

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 6

February 2014

<http://www.ssssclub.com>

February Meeting: Toliva Reprised

We review the race in words and photos.
Andro.

Glen Patrick

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

Commodore's Corner:

Winter is half gone, hopefully the really cold won't be back this year. I get a chill just remembering that frigid week. Spring is going to Spring soon! With flowers, birds, bees and boating. And warm sunshine. Lots of things planned for this year including Love boaters style on the sweethearts cruise.

I want to thank everyone who helped with the joint cruise to OYC's wonderful Island Home. It's a great place to sit down together, hoist a beer or two, and just talk. Singing around the fire is nice too. A big Thank You to Myra Downing for getting the OYC Board to make this a regular event several years ago. A pleasant place to go, and great people to go with. It doesn't get much better than that ... unless the Seahawks win the Supperbowl.



Hope Island Race Race,
photo: Peggy O'Brien

Debe Andersen, *D'Lavicea*

Race Toliva, or at least come party

It's not too late!!!! To be part of our annual trip into sublime insanity. That's right! TOLIVA! Why do we do it? A magnificent obsession, also a chance to see close to a hundred boats flying spinnakers, or beating into the wind to make the mark, then flying home.

If you have been thinking about racing, you can enter Cruising Class, non-flying sails, or Commodore Class, flying sails, without being a current PHRF member. This is the least expensive of the four South Sound Series races, \$25 entry fee, \$30 if you wait until the last day, February 7, to enter.

There are also opportunities to help your Club. Come sell shirts, assist with registration, be a spotter on one of the mark boats, or help make sure that Susie gets to go home on time after clean up on Sunday. Wow! We have a lot of Sues that work in this Club, and they are all great! Come join the fun, get to know all the people that make this Club work.

As it's said Come on down! On Friday evening for the fantastic Baron of Beef dinner for only \$10, then chow down Saturday morning before the race for only \$5, starting at 07:00. Then bend an elbow and a few ears as the crews return to enjoy the justifiably famous Downwind Soup and down a brew as they amplify and augment the tales of the day.

Terry Andersen, *D'Lavicea*

Andrew Kerr Seminar
February 1
Westbay

Board Meeting
February 4

Toliva Shoal Race Weekend

Dinner

February 7

Race

February 8

Southern Sound Series Race 3

General Meeting
February 11

Visitors Welcome

Doors open 1830, Meeting starts 1900

Sweethearts' Cruise
February 15

Henderson Inlet Race
February 22

Skookum Inlet Race
March 1

Board Meeting
March 4

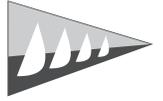
General Meeting
March 11

Visitors Welcome

Doors open 1830, Meeting starts 1900

Islands Race, GHYC
March 15

Southern Sound Series Race 4



RC Report

The Eld Inlet Race was a patchy affair with on and off again winds for most of the race. The race committee made a good choice and patiently waited for winds to fill in the holes. The better weather produced the best turnout of the season with 34 boats showing up for the start. Although there were times with no wind the full course was completed by the last finisher at 16:42. Thanks to *Aquavit* and *Tushita* for being the Race Committee and stake boat for the race.

Congratulations to the Island Series winners. *Nirvana* was first overall for the Series and first in A Class, *Gayle Force* first in S Class, *Showtime* in B Class, and *Balder* in D Class.

At the December RC meeting Clark McPherson proposed an alternative race format for the Maclean

Memorial Race and I would like to receive feedback from all the racers before we decide whether to change the race. The purpose of the proposed change is to retain the long distance course but to increase the participation and interest in the race. Here is Clark's idea:

Once again we try to keep the Maclean Memorial a viable weekend event. Not too long ago we tried a two day destination format.

Saturday to Gig Harbor, over night there for eats and post first leg partying: Sunday a race back home The two legs combine to determine the results. Since then single and double handed races have really become popular; Sloop Tavern has a three race series now with participation in the 70+ range. The race would be double-handed with a reverse start based on individual boat handicaps. Each boat would have a separate no-earlier-than start time. We could have a Jack and Jill sub set for finishers and possibly a four crew short-handed double Jack and Jill for boats of size. Early registration would be needed to calculate starting times and get them back to the racers and to work on the logistics of Saturday night. The tides are a little better on Sunday but you can't have it good both ways.

The Saturday destination would be the newly renovated Narrows Marina just south of the Tacoma Narrows. They have expanded their public moorage, have a very nice restaurant and brew pub, which has event room for free and allow outside catering and/or pot lucks. It is also less than an hour by car.

This is a proposal and we're still open to suggestions or objections, but we need to make a decision before February 11 to meet the March S-t-S deadline for publication. Please provide your feedback to Clark, myself, or your Class

Captain. I will create a topic on the web site bulletin board to post comments and ideas so everyone can see the discussion.

Also at the last Race Committee meeting there was a good discussion about the importance of safety awareness and preparations. The committee would like to institute a short safety presentation to be made at each Meeting. I am looking for volunteers to prepare and present a short, no more than 10 minutes, presentation at the Meetings. If you have an interest or topic that would promote sailing safety or you have a personal lesson-learned experience about safety awareness please let me know. Topics are not restricted to safety while racing, but can include anything related to safe boating such as AIS, vapor detection systems, hypothermia, electrical fires, first aid, right of way rules, electrolysis, safety procedures, or any safety topic that you would like to present.

Joel Rett, *Maranatha* and
LoneStar

Cruise News

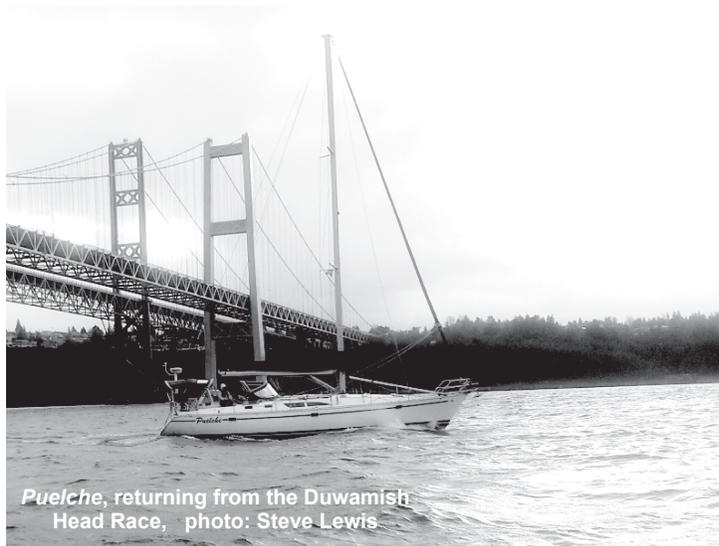
Look on line for details of the **Sweethearts' Cruise February 15**. We are looking to go somewhere that has heat.

We are thinking of holding an other series of cruising seminars this spring, similar to those we held two years ago at West Marine. Micki McNaughton is organizing this.

Hope Island Dash

When Duwamish Head was canceled *Showtime* decided to do the Dash. They did so in 2 hours 30 minutes and 46 seconds, correcting to 1:53:04. *Vintage* still has the fastest time for the year, is but slower than last year's winner. So you might be able to beat it, you still have three months.

More information about this award can be found in our Handbook



Puelche, returning from the Duwamish Head Race, photo: Steve Lewis

S-t-S Needs Help

We need your sailing stories. These are one of the most popular parts of this rag and I am about out. We want to hear from you.

And we need photos. Take your camera sailing.

Welcome Aboard New Members

Please join us in welcoming the following Members to South Sound Sailing Society. Look for an opportunity to welcome them to South Sound's best sailing community.

New Members - Welcome aboard!

Thomas Allen & Lisa Parshley

Shawn & Anne Brown

Scott Maxwell & Linda Lampman, *Amatheia*, Downeaster 32

Brad Smith, *Judie Lee*, Gulf 27

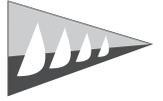
Evan Brown & Natasha Pyzocha, *Amanda*, Contessa 26

Tobin Engen

Patrick Gebhardt & Betty Stephens *Ile Flottante* Island Packet 31

Jay Berglund & Ruth Elder *Woodchuck* D&M Thistle

Thomas Nelson *Reiff* J352



Southern Sound Series Rep Report: Duwamish Head

The second race of the four-race Southern Sound Series, Duwamish Head, was abandoned prior to the start on 11 January 2014. This was a wise decision by the Three Tree Point Yacht Club race committee. Winds were reported by NOAA at Seatac 56 mph, West Point 49 mph, 520 Bridge 49 mph, and our own Boston Harbor 40 mph. The waves were huge and the smaller boats would have had a difficult time exiting the Des Moines Marina. In addition the Coast Guard announced over Channel 16 that they had reached their operational limitations and that response time could be delayed. A great time to head for home and watch the Seahawks beat the Saints!

Koosah's delivery to the Tacoma Yacht Club on Friday was enjoyable. A following wind and current with no waves we made it just over four hours. Reservations for our annual dinner at the TYC had been made for 16 SSSS sailors, but by the time we arrived Friday afternoon, they had been reduced to five! That was another wise decision made by several SSSS sailors not to race.

Friday night at the reciprocal moorage was wild. The wind howled through the rigging and *Koosah* was vibrating. In addition, the other two crew members, to remain unnamed, were conducting their own logging operation throughout the night ... their snoring was louder than I had ever heard! In addition were the thoughts of how to conduct the race ... do we use the storm jib as we did for Eagle Island and Winter Vashon? Will we be able to crash through those big waves on the return from Blakely Rock to Des Moines? Not much sleep.

We were relieved when the decision was made not to race! *Koosah* motored back to Olympia facing strong winds and waves in seven hours' time!! You can see part of our AIS track at www.marinetraffic.com Rod Macaya on his beautiful Jeanneau 46, *Puelche*, motored past us as though we were standing still!!

The third race is our own Toliva Shoal 8 February 2014. Last year we had 16 NFS cruisers racing, there are normally six in that class, and seven in the Commodore Class. If you plan to race and have not contacted Mark Harang for a handicap, please do so.: harang3@comcast.net (206) 235-5716. If you have a D Fleet handicap from Kelly Coon, let Mark know. But you still need to see him.

The last race of the Series is the Gig Harbor Yacht Club's Islands Race on 15 March.

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

Star Report FROM THE SHOP

The month of December was a slow month on my part even though there were two boats awaiting to be finished. With the cold weather and the holidays, I just put off working in the shop. Now I am back up to full speed getting the race committee boat and *glisten* finished before Cecilia and I leave for warmer and drier climes for last two weeks in January. We will be back the 8th of February and I will be ready for the rush leading up to the Black Star Regatta.

As has been mentioned before, I am setting higher goals than in the past to get more boats out each race day. Last year, I let go of my control of the fleet to some new blood and will do so again

this year with the exception of being the one to push all boat owners to come out and race. The only way you can win is to participate.

As a start to increasing turnout for the Star races, I have sold two boats. Two other boats have changed hands and will be out a lot more often. *Sparkle*, the last *woody* I finished, which was raced in our team races, will be out again this season. We will also have a new boat for our fleet that has been in limbo for two years. There will be two *woodys* and maybe a glass boat available for charter.

At the time I am writing this, I have a couple who are interested in buying a Star.

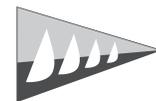
I feel like an admiral with my own Navy and would like to reduce the number of boats I presently own. The *woodys* will cost more than the glass boats up front but that is because they have been completely rebuilt with all new hardware and lines and good sails. All our boats sail with alum masts and booms and I have spares as well as am able to repair most broken masts. Last year, one of the *woodys* that had been chartered out to some really top sailors nearly took top fleet honors, so it proved the old saying about the boat sails only as good as the person in front of the tiller. If you are interested in a boat or just want to see the shop and boats being worked on, e-mail or call me and come on out.

One last item, it is time to schedule all the boats into the shop to paint the bottom and make necessary repairs and or adjustments for the up coming season. I plan to launch all my boats below the house at Zittles by mid march so I can work on crew or skipper training. I will tow the boats around to West Bay Marina with the runabout. with the new skippers and those who have expressed an interest in crewing, I and they, will need an early start to be ready for the Black Star Regatta.

Again, if exciting racing in one design boats is your desire, come out and join us.

Bill Brosius Star shop supervisor and whatever





Letter: Local Wind

PITCH is a long established regatta held Labor Day Weekend on Bellingham Bay. It started as a regatta for level rating IOR classes. At the time of this story IOR was dead and the regatta had morphed into a one design regatta. The good folks in Everett decided that was a good weekend to hold a regatta for the rest of us, those without class. They called it Son of PITCH. We raced the regatta yearly. Yours truly would then deliver the boat home to Olympia, often solo; with a stop in Friday Harbor, among other places. This was the drill for several years.

On more than one of those deliveries I caught a State buoy off Clark Island. This time I was looking for one on the east side of the island. The last 100 yards to the buoy was a very slow coast. I ghosted up to it, sails limp and barely drawing. The buoy was set in close to the beach so the Force 3 to 4 sea breeze was blocked. That was one of the reasons I chose this side of the island, because it was sheltered. The other reason was that I knew the current flowed fast along the west side. I wanted to do some exploring in the Zodiac. I did not wish to fight it or the wind.

Once the sails were down and covered I opened all hatches to dry the boat. I pulled the half inflated Zodiac into the cockpit and proceeded to pump it back into shape. Then slipped it over the side. In went: the foot pump, my camera, and some food. After a check of the mooring line, I was off.

It was an easy row to the south end of the island. When I got there many nervous looking seals were collected in the kelp near shore. A look out at the channel told why. A pod of Orcas was passing by.

There is a shoal extending off the south end of the island, charted 20 feet or less, all the way out to The Sisters. Which is why I was there. Much to look at. I followed the shoreline west. The wind calmed some, making the rowing easier.

After following the shore for a while, the south shore started to become the west shore. It was time for my pre dinner snack; what those on the other side of Haro Strait might call a tea. But certainly not a proper one as it was without the starring beverage.

So I beached the Zodiac on a short stretch of pebbles between rock outcroppings.

The beach was sheltered. The rocks on either side were as high or higher than yours truly standing. In the Zodiac or sitting on the beach I was well hidden. To see me you had to look directly into the gap between the rocks. I thought of the rum runners and how impossible it must have been to stop them, as I proceeded to eat.

Of course my view out was equally limited. However even with my limited view I could see something was looking wrong. The weather had been dependable all week. Warm sunny days brought a sea

horse. I was thinking the bow would soon bury, which would not help the sails on deck dry. Water might even get in the open forehatch.

I cut the corner of the island by picking up the Zodiac and carrying it. That worked so well that, rather than fight the cross wind and waves, I carried it along the beach., all the way back. When I was directly down wind of the boat, I launched through the breaking waves.

The row out to the boat was slow, hard, and wet. The Zodiac could not make progress directly against the waves. They were too big.. The bow would climb steeply, only to come crashing down, all momentum lost. I had to "tack" my way out to the boat: take the waves first on the port bow, then on the starboard. I took a lot of spry, water sloshing around in the boat. But the boat did not care. Neither did I; I was wet but not cold.

When I was directly up wind of the boat, I shipped the oars and drifted down on her. The soft sides of the Zodiac let us bounce together without worries. The bow was going up and down at least a couple of feet with each wave. But I caught it and worked my way back to the cockpit. The stern was moving up and down as much as the bow.

I was afraid of loosing something transferring it to the boat. So I worked back amidships, the middle of this teeter-tooter. Into the boat went the camera, food, and pump. I double checked the tie before tossing up the oars and climbing aboard.

The first thing, go foreword and let out a little mooring line so that the boat and buoy were in better sync. Making double sure the line was well tied. Then I tossed the sails down the open front hatch, closing it behind them. To my surprise they were dry. The waves had not even dampened the foredeck. Still they were dry enough for one day.

I sat in the companionway to think. We were safe for the moment. Still I did not like being this close to a lee shore in a strong wind. There was too much up and down to cook in the cockpit. It would not take long to round the island. I would easily be clear of the rocks on the south end well before dark. Maybe even be

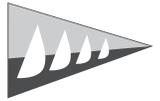


Check from the December Meeting food drive presented to the Food Bank at the January Meeting

breeze: light in the morning building to Force 4; before dying off with the sun. But while the afternoon had been progressing, the wind now seemed to be building. And from the wrong direction! I put the food away. Time to put back out to see what was going on.

The wind really was from the east now, Force 3 and building. Better go back to see about the boat. It was a slow hard row against the wind. Waves were building over the shallows. Staying close to shore they were not a real problem but still made the rowing hard and slow. Keeping at it I worked my way back to the east side of the island.

At the south east corner of the island I could see *Sugar Magnolia*. The wind was blowing directly onto the beach. One to two foot waves were breaking as they reached the beach. The boat was close enough in to be effected by the building breakers, going up and down like a hobby



anchored on the other side by then, if the buoys were all taken.

But we were so close to shore that should a breaker catch us wrong, the boat could be on the beach before the sails got a chance to draw. The iron Genoa was out of the question. The prop only works when you can keep it in the water more than half the time.

On the other hand, the State buoy was a good bet to hold. My lines were good. I had plenty to eat that did not require cooking; I could even cook in the cabin, which was more amidships. Moving seemed a worse choice. So I decided to relax and enjoy the ride.

It was a nice evening for sitting anchor watch. I stayed there until the wind died down sometime after sunset. Despite my soaked cloths, I was warm the whole time. It was a warm wind. Sitting wet in the wind wearing just cut-offs and a T-shirt I was perfectly comfortable. The air was warmer as we approached sunset than it had been when I first arrived.

This gave me my first and best clue as to where this wind came from. The other clue is that it did not reach other islands. We had the same basic weather for a week, yet this was my first experience of this wind, and also my last, though the weather held for another week. So this seems a local down slope wind.

Down slope winds are fairly common around mountains. The same heat low that creates the sea breeze pulled the air down the mountain. It warmed as it descended and compressed, and gained in strength as the sea breeze died. Down slope winds tend to take the same route down the hill and so are predictable. I would not be surprised if the sailors in Bellingham know more about this wind.

Late next morning, close to noon, I sailed very slowly off the buoy, into a building westerly sea breeze just past the lee of the island. I was wondering if Mona, "the Queen of Pender Harbor," was at their cabin this late in the season?

Steve Worcester, Star 6932

Dinghy Sailors

Spring is coming. We will have a meeting to plan the summer sailing April 3 at Westbay. The time to make sure your boat is ready is now.

**another
SSSS perk**

GUDENUPH

BOAT WORKS

"Where Little Things Matter"

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

**SSSS Boats at
Duwamish Head, TTPYC**
No Race Too much wind to get out of the marina

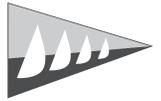


Hope Island Race Race, photo: Peggy O'Brien

Eld Inlet Race January 4

Aquavit was the RC Boat, Tushita the Mark Boat. Thank you

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 10:00 Distance: 11.1						
0.75	69315	NIRVANA	MERI 28	120	15:00:17	14:38:05
2.00	18351	MISS CONDUCT	OLSN 29	102	15:04:16	14:45:24
3.00	73392	BODACIOUS	BENE 35 S5	129	15:15:13	14:51:21
4.00	69382	OPPOSITION	HUMB 30	102	15:15:10	14:56:18
5.00	18633	I5	SANZ 33	117	15:18:24	14:56:45
6.00	79182	FOLIE A DEUX	BENE 35 S5	138	15:23:05	14:57:33
7.00	79089	LIGHTLY SALTED	BENE 10R	96	15:19:10	15:01:24
8.00	64985	LIBERTY	C&C 35	123	15:42:56	15:20:11
9.00	74363	BLUE CANARY	C&C 99	105	15:48:18	15:28:53
		12 PAX		-10	14:41:34	14:43:25
S-CLASS Start Time: 10:00 Distance: 11.1						
0.75	79	GAYLE FORCE	MEL	99	15:04:05	14:45:46
2.00	82	MCSWOOSH	11M	66	15:06:46	14:54:33
3.00	1005	SILVERHEELS	SYN	54	15:11:28	15:01:29
4.00	83179	HE LIVES	JBOA 92	108	15:23:18	15:03:19
5.00	69051	SPIRIT	BENE 36.7	81	15:58:37	15:43:38
6.00	69399	FLYING CIRCUS	EXPR 37	72		DNF
B-CLASS Start Time: 10:05 Distance: 11.1						
0.75	69063	GIZMO	HARM22	207	15:25:22	14:47:04
2.00	28877	SHOWTIME	OLSN25-1	174	15:27:47	14:55:36
3.00	47914	KAITLIN	RANC 32	168	15:52:16	15:21:11
4.00	51496	PANDORA	CAL 36	165	16:11:17	15:40:46
5.00	40	RUSHWIND	FP 39	186	16:18:23	15:43:58
6.00	59851	D'LAVICEA	HUMC 40	108	16:12:24	15:52:25
7.00	260	SPIFF	RANC 26	216		DNF
D-CLASS Start Time: 09:35 Distance: 11.1						
0.75	49914	VINTAGE	RANC 33	176	15:15:05	14:42:31
2.00	69804	REIFF	J36C	130	15:11:37	14:47:34
3.00	69927	BALDER	ERIC 38	143	15:27:00	15:00:33
4.00	39110	KOOSAH	PEAR 36-1	177	15:43:08	15:10:23
5.00	29718	MARANATHA	RANC 33-1	176	15:44:42	15:12:08
6.00	200	AQUILA	CASC29	267	16:19:18	15:29:54
7.00	5421	EMMA LEE	CATA 30	225	16:14:42	15:33:05
8.00	59571	JUDY LEE	GULF 27	257	16:42:57	15:55:24
9.00	69141	JODY V	C&C 29	206		DNF
9.00	69667	SASSY	C&C34	143		DNF



Racing in the South Sound Crossword

By Richard Wells

Crossword Puzzle Rules:

- A. Complete the Puzzle before February 11.
- B. E-mail answers to sts@sssscclub.com
- C. Winner will be determined by most correct and order of recite.
- D. Prize will be presented at the Meeting. Must be present to win.

Across

- 8. A rope used to control the setting of a sail in relation to the direction of the wind
- 9. The foul-weather clothing worn by sailors.
- 11. Sailing across the wind
- 12. To reduce the area and efficiency of a sail by expedient means
- 14. Sailing as close as possible towards the wind

- 15. In the direction that the wind is coming from
- 18. To use the advantage of the tide being with you when the wind is not. (3 words)

- 20. A series of boat races
- 21. When the bow of a sailboat is headed into the wind and the boat has stalled and is unable to maneuver. (2 words)

- 25. When tacking, holding a course too long.

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

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

- 29. Any sail flown in front of the most forward mast

Down

- 1. A line used to raise the head of any sail.
- 2. A group of ships of the same or similar design
- 3. On the lee side of a ship
- 4. The command given to come about. (3 words)
- 5. A large sail flown in front of the vessel while heading downwind
- 6. A line used to control the shape of a sail.
- 7. A triangular staysail at the front of a ship.
- 10. The flapping of the sail(s) which results from having no wind in the sail at all.

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

- 16. A small weather vane, sometimes improvised with a scrap of cloth, yarn or other light material mounted within sight of the helmsman.

- 17. Description for a sailor who is familiar with the miles of cordage and ropes involved in running a ship. (3 words)

- 19. A stiff strip used to support the roach of a sail

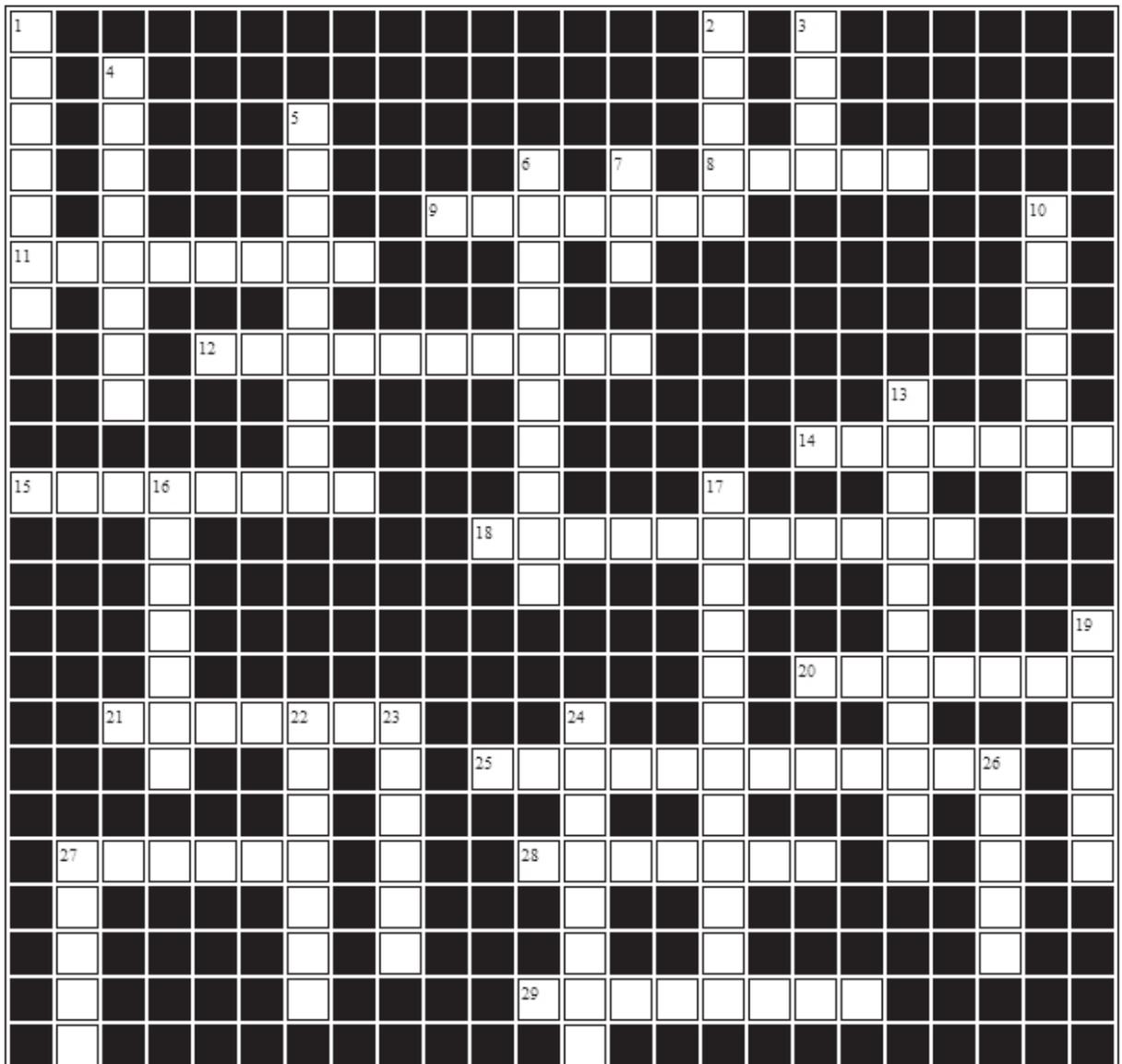
- 22. A line used to control the shape of a sail.

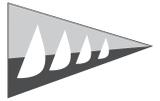
- 23. A rope or cable serving to hold a mast up from side to side

- 24. Unable to move due to lack of wind

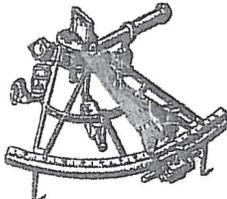
- 26. A large jib, strongly overlapping the mainmast.

- 27. A pulley





Hope Island Race Race, photo: Jeff Hogan



SUMMERS
Yacht Services, INC

John Summers
360-561-4214
summersyachtservices@gmail.com

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



Calypso Marine

Quality Work Reasonable Rates Timely Communication
Systems, Rigging, Mechanical, and Structural

360.584.3844
CalypsoMarine.net
Marine Upholstery by Kat
Canvas, Cushions, and Curtains
360.584.3848



HOUSECLEANING
BOAT CLEANING

LEXI Z
lexistarz@gmail.com
(360) 609-4497

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

The S-t-S is printed by Olympia Copy and Printing.

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

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

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

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

Our Handicapper is Rafe Beswick, 888-9844



Abundant Health Billing

Healthcare Billing Services for Independent and Small Group Practitioners

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

Yachtfinders/Windseakers Inc

Ofc. & fax: **360-867-1783**

Cell: **831-247-6162**

Dan O'Brien
for Listings:
www.yachtfindersbrokerage.com
Home Office:
4226 Leavelle St. NW
Olympia WA 98502 USA
e-mail: dan@fastisfun.com

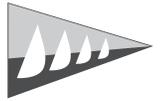


William H. Hutchinson Jr.

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

Keller Williams Realty
1217 Cooper Pt. Rd Suite 5
Olympia WA 98502
billhutchinson@hotmail.com





Race Toliva Shoal

Crew Sheet

more information on line

Crew Wants Ride

Anissa Bentlemsani, 529-1421, Gumdrops159@yahoo.com
Colin Sternagel cj.sternagel@gmail.com (206) 687-8730
Rob Bate 259-4198r, ob.bates73@me.com Joseph Barresi,
r(858) 354-8311, josephbarresi92@gmail.com
Julie Szten, c 491-8503, jmszten@comcast.ne

Looking for Crew

To travel down the West Coast of the US as well as Baja
Leave Westport in the first weather window after mid July and
wating in San Diego until after hurricane season. Jamie
MacDonald ellare38@shaw.ca (780) 920-8212 cell (780) 472-
1828 home

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

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

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

Ditty Bag

Windpilot Pacific self steering vane excellent condition,
includes wheel drum, \$1950.00/OBO,
Nauta flexible water tank, bladder tank. 52.5 gallons, new, never
used, includes fittings to install, cost \$500 new, now \$200,

Racor 500 diesel fuel filter \$50

Gary Wilson 459-7927 gary@sailsidetrack.com

New 9.9 long shaft Suzuki outboard. Elec. Start and tilt. Less
than 10 hrs. \$3400. new . Now \$2950 OBO. Dennis 866-7991

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

\$50 Call Martin , 753-7662 sraphael@q.com

1972 35' C&C. The Jubilee on I 29 at Swantown. Ready for
sailing. Nice inventory of sails. Well taken care of \$20,000
jsurr39395@gmail.com, 584-4883

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

*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.*

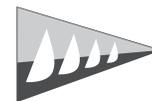
PHRF Dues Needed for Toliva



painting by Dan O'Brien

South Sound Sailing Society
PO Box 1102 Olympia WA 98507

PRESORTED
STANDARD
US POSTAGE PAID
OLYMPIA WA
PERMIT #480



Letter: A Windy Dash

Many of the SSSS sailors were intently watching the weather reports on the days leading up to the Duwamish Head Race. On the evening before the scheduled delivery to TYC, the crew of *Showtime* had a safety meeting over a round of beers. We decided that if the forecast held, we were committing to two days of fully crewed deliveries from Olympia to Tacoma, motoring would not be an option. Saturday's forecast for gusts to 40+ and seven foot seas indicated a real chance that the race could be canceled [boats, including the RC boat, can not get out of the marina safely if they have to fight the waves at the entrance]. Data was assessed, suds were downed, and we begrudgingly decided to pull the plug on the whole affair.

Rather than spending Saturday morning doubting our decisions in our warm dry

homes we decided it would be a fine day to attempt the Hope Island Dash. The tide and the wind direction were far from optimal, but it presented a good opportunity for some heavy air practice. I dug out the old pastel spinnaker and we shoved off the dock not knowing the fate of our fellow racers in Des Moines.

The rain and fog were thick and it was blowing a steady 20 from the south. With a crew of five we had the boat averaging 7 to 9 knots with a high of 12.2 straight towards Hope Island. All was under control until we received a series of 30+ knot blasts out of Eld Inlet. There were no major wipeouts, but we managed to get the spinnaker spectacularly wrapped around the forestay just south of Hunter Point. Knives came out and heads were scratched, but eventually the crew worked it free just in time to round Hope in a counter clockwise fashion.

The trip upwind was briefly hindered by the forward hatch coming open as the bow

2014 PHRF Dues Due We are checking now

went through a wave. *Showtime* took on about ten gallons of water in just a few seconds. A reefed main and #3 headsail kept *Showtime* on her feet. I couldn't help but think how nice the three foot chop in Budd Inlet was compared to what our compadres might be facing up north.

We has a series of six tacks to get back to the finish line all while trying to avoid a giant log ship that was making its way into port at a similar clip. Strangely enough the log ship crossed the finish line just about the same time that we did on the opposite side of the inlet. We made it around the course in 2:30:46, no record to be sure, but we had fun, learned a few things, and were happy to hear that the Duwamish Head Race had been canceled.

Showtime Crew:
Tom, Phil, Bill, Jeff, Reese

Letter: Return Sail from the January Cruise

Too often when we are on the boat heading someplace there is a tight time schedule and little wind: we motor. Sunday, returning to Olympia after the joint OYC/SSSS Cruise to Island Home we had little wind but lots of time. Fresh from Andrew Kerr's *Light Wind Sailing* presentation at the last Meeting, Rod and I decided to take our time and sail home if possible.

We drifted at the north end of Squaxin Island for quite awhile, going backwards and at one point totally turned around and heading back towards the Hartstene Bridge. Joel Rett in *Maranatha* motored by to make sure that we were drifting intentionally and not because we'd lost our engine.

I announced that if we didn't get some wind by the time we finished our lunch that I would be ready to start the engine. Rod decided to try for the east side of Squaxin. This strategy paid off. We got those little puffs that kept the boat moving. I had lots of fun playing the head sail, remembering Andrew's advice to ease whenever possible. As we crossed Dana Passage the following breeze picked up enough that we were doing 7 or 8 knots at times. One short gibe at Dofflemeyer and we had a straight run down Budd Inlet.

We sailed until past the Reserve Fleet, when I went below to warm up and the wind became lighter. We were back at the dock before 1600. What a lovely afternoon!

Susan McRae & Rod Tharp, Pax the Space Spider

Look On the Web Site

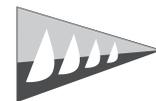
The **Season Championship Standings** as of Eld Inlet are on line. Please check that your score is accurate so far.

There are **more photos** of the events pictured in this S-t-S in the S-t-S On Line, plus photos of more events, like the January Cruise.

McAllister Creek Race January 25

Kaitlin was the RC Boat. Thank you
McSwoosh was first OA

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A-CLASS Start Time: 10:00 Distance: 6.5 nm						
0.75	69315	NIRVANA	MERI 28	120	13:43:12	13:30:12
2.00	18633	I5	SANZ 33	117	13:49:43	13:37:03
3.00	64985	LIBERTY	C&C 35	123	13:54:37	13:41:18
4.00	79089	LIGHTLY SALTE	BENE 10R	96	13:52:37	13:42:13
5.00	73392	BODACIOUS	BENE 35 S5	129	14:19:05	14:05:07
6.00	18351	MISS CONDUCT	OLSN 29	102	DNF	
6.00	79182	FOLIE A DEUX	BENE 35 S5	138	DNF	
S-CLASS Start Time: 10:00 Distance: 6.5 nm						
0.75	82	MCSWOOSH	11M	66	13:26:00	13:18:51
2.00	1005	SILVERHEELS	SYN	54	13:27:26	13:21:35
		12 PAX		-10	13:34:22	13:35:27
3.00	69051	SPIRIT	BENE 36.7	81	13:50:23	13:41:37
4.00	69399	FLYING CIRCUS	EXPR 37	72	DNF	
B-CLASS Start Time: 10:05 Distance: 6.5 nm						
0.75	69063	GIZMO	HARM22	207	13:46:28	13:24:03
2.00	40	RUSHWIND	FP 39	186	14:21:40	14:01:31
3.00	260	SPIFF	RANC 26	216	DNF	
3.00	28877	SHOWTIME	OLSN25-1	174	DNF	
D-CLASS Start Time: 09:35 Distance: 6.5 nm						
0.75	69804	REIFF	J36C	130	13:41:11	13:27:06
2.00	200	AQUILA	CASC29	267	14:01:29	13:32:34
3.00	69141	JODY V	C&C 29	206	13:56:51	13:34:32
4.00	923	WHITE RAVEN	CAV45	147	13:58:48	13:42:53
5.00	39110	KOOSAH	PEAR 36-1	177	14:02:21	13:43:11
6.00	37079	OSA	RANC 33	182	14:23:11	14:03:28
7.00	39458	RELEAF	PEAR 30	247	14:36:39	14:09:54
8.00	59571	JUDY LEE	GULF 27	257	14:40:26	14:12:36
9.00	29718	MARANATHA	RANC 33-1	176	DNF	
9.00	49914	VINTAGE	RANC 33	176	DNF	
9.00	69667	SASSY	C&C34	143	DNF	
9.00	69927	BALDER	ERIC 38	143	DNF	
9.00	79179	GENESIS	CASC27	252	DNF	



Cruise News

ISLAND HOME CRUISE

If you missed the Island Home Cruise you missed a great time. Friday night we had appetizers that were enjoyed by sailors and power boaters alike.

Saturday was a great day to make new friendships and enjoy old ones ... games were played, trails were hiked, and of course good food was made for the mouth watering potluck Saturday night. What is better than a SSSS Potluck???? A combined potluck of SSSS and OYC cooks ... way to much food but oh so good. The night rounded out with more games and lots of music.

Sunday morning dawned bright and early and a breakfast prepared for us by a combined kitchen crew of OYC and SSSS members. We also sang happy birthday to one of SSSS's past commodores Alex Bromen.

There were 27 sailboats and about 5 power boats that came out to make this a wonderful weekend. If you haven't been on this Cruise put it on your calendar for next year. It is one you don't want to miss.

Debe Andersen, D'Lavicea

February Meeting: Toliva Shoal Revue

You don't want to miss February 11 Meeting, which will feature the Toliva Shoal Revue. From its humble beginning in 1971, the Toliva Shoal has become one of the most talked about races of the South Sound Series and one of the crowning social events of the year for both the SSSS and OYC. Whether the wind is blowing at 20 or the seas are flat, the stories are endless and everyone; galley slave, rail meat or skipper has a unique and often embellished story to tell and re-tell. Be you a racer or cruiser, plan on being part of the lively recap of this year's Toliva Shoal. Audience participation required.

Looking ahead, the March 11 Meeting presentation will focus on the exploration of Puget Sound. Join us as we learn some of the nautical history of Puget Sound from author and historian Mr. Richard Blumenthal.

Glen Patrick

Annual PHRF-NW Handicappers Meeting

The handicappers had their annual meeting in Bellingham this year, unfortunately the same day as the AFC and NFC championship games. However, there was the benefit of extremely light traffic mid- afternoon on my way back down as everyone was huddled in front of their TVs preparing to watch the Seahawks.

The handicappers first discussed implementation of the new main measuring protocol put in place last year to close the fathead main loophole. Some people have had mains built with the sail area pushed up into an unmeasured part of the sail and shortened the foot measurement, getting a rating break while actually having a higher performance mainsail. This new measurement scheme is in the current PHRF-NW handbook in Chapter II L., Rating Adjustments for Non-Standard Mainsails. This will not affect the ratings of boats that come supplied with fathead-style mains, e.g. Melges 24s. Basically extra roach area up high will now be counted twice and the foot measurement is measured at its maximum for non-standard fathead mains. Any new sails ordered from here on out not standard to your boat will be rated using this new method. Ron Jewula, the Victoria handicapper and our master of numbers and things statistical, had a proposal to grandfather in existing sails that just trigger a code change but are not the target of this new measurement scheme. He's going to massage the math a little bit and each region will have a handicapper given a list of boats to investigate that may have infringing main sails and sort things out. I'm the lucky handicapper for the South Sound region.

The future of the Big Boat Handicapping Committee was discussed next. Some friction had developed between this recently formed body and the owners of some of the boats under their purview. The owners had a couple of years ago perceived inequities in their fleets' handicapping and asked for action. The Big Boat Committee was the body created to effect the change requested. Some of the owners didn't like the change, those that took the biggest rating hits, and have created an IRC mini fleet. Turns out the results using IRC are virtually the same with their revised PHRF-NW handicaps. IRC handicapping is not

without cost and burden on those that use it and adds to the complexity of scoring. The feeling is some rapprochement might be in order. Some animosity had developed between the Big Boat Committee and certain big boat owners, so it was decided to disband the Big Boat Committee and find a PHRF-NW member to act as a liaison and help bring the big boats back into the fold.

The topic that had involved the most pre-meeting chatter was next: boat alterations/modifications and their enforcement, more specifically rudders. This has been somewhat of a grey area with no clear message communicated to boat owners what kind of consequence they could expect if they changed their rudder. There was a torrent of e-mails back and forth the week prior to the meeting discussing what should be done, if anything, to change current policy. The new policy is: if a change is made to a rudder that alters it from stock, a performance improvement is assumed and there will be at least a -3 second/mile adjustment made. The boat owner can then later appeal the adjustment after gathering data to show there was no improvement in performance realized. You can still template your rudder or replace it with a custom made one to stock specifications and have no change in rating, but if there's a change in weight, size, shape or placement, there will be a rating hit.

The last matters were two handicap appeals. The first was from a Santa Cruz 27 with a modified rudder asking for clarification of the alteration policy. Already addressed, so on to the next, a owner-requested 21-second faster rating adjustment, definitely a first, and probably the last time we'll see an owner suggest a big rating hit. This was for *Martha*, the big wood schooner that used to reside in Olympia and is now up north and obliterates the fleet in Round the County and some other events in the San Juans whenever there's any wind. The adjustment requested was made and a T suffix attached so the local handicapper can fine tune without requiring committee or Chief Handicapper approval.

Speaking of the Chief Handicapper, the position is available. If anyone's interested, let me know. None of the sitting handicappers seem interested in the position.

Rafe Beswick, Dragonfly