

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 4

December 2014

www.ssssclub.com/ssss.htm

December Meeting: Holiday Potluck

Hello everyone! How many of you know that there is no speaker at the December Meeting? Do you remember why? Because we have a potluck dinner in December, that's why! Then after we have eaten more than we probably should have, because everything is so dang GOOD, we will have our annual decorated wine bottle auction to benefit the Thurston County Food Bank. The creations seem to get better every year I have once again twisted Terry's arm until he agreed to be the auctioneer. The food bank has been most pleased with our efforts on their behalf. Remember that there will be a box for food donations, so bring some canned food items to donate. AND be sure to bring your checkbook and stay for the auction.

Debe Andersen, D'Lavicea

PARKING FOR THE MEETING

If you are not a member of OYC you will not be allowed to park in the OYC parking lot for Meetings this year. Please plan accordingly, there is some parking on the street and the lot behind OYC you can park for \$3.00.

Debe Andersen, D'Lavicea

What a Great Way to Help Others

At the December Meeting I will be opening up my Tahoe to accept your generous non-perishable food donation, for Thurston County Food Bank again this year. Each year, SSSS sailors and their families astound me with the amounts of food given to those that are down on their luck.

Over the last eight years the bottles entered in the Wine Bottle Decorating Contest at the November Cruise are taken to the December Potluck for the Wine Bottle Auction. There you will be able to bid on some awesome decorated bottles. This has turned out to be a fun and great way to raise money for the Food Bank. Oh yeah, you also get to keep the contents of the bottle while enjoying a great way to help others.

So please remember to bring your food donation, and your cash or checkbook. See you at the Potluck

Don Waterhouse, McSwoosh

If your pantry is bare, do not buy something to donate. Donate the money instead. They can buy more with it than you by far. Ed.

Lighted Ship Parade, OYC

The 2014 Lighted Ship Parade is just around the corner! Throw some lights on that boat of yours and join us in the parade. We know this is the Vashon Island Race day, but if you are not a racer then dress up your boat and come sail with us.

The date is December 6 at 1800. The parade goes out in front of Anthony's where the judge boat will be set to judge the best and the brightest. The parade then proceeds at 5 knots out along the east side of Budd Inlet to Boston Harbor and returns along the west shore of Budd Inlet back to the Olympia end of the bay. After the parade, we will have some hot food and drinks in the OYC clubhouse for all participants.



Fall Series Race 3

photo: Glen Hunter

Happy Holidays



Wine Tasting Cruise
November 29

Kite Flying
November 29

Winter Vashon Race, TYC
December 6

Southern Sound Series Race 1

Lighted Boat Parade, OYC
December 6

General Meeting
December 9

Visitors Welcome

Doors open at 1800, eating starts 1830

Hope Island Race
December 13

New Year's Cruise
December 31-January 1

Board Meeting
January 6

Andrew Kerr Seminar
January 7
1900 Westbay

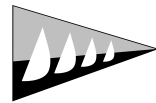
Duwamish Head Race,
TTPYC
January 10
Southern Sound Series Race 2

General Meeting
January 13

Visitors Welcome

Doors open at 1830, Meeting starts 1900

DUES DUE NOW : GET MMSI# : NEED PHOTOS : EAGLE ISLAND RACE



Secretary's Report: Dues Due

or this is your last S-t-S
\$45 or \$80 with race fee

Is this your last Ship-to-Shore? If you have not paid your 2014-2015 dues it will be. They have been due since September. Please submit your dues by December 15 to continue your Membership and continue to receive the S-t-S.

For those of you who have paid your membership fees, keep an eye out for the Roster, which will be coming out in December.

Mike Buffo

The theme is Nautical Noel, so get those creative juices flowing! With newer LED Christmas lights, even a small inverter can really light up the night!

We would love to have a great turnout for the parade. Many people plan parties around this event as well as all the people that line up to watch from the Port Plaza ... We don't want to let them down!

Come to the OYC club house for a parade packet and number between 1500 and 1700 on December 6. Please call me with any questions or to help! 878-2340 susiezuelke@gmail.com

Susie Zuelke

If you can not get it together to decorate your boat this year, you can still go watch.. Ed.

Getting a MMSI Number

If you ever travel to Canada or other international waters and want your DSC to work, you will need to get a MMSI number from the FCC; for \$215 you get a ships station license that comes with a MMSI number. Rick Antles has a detailed description of how you go about doing so, link in the S-t-S on line and the Cruise Office.

If you do not plan to travel out of US waters; then get your MMSI number from other agents and not the FCC. There are links to some of these agents on the web page. Ed.

RC Report

The South Sound Sailing Society is proud to host Andrew Kerr for a one night racing seminar on sail trim and tactics on Wednesday January 7 at 1800 at the Viewpoint Room of Tugboat Annies/West Bay Marina. The cost is \$20 per skipper, and \$10 for crew attending with skippers. Andrew is an accomplished full time coach and seminar speaker with North U. He teaches teams across the world, across a



Squaxin Island Race photo: Barbara Emmons
more photos on line

variety of racing classes and class associations/ He has gained distinction as a national champion sailor in match racing, one-design, and offshore racing. He's been head coach and an instructor trainer at a variety of the top sailing schools: the Boston Sailing Center, the Offshore Sailing School, and J World San Diego, Newport, Key West, and Annapolis. Andrew also enjoys writing coaching articles and is a contributor to Sailing World and a wide variety of one design class web sites and newsletters.

Come join us for an informative evening with Andrew. Food and beverages are available from Tugboat Annies restaurant. The seminar will be held in the View Point Room at West Bay Marina 2100 Westbay Dr. NW Olympia, WA 98502.

Sailors participating in Toliva Shoal and other races in the Southern Sound Series need to take note of changes to the safety requirements in the Sailing Instructions. In past years the Southern Sound Series has used PIYA Category III Sailing Equipment Requirements (SER). For the 2014-15 races,

the Southern Sound Series has adopted US Sailing Nearshore SER (<http://www.ussailing.org/safety/equipment-and-requirements/>). In addition Southern Sound Series SI have added the requirement that single or double-handed crews must wear PFD at all times.

Please keep in mind that these SER are in addition to the US Coast Guard requirements for recreational boats.

Notable changes from PIYA Cat. III to US

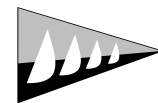
Sailing Nearshore include the following: "Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crew member back on deck, or other consistent means of reboarding the crew member. ... A boat shall have a throwing sock-type heaving line of 50' (15) or greater of floating polypropylene line readily accessible to the cockpit. ... A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. After 01/01/2015, this radio shall have DISC/GPS capability."

Take your camera sailing

Please review the Near shore SER and have your boat in compliance prior to competing in the Southern Sound Series. I'm looking into arranging a group purchase of handheld VHF with DISC/GPS capabilities. If you are interested let me know at chair@assess. Keep in mind that these SER are in addition to the US Coast Guard requirements for recreational boats.

I hosted a safety discussion on November 3 involving the Class Captains, members of the 2013 Safety Committee, and those directly involved in the Eagle Island rescue. I and Class Captains are currently reviewing our Club's safety practices and will be making adjustments to the race program to keep us in compliance with nationally recognized SER and race management practices.

Fair Winds, K. Reese Cass al, Redline



Cruise News

NEW YEAR'S EVE CRUISE

I always think of cruises as going somewhere, whether it's across the sound or just across town, tying up with friends and having a potluck meal and some great company. This year, for New Year's Eve, we return to Swantown and tie to the guest docks where we will have electricity for our heaters and electric blankets. The potluck will begin promptly at 1800 and depending on the number of boats we may eat together or make the dinner progressive.

If you would like to attend the New Year's Eve, Harlequin production of *The Stardust Christmas Commotion* at the State Theatre at 2000, please contact me for ticket information or visit the Harlequin Productions web site.

For those of you who can make it until midnight, there will be Party Favors and Champagne. Breakfast plans are in the works. We hope you will join us for this salty and festive, yet casual, New Year's Eve.

HALLOWEEN CRUISE SPOOKTACULAR

The Great Oz himself, with all his wizardry, could not have given us a better Halloween Cruise. First of all, the weekend weather was marvelous: crisp autumn temperatures that warmed up into bright sunshine.

Many boats had already arrived, coming in on Friday night, when we parted calm waters into Filucy Bay. The dock-master duet of Mary and Don made things easy with good communications and plenty of help at the dock to make line-handling and boat landings a snap. Dave had the coffee and hot cider already made to warm our hands and our tummies.

Alex, the Great Pumpkin himself, arrived with plenty of those bright orange spheres for the kids and the kids at heart to carve into works of art. Meanwhile captains and crews transformed their boats into eerie haunts of lights, goblins and spider webs.

The evening's potluck presented a perfect balance of soups, salads, main

and side dishes and desserts. My particular favorite was Jim and Diana's stuffed pumpkin casserole. The insides were a tasty balance of flavors while the shell was perfectly baked.

A very odd gathering of creatures attended this exquisite meal. Blood flowing ghouls, pirates, witches both good and bad, along with a flying monkey, two cows, a giant M & M devoured pumpkin flesh, and other delights.

After some boat to boat trick-or-treating, The Wizard of Oz, in all his



Halloween Cruise
photo top: Dave Knowlton
photo left: Micki McNaughton
more photos on line

emerald splendor adorned the movie screen at the Longbranch monoplex theatre.

Anyone who has ever had Rod's Belgian waffles know what a tasty treat awaited the crews after an extra hour of well deserved rest. Scrumptious toppings, brought by the guests, adorned the thick, rich waffles. A few sausages on the side for protein got the crews ready for a zesty sail for home.

This year's Halloween Cruise was one of the best ever thanks to the many folks who made it happen and worked together in fun so that all could enjoy. Thank you, Members for your participation and assistance.

Boats represented at this year's Halloween Cruise were: *Penguin, Pax The Space Spider, Sassy, String Games, Ursa Minor, Stargazer, Scarlet, Maranatha, Sonrisa, Balder 2, Puelche, Popo Agie, Koosah, Nightwind, Firebird, Manatee, and Passages.*

Terry Van Meter, *Passages*

PHRF Dues Due

Current PHRF members should have received a dues notice in the mail last month. Dues are due the first of the year and they will check for Duwamish Head. We give you a grace period, until the Toliva Shoal Race before we check for our races. But do not wait least you forget. Return your dues notice now, along with your check.

Steve Worcester, *Star 6932*

Southern Sound Series Rep Report: Duwamish Head

Winter Vashon, the first of the four-race Southern Sound Series, has been completed. The results may be found on the www.sseries.org web site.

The second race is Duwamish Head 10 January 2015. Sponsored by the Three Tree Point Yacht Club, it starts outside the Des Moines breakwater, heads north to Alki Point in West Seattle,

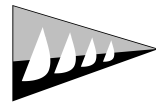
then east to the Duwamish Head dolphin in Elliott Bay. The racers sprint west to round north of Blakely Rock and then back to the start/finish line.

Each year presents unique circumstances for the racers. Two years in a row the race was canceled because of no wind. Last year it was canceled due to too much wind. The race is a favorite for several Seattle boats. If the race is shortened at the Duwamish Head mark it is a short delivery to return the boat to their Seattle moorage. The majority of the years the race has been completed, although often in the dark!

For our South Sound Sailing Society racers, several usually tie up at the Tacoma Yacht Club reciprocal moorage, plug into shore power, and then enjoy a meal together in the TYC dining room. Last year there were several skippers and crew who sat down to the famous Sunset Dinner Special. Please let me know if you wish to participate! Saturday morning, we motor nine miles to the start line.

After the race, most boats return to TYC to spend the night. Then go back to Olympia on Sunday.

Dave Knowlton, *Koosah*



Star Fleet:

Welcome all to the last month of the year 2014!!! It is hard to realize we have nearly run out of time to accomplish anything we wanted to do for this year, but at the same time we have a new and interesting year ahead of us. First let me wish all a Merry Christmas or however you wish to express it and a happy and healthy New Year.

By the time you receive this newsletter, We will have had our annual kite fly up at Chambers Bay Park, had a business meeting for the Star fleet, and I will start pinging on people to get their boats ready for the upcoming season. If any boats need some special work done, now is the time to think about making up your list and getting supplies so you can get your boat into the shop early in January. I also have several boats for sale that would make a nice Christmas present for a sailor who doesn't want to spend a fortune buying and maintaining a boat.

We lost a dear friend and sailor a few weeks ago doing what he liked best. To John and Jay's wife, Ruth, we offer you our deepest condolences. To my dear friend John, now is the time to get back out on the water and heal doing what Jay would want you to do. SAIL!!!!. We all love you John and Susan and wish you the best.

Remember, everyone who has a boat wanted it to sail, either as a cruiser or racer, so lets make it a new years resolution to get out and use it more this upcoming year. Your club offers many opportunities to do so along with many others who think the same. Your boat is not an orphan and would like a few hugs too.

**Merry Christmas
and a happy new year
Bill Brosius, Alcor**

Gizmo Sinking and Rescue

By now I suspect most of you know that *Gizmo* sank near the end of the Eagle Island Race. She sank remarkably fast. Staying with the boat may be good advice in general, but in this case it did not buy you much. By the time we could cross the bay, she was long gone.

It was a slow race out. But shortly after B Class rounded a Force 4 wind came in from the East. This made for a white sail reach all the way to Budd Inlet. When we entered Budd Inlet we were enjoying a Force 5 wind that had clocked to the south. Before we got half way to the Shoal it was blowing Force 7.

Gizmo had just a jib up when she was knocked over. The Harmony is a MORC design and so stability tested. I expected her to come right back up. Instead she continued the rest of the way over. I assume this was with the help of a wave.

The waves had the power. They were unusually steep as the wind was against the incoming current. The average waves were two feet, but there were many three to four feet. In the trough one could not see over them. They pushed *Sugar Magnolia* backwards if I missed a tack.

The first boat on the scene was *Pegasus*, a San Juan 24 out to watch the racers who had been caught out. He was single-handing and

Death of a Sailor: Jay Berglund

As noted above, Jay did not survive *Gizmo's* sinking. While we are sad to lose him, it is some consolation to know he died doing what he loved. And Jay loved to sail.

He was an experienced sailor. He had been crewing on boats out of Seattle for years before joining us. He has raced up and down the Sound. He crossed to Hawaii. He was

barely in control of the boat. Still Doug came to help. He got close enough to take Peter's hand, but the boat was then out of control. So he gave up, thinking he had been useless. But he was seen out of control by *Flying Circus*, who then came to help him.

We on *Sugar Magnolia* were next on the scene. We passed as close as we could to John and Peter who were together. John lunged for the boat and we pulled him in. We made another pass to see if we could get Peter. That did not work. I was getting prepared to float him a line

when, much to our relief, we saw *Flying Circus* headed toward Peter.

As I said above, *Flying Circus* has seen *Pegasus* and so had come north rather than head home. They saw Jay, floating face down. As they could do nothing for him, they moved on to

save Peter. Even using the LifeSling it was hard to recover him with the boat regularly bouncing up and down four feet. But they did. They only then discovered that he was not from *Pegasus*.

We left to weather, going near the spot we had last seen Jay, but saw nothing but water. We turned and ran to Boston Harbor, averaging 7-8 kt. under main alone. We hit speeds half again that high surfing. We watched the official search start.

There was a SSSS crowd on the dock. It seems many thought discretion is the better part of valor.

Steve Worcester, crew *Sugar Magnolia*

many friends in the sailing community.

Jay is survived by his wife, Ruth. She held a service for him at Everett YC. Our Commodore attended and reported it packed.

His Seattle sailing friends held a wake for him at CYC, over two kegs. The surprise attendee, Margaret Sibold.

Our racers spread flowers on the water in memory before the Squaxin Island Race.

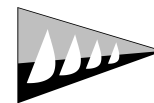
He is missed.

Steve Worcester, Star 6932



Jay Berglund crew

photo-Duwayne Trumppert



Dragonfly, Eagle Island Race

I figure folks would be interested in hearing my account of what happened to *Dragonfly* during the Eagle Island race. I had Casey Pruitt and Sarah Hanavan sailing with me, both experienced dinghy sailors. As we entered Budd Inlet beating against the building southerly, it wasn't much over ten knots at first. It built as we got into the bay further, soon reaching over 20 and holding. We were still making good progress, but it was challenging. We had to flog both the main and jib in the bigger puffs. Seas were a couple of feet and building. When we were about a mile from the finish we were definitely at the boat's upper wind limit.

A larger gust hit. Both main and jib were eased immediately and were flogging. The boat capsized anyway. It also turtled without hesitation. I've flipped that boat on its side more times than I can remember having sailed in heavy air numerous times in the three and half years I've owned it and it's never gone turtle. Of course I'd never been out in 30 knots before with the *Viper*. If I would have known I would see it on Saturday, I wouldn't have gone out. The front wasn't expected until after dark according to the forecasts I saw.

At any rate, we righted the boat quickly enough, but Sarah got separated. We had to make a couple of passes, but we got her a line and got her back aboard, but in doing so went over again. Finally with some significant struggle, we all got on and took the sails down. By that time a couple of other participants were standing by under power and we gratefully accepted a tow from *Bodacious*.

Although quite wet and eventually chilled after the inactivity during the tow in, we were all in good shape. We all had on PFD and appropriate wet weather gear. Sarah and I were dressed similarly with layers of synthetics under high-quality foul weather gear. I had on Gill breathable offshore boots

while she had on neoprene footwear. Casey was wearing a hybrid combo of 3 mil neoprene under foul weather gear and booties.

I was chatting with Tom Nelson who has the *J 35C*. Turns out he was monitoring his wind instruments about the time when this happened. He reported a sustained 38 knots. Another individual I spoke with indicated the Olympia Airport reported a peak wind speed of 45 mph. I saw spume just beginning to form on the surface of the water during our tow in. I am confident the wind was consistently over 30 with significantly higher gusts by the time we got our sails down and were towed in. It was blowing so hard *J* said getting his crew off the deck while we were powering into the wind made a knot difference in boat speed! He said our speed towing us in was 2-3 knots, slower in the gusts.

Rafe Beswick, *Dragonfly*

Eagle Island Race

Maranatha was RC boat. Fjord was Mark Boat. Thank you.

Place/Points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A Class Start Time: 10:00 Distance: 26.5 nm							
1	0.75	73392	BODACIOUS	BENE 35 S5	129	16:12:00*	15:15:02
4	2.00	18633	I5	SANZ 33	117	16:28:14	15:36:34
5	3.00	79182	FOLIE A DEUX	BENE 35 S5	138	16:38:57	15:38:00
8	4.00	64985	LIBERTY	C&C 35	123	DNF	
S Class Start Time: 10:00 Distance: 26.5 nm							
2	0.75	69399	FLYING CIRCUS	EXPR 37	72	16:00:02	15:28:14
3	2.00	82	MCSWOOSH	11M	66	15:59:26	15:30:17
6			12 PAX		-10	15:24:21	15:48:46
7	3.00	50921	REDLINE	ANT 27	87	16:28:45	15:50:20
8	4.00	131	DRAGONFLY	VIPER 640	105	DNF	
D1 Class Start Time: 09:35 Distance: 20 nm							
0.75		69804	REIFF	J36C	127	15:13:33	14:31:13
2.00		69927	BALDER II	ERIC 38	144	15:24:36	14:36:36
3.00		39110	KOOSAH	PEAR 36-1	177	15:37:33	14:38:33
4.00		923	WHITE RAVEN	CAV45	147	15:35:15	14:46:15
5.00		50105	JOLLY RUMBALOW	C&C 34	132	15:35:37	14:51:37
6.00		69667	SASSY	C&C34	129	15:36:30	14:53:30
7.00		506	LOLITA	STAND 33	185	DNF	
7.00		39173	BORU	CROW 34	147	DNF	
D2 Class Start Time: 09:35 Distance: 20 nm							
0.75		5421	EMMA LEE	CATA 30	225	15:43:17	14:28:17
2.00		39458	RELEAF	PEAR 30	249	16:36:55	15:13:55
3.00		59571	JUDY LEE	GULF 27	257	DNF	

No race B Class, no finishers

* assigned time by the Redress Committee for helping Dragoonfly

Squaxin Island Race

Boru was RC boat. Thank you.

D1 CLASS	Start Time: 09:40	Distance: 20 nm	Finish	Correctd		
Points	Sail No.	Yacht Name	Yacht Type	Rating	Time	Time
0.75	39110	KOOSAH	PEAR 36-1	177	21:24:25	20:25:25
2.00	69927	BALDER II	ERIC 38	144	21:19:25	20:31:25
3.00	506	LOLITA	STAND 33	185	DNF	
3.00	923	WHITE RAVEN	CAV45	147	DNF	
3.00	18351	MISS CONDUCT	OLSN 29	120	DNF	
3.00	29718	MARANATHA	RANC 33-1	177	DNF	
3.00	31755	WHISPER	CATA 36	189	DNF	
3.00	69667	SASSY	C&C34	129	DNF	
3.00	69804	REIFF	J36C	127	DNF	

No Race other classes. No Finishers.



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

2014-15 SSSS Board Members

phone numbers are local, area code 360

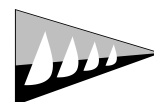
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Race Chair	Kyle Reese-Cassal	359-1271
Cruise Chairs	Terry Van Meter	481-5072
Past Commodore	Debe Andersen	459-2650

Our Handicapper is Rafe Beswick, 888-9844

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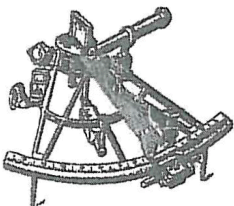
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Ship-to-Shore December 2014



Andrew Kerr Seminar January 7

Do not miss it. Your competition won't.



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Chain: 1/4 G3 16 ft long \$5.00, 1/4 G4 50 ft long (slight rust)
\$50.00 gary@sailsidetrack.com

Free Sail cover, VERY USED, still works. 14' Call Joe 584-6807

Forespar aluminum Spinnaker pole with deck brackets, 14'
Aluminum reaching strut, 7' Spinnaker, good condition,
nice colors. Contact Mary at 491-8990 or sailmaryc@gmail.com
for photos and details.

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

Crew Sheet

more information on line

Crew Wants Ride

Alfred, alfredo3717@gmail.com or (303) 884-1444

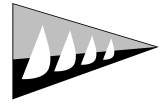
Adam L, (253) 507-3533

Jim Slosson 561-3193, 866-0518

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



Eagle Island Redress

On Saturday October 25, 2014 South Sound Sailing Society held the Eagle Island Race. During the race several competitors did not finish the race in order to assist other boats in need of assistance. The following are the findings of fact and consideration of redress in accordance with rule 60.3(b) for *Bodacious*, *Kaitlin*, and *Sugar Magnolia*.

General Facts Found:

1. The Eagle Island race is a distance race in the southern sound sponsored by South Sound Sailing Society. The race is part of the Island Series, and is included in the Season Series.

2. The fleet is divided into four Classes A, B, S and D.

3. Classes A, B and S are PHRF racing classes that start at Olympia Shoal, round a mark boat near Eagle Island, and return to Olympia Shoal, making the race 26.5 nm.

4. Class D is a Cruising Class that starts at Olympia Shoal, rounds a temporary mark near Devils Head, and returns to Olympia Shoal, making the race 20 nm.

5. Class D started the race at 0935, Classes A and S started together at 1000, and Class B started at 1005

6. At the start of the race the wind was light and variable (2-4 knots) out of the northeast.

7. The wind direction changed to the south and increased in speed until it was in excess of 30 knots by 1630, with gusts reported as high as 45 knots in the vicinity of the race area.

8. Waves were calm at the start, and increased 6 to 8 feet by 1630

9. The current was flooding from 1241 until 1752 and was flowing from the north into Budd Inlet, in the opposite direction of the wind. This resulted in steep waves in Budd Inlet.

Facts Found *Bodacious* Redress:

10. *Bodacious* is a Beneteau 35s5 sailing in 'A' Class.

11. At about 1605 *Dragonfly*, a Viper 640, capsized approximately 400 yards NE of the finish boat.

12. The RC notified the fleet by radio that *Dragonfly* had capsized, and anyone in the area should provide assistance.

13. At 1608 *Bodacious*, approximately 4 minutes from finishing, saw *Dragonfly* capsized, and went to render assistance.

14. *Bodacious* aided *Dragonfly* and towed them to Swantown Marina without finishing the race.

Facts Found *Sugar Magnolia* Redress:

15. *Sugar Magnolia* is an S2 7.9 sailing in 'B' Class.

16. At approximately 1625 *Gizmo*, a Harmony 22 with 3 crew, was hit by a gust, capsized, and sank approximately 2 nm north of the finish at the Olympia Shoal marker in Budd Inlet.

17. *Sugar Magnolia* was nearby when *Gizmo* capsized.

18. She sailed to one of the crew in the water, and brought him on board.

19. They were attempting to get to the other two crew members when *Flying Circus*, a boat in 'S' Class that had already finished, arrived under power with their LifeSling deployed and rescued a second crew member.

20. *Sugar Magnolia* stayed on station looking for the third crew until the rescue personnel arrived to continue the search for the third crew member. They sailed to Boston Harbor, and did not finish the race.

Facts Found *Kaitlin* Redress:

21. *Kaitlin* is a Ranger 32 sailing in 'B' Class,

22. *Kaitlin* was approximately 1 nm south of *Gizmo* and saw her capsize.

23. She promptly took her sails down, and headed north to the location where *Gizmo* had capsized.

24. When she arrived, *Flying Circus* was rescuing one of the *Gizmo* crew, and *Sugar Magnolia* had rescued a second crew.

25. *Kaitlin* patrolled the area with her LifeSling deployed looking for the third crew member.

26. After rescue personnel arrived to continue the search, *Kaitlin* motored to her home port in Olympia and did not finish the race.

Conclusions:

Bodacious, *Sugar Magnolia*, and *Kaitlin* rendered assistance to a fellow competitor in accordance with Fundamental Rule 1.1, Helping Those in Danger, which states: *A Boat or Competitor shall give all possible help to any person or vessel in danger.*

They are entitled to redress in accordance with rule 62.1(c), based on the conclusion that they were rendering assistance in compliance with rule 1.1, and in so doing made their score significantly worse through no fault of their own.

Redress Granted:

Bodacious – Based on her position relative to the finish when she withdrew to render assistance to *Dragonfly*, she would have finished by 1612. Therefore, her finish time shall be recorded as 1612 for the race.

Sugar Magnolia and *Kaitlin* – Therefore, the race for both boats will be included as a race sailed for the purposes of qualifying in a series. The score will be the average of their scores in the other races in a series for which the race is included. The number of race scores included in a series will be no more than the number of races scored for their class.

Norm Smit, Protest Chair

Letter: Vaughn Bay Cruise

I can't keep anonymous anymore about our Vaughn Bay grounding mishap especially with that great picture in the last newsletter and so many wonderful people that need to be acknowledged for helping us out. I had really intended to write something up and submit it but the last newsletter prompted me to take action.

Thank you to everyone who tried to get us out of our predicament. I can't remember everyone's names, but I know Terry, Jim, John, and others were doing their best to get us off the ground. This was especially challenging since we ran aground at high tide.

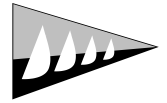
I was grateful to everyone at the potluck for making us feel so welcome. I must say I felt rather foolish since I was at the helm but everyone at the potluck made us feel a lot better when they shared their own stories with us.

A big thank you to Margaret and Jim for their warm hospitality. We took them up on their offer of having us sleep on their boat, Columbia Transit. It became especially clear as the evening went on that sleeping on our boat was not an option. What a beautiful boat! The breakfast the next morning was delicious.

Also, thank you to Lisa and John for hanging out with us along with Margaret and Jim for the rest of the day until Boat US came late Sunday afternoon.

The weather was spectacular and we ended up have such a nice weekend despite what happened. We had no damage to our boat thank goodness.

Laura Condit, no Name yet



More Things on a Sailboat

by Richard Wells

Across

2. A record of courses or operation.
4. A steering device which can be placed aft.
5. A compartment below deck in a vessel.
6. A spar on a sailboat used to deflect the shrouds.
7. A pyrotechnic signaling device, usually used to indicate distress.
8. A map for use by navigators.
10. The anchor line, rope or cable connecting the anchor chain to the vessel.
11. Open-front canvas top for the cockpit of a boat
13. A type of small boat

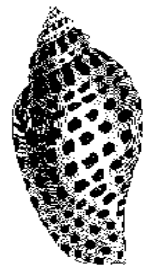
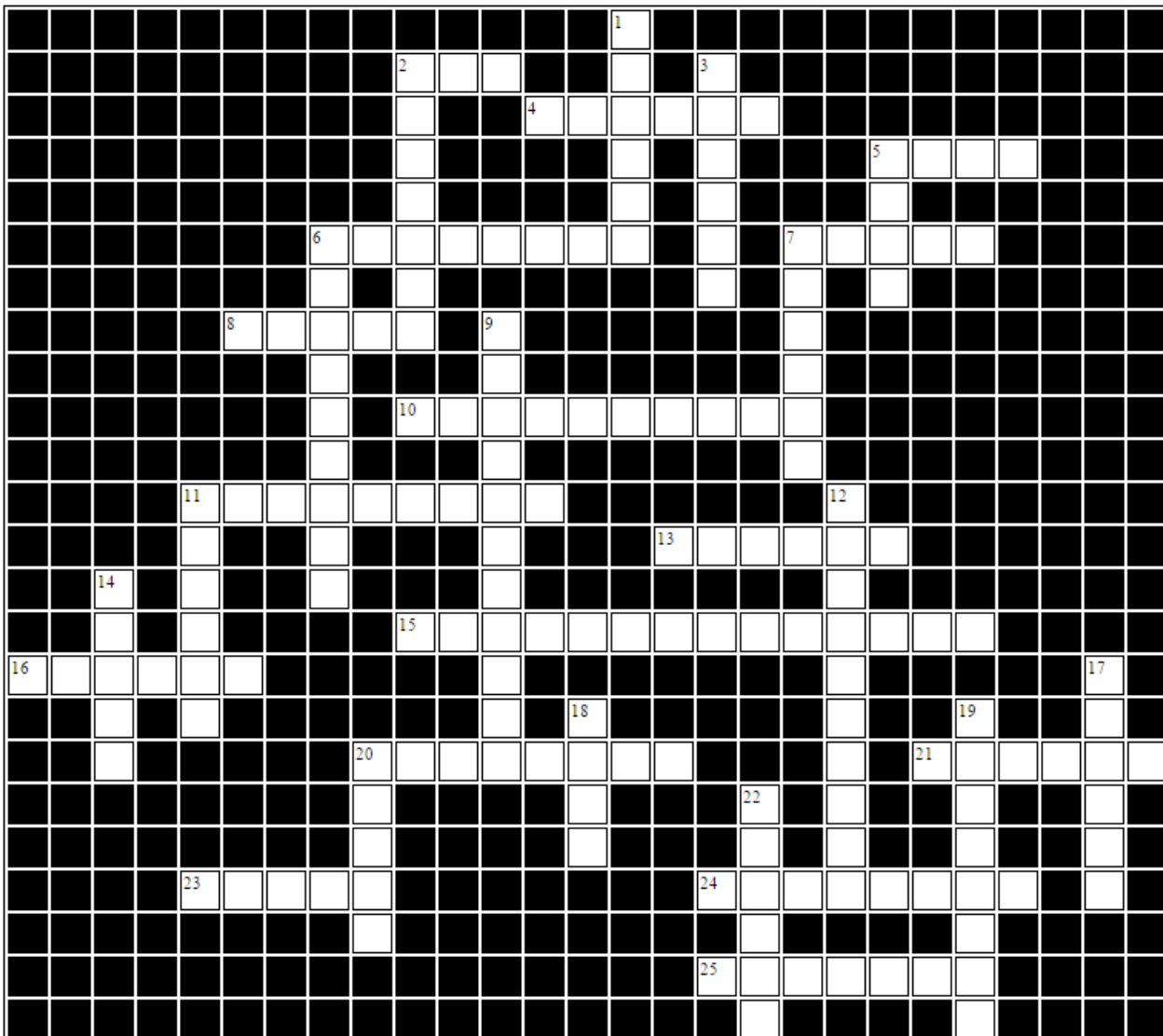
15. A spar used to help control a spinnaker or other headsail.
16. The kitchen of a ship
20. A pole with a hook on the end
21. A lever used for steering.
23. A stationary device used to secure a rope aboard a vessel.
24. A light piece of string, yarn, rope or plastic attached to a stay or a shroud to indicate the local wind direction.
25. Navigational instrument showing the direction of the vessel

Down

1. A hood forward of a hatch or cockpit to protect the crew from wind and spray.
2. A small stowage locker at the aft end of a boat.
3. A long upholstered seat for more than one person.
5. The toilet or latrine of a vessel

6. Vertical post near a deck's edge that supports life-lines.
7. An air or foam filled bumper
9. White light displayed by a ship at anchor.
11. A device for removing water that has entered the boat.
12. The usual steering device on larger vessels
14. The compartment at the bottom of the hull of a ship or boat where water collects
17. A bed or berth located in the bow that has a V-shape.
18. The anchor line
19. A winch mechanism
20. A bed or sleeping accommodation on a boat or ship.
22. A compact non-mechanical refrigerator

BY RICHARD WELLS



Crossword Rules

1. Bring completed crossword (or best effort) to next General Meeting.
2. Submit to Rich Wells or Steve Worcester before start of meeting.
3. Two or more people may collaborate. Put all names on sheet.
4. Prizes will be awarded to any 100% correct.
5. Prizes may be awarded to other submissions.