

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 8

April 2015

www.ssssclub.com/ssss.htm

April Meeting: Race to Alaska!

We've all heard of the Baja Ha-Ha; now there's another opportunity to participate in a group adventure on the water, heading in the *other* direction! In 2015, Northwest Maritime Center, Port Townsend, is launching a new race: the **Race to Alaska** (R2AK). R2AK is simple: race 750 miles to Alaska any way you can on a non-motorized watercraft, don't get eaten by a bear, and if you're first you get \$10,000 (second prize is a set of steak knives). There is no set course, no safety net, no prearranged support, no classes or handicaps. Any vessel is eligible to enter as long as there is no engine onboard. R2AK will pit vessels and crews of all kinds against each other and against the elements of the Inside Passage. It's winner-take-all in the first year of the first race of its kind in North America. Sound intriguing? Jake Beattie, Executive Director of the Northwest Maritime Center and creator of the race, will tell us more and answer questions at the April 14 Meeting. More information is online at RacetoAlaska.com, but come to the Meeting and hear it from the source!



Toliva Shoal Race
photo: Jim Findley
More photos on line

Meeting Parking : If you are not an OYC member you will not be allowed to park in the OYC lot for Meetings. You can park in the lot behind OYC for \$3.00.

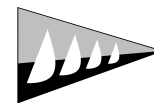
Commodore's Corner: Sailing Mentors

Hi Sailors, Beginning sailors can benefit immensely by having mentors. It is definitely possible to buy a 35 foot, 5 ton sailboat, a couple of books, start sailing, and survive, even thrive! I definitely know a few people who have done this, but I have been lucky to not have to follow that path. I would like to talk about three of my sailing mentors and their lessons for me: my dad, my grandfather, and Joel Rett here in Olympia.

The lesson from my dad was just to go for it. We went for crazy long sails, up and down the length of Long Island Sound, in a 17 foot O'Day Daysailer, basically a big, very well-designed dinghy. We would spend the night tied to a mooring buoy with a boom tent, eat peanut butter and jelly sandwiches out of a cooler, and wash up in the bathroom of whatever Friendly's restaurant was within walking distance of the Marina. Now I never feel like I could just go sailing except ... except that I need a bigger boat, better radar, better whatever, more money. I know a simple well-designed boat is enough to go on great adventures.

What my grandfather taught me was, for lack of a better word, craftsmanship. He could be overly uptight, in contrast to my Dad, who, to be honest, probably should have been a little more uptight. But he had great attention to detail, balanced with an engineering aesthetic of simple, well designed functionality. I still remember him saying of a simple garden mattock: "that is a perfect Nineteenth Century tool," unbreakable, simple, and totally functional. He sailed a Herreshoff Rosinante, 27 foot double ended wooden ketch, named *Arete*, Greek for

- Board Meeting
April 7
- Spring Race 2
April 11
- Star Launch
April 12
- General Meeting
April 14
Visitors Welcome
Doors open at 1830, Meeting starts 1900
- Portsmouth Racing Meeting
April 16
1800 Westbay
- Spring Race 3
April 18
- Star Practice Drills
April 19
- Black Star Regatta**
April 24-6
- McMicken Island Cruise
April 25-6
- Spring Race 4
May 2
- Star Races
May 4
- Board Meeting
May 5
- Thursday Racing Starts**
May 7
- Opening Day, OYC
May 9
- Star Races
May 11
- General Meeting
May 12
Visitors Welcome
Doors open at 1830, Meeting starts 1900
- Women's Boating Seminar
May 16
at OYC



Quality, which, like the mattock, was a little heavy, but unbreakable, simple, and totally functional. I try to bring that engineering aesthetic with me whenever I sail or work on a boat today.

Before I moved to Olympia, the last time I probably sailed regularly was with my Grandfather in the summer of my sixteenth year. Here I have sailed mostly as crew with Joel Rett on *Maranatha*, a Ranger 33. I would credit him with being one of my sailing mentors as well. The thing that stands out for me with Joel is that he has the best skipper's attitude I have ever encountered. My Dad and Grandfather both had, well, sailboat neurosis. With Joel, he loves to compete but he doesn't get uptight. He knows how to sail hard but doesn't need to prove anything or scare anybody. And no matter what he is always nice. He is also a great sailor. I will always try to follow that attitude when I am on and off the water. I feel like I should mention that there are anti-mentors, sailors I want to be opposite of. The ones who sail extra hard when they have some inexperienced people aboard, who yell at their crew and can't compete gracefully, who don't wear life jackets, who don't take care of their boats, etc. My lesson from them is what *not* to do...

So, I would say to both junior and not-so-junior sailors: look for long term mentors, sail with them and drink beer with them whenever you can. Not only will your sailing benefit immensely, but you will make great friends!

**Fair winds,
Webb Sprague**

Toliva Party Rocks!

Wow, what a great party! Pretty darn good race, too. This year, Toliva Kitchen served up 165 dinners on Friday night, a new record, and turned around to serve a hot and hearty breakfast to 130 the next morning at 0700 sharp. We also turned out meals for 18 people on three race committee boats. We don't keep count of how many show up for soup after the race but we had about 100 at OYC for a good long while late Saturday afternoon, with others at the front and back end of that rush. After all that, we had OYC clean and shiny by 1100 Sunday morning. Unfortunately for Salvation Army, but fortunately for Youth Sailing, we had very little in the way of leftovers to share on Sunday morning with those less fortunate than our sailing community. We don't yet have the final net proceeds tallied, but we will present a check later this spring to OYC on behalf of Toliva for the Youth Sailing Program, which expects to engage some 300 kids this summer in sailing clinics.

Suzie and I are grateful for the efforts of an incredible team of people who pull this off, year after year. This year's Toliva Kitchen was comprised of: Sue and Alan Marrs; Barb and Rick Bergholz; Dee and Andy Saller; George and Betty Hansen; Marti Walker; Tryna Norberg; Jo DeMeyer; Steve Worcester; Sandy Whitmore; John White; Linda Knowlton; Kathleen and Jim Boggs; Maria Chiechi; Karen Elliott; and Pat

Brower. We were pleased to welcome first-timers Paul Paroff and Bill Brandt. As she has for every year except for one, Jill Floberg sold meal tickets all weekend. A special tip of the hat to Brion Dahl who commandeered the sinks all Friday night and somehow kept up with all that we threw at him, and to Terry van Meter who not only is a Master of Hash Browns, but is a Wizard of Grill Cleaning, too. Also thanks to Rick Bergholz who drove out to Island Home on Thursday night just to retrieve the OYC commercial cooking sheets we use. The Clean Team on Sunday included Dave Knowlton, John Sherman, Sandy Whitmore, Tryna Norberg, Steve, as well as Jo Sohneronne and The Shark.

Apologies to those I missed on this list. We had great support from Debe Andersen and OYC's caretaker, Greg. Last but far from least, a big thanks to our Toliva House Chair of many years, Thom Abbott; the food we serve up wouldn't taste half as good without the beverages he pours.

Finally, I want to acknowledge the efforts of someone who has

nothing to do directly with Toliva Kitchen but has everything to do with it. For years, OYC's kitchen has been a good space in which to cook for Toliva but recently it has become a *great place* from which to host Toliva. Carol Robinson of OYC has done a tremendous job renovating this wonderful old commercial kitchen, her TLC is evident and much appreciated by all of us who work Toliva. If you're an OYC member, please pass along our gratitude for such a well-appointed and tidy kitchen from which we host the best party, bar none, of the Southern Sound Series.

Thanks all, for your support!

Thera Black



South Sound Women's Boating Seminar

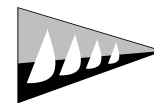
Join us as at the South Sound Women's Boating Seminar to meet other women who enjoy boating and want to learn more about safety on the water. Mark your calendars for an action-packed day designed for women, by women on Saturday, May 16 at OYC.

This year's seminar includes expert speakers and a chance for hands-on learning. Share your questions about safety on the seas and learn skills to prepare yourself, your crew, and your boat for those moments of unplanned-for excitement. We're proud to support the next generation of women boaters through a raffle where the proceeds fund scholarships for the Girls at the Helm program aboard the historic schooner *Adventures*.

Registration is \$35 and includes lunch, as well as chances to win interesting door prizes. The event ends with a mix and mingle at 1700.

To register and learn more, visit the web page: www.ssssclub.com/wbs.htm.

Shaughn Jarvis



Black Star Month

How can we ever complain about the weather we are experiencing this winter/spring? I bet the sailing whether it be racing or cruising has been glorious as well as my kiting over the last few weeks. It has also been ideal weather to be working on the Star boats in the shop without the use of the heaters and the doors open. As of the time of writing this, I have had only 7 boats go through the shop.

With my arm in a sling and being on light duty till the second week in April, I have not been able to push things as hard as before so it will be interesting to see how many boats turn out for the Black Star. A head count as of March 8 indicates between 16 and 20 boats out this regatta, just a few shy of the past regattas. There will be four boats from the Gig Harbor fleet as well as two skippers from Seattle borrowing boats from our fleet.

The first launch, scheduled for March 22., will have happened before you read this. The second launch is scheduled for April 12. Both launches will be at Westbay. The fleet will also have had a potluck and spring meeting here at the shop on March 29, open to anyone who wished to attend. I have had a couple of people look at boats for sale but no takers as of this writing.

The good news is I will be able to resume sailing by June as well as participating in kite festivals from Canada to Oregon. Anyone interested in learning how to fly two line and four line stunt kites can contact me. We can do it. After the first of June, I will be able to resume teaching how to sail a Star for both skippers and crew people.

I will also be posting a monthly reminder of the North American Championships to be held in Seattle the first week of September. There will be one start for all but three divisions, like we use with our fleet, but besides an overall placing, there will be awards for boats under number 7000 and a wood boat award.

That is all for now. Enjoy the beautiful days. I look fwd to seeing you on the water or the kite field.

Bill Brosius, Alcor

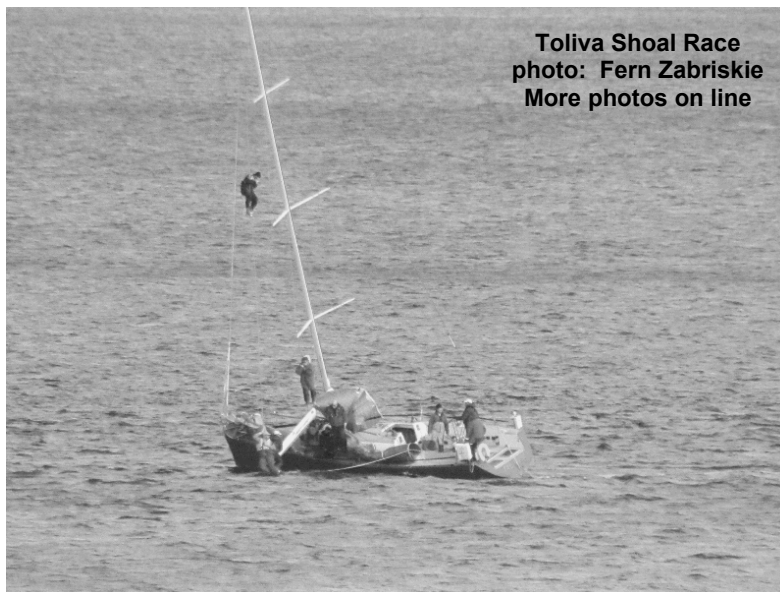
BLACK STAR REGATTA RAFFLE AND DINNER

The sun is shining amazingly often, the birds are chirping, the blooms are blossoming - in short, it is spring. Let's hope it lasts. With spring comes the start of the Star season and the Black Star Regatta, being held April 24-26 this year. You are invited to watch the racing and/or join us for dinner that Saturday.

Each year, the Star Fleet holds a raffle with the Regatta, with a giant pile of prizes given out at the dinner Saturday night. The raffle supports Olympia youth sailing and provides cash for maintenance and repair of the runabout used for Star races, dinghy races, and the setting of PHRF race marks. Prizes include gift cards to West Marine and Oly Supply, a VHF radio, some amazing original artwork, and so many more additional items I can't list them all here.

But, it's not fair for just the Star racers to win the prizes. So, I will be at the April Meeting selling tickets and drawing for several great prizes. This year, you can choose to put your ticket into a special bucket just for that night's raffle, a list of prizes will be available, or the main bucket for the bigger prizes to be awarded at the Regatta.

Speaking of that big drawing: the Star Fleet would like to cordially invite all Members to



**Toliva Shoal Race
photo: Fern Zabriskie
More photos on line**

the Black Star Regatta dinner, Saturday April 25. Why not come out for a great evening with your sailing friends? Social hour will start around 1800, or whenever the racers come off the water. Dinner will be around 1900. It costs \$20 to get in the door. You can't win the non-mailable items without being present.

Finally, the fleet is selling Pelican 1040 water-resistant, buoyant boxes which are excellent for protecting all your valuables on the water. To buy one online would set you back about \$30; in a store, more like \$40. They are available until April 10. You can reserve one by contacting me at cghovell@gmail.com, or through the Black Star Regatta registration process.

Good luck dusting the last of your winter cobwebs off your summer sailing vessels, and come to the April meeting ready to win big!

Catherine Hovell, Sparkle Star #4833

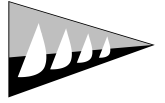
Portsmouth Racing: Meeting, Clinic, Regatta

Hope you all had a great winter. Time to start thinking about dinghy racing. There are several things happening this spring.

1. Our Annual Spring meeting is Thursday, April 16 at 1800 at the View Point Room at West Bay Marina. If you have any interest in dinghy racing, any gripes about last year, any improvements for next year please come and join in.

2. The Black Star Regatta, which is April 26, 27, and 28, is going to include Lasers for the first time this year. Lasers will have their own starts and race as One-Design. This is kind of a big deal so if you are a Laser sailor please try to get involved. Information will be on the SSSS club site, but if you can't find it right a way, e-mail me and I probably can get you an answer.

3. To help prepare for the Black Star Regatta and to help ALL dinghy racers, Mike Visser has offered to put on an in the water clinic for dinghy sailors; i.e. you need to be in your boat in the water. He will start with 1 1/2 hours to 2 hours of classroom at West



Bay Marina and then you get on your boats and for 3 to 4 hours, do a series of maneuvers that he will critique and give helpful hints for improvement. You can bring your boat early to West Bay or go launch right after the classroom work is over and there will be a boat at Swantown that can tow you over if the wind is light. Mike, I believe, is hands down, the best dinghy sailor in our area, and if you've sailed with or against him, I suspect you'll agree with me. This is a great opportunity to improve your skills as a dinghy racer. The date for this clinic is April 19 from 0900 to 1500 starting at West Bay Marina.

Our first Dinghy Fleet race is May 7 and starts at 1830 just north of KGY and Anthony's Hearthfire. If you are interested in racing come on out, it's free. Just register on-line or before racing with the committee boat, yellow runabout, out on the race course.

Jim Findley, Dinghy Race Chair. *Nightwind / Not Sirius / Lido 14*

RC Report

Our last two races, Toliva Shoal and Henderson Inlet, were a boom and a bust.

Toliva served up stellar sailing conditions on top of being an absolutely beautiful day. SSSS boats that placed in the top three of their class included *Silverheels*, *Nirvana*, *Bodacious*, *Katlin*, *Steamy Windows*, *Balder 2*, *Maranatha*. and *Koosah*. Also worth noting are *Pax* with a first to finish, *Bodacious* with a fourth overall, and *Altair* with a fourth in class.

For those of you that do not frequent the boatyard, *Altair* is Jason Vannice's new J35. This was Jason's first race after buying a J35 and immediately rebedding the keel and refitting the rig on his new boat. Jason, Hans and crew put forth a massive effort to get *Altair* ready just in time for Toliva. Watch out for Jason and his substantially faster new boat!

Henderson was another beautiful day after the fog finally lifted. We had to dig deep into *Redline* to find the sunscreen as we started to crisp up in the sunshine. Boats that went west in Budd Inlet found some breeze compression on the beach

and were the first to reach Dana Passage. The boats that went east in Budd Inlet brought a southerly breeze just to the mouth of Dana. Just as it looked like it was going to be a typical light air restart the wind died and the flood began in Dana. There just wasn't enough breeze to power through the current and the race was canceled around 1445 after a number of boats had already thrown in the towel.

By the time you read this we will have completed the Inlet Series and the Southern Sound Series. We averaged 22 boats on the course per race this winter for the Inlet and Island Series with D1 as the

reserved the finger piers for SSSS boats on August 22. I'm expecting 10 to 15 boats for the race. We will raft up as necessary. Power, fuel, beer, wine, and snacks are available in the marina store. We will have to pay for moorage, but I've arranged a discounted rate of \$0.75 per foot.

If you have not been to the newly renovated Narrows Marina this is an excellent opportunity to do so with your fellow SSSS crew. It is a really nice facility with an excellent view of the Narrows Bridge.

The race will be a similar format as last year with a reverse start. Each boat will receive its own starting time so that we all arrive at our destination at a similar time. The race will be geared towards shorthanded sailing highlighting double handed and Jack and Jill teams, but fully crewed boats will be featured as well.

You might be thinking that a race to the Narrows in the middle of the summer may be difficult to complete. Rest assured that we are setting ourselves up for success! The race will have halfway point where boats will take their own time on a log sheet. This effectively makes each

day's race a short course if the wind dies out and a long course if we have breeze. There will be a time limit for each course. All boats must cross the short course line by a certain time to be scored for either long or short course. All boats must complete the long course by a certain time to be scored for the full course. If any boat in a class finishes the long course, the entire class will be scored for the long course. In other words if you are not going to make the finish for the long course it's time to turn on your motor and head to the party. More details will follow, but this is a proven formula used by the Sloop Tavern Yacht Club for their very successful shorthanded races.

In addition you may be concerned about current when sailing to the Narrows. Well friends August 22 is about as good as it gets. The moon will be in its third quarter so we will be experiencing a Neap tide. Max flood at the north end of the Narrows

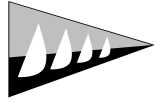


Foggy start to the Henderson Inlet Race photo: Jeff Hogan
More photos on line

largest class with an average of over seven boats per race. I would like to give and extra *thank you* to all the boats that volunteered to be mark boats or race committee for the winter races. It's been a spotty winter. So far the majority of boats only completed four of seven races. So for any boats eyeing the Season Championship, a strong showing in the Spring Series is a must.

MACLEAN MEMORIAL RACE AUGUST 22-23

I'm very excited to announce a new destination for the Maclean Memorial Race. This year the Maclean will be headed to the newly renovated Narrows Marina, narrowsmarina.com/. The Narrows Marina is very nice and sits right next to Boathouse 19 restaurant, boathouse19restaurant.com/, and the Narrows Brewery, www.narrowsbrewing.com/. I have



**Register Now for the
Women's Boating Seminar**

Island State Park we could no longer make headway towards Honeymoon Cove just north of Coon Cove a the former State Park.

We could see another SSSS boat already anchored in the cove so we broke out the iron jib and motored the last mile or so. Mike stayed at the helm and we anchored in about 25 feet of water in the well protected cove and about 200 feet from *Nightwind*.

Jim Findley rowed over to greet us. Then on to another boat anchored about 300 yards away. This boat turned out to be a Cape Dory 25d named *Steadfast* and owned by Mike Lee and Karen Grebe. Jim invited them to the Potluck dinner on *Passages*, but they declined stating that they were celebrating their anniversary and the recent purchase of *Steadfast*.

At 1800 Jim rowed back to *Passages*. We enjoyed a lovely dinner of chicken curry with vegetables and spicy chicken wings with apple pie for dessert. At dusk *Lolita* anchored in the cove near us. The evening was filled with sailing stories about racing and cruising. A very competitive game of cribbage wrapped things up and we all slept soundly in the well protected cove until 0800.

We gathered for pancakes and sausage about 0900 and then made preparation to get underway for home. The winds were nil so we motored across the peaceful waters.

Upon getting underway, Jim Findley on *Nightwind* stopped by *Steadfast* to wish them goodbye. They were having some engine problems so Jim towed them to Boston Harbor where Ronnie Hoover from *Lolita* assisted with the handoff at the dock. Mike and Karen were very grateful and offered Jim payment for the tow. Jim's response was, Come to the next SSSS meeting and become Members, which they did. Welcome Mike and Karen.

We had two beautiful days on the water and anytime there is a SSSS Cruise, regardless of weather or how many boats attend, a good time is always at hand. Boats attending the Cruise were *Nightwind*, *Lolita*, *Steadfast* and *Passages*.

Terry Van Meter, *Passages*

is around +2.5 kits at 0900 and max ebb is around -1.5 kits at 1445. During the moon's quarter phases the sun and moon work at right angles, causing the bulges to cancel each other. The result is a smaller difference between high and low tides and is known as a Neap tide. Neap tides are especially weak tides. They occur when the gravitational forces of the Moon and the Sun are perpendicular to one another, with respect to the Earth. So like I said, we are setting ourselves up for success! Also, did I mention that there is a brewery at the finish line?

Put it on your calendar now. This is going to be a lot of fun! Stay tuned for the official Notice of Race, Sailing Instructions, and prize announcements.

Cheers!

K. Reese Cassal, *Redline*

Cruise News

SPRING FLING CRUISE, MCMICKEN ISLAND APRIL 24-25

Calling all cruisers; April is the perfect time to air out those rags. Get them out of the bags and up the mast for the best spring cruise of all: McMicken Island. This serene and well protected little island cove lies just off the east side of Hartstene Island about half way up. Just make your way through Dana Passage with the tide or if you must go against, hug the south shore of Hartstene island in 30 to 50 feet of water and take advantage of a very nice eddy.

Watch your depth as you round Wilson Point and the shiny roof on the old homestead on McMicken Island will appear straight ahead. When you get to McMicken Island round the north end watching your depth as the island tapers down and enter the natural bay created when the island becomes connected at low tide to Hartstene. There are three State Park mooring buoys, lots of great anchorage at the head of the bay and closer to either island in 30 feet of water.

Our four legged friends our welcome here with an easy motor or row to shore. There is a very nice picnic space on McMicken Island with a table or two and a grassy meadow and a self composting toilet. There are lots of trails through the island and one can walk around the island on the beach. At low tide you can walk the

spit to in 30 feet of water Island and maybe find some shellfish to harvest.

This is my favorite no-dock destination in the South Sound. I always look forward to this very enjoyable cruise. The winds are always right for sailing and the weather is beginning to warm and the days to lengthen. I certainly hope to see you there.

**Redline, McAllister Creek Race
photo: Paul Parof
More photos on line**

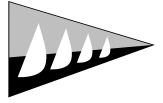


SALTY SAILOR CRUISE FEBRUARY 28 TO MARCH 1

A beautiful day with winds of 15 to 20 greeted Mike Buffo, SSSS Secretary, and I as we put up sails near #5 heading north out of the harbor. One reef in the main and one in the jib provided comfortable sailing. The foam luff pads in the jib helped keep a nice shape to the sail. This was our first opportunity to sail together and Mike's first time on *Passages*.

The wind was mostly from the NE which is unusual for Budd Inlet. Mike took the helm and I worked the sheets as we tacked our way north. Mike's skill at the helm was remarkable as we made one flawless tack after another.

As we neared Boston Harbor the wind lessened and we let out the reefs. The closer we came to Peale Passage the lighter the winds became and by the time we reached the point near the old Squaxin



**MARCH CRUISE
THE INFAMOUS
JARRELL COVE
CROSSING, PART 2**

It was a dark and stormy day at Jarrell Cove Marina. I knew I should postpone my journey but I thought my deadline was important enough to chance the bad weather. So I pulled away from the dock on March 14, 2015, at 1158, into the teeth of the violent storm. The wind tore at the bow, trying to seize control of the helm while the waves and spray lashed at *Nightwind's* hull and me. After what seemed like an eternity, I arrived soaking wet and very disheveled at the Jarrell Cove State Park dock, into the helping hands of Tycho from *Penguin* and Steve from *Starbright*. It was 1206 on March 14, 2015. An hour later the skys cleared and we had a beautiful Saturday afternoon. Ron, on *Nika Klah*, who will shortly become a Member, joined us in the spacious cockpit of *Starbright* for a delicious potluck, which, of course included pie to celebrate 3/14/15. There are several other stories arising from that weekend, but they are best left for another time. Let's just say, it was a memorable weekend for all those that participated.

**Jim Findley *Nightwind* /
Not Sirius / Lido 14**

Lessons from the *Gizmo* Rescue

Participating in the *Gizmo* rescue brought home a few things. Some I already knew. Others I came at from a new perspective. After thinking about them for a couple months, I would like to share some of them. I come to some different conclusions than many.

I already knew that the weather can turn quickly. I also knew that the southern Sound is one of the safer places to sail because we have lots of places to hide when it does. This time it was Boston Harbor, but it could be Zittles or Longbranch. Or one can simply anchor behind the nearest point and wait it out.

I already knew that the most important safety gear is the boat herself. Nothing will keep you safer than keeping the deck point at the sky and the water out. But even a boat as well prepared as *Gizmo* can get into trouble.

I also knew we were on our own. Calling for help is not a viable plan. You might get lucky, but you need to be able to help yourself. This is to take nothing away from the rescue teams. In fact they got there faster than I expected. But it is a big world.

Lots of people saw *Gizmo* flip and called 911. We called right after the boat turtled and were not the first. The number of calls confused the operator. They did not figure out what happened until the next day. But they got rescued boats out on the water fast, which is what counts most. There is some reassurance in knowing we are being watched.

The response was fast. A rescue boat was all ready out, called for *Dragonfly* though not needed. The Coast Guard sent a helicopter as they

generally do not have a boat south of the Narrows. The response was all we can reasonably hope for, maybe even a little faster than we have a right to expect.

Yet they could not get there in time for Jay. While we do appreciate the rescue boats, we need to realize their limits. Chase boats can be a big help when you are racing in a confined area they can cover quickly. When we race all over the south Sound, or are cruising, the area is just too large. We can not count on them to save the day. It will take time for a rescue boat to get there.

What I had forgotten is that when racing there is often help available, the other racers. If you are in serious trouble and need help now, it is most likely to come from those you race against. The people close enough to help when time is important are those sailing near you. If there is to be a rescue, we are it..

This brought home the point that, unless you count standing by a capsized dinghy or towing someone who is out of gas, I had never thought of rescuing another boat. Should someone go over the side on my boat I have a good idea of what needs doing. I have done man overboard drills, both on the water and in my head. But when you are assisting another boat it is different.

When it is your crew you know some important things, like how many are in the water; who can swim; who has floatation. You have a better idea whether they got hurt going in the water. Helping another boat, you do not know if there is something in the water that might be dangerous to your boat, like pieces of that boat.

I never planned for being part of a rescue. I have never talked with other racers about coordinating a rescue. So we had no plan, no way, to communicate and coordinate. I saw a boat go to where Jay was, but we were too busy with John to see who they were, let alone if they got him. And no way to find out. *Flying Circus* did not



Toliva Party photos: Rick Taylor [More photos on line](#)



SUMMERS
Yacht Services, INC

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

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

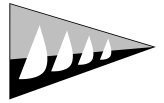


MERCATO
Ristorante

Host of the SSSS Board Meetings

SONYA ANDERSON
General Manager

111 market street northeast #106
olympia, washington 98501
360.528.food (3663)
email - sonya@mercatoristorante.com



have clue about any of this until they picked up Peter. By the time they arrived *Gizmo* had sunk. All they saw were some guys in the water. They did not know *Sugar Magnolia* was even there.

These two realizations lead me to different conclusions than most of those I have talked with. As I see it, the best way to improve the safety of our racers is by giving some time and thought to how we would help in a similar situation. Maybe making plans as to how we form an impromptu search and rescue team. I would think this would be of interest to those who cruise in company too, though their planning is easier as they know who they will be working with.

A lot of people had a different reaction. Their reaction was to buy more stuff and/or to ask others to buy more stuff. In a culture that worships consumption, I guess that is a natural place to look for safety. However the problem was not the absence of gear. Every thing needed was there. Where there were problems it was using it.

For example, judging from a show of hands at the after race meeting, most of the racers had VHF radios. Yet the VHF was not a useful tool. Almost no racers heard the RC call. None of the rescuing sail boats heard it. We were there because of what we saw. There were people who did hear, including the Coasties. But most of what was said over the air was misinformation: more half truths to wild rumors, than anything..

The new discrete radios offer solutions to both these problems. I am told there is an alarm in them to alert the fleet. That we can talk to one, or to several, boats without broadcasting to everyone and so not open to interruption. I am also told that this involves set up and coordination. To be useful we need to get ourselves coordinated. If we all buy our nifty new radio only to stow it in the boat ... well I guess you still have that panic button that

sends your position. That would have helped find *Gizmo* a lot sooner.

I have heard people say Jay died because he was not wearing a PFD; which is of course nonsense. PFDs never killed anyone, either by their presence or absence. I think what they really mean to say is it would have saved him. Maybe. Maybe not. It depends on the type of PFD he was not wearing.

We believe he drowned, when he lost conciseness and could not keep his head



above water. Many of the PFDs worn by sailors are not designed to keep your head up when you can not. Some others will float you face up, but can be equally stable face down. John also did not have a PFD. We recovered him in fine shape about the same time *Flying Circus* got to Jay. There is no magic piece of gear that will keep you safe what ever happens.

I was surprised at how fast *Gizmo* sank. I have always been told to stay with the boat. She is suppose to float upside-down, at least for a time. But *Gizmo* went down in the time it took us to turn on the outboard and tack. One advantage to multihulls I guess.

By far the most useful piece of gear was the LifeSling, though it required some improvising.

These were not the conditions one practices for. To begin with you could not stop the boat as you are suppose to. The reason *Pegasus* could not recover anyone was he was single-handing and as soon as he let go the helm to recover Peter, the boat went out of control. Not only were the waves tossing one about, it was windy. *Flying Circus* was going too fast under bare poles to make a recovery, first pass. Eventually they found the Goldilocks speed: not too slow to loose control, nor too fast to drag him under.

It was a good thing that both the crew and the victim were practiced with the LifeSling. Dave had taken the class. Peter was an experienced victim. He has been tossed off of boats many times by LifeSling classes. To date they have always recovered him. So he had confidence. And enough experience not to get in to the sling until he was sure they were not going to tow him under. He had to let go once. When he was in the sling alongside the boat a nervous skipper looked down. It was Peter who assured the skipper, it was going to be all right now.

I want to end this with the most important point. Maybe it is what I should have begun with. Sailing is still a generally safe sport. This is the Club's first fatality in our history, 45 years. Sailing is not suddenly more dangerous. We need to keep risk in perspective. If you own a boat longer than 20 feet you have a better chance of dying in a boat fire than of drowning sailing. Be careful, but enjoy your time on the water.

Steve Worcester,
crew on *Sugar Magnolia*



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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.

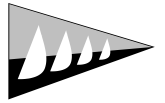
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com
Deadline for submissions is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

2014-15 SSSS Board Members

phone numbers are local, area code 360

Commodore	Webb Sprague	878-5334
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Past Commodore	Debe Andersen	459-2650

Our Handicapper is Rafe Beswick, 888-9844



South Sound Orcas

I'm sure that you've read that this has been an exceptional year for Orca sightings in the South Sound. Perhaps you've been lucky enough to see the whales. As many of you know the SSSS is required to submit applications to the USCG for our races as Marine Events. One aspect of the Marine Event approval process is that it has to go through an environmental review to determine if the event has a potential to impact the environment, endangered or listed species, or a wildlife habitat or sanctuary.

One concern within the Puget Sound are the presence of Southern Resident Orca whales., which are endangered species and protected under both federal and state laws. Harassment of

Orca whales under the Federal Endangered Species Act is considered a felony that carries stiff penalties. The State of Washington has enacted a law that addresses how boaters should behave



Finishing the Toliva Shoal Race
photo: Peggy O'Brien More photos on line

around this endangered species. I signed the addendum below for our Club and I though it would be good for everyone to read it in case you are lucky enough to come across

some Orca whales in the South Sound. I am aware of Washington State Law, RCW 77.15.740, which makes it illegal to:

- * Cause a vessel or other object to approach, in any manner, within two hundred yards of a southern resident orca whale:
- * Position a vessel to be in the path of a southern resident orca whale at any point located within four hundred yards of the whale. This includes intercepting a southern resident orca whale by positing a vessel so that the prevailing wind or water current carries the vessel into the path of the whale at any point located within four hundred yards of the whale:
- * Fail to disengage the transmission of a vessel that is within two hundred yards of a southern resident orca whale; or
- * Feed a southern resident orca whale.

Happy whale watching!

Kyle Reese-Cassal, Redline

Yachtfinders/Windseakers Inc

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1969 Cascade 29 Aquila \$19,500 OBO, see at Martin Marina.
Call Jason 556-5200 aloftmarine@gmail.com

Mainsail: North Sails Dacron 4800 Cruising Mainsail - New, never flown 2 **Genoa:** Neil Pryde Dacron 140% Genoa - Almost New, flown few See the web site for sizes times Mel (360) 570-3450, mgschaefer@mgsengr.com

Used **Raymarine Instruments and Electronics:** SL530 Plus Chartplotter Display, Pathfinder SL72 Radar, ST50 Plus Tridata and Repeater, ST50 Plus Speed. Manuals. \$200 for everything., gyball@comcast.net or call Gary at (206) 484-2818

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

Wanted

Small boat to Charter for a few days of cruising this summer. Competent sailor good seamanship. Jim Slosson (360) 561-3193 JSlosson@aol.com

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

Crew Sheet

more information on line

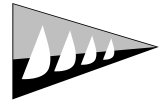
Crew Wants Ride

Shane Voss 535-9642 shane@smarttalent.net
Alfred, alfredo3717@gmail.com or (303) 884-1444

Looking for Crew

Camouflage, a Frers 45. now looking for crew for day sailing. 791-3163., hetcheto@deseca.com Hernan D'Lavicea, Terry dbleupher@aol.com, 459-2650

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



Southern Sound Series Rep Report: Islands Race

The fourth and final race of the 2015-15 Southern Sound Series, the Islands Race, was hosted by the Gig Harbor Yacht Club on the first day of Spring, 21 March 2015.

Over fifty boats registered to compete in the 29.5 mile course up Colvos Passage to a mark at the north end of Blake Island and return to the start/finish line outside the mouth of Gig Harbor. Of notable absence was Charlie Macaulay's *Absolutely* witch lost her mast during the Scatchet Head Race the weekend before.

First day of Spring! She came in like a Lion and left like a lamb! The start was covered with rain and 15 knot winds from the south. The Cruising classes headed north on a northerly ebb towards Blake Island. Everyone looked great . . . good wind and current! The PHRF classes had their reverse start at 1000. Colorful spinnakers could be seen all over the passage.

One of the first boats to round the mark was Tom Mitchel's *J35C Wildflower*. What is unique is that seldom in this race do the Cruising classes round the northern mark before the PHRF classes.

Paul LaMarche, skipper of the fastest boat in the race, -78 PHRF, could be seen before the start aboard the Santa Cruise 70 holding a safety briefing with the huge crew. They were all gathered around the cockpit and listening to the guidance from the skipper. *Neptune's Car* passed *Koosah* after she

SSSS Boats at the GHYC Islands Race

Silverheels	3.	Class 2
Nirvana	3	Class 5
Something Special	4	Class 3
Bodacious	4	Class 6
Korina Korina	5	Class 3
Redline	5	Class 4
Lightly Salted	6	Class 4
Folie `a Deux	7	Class 6
Jolly Rumbalow	1	NFS
Koosah	2	NFS
Skookum	3	NFS
Steamy Windows	2	Comm
McSwoosh	DNF	Class 3
Snowbird	DNC	Class 7

rounded the mark and all aboard looked happy and safe!

After rounding the mark, several boats had to reef and change to a smaller headsail. The wind was from the south was still around 15 knots. Some found it difficult to fight the current near the south end of Blake Island.

Then the sun came out and the rain stopped! It turned out to be a fun beat to the finish! Every boat made it to the finish before dark.

The traditional party after the race at the Gig Harbor Yacht Club was a huge success! What has changed over the years is the race registration and scoring of the races. Each racer can see on their smart phone or computer whom their competition is before the race and as soon as the race is over, the results!

The results for the race and the series may be found on the www.sssseries.org web site.

The 2014-15 Series

contained all elements of

racing: The Winter Vashon race was run backwards and used virtual marks for rounding the north end; The Duwamish Head Race, for the second year in a row, was abandoned: last year too much wind, this year no wind! The Toliva Shoal Race was Perfect: Great winds and favorable currents. The Islands Race also had great winds and favorable current, at least going north!

The 2015-16 season begins with the TYC's Winter Vashon on Saturday, 5 December!

SSSS Boats in the Southern Sound Series

Pax	1	Class 1
Redline	3	Class 4
I-5	3	Class 5
Bodacious	3	Class 6
Silverheels	4.	Class 2
Nirvana	4	Class 5
Korina Korina	5	Class 3
Lightly Salted	5	Class 4
He Lives	6	Class 5
Kaitlin	7	Class 7
Folie `a Deux	8	Class 6
Something Special	9	Class 3
Liberty	10	Class 6
Jody V	10	Class 7
McSwoosh	11	Class 3
Flying Circus	13	Class 3
Snowbird	13	Class 7
Koosah	1	NFS
Skookum	2	NFS
Jolly Rumbalow	3	NFS
Lolita	5	NFS
Balder II	6	NFS
Maranatha	7	NFS
Altar	9	NFS
Desert Sage	14	NFS
Releaf	15	NFS
Boru	16	NFS
Endless Summer	17	NFS
Promise	18	NFS
Genesis	19	NFS
Manatee	20	NFS
Steamy Windows	1	Comm
Emma Lee	6	Comm
White Raven	9	Comm
Spiff	10	Comm
Reif	11	Comm
Rushwind	15	Comm
Puelche	16	Comm
D'Lavicea	17	Comm

Team Race

SSSS 2nd 141 points
Bodacious, Redline, Korina Korina,

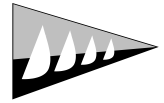
Skookum Inlet Race, March 28

RC Boat: Jolly Rumbalow mark boat: R-Time Thank you

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
S CLASS Start Time: 10:05 Distance: 23.4 nm						
0.75	131	DRAGONFLY	VIPER 640	105	14:14:37	13:33:40
2.00	69399	FLYING CIRCUS	EXPR 37	72	14:06:19	13:38:14
	12	PAX		-10	13:34:35	13:38:29
3.00	79089	LIGHTLY SALTED	BENE 10R	96	14:18:08	13:40:42
4.00	82	MCSWOOSH	11M	66	14:07:27	13:41:43
5.00	83179	HE LIVES	JBOA 92	108	14:25:49	13:43:42
6.00	69051	SPIRIT	BENE 36.7	81	15:01:26	14:29:51
A CLASS Start Time: 10:05 Distance: 23.4 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	14:18:32	13:28:13
2.00	18633	I5	SANZ 33	117	14:25:28	13:39:50
3.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:42:37	13:48:48
B CLASS Start Time: 10:00 Distance: 23.4 nm						
0.75	47914	KAITLIN	RANC 32	168	14:51:57	13:46:26
2.00	40	RUSHWIND	FP 39	186	15:30:06	14:17:34
D1 CLASS Start Time: 09:40 Distance: 16.6 nm						
0.75	923	WHITE RAVEN	CAV45	147	12:32:42	11:52:02
2.00	69927	BALDER II	ERIC 38	144	12:36:12	11:56:22
3.00	69804	REIFF	J36C	127	12:33:09	11:58:01
4.00	39110	KOOSAH	PEAR 36-1	177	12:50:21	12:01:23
5.00	87562	ALTAIR	J 35	102	12:34:20	12:06:07
6.00	39173	BORU	CROW 34	147	13:08:35	12:27:55
7.00	67521	OZYMANDIAS	C&C 34	162	13:13:06	12:28:17
D2 CLASS Start Time: 09:40 Distance: 16.6 nm						
0.75	5421	EMMA LEE	CATA 30	225	13:11:24	12:09:09
2.00	69141	JODY V	C&C 29	207	13:08:27	12:11:11
3.00	39458	RELEAF	PEAR 30	249	13:33:51	12:24:58
4.00	79179	GENESIS	CASC27	252	13:40:30	12:30:47

Dinghy Racing Starts May 7

Dave Knowlton, *Koosah*



Rethinking our Handbook Format

We are contemplating a change in format for the SSSS Handbook. We're looking at changing the Handbook from its current half sheet format to a standard 8 1/2 x 11 size. Since many of you use it frequently, we wanted to run this by you before hand in case there are strong feelings for the current format.

Our Handbook format has worked for us for umpteen years. But frankly, once reformatted it would be a heck of a lot easier to update and maintain. Your Handbook coordinator would no longer have to deal with the columnar format issues she encounters with the current layout (expletives deleted). This would in turn make it easier to hand off the Handbook to someone else, whenever that need arises in the future. And in the course of that time, eyes have grown older and a bigger font might be appreciated. Technologies have changed and many of us look for our

materials electronically, or print it at home. A standard format may be more compatible.

For many of you, it's not even something you care about one way or the other. You're going to be happy with either format But for those of you who have an opinion about this, I'd like to hear from you before the May Meeting. There are upsides and downsides to a change. What I'm trying to do is ascertain whether the upsides outweigh the downsides.

If you have questions or thoughts to share, you can get answers at the April Meeting or shoot me an email at thera_gram@earthlink.net.

Please, give this a thought and if you have an opinion let me know what you think. Thanks!

Thera Black

Thera is our Handbook Coordinator. She took the job because our Secretaries were having a very hard time producing "camera ready" copy this size. Word was not designed to do so.

South Sound Opening Day

Opening Day for the Boating Season is a tradition that stretches back more years than I know. It marks the time of year when the high season of boating in the Puget Sound begins, with all the associated pleasures our hamlet in the world affords, miles of protected ocean waterways, beautiful marinas large and small too numerous to count and of course, cruising and racing in earnest.

In the South Sound, we traditional celebrate Opening Day the weekend after Opening Day in Seattle This year the date is Saturday May 9. The Olympia Yacht Club and I personally, as OYC's Fleet Captain Sail and as a member of both Clubs, want to invite all Members to Opening Day at OYC, starting at 0830 with a breakfast at the Clubhouse, followed by the American Legion Band Concert on the OYC outdoor deck at 0930 and the Blessing of the Fleet at 1000.

There is an opening day parade of boats that starts at Noon. Prizes for Best Theme Boat, Best Dressed Boat, Best Wooden Boat, Best Glass Boat and others are all possible for you to win. The theme for Lakefair 2015 is Fabulous Family Fun. An associated theme for the boat parade will be created; send me your best ideas if you have them. Starting at about 1500, there is a BBQ on the OYC deck. All Members, mark your calendar and plan to participate in celebrating the opening of boating season: Opening Day.

Bill Sloane, *Endless Summer*

Fire Extinguisher Recall

Fire extinguisher manufacturer, Kidde, is recalling nearly 5 million fire extinguishers in the U.S. and Canada. A faulty valve component can cause the disposable fire extinguishers not to fully discharge. Check if your fire extinguisher has been recalled; see the link in this article on line.

Harbor Patrol

The Olympia City Council Finance Committee met last month to discuss a series of unfunded programs and projects going into 2015; OHP is on that list. This list totals over \$2 million and represents some significant and difficult choices facing the City Council. No decisions were made at this meeting, which means more waiting.

There is more from those trying to get the Harbor Patrol reinstated in an expanded version of this article in the S-t-S on line.

Henderson Inlet Race

Abandoned No wind.
Jody V was RC. Releaf was Mark boat

Inlet Series

RC Boats : Liberty, Emma Lee, Jody V, and Jolly Rumbalow.
Mark boats: R-Time, and Releaf. Thank you all.

Place	Sail No.	Yacht Name	Skipper Name	Rating	#Strt	Eld	McAlst	Kookom	Total
A CLASS Races: 1 to 3									
1	73392	BODACIOUS	J Rosenbach	129	3	0.75	0.75	0.75	2.25
2	18633	15	Dan O'Brien	117	3	3.00	3.00	2.00	8.00
3	79182	FOLIE A DEUX	Jeff Johnson	138	3	4.00	2.00	3.00	9.00
4	69315	NIRVANA	Scott Schoch	120	1	2.00	5.00	5.00	12.00
S CLASS Races: 1 to 3									
1	131	DRAGONFLY	Rafe Beswick	105	3	3.00	0.75	0.75	4.50
2	69399	FLYING CIRCUS	Dave Elliott	72	2	0.75	6.00	2.00	8.75
3	82	MCSWOOSH	Clark McPherson	66	3	2.00	4.00	4.00	10.00
4	79089	LIGHTLY SALTED	Mel Schaefer	96	3	5.00	3.00	3.00	11.00
5	50921	REDLINE	Kyle Reese-Cassal	87	2	4.00	2.00	8.00	14.00
6	83179	HE LIVES	Steve Kirkpatrick	108	2	6.00	6.00	5.00	17.00
7	69051	SPIRIT	Steve Jones	81	2	7.00	6.00	6.00	19.00
B CLASS Races: 1 to 3									
1	47914	KAITLIN	Roger Edwards	168	3	0.75	0.75	0.75	2.25
2	40	RUSHWIND	Ken Russell	186	3	2.00	2.00	2.00	6.00
D1 CLASS Races: 1 to 3									
1	69804	REIFF	Tom Nelson	127	3	0.75	2.00	3.00	5.75
2	69927	BALDER II	Joe Downing	144	3	2.00	3.00	2.00	7.00
3	923	WHITE RAVEN	Rick Antles	147	3	7.00	0.75	0.75	8.50
4	39110	KOOSAH	Dave Knowlton	177	3	6.00	4.00	4.00	15.00
5	50105	JOLLY RUMBALOW	Richard Bigley	135	1	4.00	7.00	5.50@	16.50
6	18351	MISS CONDUCT	Erik Dahl	120	1	3.00	7.00	9.00	19.00
7	39173	BORU	Roger Shaffer	147	2	10.00	5.00	6.00	21.00
8	69667	SASSY	Glen Hunter	129	1	5.00	7.00	9.00	21.00
9	49190	ALTAIR	David Kuchenbecker	102	1	10.00	7.00	5.00	22.00
10	67521	OZYMANDIAS	Philip Cramer	162	1	10.00	7.00	7.00	24.00
10	506	LOLITA	Ron Hoover	185	1	8.00	7.00	9.00	24.00
D2 CLASS Races: 1 to 3									
1	5421	EMMA LEE	Bob Butts	225	2	2.00	1.37@	0.75	4.12
2	69141	JODY V	Jack Shincke	207	2	0.75	3.00	2.00	5.75
3	39458	RELEAF	Kelly Coon	249	2	5.00	0.75	3.00	8.75
4	79179	GENESIS	Alan Niles	252	1	5.00	3.00	4.00	12.00
4	200	AQUILA	Jason Vannice	267	1	3.00	3.00	6.00	12.00

@ = RC Duty points