

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 4

December 2015

www.ssssclub.com/ssss.htm

## December Meeting: Holiday Potluck and Food Drive

The upcoming Meeting on Tuesday, December 8<sup>th</sup>, will consist of the traditional South Sound Sailing Society holiday potluck and wine bottle auction. The auction will benefit the Thurston County Food Bank. People will arrive starting at 1800, with the dinner line starting at 1830. Please bring a dish to share and, if possible, plates and utensils for your party. Feel free to bring as many guests as you like. If you haven't been to an SSSS potluck before, remember that we are very friendly! Just pick a table and sit down and talk about sailing. We will begin auctioning bottles once everyone has had a chance to eat.

### Webb Sprague

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

## Commodore's Corner: Getting Wired

Happy Winter Solstice! The best part of December for me is knowing that after the solstice we start increasing the hopeful sunlight hours less the twelve layers of clouds and rain.

Please give applause to the Vice Commodore for the wonderful First Ever Crew and Cruise Fair in November. Huzzah to Vice Commodore Mary Campbell! I did gaze over to the other tables and noticed the throngs of people talking about their boating angst or curiosity.

At my table we talked about the reason for fuses, a grounding conductor, the color code for DC and AC wires, and, "I want to rewire my boat?" I've rewired both boats that I've owned mostly because I wanted a map of the boat electrical system. Let get this organized. Start with a DC appliance spreadsheet, lights, pumps, and winches, That captures the circuit breaker number, voltage, amperage, location, make, model. Don't stress if you can't find all the information. From there you have a plan to execute, find all you can by flipping off panel switches. Mine was labeled with a number and name: Panel1Circuit1 GalleyLight, MP3 Radio, Stern Light. I had quiet a field day figuring that out.

Start a second document, an electrical punch-list. As you look in your holds and cabinets, if you find unexplained wires then label it with some blue painters tape and a black marker. Write the label name, location, date found in your punch-list. Example: I had one labeled ThickWire#01 with a description "end of a thick white and black cable under the chart table with yellow wire nuts. A/C?" It turned out to be a charging circuit from my outboard motor. Yippee I found a possible way to charge my battery. If you are up to it, take a picture of your labeled wire to put into your baby-boat book.

Now you'll need an electrical buddy with tools for tracing and measuring current conducting wires. Wear safety glasses, knee pads, elbow pads, and several flashlights for moving around the crevices and bilge on the boat. It will be a good day so take breaks to log your data and provide your friend with snack food, and water. Only work as long as you are engaged to learn; have a cutoff time for yourself and your electrical friend.

Ralph Cumberland



Echo, Hope Island Dash photo: Richard Bigley

## Happy Holidays



November Cruise  
**November 29**

Winter Vashon Race, TYC  
**December 5**

Southern Sound Series Race 1

Lighted Boat Parade, OYC  
**December 5**

General Meeting  
**December 8**

Visitors Welcome

Doors open at 1800, eating starts 1830

Squaxin Island Race  
**December 12**

New Year's Cruise  
**December 31 - January 1**

Hope Island Race  
**January 2**

Board Meeting  
**January 5**

Race Seminar with  
Andrew Kerr  
**January 7**

Duwamish Head Race  
TTPYC  
**January 9**

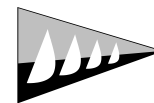
Southern Sound Series Race 2

General Meeting  
**January 12**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**BOAT PHOTOS : HANDICAPPERS MEET : MORE BUYING ADVENTURE**



## Cruise News

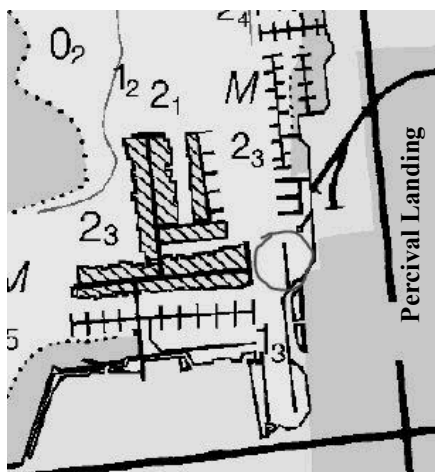
### NEW YEARS CRUISE PERCIVAL LANDING, DOCK E DISTANCE FROM OLYMPIA, 0 NM THURSDAY HIGH TIDE AT DOFFLEMEYER POINT: 1747

My thanks to the experienced SSSS sailors who schooled me on the traditional pre-construction location for the SSSS New Year's Eve cruise! We're on again for Percival Landing this year. We'll set up at E dock which has shore power and a concrete surface. Deluxe! *Beware of Dog* will be there by sunset with a, we hope, 10' canopy, hot drinks and snacks. There promises to be plenty of room to tie up that evening and there will be plenty of parking at the top of the ramp for folks who want to stop by.

We'll set up a serving table for a potluck dinner at 1900 and hang around through the evening to see the New Year in. Depending on the weather and the clearness of our minds, the *Dog* may take the long way home on Friday morning, sailing up Budd Inlet as far as we dare.

### GUSTIES AND GHOULIES AND THINGS THAT WENT BUMP IN THE NIGHT

At 1330 on Friday, October 30, we motored out into Budd inlet to begin our Halloween Cruise adventure. Casting a wary glance over our stern, we decided to leave the main covered and hoisted the *Beware of Dog's* genoa. We set the sail on a port tack and kept it that way till we passed Devils Head. Drayton Passage greeted us with a gentle following sea and a 5 knot speed over ground. No rain, 60°



temperatures and a steady 12-15 MPH breeze. All in all, a very pleasant, quiet and dry journey. We pulled into Filucy bay at 1630. Jim Findley on the *Nightwind* masterfully docked our small SSSS flotilla, consisting of the *Dog*, *Ursa Minor*, *Pax*, and *TYA*.

After fussing with the Longbranch Marina tables and roll-down curtains, we



Eagle Island Race photo: Vicky Sheldon

settled in for an impromptu potluck on the dock. The rain held off until after dark, and we all had a real good time.

Saturday, the sun rose clear and bright, making for a pleasant morning coffee and thoughts of a cool and clear Fall day. By 1000, those thoughts were drowned by the rain, and a 10°F temperature drop. On the bright side, the morning brought six more boats: *Starbright*, *Koosah*, *Mystic*, *Puelche*, *Enterprise* and more rain. After lunch, the party was joined by, *Sassy*, *Gizmo* and rain. Did I mention the rain? There was a lot of it. The power went out for only an hour or so. As the weather closed in, cruisers gathered in the covered dock area to scan the weather forecasts, chat, read and carve pumpkins.

As the light faded, we were joined by a brave few drive up guests and everyone set up a costume dinner and merriment. Costumes represented include: a bevy of pirates, the traditional SSSS Giant M&M, a smattering of cephalopods, and other fantastical creatures. And we all had a very good time.

Sunday morning again dawned with sunshine and cool, mild air. Perfect for Belgian waffles! Twenty hardy mariners gathered for coffee, granola, and waffles, taking their time to wait out the turning tide. The turning tide *and* the predicted gale wind expected to hit the Dana Passage entrance at mid-day. Much talk revolved around the relative advantages of an early departure to duck the weather, or a later departure to race the sun.

John Thompson opted for the former, leaving at about 1000, but he was turned back by ornery waves that bounced the 22' *Gizmo* to a standstill. John left an hour later aboard the *Ursa Minor* with *Gizmo* in tow. All eyes were on the boats at they rounded McDermott Point and headed into the wind swell.

With *Ursa* and *Gizmo* out of view, talk turned again to the relative risks of swell and sunset. In the end, the *Dog* settled on a 1330 departure in the wake of Jim and DeAnn Larsen the more solid 36-foot *TYA*. Rod and Susan paced us briefly then passed us as we approached Devils Head. The moderate swell held the *Dog* back a bit, but we were able to make 5 knots. I spent an embarrassing amount of time converting our

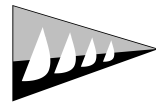
speed to MPH and matching it with our calculated hull speed ( $5 \text{ kt} * 1.15 = 5.75 \text{ Mph}$ , way below our hull speed of 6.28 kt. or 7.2 Mph). Somehow, I find it difficult to multiply by 1.15 in my head! We followed *TYA* all the way to the No Wake markers and tied up with just enough Standard Time daylight to haul a dock cart's worth of gear back home. And we all had a very good time!

### NOVEMBER WINE TASTING CRUISE DECEMBER WINE BOTTLE AUCTION

Sunday November 29<sup>th</sup> 1600-1900  
View Point banquet room

By the time you read this, we may have already held the Post Thanksgiving-Pre December Annual SSSS Wine Tasting and Decorated Bottle Judging Cruise. Remember that we will be auctioning off these custom bottles along with other, "naked", bottles at the December Meeting. Proceeds will benefit Thurston County Food Bank.

**Marvin Young, Beware of Dog**



## Race Seminar with Andrew Kerr January 7

The South Sound Sailing Society is proud to host Andrew Kerr for a one night racing seminar on sail trim and tactics on Thursday January 7 2016 at 1800 at the Viewpoint Room of Tugboat Annies at West Bay Marina. The cost is \$20 per skipper, and \$10 for crew attending with skippers.

Andrew is an accomplished full time coach and seminar speaker with North U. He teaches teams across the world, across a variety of racing classes and class associations, and has gained distinction as a national champion sailor in match racing, one-design, and offshore racing. He's been head coach and an instructor trainer at a variety of the top sailing schools: the Boston Sailing Center, the Offshore Sailing School, J World San Diego, J World Newport, J World Key West and J World Annapolis. Andrew also enjoys writing coaching articles and is a contributor to *Sailing World* and a wide variety of one design class web sites and newsletters [including this one, ed.].

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

**K. Reese Cassal, Redline**

## RC Report

While the Cruisers were experiencing a memorable wet and windy Halloween cruise to Long Branch, Sarah and I were off to the hospital to have our baby boy. Lukas B. Cassal was born on Halloween morning at St. Peters Hospital in Olympia. Everyone is healthy and happy. I would like to extend a giant thank you to Jeff Johnson and Clark McPherson for covering as Race Chair in my absence. Jeff even took on the worst responsibility of them all, to fill the volunteer race committee roster.

This is another great example of Members



Eagle Island Race photo: Peggy O'Brien

volunteering their time and effort to make the race program run smoothly for all the participants. It's not just the Race Chair running the show, you have a team of individuals at that you can approach with concerns, ideas and of course praise. Each of the PHRF classes has a Class Captain. The Class Captains are there to serve their respective class and to relay information to the Race Chair. The Race Chair meets with the Class Captains a few times a year in a dark smokey, back alley room to discuss what's working and what's not working with the races.

We've had a few Class Captain changes in the past year. Your Captains are: S Class - Tucker

## PHRF-NW Report

On October 18 there was a handicappers meeting in Seattle that I attended. Not a popular one because it conflicted with a Seahawk's game, but at least the traffic was light. There was some updating on the status of the big boats, boats that rate under 30, and the consensus

among the owners of those boats seems to be moving to reunite with PHRF-NW after racing under IRC for the last couple of years.

A new chief handicapper has been located, Neil Bennett from Bellingham YC. Long may he reign.

PHRF-NW dues will be going up to \$60 to cover costs. Also no

Smyth, A Class - Jeff Johnson, B Class - Roger Edwards, D Class - Richard Bigley. Richard is stepping in for longtime member Kelly Coon as D Class Captain. Kelly is the ambassador of D Class having served as Captain and manager for close to 20 years. Please take the opportunity to thank Kelly for all that he has done for our club and the hundreds of D boats that he has helped get to the starting line. Kelly has also held the honor of giving the best speech at the awards banquet year-after-year. Thank you Kelly!! Jeff Johnson is also serving as assistant Race Chair for 2015/16. Talk with your Class Captains, this is your club, these positions exist to improve your racing experience.

You can always reach me at [rcchair@ssssclub.com](mailto:rcchair@ssssclub.com). My mission as Race Chair is to work together with you to keep our race program as fun and competitive as possible. Let us know if you have ideas to improve the race program.

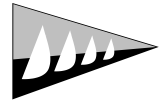
Don't forget to mark you calendars for Hope Island on January 2. You may have noticed that order of the Island and Inlet Series have been rearranged for 2015/16. The dates are set in order to take advantage of favorable tides. Hopefully some of you noticed this during the Eagle Island race when you found yourselves drifting in the correct direction.

There is one exception. The McAllister Creek Race on February 6 is scheduled to mimic the conditions of Toliva Shoal on February 20. This year the tide will be flooding from 1100 to 1600 during Toliva so you will likely be fighting your way through Dana Passage for McAllister and Toliva Shoal. Best to get a little practice in before the big dance.

**Cheers,  
K. Reese Cassal, Redline**

hard copy PHRF-NW booklets any more except by request and extra payment. It will be online from here on out. These issues weren't decided by the handicappers, but we were made aware of it so passing it on.

The mighty schooner *Martha's* handicap was appealed since she only participates in one race each season, the Round



the County race in the San Juans, and wins by huge margins almost every time crushing the puny SC 27s and similar craft she gets paired with. An unusually large adjustment was made given the history and the fact she only participates in the one event annually changing her rating from 150 to 111.

Next handicappers meeting is January 31. I'll report on that one next year.  
**Rafe Beswick, *Dragonfly***

## Star Fleet Fall Meeting

The fall meeting for the Star Fleet was a time to reflect on the past season, nominate officers, and look to the future. We had a good turnout and the meeting was called to order at 1900. It was held at the View Point Room at West Bay Marina. I covered things like the cost I have incurred over this past year for the RC boat. I reminded everyone to start planning their shop time to work on their boats and not wait till the last minute. I have been putting several masts together and making up spare parts used by the fleet each season.

We talked Branden into being the chair person for the Black Star Regatta which will happen May 6, 7, and 8, 2016. He will be arranging for a meeting soon and we will cover all bases then. The Viper fleet has asked that we include them in the races, which would make 3 classes other than the Stars participating.

It is worth noting in that when I started the Star Fleet, it was the only active class in Olympia. Since then, there is an I-550 class, the Laser Fleet, and now the Viper class racing here. The I-550 and Viper classes are spread out all over the country but have asked us to allow them to race in the Black Star. The Lasers have always been around, but Jim Findley has encouraged them to race as a fleet in the dingy races.

We had reports from the officers and the most important was from the race chair, Catherine Hovell. Catherine has done a great job over the past year, especially since she keeps getting shuttled off to Montreal, Canada for work related business. She has agreed to carry on next year and has a lot of great ideas for how to improve our race program and build the fleet participation in races back up. One goal is to get more junior sailors involved and reach out to the general public via open houses and a public sailing day at the beginning of the season. This will also help

expose more people to what SSSS is all about and the programs we sponsor.

As far as nominations for fleet officers go, the present slate of officers agreed to continue except me. After nearly 20 years as Fleet Captain I have asked to be replaced. I think this would be good for the fleet, having someone with new ideas and energy take over and I will continue working on the boats, training new members and just enjoy sailing. I will still be the go to person

when someone needs repairs done or needs help getting crew or whatever. I am hoping to get Catherine to write up something about her ideas and about our racing program. I have also asked others in the fleet to write about the fleet activities in future news letters as after 20 years, I am running out of things to say.

I will be fixing up all the boats I have for sale to be either sold or chartered for the upcoming season. I will also be putting my boats in the water in early March so they can be used to train new skippers and crews. Also I have a number of good sails

available for sale. As far as we know now, the moorage cost will remain as last year.

My shoulder repair has turned out very well and I look forward to many days of sailing this coming season. Everyone take care and may you always have fair winds whether you cruise or race.

**Bill Brosius, *Alcor***



## Andrew Jackson Trophy

On November 7 *Echo*, *White Raven*, and *Jolly Rumbalow* did the Hope Island Dash. Only *Jolly Rumbalow* turned in a time, 2 hrs 50 min and 43 sec. It was not fast enough to challenge the leader.

*McSwoosh* still holds the fastest time for the year, for her second run last May. But it is a long time till the May Meeting; you have plenty of time for a faster run. When the wind and currents are right, sail around Hope Island taking your own time. Details can be found in our Handbook. Ed.

# MERCATO

*Ristorante*

**Host of the SSSS Board Meetings**

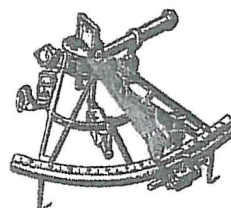
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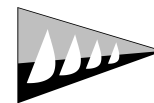
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## Letter: The Great International Yacht Buying Adventure

*We were told how Jim and Dee Ann had found their boat, in Canada. They have learned the technicalities of buying and importing a boat. They were in the process of a survey when we left them last month*

The surveyor found a show stopper. There was a large void in the glass near the keel joint. It might be nothing. Or it might be a vulnerability at a very important part of the hull structure. We wouldn't know for sure if this void was a threat to the integrity of the hull unless the area was opened up and inspected.

Greg stepped in and volunteered to assume all responsibility for the remainder of the survey and any expenses required to satisfy Ken that the hull was sound. Since this was our first yacht survey in a foreign country, Dee Ann and I weren't sure what the proper response was supposed to be, so we said, "OK". We went into the marina office and paid for the short lift, and waited to see what transpired between the surveyor and our yacht broker.

The surveyor suggested we start asking around the boat yard to see if there were any fiberglass repair people interested in writing a bid for the work. We had an interesting conversation with a salty old soul who was very courteous and friendly until he heard that we just wanted an estimate. If we weren't going to be buying anything, we could have a nice day! The boat yard was so busy that all the shops were tied up for the next few months, so Greg redirected his "boat guy" from the brokerage to interrupt his current projects and work on the Hunter.

We ended our second trip to the island with a return trip to a wonderful Irish pub in downtown Victoria and then made our way back to Olympia where we monitored the repair progress from a distance and finalized the plans for the delivery and importation of the vessel.

We called several friends and offered an all-expense paid trip to Friday Harbor, but we didn't find many takers. We eventually had a short list of family and coworkers who were willing to step up if no one else would. The delivery date was set for Friday the 13th of March. Our son and daughter-in-law scrambled to find sleep-overs for the kids and served as our taxi driver.

All of the repairs were progressing as scheduled. The last piece of the puzzle was the bank. We were still waiting to hear that the loan was ready for signature. The new bank had no trouble with the international nature of the

## Herron Island Race November 14

Transition/Ozymandias were the RC Boat. Desert Sage was the mark boat. Thank you.

place/Points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>A CLASS</b> Start Time: 10:05 Distance: 24.5 nm							
3	0.75	69399	FLYING CIRCUS	EXPR 37	72	15:36:30	15:07:06
8	2.00	69051	SPIRIT	BENE 36.7	81	15:51:10	15:18:06
9	3.00	69927	BALDER II	ERIC 38	126	16:10:46	15:19:19
10	4.00	64985	LIBERTY	C&C 35	123	16:10:00	15:19:47
12	5.00	69804	REIFF	J35C	105	16:17:01	15:34:09
15	6.00	87562	ALTAIR	J35	72	16:23:38	15:54:14
<b>S CLASS</b> Start Time: 10:05 Distance: 24.5 nm							
1	0.75	83179	HE LIVES	JBOA 92	114	15:50:30	15:03:57
2	2.00	79089	LIGHTLY SALTED	BENE 10R	96	15:46:04	15:06:52
4	3.00	82	MCSWOOSH	11M	66	15:36:55	15:09:58
5	4.00	131	DRAGONFLY	VIPER 640	105	15:53:30	15:10:38
13		12	PAX		-10	15:31:14	15:35:19
<b>B CLASS</b> Start Time: 10:00 Distance: 24.5 nm							
6	0.75	122	SPITZE	SANT 22	276	17:02:09	15:09:27
7	2.00	69063	GIZMO	HARM22	201	16:34:03	15:11:59
11	3.00	47914	KAITLIN	RANC 32	168	16:30:19	15:21:43
14	4.00	5421	EMMA LEE	CATA 30	207	17:03:26	15:38:55
<b>D CLASS</b> Start Time: 09:40 Distance: 20.8 nm							
	0.75	39110	KOOSAH	PEAR 36-1	177	15:54:10	14:52:48
	2.00	50105	JOLLY RUMBALOW	C&C 34	135	16:05:29	15:18:41
	3.00	923	WHITE RAVEN	CAV45	147	16:13:58	15:23:00

transaction, but they also had no experience with it either. And our bank had decided to do away with the loan specialists that sit behind a desk and instead handle all the business through the tellers that work the front counter. This didn't go too badly, except every time we had a question they had to call someone upstairs to ask. After doing this a few times we really wished we could just go upstairs and meet the mystery person who had all the answers, because that is what we really needed. We dealt with three different people over the course of the application and approval process, and we were able to educate each of them on all of the intricacies of an international boat purchase, changing the country of registry, changing the title and registration, hiring a pilot, and all those details that we were now all too familiar with. They assured me that everything would be ready in time for the delivery. And, thanks to overnight delivery and wire transfers, it was.

The delivery skipper would be bringing the boat from Sidney, BC, to Friday Harbor in the San Juan Islands. We were arriving by car ferry the same day. I padded the schedule with an extra hour that morning so that we wouldn't miss the ferry, and that was a good thing. Everyone was just a little too excited, and my back seat directions were not sufficient to prevent us from getting lost a couple of times on the way to the ferry. But the ride over was nice, and the ferry landing is right at the Friday Harbor marina where we were to meet the boat.

I noticed our soon-to-be new boat sitting at the customs dock. I enquired inside the Customs Office to ask if the boat had been checked in yet, and I was met with a very official response indicating that he was not allowed to divulge such sensitive information, and would I please go wait outside. He was very polite and professional, and we were happy to comply. The check in process went fast and smooth. The Customs Broker had delivered all of the required paperwork the day before and it was a very brief filing process for the skipper, along with a \$19 fee. This was when the delivery skipper called the broker and gave him the entry number from customs, the broker called the title

### Yachtfinders/Windseakers Inc

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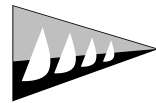
**Dan O'Brien**

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Olympia WA 98502 USA

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company to confirm the delivery, and the title company released the funds. We are boat owners!

But we can't get away from the dock without yet another small complication. My phone was ringing with a Canadian number. It was Greg. He forgot to give the cabin keys to the delivery skipper! We hatched a plan that had the delivery skipper take a taxi to Roche Harbor to meet Greg in a speed boat. The driver would then get a ride home with Greg and the keys would come back with the taxi driver. After mulling over the options we finally decided to just borrow our kid's car and drive the skipper out to Roche Harbor ourselves. Once there we bought lunch for him and Greg and retrieved the wayward keys.

Now all we had to do was get home. Olympia is a mere 120 nautical miles from Friday Harbor. The only thing standing in our way now was a weather forecast that indicated gale warnings with south winds over 40 knots and waves over 6 feet. The first leg of the trip took us right across the wide open Strait of Juan de Fuca. It didn't sound like a good place for a new boat owner to be in an unfamiliar boat, so we said goodbye to our kids and waited out the weather in Friday Harbor that Saturday. Sunday was supposed to be much calmer.

I didn't sleep much Saturday night. I woke up periodically and checked the weather forecast, and I woke up Dee Ann after the 3:00 am update indicated that another gale was on the way. My vote was to stay in safe harbor one more day, but Dee Ann was sure we could make it. "It isn't supposed to be here until 4:00. Didn't you say we can be across by 1:00?"

She was right. The weather forecast was changing every day and the weather windows seemed to be getting shorter. So we were up before first light. We were warming the engine as dawn appeared, and we were pushing away from the dock as soon as we could see our way through the breakwater at Friday Harbor.

#### Embarrassing Photo #1

The tide was kind to us and started pushing in our direction just where we needed it most, at the south end of the San Juan Channel. Slightly more than an hour had passed and we were now poking our nose out into the mist covered Strait of Juan de Fuca. To say I was a little anxious would be an understatement. I had tried to read up as much as I could about crossing the Straits. My attempts to research favorite routes and routine weather patterns seemed to always take me to stories of Coast Guard helicopter rescues in high winds and rough seas. There is no shortage of disaster stories from this particular passage. We were well prepared, but all of my planning for contingencies had me thinking about the many different ways we could fail, rather than just enjoying the trip. I was a little concerned that I would have to learn how to bleed a fuel line for the first time while pitching and rolling in 6 foot seas. Dee Ann snapped a picture of me as we were entering the Strait and about to lose sight of land. I don't recall feeling as anxious as that picture would imply. But wow, that guy looks freaked out!

"Hey Jim, how does it feel to be taking your first big boat on your first crossing of the Strait of Juan de Fuca ahead of an approaching gale?"

You know you are a geek when your primary navigation instrument is an Apple iPad. The boat came to us without a chart plotter, so we installed

Navionics on the iPad and used it to find our way. I was very impressed with the iPad as a chart plotter. It acquired satellite signals almost instantly and appeared to be very accurate. We followed the east side of the shipping lanes southward and gave a wide berth to Smith Island. Visibility was about 3 or 4 miles, and we saw one or two ships and a couple of fishermen as we made it across. We had 2 to 3 feet of swell and a following breeze of 10 to 15 knots. We were both starting to relax by the halfway point, and we took turns at the helm as we continued south at about 6.5 knots.

Dee Ann snapped a few pictures of Port Townsend as we approached. We have visited by car on numerous occasions, and this was our first approach by sea. The entrance to the boat basin is narrow and shallow. I suddenly realized that I didn't know if there was an offset programmed into the depth sounder. We never saw less than 17 feet, so I felt confident we were OK.

The skies opened up and it started to rain just as we were approaching the fuel dock. I don't know if Hunter planned for northwest weather when they did this, but I'm sure that having the stern rail seat over the fuel inlet helped keep some of the rain water out of the fuel tank.

The marina office was closed as it was Sunday afternoon, so finding a slip was a bit like camping. There was a bulletin board at the head of the fuel dock with a list of available slips and their prices. The fuel attendant explained that you just pick the slip you want, drop your money in the payment box, and cross the slip off the list so that it doesn't get double booked. That sounded easy enough.

The first problem we had was writing the check in the pouring down rain. It rained so hard that afternoon that it actually set a single day record for rainfall. The payment envelope was dissolving in

## Crew Sheet

more information on line

### Crew Wants Ride

Fair weather or foul. frank.j.jasper@gmail.com  
 Moving to Lacey . John A Hooper 217 Camelot Dr Liberty,  
 MO 64068 Office: (816) 792-0423 Mobile: (816) 547-4844  
 johnahooper@gmail.com  
 racing or day sailing. Aaron Wolfman 786-0861.  
 John Brown, 360-59-5997, jb1011@comcast.net

### Looking for Crew

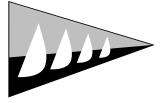
D'Lavicea, Terry dbleupher@aol.com, 459-2650

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

## Ditty Bag

**1985 Santana 20 w/2008 Trailer** - \$2000 obo  
 trailer has never been in saltwater. Jeff Glandon  
 Jeff@busybeelawnservice.com 426-1614  
*These ads are free for Members, run three months, and can be renewed. Contact me by the Meeting to be listed in the next S-t-S.*

More information about both Crew and Ditty Bag ads can be found in the ads on line.



my hands as I was attempting to place our soggy check in it. Do I really need to lick it to seal it in these conditions? I don't think so.

We picked a slip that showed both sides were open. We thought this would be the best for us because this would be only the second time I had attempted to put this boat into a slip, and the first time I did it I was being coached by an instructor. We thought it would be a good idea to go into the slip that provided us the widest possible margin for error. This slip had no neighbor, so it was our first choice. Our boat was already rigged for a starboard side tie, so we crossed that one of the list and memorized the number of turns we needed to make as we wound our way back to the slip in the pouring rain.

The Port Townsend marina is a very tight fit. There are several single file lanes that must be negotiated. There was almost no traffic, and for that we were very happy. We wound our way into the back of the marina and as we rounded the last corner and hunted for the numbers we discovered that there was someone in our slip! Someone had come in like we did, but failed to cross the number off the list. It was a long way back to the fuel dock, so we decided that I would try to hold the boat in the lane while Dee Ann re-rigged for a port side tie. Her fingers were getting cold from the elements and she was

moving slowly on the knots. After a few minutes I could see that she had most of the lines in place, and a favorable breeze twisted the bow and lined us up with the slip. "I'm lined up perfect. Is it OK with you if I go in?" She said yes, so I edged us slowly forward.

Our new neighbor must have seen our dilemma and felt a twinge of guilt for snatching our spot, as he came out in the pouring rain without a jacket. Without saying a word, he caught the bow line, tied it off, and disappeared back into his boat. Dee Ann tied the spring line, I cleated the stern line and killed the engine. It was about that time that I realized I had just put my 12 foot wide boat into a 13 1/2 foot space! It turns out that my neighbor was also a little over sized for the slip.

We were snug in the slip by about 1:30 in the afternoon. The gale started to blow at about 3:00, and it rocked us through the night. We tried out the forced air furnace and stayed nice and warm. Neither one of us realized how tired we were. We hadn't slept much the night before, and standing up against the rolling swell for 5 hours had worn us out. Dee Ann had commented about how tired I looked as we were eating our late lunch.

A few moments later I thought I heard snoring. I looked up from my chart. Like a toddler asleep in a high chair, Dee Ann had passed out while playing a game and

managed a perfect face plant in her iPad! And she said I looked tired!

"Um, dear? I think you fell asleep."

Prop Walk!

The next morning brought us a beautiful sunrise. I couldn't resist taking a picture, even though I had to look through our neighbor's canvas awning that was only about 12 inches from our rub rail to see the colors. It was our first colorful sunrise on the new boat. I needed a picture of that to go with my sunset collection.

Things happen on occasion for a cruising couple that allow us to come together as a team as we react to suddenly unexpected events. We talked through the process of casting off so that we both knew what our parts would be. Dee Ann would cast off the lines and make sure they were not dragging in the water and I would apply gentle reverse thrust and back us out of our very tight slip. The boat, however, had a different idea. The lines were cast off and pulled on board. And as I applied reverse thrust the boat decided that instead of going backward, it would just spin to starboard! I gained an instant appreciation for the large cockpit and the open decks of the Hunter 36. We were both able to scramble effortlessly and run the length of the boat and prevent a collision.

**Jim Laesen**

*to be continued next month,  
or read it online*



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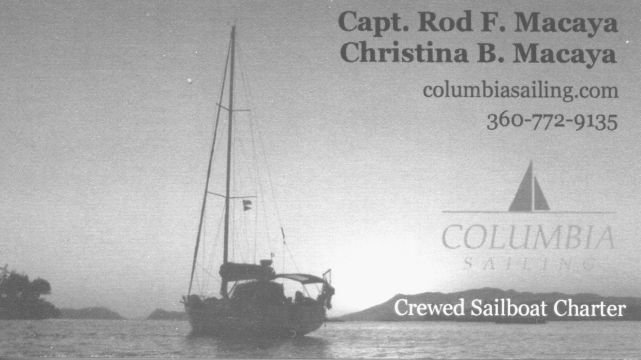
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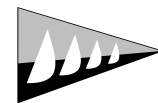
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## That Charitable Feeling

Last year South Sound Sailing Society proved how generous and charitable you can be by raising over \$5500, far exceeding any previous amount of money raised for the Thurston County Food Bank at the Decorated Wine Bottle Auction held at the December Potluck. You also filled the back of my Tahoe again with your non-perishable food donations.

It is terrific to see the reaction of the staff at the Food Bank when I pull up with my Tahoe filled and when they tabulate the contribution of money. Let's get that charitable feeling and see if we can top ourselves this year!

Hopefully you were able to attend the Wine Tasting Cruise over the Thanksgiving holiday weekend, and entered a decorated wine into the Decorated Wine Bottle Contest. But if you weren't able, you still have a chance to decorate a bottle that can be entered in the Decorated Wine Bottle Auction at the Potluck. All it takes is a nice bottle of wine, a little whimsy, and imagination. Before you know it, you'll have a piece of art that will help raise money that is greatly needed and appreciated at the Food Bank.

If you are of the mind that you are not artistically inclined enough, you can still join in the fun by being a bidder at the auction. I look forward to seeing what SSSS has in its collective imagination, and what charity it has in its heart.

There is no better feeling than that of helping those that need it the most. Let get to decorating and bidding and bringing in that non-perishable food! Let's get that charitable feeling. Here's to seeing you at the December Potluck.

**Don Waterhouse, McSwoosh**



Decorated Wine Bottles 2014  
photo: Steve Worcester



Cruise Chair flag  
November Meeting

photo: Dave Knowlton

## Southern Sound Series Rep Report: A Valuable Asset

This is written a month before the Winter Vashon Race, 5 December, so there is nothing to report about the race. The Duwamish Head Race is next, on 9 January.

We, as sailors, have a valuable asset in Puget Sound. Jan Anderson, known as Shooter, and her husband, Skip, known as Boat Boy, provide our sailing community with gorgeous photography of our events. You may find a link to her photos on our SSSS web site: go to the Bar and then click on the Sailing Photos from all over the Sound by Jan Anderson. She has supported South Sound Sailing Society by photographing our Black Star Regattas and our Toliva Shoal Races. She also supports the Southern Sound Series which includes Winter Vashon, Duwamish Head, Toliva Shoal, and the Islands Race. You can spend hours just enjoying her excellent shots of sailboats racing and sailors having fun.

You are encouraged to purchase a photo or two of your boat, or of your friend's boat, and one for each of your crew. The photos make a nice Christmas gift while supporting her business.

She recently photographed the Seattle Yacht Club's Grand Prix Invitational Regatta and Corinthian Yacht Club's Puget Sound Sailing Championship. Some observations from the photos:

Most of the boats were new  
Many of the boats had open cockpits/sterns  
Few of the boats had Dacron Sails  
Most of the boats had 'hi-tech' sails  
Some crews had matching foul weather gear!  
About half the sailors wore life jackets  
Most of the boats had the anemometer installed about 3 feet above the mast  
There appeared to be more asymmetrical spinnakers than symmetrical ones. (I was informed that these boats go so fast that the apparent wind is much more forward, thus the asymmetrical works better)

All crews appeared to be working as a team and having fun!  
There were six *huge* IRC boats racing!

Although there were some SSSS sailors working as crew members, I did not see any SSSS boats!

Sailboat racing is a demanding sport. After the race, it is enjoyable to sit down to enjoy and share some photos of your boat.

**Dave Knowlton, Kosah**



Halloween Cruise photo: Linda Knowlton

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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.

### 2015-16 SSSS Board Members

phone numbers are local, area code 360, if no area code shown

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