

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 3

November 2014

www.ssssclub.com/ssss.htm

## November Meeting: Carlyn Stark Grand Dame of Puget Sound Sailing

Carlyn has been messing about with boats her entire life, sailing here in the Pacific Northwest and elsewhere in the world since a wee child. She is among the founders of the Northwest Maritime Center in Port Townsend as well as a Board Member Emeritus on the Wooden Boat Foundation, and is a Lifetime Advisor to the Four Winds Camp on Orcas Island. She was instrumental in saving and restoring the schooner *Martha* and launching its mission and foundation as an educational sailing vessel. Carlyn is the only person I know who has had not one, but *two* sailboats named for her in recognition of her support for youth maritime educational programming: the current *Carlyn*, a 61 foot wooden yawl built in 1996, is the second vessel to be honored with the name. *Carlyn* provides opportunities for developing critical thinking and creativity through student led scientific research on Puget Sound under the auspices of the Salish Sea Expeditions program.



Fall Series Race 2 by Barbara Emmons more photos on line

Join us at the November meeting as this Pacific Northwest treasure shares her amazing life on boats, past, present and future!

**Micki McNaughton, *The Stargazer***

### PARKING FOR THE MEETING

If you are not a member of OYC you will not be allowed to park in the OYC parking lot for Meetings this year. OYC gained a lot of new members over the spring and summer and are concerned about the parking lot being available for members. Please plan accordingly, there is some parking on the street and the lot behind OYC you can park for \$3.00.

**Debe Andersen, *D'Lavicea***

## Commodore's Corner: On being good crew

You may have noticed that my picture for the Handbook lacks a boat. Leading up to the deadline to submit the Commodore's Message and picture, many people coached me. I could successfully pretend to be a boat owner, they would let me pose on their boat. Or maybe my little Finn would do. Or maybe just walk around the docks and pick a boat, keeping the boat name out of the frame for plausible deniability.

I told these well meaning people that they did not elect me commodore of the South Sound Sail Boat Owner's Society, so I wasn't going to pretend that I owned a real boat. Rather, I am a member of the Sailing society, and I sail a lot! More, in fact, than a lot of boat owners, who have trouble finding crew.

So how, you ask, do I save thousands of dollars a year and still get to go sailing? By being a good crew.

## Dues Are Due \$45 or \$80 with Race Fees

Halloween Cruise  
**November 1-2**  
Longbranch

Board Meeting  
**November 4**

Eagle Island Race  
**November 8**

General Meeting  
**November 11**

Visitors Welcome  
Doors open at 1830, Meeting starts 1900

Herron Island Race  
**November 22**

November Cruise  
**November 29**

Kite Flying  
**November 29**

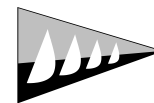
Winter Vashon Race, TYC  
**December 6**  
Southern Sound Series Race 1

Lighted Boat Parade, OYC  
December 6

General Meeting  
**December 9**  
Visitors Welcome  
Doors open at 1830, Meeting starts 1900

Hope Island Race  
**December 13**

**WOMEN'S CRUISE : VIPER NA CHAMPS : STORIES & PHOTOS NEEDED**



Many things go into being a good crew, of which some I am sure I am lacking, but the three most important things, I think, are, one, have some experience, two, be a team player, and three, know how to shut up.

First, have some experience. I sailed growing up, so I am lucky in this regard. While this might sound just like a nice-to-have, part of the reason to bring someone along is that they provide safety. So, while I would never claim to be a great sailor, I can probably fish my skipper out of the water, anchor the boat, and radio for help when something breaks, or take the tiller when my partner needs to go down below for ... whatever. If you don't have experience, take a sailing class, or several. Along with developing your skills, you will start to build a community of sailors, which, as I have rambled on about before, is sometimes the difference between getting on the water and staying home.

Second, be a team player and self-sufficient. This may seem obvious, but it includes not just pitching in on the water, but helping to clean up, bringing supplies for a cruise, and volunteering to help with maintenance. A good skipper won't abuse your willingness to help, but there are often a few times each year when lots of help makes a job go quick; these especially include haul-outs and launchings and going up the mast (though if your skipper or fellow crew "flew the halyard" you can only make fun of her or him a little bit). Oh, and always bring a six pack of a slightly fancy beverage, a bag of chips, and be self-sufficient with your gear: enough to keep you warm and floating, like foulies, your own life vest, gloves, etc.

Finally, know when to shut up. First of all, go out together a few times before talking about religion or politics. Some of my best conversations have been about both of those topics with Tony or Joel, but I tried to wait until we knew each other first. Second, and maybe most important, is that sometimes we can find ourselves in challenging and possibly dangerous situations. Tempers get frayed, concentration becomes important, and everybody needs to get down to business. During these times, save your words for the task at hand, put on your game face, and get through the situation.

That's it for unsolicited advice from your Commodore. Hope to see you on the water, especially on somebody else's boat!

**Webb Sprague**

*A note from someone on the other side, someone who has had to recruit crew. Webb left out the most important thing, dependability. All the attributes mentioned above are of no use if you can not be counted on to be at the boat. Ninety per cent of life really is showing up. If you come regularly and want to learn, most skippers will be more than happy to teach you about their boat. You will get the experience a skipper wants in at least some of the crew. Ed.*

## Southern Sound Series Report: 2014-2015 Series is ON!

The four-race Southern Sound Series starts off December 6 when the Tacoma Yacht Club hosts the Winter Vashon Race. This is followed on January 10, 2015 with the Three Tree Point Yacht Club Duwamish Head Race. Our own, with OYC, Toliva Shoal Race will commence on 21 February and the Series ends on 21 March with the Gig Harbor Yacht Club's Islands Race.

The Series Web site, [www.ssseries.org](http://www.ssseries.org) contains the Series Notice of Race (NOR) and Series Sailing Instructions (SI). Sponsoring clubs

will provide their own information for their race on the site also.

Skippers may register on the site using the US Sailing Regatta Network, the same procedure as last year. Scoring will also use the Regatta Network and competitors may monitor who has registered prior to each race and follow the up-to-date scoring over the Internet as the race progresses.

Some of the changes from the 2013-2014 Series will carry over: Commodore and Non-flying sails classes will start thirty minutes before the PHRF fleets. The reverse start sequence will continue with the slower PHRF classes starting first.

Announcements will be made on the Series Web Site. Post cards will not be mailed announcing the four races. Cruising class boats whom do not have a PHRF rating must contact Mark Harang, the Cruising Class(es) handicapper: (206) 676-2136, [harang3@comcast.net](mailto:harang3@comcast.net). Inform him if you already have received a rating from him for a previous Series. The SSSS D-Class handicap that Kelly Coon assigns will not be valid, but let Mark know that rating should you have one.

The Winter Challenge Series Team Trophy will be awarded to the three boats from the same club who have the lowest combined score for the Series. The Series Overall Perpetual Trophy is awarded to the boat with the fewest points as awarded in each class, and the Best Fleet Performance Trophy for the PHRF boat with the lowest cumulative overall score for all boats.

Please contact me should you have questions and hope to see you Friday night, 5 December at the Tacoma Yacht Club for the class assignments and party, then Saturday morning, 6 December for the Winter Vashon Race!

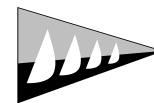
**Dave Knowlton, Koosah**



Fall Series Race 3 Photo: Peggy O'Brien  
right, Fall Series Race 1  
photo: Greta Jordan  
More Fall Series photos on line



09/13/2014



## RC Report

The Fall Series was sailed in mostly beautiful fall weather. The first and second races of the series were sailed in shorts and sunglasses. In the third race, boats experienced sunshine and squalls. Unknown to the sailors on the course there was a water spout near Anderson Island. This was the first tornado warning in Pierce county in 17 years. There are some great videos online that you need to see if you haven't already.

Winter racing is just around the corner and it's time to start thinking about the Southern Sound Series. The Tacoma Yacht Club will host the Winter Vashon Race Saturday December 6. Contact Dave Knowlton if you would like to be part of SSSS team for the Series. It's been a few years since SSSS brought home the team trophy; let's bring it home this year! These races are great fun, and I would encourage all SSSS racers to consider going north for at least one of the three races out of Tacoma, Des Moines, or Gig Harbor.

As of this writing I still have 14 Race Committee slots that I need to fill. Hopefully most of those slots are filled by the time you read this. If not I'll have to start assigning boats to dates. If you race and have not signed up please contact me at [rcchair@ssssclub.com](mailto:rcchair@ssssclub.com).

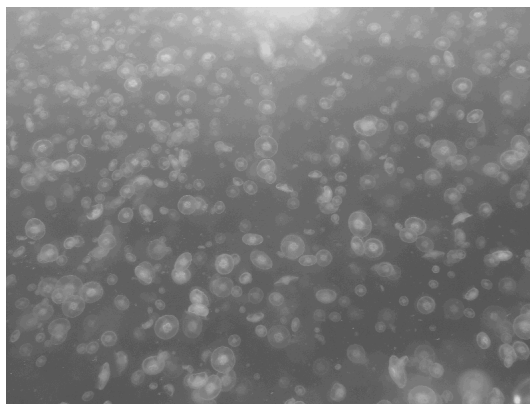
The following is a quick refresher for Race Committee boats. Let's face it. We often have fluky wind and a volunteer race committee. Stuff happens out there in the sailing environment and on the race committee boat that causes delays to the start of a race. In times of need, the race committee can use the postponement signal to buy some time. Postponements are never much fun, but are an important tool for the race committee to understand in order to have the best possible start for the race. Postponements can be used before the start of a race for a number of reasons. Postponements can be used when there is no wind, too much wind, a major wind shift, commercial traffic on the course, or when the race

committee is having trouble starting on time.

The postponement can be used before the start of a race or after the starting sequence has begun but before the actual start. In order to postpone, the Answering Pennant (AP) flag goes up accompanied by two loud sound signals. The AP is also affectionately known as the Cat in the Hat flag because of its vertical red and white stripes. This action signals an indefinite postponement in the race.



Amanda McDonough, crew on *Aquila*, receives a Crew Award at the October Meeting, photo: Steve Worcester  
More Crew Award photos on line



jellyfish season photo: Richard Taylor  
more Fall Series Race 2 photos on line

Postponements should be as short as possible. Sometimes you're simply waiting for wind and in those situations it's recommend that you should not display the postponement flag for more than an hour.

When it's time to resume the starting sequence, lower the AP flag and give one loud sound signal. The sound signal made when lowering the flag replaces the attention signal, and therefore lets racers know that the first start will be in six minutes. One minute

## Take your camera sailing and send us copies!

The S-t-S needs photos

later the warning signal and class flags are raised indicating that the next start will begin in five minutes. When using SSSS's Olie automated honker, simply turn off the Olie. When you are ready to end the postponement, turn the Olie back on. It will restart its sequence with an attention sound signal: six minutes to the next start. When you hear the attention signal drop the AP flag.

Note that the AP flag applies to only those classes that have not started. Their start is delayed. Once a class has started they keep going unless the start was recalled or the race abandoned. But that is another subject.

**Fair Winds, Kyle "Reese"  
Reese-Cassal, Redline**

## Secretary's Corner

I was looking through my Roster today and noticed that quite few Members, including myself, do not have their picture in the Roster. Richard Bigley has been working hard at Meetings to get new photos of Members, but many more photos are needed. If he has not taken your picture this season and you would like a new photo of yourself to appear in the 2014-2015 Roster please e-mail a picture to me at [secretary@ssssclub.com](mailto:secretary@ssssclub.com). In the Roster photos are 1 inch tall. Please submit head shots.

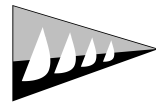
**Mike Buffo**

## Cruise News

### WINE TASTING CRUISE

The annual November Wine Tasting Cruise will be held at Tugboat Annie's Viewpoint Room on November 29 beginning at 1700 for appetizers and socializing. The potluck will begin at 1800. Bring a decorated bottle of wine for the judging. Prizes will be given to the top three entries. All bottles will be kept and raffled off at the December Meeting/Potluck. Bring a potluck dish to share and your favorite beverage to drink. A cash bar will be provided by Tugboat Annie's.

Photos of last year's entries can be found on line. See you there.



## OYSTERFEST CRUISE TO SHELTON YC

The Oysterfest Cruise is becoming one of my favorites. The trip up Hammersley Inlet gives an opportunity to sharpen one's navigational skills; while the inlet is wide, the channel is not. The plot is quite straight forward but it is important that one stick to it. For the trip up and back several boats decided to caravan.

We met between Arcadia and Hungerford Points just north of Hope Island two hours after low tide.

We began our trek up Hammersley Inlet and soon began to notice that even with engines at half throttle, we were hitting speeds of 8 knots over ground. Keeping engine speed up was important for keeping headway through the numerous whirlpools at the turns. Traveling 8 knots in waters as shallow as 6 to 8 feet under the keel made me a little nervous but staying on plot, there was never a problem.

Once we reached the Shelton Yacht Club in Oakland Bay we got instructions, on Channel 68, from the SYC Dock-master. We entered one by one, turned 180 degrees and rafted to each other. There was plenty of help to make it easy. Once the spring lines were set and the sea cocks were closed we scrambled over to the pier and up to the parking lot to catch the shuttle to the fairgrounds.

Oysterfest is always an exciting event. Lots of energy, oyster shucking contests, displays by clubs and agencies who support quality seafood and the aquatic environment, wine and beer tasting, live music, and of course, lots of oysters and other seafood delights to imbibe. I even picked up a handy dandy laminated shell fish identification chart; now I can tell a cockle from a little neck or a Manilla.

Once back at the Shelton Yacht Club, we were treated to scrumptious appetizer pot luck with drinks and some great socializing. We met members of yacht clubs from Olympia to West Vancouver, B.C. SSSS had seven member boats, one guest, and soon to be Member, we hope, boat and two Members who arrived by car.

The members of the Shelton Yacht Club were incredibly kind and generous. They even got up before dawn to prepare us a

departure breakfast at 0730 so those who wanted to catch the last of the ebbing tide could get underway on a full tummy. We broke our rafts and got underway by nine. Six SSSS boats left then and two stayed for a little more Oysterfest and an afternoon departure.

The trip out was fast and smooth, about an hour, with the confidence of a little experience under our hats.

Boats and/or Members attending to represent SSSS were: *Columbia Transit*, *Beware of Dog*, *Night Wind*, *Sonrisa*,



You clearly do not need a dinghy to go to the Commodores' Cruise.  
Photo: Jim Findley More Commodores' Cruise photos on line

*Getaway*, *Sandra Marie*, *Lolita*, *Coltoy*, and *Passages*.

## COMMODORES' CRUISE TO VAUGHN BAY

A beautiful sunrise greeted us as we crawled from our bunks and peeked our heads through the companionway hatch; time for coffee and some blueberry pancakes. Due to the piling project at OYC, *Passages* had been moored at Island Home for several weeks so we had driven out Friday night and planned an early departure for Vaughn Bay.

After getting underway we chose a route between Hartstene and Squaxin Islands through Peale Passage with plans to enter Dana Passage with the last of the ebbing tide. Once at the east end of Dana Passage we put up sail and were able to sail most of the way up Case Inlet to the entrance to Vaughn Bay.

We made our way through the entrance which was adequately deep even at the early stages of the flooding tide. After turning south we did experience some 8 foot depths before anchoring in the deeper

areas of the south part of the bay about 300 feet north of the spit. Here we found 20 to 30 foot depths. We were soon joined by other SSSS Member boats who anchored around us about 100 feet apart.

First task: get the dingy into the water and make the rounds to each member boat with a beverage choice from the SSSS Cruise Cooler. At each stop the greeting was met with a yummy appetizer. What a way to begin a Cruise. While there was a slight mishap with the temporary grounding of a member boat on the curving spit, the crew made it to the potluck on time in the greatest of spirits. With a burn-ban on in Pierce County, we opted for a bon-fire free evening; yes, SSSS sailors are very responsible boaters.

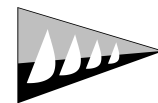
Yummy entree's, salads, side dishes and desserts were in perfect balance and abundance along with great conversation including each Members experience with interesting groundings over the years; the axiom holds true: every sailor has either grounded or they will someday. Many stories of summer adventures were also shared. SSSS cruisers really get out and about and have amazing experiences. We all made mental notes for future voyages to interesting places and shared what we had learned with each other.

At dusk we began to head back to our boats for a good nights sleep. Many had plans for an early departure while the depths in Vaughn Bay were generous in areas that tend to shallow. A heartfelt shout-out goes to Jim and Margaret on *Columbia Transit* for their kind extension of hospitality and accommodations to fellow crew in need.

Sunday's trip home began with very light winds. However, by the time we reached McMicken Island some nice sailing winds had come up. By the time the tide began to flood the sail through Dana Passage and down Budd Inlet was full throttle with winds approaching 20 knots and gusts above.

Boats attending the Commodores' Cruise were: *Scarlet*, *Grendel*, *No Name*, *Columbia Transit*, *Night Wind*, *Beware of Dog*, and *Passages*.

**Hope to see you at the next Cruise,  
Terry, *Passages***



## Women's Group Late Summer Cruise to Longbranch

Our enthusiastic and busy group of women skippers has pulled off another fabulous cruise. Debra of *Liberte* threw the bait for Labor Day weekend and Laura Condit of *Hunter No Name*, Mary Fitz of *Clara McDougal* and at the last minute Wendy Ecklund of *Kalakala* grabbed the hook. Mother Nature almost wiped out our great plan with torrential rain on Saturday in Olympia bringing back memories of last fall's cruise which we had to cancel for the same. After the deluge, Laura took off late Saturday for Hope Island and Mary was already docked at Island Home. Debra and Wendy waited until Sunday morning to toss their lines.

The weather was delightful in the 70s and mostly sunny but did not indulge us with much wind. Nonetheless *Liberte* and *No*



Women's Cruise Photo: Sarah Lux More photos on line

*Name* were neck in neck trying our best to make headway in a light breeze race at the East end of Dana. The jibs went in and out, motors off and on and mains were flying either way. It was fun just the same for us cruisers for whom the journey and adventure are our drivers.

Debra and Sarah arrived first to Longbranch where *Diva*, a large red sailing vessel was already tied on the nearly empty southern guest dock. Her skipper and crew just happened to be an all women team, Dana and Laurel from Tacoma's Corinthian YC women's group so we added another team to our party. Next came *No Name* followed by *Clara McDougal* and lastly *Kalakala* filling the entire pier for our private party.

It was a perfect afternoon for playing with our toys: Debra's new inflatable SUP, Mary's inflatable kayak and sailing dinghy as well as our other dinghies so we opted for a later, 1900, potluck. Two tables were pulled onto our pier with chairs all around and a gourmet meal was enjoyed as the sun

set for the cool evening of good cheer. We had a few dog visits as well as Mary and Nora's Rusty who loved rooting around under the table. There was tolerably little power boat commotion considering the last summer weekend date.

There was more playing with toys in the morning after breakfast with most of us trying out the little vessels. Debra rowed Mary's kayak to the outlet of Filucy, dropped her crab pot that she picked up with *Liberte* on the way out filled with 12 crabs, 3 rock crabs which were big enough to keep for dinner. After playing, boat tours, coffee in cockpits, and misty dawn reading, we helped each other untie one by one. The weather and wind were similar to the day before so this ended up more of a motor cruise than a sail but fun



Cruise skit October Meeting, soon to be a minor motion picture photo: Steve Worcester More photos on line

Ecklund and crew Ken Ecklund, our token male

*Hunter No Name* with skipper Laura Condit and Sue Holtorf

Oregon Woman's Sailing Club: Sue Holtorf and Laura Condit on *Hunter No Name* with joint membership, Debra as former member

Corinthian Yacht Club Woman's Sailing Group: *Diva* with skipper Dana and crew Laurel

**Joyfully submitted by Debra of *Liberte***

## Fall Series Race 4 October 18

Koosah was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>A-CLASS</b> Start Time: 12:00 Distance: 7.0 nm						
0.75	69382	OPPOSITION	HUMB 30	102	14:39:33	14:27:39
2.00	18633	I5	SANZ 33	117	14:42:12	14:28:33
3.00	79089	LIGHTLY SALTED	BENE 10R	96	14:40:46	14:29:34
4.00	64985	LIBERTY	C&C 35	123	14:52:45	14:38:24
<b>S-CLASS</b> Start Time: 12:00 Distance: 7.0 nm						
0.75	69399	FLYING CIRCUS	EXPR 37	72	14:38:38	14:30:14
2.00	82	MCSWOOSH	11M	63	14:38:14	14:30:53
		12 PAX		-10	14:30:02	14:31:12
3.00	131	DRAGONFLY	VIPER 640	105	14:47:00	14:34:45
4.00	69051	SPIRIT	BENE 36.7	81	15:18:54	15:09:27
5.00	83179	HE LIVES	JBOA 92	108	15:22:40	15:10:04
<b>B-CLASS</b> Start Time: 12:05 Distance: 4.6 nm						
0.75	69063	GIZMO	HARM22	204	14:09:12	13:53:34
2.00	1102	FJORD	THUN	195	14:33:33	14:18:36
3.00	122	SPITZE	SANT 22	276	14:40:46	14:19:36
<b>D-CLASS</b> Start Time: 12:05 Distance: 4.6 nm						
<b>D1</b>						
0.75	18351	MISS CONDUCT	OLSN 29	120	14:06:57	13:57:45
2.00	69667	SASSY	C&C34	129	14:11:12	14:01:19
3.00	11	TOUCHRAIN	ERIC 38	150	14:33:44	14:22:14
4.00	50105	JOLLY RUMBALOW	C&C 34	132	14:37:54	14:27:47
<b>D2</b>						
0.75	69141	JODY V	C&C 29	207	14:40:57	14:25:05
2.00	200	AQUILA	CASC29	267	14:46:58	14:26:30
3.00	335	R TIME	CATA 28	239	DNF	
3.00	79179	GENESIS	CASC27	252	DNF	

fun fun all the way.

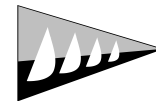
The event turned out to be a 3-Women Sailing Organization unplanned

spontaneous collaboration which hopefully will be the first of more to come as we reach out to our regional female skippers. Boats and Skippers attending and representing:

SSWSG: *Liberte* with skipper Debra Glasser and crew Sarah Lux

*Clara McDougal* with Captain Mary Fitz and crew Nora Golubic and Cari Hornbein

*Kalakala* with skipper Wendy



**Letter:**

**Viper North American Championship Regatta**

I attended the Viper 640 NAs the first week of September in Long Beach, California, with two goals, to enjoy myself and not have any collisions. I was really focused on the latter goal since the last regatta I went to over the summer I got a hole put in my boat below the waterline and had the boat out of commission for over a month. To the end of achieving the first goal I arranged to have Geoff Raymoure and his recently wed wife Sarah sail with me. There are no other people whose company I enjoy more so I felt good going into the event I should be able to achieve both goals.

For those unfamiliar with the Alamitos Bay area where the event was held, there is a long, narrow eyebrow of a breakwater a few miles offshore of the inshore area where all the boats live in a variety of moorage facilities. Sailing in Alamitos Bay is basically sailing in the Pacific Ocean with one direction of waves being mitigated as a result of this mile-long breakwater. The end result is pretty lumpy conditions if there's wind, which there was in spades for this event. It blew in the high teens to 20 every day.

With 34 like boats competing, it was congested at the start and immediately thereafter. I failed in my second go at the regatta during the first upwind leg of the first race and multiple times thereafter. I was hit and I hit others over and over again. In one case I was on port and ducking a starboard tack boat when my

foot slipped the hiking strap. The result wasn't much of a collision, more a light brush fortunately, but was certainly embarrassing. The worst encounter was when I was on starboard and a port tacker hit me while out of control as we crossed and put a nasty long dent in my port quarter, ironically very close to where I was holed only a month or so previous in a very similar situation.

I also couldn't get a good start for the entire regatta. My timidity at the starting line was well justified, but it didn't keep me from getting tapped a few times. It was very frustrating not being able to force myself to press the front edge of the queue of boats as they lined up. The end result was finishes in the 20s.

On the third day we had the most wind we'd seen so far, a pretty solid 18-20. As we were finishing the last race, the spinnaker halyard parted and down came the spinnaker. That was probably the best timed event of the whole regatta for us. At some point during the racing I did something to my left wrist that bothered me throughout the day, but wasn't debilitating. However, as we headed in, I put my full weight on it and just about jumped out of my skin from the pain that resulted. I iced it all that afternoon and evening, but it was still too tender to race the final day. Another bummer, when approaching my car I saw a dent someone had left while the car was parked. Nope, no note taking responsibility.

On the positive side, our accommodations were close to the yacht club and very nice. A good find on the VRBO site that Sarah discovered provided us with a pleasant home with a hot tub, big screen TV, and a nice kitchen that was walking distance to a nice variety of restaurants and not too far from the airport. The race management was great. I also won a new Ullman headsail in a raffle. That definitely helped assuage some of the impact of the boat, wrist, and car damage I suffered. Also the travel down to the event and back up was uneventful, definitely a good thing in this case.

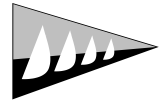
So would I do it again if I had some foreknowledge of what was coming? Probably not, but that's sailboat racing. You never know exactly what you're in for.

**Rafe Beswick, Dragonfly**

**Fall Series**

Spirit, I 5, Folie a Deux, and Pax were the RC Boats. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#strt	Race 1	Race 2	Race 3	Race 4	Total
<b>A-CLASS</b> Races: 1 to 4, * = throw out, @ = RC points										
					4 Strt	3 Strt	4 Strt	4 Strt		
1	18633	I5	Dan O'Brien	117	3	0.75	1.59@	2.00*	2.00	4.34
2	69382	OPPOSITION	Bill Sheldon	102	3	3.00	5.00*	0.75	0.75	4.50
3	79089	LIGHTLY SALTED	Mel Schaefer	96	3	6.00*	0.75	3.00	3.00	6.75
4	64985	LIBERTY	Andy Elliott	123	4	2.00	3.00	4.00*	4.00	9.00
5	79182	FOLIE A DEUX	Jeff Johnson	138	2	4.00	2.00	3.00@	6.00*	9.00
<b>S-CLASS</b> Races: 1 to 4, * = throw out, @ = RC points										
					2 Strt	4 Strt	5 Strt	5 Strt		
1	131	DRAGONFLY	Rafe Beswick	105	4	0.75	4.00*	2.00	3.00	5.75
2	82	MCSWOOSH	Clark McPherson	63	2	4.00	5.00*	0.75	2.00	6.75
2	83179	HE LIVES	Steve Kirkpatrick	108	4	2.00	0.75	4.00	5.00*	6.75
4	50921	REDLINE	Kyle Reese-Cassal	87	2	4.00	2.00	3.00	7.00*	9.00
5	69399	FLYING CIRCUS	Dave Elliott	72	1	4.00	5.00	7.00*	0.75	9.75
6	69051	SPIRIT	Steve Jones	81	3	4.00@	3.00	5.00*	4.00	11.00
<b>B-CLASS</b> Races: 1 to 4, * = throw out										
					3 Strt	4 Strt	3 Strt	3 Strt		
1	69063	GIZMO	John Thompson	204	4	0.75	0.75	2.00*	0.75	2.25
2	1102	FJORD	Eric Egge	195	4	2.00	3.00*	0.75	2.00	4.75
3	122	SPITZE	Andrew Christensen	276	3	3.00*	2.00	3.00	3.00	8.00
4	59851	D'LAVICEA	Terry Andersen	108	2	2.00	4.00	5.00*	5.00	12.00
<b>D1</b> Races: 1 to 4, * = throw out, @ = RC points										
					7 Strt	8 Strt	11 Str	4 Strt		
1	18351	MISS CONDUCT	Erik Dahl	120	3	9.00*	0.75	3.00	0.75	4.50
2	39110	KOOSAH	Dave Knowlton	177	3	2.00	3.00*	0.75	1.92@	4.67
3	69927	BALDER II	Joe Downing	144	2	0.75	10.00*	2.00	6.00	8.75
4	11	TOUCHRAIN	Mike Wilson	150	4	5.00*	2.00	5.00	3.00	10.00
5	923	WHITE RAVEN	Rick Antles	147	3	3.00	5.00	4.00	6.00*	12.00
6	50105	JOLLY RUMBALOW	Richard Bigley	132	4	4.00	6.00*	6.00	4.00	14.00
7	29718	MARANATHA	Joel Rett	177	2	9.00*	4.00	8.00	6.00	18.00
8	69667	SASSY	Glen Hunter	129	2	9.00	10.00*	7.00	2.00	18.00
9	36	PROMISE	Rick Taylor	186	2	7.00	7.00	13.00*	6.00	20.00
10	67521	OZYMANDIAS	Philip Cramer	162	2	6.00	10.00	11.00*	6.00	22.00
11	506	LOLITA	Ron Hoover	185	2	9.00	8.00	10.00*	6.00	23.00
12	31755	WHISPER	Ray Maly	189	1	9.00	10.00*	9.00	6.00	24.00
<b>D2</b> Races: 1 to 4, * = throw out										
					3 Strt	5 Strt	3 Strt	4 Strt		
1	169141	JODY V	Jack Shincke	207	4	0.75	2.00*	2.00	0.75	3.50
2	200	AQUILA	Jason Vannice	267	3	4.00*	0.75	0.75	2.00	3.50
3	335	R TIME	Dan Miller	239	4	3.00	5.00*	3.00	3.00	9.00
3	39458	RELEASE	Kelly Coon	249	2	2.00	3.00	5.00*	4.00	9.00
5	3190	RESTLES	Jim Harris	299	1	4.00	4.00	5.00*	4.00	12.00
6	79179	GENESIS	Alan Niles	252	1	4.00	6.00*	5.00	3.00	12.00



## Members On Line

As some of the newest Members, my wife Reth and I invite each of you to share in our sailing adventures at [www.coreth.blogspot.com](http://www.coreth.blogspot.com). Follow the restoration of our 1977 Chrysler 22, as well as our Tenth Wedding Anniversary sail from Olympia to Orcas Island, and more.

**Corey Feldon, the Tigon**

*Link and photo in the S-t-S On Line; a permanent link in the Bar/Members Pages*

## Fall Series Race 2 September 27

I 5 was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Typ	Rating	Finish Time	Corrected Time
<b>A-CLASS</b> Start Time: 12:00 Distance: 7.6 nm						
0.75	79089	LIGHTLY SALTED	BENE 10R	96	15:50:08	15:37:58
2.00	79182	FOLIE A DEUX	BENE 35 S5138		15:59:00	15:41:31
3.00	64985	LIBERTY	C&C 35	123	16:14:42	15:59:07
<b>S-CLASS</b> Start Time: 12:00 Distance: 7.6 nm						
0.75	83179	HE LIVES	JBOA 92	108	15:50:20	15:36:39
2.00	50921	REDLINE	ANT 27	87	15:51:48	15:40:47
3.00	69051	SPIRIT	BENE 36.7	81	16:16:42	16:06:26
4.00	131	DRAGONFLY	VIPER 640	105	DNF	
<b>B-CLASS</b> Start Time: 12:05 Distance: 3.8 nm						
0.75	69063	GIZMO	HARM22	204	14:07:00	13:54:05
2.00	122	SPITZE	SANT 22	276	15:11:32	14:54:03
3.00	1102	FJORD	THUN	195	15:26:03	15:13:42
4.00	59851	D'LAVICEA	HUMC 40	108	15:38:11	15:31:21

Points	Sail No.	Yacht Name	Yacht Typ	Rating	Finish Time	Corrected Time
<b>D-CLASS</b> Start Time: 12:05 Distance: 3.8 nm						
<b>D1</b>						
0.75	18351	MISS CONDUCT	OLSN 29	120	14:05:35	13:57:59
2.00	11	TOUCHRAIN	ERIC 38	158	15:13:16	15:03:16
3.00	39110	KOOSAH	PEAR 36-1	177	15:16:14	15:05:01
4.00	29718	MARANATHA	RANC 33-1	177	15:20:57	15:09:44
5.00	923	WHITE RAVEN	CAV45	151	15:38:11	15:28:37
6.00	50105	JOLLY RUMBALOW	C&C 34	132	15:39:26	15:31:04
7.00	36	PROMISE	HUNT 36	186	16:13:23	16:01:36
8.00	506	LOLITA	STAND 33	185	16:20:38	16:08:55
<b>D2</b>						
0.75	200	AQUILA	CASC29	267	15:39:12	15:22:17
2.00	69141	JODY V	C&C 29	207	15:49:30	15:36:23
3.00	39458	RELEASE	PEAR 30	249	15:56:28	15:40:42
4.00	3190	RESTLES	FOLK	278	16:10:48	15:53:12
5.00	335	R TIME	CATA 28	239	DNF	

## S-t-S Needs Stories

We are entering the dark season, a good time to settle in and write about your summer sailing. We want to hear about it. It is your letters that make this rag interesting. Ed.



**William H. Hutchinson Jr.**

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1217 Cooper Pt. Rd Suite 5  
Olympia WA 98502  
[billhutchinson@hotmail.com](mailto:billhutchinson@hotmail.com)



## Go Fly a Kite

Reminder our kiting event the Friday after Thanksgiving. It will start around 1000 and go till everyone has had enough. There will be plenty of kites available and people to help people learn how to fly both two line and four line kites.

**Bill Brosius** (a note from Bill's trip east is on line)

## Fall Series Race 3 October 11

Foulie A Deux was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht	TypeRating	Finish Time	Corrected Time
<b>A-CLASS</b> Start Time: 12:00 Distance: 8.6 nm						
0.75	69382	OPPOSITION	HUMB 30	102	14:06:47	13:52:10
2.00	18633	I5	SANZ 33	117	14:13:51	13:57:05
3.00	79089	LIGHTLY SALTED	BENE 10R	96	14:12:31	13:58:45
4.00	64985	LIBERTY	C&C 35	123	14:19:37	14:01:59
<b>S-CLASS</b> Start Time: 12:00 Distance: 8.6 nm						
0.75	82	MCSWOOSH	11M	66	13:50:03	13:40:35
2.00	131	DRAGONFLY	VIPER 640	105	13:59:28	13:44:25
3.00	50921	REDLINE	ANT 27	87	14:07:00	13:54:32
4.00	83179	HE LIVES	JBOA 92	108	14:18:44	14:03:15
5.00	69051	SPIRIT	BENE 36.7	81	14:20:56	14:09:19
<b>B-CLASS</b> Start Time: 12:05 Distance: 5.7 nm						
0.75	1102	FJORD	THUN	195	13:29:00	13:10:29
2.00	69063	GIZMO	HARM22	204	13:30:52	13:11:29
3.00	122	SPITZE	SANT 22	276	13:55:22	13:29:09
<b>D-CLASS</b> Start Time: 12:05 Distance: 5.7 nm						
<b>D1</b>						
0.75	39110	KOOSAH	PEAR 36-1	177	13:27:54	13:11:05
2.00	69927	BALDER II	ERIC 38	144	13:26:09	13:12:28
3.00	18351	MISS CONDUCT	OLSN 29	120	13:25:15	13:13:51
4.00	923	WHITE RAVEN	CAV45	151	13:30:12	13:15:51
5.00	11	TOUCHRAIN	ERIC 38	150	13:32:04	13:17:49
6.00	50105	JOLLY RUMBALOW	C&C 34	132	13:32:00	13:19:28
7.00	69667	SASSY	C&C34	129	13:32:27	13:20:12
8.00	29718	MARANATHA	RANC 33-1	177	13:38:20	13:21:31
9.00	31755	WHISPER	CATA 36	189	13:40:31	13:22:34
10.00	506	LOLITA	STAND 33	185	13:55:08	13:37:34
11.00	67521	OZYMANDIAS	C&C 34	162	13:54:10	13:38:47
<b>D2</b>						
0.75	200	AQUILA	CASC29	267	13:47:57	13:22:35
2.00	69141	JODY V	C&C 29	207	13:44:38	13:24:58
3.00	335	R TIME	CATA 28	239	14:24:26	14:01:44

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](mailto:sts@sssclub.com)  
Deadline for submissions is the second Tuesday of the month.

### 2014-15 SSSS Board Members

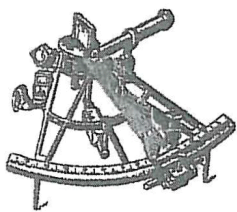
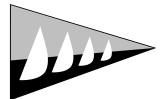
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**RIB inflatable**, used three seasons, 8.5' Very good condition, comes with longer oars, pump and patch kit, never used. \$750 OBO. Call Mary at 491-8990 or e-mail at [sailmaryc@gmail.org](mailto:sailmaryc@gmail.org).

**Olson 29, Miss Conduct**, in good condition \$17,000. Please contact Erik Dahl at [dahlhaus@q.com](mailto:dahlhaus@q.com).

**Windpilot Pacific self steering vane** excellent condition, includes wheel drum, \$1950.00/OBO,

**Switlik Rescue Pod** (4-man liferaft). Make offer. Gary Wilson 459-7927 [gary@sailsidetrack.com](mailto:gary@sailsidetrack.com)

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

**Forespar aluminum Spinnaker pole** with deck brackets, 14'

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*Theses ads are free for Members, run three months*

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## Crew Sheet

more information on line

### Crew Wants Ride

Alfred, [alfredo3717@gmail.com](mailto:alfredo3717@gmail.com) or (303) 884-1444

Adam L, (253) 507-3533

Jim Slosson 561-3193, 866-0518

### Looking for Crew

D'Lavicea, Terry [dbleupher@aol.com](mailto:dbleupher@aol.com), 459-2650

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