

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 43 Issue 9

May 2014

<http://www.ssssclub.com>

May Meeting: Anne and Laurence Yeadon-Jones *Dreamspeaker Sails South to Puget Sound*

In their seventh *Dreamspeaker Guide*, Anne and Laurence continue their explorations below 48° North to Puget Sound, the most southerly and protected boating region in the Pacific Northwest. It took them two summers on the water to record the wonderful labyrinth of inlets, passages and harbors that make up the densely populated sound, and they were pleasantly surprised to find a wealth of friendly, well-maintained marinas, welcoming waterfront communities, scenic state parks and peaceful, protected anchorages.

Plan on attending the May 13 Meeting were Anne and Laurence will share stories of their favorite destinations near and far. In advance, visit their web site at:

www.dreamspeakerguides.com

Glen Patrick

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



Fall Portsmouth Regatta photo: Steve Worcester

Commodore's Corner: Spring

Spring!!! Actual days when we can walk outside without a bumbershoot. That great yellow ball in the sky bringing heat and light and time to sail. Punxsutawney Phil is a fink! It sucks when a groundhog predicts six more weeks of Winter and is right. Well, the six weeks are over and I can get back on the boat. I'm a fair weather sailor, unlike a certain crazy I live with who even went sailing around Vashon Island in the *winter!*

Opening day is almost here. May 10 at OYC starting with breakfast (\$5) the American Legion Band at 0930, the blessing of the fleet and opening day parade of boats. Start making plans to join in the celebration of boating in Puget Sound.

I can't hardly believe that my time as Commodore is almost over. From times when I wondered if it would ever end to saying where did it go? What a wild and wonderful year. I want to thank all of you who made this such a great year. There are so many things that have to be done, and they get done by *you!!!* There seems to be a person ready to say yes I can do that for just about everything we need! I'd try to list everyone who helps, but Steve says that the S-t-S can't afford to use that much paper. Thanks to you all.

It is also time to think about how you can make our Club better. Yes, you too can volunteer to be on the board. It's only a lifetime commitment, well, OK two years or so, but it doesn't take that much time, and you have a say in how things are run here.

I'm ready for nice weather spring breezes, sails to catch them and *sunshine*

Debe Andersen, D'Lavicea

Star Spring Series 1 starts
May 5

Board Meeting
May 6

Dinghy Races starts
May 8

Spring Series Race 4
May 10

Opening Day, OYC
May 10

Wooden Boat Fair
May 10-11

Star Spring Series 2 starts
May 12

General Meeting
May 13

Visitors Welcome
Doors open 1830, Meeting starts 1900

Women's Boating Seminar
May 17

Star Spring Series 1
May 19

Dinghy Races
May 22

Memorial Day Cruise
May 24-5

Star Spring Series 2
May 27

Spring Series Race 3

Wednesday Night Race 1
May 28

Star Spring Series 1
June 2

Wednesday Night Race 2
June 4

Dinghy Races
June 5

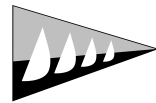
Soldier Sailing
June 7

Star Spring Series 2
June 9

General Meeting
Awards, Elections, Potluck
June 10

Visitors Welcome
Doors open 1800, eating starts 1830

SSSS DISCOUNT : LIFESLING : SINKING'S EASY : MID-SOUND CRUISE



First Dinghy Race May 8

Our spring meeting went very well with several new faces. No earthshaking changes. Our first race will be at 1830 on May 8 and then every other Thursday night through the summer. Our Race To Somewhere will be July 20 with more details to follow.

If you are interested in racing with us and haven't done it before, we race every other Thursday night North of KGY and Hearth Fire. It is free. Any sailboat that is 20 feet or less and does not have a fixed keel can race with us. You need to register online or come early and register with the committee boat on the water. The committee boat is a yellow 16 ft runabout.

Racers need to be able to sail their boat. They also need to know that a boat on starboard has the right of way over a boat on port, a boat on the lee side has right of way over a boat to windward, and a boat in front has right of way over the boat directly behind. Most importantly, be nice and don't hit anybody. That will get you started and the dinghy fleet is known for being very helpful, in a nice way, if you forget.

Hint: when I first started racing I wrote "starboard" in felt pen on the starboard side of the boom and "port - give way" on the port side. When I had any doubt, especially down wind, if I was on port or starboard I'd just look at the boom and it would tell me.

What ever kind of boat you have, get it out on the water, and I'll see you out there!

**Jim Findley, *Nightwind / Not Sirius*
and a Lido 14 To Be Named Later**

SSSS Fisheries Discount

South Sound Sailing Society now has a commercial Fisheries account! We should receive about a 10% discount, Max of 15%, on many items. Fisheries Supply Marine Supplies is located at 1900 Northlake Way in Seattle.

Bring your Membership Card and Club account number, 652156, and of course your check book, to get the Club discount. Currently discounts are available in the store only; web access on the way!! Stay tuned..

Richard Bigley, *Osa*

Take your camera sailing
and send us copies

Candidates for the 2014-15 SSSS Board

Here is a brief introduction to the nominations for the 2014/2015 SSSS Board. The creativity and devotion these individuals will add to the Club is quite humbling. Look out, the new board is stacked with technically savvy individuals. Candidates will be introduced and nominated at the May Meeting. We voted at the June awards Meeting.

Commodore: Webb Sprague is crew on a couple of boats and owns a Finn. As Commodore, Webb hopes to encourage new and potential sailors, to facilitate Club racing and Cruising events, and to deepen the already good relationship between the SSSS and the Olympia Yacht Club.

Vice-Commodore: Ralph Cumberland is a loyal member of the *Koosah* crew and skipper of *Firebird*, his family's Northstar 1000. Ralph will spend the year learning the ropes and workings of the Club.

Secretary: Mike Buffo is a brand new Member with the capacity to fill the bill.

A loyal crew member on team *Osa*, Mike has the energy to keep the Club running smoothly.

Treasurer: Peter Wyeth sails dinghies and crews on *Osa*. An economist by training, Peter has revolutionized the Club's book keeping over the last year. Thanks to Peter, the Star Fleet and Women's Boating Seminar now manage their own books.

Race Chair: Resse's, Kyle Reese-Cassal, *Showtime* was a regular on the race course (he has a new boat). Resse has spent the year assisting a race chair and is ready step into the fray.

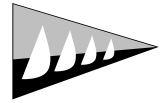
Member-at-Large/Program Chair: Micki McNaughton is no stranger to the Board and Membership. Micki has served in a number of capacities, including Commodore. One of the main forces behind the successful Woman's Boating Seminar, Micki has the creativity and connections to find speakers to make our Meeting programs engaging and informative.

Cruise Chair: Terry Van Meter is a veteran of years of Cruises aboard *Passages*. He will take over the coordination of our Cruises.

Past-Commodore: Debe Andersen cruises on a Hunter 40 with her husband Terry. Debe is a veteran Toliva Race Chair and Program Chair assisting with a variety of activities including the South Sound Women's Boating Seminar and the 2012 Cruising Seminar Series. Debe will take the reins of the socials next year.

Richard Bigley, *Osa*, Outgoing Past Commodore





Cruise News

PENROSE POINT MEMORIAL DAY CRUISE

Come join your SSSS friends, or make new friends at the Memorial Day cruise, May 23,24, and 25 at Penrose Point State Park. Come for one day or all weekend. Great anchorage, good camping and facilities. Boat or drive but be sure to come. Friday night, at five, we will host the happiest hour on the point, and hors d'ouevres for early arrivers. Saturday there will be various activities and opportunities to mingle and have fun with your fellow boaters . Saturday night happy hour is at five with a chance to enjoy a beverage and swap tall tales. Potluck is at six, we all know how great this always is. In the evening we will have a jam session and sing-a-long. Bring your instrument and happy voice. Sunday morning SSSS will host our now famous blueberry pancake and sausage breakfast. The recipe is a carefully guarded secret kept in Davy Jones locker. This promises to be a very memorable Cruise.

SHIP OF FOOLS CRUISE

The first annual Ship of Fools Cruise to Jarrell Cove was a truly spectacular weekend. Over 15 boats in attendance. In addition several people drove in to join us, some even staying to camp. The weather was sunny and unseasonably warm with a bright almost full moon. We were joined by many of our Members who came from Oregon and the Shelton Yacht club. Saturday we had our traditional fantastic potluck dinner with many gourmet dishes. We all sat around the dock and shared a little about ourselves until the sun went down. The next morning, a little early for some, we had fresh blueberry pancakes, hot coffee and sausages. Around eleven we had a parade of boats out of the cove to enjoy a beautiful sail home. This was a cruise not to be missed.

MARCH MADNESS AND MUSIC MAYHEM RACE CRUISE

The March Madness Cruise to Longbranch was another great Cruise. We joined the Totem Yacht Club on Friday. They had a marvelous BBQ dinner waiting for us. On Saturday morning they greeted us with fresh Bloody Marys and a scrumptious breakfast. The weather was beautiful and welcomed the racers of the Maclean Memorial. The evening we had a joint potluck with our new friends. After we enjoyed a rousing night of live music and singing. Sunday morning we awoke to great weather and a blueberry pancake breakfast sponsored by SSSS. At ten we waved goodbye and good luck to the racers and said goodbye to our new friends from Totem Yacht Club.

**Ann Heyerdahl, Cruise Chair
Glen, Don't Forget my Name, Hellman**

LifeSling Clinic June 14

It is time to sign up for our annual LifeSling Clinic. It will begin at 0900 on June 14 with some classroom instruction. Next will be dockside drills and then we head out onto the water to put your new skills to the test with actual rescues of volunteers in survival suits.

The class is a lot of fun and a great way to learn the proper methods of using the LifeSling to get an overboard victim back to the boat and, more importantly, onto the deck. If you have never learned these techniques, please don't put it off any longer. If you've taken the class before but your skills are getting a little rusty, sign up for a refresher course. You might also consider volunteering to see what a rescue is like from the perspective of a volunteer victim.

Space is limited so please call Dee Saller or me at 491-0175 to reserve your spot or volunteer to help with the class. The cost is still a paltry \$10, same price for more than twenty years. You need to have basic sailing skills so you can sail a boat during the rescue. The class lasts until mid-to late afternoon. Please

bring you lunch and life jacket.

Andy Saller, Liberty

South Sound Opening Day May 10

Come and Join the Boat Parade! The theme is Americana. Parade Packet Pick-up is Friday Night 1700 - 1900 or Saturday 0800 - 1100. Or at least come watch. Hope to see you then! Call me with questions, 878-2340.

Susie Zuelke

RC Report

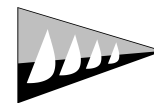
Aw, Spring and looking forward to my favorite time around boats. The buoy racing has started with the Spring Series underway, the Star boats are launched and long daylight hours provide for more time on the water. The racing program marks this time of year as the end of our formal racing season but it is really my favorite time to race. The first Spring Series race was held on April 6 amid a light turnout on what was an excellent sailing day with continuous wind from 7-15 knots. Thanks to Larry Kutz for refurbishing and re-setting the Budd Inlet buoys for the Spring and Summer racing.

The Race Committee will meet again before the Summer Series and if you have any racing issues that you would like discussed please let me or a class captain know your concerns or race program suggestions. The agenda will include a further discussion and a decision on which PIYA safety requirements will be required for next season. You can view the proposed



Spring Series Race 1

photo: Glen Hunter



Star Fleet

safety standards at the web site <http://piyasailing.com/>. Look over the requirements for Near shore and Near shore plus categories for standards that should be applied for our style of racing. Any changes to the Sailing Instructions will be published in the June S-t-S, or in next year's Handbook.

There is still time to compete for the Andrew Jackson Trophy which goes to the boat with the fastest elapsed time to Hope Island and back to the Olympia Shoal. To compete for this year's award you must complete the course before the May Meeting. So far there are only a couple of entries. Rules and course instructions are online and in the Handbook.

Joel Rett, *Maranatha & LoneStar*

Soldier Sailing June 7 Some Exciting Changes

As we head into the Third Annual Soldier Sailing Event there are lots of new things happening. We will need at least 20 boats this year because we have found a way to increase the attendance of the soldiers and their families.

JBLM has begun downsizing their Wounded Warrior Battalion so we have arranged to have soldiers who have recently returned from tours in Afghanistan join the party. Lt. Col. Aaron Marler, who has attended our last two events, is working to make this happen.

We will be abandoning the race this year because of the uncertainty of the wind. Instead we will have about four hours on the water with different events planned including a rubber duck rescue, pirate ships attacking, and perhaps a scavenger hunt for things people can see on the water. I would really like some suggestions on this. Perhaps you know of a special thing that everyone should look for and we'll add it to the list. I have already picked up lots of gold coins to award to the children. We will have a skippers meeting in late May to work out all the details.

We will still need help in the kitchen Friday night and of course on Saturday for set up and take down. I was sad to see the price of beef shooting up as we plan for the food. Hamburgers are still the food of choice so we will have to raise a little more money this year to cover our expenses.

We hoped we had a permanent sponsor in Boeing, but all that money got spent on other functions which they sponsor. So we are on our own again Jim Boggs is talking to Boeing employees in his group asking

The Star Fleet starts the season
Eric at the Star Potluck, photo by Sherwood Smith
From Bill's to Westbay by water
Towing photo by Dan O'Brien
Being towed by Steve Worcester



for individual donations. We will be collecting donations for Soldiers Sailing at the Meeting in May. If you aren't able to attend the Meeting and you want to support the event, checks should be mailed to me, Suzie Shaffer, at 7504 39th Ave SE, Lacey, WA 98503. You can make your check out to Olympia Yacht Club Foundation and get a tax deduction, or SSSS if you don't need the donation. Please let me know if you have any ideas for funding. I give paintings to the Star Regatta every year and I would be happy to donate a picture next year for Soldier Sailing.

Any volunteers? If you can help in any way please let me know. My e-mail is naturescenes@comcast.net and my phone number is 338-0619. Now that my new knee is finally on the mend I'm ready to get hopping for the soldiers and SSSS.

Suzie Shaffer, *Boru*

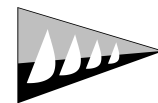
I am always ready to write about today but when you receive this, nearly a month has passed. April has been the busiest month for both me and everyone working with the fleet in preparation for our big regatta and season kick off. The Regatta Committee has been doing their job and the results will be history by now. I will let someone else write about that.

Our Monday night racing starts this month and we are always looking for crew people. Most skippers prefer one has some experience sailing on a Star and I try to make myself available to take people out for training sessions. Since I am retired [?], I am usually able to fit most peoples limited schedules. Nice thing about a Star, what sails you leave the dock with is all you will be working with while underway. There is only a main and jib, with plenty of lines for those who are tweekers to play with. Just remember, the booms are deck sweepers, so being in

good physical condition is a must.

We had our first official launch on April 6 where six boats were launched. I launched six boats at Zittles Marina the previous week; three of us towed the boats around to Westbay Marina. It was an uneventful trip for the woodys and one glass boat. Once at Westbay, I began the job of finishing some work on three new masts I had put together for the new boats, before tuning and putting sails on the boats. 10 or 11 more boats should have gone in on April 13.

All this activity has kept the shop humming and in May, the Gig Harbor fleet will start prepping their boats for a June launch, the beginning of their season. Our fleet will have 22 boats in the water and the Gig Harbor fleet will have 15 this season. Together, we represent the largest collection of Star



boats in a single area and our fleet is the largest we know of at this time.

This year we have seven woodys in the water with six already matched with skippers. They are expected to be a real threat to the glass boats. Due to various changes in some skippers plans, there are eight boats up for sale including a few of the woodys I have restored. Prices range from \$1,400 to \$3,000. If interested in one, you can give me a call and I will put you in touch with their resent owners.

It would be nice to have active owners for all the boats. If I can sell a couple of my present woodys, I could get interested in acquiring hull 30, built in the early 1920s and restore it more to the original setup. In the meantime, I want to start on hull 5555, that was given to me two years ago. It is the main project for the summer and fall for the shop.

In closing I would like to remind you all, that anyone interested in visiting the shop, give me a call or send me an e-mail. Same applies with going out for a training session or just a chance to go out on a Star. As Fleet Captain, I want to thank all who have helped make this program what it is.

Bill Brosius, Alcor

35th Annual Olympia Wooden Boat Fair

The fair, a traditional community and family event, is held at Percival Landing Park on Saturday May 10, from 1000 to 1800, and Sunday May 11, from 1100 to 1700. On display will be all types of wooden boats including power, sail, row boats, dinghies, kayaks, and canoes.

Also there will be a children's boat building booth on Saturday. The fair is also known for showcasing local musical entertainment. When the you get hungry, walk through the International Food Alley booths.

For more information and a schedule visit our web site at www.olywoodenboat.org or e-mail us: association@olywoodenboat.org

Southern Sound Series Report: Series Wrap Up

A great series of racing! The first time in a long time, all races that started were completed for the entire course.

Ninety-four skippers participated in one or more of the four-race Series. There were several boats which elected to race only their club sponsored race which added interest to the overall scoring.

This year registration and scoring was accomplished using US Sailing Regatta Network. Sailors could register on line using a credit card and also see who else



Starting the Maclean Memorial Race day 1
Finishing day 2
photos by Dan O'Brien

had registered. Scoring was almost immediately posted on the Series web site. The program was a positive improvement and most probably will be used next season.

This year also saw a reverse start for the PHRF fleets. The slower boats started before the faster fleets. This allowed the fleets to finish around the same time and provided entertainment for the slower boats as the faster ones rolled over them! The two cruising classes, as in the past, started 30 minutes before the PHRF fleets.

There was only one multi hull, *Pax the Space Spider*, who competed. She raced Toliva Shoal, in support of her club, and naturally placed first for the race and first for the Series! 90% of winning is showing up!

Winter Vashon: Sponsored by the Tacoma Yacht Club the first weekend in December it kicked off the Series with a

great party and lots of wind and cold. The SSSS Swawntown boats had to break through the ice to make the delivery to Tacoma and then upon return, break the ice to get back in their slip! All boats finished the course clockwise around Vashon Island before dark.

Duwamish Head: Cold and windy the second week in January. So windy, with gusts over 50 mph, that the Three Tree Point Yacht Club wisely canceled the race. Boats could not get out of the Des Moines marina

because of the huge waves crashing at the entry.

Toliva Shoal:

Our race. Great party and food enjoyed by all Friday night on 7 February. It was cold. Again the SSSS boats in Swawntown had to fight the ice, up to 2 inches, to get out to the course. The Swawntown Marina used their skiff to break the

ice and several boats had already moved out to the guest docks where the ice was not as thick. Winds held during the entire race and most finished around dark. The slower boats however

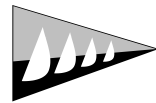
were greeted with a blizzard as they rounded Boston Harbor. It appeared that all the lights went out the snow was so thick. All boats, save one, completed the race.

Islands Race: Sponsored by the Gig Harbor Yacht Club, the race up Colvos Passage to Blake Island and back in mid-March found some warmer weather and fairer winds. All boats completed the entire course before dark and then retired to the Club House for some great food and drinks and lots of stories.

Three boats stood out as winners: *Dos*, a Sierra 26 skippered by Brad Butler, *Nimbus*, an Evelin 26 skippered by Mark Harang, and *LXIII*, a J-27 skippered by Dennis Clark. They each won all the races in their class and *Dos* won the Best in Fleet award.

So, mark your calendars for December 6 2014! Winter Vashon and the 2014-2015 Southern Sound Series begins!

Dave Knowlton, Koosah



Letter: Sinking a Sailboat: How easy it can be

Our pride and joy, *Alethea*, had been in the yard for a couple of weeks. She sported new bottom paint, new high amperage alternator, and new through-hull bolts. Although she did not need new through-hull fittings, the four bolts that hold the fitting to the hull were pitted and needed to be replaced.

Alethea, our 43-foot Pearson sloop has allowed my family to enjoy all the thrills of sailing in the Puget Sound and recently in the Salish Sea. We've had her surveyed twice, once when we first purchased here and discovered all the problems with a good old boat, and then after a refit for a deeper look after a couple of years. The second survey allowed us to review our work and look to the future. Both surveys were conducted by Gerald Edwards. He professionally noted four areas on the deck and cabin sole where the wood looked or sounded as if it needed to be checked or replaced to keep *Alethea* in pristine shape. However, Jerry also looked at me and said he did not like open hoses that went nowhere.

Who would have a hose that went nowhere and just ended? Well, we have two. One goes to the raw water intake of the new 49-HP Kabota, Phasor, engine and is used to connect a fresh water hose. With the T in this engine cooling line, this allows me to rinse the engine with fresh water before putting her to sleep for the off season. This hose has a valve in it. The second open hose comes from a through-hull and was the raw water feed for the toilet, but that was switched to a fresh water source. Remember that a through-hull is a hole in the hull leading to the ocean and a sea cock is a valve that is very close to the through-hull that controls the flow of water through the through-hull. All of our through-hull fittings have sea cocks

fitted to them, so we do control the water flowing through all of our through-hulls.

That is why I didn't quite understand Jerry when he told me to put a cap of a valve on the end of each of those open hoses. And there are times in life when you don't argue with someone with decidedly more experience than you on the subject. I dutifully I threaded an on/off valve on the end of the T hose that ran to the raw water inflow to the engine beyond the valves already there and fitted a cork cone into the



High school sailing team practice photo by Mary Fitzgerald

end of the hose that used to run to the toilet. I even put a hose clamp on the hose to hold the cork cone in the hose without it falling out. Back to the boat yard.

I was planning to drive from Oregon to move *Alethea* from Anacortes to Friday Harbor over a week-end. The guys in the yard had agreed to splash her late on Friday afternoon. I would arrive the same day or sometime on Saturday. All that went fine. I arrived on Saturday afternoon, I paid the bill, and looking out toward San Juan Island, there was no time like now to complete the move to Friday Harbor. Off we motored into Rosario Strait. But wait, no one would allow me to motor in this wonderful 8 to 10 knot breeze. Into the wind, up with the main, fall off, it was my first single handed sail of this dimension. I was very happy.

All too soon it was over. I called a friend to meet me at the dock, not knowing the conditions and unsure of my abilities to

steer, hang fenders, jump to the dock, secure lines, and generally do everything my family usually works together to accomplish. We slid right into our slip, I waltzed off the deck and secured the lines, and our sail was over.

Later I headed below decks to turn off the raw water to the engine and generally secure *Alethea*. Something looked weird. I looked again. Side-by-side the two sea cocks controlling water from the through-hulls to the engine and the abandoned toilet

line were both open. My heart sank. This meant that when the yard splashed *Alethea* on the previous day, without the owner present, *Alethea* could have begun taking on water. Except for one simple little item, Jerry had told me to plug the hose, and I did. Thanks Jerry, there is no doubt in my mind that you saved *Alethea* from either a lot of damage or sinking. Lessons learned: I will never allow *Alethea* to be launched without me present, note to self. Lesson learned a long time ago: do what knowledgeable people

tell you to do, check well done in that department.

John Salinas, *Alethea*

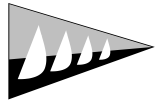
Remember every hole in the hull, particularly those bellow the waterline, is a threat to the boat. Any one could sink her. And sea cocks have been known to fail with time. You, dear reader, do have a wood plug to fill that hole, in case? Somewhere aboard?

Write Home

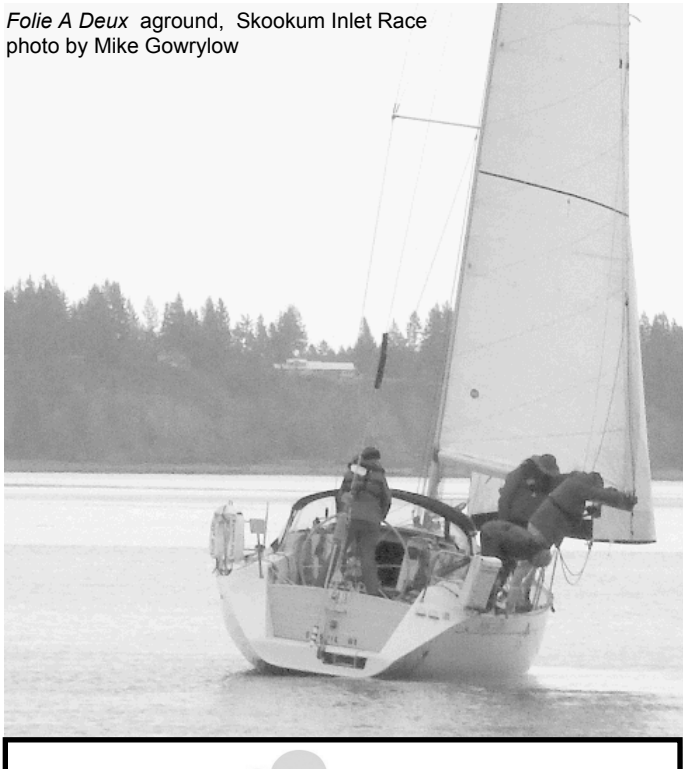
Going cruising this summer? E-mail us a "postcard," a photo with a short note about your cruise. Or a longer narrative if you are so inclined. I will post it.

Alternately you could log on to the SSSS Forum, found in the Bar, and leave a note there. You might even have some responses next time you log on.

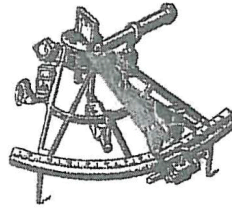
If you are just having too much fun to write, write about it after you get back. It will be fun to relive it then.



Folie A Deux aground, Skookum Inlet Race
photo by Mike Gowrylow



More photos can be found
in the S-t-S on line



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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.

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

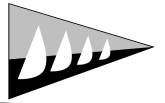


William H. Hutchinson Jr.

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

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





Women's Boating Seminar

Crew Sheet

more information on line

Crew Wants Ride

Jeff IngmanAnissa 264-5248 or jeff@ingmancompany.com,
Bentlemsani, 529-1421, Gumdrops159@yahoo.com
Colin Sternagel cj.sternagel@gmail.com (206) 687-8730
Rob Bate 259-4198r, ob.bates73@me.com

Looking for Crew

*To travel down the West Coast of the US as well as Baja
Leave 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

Beautiful tender, Giig Harbor 10' Navigator dinghy. Kevlar composite. with oars. Optional sail rig, electric motor, and road trailer. See at ghboats.com. \$4,000. 481-6514.
theolyeos@netzero.com

Free to a good home: I have 50 new **Bainbridge sail slides** style/part no. A0091 and 50 new **Bainbridge sail shackles** style/part no. A024. Also, I have 6 slightly used **stainless steel mast exit plates** 2 1/2 x 6 1/2 inches to fit up to 3/4 inch line. Call Rick at 701-8800 or e-mail: rantes@gmail.com leave a message and I will get back to you in 24 hours.

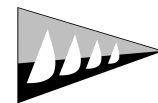
Windpilot Pacific self steering vane excellent condition, includes wheel drum, \$1950.00/OBO, **Nauta flexible water tank**, bladder tank. 52.5 gallons, new, never used, includes fittings to install, cost \$500 new, now \$200, Gary Wilson 459-7927
gary@sailsidetrack.com.

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.

South Sound Opening Day OYC, May 10



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Letter: Island Hopping Off Seattle

On Wednesday, April 2, 2014, which is my Saturday, I left my berth at Ballard Mill Marina in Seattle at 1220 aboard *Sampaguita*, a Flicka 20. I was single handing now. My intentions were to sail to Blake Island for an overnight, then head to Winslow on Bainbridge Island to pick up Kim, and back to Ballard Mill Marina.

Ballard Mill Marina is in the Washington Ship Canal, so a transit through the locks is necessary to reach Puget Sound. Being that it is before the season, traffic was very light and we glided right into the locks behind another sailboat without losing pace. Down, then out Shilshole Channel, as the railroad bridge has plenty of clearance for us. The wind was blowing from the S-SE at about 9 knots, so once I cleared nun 2 I raised the main and the jib, put her on a port tack pointed as close to south as I could and had an amazing 3 hour sail to the Blake Island Marina with blue skies and a favorable flood.

That port tack lasted 70 minutes without handing the tiller and reminds you of the importance of staying on the boat. As we approached Blake, the wind increased and a gust of 15 knots that dipped the port rail in the water came through. The boat dug in, rounded up and charged ahead. It was exciting and over soon enough. We had arrived so I handed the sails and headed into the marina.

There were 11 boats, including *Sampaguita*, for the Wednesday overnight at Blake Island Marina. This was nine more than when I was last there in February. So maybe the season has begun? The night was calm and I only recall one uncomfortable ferry wake rolling in. I have not figured out the weather/tidal factors that dictate this, but I choose my spot with them in mind. Usually, as far in as practical. There was a Bristol Channel Cutter, *Penguin*, from Olympia, on the other dock. Was that a SSSS burgee flying from the spreader?

Maclean Memorial Regatta, March 29-30

OA	boat	Race 1	2	points	crew	Div.	Winner
1	Gizmo	1	2	3	2	x	
2	I5	4	1	5	full	x	
3	McSwoosh	2	3	5	2		
4	Releaf	3	6	9	2		
5	Osa	6	4	10	jj	x	
6	Genesis	5	7	12	2		
7	Sonrisa	8	5	13	jj		
8	Pax	7	8	15	jj		

Under overcast skies, I left Blake the next morning at 0815 to catch the ebb back north. A south wind of 10 knots pushed us along on a broad reach at 4 knots. My goal was to reach Bainbridge Island City Dock, by 1000, as I had made plans to meet Kim there. She would be bringing the ferry over from Seattle to meet me and help sail the last leg back to Ballard Mill Marina. I sailed up to the dock at 1030, paused a moment for a stretch of legs and we were sailing off within 15 minutes.

Before we were even to the ferry landing, we could see that the wind had increased out on the Sound, so we put a reef in and readied ourselves for a beat out the Eagle Harbor channel. After one false start to give an incoming ferry some room, we had a clear opportunity to tack our way out. It was exciting. We had the tide with us running out of the harbor, but against 15 knots of wind. It was bumpy, but we were able to make it out and around the reef before the returning ferry needed to make the passage. Once around the reef and headed northeast to Shilshole, the ride smoothed out and we broad reached at 4-6 knots.

By 1235 we were headed back up Shilshole Channel towards the locks. We cautiously tied to the waiting pier as it was nearing low tide and fended off the barnacles. Our wait was 12 minutes as a tug and barge navigated the large locks. Then we got our turn up the small one. This transit was smooth and Kim, *Sampaguita*, and I were in the berth at Ballard Mill Marina by 1344.

The weather became a bit more unsettled, so we were happy we made good time. It was a great two days sailing with enough wind and favorable tides to keep us headed in the right direction. Average speed for the trip: 3.6 knots

SSSS Boats in the Southern Sound Series

Pax	1	Class 1
Bodacious	2	Class 7
Showtime	2	Class 8
Korina Korina	3	Class 3
I-5	4	Class 6
Silverheels	5	Class 3
Dyno	5	Class 5
Nirvana	5	Class 6
Taku	5	Class 7
Gayle Force	6	Class 5
Lightly Salted	7	Class 5
Pandora	7	Class 8
McSwoosh	8	Class 3
Something Special	8	Class 4
Gizmo	8	Class 8
Flying Circus	9	Class 4
Folie `a Deux	9	Class 7
Snowbird	9	Class 8
Skookum	10	Class 5
Liberty	10	Class 6
Dulcinea	10	Class 8
Jody V	13	Class 8
Koosah	1	NFS
Osa	2	NFS
Vintage	3	NFS
Emma Lee	4	NFS
Maranatha	5	NFS
Puelche	7	NFS
Free Bird	8	NFS
Aquila	10	NFS
Releaf	11	NFS
Steamy Windows	2	Comm
D'Lavicea	3	Comm
Reiff	4	Comm
Spiff	7	Comm
Rushwind	8	Comm
Inati	12	Comm

Joshua Wheeler, *Sampaguita*

Photos from the trip are on line, see this story or S-t-S photos.

Web Site Tips

Are you used to finding information in our printed Handbook that you are having trouble finding on line? Then use the Online Handbook. The link from the Entry Hall will give you the table of contents of our Handbook, laid out as it is in the printed version.

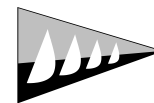
People who think bars are solely about drinking have asked why the Clubhouse has a Bar. It is for socializing; a place for Members to interact, on the forum, sharing photos, and non Club topics.

another
SSSS perk

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Black Star Regatta

The 2014 Black Star Regatta was held in highly variable conditions on Budd Inlet on the weekend of April 25-27. Twenty-two Star boats registered, with twenty actually racing. Three i550s, a fleet of home built wood-and-carbon sport boats,

completed the racing card. We had separate starts for the two fleets, with the ability to roll from one start right into another, while still keeping the two classes safely separated. There was a practice race Friday evening to allow the racers and the Race Committee the chance to warm-up after the long winter layoff.

Conditions were variable. We had: rain, wind, hail, and sun. The wind blew from everywhere and nowhere all weekend, sometimes during the same race. It was challenging for the Race Committee to keep

up with the changing conditions. With the breezes constantly changing direction, the chase boats were busy. For the racers, the ability

to read the wind shifts was a definite plus. The races Saturday afternoon gave us all practice in controlling jibes in strong winds. Although there were a few jibe-broaches, and probably a few bumps on the head, I speak from experience, all sticks stayed up.

On Sunday, a few gusts kept some of us

determining the depth of the water by trying to sail over the Olympia Shoal. With only two left to race, the remaining i550s withdrew. Those of us who continued to sail found the conditions was both thrilling and challenging. It was a real test of boat preparation and seamanship. Although there was some broken gear, most boats

BLACK STAR REGATTA

PRINCIPAL RACE OFFICER: ROD THARP, JURY CHAIR: BILL SHELDON

STARS

Pos	Bow/Sail	Skipper	Crew	Boat	1	2	3	4	5	6	7	8	9	Total
1	17/ 222	Derek DeCouteau	Michelle Apodaca	Mari	5	2	1	2	[7]	2	1	4	2	19.00
2	13/ 7094	Norm Smit	Dave Roe	Tantalus	1	3	3	5	[23]	1	2	7	1	23.00
3	30/ 6397	Jeff Kloppel	Dwaine Trummert	Beer Thirty	2	5	5	3	1	3	6	[10]	5	30.00
4	3/ 4916	Dave Martin	Ray Rogers	Perserverance	6	1	2	6	8	4	4	[9]	4	35.00
5	10/ 6427	Eric Egge	Mint Vu	Stella Luna	[14]	9	13	4	2	12(1)	5	3	3	51.00
6	1/ 924	Joe Downing	Richard Wells	Alcor	[12]	12	11	11	4	7	10	1	8	64.00
7	27/ 6033	Sherwood Smith	Anderson/Elliot	Up Start	7	4	8	12	[14]	10	8	12	6	67.00
8	02G/ 5726	Cody Payne	Lukas Diesing	Geronimo	[18]	10	6	14	5	15	11	5	9	75.00
9	20/ 5551	Frank Neumann	Kathie Oeser	Parthenope	3	7	7	9	[23]	23	3	2	23	77.00
10	7/ 4736	Bill Brosius	Steve Worcester	Glisten	9	[18]	18	7	10	17	12	6	10	89.00
11	24/ 5347	Larry Kutz	Keith Sieders	Old Kutz	[23]	15	15	15	6	11	7	11	11	91.00
12	2/ 4078	John Thompson	Susan Willis	Jazz	4	8	9	13	9	5	[23]	23	23	94.00
13	45/ ??	Justin Hinchcliffe	Jason Donnette	Colt	15	14	17	1	3	6	[23]	23	23	102.00
14	14/ 6867	Vicky Sheldon	Bob Johnson	Bellatrix	19	13	16	17	[23]	14	9	8	7	103.00
15	4/ 4817	Jim Findley	Peter Crossman	Not Sirius	10	6	12	18	12	9	[23]	23	23	113.00
16	01G/ 6471	Brooke Payne	Carl Olson	Resolute	8	11	4	10	13	[23]	23	23	23	115.00
17	12/ 5400	Alex Bromen	Joel Rett	Lone Star	11	16	14	16	11	13	[23]	23	23	127.00
18	5/ 4833	Catherine Hovell	Steve Henley	Sparkle	16	17	10	8	[23]	23	23	23	23	143.00
19	26/ 6824	Tom Nelson	Jim Lynch	Chaos	13	19	20	20	16	12	[23]	23	23	146.00
20	50/ 5870	Steve Nixon	John Burgess	MisChief	17	20	19	19	15	16	[23]	23	23	152.00
21T31/ 6843	Branden Raftery	Dan Wood		31 Flavors	[23]	23	23	23	23	23	23	23	23	184.00
21T35/ 6942	David Branch	Jeff Ingman		Puffin	[23]	23	23	23	23	23	23	23	23	184.00

Notes: (1) Requested 20% penalty instead of taking turns, Finishes in [brackets] denote throwouts

i550

Pos	Bow/Sail	Skipper	Crew	Boat	1	2	3	4	5	6	7	Total
1	263/ 263	Douglas Hickman	Keven Stravers	Lickety Split	1	1	1	1	1	4	1	10.00
2	410/ 410	Steven Moran	David Moran	It's Whatever	2	4	3	2	3	1	2	17.00
3	269/ 269	Eric Rimkus	Rachel Pulver	Poker Face	4	3	2	3	2	3	7	24.00
4	131/ 131	Michael France	Alyosha	Carbon Offset	7	2	7	7	7	2	7(1)	39.00
5	472/ 472	Matt Steverson	Kenyon Foxworthy	Honey	3	7	7	7	7	7	7	45.00
6	250/ 250	Brian Lockwood	Alex Reed	Boxed White	7	7	7	7	7	7	7	49.00

holding on for dear life and hoping for a chance to tack before we reached the Port dock. I understand that one of the i550s used the tried and true method of

came through with no major damage, which speaks well for the boats, skippers and good preparation.

The on-the-water spectators seemed to enjoy themselves, but I hear that they spent much of their time trying to stay dry, or at least not too wet. One land spectator posted a picture on Facebook, with the comment: "It is a dark and gusty day on Budd Inlet, giving these racing sailboats the look of bright white handkerchiefs."

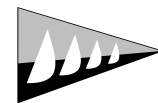
As usual, Rod Tharp's Race committee work was the best on the Sound. His fleet of chase boats moved uncooperative marks around the course in constantly varying conditions. Buoys did not want to stay in place, deciding that sailing was more fun than anchoring, so the chase boats had more than just boats to watch. Courses

The Black Star Regatta Committee sends a huge THANK YOU to all who donated to the Black Star Raffle in support of The Little Yellow Boat, Star Racing, Dinghy Racing, and Youth Sailing. Everyone that bought a ticket is a valued supporter!

We also have some outstanding businesses and people who deserve special recognition for their extraordinary contributions of raffle items, cash, and continued support.

Night Wing Studio, Judith Gebhard Smith; Lexi Starz, Professional House Cleaning; Curtis Lumber; Painting, Suzie Shaffer; Bolander Signs; Tugboat Annies Restaurant; Olympia Supply; Olympia Framemakers; Cutters Point Coffee; West Marine; Harlequin Productions; Jean Goss, Barbara Emmons, numerous SSSS Members and Star Racers!

Susan Willis



were always square at the start, and the one race in which conditions and wind direction changed dramatically was abandoned. Good call, Rod! The large tidal change of two feet an hour made it a challenge to call the mark roundings.

The raffle at the banquet on Saturday evening was very successful. The proceeds of the raffle, added to that generated by the raffle of items at the March and April SSSS and OYC Meetings, will fund the activities of the Star Fleet for the year. After the bills are settled, a portion of our net profit will be donated to local youth sailing programs.

Instead of T-shirts, Sherwood suggested that the swag this year be belts. Everyone seems to like this new twist, and I saw lots wearing their belts, although one superstitious sailor told me that it was bad luck to wear anything from the regatta *during* the regatta. He didn't, but he didn't win, either. Besides awards to the winners and runners-up, deserving people received other well earned awards, such as the most annoying skipper, which was shared by an unnamed group for forking the committee boat prior to a start.

My thanks to the 2014 Black Star Regatta organizing committee, who helped make my job as Chairman, easy and fun. They include Bill Brosius, Jim Findley, Catherine Hovell, Larry Kutz, Frank Neumann, Norm Smit, John Thompson, Susan Willis, and Steve Worcester, and especially to Sherwood Smith, whose prodding and oversight kept everything on track. Thanks also to Jeff Kloppel for the beer arrangements, Bill Sheldon, for serving as Protest Chair, and Marti Walker for the popcorn and smiles. Special thanks should also be given to Jan Visser, who manned the registration desk and served notably as Viewpoint Room monitor during the regatta.

Vicky Sheldon, *Bellatrix*

Spring Series Race 2 April 19

Mystify was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 12:00 Distance: 9.6 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	13:52:52	13:32:14
2.00	79089	LIGHTLY SALTED	BENE 10R	96	13:50:57	13:35:35
3.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:06:53	13:44:48
4.00	18633	I5	SANZ 33	117	14:03:48	13:45:05
5.00	64985	LIBERTY	C&C 35	123	14:17:01	13:57:20
S-CLASS Start Time: 12:00 Distance: 9.6 nm						
0.75	79	GAYLE FORCE	MEL	99	13:48:37	13:32:47
2.00	1005	SILVERHEELS	SYN	54	13:46:38	13:38:00
3.00	50921	REWDLINE	ANT 27	87	13:53:56	13:40:01
4.00	131	DRAGONFLY	VIPER 640	105	14:54:02	14:37:14
D-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	69667	SASSY	C&C34	143	13:22:55	13:07:40
2.00	69927	BALDER	ERIC 38	143	13:28:45	13:13:30
3.00	39110	KOOSAH	PEAR 36-1	177	13:34:51	13:15:58
4.00	29718	MARANATHA	RANC 33-1	176	13:37:17	13:18:31
5.00	49914	VINTAGE	RANC 33	176	13:41:26	13:22:40
6.00	37079	OSA	RANC 33	182	13:47:02	13:27:37
7.00	39458	RELEAF	PEAR 30	247	13:54:01	13:27:40

Scorer's Report: Check My Work

Racers, please look at the Awards in Class list, linked to from the results page. Check to be sure that you are credited for all the awards you have won. And that your boat name is spelled correctly. I want to hear about errors now, not in June.

Steve Worcester, *Star 6932*

S-t-S Report: Thanks to the "Staff"

As we near the end of the SSSS year I want to thank those who put out the S-t-S. I think we have produced a newsletter the Club can be proud of. I want to thank the "talent", the people who wrote for us, those who gave us the photos we printed, as well as those whose photos are on the web. If you like what you see and read, and many of you have told me you do, these are the people responsible. Too many people to list here; their names appear on their work. Thank you all.

I also want to thank the mailing crew: the regulars and everyone who came out to fold and label your S-t-S. If not for the mailing crew, you not would receive the S-t-S. Should I try to list everyone I am sure to miss someone, so I will not. Thank you all. However I do want to give special mention to our Secretary, Jayne Patrick, who prepares the labels and maintains our database, George Hansen who made folding tool for us, and Thera Black who hosted us in December. And thanks to Fish Brewery for always holding a table for us.

Lastly I want to thank those who ran paid ads in the S-t-S. We appreciate the support. If you are in the market for something they do, I encourage you to give them a chance to earn your business.

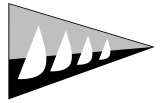
Hopefully everyone will be back again and next year will be even better. I will need photos to print come fall. Summer racing provides some great photo opportunities. Take your camera sailing; send us copies. Watch the web this summer, I will post them as I get them. If we are to print more sailing stories we are counting on you. So as you go on your summer adventure, be it a cruise to Alaska, or the San Juans, or Race Week, write about it for us. It is you, our Members, who make this rag interesting. We want to hear from you.

Steve Worcester, *Star 6932*

Spring Series Race 1 April 5

Sassy was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A-CLASS Start Time: 12:00 Distance: 9.6 nm						
0.75	69315	NIRVANA	MERI 28	120	14:17:34	13:58:22
2.00	69382	OPPOSITION	HUMB 30	102	14:16:52	14:00:33
3.00	18633	I5	SANZ 33	117	14:20:53	14:02:10
4.00	79089	LIGHTLY SALTED	BENE 10R	96	14:19:34	14:04:12
5.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:28:38	14:06:33
6.00	64985	LIBERTY	C&C 35	123	14:39:27	14:19:46
S-CLASS Start Time: 12:00 Distance: 9.6 nm						
0.75	79	GAYLE FORCE	MEL	99	14:13:15	13:57:25
2.00	69399	FLYING CIRCUS	EXPR 37	72	14:09:55	13:58:24
3.00	131	DRAGONFLY	VIPER 640	105	14:17:15	14:00:27
4.00	82	MCSWOOSH	11M	66	14:13:23	14:02:49
		12 PAX		-10	14:07:08	14:08:44
5.00	69051	SPIRIT	BENE 36.7	81	14:28:02	14:15:04
B-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	69063	GIZMO	HARM22	204	13:57:16	13:35:30
2.00	51496	PANDORA	CAL 36	165	14:08:49	13:51:13
3.00	40	RUSHWIND	FP 39	186	14:11:53	13:52:03
D-CLASS Start Time: 12:05 Distance: 6.4 nm						
0.75	69927	BALDER	ERIC 38	143	13:56:14	13:40:59
2.00	39110	KOOSAH	PEAR 36-1	177	14:11:00	13:52:07
3.00	200	AQUILA	CASC29	267	14:21:18	13:52:49
4.00	39458	RELEAF	PEAR 30	247	14:53:10	14:26:49



Lines, Stays & Shrouds

a crossword by Richard Wells

Puzzle Rules:

- A. Complete the Puzzle before May 6th (General Meeting)
- B. E-mail answers to Steve or bring to the Meeting
- C. Winner(s) will be determined by first to enter and most correct.
- D. Prize(s) awarded. Must be present to win.

Across

- 4. Short rope used to bind a cable to the "messenger"
- 8. A line which applies downward force on a spar or sail.
- 9. A rope or cable serving to hold a mast up from side to side.
- 10. Long lines or cables, reaching from the bow of the vessel to the mast heads, used to support the mast.
- 11. A line invented by Briggs Cunningham, used to control the shape of a sail.
- 12. Rigging running fore and aft from a mast to the hull.
- 13. The piece of standing rigging that runs from the mast to the transom of the boat.
- 15. A rope threaded through a pair of deadeyes, used to adjust the tension in the rigging of a sailing vessel.
- 19. To take up the last bit of slack on a line
- 20. A line that attaches to the clew(s) of the spinnaker. (2 words)
- 22. A line used to control the shape of a sail.
- 25. A sail control line originating at some point on the boom leading to a fixed point on the boat's deck or rail.
- 27. Sail control line that allows the most obvious effect on mainsail trim
- 29. A mooring line to keep forward part of the

- ship against the dock. (2 words)
- 30. Rigging which is used to support mast(s) and is not normally manipulated during normal operations. (2 words)

Down

- 1. A length of wire or rope secured at one end to a mast and having a block or other fitting at the lower end.
- 2. A network of cordage that cradles and guides the sail onto the boom when the sail is lowered.
- 3. The correct nautical term for the majority of the cordage or "ropes" used on a vessel.
- 5. A line that raises the end of a gaff nearer to the mast. (2 words)
- 6. A sail control that lets one apply downward tension on a boom. (2 words)
- 7. A line used to raise the head of any sail.
- 14. Lines from the bow to the stern on both port and starboard. (2 words)
- 16. The last part or loose end of a rope. (2 words)
- 17. A line that attaches to the clew of the jib, and controls it. (2 words)
- 18. Rigging used to manipulate sails and spars in order to control the movement of the ship. (2 words)
- 20. A line running from the stern of the boat to a dock when moored. (2 words)
- 21. A term for a line attached to and intended to control the end of a spar on a sailboat.
- 23. A line which applies upward force on a spar or boom. (2 words)
- 24. A line used parallel to that of the length of a craft, to prevent fore & aft motion of a boat, when moored or docked.
- 26. A stay which holds the bowsprit downwards
- 28. A loop in rope or line

