

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 6

February 2015

www.ssssclub.com/ssss.htm

February Meeting: Canoe Journey!

We postponed hearing about the Canoe Journey in January — here it comes for February! Many Members remember the 2012 Canoe Journey, when the Squaxin welcomed tribal canoes from up and down the west coast of North America to Budd Inlet. Richard Wells shared the history of the Journey in a presentation to the Club, and several Members participated in the landing ceremonies as support craft for canoes and paddlers waiting to land at the south end of Budd Inlet.

Last summer, two SSSS boats participated in the Canoe Journey to Bella Bella: *Pax the Space Spider*, Rod Tharp, and *String Games*, Jim Lengenfelder and unity, our Cub, and South Sound racing. Emily Ray. *Pax* and *String Games* served as escort and support vessels for the arduous paddle north. Rod and Jim and Emily will share their experience of this extraordinary event through stories and pictures at our Meeting in February.

Micki McNaughton, The Star Gazer

Meeting Parking : If you are not a member of OYC you will not be allowed to park in the OYC parking lot for Meetings . There is some parking on the street. You can park in the lot behind OYC for \$3.00.

Commodore's Corner: Hi Sailors, Friends, Neighbors

It is the middle of January, I haven't seen the sun for two weeks, and last autumn was a hard time for all of us at the Club. I can't say I want to write an article, or really do much of anything. I have midwinter ennui.

So for this article I thought I would do a little blessing-counting with a South Sound Sailing theme, along with a pitch to help save an important part of our harbor and local boating area.

First, let's start with the possible defunding of the Olympia Harbor Patrol. As we heard in the January Meeting, although the Harbor Patrol only costs \$35,000 per year and serves as first responder throughout South Puget Sound up to Anderson Island, the city council has voted to cut their support. So please contact them to voice your support for the Harbor Patrol:

Olympia City Council, PO Box 1967 Olympia, WA 98507-1967
city.council@ci.olympia.wa.us., <http://olympiawa.gov/city-government/city-council-and-mayor/city-council-contact-and-meet-us>

Second, on New Year's Day Chrisanne and I joined Joel, Sherrie, and John on *Maranatha* for a frigid three hours of motoring in Budd Bay. It was sunny and bright, with almost no wind, not even tempting to raise the sails. We made it as far as Boston Harbor before we headed home for the Rose Bowl (Go Ducks!). It was a lovely experience, and I am grateful to Joel for inviting us and for the opportunity to share and experience the water and to usher in a new year.

Third, on the way back from the Squaxin Island non-race, Ronnie, *Lolita*, radioed the fleet that there was a humpback whale west of Dana Passage. We were able to follow him or her, at a respectful distance, for thirty minutes, getting tons of photos and marveling at this huge creature. I had never seen a humpback whale before.

Gizmo rises photo: John Thompson



More photos on line

Island Home Cruise
guests of OYC
January 30 - February 1

Board Meeting
February 3

McAllister Creek Race
February 7

General Meeting
February 10

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Toliva Shoal Race
Check In / Dinner
February 20

Race

February 21

Southern Sound Series Race 3
SSSS/OYC

February Cruise
February 28 - March 1

Board Meeting
March 3

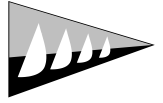
Henderson Inlet Race
March 7

General Meeting
March 10

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Register for the
Toliva Shoal Race
On Line** link in the
Toliva Office or on the
Series site ssseries.org
or, for \$5 more
in person Friday night



Fourth, coming up is Toliva Shoal, the classic South Sound race. It is a wonderful course, a bunch of wonderful meals before and after, and a wonderful opportunity to meet and sail with boats from around Puget Sound. We have had great wind the last few years, knock wood, and hopefully it will be as good this year. One word to the inexperienced: bring all the extra clothes you can carry!

Finally, I got to experience, vicariously, three of the things I like best about the South Sound: surprising community interconnections, sailing, and gardening. While at the Meeting tonight, I was talking to a Member (if you are reading this, sorry I forget your name), who said that he was working at a community garden in DuPont when a fellow gardener noted his South Sound hat. That person, Rob, had sailed with Joel and me on *Maranatha* during Soldier Sailing last year. Rob's family was actually the last group to get placed on a boat due to the huge turnout. They discovered sailing with us, and now Rob crews for the Member, sailing giving him the same sort of joy it gives all of us.

For all this, I am very grateful.

**Fair winds,
Webb Sprague**

PHRF Dues Checked for Toliva

Your 2015 PHRF dues have been due since the first of the year. We at SSSS give you a grace period, until the Toliva Shoal Race. We will check then and for our races from then on.

Make the scorer's job easier. Do not make our Club look like a bunch of deadbeats. Make sure your dues are paid before racing.

To renew return the form you were sent, along with your check. Or go on line, link to the PHRF site from the PHRF Office. If you have a new boat, see our Handicapper, Rafe Beswick.

Southern Sound Series Rep Report: Duwamish Head

No wind, No Race. After drifting for an hour or so, the weather forecast was confirmed and the Three Tree Point Yacht Club wisely abandoned the 2015 edition of the Duwamish Head Race.

Approximately 500 sailors and volunteers now had their daytime plans changed! It takes a lot of effort and coordination to prepare and participate in a 30-mile race: Ensure the race committee is on station; pay the 2015 PHRF dues; pay the race fee;



Herron Island Race photo: Glen Hunter
more Herron Island photos on line

coordinate the delivery to Des Moines; schedule the crew pickup; have enough food and beverages aboard; ensure the safety requirements are met; have your boat 'race ready'; **SO**, now how do you put a positive spin on such an event? Aboard *Koosah*, we came up with the Top Ten positive aspects of the weekend.

1. On the delivery from Olympia Friday our newest crew member, Catherine Hovell, had never motored under the Narrows Bridges.

2. We were able to practice a man overboard drill to meet the new safety requirements.

3. We contacted the tug *Vulcan* pulling a log boom at Point Defiance and asked if our fellow

sailor, Scott Schoch *Nirvana*, was aboard. He was, but off duty, so we didn't ask to wake him.

4. Six SSSS boats tied up to the Tacoma Yacht Club reciprocal moorage and 12 skippers and crew enjoyed a delicious meal in the dining room. (plus electricity at the dock!)

5. Our radar and AIS worked well; we could identify the several huge cargo ships anchored in Commence Bay waiting to unload as the Port of Tacoma labor issue was slowing everything down.

6. As we drifted around in the starting area we were able to congratulate Skipper Charlie

Macaulay on *Absolutely* for being the number 1 boat in *48 North's* Top 25 Boats for 2014.

7. We still remained friends after spending time together. Have you ever tried to put eight people in the space of a broom closet for several hours and still be friends?

8. Jan Anderson, and her husband Skip, was able to take some great photos of the crew on most of the boats.

9. We didn't have any wet sails to take home and try to dry out.

10. And, everyone was able to make it home in time to watch the Seahawks trounce the Carolina Panthers! **GO HAWKS!**

The next race is our own, SSSS/OYC, Toliva Shoal on 21 February. We usually have several new boats in the cruising classes, so if you have not obtained a rating from the Series handicapper, Mark Harang, please contact him! (206) 235-5716, harang3@comcast.net.

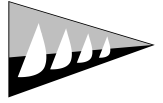
Oh, I forgot to mention, *Koosah* had her standing and running rigging replaced over the holidays and the mast is still standing!!

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

Ship-to-Shore Report

These last two issues have been rather thin. We seem to be short that which our Members, your friends, say they want most: sailing stories from other Members. One would think that all our boats were tied to the dock when not racing and that we only participate in our own races. It takes a lot of people to produce a newsletter the Club can be proud of. Do not be shy. We want to hear from you.

And remember to take your camera sailing, sending us copies.



Toliva Shoal Race Weekend

Yes, it is that time of year again. The third race in the Southern Sound Series is just around the corner. This is the one that South Sound Sailing and OYC put on together. So mark the date February 20 – 21 on your calendar. Get your boat ready. Grab a crew and come out and enjoy a great race. If you don't have a boat let us know and we will hook you up with someone that you can crew with.

The dinner Friday night made by our own gourmet chefs, Thera and Suzie and their awesome crew, is only \$10. That includes beer. What a deal. Breakfast Saturday, to get you ready for your day on the water, is only \$5. When you finally cross that finish line and need to warm back up, make sure you come back to the club house for our famous downwind soup. That will warm those bones that have been chilled.

Register on line, link on the Southern Sound Series site and the Toliva Office. Your choice. Or register in person Friday pre Race, but it will cost you an extra \$5 late fee.

If you aren't a racer there are plenty of other ways to be involved, such as helping in the kitchen, checking racers in the night before the race, selling T-shirts, and of course set up and clean up. We will start all the preparations Thursday the 19. We will meet at OYC around 1730 and get all the tables set up and start the food prep. Friday we will need help again in the kitchen, along with signing in racers and selling the T-shirts. Then of course Saturday is the Race. Finally Sunday morning about 1000 we will meet back at OYC and do clean up. So, no excuses plenty of ways to be involved.

Any questions or just want to get involved call Terry or Debe at 459-260 or shoot us an e-mail at tolivarc@ssssclub.com.

Debe Andersen

RC Report

The 2014 Island Series was a true test of extreme conditions, endurance, and patience. Eagle Island brought big wind, waves, chaos, and tragedy. We are still mourning the loss of one of our own, Jay Berglund, - the first racing fatality in our club's 45 year history.

Squaxin was a test of the diehard racers with heaters and stocked galleys. *Balder II* went toe-to-toe with *Koosah* with both boats finishing just before the 12 hour

come from behind win showing some great upwind speed in moderate breeze late in the race. D1 and D2 saw *Balder II* and *Emma Lee* besting their closest competitors by comfortable margins.

Hope Island was an exercise in vertigo and sailing blind through extremely thick fog. I was only partly kidding when I asked the RC "Which way is North?" as we crossed the starting line. On *Redline* we enjoyed the challenge of downwind sailing using only our GPS and speed instruments. The conditions forced

everyone to sail their own race, oblivious to the position of competitors. Approaching Hope Island the fog lifted a bit and we could see that we were first to the island with *Bodacious* and *Lightly Salted* not far behind. Soon after our momentum ceased and we saw *Flying Circus* coming around the island in a clockwise fashion moving well in a personal puff and/or back eddy. The stalled counter clockwise boats began to congregate on the north side of Hope and shortly thereafter the race was abandoned due to heavy

fog and a lack of breeze. These conditions had many racers yearning for an option to shorten Hope Island. However, looking back at the past race results the last time the Hope Island Race had no finishers was 1996/97, so maybe this year was just an anomaly.

I also would like to remind you that the new Safety Equipment Requirements (SER) and changes to the race program are effective for the Inlet Series. Our SER for the Inlet and Island Series can be found here:

http://www.ssssclub.com/SSSS_SERs.pdf. Also remember that B Class will start at 1000 followed by A and S Classes at 1005. I hope that the changes to the SER and the race program were well received. I have not heard many questions or complaints. If you have any questions don't hesitate to contact me or Joel Rett our PIYA representative.

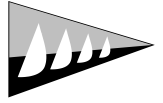
The RC cell phone number is (360) 259-2179. Take a minute to save this

Herron Island Race photo: Peggy O'Brien
more Herron Island photos on line



time limit. Although typically reserved for the PHRF fleet, *Koosah* will be once again rewarded with the perpetual Christopher Trophy, last won by a spinnaker flying *Koosah* in 1993. Some Squaxin racers were even lucky enough to see a pod of Orcas while bobbing around waiting for the elusive breeze.

Racers were fortunate enough to experience fantastic sailing conditions for the Herron Island Race. Wind and currents aligned nicely allowing for *Bodacious* to have the fastest finish since 2009 when *Bodacious* finished the course a mere four hours and seventeen minutes, twelve minutes faster than this year's time. As boats returned through Dana Passage the wind briefly built into the 20s. Mainsails were reefed, headsails were changed and we even blew up a jib halyard on *Redline*. *Bodacious*, *Folie a Deux*, and *I-5* all came into their own and blasted through Dana Passage and finished strong for 1, 2, and 3 overall. In S Class, *He Lives* had an outstanding



number in your phones so that you have it when you need it.

For those of you racing in the Toliva Shoal race on February 21, please go through the SER and bring your boat into compliance if she is not already. I suppose the Seattle Seahawks were first overall in the Duwamish Head Race. However, the Hawk's season will be over by Toliva, and it's not Valentine's Day or Presidents' Day weekend so you have no good excuse not to race. Duwamish Head had 62 boats registered. We had 30 boats that participated in the Island Series, so let's push for a great showing of SSSS boats in our longest and most diverse race of the year - Toliva Shoal. I look forward to this opportunity every year to showcase our community, our Cub, and South Sound racing.

Cheers, Go Hawks!
K. Reese Cassal, Redline

Cruise News

SALTY SAILOR CRUISE
FEBRUARY 28 TO MARCH 1,
COON COVE, SQUAXIN ISLAND

Ahoy, you salty souls and hearty cruisers. The February cruise is back on this year with a move to Coon Cove on the east side of Squaxin Island in Peale Passage. This is a well protected spot with a good anchorage and protection from winds and currents. It is easy to find: just travel slightly NE from Boston Harbor to Peale Passage and then north just past the former Squaxin Island State Park. The GPS coordinates are North 47 degrees, 11. 12 minutes Latitude; West 122 degrees, 53.73 minutes Longitude.

The bottom is good for anchoring and we can raft together. We'll dine aboard at 1800 hours and share stories and cruising adventures as long as we can. Look for *Passages*, a Catalina 34, to be there about 1600 flying a SSSS burgee; come along side. It may be cold but we promise warmth, friendship and brownies. Between the saloon and enclosed cockpit, we can seat 15 in comfort.

I am a firm believer in year round cruising and I hope you will join us for this adventure. Feel free to contact me with any questions at 481-5072. It's also a good idea to check the SSSS web site for any changes that may come up between *Ship-to-Shore* publication and the event. Unfortunately there is no shore access here, so the four legged friends will find this difficult.

NEW YEAR'S EVE CRUISE

At the request of the Swantown Management, the New Year's Eve Cruise was moved from the guest dock, which is being renovated, to the breakwater dock, about 100 feet away. This may have created confusion for those of you who came by car to the Cruise and we are sorry that we missed you. Val and I had a quiet evening tied to the inside of the breakwater dock arriving there about 1600.

Lamb stew was served promptly at six and



Val made some brownies, we have an oven on board, for dessert. Our evening was quiet and after a few games of cribbage we went to sleep. We awoke after midnight and wished each other Happy New Year and promptly went back to sleep. It was a cold night, in the 20s, but we stayed warm with the electric heaters, our electric blanket to warm the bunk, and two wool blankets over a down comforter.

**You need not race to come
to the Toliva Dinner**
You don't even have to be a Member

After a brisk morning walk and some pancakes and bacon we got underway for an additional night out at Island Home. We did not see another SSSS boat either at the guest dock or the breakwater dock and if you came by car and we missed you, we are very sorry. We would have enjoyed your company.

Since circumstances do sometimes change between the publication of the *Ship-to-Shore* and the Cruise itself, please check the SSSS web site under Cruise News for any updates that may occur. Feel free to contact us at anytime at 481-5072.

Terry and Val Van Meter, Passages

Treasurer's Note

Last year I could stand up at Meetings and simply say that our finances were fine. This year we are not are not so lucky. The situation is not dire because we have reserves to draw on, but it is not one we can live with for long.

So far this year we have been hit on both the income and the expense sides. Income is down because we have about 22 fewer Members than we did last year at this point, which means dues are lower by around \$1,000. Racing Members are down by only two.

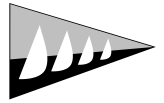
Expenses are up by more than we could not foresee when we drew up the budget last spring, especially in a couple of areas. The smaller of these is in the rent we pay to the Olympia Yacht Club, which is now \$100 a month instead of \$60, so \$400 more a year. We also had to add \$550 to the deposit we have with them, but that is *not* included in the figures here because it was, hopefully, just a one-off payment.

The larger jump, of about \$1,050 so far, has been in the cost of printing and mailing *Ship-to-Shore*, roughly \$800 of which has been due to a hike in Post Office bulk mail rates. We had allowed for some increase in costs, but at this rate we will be about \$600 over budget. The Board is looking at postage and printing in ways that will reduce costs.

On a positive note, Mike Buffo has found ways to keep printing costs for the Hand book down, so the Secretary's expenses are lower by about \$400 compared to this time last year. Excellent work, Mike!

The best way to balance the budget, is still to attract more Members or increase advertising. Anything we can do in those areas would be very helpful, so if you have any ideas that could help, please let the Board know.

Peter Wyeth



Star Fleet Schedule Shop Time Now

Welcome to the star fleet news for February. It is now time for all skippers to get serious about getting your boats ready for the upcoming season. I always have a few that wait till the last minute to schedule their boats into the shop but this year that can't happen. I may have to have shoulder surgery in February for rotator cuff problems and might not be able to do as much as before. I am getting all my boats ready now in January and the first part of February along with a couple of the Gig Harbor boats that will be racing with us in the Black Star Regatta. Most of my boats are the ones I have for sale or charter. They can be worked around others that want to get into the shop. Again, I will state that if you have major work that needs to be done, schedule now. Procrastination on your part isn't an emergency on my part!!!

Your Black Star Regatta committee is hard at work putting the final touches on the regatta on April 24 through April 26. We are working hard to keep the costs down and encourage all fleet members to participate. We will have some of the Gig Harbor members racing with us as well as

the Seattle Fleet members who will borrow any of our boats available to race.

We will also have some new skippers joining the fleet for our regular Monday night races. This year, it looks like we will have 4 or 5 women skippers out and some of them are very good. I will also get



Black Star Regatta Committee at work
photo: Frank Newman

posted a list of crew people who will be available but that doesn't mean you shouldn't try to get your own. Don't be

afraid to take on a newbie as you can get out and practice ahead of time and develop them into the crew type you desire.

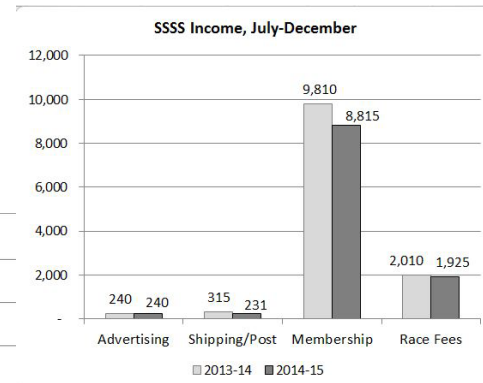
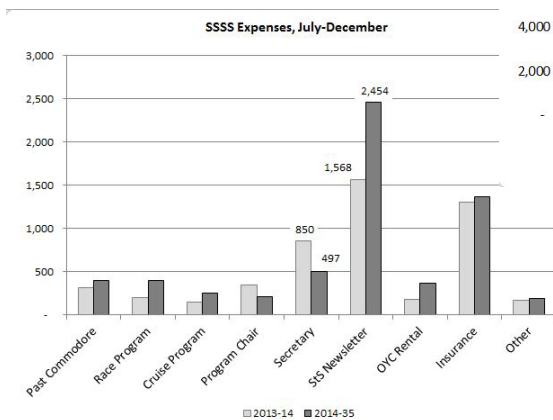
I also encourage all skippers to get your boats in early and get them tuned and practice before the regatta. I am amazed at how many skippers launch their boats and don't get them set up till the week before the regatta. Then they wonder why they have problems with the rig or are missing parts and can't race. The same holds true for getting crew and getting some practice in. You can't be competitive if you aren't prepared. I generally try to get my boat in the water and do several test rides as well as take the time to take newbies out for some training as well. Granted, being retired allows me more time for that.

One thing we will be working on this season is that all boats have safety gear aboard and life jackets be used in winds above 10 mph. Since the accident this last fall, there is a lot more emphasis put on this and with the close racing involved in one design racing, collisions or loss of a mast happens. So far, no one has been hurt but lets not take a chance. Also get a rule book and study the rules for starting and mark rounding as that is where the most danger ageist.

Last but not least, lets remember that sailing is suppose to be fun for everyone, be nice to your fellow sailor and don't be a bully just to gain a spot. We all like to win but fun is the name of the game.

Bill Brosius, Alcor

Spring Meeting in March, exact date tba



Treasurer's Report: I.&E. graphs



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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
Deadline for submissions is the second Tuesday of the month.

2014-15 SSSS Board Members
phone numbers are local, area code 360

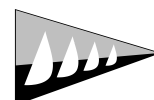
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Race Chair	Kyle Reese-Cassal	359-1271
Cruise Chairs	Terry Van Meter	481-5072
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Our Handicapper is Rafe Beswick, 888-9844

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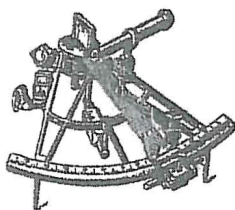
Ship-to-Shore December 2014



Race Toliva Shoal

February 20-21

At least come party



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Forespar aluminum Spinnaker pole with deck brackets, 14'

Aluminum reaching strut, 7' Spinnaker, good condition,
nice colors. Contact Mary at 491-8990 or sailmaryc@gmail.com
for photos and details.

*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.*

Crew Sheet

more information on line

Crew Wants Ride

Alfred, alfredo3717@gmail.com or (303) 884-1444
Adam L, (253) 507-3533

Looking for Crew

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

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