

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 3

November 2015

www.ssssclub.com/ssss.htm

## November Meeting: First Ever Crew and Cruise Fair

Are you looking for a boat to crew on? Or, are you a skipper looking for a few good crew? Having engine problems that you would like diagnosed? Curious about how long a sail rig might be good for? And what if you just want to learn to *sail*?

Get answers to these and other sailing-related questions at the November Meeting. We've invited a number of experts from our very own Membership list to bring their tips and tools, answers and opinions. They will be installed at tables around the room where you can stop by with your puzzlers. Clark MacPherson will head up a crew of race skippers who'll answer questions about racing and help you choose a boat to join. Professional boat systems gurus will be on hand to provide pointers on fiberglass, rigging, sail repair, and those mysterious engine pings, knocks and leaks. While our experts might not be as entertaining as Click and Clack, they'll have information that might save you time or money! And, instead of 15 minutes, you'll have an entire hour to swap sea stories with other sailors.



Eagle Island Race aboard *Gizmo*, photo: John Thompson

So mark your calendar for November 10. Looking forward to seeing you there!

PS: If you'd like to volunteer to serve as one of our experts, contact Mary Campbell at [vicecommodore@ssssclub.com](mailto:vicecommodore@ssssclub.com).

**Mary Campbell**

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: Positive Energy

With all the crewing I've done this summer, one would think I'm done sailing. Nope, I'm motivated to sail my own boat! I vacationed from work for two weeks to sail on other boats, but then caught myself complaining that I didn't have time to work on my own. So, I've decided to take action and fast from racing or sailing on *any* other boat until my boat can sail/motor over a weekend in October.. ... er, maybe November. With this ambitious declaration, I need community support and lots of coffee. By the time you read this in November I *should* be venturing from the Swantown slip, known as H20, into Budd Inlet and maybe even the Olympia Shoal.

However, getting out of the slip has been challenging. My family and I knew the sailboat was an ultimate project and we stepped into it with positive energy. At first we sailed it with the assistance of the 8.8 hp outboard. The boat has been out of the slip several times sailing in the Sound, okay, only more than two times. Unfortunately, my boat's time out of the slip was short lived. I decided to pull the outboard for an checkup around 2013. Then I saw the motor mount needed some repair. Next a frayed wiring in the aft. Then a short up forward. Next I

Halloween Cruise  
**October 31 - November 1**

Star Fleet Meeting  
**November 2**  
1830 at Westbay

Board Meeting  
**November 3**

General Meeting  
**November 10**

Visitors Welcome  
Doors open at 1830, Meeting starts 1900

Herron Island Race  
**November 14**

November Cruise  
**November 29**

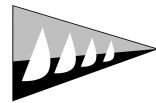
Winter Vashon Race,  
TYC  
**December 5**  
Southern Sound Series Race 1

Lighted Boat Parade,  
OYC  
**December 5**

General Meeting  
Holiday Potluck  
**December 8**

Visitors Welcome  
Doors open at 1800, Meeting starts 1830

**Dues Due**  
**or this is your last S-t-S**  
Still \$45 or \$80  
with annual Race fee



knocked out a window while moving some oars inside the boat, which slid off the deck into the water.

One thing lead to the next and my boat has stayed docked for quite a while. If all the problems would have happened within two hours, it would have been better than Buster Keaton's *Damfino*. The windows are fixed, yet more fell out when I tried to test them for leaks. The frayed wiring is now nearly ABYC compatible. I found the short in the bow pulpit railing and enlisted my son to help pull new sheathed wiring. My boat is currently R2AK-ready, - no inboard motor.

I've encountered new projects along the way as well. For example, after an inspection, I found that my bilge pump needs replacing. Today, I've whittled down these projects to the essentials: safety gear, food, head, sails, maps, anchor, radio, lights, outboard motor and insurance, aka big fenders. An important question that I ask myself: What are my boating essentials?

Future luxuries like baby wipes, depth sounder, night lights, heat, spare battery, and an AC to DC charger will become imperative once I get away from the dock for more than a few days.

Next Summer I have the joy of bottom painting. I will experience this for the first time as the boat owner; thank you MasterCard. My best motivation has been my friends and family for staying on projects and seeing them with theirs. Projects keep coming but I'm looking forward to having safe and memorable adventures with my current sailboat. Now it's your turn: what's your boat story?

**Ralph Cumberland**

## RC Report

The last race of the Fall Series was a howler. Finishing order seemed to have little effect on the moods of crews after the race. I heard from many crew that they hit some of their fastest speeds ever on the final leg of the race. The brisk conditions are a good primer for the winter races just around the corner. In addition to the Island and Inlet Series, it's time to start thinking about the Southern Sound Series. The Tacoma Yacht Club will host the Winter Vashon Race



Commodores' Cruise photo: the Youngs

Saturday December 5. Contact Dave Knowlton if you would like to be part of SSSS team for the Series. It's been a few years since SSSS brought home the team trophy. Let's bring it home this year! These races are fun and challenging. I would encourage all SSSS racers to consider going north for at least one of the three races out of Tacoma, Des Moines, or Gig Harbor.

As of this writing I still have Race Committee slots that I need to fill. Hopefully most of those slots are filled by the time you read this. If not I'll have to start assigning boats to dates. If you race and have not signed up please contact me at [rechair@ssssclub.com](mailto:rechair@ssssclub.com). Those that are relatively new to racing are highly encouraged to sign up as crew aboard the Sheldon's wonderfully appointed RC boat *Transition*. This is a great opportunity to learn how to run a race from our own experienced expert, Bill. Those that are not new to racing should fully appreciate the chance to run a race from a warm and comfortable vessel. Did Bill mention that he is set up to accept finishers from *inside* the boat!

I'd also like to draw your attention to two sections of our Sailing Instructions. Before you

head out on the course please re-read section (3) Equipment and Insurance Requirements and section (22) Safety. Make sure that you are meeting the safety requirements for our races. You need to be in compliance with the *US Sailing Nearshore Safety Equipment Requirements as Amended by the South Sound Sailing Society*. The full requirements can be found on the SSSS web site, but I'd like to highlight a few requirements in this article:

(3.7.1) *A boat shall carry a LifeSling or equivalent man overboard rescue device stored*

*on deck and ready for immediate use.*

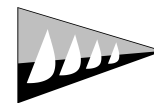
(3.8.2) *A boat shall have a watertight handheld VHF radio or a handheld VHF radio.*

(4.2) *Annually, two of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crew member back on deck, or other consistent means of reboarding the crew member. In our Sailing Instructions I'd also like to highlight section*

(22.2). *While racing all boats shall be in compliance with the minimum safety requirements of the US Coast Guard, and any single or double-handed crews must wear a PFD when racing.*

Thank you in advance for taking the precautions to keep you and your crew safe. Remember to monitor VHF channel 72 and always have a plan B and plan C for when things go awry. Also be sure that you've saved the RC Boat phone number in your cell phone, (360) 704-2740. And most importantly, have fun out there!

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



## Secretary's Report: This may be your last S-t-S!

If you have not paid your dues you will not get a December Ship-to-Shore. All Members who have paid their dues for the 2015-2016 membership year will continue to receive the Ship-to-Shore without interruption.

All paid Members will be included in the Roster, which comes out in January. If you would like to have your photo in the roster, please send me a picture in JPEG format at

secretary@ssssclub.com. Head shots work best. The photograph will be about 1 inch by 1 inch in size in the Roster. If your photo was last year's Roster or you had your photo taken at the September Meeting by Rachael Cumberland, I will use that photo.

Please contact me if you do not want your photo in the Roster.

**Mike Buffo**

## Chicago Yacht Club Burgee Exchange

It was a hot sticky day in downtown Chicago this July, 95 degrees and 95 percent humidity. I was in town for a wedding. It just so happened that our hotel was only one city block from the Chicago Yacht Club. I thought it might be interesting to check out the historic YC and see if they were keen on a burgee exchange with the SSSS.

It took me some time to talk my way past security and into the building. The parking security guy laughed at me as I walked up to the vaulted doors covered in sweat clutching a SSSS burgee. Oh well, I figured I'd just walk in like I was supposed to be there and that worked just fine as it usually does. The guy at the front desk was less than hospitable, but as I was standing there trying to describe our club and how we operate, the general manager of CYC walked up.

The annual Chicago Race to Mackinac was under way and I had been following boats on the online race tracker. This was the 107th running of this race! The race is 289.4 NM with 350 boats participating in this invitation only race. The boats start in Chicago and race to Mackinac Island at the top of Lake Michigan. The GM had just returned from the race and we had a great chat about the race and this year's conditions. He enjoyed hearing about our club and was impressed that we raced year round. He told me that CYC would be happy to fly our burgee and instructed the reluctant desk attendant to send me off with a CYC burgee to fly in Olympia.

So next time you are at Tugboat Annies look for the CYC burgee in the bar, and next time you're at the Chicago Yacht Club look for the SSSS burgee.

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

## Southern Sound Series Rep Report: Less than a month to go!

The Series Council met on 24 September at the Tacoma Yacht Club to organize the 2015-2016 Southern Sound Series. The dates were confirmed:

Winter Vashon	5 December
Duwamish Head	9 January
Toliva Shoal	20 February
Islands Race	19 March



Fall Series Race 4 photo: Dan O'Brien

Regatta Network will, again this year, be used as the registration and scoring program. Each sponsoring yacht club will link its registration to the series web site: [www.sseries.org](http://www.sseries.org).

For consistency, the following changes were made:

Winter Vashon will start one hour later than in the past, thus making the warning sound for the cruising classes at 0925 and the first PHRF class at 0955 for all four races. Be sure to

check the individual race instructions to confirm this change!

The Islands Race time limit was extended to 13 hours, the same as the other three races. Again, check the individual race instructions!

The class breaks will be announced a couple of hours earlier than in the past. The committee plans to meet at 1700 and have the breaks posted soon after.

Teams may consist of three boats in any of the PHRF divisions from the same Yacht Club/Sailing Society.

The Tacoma Yacht Club is gearing up for a grand kick-off party Friday night, 4 December. Drop in for a fun time!

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

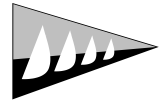
## Ship-to-Shore Report: S-t-S Needs You

We have received many compliments on this rag from both Members and members of the clubs we send it to. I am told it represents our Club well. Our Members tell us they really like two things: Members stories and the photos.

If we are to keep our reputation, we need Members stories and photos of SSSS events. We have stories for the next month or two, but that is just halfway through the year. And I am nearly out of current photos.

We are counting on you. Take your camera sailing and send us copies. Write and tell us of your summer adventures.,, cruising, racing, or in the yard. We want to hear from you.

**Steve Worcester, *Star 6937***



## PHRF Dues Due

Current PHRF members should receive a dues notice in the mail this month. Write the check and mail it back then, before you forget. There is nothing to be gained by waiting. If you are thinking of joining, there is no better time than the beginning, the beginning of the year. See Rafe Beswick, our Handicapper, he will get your boat handicapped.

For those that do not know, the Pacific Handicap Fleet of the NW is the

organization that supplies the handicaps for our keelboats; which makes our keelboat racing possible. It is comprised of all the racing skippers/owners in the Northwest, all those that pay dues that is. They pay to maintain the office, the web site, hold appeals, and improve the system; all with the help of a small army of volunteers

With a PHRF handicap you can race most places on the Salish Sea, Alaska, Oregon, and Idaho. And you

**Star Fleet Meeting**  
November 2 1830 at Westbay

will need one to do so just about everywhere. That includes here at SSSS, except for D Class. We exempt those trying racing, but we encourage long time D Class sailors to join. D Class uses their method and data so it is only right that those using the system pay for it. And you get a handicap Kelly can not play with.

You might not think your dues matter or that a regional organization would care about a small club on Budd Inlet. And you would be wrong. We have the third largest PHRF fleet in the Northwest. The system was made for people like us, club racers racing production boats. And we could not race without it.

Steve Worcester

## Fall Dinghy Regatta September 13

Sail	Skipper	Type	Total	Race 1	Race 2	Race 3	Race 4	Race 5
1 10128	Kloppel, Jeff	Laser	3	2*	0.75	0.75	0.75	0.75
2 41636	Miller, Garner	Laser	6.75	0.75	3*	2	2	2
3 2614	Brown, Adam	COR15	11	3*	2	3	3	3
4 6103	Long, Jack	LASE2	16	DNC	4	DNC	DNC	DNC

## Fall Series

Clark McPherson, Folie a Deux, Koosah, and Pax were the RC. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating#	Str	Race 1	Race 2	Race 3	Total
<b>A CLASS Races: 1 to 3</b>									
					3 Strt 6 Strt 4 Strt				
1	69399	FLYING CIRCUS	Dave Elliott	72	2	5.00	2.00	0.75	7.75
2	69051	SPIRIT	Steve Jones	81	2	5.00	3.00	2.00	10.00
3	18351	MISS CONDUCT	Jeff Glandon	102	3	3.00	4.00	4.00	11.00
4	69382	OPPOSITION	Bill Sheldon	102	1	5.00	0.75	6.00	11.75
5	79182	FOLIE A DEUX	Jeff Johnson	135	2	0.75	6.00	6.00	12.75
6	87562	ALTAIR	Jason Vannice	72	2	2.00	8.00	3.00	13.00
7	7169	BRILLIANT	Tim DuMontier	96	1	5.00	5.00	6.00	16.00
<b>S CLASS Races: 1 to 3</b>									
					3 Strt 4 Strt 3 Strt				
1	131	DRAGONFLY	Rafe Beswick	105	3	2.00	2.00	0.75	4.75
2	79	RUFUS	Tucker Smyth	99	3	3.00	0.75	2.00	5.75
3	82	MCSWOOSH	Clark McPherson	66	3	0.75	3.00	3.00	6.75
4	83179	HE LIVES	Steve Kirkpatrick	111	1	5.00	4.00	5.00	14.00
<b>B CLASS Races: 1 to 3</b>									
					1 Strt 1 Strt 1 Strt				
1	69063	GIZMO	John Thompson	201	2	0.75	0.75	3.00	4.50
2	122	SPITZE	Andrew Christensen	276	1	3.00	3.00	0.75	6.75
<b>D CLASS Races: 1 to 3</b>									
					2 Strt 4 Strt 4 Strt				
1	50105	JOLLY RUMBALOW	Richard Bigley	135	3	0.75	3.00	3.00	6.75
2	18124	SURFIN BIRD	Frik Dahl	189	1	4.00	0.75	5.00	9.75
3	51496	PANDORA	Bob Connolly	183	2	4.00	4.00	2.00	10.00
3	923	WHITE RAVEN	Rick Antles	147	2	4.00	2.00	4.00	10.00
5	39110	KOOSAH	Dave Knowlton	177	1	4.00	6.00	0.75	10.75
6	36	PROMISE	Rick Taylor	186	1	2.00	6.00	5.00	13.00
<b>D2 CLASS Race: 1</b>									
					0 Strt 3 Strt 0 Strt				
1	3220	CHEAP THRILLS	Paul Paroff	207	1		0.75		0.75
2	3190	RESTLES	Jim Harris	299	1		2.00		2.00
3	335	R TIME	Dan Miller	239	1		3.00		3.00

## Pacific Northwest Viper Fleet Update

The Viper 640 fleet is growing and becoming more active in the area. This season we had seven boats active and gathered together for two regattas in Anacortes, the Tulip Cup and the Windermere Cup, the POD regatta in Seattle, and the Pacific Coast Championship at Fern Ridge Reservoir near Eugene. Our fleet has added three additional boats that will arrive next year, one more out of BC and two from the Seattle area.

Viper 131 *Dragonfly* is the most southerly situated of the group here in Olympia. Most are in Anacortes currently with 5 boats, three Anacortes boats and two Canadian stored there to minimize border crossings. The most remote is in Sandpoint, Idaho. As one might expect, he's the least active in the fleet, but we did get him to come over once.

Next year promises to be even better with more events and greater participation with our increased numbers. Looks like we may even participate in Black Star. If you have any interest in the class and/or boat, just Google it. There are lots of videos online, the class has a fine web site

# MERCATO

*Ristorante*

Host of the SSSS Board Meetings

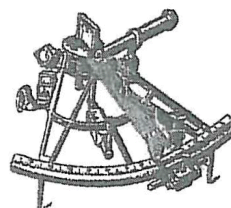
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General Manager

111 market street northeast #106

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email - sonya@mercatoristorante.com



## SUMMERS

Yacht Services, INC

John Summers

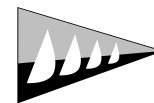
360-561-4214

summersyachtservices@gmail.com

Yacht Management, Outfitting & Maintenance

Mechanical & Electrical Systems: Installation, Service and Repair





at viper640.org, and the Northwest fleet is now on Facebook. I've resisted going there, but the time has come for me to succumb. I'm going to join Facebook. Anyone with an interest in sailing on a Viper as a crew or interested in just following the Northwest fleet, let me know and I'll get you on the email list.

**Rafe Beswick, *Dragonfly***

## Letter: The Great International Yacht Buying Adventure of 2015

*Last month we were told how Jim and Dee Ann had found their boat. They had gone to Canada to see her and make the deal. All that remained was to secure the promised loan*

"We don't make loans for international purchases." I just spent a long weekend in a luxury hotel in Canada because YOU said I could borrow money to buy this boat! "We don't make loans for international purchases." But I am importing the boat to the US. You won't be lending any money on it until AFTER it arrives in the country. "We don't make loans for international purchases."

Dee Ann took this as a good thing. She wanted to go to her favorite bank anyway.

It was now time to get serious about learning what it takes to import a boat from Canada to the US. Being a penny pincher by nature, I wanted to avoid spending extra money for a Customs Broker if I could possibly import the boat myself. How hard could it be? I should have plenty of time to do the research and fill out all the necessary paperwork.

The Customs office at Friday Harbor is very friendly on the phone during the slow season in mid February. I spoke with Thomas Barnes who sent me the requirements for self-importation of a boat from Canada. They are as follows:

1. The owner must be on board the vessel when entering the United States.
2. Proof of ownership such as a bill of sale with Bona Fide value.
3. Evidence of origin: ONLY if the officer is unable to make a determination with the information provided.
4. Registration, if applicable.
5. Proof the boat conforms to EPA Standards.

Complete Environmental Protection Agency (EPA) Engine Declaration Form 3530-21. US Vessels do not require EAP Form.

Here's where the fun starts. Canada has a similar set of regulations. The first rule in Canada is

1. The new owner must NOT be on board the vessel when it leaves Canadian waters.

I found out later just how insanely complicated this particular rule gets. It has a lot to do with which country the

transaction is occurring in and who gets to collect the taxes. If the new owner gets on the boat in Canada, then the transaction happened there, and I have to pay 12% in Canadian sales taxes (there is more than one, it's complicated) and then pay 8% Washington sales tax. (Did I mention I was saving 20% on the exchange rate?) Not only that, but we had to be very mindful of our conversation so we didn't accidentally give the impression to Customs that the delivery pilot was working for me. The pilot works for and is paid by the yacht broker or seller. If I accidentally gave the impression that he was

## Fall Series Race ~~X~~ 3 October 10

Pax was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>A CLASS</b> Start Time: 12:00 Distance: 10.8 nm						
0.75	69399	FLYING CIRCUS	EXPR 37	72	13:56:44	13:43:46
2.00	69051	SPIRIT	BENE 36.7	81	14:03:28	13:48:53
3.00	87562	ALTAIR	J35	72	14:04:12	13:51:14
4.00	18351	MISS CONDUCT	OLSN 29	102	14:19:25	14:01:03
<b>S CLASS</b> Start Time: 12:00 Distance: 10.8 nm						
0.75	131	DRAGONFLY	VIPER 640	105	13:55:31	13:36:37
2.00	79	RUFUS	MEL	99	13:56:47	13:38:58
3.00	82	MCSWOOSH	11M	66	13:55:12	13:43:19
<b>B CLASS</b> Start Time: 12:05 Distance: 7.2 nm						
0.75	122	SPITZE	SANT 22	276	13:48:51	13:15:44
<b>D CLASS</b> Start Time: 12:05 Distance: 7.2 nm						
0.75	39110	KOOSAH	PEAR 36-1	177	13:42:41	13:21:27
2.00	51496	PANDORA	CAL 36	183	13:44:06	13:22:08
3.00	50105	JOLLY RUMBALOW	C&C 34	135	13:39:06	13:22:54
4.00	923	WHITE RAVEN	CAV45	147	DNF	

## Eagle Island Race October 17

Island Series Race 1

Emma Lee/Transition was the RC Boat. Fjord was the mark boat. Thank you.

Place/Points	OA/Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>A CLASS</b> Start Time: 10:05 Distance: 13.3 nm							
4	0.75	73392	BODACIOUS	BENE 35 S5	129	14:26:59	13:58:23
8	2.00	69051	SPIRIT	BENE 36.7	81	14:22:22	14:04:25
9	3.00	64985	LIBERTY	C&C 35	123	14:32:00	14:04:44
12	4.00	69399	FLYING CIRCUS	EXPR 37	72	14:22:42	14:06:44
13	5.00	18351	MISS CONDUCT	OLSN 29	102	14:29:32	14:06:55
15	6.00	74363	BLUE CANARY	C&C 99	105	14:43:17	14:20:01
16	7.00	69804	REIFF	J36C	127	14:49:41	14:21:32
<b>S CLASS</b> Start Time: 10:05 Distance: 13.3 nm							
3		12	PAX		-10	13:53:21	13:55:34
5	0.75	131	DRAGONFLY	VIPER 640	105	14:23:00	13:59:44
6	2.00	83179	HE LIVES	JBOA 92	111	14:27:00	14:02:24
7	3.00	79089	LIGHTLY SALTED	BENE 10R	96	14:25:24	14:04:07
10	4.00	82	MCSWOOSH	11M	66	14:19:46	14:05:08
14	5.00	1005	SILVERHEELS	SYN	54	14:22:23	14:10:25
<b>B CLASS</b> Start Time: 10:00 Distance: 13.3 nm							
1	0.75	69063	GIZMO	HARM22	201	14:32:09	13:47:36
2	2.00	260	SPIFF	RANC 26	216	14:37:02	13:49:09
11	3.00	47914	KAITLIN	RANC 32	168	14:37:37	14:00:23
17	4.00	122	SPITZE	SANT 22	276	DNF	
<b>D CLASS</b> Start Time: 09:40 Distance: 10.2 nm							
0.75	39110	KOOSAH	PEAR 36-1	177	14:00:44	13:30:39	
2.00	51496	PANDORA	CAL 36	183	14:01:59	13:30:52	
3.00	923	WHITE RAVEN	CAV45	147	13:58:39	13:33:40	
4.00	50105	JOLLY RUMBALOW	C&C 34	135	14:00:50	13:37:53	
5.00	427	DESERT SAGE	CATA 42	147	14:11:17	13:46:18	
<b>D2 CLASS</b> Start Time: 09:35 Distance: 10.2 nm							
0.75	79157	FINALLY FREE	ERC 32	207	14:00:13	13:25:02	

### Yachtfinders/Windseakers Inc

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

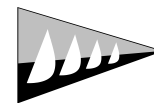
Cell: **831-247-6162**

**Dan O'Brien**

Home Office:  
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e-mail: [dan@fastisfun.com](mailto:dan@fastisfun.com)



working for me, the delivery pilot could get in trouble for working in the US without a work visa. This little issue has gotten other delivery pilots put on a list and banned from future entries into the US.

But wait, there's more! The proof that the boat conforms to EPA standards seemed easy enough. It amounts to filling out a form that promises that the engine in the boat is the engine that was originally designed to be in the boat when it was manufactured. Someone in the US is very particular about keeping customized engines out of the country. And if the boat was manufactured in the US it is exempt from this requirement because it is just coming home anyway.

The tricky bit is the evidence of origin. I have to prove (with an authorized form filled out by the manufacturer) that my Hunter sailboat was made in the USA. And there is that tricky little statement that says, "ONLY if the officer is unable to make a determination with the information provided." I explained to my new guide (Officer Thomas) that Hunter sailboats are all manufactured in Florida. Would that be enough proof for "the officer" to let me get a passing grade on that particular test question? My short interpretation to his answer is that it depends on who is working on the day you come in. Officer Thomas explained that if everything is in order when I arrive, I can self-import in about an hour. But if one of the five requirements is not met, I may be delayed a day, or I may be held up for an indefinite period of time.

Since it appeared that there would be a strong chance I could not be on the boat when it arrived (Can I just jump on before

it touches the dock? – NO) and that I might get stuck in an international scandal by not having proof that my Hunter was made in America, I elected to use the Customs Broker approach. Officer Thomas forwarded me a list of Customs Brokers and I started to make some calls. (And for what it's worth, the Customs Broker found the evidence of origin form we needed.)

What I didn't know at this time was that I didn't need to worry about finding a Customs Broker because Greg Horne at Custom Yacht Sales already has all the connections! But without that key piece of knowledge I called five Customs Brokers only to discover that there is only one such company that handles yacht sales. The bid for my transaction came in at just over \$700. About \$300 of that was for a bond, and now that I see the intricacy of the transaction, I understand why. The boat has to be successfully entered into the US before the bank will release the funds. If anything goes wrong during the importation process there could be lots of legal questions about whose boat it is at that moment in time. So the bond sounded like a good idea.

As it turns out, Greg Horne at Custom Yachts has always wanted to invest in a reusable bond that would cover all of his clients, so he stepped up and saved me \$300 by buying a bond.

So, now we have an accepted offer on a boat we like, and we have determined that the self-importation of a boat is not worth starting an international conflict, it is time to get back to the bank and find a surveyor. The bank asked that the surveyor have one of two certifications, SAMS or NAMS.

NAMS is the National Association of Marine Surveyors, Inc. SAMS is the Society of Accredited Marine Surveyors. Both of these organizations sounded as if they might be very

American in focus, and I was right. There was only one marine surveyor on Vancouver Island who holds a NAMS certification.

#### Meet Dr. Death

One piece of advice I have heard repeatedly about buying a yacht is that you should not ask the selling agent to recommend a surveyor. You need to make the decision yourself to avoid any conflicts of interest, and to make sure you get an honest survey. When I explained to Greg that my surveyor would be Kenneth Rorison, he groaned a little and then informed me that I had made a good choice. Kenneth is his probably the toughest surveyor on that part of Vancouver Island. I learned later from conversations around the boatyard that Kenneth has the nickname "Dr. Death", because his tenacious attention to detail is thought to have killed more boat deals than any other surveyor on the island. And it turns out that Kenneth is aware of his reputation and his moniker. He says he thinks he started hearing it in the 70's. When I shared with Ken that I had been advised to avoid a surveyor who was friends with the selling broker he immediately retorted, "I don't have many friends who are yacht brokers." And now I know why. I was convinced I had the right surveyor for the job when Greg told me, "He is the one I would hire to do my boat."

In all fairness, Kenneth is not a "deal killer". It is the condition of the boat that will kill a deal, not a surveyor. The position of a surveyor is to advise the client of the deficiencies found. It is the client's decision whether or not to purchase the vessel based on that information. Kenneth's tenacious approach to his work makes him the kind of surveyor you want to hire when you are the one buying a boat.

I had hoped to be able to avoid a second trip to the island, but Kenneth convinced

## 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

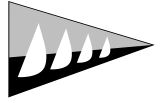
**Want a ride?** You could be listed here, and on line, for free: Ads run three months and can be renewed. Contact me to be listed on line now and printed in the next S-t-S.

## 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.



me I should be there in case he found anything interesting in the survey. The favorable exchange rate was causing the only US certified marine surveyor to get booked up, and my choice was to be there on the following Monday (he just had a cancellation), or take his next opening in a month. Greg agreed that we should grab the Monday opening. Dee Ann and I made quick arrangements for another long weekend, and we started making plans for our second quick trip across the border.

I was happy to learn that the Royal Scot hotel had extended the Valentine's special to accommodate the guys who had to provide "make up trips" in the weeks that followed Valentine's Day. We were able to book another great stay at the hotel with discount ferry fares and two more bottles of champagne.

Most of the arrangements for the purchase so far had been made through email. It seemed that my word was accepted as a bond, and we didn't have to worry about the earnest money deposit until later. Dee Ann and I wanted to make an earnest money deposit, and Greg came to our rescue once again as he explained a tricky trap at the border. Both countries have a rule that says you cannot travel across the border with financial instruments that total more than \$10,000 in value. We were about to attempt to cross the border with a certified check for

\$8,000. No problem, right? Wrong! Our travel with the funds would be legal as we left the US with \$8,000. But the moment we arrived in Canada the exchange rate would inflate the value of our check to be over the \$10,000 limit in Canadian funds. The Canadian border patrol would have the right to seize the funds and take the assets without any due process and the money would be lost. Greg offered us a choice of making a wire transfer or negotiating a smaller amount. We saved the wire transfer fees and accepted Greg's offer for a smaller deposit.

And Greg was right. When the Canadian border officer heard that we were coming back into the country to purchase a boat, he asked us repeatedly how much money we had with us. Then he spoke very slowly and asked, "If you added up all of the financial instruments that you have in your possession, is there any chance that they could total up to be worth more than \$10,000 Canadian?" "No" I replied. "We specifically negotiated an amount that would not exceed the allowable limit." He let us pass. He asked us a few more questions about where I worked and what I did for a living. I suppose he wanted to see if I had a well-rehearsed back story.

#### Hauling Out

The survey was another new and interesting experience for us. We didn't

know quite what to expect, but we were pretty convinced that Kenneth was on our side and we would soon be making an informed decision based on the quality of the boat. Greg arranged the short lift haul out to happen at 11:00 am, which meant Ken would have two hours to look at the hull, because the lift operators would go to lunch at 12:00. Ken went to work sounding the hull with his hammer, and went right to a few of the places that were typically known for trouble on production sailboats. He started to find some small voids in the fiberglass that two different individuals referred to as a "Hunter trademark". Those would be easy to fix with some resin injection, and they were not in critical locations.

Then he found a show stopper. There was a large void in the glass near the keel joint. It might be nothing. It might just be a separation in the layers of fiberglass (which is not an unusual byproduct of the manufacturing process used for production hulls). 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.

**Jim Laesen**

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



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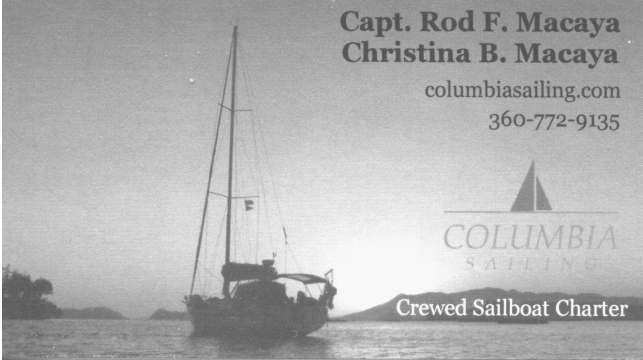
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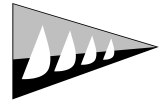
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Fall Regatta photos: Jim Findley

## OYSTERFEST CRUISE, SHELTON YC

On a brilliant and warm early October weekend, ten SSSS boats motored into Hammersley Inlet for the 2015 Oysterfest Cruise to the Shelton Yacht Club. After a great exercise in close-quarter docking, most of the SSSS contingent ended up in two four-deep rafts, tied to a tugboat at the wharf. Revelers caught the big yellow bus to Sanderson Field for the shellfish celebration under bright and warm, but not hot, skies. Lines were waited in. Oysters and mussels and coconut shrimp were eaten. Beer was drunk and some pretty good 70's-vintage rock and roll was heard. The four go-go girls on stage were a welcome bonus.

The evening brought a boisterous post oyster appetizer nosh, hosted by Shelton Yacht Club. Stories were told, more beer was drunk and a furthest-distance prize was awarded to SSSS's own Johan Gurnell for having brought the *Sandra Marie* from distant Everett. Yes, Everett.

Sunday morning, SYC treated us to a great breakfast and a fond farewell as we cruisers turned East to catch the Noon ebb back to Olympia.

**Marvin Young, *Beware of Dog***



## Cruise News

### WINE TASTING/DECORATED BOTTLE CRUISE SUNDAY, NOVEMBER 29 1730-2000

Note: mark the new date on your calendar!

Location: ViewPoint Room at Tugboat Annies

Distance from Olympia: 0

High Tide at West Bay Marina: 0819

The annual November wine-tasting Cruise will be held at Tugboat Annies Viewpoint Room on Sunday, November 29 beginning at 1730 for appetizers and socializing. Note the new date! Please bring light snack if you like, and a bottle to share, but be prepared to order dinner and drinks from Tugboat Annies. A cash bar will be provided.

Bring a decorated bottle of wine for the judging. Prizes will be given to the top three entries. All bottles will be kept and raffled off at the December Potluck as a benefit for the Thurston Food Bank.



The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. Box 1102, Olympia WA 98507. Opinions expressed do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-T-S or SSSS of their use.

If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the Editor : **Steve Worcester**

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: [sts@sssclub.com](mailto:sts@sssclub.com)  
Deadline for submissions is the second Tuesday of the month.

#### 2015-16 SSSS Board Members

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

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