson, John	18/DNC	5	2	25.00
6	35/ 6942	Puffin	Branch, Dave	3	6	18/DNC	27.00
7	20/ 5551	Parthenope	Neumann, Frank	18/DNC	9	7	34.00
8	17/	Mari	DeCouteau, Derek	18/DNC	1	18/DNC	37.00
9	10/ 6427	Stella Luna	Egge, Eric	2	18/DNC	18/DNC	38.00
10	25/ 6867	Mako	Willis, Susan	18/DNC	10	11	39.00
11	15/ 6381	Starlight	Downing, Joe	18/DNC	18/DNC	4	40.00
12	13a/ 7094	Tantulus	Hovell, Catherine	18/DNC	18/DNC	6	42.00
13	24/ 5347	No Name	Kutz, Larry	18/DNC	18/DNC	8	44.00
14	04/ 4817	Not Sirius	Findley, Jim	18/DNC	8	18/DNC	44.00
15	14/ 5812	Bellatrix	Sheldon, Vicky	18/DNC	18/DNC	9	45.00
16	01/ 924	Alcor	Brosius	18/DNC	18/DNC	10	46.00
17	32/ 6420	Imagine	Commons, Frederick	18/DNC	18/DNC	12	48.00

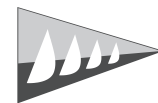
(1)RC Duty points

STAR RACES, FIRST SUMMER SERIES

Pos	Bow/Sail	Boat	Skipper	Crew	1	2	3	4	Total
1	02/ 4078	Jazz	John Thompson	Jay Berglund	2	2	[10]	4	8.00
2	30/ 6397	Beer Thirty	Jeff kloppel	Dwaine Trumert	1	7(1)	[19]	1	9.00
3	17/	Mari	Derek DeCouteau	Linda Koran	7(1)	1	1	[19]	9.00
4	35/ 6942	Puffin	Dave Branch	Kate Schalk	3	[4]	3	3.3/(1)	9.30
5	20/ 5551	Parthenope	Frank Neumann	Kathy Oeser	[11]	7	7	3	17.00
6	27/ 6660	Upstart	Sherwood Smith	Burke Anderson	9	5	[12]	5	19.00
7	04/ 4817	Not Sirius	Jim Findley	Dave Serdar	7	6	[9]	8	21.00
8	03/ 4916	Perserverance	Paul Stewart	Jamie Stewart/Adam Brown	[19]	3	2	19	24.00
9	01/ 924	Alcor	Bill Brosius	Steve Worcester	8	8	8	[19]	24.00
10	13/ 7094	Tantulus	Norm Smit	Laura Smit	4	[19]	19	2	25.00
11	24/ 5347	No Name	Larry Kutz	Andris Klienber	[19]	9	11	6	26.00
12	10/ 6427	Stella Luna	Eric Egge	Catherine Hovell	6	[19]	4	19	29.00
13	15/ 6381	Starlight	Joe Downing	Rich Wells	5	[19]	6	19	30.00
14	14/ 5812	Bellatrix	Vicky Sheldon	Bob Johnson	[19]	10	13	7	30.00
15	25/ 6867	Mako	Susan Willis	Cindy Craig	12	[19]	13.3(1)	9	34.30
16	33/ 6033	Corvus	Bill Ide	Bob Kuehlthau	10	11	[19]	19	40.00
17	13/ 7094	Tantulus	Laura Smit	Norm Smit	[19]	19	5	19	43.00
18	12/ 6316	Lone Star	Alex Broman	John White	[19]	19	19	19	57.00

(1) RC Duty points

Finishes in [brackets] denote throwouts



Rules Review: Hail Required?

Catherine was sailing a Star in the Jack and Jill Races. She was closehauled on starboard when she saw a port tack boat, another Star, on a collision course. To make sure they saw her, she hailed. No response. They kept coming. At the last minute she went head to wind to try to stop her boat. She yelled protest as she sat stalled out with the port tacker continued on his way.

Norm was sailing a Star on port tack. He saw Catherine on starboard and planned to miss her. But not by much. At the last minute he turned down and took her stern. This was made harder when she slowed the boat, but he managed. He heard her yell protest, but had no

idea why. He had done everything required of a burdened boat, he had missed her, without her needing to do anything.

Those not sailing with us need to understand the Stars sail close. Close crossings are not measured in boat lengths, but in feet, or twelfths of feet. We like it that way. Norm's duck seems well within Star standards. The right of way boat should just keep going and trust the burdened boat.

On the other hand, it is hard to trust a skipper if you do not think he sees you. If the other does not see them, it is right of way's responsibility to try to avoid a collision.

The irony is that the move to avoid a collision nearly caused one. By slowing the boat when it was not expected, she made it harder to duck her..

PHRF Summer Championship

points Races Score

S-CLASS

McSwoosh	25.00	11	7.00
Dragonfly	14.25	8	8.25
Gayle Force	14.25	7	10.25
Silverheels	27.75	9	13.75
Flying Circus	27.00	9	15.00
Spirit	32.75	7	26.75
He Lives	33.00	7	27.00
Willie Tipit?	12.00	2	

A-CLASS

Opposition	18.75	11	5.75
I-5	35.00	12	9.50
Miss Conduct	26.50	10	12.50
Lightly Salted	25.75	8	14.75
Liberty	42.00	9	24.00
Mystify	39.00	7	32.00
Bodacious	10.50	5	
Nirvana	9.50	2	

B-CLASS

Showtime	17.50	11	4.50
Gizmo	25.00	12	7.00
Flasher	27.50	11	10.50
Fjord	24.00	7	20.00
Jazz	25.00	6	25.00
Pandora	35.00	6	35.00
Strategy	16.00	3	
Zephyr	10.00	2	
Sugar Magnolia	3.00	1	
Spiff	5.00	1	
Genesis	5.00	1	

D-CLASS

Folie a Deux	7.75	7	5.75
Aquila	26.00	11	7.00
Vintage	30.75	10	12.75
Releaf	46.00	10	33.00
Jody V	9.50	5	
Osa	22.50	5	
Maranatha	10.50	4	
Fever	8.00	2	
Charlemagne	8.00	2	
Oh Mercy	10.00	2	
D'Lavicea	12.00	2	
R-Time	7.00	1	
Challenge	8.00	1	

This situation brings home the need to communicate on the course. The rules may not require a hail, but the situation might.

If Norm or crew had returned the hail, or just waved, Catherine would have known he had the situation in hand. She would have trusted him and hold her course. The crossing would have worked as it should..

This principle applies to more than the Stars. All fleets do not sail as close as we do. All boats are not as maneuverable as a Star. But everyone sails close by their own definition. It is important everyone be predictable when sailing close, to keep the racing fair and safe. At times that means communicating on the water.

The protest? It was settled on a technically. The lesson from that being, read the sailing instructions for the event. Do not assume everything is as you are used to just because you are racing the same boats.

Steve Worcester Star 6932

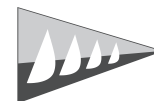
STAR RACES, SECOND SUMMER SERIES

Pos	Bow/Sail	Boat	Skipper	1	2	3	4	Total
1	17/	Mari	Derek Decouteau	[20/DNC]			1	3.00
2	13/ 7094	Tantalus	Norm Smit	1	7.7(1)	2	[20/DNC]	10.70
3	10/ 6427	Stella Luna	Eric Egge	[6]	4	5	2	11.00
4	35/ 6942	Puffin	Dave Branch	2	5	4	[6]	11.00
5	27/ 6660	Upstart	Sherwood Smith	[20/DNC]	3	3	8	14.00
6	02/ 4078	Jazz	John Thompson	4	[10]	6(1)	4	14.00
7	01/ 924	Alcor	Bill Brosius	9	6	6	[11]	21.00
8	14/ 5812	Bellatrix	Vicky Sheldon	8	7	7	[20/DNC]	22.00
9	30/ 6397	Beer Thirty	Jeff Kloppel	[20/DNC]	2	20/DNC	3	25.00
10	04/ 4817	Not Sirius	Jim Findley	[10]	8	10	7	25.00
11	20/ 5551	Parthenope	Frank Neumann	5	9	[20/DNC]	11.3(1)	25.30
12	24/ 5347	No Name	Larry Kutz	12.7(1)	[20/DNC]	9	9	30.70
13	33/ 6033	Corvus	Bill Ide	7	[20/DNC]	8	20/DNC	35.00
14	32/ 6420	Imagine	Frederick Commons	11	14.3(1)	[20/DNC]	12	37.30
15	03/ 4916	Perservenance	Paul Stewart	3	[20/DNC]	20/DNC	20/DNC	43.00
16	15/ 6381	Starlight	Joe Downing	[20/DNC]	20/DNC	20/DNC	5	45.00
17	26/ 6824	Chaos	Jim Lynch	[20/DNC]	20/DNC	20/DNC	10	50.00
18	12/ 6316	Lone Star	Alex Broman	[20/DNC]	20/DNC	11	20/DNC	51.00
19	25/ 6867	Mako	Susan Willis	[20/DNC]	11	20/DNC	20/DNC	51.00

STAR SEASON CHAMPIONSHIP

Position	Bow #	Skipper	Crew	%sailed	Regattas	Races	Average	
1	17	Derek DeCouteau	Linda Koran	C	53%	9	36	2.33
2	30	Jeff Kloppel	Dwaine Trummert	C	65%	11	44	2.61
3	13	Norm Smit	Laura Smit	C	59%	10	41	2.78
4	3	Paul Stewart	Stewart/Hubbard	W	53%	9	32	3.38
5	35	David Branch	Kate Schalk	C	76%	13	41	4.29
6	2	John Thompson	Jay Berglund	W	76%	13	49	4.47
7	10	Eric Egge	Catherine Hovell	C	65%	11	44	4.52
8	27	Sherwood Smith	Burke Anderson	C	82%	14	54	6.65
9	20	Frank Neumann	Kathie Oeser	C	71%	12	33	7.00
10	4	Jim Findley	Dave Serdar	W	76%	13	47	7.98
11	1	Bill Brosius	Steve Worcester	W	65%	11	40	8.40
12	14	Vicky Sheldon	Bob Johnson	C	59%	10	35	8.67
13	24	Larry Kutz	Andres Kleinbergs	C	53%	9	38	9.16
	13	Laura Smit	Norm Smit	C	6%	1	3	5.67
	15	Joe Downing	Richard Wells	C	35%	6	26	5.88
	13	Catherine Hovell	Eric Egge	C	6%	1	3	6.00
	2	Justin Hinchcliffe	Jay Berglund	C	6%	1	4	7.50
	33	William Ide	Henley/ Craig/Kuehlthau	C	35%	6	24	8.83
	12	Alex Broman	Joel Rett/John White	C	18%	3	11	9.27
	16	Jim Lynch	Thomas Nelson	C	6%	1	4	10.00
	34	Mike Mitchell	Rene' Mitchell	C	18%	3	7	11.43
	25	Susan Willis	Garner Miller	C	41%	7	17	11.53
	32	Frederick Commons	Ray Maly	C	18%	3	10	11.60

Total Regattas=17, Total Races=62, Ave# Boats/Race=10.37
< 50% Indicates Not Qualified, C=Classic W=Wood



Navigation Puzzle by Richard Wells

Answers can be found on the S-t-S on line, after the September Meeting

ACROSS

4. The horizontal direction of a line of sight between two objects on the surface of the earth.

6. The direction in which a vessel's bow points at any given time.

8. A system of aids to navigation. (2 words)

10. To steer a sailing vessel more towards the direction of the wind. (2 words)

11. The stand on which the ship's compass is mounted.

12. A structure consisting of a number of piles driven into the seabed or riverbed as a marker

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

14. A lighted or unlighted fixed aid to navigation attached directly to the earth's surface.

16. A person who steers a ship

18. Navigational instrument showing the direction of the vessel

20. When sailing with the wind coming from the starboard side of the vessel. (2 words)

23. Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position. (3 words)

25. Turn away from the wind. (2 words)

27. Measuring the depth of the water.

29. An electronic system designed to transmit radio signals and receive reflected images.

31. A direct line between two points. (4 words)

33. Zig-zagging so as to sail directly towards the wind.

34. A floating object of defined shape and color, which is anchored at a given position and serves as an aid to navigation.

DOWN

1. A light piece of string attached to a stay or a shroud to indicate the local wind direction. (2 words)

2. Referring to the four main points of the compass: north, south, east and west.

3. Directly in front. (2 words)

5. The bearing of an object in relation to north. (2 words)

7. The direction of the geographical North Pole. (2 words)

9. Measuring the depth of the water using a sonar device. (2 words)

15. Rules of the road that provide guidance on how to avoid collision. (2 words)

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

19. The direction towards the North Magnetic Pole. (2 words)

21. Pointing the ship towards the direction of the wind. (2 words)

22. When sailing with the wind coming from the port side of the vessel. (2 words)

Crossword Contest

Richard has offered a bottle of wine to the first Member to answer the crossword correctly, and a second bottle to the tenth person to do so.

To enter, e-mail me your answers at sts@ssssclub.com. Send the answers as lists: example, Across #1 answer. Not as the puzzle square. Your e-mail will date your entry.

I will forward the e-mails to Richard, who will discover the winners. The prizes will be awarded at a Meeting. Winners must attend to receive their prize.

24. Navigational instrument used to measure a ship's latitude.

26. A sound signal.

28. Where two vessels are approaching one another so as to involve a risk of collision. (2 words)

30. Forward of the bow.

32. A vessel directed to keep her course and speed where two vessels are approaching one another so as to involve a risk of collision. (2 words)

