

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 7

March 2015

www.ssssclub.com/ssss.htm

March Meeting: Summer is coming! *Are your sails ready?*

We've had some great weekend Club Cruises, and it's time to begin planning for longer summer cruises. As sailors, most of us have those big white wing-looking things to drive our boats; are they as ready as we are for summer sailing? Frank Schattauer, of Schattauer Sails in Seattle, joins us at the March Meeting to discuss how to inspect our sails, what goes into a well-made sturdy sail, what sizes and kinds of sails should be in our sail inventory, and more tips and tricks to ensure good sail performance.

Frank and his brother, Axel, carry on a family sailmaking tradition begun by their father, Franz, who emigrated to the United States in 1953. Franz initially opened his sail loft in Lockhaven Marina in 1959, but moved to Shilshole Bay near their current location in 1966. Franz became a Master Sailmaker in 1940 in Bremerhaven, Germany, after serving a 4-year apprenticeship, a 10-year journeyman, and passing a rigorous examination. He passed on his skills and dedication to fine craftsmanship to his two sons, who worked alongside their father until his retirement at age 76 in 1985.

Micki McNaughton, The Star Gazer

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.



McSwoosh McAlister Creek Race
photo: Bob Butts More photos on line

Cruise News

JOINT SSSS/OYC CRUISE

Winter cruising at its best came to pass over the weekend of January 30 to February 1. A total of 32 boats joined in the fun, food, and festivities at Island Home, the OYC outstation just south of the Hartstene Island Bridge. The Friday and Saturday weather was warm and clear with some occasional sun although the evenings did dip down into the thirties. No worries with lots of heat from shore power and the warmth of the clubhouse.

Eighteen boats had arrived by hors d' oeuvres time on Friday. The tasty appetizers that were shared by skippers and crew were hearty enough to be called dinner. With food shared and beverages provided, the Friday arrivals had a quiet evening telling sea stories, sitting by the fire and relaxing.

Saturday morning was very leisure with breakfast on our own, pancakes and sausage on *Passages*, and plenty of time to enjoy coffee, a short hike to the bridge or the ongoing chores of boat maintenance. A few more boats arrived in the morning. Things got busier on the docks in the afternoon with the arrival of 10 more boats. Fitting them in and rafting when necessary made for lots of excitement and positive energy. Everyone gave a hand as our community came together.

Shortly after the last boat arrived and just before dark, we began lining up for a scrumptious pot luck dinner with 63 friends, some old and some new. Everyone pitched in to set up tables and organize the clubhouse for the feast.

After dinner we played a rousing round of Boat Bingo. This is a great get to know you activity and every boat and crew was introduced. SSSS Member and OYC Commodore, Myra Downing made sure this activity generated lots of laughs from the audience. After cleanup,

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

March Cruise
March 14-5

Islands Race, GHYC
March 21
Southern Sound Series Race 4

Star Meeting
March 22
Bill's Shop

Skookum Inlet Race
March 28

Spring Race 1
April 4
first start noon

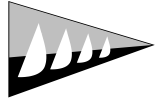
Board Meeting
April 7

Spring Race 2
April 11
first start noon

General Meeting
April 14

Visitors Welcome

Doors open at 1830, Meeting starts 1900



there was poker in one corner, charades in another, and a long table of assorted games. Another corner hosted some very good musicians for an impromptu jam session of instruments and voices.

Sunday morning found everyone up early, especially the kitchen crew who prepared a yummy breakfast for all. With breakfast over most boats began to depart for the two hour journey back home with hopes of arriving in time for the Super Bowl kickoff. A light mist fell as we headed home but that did not discourage some who pulled the rags out of the bag and displayed them proudly in hopes that winds would increase. It did; and whether you sailed or motored home, if you attended the OYC/SSSS Joint Cruise to Island Home, you had a great time.

Boats attending were *Penguin, Cygnet, Passages, Enterprise, White Raven, Karen Ann, Desert Sage, Contessa Lynn, Balder 2, Inati, Penny Lover, Murrelet, Pax, Penoziequah, Pandora, Endless Summer, Kaydee Marie, Nightwind, Starbright, Jolly Rumbalow, Ursa Minor, La Forza, Stargazer, Aquavit, Clara McDougal, Haruka, Scarlett, Kalakala, Drummer Girl, Liberte, Lolita, and Nika Klah.*

SPRING EQUINOX CRUISE MARCH 14-5

Spring is rapidly approaching and it's time to plan for the Spring Equinox Cruise to Jarrell Cove on Hartstene Island. This facility has a nice State Parks dock with room for many boats and a dozen mooring buoys, just in case. Getting there is easy: just make your way through Dana Passage and north up Case Inlet past Herron Island. Round the north end of Hartstene Island, giving a wide berth to the shallows off Hartstene Point and enter Pickering Passage. Jarrell Cove is on the north end of the Island about two miles down Pickering Passage. The State Parks dock is towards the back of the cove on your left at 47 degrees, 16.95 minutes N. and 122 degrees, 53.23 minutes W.

This is a nice facility with heads and showers up in the state park and there are RV spaces for those who wish to attend by road vehicle. Dinner will be at 1800 in the picnic area at the top of the dock ramp. We hope to see you there; smoked oysters may be awaiting you on the dock when you arrive.

Terry and Val Van Meter, *Passage*

Portsmouth Racing, Get Ready

Wake up, all you dinghy racers. Time to come out of hibernation. Get that boat all spruced up and of course go to the annual Spring Dinghy Meeting. If you are at all interested in dinghy racing, come to the View Point Room at West Bay Marina on Thursday, April 16 at 1800. See old friends, make new friends, bitch about last year, tell us what we should do for this year, or whatever is on your mind concerning dinghy racing.

Jim Findley, *Night Wind/Not Sirius*

RC Report

The Inlet Series has begun and so far we have had breeze to finish both Eld Inlet and McAllister Creek. McAllister gave boats a chance to light it up on downwind and reaching legs. The beam/close reach from Johnson Point to the Nisqually mark was ideal for *Pax*. They managed to blast around the 23.5 nm course in 2 hours and 49 minutes for a First Overall; not quite as fast as their 2013 time of 2

hours and 41 minutes!

On *Redline* we hit 16 knots through the water while trading planing jibes with *Dragonfly* through Dana Passage. We both had some spectacular wipeouts, but that couldn't wipe the grins off our faces - did anyone get pictures of keels out to dry!5

I was very happy to see that racers in A, B and S Class got the new start times correct, with B Class starting at 1000 and A and S Classes starting at 1005. I think that racers are enjoying

this change and spending a little bit more time on the course together.

Looking around at boats on the course it looked as if boats were in compliance with the new Safety Equipment Requirements. I saw life slings or an equivalent device and throwable lines on all the boats in my vicinity. If you haven't made plans to go out with your crews and practice MOB drills it's time to put a practice date on your calendars. It is a requirement in the new SER.

In addition thegpsstore.com has dropped the price of the Standard Horizon HX851 VHF with GPS and DSC to \$119.95 with no tax and free shipping. So if you've been hesitating this is a great deal, jump on it. SSSS will be purchasing one of these handheld VHF radios for the race committee kit along with the dedicated race committee cell phone (360) 259-2179.

Thanks to everyone who helped to pack the house for the Andrew Kerr Seminar. We had a full room for Andrew. All the racers enjoyed a discussion of upwind wave sailing and a healthy question and answer session full of great nuggets of information. Always an informative and insightful presentation. I look forward to next year's talk with Andrew.

Cheers! K. Reese Cassall, *Redline*

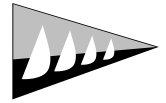
The PHRF Sailing Instructions are Amended:

Sailing Instruction 22.3: Delete "SSSS Member"

Take your camera sailing. Send us copies.



Island Home Cruise photos: Julie Szten
More photos on line



Star Fleet

There will be a gathering for our annual potluck and meeting on March 22. Potluck starts at 1500 followed by our annual meeting at 1700. Details about the election of officers, launches and racing schedules etc will be covered at that meeting. I will also be sending out a help me clean and setup up the shop notice then too.

The Black Star planning committee is doing a great job getting all the details covered for the Regatta on April 24-26.

There will be a number of boats available for use in the Black Star, as well as for charter for the summer. Also, I have several boats up for sale. Contact me if you are interested. I will be at the March meeting.

At the time you receive this newsletter, I will be recovering from rotator cuff surgery which was done February 5. I am not able to push the fleet to get ready for the up coming season as much as I would like.

I can only supervise the shop activities probably till after the first of April and not sail till June. I might get lucky and the repairs be less then thought in which case I should heal quicker.

Bill Brosius, Alcor

It may still be gray and rainy out, but spring is really just around the corner. With it, on the last weekend in April, comes the 2015 Black Star Regatta! The Star Fleet is running its annual raffle to raise money for the fleet, youth sailing, and a fund begun last year to keep the little yellow

runabout in great working order. At the March and April Meetings, fleet members will be selling tickets and some prizes will be awarded! The majority of the prizes are given at the Black Star dinner, Saturday, April 25. All are invited!

In order to give prizes, I first need to collect prizes. If you have skills, services, or items you can donate, or are able to give cash, either as cash or as gift cards, please contact me: cghovell@gmail.com. Donations by a business are a tax deductible business expense, The donations will earn you the unending thanks from the Star Fleet, and any sailor who uses the runabout.

Thanks, Catherine Hovell

PHRF-NW Annual Meeting

HANDICAPPERS MEETING

On Sunday January 25 the Pacific Northwest PHRF Handicappers met at CYC in Seattle for our annual meeting. The first item addressed was the potential split from PHRF-NW of



occur. So far it's just talk. [See the Directors Meeting below.]

This segued into the topic of improving the appeals process if possible. To further that end a second handicapper meeting has been established this year for June 28 to allow handicap appeals prior to Whidbey Island Race Week. For anybody interested in putting together an appeal, that means submitting it about two months before the meeting. File it later and you run the risk of it not meeting the deadline for submission. Let me know if you want to appeal

the rating of your boat or someone else's and I can help you through the process. Also regional meetings of handicappers were encouraged as a means to address more local handicapping issues and outreach, and I agreed to put together a South Sound regional meeting. Let me know of any topics you might like me to address.

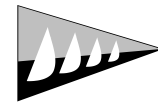
Vancouver Island. Before my involvement mainland BC

The previously discussed topics of fathead mains was discussed. The main measurement protocol adopted last year reflected under L. 2. in the PHRF-NW handbook to more accurately capture performance improvements from increased sail area aloft in mains was discarded by the Chief Handicapper. It is to be replaced later this year to address some of the confusion that arose surrounding its implementation.

The big boat fleet was touched upon only to affirm the reconstituted handicaps which drove the large boat/ego owners to form an IRC fleet were accurate and reflective of the IRC handicaps the disaffected large boat owners embraced. They are welcome back if they are interested.

After lunch, we addressed the two ratings appeals that had been lodged. The first heard was from the Soverel 33 *Pegasus*. Its owner felt the current

had separated from PHRF-NW and now Victoria and environs are actively talking about following suit and pairing up with Vancouver and forming their own regional handicapping entity. The only issue this raises for South Sound racers is for those that compete in Swiftsure or other Vancouver Island hosted events. You may need to obtain a BC PHRF certificate for those events, but I expect it won't be too much of a task for those heading north of the border for handicapped events if this does



rating too fast and wanted a 3-second adjustment slower. He cited to his results not reflecting the effort of his boat preparation and that a rating adjustment in the 1990s after the Soverel 33 skippered by Paul Faget cleaned up were not reflective of his boat's speed potential. He pointed out that Soverel 33s have been manufactured by four different builders and that the best and fastest were from Pacific Boats, which Faget's had been one. In a lively discussion it was revealed that the runners he added should have a 3-second penalty that had not been instituted and another Soverel 33 not from Pacific Boats had won Whidbey Island Race Week not too many years ago. The appeal to change the Soverel 33 handicap was voted on. The council split equally and the Chief Handicapper decided the matter by denying the appeal as presented. A motion was made to rate the non-Pacific Boats Soverels 3 seconds slower. The council split equally on the vote and it was decided by the Chief Handicapper to lower the Pacific Boats Soverels 3 seconds a mile. This decision is in line with some other boats of the same design but different builders such as the Olson 911 v. 911S.

The second appeal was from the Catalina 38 *Peregrine*. That owner did not appear, but his appeal was still considered based on the submitted materials. His argument was that his boat was at a disadvantage compared to Cal 40s. The most compelling evidence he presented was a PHRF rating comparison from California where in most venues the boats rated equally. After brief discussion his appeal was granted and the Catalina 38 now rates the same as a Cal 40.

With that this handicappers meeting was concluded, but before the Chief Handicapper once again made it known his position is open.

Rafe Beswick, *Dragonfly*

DIRECTORS MEETING

While the handicappers met down stairs the Board of Directors met upstairs, where we had a good view of boats out sailing in the 60 degree plus sunshine. We talked about the legality of electronic director meetings, improvements to the web site, and the issue of the day, the goings on on Vancouver Island..

The representatives from Royal Vic and Maple Bay complained about a PHRF handicapper who was misrepresenting their clubs in an attempt to take them out of PHRF NW. They said he wanted the clubs on the Island to join PHRF Vancouver, or form an Island PHRF. He implied he had the backing of his club as well as the other clubs on the Island, going so far as to tell members not to renew with PHRF NW because change was all but here. This upset people. The club's reps wanted us to know this was not true. They are staying with PHRF NW. Swiftsure will be run using PHRF NW.

Steve Worcester, Star 6932

Mark your Calendar! Saturday, May 9, South Sound Opening Day

Want to have your boat in the parade? Want to see Webb in a Blue Blazer? Want to see the American Legion Band? Join us in celebrating the gift of the water and the joy it brings into our lives. More information to follow.

Questions: Contact me at MyraWDowning@aol.com or 584-6886.

Myra Downing, *Balder II*, OYC Commodore

S-t-S Report: Mailing and Money

You have probably noticed that your S-t-S has come to you in a couple different forms this year. This is due to a change in postal regulations. Each way of preparing to mail makes the S-t-S a different form of mail to the Post Office: a Letter, or a Flat, or a ... and each is a different price. After the change it has taken a bit to find the least expensive way to mail, but I think we have found it.

The extra expense in mailing and rent, along with a drop in Membership, may cause us to draw on savings this year. So the Board is looking at costs. Our Secretary, Mike Buffo, and Treasurer, Peter Wyeth, found a way to reduce the printing costs significantly, including the S-t-S printing. Ed.

Questions about the Safety Regs

On: Wed, Feb 11, 2015 at 5:09 AM,
NORMAN wrote:

Chuck,

I am the the protest chair at our club, South Sound Sailing Society. We have implemented the Near Shore safety regulations this year, and I am beginning to get questions on compliance. What is the proper way of getting authoritative interpretations of the regulations when questions arise?

Norm Smit, SSSS Protest Chair

From: Chuck Hawley

To: NORMAN

Cc: Andy Newell; Dan Nowlan

Hi Norm,

I think your best option would be to copy three of us: Dan Nowlan, Director of US Offshore. Andy Newell who is leading the effort to improve the SER for this year, and he was instrumental in getting them accepted for San Francisco Bay races. Andy needs to be in the loop so he can address problems with the SER in our annual updates. I would be happy to answer technical questions if needed.

Cheers, Chuck

Norman Smit wrote:

Chuck,

Thank you very much for your help.

We are implementing the new regulations in our club, South Sound Sailing Society, and several questions have arisen regarding the meaning of

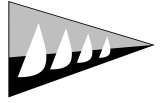
the regulations, and how to comply with them. I'll list the regulation and the associated questions I have received.

1.7 A boat's hull, including deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.

Questions:

Most companionway hatches in our PHRF fleet are a top sliding hatch with some kind of removable wood planks, or a plastic board in slots on the bulkhead. These are weather-tight, but will leak if submerged, so it is not watertight. In addition, forward hatches and cabin top hatches are typically more weather-tight than the companionway, but will leak somewhat if submerged by a wave or a knock down, so they cannot be construed with being watertight. Are all hatches and companionways now required to be certified as truly watertight to meet the requirements of this regulation? Is there a standard that can be applied to be sure of compliance with the required water-tightness?

The main issue is to have a method of holding the drop boards in place, usually with a lanyard that pulls downward, so they cannot



slide up 2" and be lost due to the tapered shape of the companionway. Leaking isn't the issue; flooding is. As gaps get larger than 1/2 to 1", I think that it's a bad design, but probably not enough to sink a boat that is rolled over.

2.1.1 A boat's companionway(s) shall be capable of being blocked off to main deck level. The method of blocking should be water tight and rigidly secured, if not permanent.

Questions:

1. Same as above, are wood planks in the companionway non-compliant with this regulation since they are not watertight?

2. Is there a standard of water-tightness that must be met that can be applied to confirm compliance?

3. Is there guidance as to the meaning of what constitutes rigidly secured. Again, it appears that boards in the companionway are non-compliant unless they are somehow latched in place if the top sliding hatch is open, the top hatch to the companionway typically secures the planks in place. An example of a compliant installation might help our understanding of the regulation.

We want to be able to separate the cockpit and the cabin so that cockpits drain elsewhere. This rule intends to have a wall between the cabin and cockpit so the cabin can be accessed by the crew but is not wide open to boarding seas. Many drop boards rely on having the companionway closed to hold the boards in the down position; what happens when the hatch is open and the boards can move up? This is directly as a result of the Fastnet in 1979 when boats downflooded after losing their companionway drop boards.

2.1.3 A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.

Question:

This appears to be in conflict with itself, and regulation 1.7 since it allows weather-tight lockers penetrating the watertight unit of the hull and deck as required in 1.7, and in the first sentence of this regulation. Please clarify.

A hatch is a pretty normal thing to have in a cockpit or lazarette. It is a potential source of flooding unless the hatch can be closed and locked. This just says that the hatch has to be able to be secured in a down position, and it shouldn't allow flooding.

On my boat, I have two cockpit lockers (rope storage and propane) and two lazarette lockers (anchors and other items). All of them can be locked with either latches or with a snap through a hasp. If inverted, the boat would not leak more



Thursday Night Racing July 17

photo: Garner Miller

than 5 gallons or so (but I am not going to test it.)

These are the questions that have been forwarded to me to date, and I appreciate your help with clarifying compliance with the regulations. We appreciate the effort that your committee has put into making our sport safer.

I would approach this from the standpoint "would the boat flood quickly if inverted or knocked down 135 degrees?" If so, you have to figure out how to keep the water out, or not race the boat.

From: Chuck Hawley

Great questions! Some of these have come up in the SF area, and I'll try to answer them similarly.

The overall idea is that we want boats that can be rolled over and survive. A boat is unlikely to survive with cockpit lockers that are open, allowing flooding into the hull, or a companionway that cannot be closed. We realize that most companionway hatches have many leaks, and that an inverted Catalina 27 or other production boat would eventually sink if left inverted. But that's not a normal

failure mode; boats generally right themselves and get pumped out. I've inserted my comments below.

Most of this language comes from the Offshore Special Regulations which we felt were based on sound seamanship principles.

From: Norman Smit
Chuck,

Thanks for the response. Might I say that your responses make perfect sense to me. However, as a person who reads rules and interprets them as they are written, I would

have to disqualify almost every boat in our fleet for not meeting rule 1.7. Watertight means: "closely sealed, fastened, or fitted so that no water enters or passes through". I am certain that most companion ways and hatches in our fleet don't meet that standard. They do meet the standard of weather-tight: "proof against wind and rain". Is there any consideration given to having something similar to the RSS appeals book to provide guidance for meeting these rules? I have a follow up question below in red.

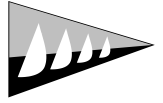
From: Andy Newell
Norm,

When the YRA of the San Francisco Bay adopted the Nearshore SER for use on races completely within the bay and it's tributaries last year we omitted all of the items you have issues with. We did this not because of the way they were worded but because some of our boats are essentially day sailors that don't have enclosed cabins to begin with. I hit your web site and it appears Stars are popular in your area? I don't think they would qualify under these rules. We decided we wanted a set of rules that applied to all of our racers so some items were omitted. If you'd like to see our version it is here:

<http://www.yra.org/racing/EquipmentRequirements.html> I'm not suggesting you do this in your area, but it's how we did it down here. Bear in mind that we also use the Coastal SER with a couple of modifications for our races that go outside of the bay.

I think we need to take another look at how we use the term watertight since I agree that few production boats would truly qualify.

Thanks for your input. Andy



Letter: Raising Cain? Nope, Just Gizmo!

Gizmo's sinking last October was an emotional shock to me. Sure, I've banged up boats before, especially in the Stars. That's just part of racing. I've gotten fairly good at boat repair over the years. I've capsized countless times, especially going downwind, though, up until last October, only in dinghies. Our club in Monterey sank a couple of Shields 30s by plowing into the back side of waves while flying spinnakers. No one was hurt and we just fixed them up and went back to racing. It's all part of the excitement of sail boat racing.

But I've never lost a boat of my own before, not to mention a crew mate. So, I was left wondering whether I should just find another past-time, like R/C airplanes or something else. Knowing that recovering *Gizmo* would be expensive, I looked into buying some other boat, like maybe a Wavelength 24. While the thought of buying a boat would normally have inspired a lot of excitement, I found that I had absolutely no interest in sailing any boat other than *Gizmo*. She was Jay's boat as much as mine, and I know for certain that he would not want to leave her on the bottom to rot away slowly. I owed it to him to raise and restore her if I could.

I only had liability insurance on the boat, so I was in doubt as to how I was going to afford to raise her. Maybe I could find her with a grappling hook, then rent a tank to tie some airbags on and tow her over to shallow water at high tide. I used to be a diver some 35 years ago. Anyway, I filed an insurance claim and asked the adjuster about the recovery costs. I was told that all those costs were my own unless I was required to raise her by the Coast Guard. Either way, the insurance company needed a release from the Coast Guard stating that she could remain where she was. So, my next call was to the Coast Guard. After telling them where I thought she was, they promptly wrote me a letter stating that I was required to locate her, notify the Coast Guard of her position, and if she was in the shipping channel, which she was, I was to install and maintain a permanent lighted wreck buoy over her. That sounds an awful lot like a liability to me, and the insurance company agreed. So the recovery was on!

I had almost pulled the trigger on a new LifeSling for *Gizmo* the week before the Eagle Island Race, but opted for the DSC radio instead, which came in the day before the race. I left it home, by the way, so I still have it. Had I bought the LifeSling, it would have served me well on two accounts. First, it would have been another floaty thing, that's a technical word for flotsam, in the water, and when you are

in the water without a life jacket on, you can't have too many floaty things around you. But, just as importantly, it has 175 feet of line attached to the boat and would have marked her position nicely. I could have sent someone out the next day to pick her up. Just another shoulda-woulda-coulda!

Eric Egge, Susan Willis and I spent a day towing a grappling hook from *Fjord* while the rest of the fleet was out racing the Heron Island Race. We could only make about three quarters of a knot, so we didn't cover much ground over 4-5 hours. After that, Susan came up with the idea of towing multiple hooks at once, so I went to work on that idea. Using a 20 foot spreader bar, I rigged up 5 grappling hooks, actually one and four folding anchors off of the Star Fleet's buoys. It proved to be very ungainly and difficult to assemble in the back of Bill's little runabout, but it finally worked.

And it turned out that we did in fact snag *Gizmo*! But all that I succeeded in doing was ripping the mast crane off the mast. The lesson learned was that you don't tie off the tow line to a cleat! But with 5 grappling hooks, that's a lot of strain to hold in your hand. I had rigged a buoy to keep the hooks off the ground and dive planes on the spreader bars to keep the grappling hooks down as deep as possible. If it worked as I designed it, the hooks should have been suspended about 35-40



Abundant Health Billing

Healthcare Billing Services for
Independent and Small Group Practitioners

Sandy Whitmore/owner
360.451.2501
sandy@abundanthealthbilling.com
www.abundanthealthbilling.com



SUMMERS
Yacht Services, INC

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

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



Yachtfinders/Windseakers Inc

Ofc. & fax: **360-867-1783**

Cell: **831-247-6162**

Dan O'Brien

for Listings:
www.yachtfindersbrokerage.com

Home Office:
4226 Leavelle St. NW
Olympia WA 98502 USA

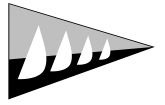
e-mail: dan@fastisfun.com

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



deep. Anyway, after snagging *Gizmo* once, we couldn't repeat the snag a second time on subsequent passes so we moved on thinking that maybe the rig had just caught on the ground.

A third day with the grappling hooks brought a more refined rig with three grappling hooks. By this time we had perfected to process enough so that I could motor along at about 3-4 knots and the hooks would stay down where they belonged. Any faster than that and the water would push them up to the surface despite the dive planes. But we covered all of the likely areas where she could possibly lay.

Eventually giving up with the grappling hooks, I hired Osborne Marine to find her and raise her. They went out with a fish-finder which they claim was perfectly adequate to find mooring buoy weights. The difference is that when they are searching for mooring buoy weights, they know exactly where they are before they start. So there's not much of a search. They went out searching for *Gizmo* for a day or two, whenever the weather would permit. It was really rough in early November and we had to cancel the search on numerous occasions.

In the mean-time, Jack Duray hooked me up with one of his friends, Greg Kluh who had a boat with a nice sonar system installed, so we went out for about three hours searching with the sonar. We did find something, though it turns out that it was just a large pile of debris that likely got pushed off a barge. Mark Osborne made two dives for me on objects that weren't *Gizmo*.

While we didn't have any success that day, I had seen enough with the sonar to determine that if we were going to find *Gizmo*, it was going to take a sonar system to do it. So, I dug down deep into my pockets and bought a good quality Raymarine side scan sonar system thinking that I would sell it later to get some of my money back.

The weather still wasn't cooperating. While December was calmer that

continued the search, eventually painting the GPS screen red with his track lines. By the end of December, it was starting to look like everyone else was right, that *Gizmo* had washed out into Dana Pass where she was beyond recovery. We had covered the entire northern Budd Inlet, and found nothing. Lots of bait balls and predator fish, but no *Gizmo*.

So, on December 14, I called off the search thinking that I had enough evidence to petition the Coast Guard to let me leave her on the bottom of Dana Pass, deep, which is where she must be since she's obviously not in Budd Inlet. I went out to pick up the sonar equipment and take a snap shot of the GPS screen, and Mark showed me some images that he had saved as he searched. Most were more than likely just bait balls, but there was one that looked a little more solid and had a faint shadow behind it. I plotted the position and it was exactly where I thought *Gizmo* had gone down.

We had searched that spot many times, and Mark had even gone back over the spot after seeing this image show up. So, without getting my hopes up, I let him try one more time. Just go back to that one spot and see if he could find anything, then we'd call it quits. The next day, I got a text saying "Found her!" The sonar images were amazing. There was no doubt at all that the image was *Gizmo*. You could clearly see the double spreader rig with the jib still up.



Gizmo being recovered photo: John Thompson
More photos on line

November, the fog made it virtually impossible to steer a straight track line. The winds had to be calm because we had rigged the transducers to the back of a little boat that Mark had hijacked and lashed to the side of his tugboat. Any waves would bounce the little boat around and introduce noise into the display. The problem is that when there wasn't any wind, then there would be fog making it impossible to stay on track. As December wore on, Mark went out whenever he could find a weather window and



William H. Hutchinson Jr.

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

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



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.

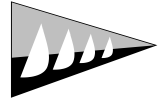
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com
Deadline for submissions is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

2014-15 SSSS Board Members

phone numbers are local, area code 360

Commodore	Webb Sprague	878-5334
Vice-Commodore	Ralph Cumberland (303)	808-7998
Secretary	Mike Buffo (206)	550-6488
Treasurer	Peter Wyeth	915-8795
Member-at-Large	Micki McNaughton	790-6294
Race Chair	Kyle Reese-Cassal	359-1271
Cruise Chairs	Terry Van Meter	481-5072
Past Commodore	Debe Andersen	459-2650

Our Handicapper is Rafe Beswick, 888-9844



Mark went down on Wednesday the 16 to mark her position and tie off a down line to her rail. We made plans to raise her on Friday the 18. The weather was very marginal, but the presence of orcas ended any thought of diving. To a diver, they are killer whales, not orcas! Divers must look a lot like a sick seal to an orca.

Gizmo was finally raised on December 22. Mark made a four point bridle and fastened it to the toe rail and attached a single air bag to that. She popped right up to the surface with no hesitation. I was afraid that the dagger board would be gone since there is nothing holding it in and she had turtled completely. Without it, the boat would not be much use. But, there it was, tangled in the rigging at the upper spreaders! Hallelujah! After four hours of struggling with her to get her up to the surface enough to pump out, Mark finally went and fetched his scow with a crane on it. He was able to attach that to the bridle and lift her to the surface, where she could eventually be pumped out.

Gizmo was intact, though she looked horrible. All the sails were there, the motor was there, the dagger board was there, even my margarita and beer were still on board. The beer had a funny smell to it so I tossed it, but I certainly enjoyed the margarita! My Go-Pro camera was still there and still worked! The boat was completely covered in barnacles after two months in the water.

I sent the motor off to Tom's Outboards and they were able to get it working again! The lifejackets and seat cushions were ruined because they had been compressed under two atmospheres of pressure and not

recovered. Fortunately, I had left the upholstery and my new autopilot at home. The good sails all went up to North sails to be professionally cleaned. The old ones just got a rinse down in my driveway and hung up to dry. The boat has very little woodwork inside, but almost all of it came out unscathed. Mahogany and teak aren't bothered by a couple of months under water. The marine grade plywood

the aluminum mast was eaten up severely at all the mounting holes. After seeing the jagged edges along the sail groove, I deemed it unusable. In for a penny, in for a pound, so I pulled the trigger on a new mast. I was actually able to get a brand new custom carbon fiber mast from Forte Composites for less than an aluminum mast! And they guaranteed that it would never corrode the next time I sank her!

Jay and I were planning on stripping her down completely this summer and restoring her, so I decided that it was time now. With all new North 3DL sails, delivered a week after the sinking, and a new carbon mast, the hull really needed to be upgraded to match. Somehow, with encouragement from Eric Egge and my son, and screams of "Stop! Stop!" from Susan, I managed to squeeze her into my garage with an easy quarter inch to spare. I had to let all the air out of the

tires to do it. And the trailer tongue sticks out 5 feet. No problem.

Gizmo is currently stripped of all her gear, windows and hatches. I just finished recaulking her hull-to-deck joint. Next comes sealing up all the screw holes that had accumulated over 35 years. She will get a new paint job inside and out. The new electronics and electrical system are sitting in boxes in my garage ready for installation. I have some modifications to do to her to suit the international safety rules, cockpit drains, but then I can start making her pretty again. *Gizmo* should make her debut this summer for the Summer Series.

John Thompson, *Gizmo*



bulkheads look fine also. There was some cheaper plywood such as my steps that will need to be replaced, but for the most part all the woodwork is fine.

I blasted the barnacles off with a pressure washer, then had to go over the hull with muriatic acid to dissolve all the little discs that they leave behind. The biggest issue with being under water, even for only two months, is the electrolysis of aluminum. Anywhere there was aluminum and stainless steel together, the aluminum was shot. The backing plates for the cleats and stanchions were gone. The most significant damage was to the mast itself. The stainless hardware was just fine, but

Ditty Bag

Used Raymarine Instruments and Electronics: SL530 Plus Chartplotter Display, Pathfinder SL72 Radar, ST50 Plus Tridata and Repeater, ST50 Plus Speed. Manuals. \$200 for everything., gvball@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

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

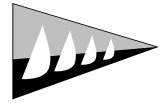
Crew Wants Ride

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

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 in the next Meeting to be listed in the next S-t-S.



Southern Sound Series Rep Report: Toliva Shoal — Perfect!

Bruce Hedrick, editor of *Northwest Yachting* magazine, stated on his web site before the race: “This should be an absolutely banner weekend and that will be especially true for the sailors doing the Toliva Shoal out of Olympia . . . it looks like this could be one the those Toliva Shoal races where the tide, wind and weather will all come together to prove what should be a great race.” Bruce nailed it!

The start for the Cruising Classes began at 0930 in a northerly wind with an ebb tide. Boats were able to beat down Budd Inlet to Dana Passage where the ebbing current made every boat look great as they swept down the channel. Looking behind one could see the PHRF fast boats, which started 30 minutes later, closing the gap on the furniture fleet classes. Aboard *Koosah* we knew it was going to be a great race because *Jam*, the fastest boat in the fleet usually passes us in Dana Passage, but today they passed us just after we rounded the McAlister Creek buoy. That is a difference of three miles from previous years! We were going to finish before dark! (Last year we finished in the

dark with a blizzard! When we arrived at our Swawntown dock there was six inches of snow!)

After rounding McAlister Creek buoy, all beat to the Toliva Shoal in strong northerly winds and some chop. The larger boats were able to punch through the waves better than the lighter boats.

Rounding the Shoal, the PHRF boats hoisted their spinnakers and held them almost to the finish line at Olympia Shoal. The cruisers were able to sail wing and wing and admire the colorful chutes as they rolled over them.

Of particular interest was *Lightly Salted*. They were getting prepared to jibe their spinnaker just after passing the McNeil Island boat dock and they went aground! Jan and Skip Anderson on the photo boat came to their rescue and nudged them off of the muddy bottom. Once off, *Lightly Salted* continued sailing since the weather was so great and crossed the finish line and then retired from the race. (Jan will have some great photos of the race!)

Most boats finished before dark. *Jam* finished around 1518 hours and only a couple of cruising boats elected to retire as the wind was dying as the sun went down.

Great party and food Friday night, wonderful breakfast Saturday morning, and hot soup after the race! Thank you volunteers! Kudos goes to

Norm Smit, Principal Race Officer, and his crew of volunteers for running a fair and organized race.

The results can be found on the www.ssssseries.org web site.

The final race in the Southern Sound Series is the Islands Race sponsored by the Gig Harbor Yacht Club on 21 March. You may register on the Series web site.

Whew! What a wonderful day of sailing!

Dave Knowlton, *Koosah*

There are lots of photos, and a video, link in the Toliva Office.

Toliva RC Report

The best Toliva ever!!!! That is the comment heard from more than one racer as they walked back in from a perfect day of racing in the South Sound. What a difference a year makes: two races, both complete races, but oh so different conditions. Last year the racers were finishing in the dark and snow, yes snow. Fast forward one year and we have another complete Toliva, but this year the weather from start to finish was gorgeous. The wind was there at the start and carried the racers throughout the day. The first boat crossed the finish line just after 1500 and the final boat crossed just after 1900. All but a few boats finished. Two boats, that will remain nameless at least in this article, did manage to go aground.

It was a truly remarkable race. It all stated on Friday night with a wonderful party. Followed by a hearty breakfast Saturday morning. Then the race. And of course Toliva’s famous downwind soup as the sailors returned.

There are way to many people to than and if I name names someone will get left out. So here is a huge thank you to all who helped and/or participated in anyway with this year’s Toliva. The one person that does need to be mentioned is Norm Smit our wonderful PRO that ran an awesome race!!!!

Toliva 2015 is in the books and now all that is left to get together and tell the stories and of course look forward to next year. Is it possible to come close to this year’s race???? Only time will tell.

Terry and Debe Andersen, *D’Lavicea*

Thera wrote to thank the kitchen crew. Find it on line now, or in print next month.

Fudge Point Hearing

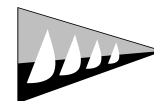
Fudge Point is a State Park property on Hartstene Island. The Parks department is holding a series of public meetings on the staff recommendations for long term management of the property. The third meeting will be at 1830 Wednesday April 1, at the Harstine Island Community Club, 3371 E Haestine Road North.

Information about Fudge Point is at www.parks.wa.gov/896/Fudge-Point-Planning. Or contact Michael Hankinson, Psarks Planner, at michael.hankinson@parks.wa.gov.

The Womens Boating Seminar, coming in May, is taking registrations on line.

SSSS Boats at the Toliva Shoal Race SSSS & OYC

Pax	1	Class 1
Silverheels	2	Class 2
Nirvana	3	Class 5
Bodacious	3	Class 6
Kaitlin	4	Class 7
Korina Korina	4	Class 3
I-5	4	Class 5
Redline	5	Class 4
He Lives	5	Class 5
Jody V	5	Class 7
Flying Circus	6	Class 3
McSwoosh	10	Class 3
Balder II	1	NFS
Maranatha	2	NFS
Koosah	3	NFS
Altar	4	NFS
Jolly Rumbalow	5	NFS
Skookum	6	NFS
Desert Sage	8	NFS
Releaf	9	NFS
Boru	10	NFS
Endless Summer	11	NFS
Lolita	12	NFS
Steamy Windows	2	Comm
White Raven	4	Comm
Spiff	5	Comm
Reif	6	Comm
Emma Lee	7	Comm
Rushwind	8	Comm
Puelche	9	Comm
Lightly Salted		RET
D’Lavicea		DNF
Genesis		DNF
Manatee		DNF
Promise		DNS
Liberty		DNC



Dinghy Clinic

The Black Star Regatta, which is April 26 - 28 is going to include Lasers for the first time this year. They will have their own starts and courses. 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 want info right a way, e-mail me and I probably can get you an answer.

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 have an hour and a half hours to two hours of classroom. 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. Mike, I believe, is

McAllister Creek Race February 7

Emma Lee was RC. Thank you.

Pax was First OA

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
	12 PAX			-10	12:54:17	12:54:25

S CLASS Start Time: 10:05 Distance: 23.5 nm

0.75	131 DRAGONFLY	VIPER 640	105	13:58:42	13:17:35
2.00	50921 REDLINE	ANT 27	87	13:55:55	13:21:51
3.00	79089 LIGHTLY SALTED	BENE 10R	96	14:17:25	13:39:49
4.00	82 MCSWOOSH	11M	66	14:27:30	14:01:39

A CLASS Start Time: 10:05 Distance: 23.5 nm

0.75	73392 BODACIOUS	BENE 35 S5	129	14:12:35	13:22:04
2.00	79182 FOLIE A DEUX	BENE 35 S5	138	14:27:17	13:33:14
3.00	18633 I5	SANZ 33	117	14:25:32	13:39:43

B CLASS Start Time: 10:00 Distance: 23.5 nm

0.75	47914 KAITLIN	RANC 32	168	14:40:40	13:34:52
2.00	40 RUSHWIND	FP 39	186	14:51:41	13:38:50

D1 CLASS Start Time: 09:40 Distance: 17 nm

0.75	923 WHITE RAVEN	CAV45	147	13:06:52	12:25:13
2.00	69804 REIFF	J36C	127	13:01:23	12:25:24
3.00	69927 BALDER II	ERIC 38	144	13:06:50	12:26:02
4.00	39110 KOOSAH	PEAR 36-1	177	13:30:14	12:40:05
5.00	39173 BORU	CROW 34	147	14:00:45	13:19:06

D2 Start Time: 09:35

0.75	39458 RELEAF	PEAR 30	249	14:07:49	12:57:16
------	--------------	---------	-----	----------	----------

heads above, the best dinghy sailor in our area. If you've

Eld Inlet Race January 24

RC Boat:Liberty Mark Boat: Releaf Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
--------	----------	------------	------------	--------	-------------	---------------

A CLASS Start Time: 10:05 Distance: 11.10

0.75	73392 BODACIOUS	BENE 35 S5	129	13:09:16	12:45:24
2.00	69315 NIRVANA	MERI 28	120	13:09:23	12:47:11
3.00	18633 I5	SANZ 33	117	13:09:53	12:48:14
4.00	79182 FOLIE A DEUX	BENE 35 S5	138	13:27:19	13:01:47

S CLASS Start Time: 10:05 Distance: 11.10

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
	12 PAX			-10	12:51:29	12:43:20
0.75	69399 FLYING CIRCUS	EXPR 37	72	13:02:41	12:49:22	
2.00	82 MCSWOOSH	11M	66	13:06:35	12:54:22	
3.00	131 DRAGONFLY	VIPER 640	105	13:13:58	12:54:33	
4.00	50921 REDLINE	ANT 27	87	13:11:45	12:55:39	
5.00	79089 LIGHTLY SALTED	BENE 10R	96	13:15:53	12:58:07	
6.00	83179 HE LIVES	JBOA 92	108	13:25:11	13:05:12	
7.00	69051 SPIRIT	BENE 36.7	81	13:49:19	13:34:20	

B CLASS Start Time: 10:00 Distance: 11.10

0.75	47914 KAITLIN	RANC 32	168	13:37:50	13:06:45
2.00	40 RUSHWIND	FP 39	186	14:03:13	13:28:48

D1 Start Time: 09:40 Distance: 11.1

0.75	69804 REIFF	J36C	127	13:15:40	12:52:10
2.00	69927 BALDER II	ERIC 38	144	13:20:26	12:53:48
3.00	18351 MISS CONDUCT	OLSN 29	120	13:19:33	12:57:21
4.00	50105 JOLLY RUMBALOW	C&C 34	132	13:30:12	13:05:47
5.00	69667 SASSY	C&C34	129	13:34:34	13:10:42
6.00	39110 KOOSAH	PEAR 36-1	177	13:43:41	13:10:56
7.00	923 WHITE RAVEN	CAV45	147	13:46:41	13:19:29
8.00	506 LOLITA	STAND 33	185	15:06:03	14:31:50

D2 Start Time: 09:35 Distance: 11.1

0.75	69141 JODY V	C&C 29	207	13:54:20	13:16:02
2.00	5421 EMMA LEE	CATA 30	225	13:59:54	13:18:17
3.00	200 AQUILA	CASC29	267	14:13:29	13:24:05

Season Championship Standings

as of the Eld Inlet Race
total points# of Races

S Class

He Lives	18.50	6
McSwoosh	8.75	5
Dragonfly	12.75	5
Redline	15.00	5
Spirit	19.00	4
Flying Circus	2.25	3
Lightly Salted	5.00	1

A Class

I 5	12.75	6
Folie A Deux	15.00	5
Lightly Salted	10.75	4
Liberty	13.00	4
Bodacious	2.25	3
Opposition	4.50	3

B Class

Gizmo	4.25	4
Fjord	5.75	3
Spitze	5.00	2
Rushwind	2.00	1
Pandora	0.75	1
Kaitlin	0.75	1
Spiff	3.00	1
D'Lavicea	4.00	1

D1 Class

Koosah	17.50	7
Jolly Rumbalow	34.00	7
Balder II	9.50	6
White Raven	27.00	6
Reiff	5.25	4
Miss Conduct	12.75	4
Touch Rain	15.00	4
Sassy	20.00	4
Lolita	26.00	3
Maranatha	12.00	2
Promise	14.00	2
Whisper	17.00	2
Ozymandias	17.00	2
Boru	7.00	1

D2 Class

Jody V	6.25	5
Aquila	8.50	5
Emma Lee	3.50	3
Releaf	7.00	3
R Time	6.00	2
Genesis	3.00	1
Restles	4.00	1
Amaretto	4.00	1
Judy Lee	5.00	1

You need to finish 8 races by the end of Spring Series to have a sore. Only your best 8 will count.

Soldier Sailing Fund Raiser Challenge at the March Meeting

sailed with or against him I suspect you'll agree with me. This is great opportunity to improve your skills as a dinghy racer. The date for this clinic is April 19 from 0900 to 1500.

If you have any questions about any of this, feel free to email me.

Jim Findley, Night Wind/Not Sirius/

Cruising Stories

Do you read cruising stories in the sailing magazines? Do you know you can find twenty years worth of cruising stories in the S-t-S On line? Look at Past Letters to find a list of cruises to places our Members have gone, near and far: Hope Island, Alaska, Mexico, Europe, the South Pacific and more. Not to mention stories of racing to Hawaii, boat repair ...

We would like to add some stories this year. Where is your boat taking you? We want to hear from you.