

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 2

October 2015

www.ssssclub.com/ssss.htm

October Meeting: You asked for it, you got it!

Way back in May, Jake Beattie came down from Port Townsend's Northwest Maritime Center to reveal to us his vision of a race unlike any other: the Race to Alaska, open to any mode of propulsion that was *non-motorized*. Several Members braved the very early hours in Port Townsend Harbor to watch the start of the race in June. Many of us visited the R2AK web site regularly to follow the ups and downs and trials and tribulations of the hardy souls who kept going north, by paddle or sail, against high odds and a mighty wind.

You may remember that there were several requests at the May Meeting for Jake to come back and tell us how the whole thing turned out. I'm happy to say that he'll be with us at the October Meeting to share the stories of those intrepid folks who competed in the race. He may even give us a hint or two whether it will happen again — and when!

Micki McNaughton,
The Stargazer



Laser at the Black Star Regatta photo: Steve Worcester

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: Crew

Maybe you are new to racing, south sound, or sailing. I've been sailing and racing for only 8 years, with a 30 year break between my first 4 years. Are you ready for a sailboat race but don't have a boat, yet, or want a bit more experience before you brave the waters on your own? Try crewing for another boat! With my crewing perspective, I can help you learn the ropes and knots of crewing.

Anytime you have a sailboat race just clear your busy day schedule, this is sailing, it takes all day! If you want to watch racing from a non-racing boat, there is usually space available on the race committee boat. (BYOB - bring your own binoculars...and drinks!)

For crewing, there are three things that I believe, if put into good practice, will make you a nicely salted sailor in no time: comfort, safety, and practice.

The key to a great first experience crewing is being comfortable with the boat under your feet, the crew by your side, and the knowledge that you will have a good time out on the water. Help make yourself comfortable by familiarizing yourself with the workings of the boat, and your own equipment, before setting out on that first real race. Periodically, I try on my equipment, off-shore gear, life vest, etc, on dry land and familiarize myself with everything about them: pockets, level of water-proofing, functionality, how it feels, and potential snag points.

Find a sailboat that fits your crewing preferences and comforts. I like fall and winter races the most with basic comforts, galley, toilet, and heat. In sailing, it is important to know what feels comfortable, from life vests to boat types, as well as your skills and boundaries. Once you've mastered skills in your own comfort zone, start stepping outside of it.

Welcome New Members

Oysterfest, SYC
October 3-4

Board Meeting
October 6

Fall Series Race 4
October 10
first start noon

General Meeting
October 13
Visitors Welcome

Doors open at 1830, Meeting starts 1900

Star Fleet Meeting
October 14
1830 Viewpoint Room

Eagle Island Race
October 17

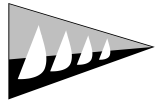
Halloween Cruise
October 31 - November 1

Board Meeting
November 3

General Meeting
November 10
Visitors Welcome

Doors open at 1830, Meeting starts 1900

Dues Due
Still \$45 or \$80
with annual Race fee



There are several racing categories and I split them into the spinnaker and non-spinnaker races. For the last four years, I've enjoyed the non-spinnaker D-Class racing the most. Experience new things that challenge you, whether it is big or small. For me, that meant crewing on a spinnaker class boat. Now, my next skill is to actually learn how to trim a spinnaker under racing conditions.

Here at SSSS we are lucky to have among us Members from all conceivable backgrounds and professions. I've spent my life working in the computer guy industry, but here I don't feel like I need to be anywhere near a computer while out sailing. Sailing is a way to leave your worries on the shore, where they get pummeled by the surf until they are little and smooth.

Safety is part of the never ending story, debate, and challenge of boating. Years ago, I started with a simple foam based life vest under a PVC jacket and now I have an off-shore suit with an automatic inflatable vest and personal AIS transmitter. It has taken me some time to figure out what safety gear/gadgets/mods worked for me. I've purchased my equipment from boat swaps, local retailer, and manufactured some on my own. SSSS offers safety training throughout the year within a venue or as clinics. The annual LifeSling clinic teaches safety skills which may be used for any type of sailing.

Crew a boat that more or less matches your level of dedication for racing. If you care about being on the water more than the racing title, seek out a team that feels the same. I would like to spend all my time sailing but one does have to work and sleep.

Practice usually means crew attendance. If you do end up needing to cancel after signing on to a crew, it is considered good form to give at least a forty-eight hour notice. It goes without saying the more you practice, the more second nature comfortable safety and sailing become per boat. Every boat is different. Talk to the captain about the specific safety procedures; review the float plan; and any medical issues you may have.

Where can you do all three of these? The SSSS Meetings! Talk to prospectus captains, meet other crew, learn about upcoming races, and start your journey to becoming part of a winning crew!

Ralph Cumberland

Secretary's Report: Dues Due

Have you renewed your Membership for the 2015-2016 SSSS year? Please do so as soon as possible so you can retain your Membership benefits without interruption. You can find a Membership form in my on line article. Print it and bring it to the next Meeting. Or renew on line.

Also, if you know sailors who are not Members, invite them to join; we'd love to have them on board.

Once you've renewed, you can get a copy of the 2015-2016 handbook. For this year the front section and PHRF section have been revised. Portsmouth Dinghy and Budd Inlet Star fleet sections are unchanged from last year. Copies of all of these sections are available.

If you have any questions or concerns regarding membership, e-mail me at secretary@ssssclub.com.

Mike Buffo



Crew Award winners at the September Meeting
left to right: Courtney Sanders, Justin Hinchcliffe, Patrick Connolly,
Clark McPhearson with the mike photo: Don Waterhouse

RC Report

I'm a temporary fill in for Kyle this fall as RC chair for Kyle. Jeff Johnson remains Assistant for this year.

We want to thank those who have already used the phone, e-mail, or the monthly Meetings to sign up for RC committee boat duty. If you have not yet signed up, last chance before being assigned to an unfilled slot is the October Meeting! We have some new or returning boats this fall so we don't know how many racers we will have to fill all 32 of duty slots. Hopefully we will have

enough so no one will have to do two. In the past we've exempted newbies their first year which we would like to honor but ... If you are a newbie and feel slighted you can sign up and we'll our best to back you up with some one to one training should you want. If you aren't a newbie and you want some extra briefing that OK too) The learning curve is a bit steep until you've gotten a few races under your belt.

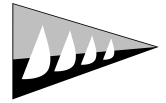
We are trying to fold in a new resource to RC committee boat duty, Bill Sheldon and his boat Transition. Briefly, as its been explained in other places, he will use his boat and expertise to run the race if you supply the crew to do the many hands-on duties of the job. This duty is daunting at first and this looks like a great anti-anxiety pill to me. Once you've done it, a lot of the mystery of our unique system makes a lot more sense, so there is some advantage to doing it early Bill can facilitate that. He'll be looking for your help with crewing it up in the Island Series and the Inlet Series first.

By now you should be aware that this year's races have been shuffled around from previous years. i.e. Fall Series Race 1 before the September Meeting or Hope Island on January 2! There's more. My hint is get a Thera calendar if there are any left.

I have had a good summer attracting some eager new racing sailors. I'd like to keep them all. But they're too good of prospects for me to keep them attached to me as reserves and not get them on boats that will provide them with full time crew spots. Call me.: 754 -4994 or 878-3322 .

Clark McPhearson, McSwoosh

Take your camera sailing and send us copies



Maclean Memorial

What a great way to end an epic summer of racing and cruising, the 2015 Maclean Memorial! The only regret I have is that so few Members were able to join in the fun. Only 8 boats registered to participate of which two could not make it. One unregistered boat joined in at the Narrows Marina bringing it to a total of 7 boats. Six boats were sailed double-handed. One was sailed with three aboard. *Aquila* switched "Jills" Saturday evening. What a fun week end of sailing.

It started with borrowed *Aquila* with Joanne and me at 1000. Saturday in very little, mostly 0, breeze at Oly Shoal. Next came Larry's SJ 7.7 *Seneca*, Followed by John and Susan in the mostly new *Gizmo*, next both Scot and Rafe in *Nirvana* and the three guys on *Miss Conduct*. Finally *McSwoosh* started at 1106 with Justin and Courtney aboard. The sun was out, the tides were favorable, and there were times of sail-able breeze for the double-handed crews.

By the time the boats were in the Islami Ledge area the handicaps were erased and boat for boat battles began setting the pattern for the rest of the week end. *Aquila* was the only boat that didn't finish the short course within the time limit as she retired when someone, me, jammed the roller furling system during a sail change. We became the photo boat, the advance representative at the Marina and dock master for the Club while the fleet slugged it out trying to finish the long course within the time limit. But no one did.

To our surprise the Hunter 36 *Promise* had come out and monitored the racing boats a bit and came to the marina to join in. The evening went well being moored together added to the camaraderie on the dock. Dinner was everyone on their own. I had the Clover Leaf Tavern deliver pizza to the brew pub *McSwoosh*, *Aquila*, and *Promise* were there while other boats did hot dogs and other such they had brought along for chow on their boat or dock. We bedded down on the boats with many sleeping on deck in sleeping bags.

Aquila with Camille aboard, and an OK from the owner to hit the jamming collar on the head stay, was again first boat to start Sunday at 0900 at the Toliva Shoal buoy. The flooding tide was a concern not to get swept over the line early but a good breeze gave us enough propulsion to be OK. The boats once again got restarted as the wind died just past Eagle Island. *Nirvana* broke out first then *McSwoosh* next *Miss Conduct*, *Gizmo*, then *Seneca*.

Aquila found a back eddy and remained until most were out of sight. I was grumping a bit till Camille reminded me that she was there to sail and we now had wind to sail so ... we had a great sail all by our selves. It made my week end. She drove and I trimmed the jib and main while tacking up wind to Johnson Point where we rolled in the jib and started to motor sail to catch up to the fleet.

At a distance near Boston Harbor we saw *Miss Conduct*, *Gizmo*, and *Seneca* putting their head sail/spinnakers down and start motor sailing. After getting to the moorings I talked to an tired but excited Scot about their boat for boat battle with *McSwoosh* finishing within less than a minuet of each other. Rafe drove by grinning from ear to ear. *McSwoosh* was busy sailing into town and back on a cool down lap.

Clark McPhearson, *McSwoosh*



Wednesday Night Racing photo: Dan O'Brien
more Wednesday photos photos on line

Cruise News

HALLOWEEN CRUISE
OCTOBER 31 – NOVEMBER 1

Way haul away
To Longbranch we're sailing
Way haul away
Spiced cider we'll drink
Way haul away
Sly tricks we'll be playing
Way haul away
Hot waffles we'll eat!

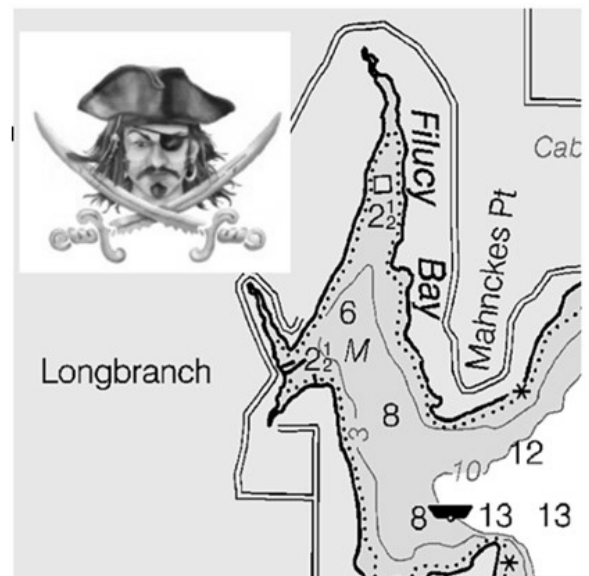
The annual Halloween Cruise to Longbranch will be held on the weekend of October 31st -November 1st. Get out your costume and your boat decorations for some Great Pumpkin carving fun and a scrumptious potluck. Boat decorating and pumpkin carving will begin the festivities on Saturday afternoon with the potluck to be held Saturday night. The folks at the Longbranch Improvement Club have reserved the docks and pavilion for us from Friday through Sunday so if you

want to come in Friday night you certainly may.

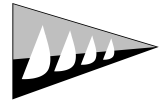
Sunday morning will begin with Rod Tharp's famous waffle breakfast and coffee, tea and spiced cider will be hot and ready all weekend. This is South Sound Sailing Society's biggest Cruise of the year and in years past we have had over 40 boats.

Saturday High Tide: 0944

Marvin Young, *Beware of Dog*



Derek DeCouteau was
3rd at the Lipton Cup (Stars)



Star Fleet:

As I sit here thinking about this news letter, many things come to mind and how to talk about them. The Star Fleet had a good season as far as the weather and winds go with minimal break downs, except to skippers and crews. This spring and summer was a time several people, myself included, had surgeries and or were recuperating from surgeries or things that made it difficult to be out on the water. We only had 12 boats in the water with an average of 9 boats out per race, down from the 14 we averaged last year. The dingy fleet also saw a drop off in numbers and I haven't checked the PHRF numbers. I have asked myself what is needed to bring the fleet back up to the number of participants we have had in the past. Are we just going through a phase like other fleets and interest will rekindle itself? The cost can't really be a factor since cost of buying a boat and maintain is far less then other racing boats. If anyone is interested in buying a Star and get into some fun one design racing, let me know as I have several for sale.

On a more cheerful note, hasn't this been a great spring, summer, and start of fall? I am sure the cruisers wished they had more time for long trips to new areas as well as just favorite spots. For the racers, We just had to wait for the sea breeze to show up and enjoy. If one was short handed with crew, then it might have been a handful but only for an hour or so and then a quiet ride home. There is nothing more pleasant then being on the water, being hand in hand with nature. and dealing with whatever she may throw at you.

I went to Long Beach for the International Kite Festival and the

weather and breezes were great. I spent 6 days with a lot of great friends and got in a lot of air time flying my three kites including four days of demo flying and teaching newbies how to fly everyday.

For all you Star sailors, it is now time to plan for next year, making up a



The Stars come out at Zittles's Marina photos: Frank Newman

work list of things you might want to fix or change when your boat is in the shop in the spring. Also, don't wait till things are busy in the shop to make plans to have your boat in the shop for any long term work. If your dingy needs work on it, bring it over too as there is room in the side bay to put it along with the stars in the main area. Bring a friend or too and make your job a social event as well.

That's it for now, I will be trying to get other fleet members to write the newsletter for me over the winter so I can take time to come up with new thoughts to provoke the minds of all sailors.

Bill Brosius, Alcor

Southern Sound Series: What is it?? Why Race it?

The Southern Sound Series consists of four races: Winter Vashon, Duwamish Head, Toliva Shoal, and the Islands. The Series offers SSSS/OYC sailors an opportunity to compete with boats from throughout Puget Sound.

For the novice racer there are two classes to ease into racing: The Commodore Class, flying sails, and the Cruising Non Flying Sails Class. These two classes do not require the Pacific Handicap Racing Fleet Northwest (PHRF-NW) membership to compete. The boats do need a handicap however and they may obtain one free from the Series handicapper, Mark Harang, (206) 235-5716, harang3@comcast.net. Our D Fleet handicap is not valid for this series, although let Mark know what it is so he may

compute yours; they are often identical.

Winter Vashon is hosted by the Tacoma Yacht Club. This year it will be held on **5 December 2015**. The 30+NM course usually races clockwise around Vashon Island with the start and finish in front of the clubhouse. TYC has ample moorage at their club. They provide members to guide

you to a spot at a dock. The party is always loud and fun. This is the time to renew friendships since several have not seen each other for at least six months. The class breaks are established at this meeting along with the three-boat teams from each club.

The second race is sponsored by the Three Tree Point Yacht Club in Des Moines. **Duwamish Head** starts on **9 January 2016** in front of the Des Moines marina, heads north past Alki point, round the Duwamish Head dolphin to port then a sprint over to Blakeley Rock (watch out for the sand bar on the north side!) and then back to the



MERCATO

Ristorante

Host of the SSSS Board Meetings

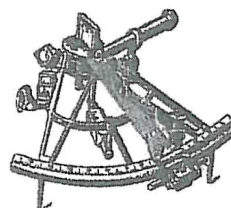
SONYA ANDERSON
General Manager

111 market street northeast #106

olympia, washington 98501

360.528.food (3663)

email - sonya@mercatoristorante.com



SUMMERS

Yacht Services, INC

John Summers

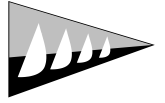
360-561-4214

summersyachtservices@gmail.com

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finish in front of the Marina. Moorage is available and at the marina and the party is hosted at Anthony's. Several SSSS/OYC racers arrive Friday night at the Tacoma Yacht Club, use our reciprocal moorage privileges, plug into shore power, and enjoy a wonderful meal as a group in the club's dining room. There are also free showers below the clubhouse! After the race, several boats return to TYC for the night and return to Olympia Sunday during the daylight.

The third race is ours! **Toliva Shoal**, sponsored by the Olympia Yacht Club and South Sound Sailing Society, will be held on **20 February 2016**.

You will receive much information about this race and the outstanding party on Friday night at our meetings and through the Ship-to-Shore. This is the most complicated race of the Series. There are several current gates to pass through and numerous marks on the course. It is the longest race of the Series, 38+NM; however, it has the most diversified scenery on the course! This is the race that is most attended by SSSS/OYC racers.

The Series is culminated with the **Islands Race**. Hosted by the Gig Harbor Yacht Club on **19 March 2016**, it starts just outside the mouth of Gig Harbor, goes north up Colvos Passage to a mark north of Blake Island and return. The club's party is held after the race and they always have wonderful food and videos of the race along with the results. Moorage may be found at the public dock or throughout the harbor.

So, why race the Series? First, it is fun. It also requires a skipper to really plan ahead: the northern races usually are three-day affairs. They require coordinating the boat delivery up and back; the crew rides, the menu, and sleeping arrangements. If a SSSS/OYC crew thinks it is hot, the competition from the clubs up north will confirm if you really are hot, or not!. For most of us, it is very competitive but on a lower key level. The friendships developed over the years with sailors from clubs throughout Puget Sound are priceless. Sailors from the Series see each other at races, boat shows, cruising, and "investing for safety" at numerous marine stores.

So, you are encouraged now to start your plans to participate in this series! If you wish to participate as a crew member there are several SSSS/OYC racers that would welcome you aboard! And it is a great way to race prior to racing your own boat!

And, did I mention, that the trophies are something to treasure, but more importantly, the memories.

Additional information may be found on the Series web site: www.sssseries.org.

Dave Knowlton, Koosah

Yachtfinders/Windseakers Inc

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

Cell: **831-247-6162**

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com

Letter: Port Ludlow Marina, Reciprocal Recommend

I wanted to tell you about our stay at the Port Ludlow Marina using our SSSS reciprocal moorage benefit with the Port Ludlow Yacht Club. We were only there overnight on our way home from points north, but it was nice and we would stay longer in the future when we have more time.

The PLYC leases 80 feet of space on the inside of Breakwater A, which is basically the first spot you come to on the way into the marina. Turn in as if you are going to the fuel dock, then take an immediate left to their side tie space, with rub rail painted yellow.

They have a clubhouse on shore used for PLYC events. It is open Wednesdays and Saturdays from 1700 to 2000 and other times for scheduled events. As moorage customers, we were given the code to the marina showers. The WiFi is open, no code required, and the signal strength was very high.

There is a small store in the marina office with books, charts, basic food, and an excellent selection of ice cream bars.

We were greeted at the dock by Past Commodore Peggy Kulm with a welcome kit comprising info about local attractions and hiking trails. Also a free bilge diaper. Peggy was happy we were there using their facility and invited us to a PLYC potluck the next evening, but we were pointed south and in a hurry to get home after a long summer cruise.

We would highly Port Ludlow Yacht Club reciprocal moorage to any Member heading that direction.

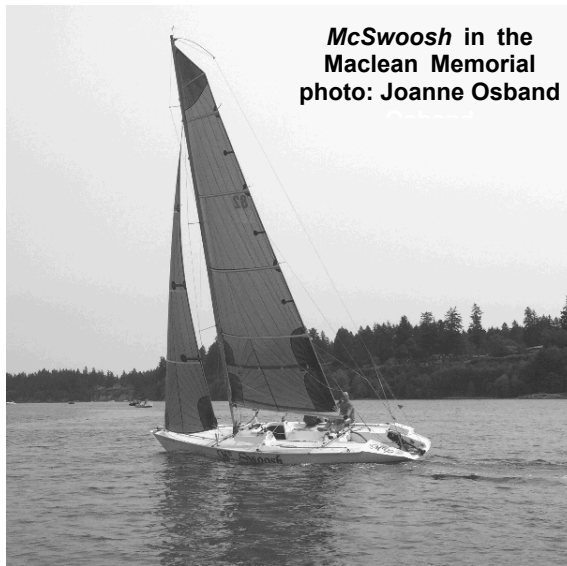
Gary and Deva Wilson, Sidetrack

Letter: The Great International Yacht Buying Adventure of 2015

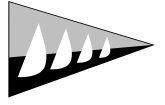
I'm not addicted to buying sailboats. I can quit any time I want. OK, so yes, my computer opens up to a Yachtworld search result every time I access the

Internet, but that doesn't mean I'm addicted. And that other Craigslist search for sailboats that opens every time, that is just there to help me stay in touch with the market trends. It doesn't mean I am addicted!

And when my wife mentioned that this might be the year that we buy our last boat, it is merely a coincidence that we had an offer on a boat up in Canada about two weeks later. This story ends with the delivery journey from Sidney, BC, to slip B-25 in Swantown, Olympia, with a wonderful new, to us sailboat that is our dream come true. This is the tale of the adventure that came free with the purchase of the boat.



McSwoosh in the Maclean Memorial
photo: Joanne Osband



I have been watching the market for used sailboats for many years. I have occasionally stumbled up on a deal that is just too good to be true. A doctor buys a boat for her husband only to find out he doesn't like sailing, so she needs to get rid of it. Or a skipper in Wolf Creek Montana decides that getting along with his wife is really important and the boat has to go. On three occasions I have jumped on these under-priced deals, sailed the boats for a few years while I fixed them up, and then sold them for a better price than I paid. Our goal was to work up to a nice cruising boat that we can enjoy in our retirement.

I spotted the deal in Canada on a Hunter 36 not long after Dee Ann had acknowledged that she was ready to take the plunge to a bigger boat. (If you want to know how to motivate this action, buy your wife a water ballasted boat.) It had been several years since we had been on a Hunter 36, and it was actually a little bigger than what I thought I wanted, but it seemed to be a close match for the features we had on our wish list, and the price seemed unbelievably low.

It turns out that the price was low because the Canadian exchange rate is very much in our favor right now. Yachtworld doesn't tell you this, but it displays the prices in US dollars based on an estimate of what the price will be after the exchange rate. So this boat was showing up with a price that appeared to be 20% below the market value for that boat, and about 25% less than the price of two similar boats that sold last summer in Seattle.

"Hey Honey, how would you like to take a trip to Canada to look at a boat?" The invitation sounded innocent enough.

Dee Ann loves to travel, and she will do almost anything to get me out of the house for a road trip. And we weren't going to buy. We were just going to look! After all, I'm not addicted to buying boats.

I contacted the broker and talked a bit about the process of buying a boat in Canada and importing it to the US. He made it sound incredibly easy. There is just a little paperwork to fill out and a few extra small fees to pay, and bingo! You have a new boat. That sounded easier than getting through Dana Passage with the tide behind you, so we started making plans for the trip.

The broker suggested that we should settle on a price before we come up, that way we will know exactly what we are dealing with and won't have to get into a bunch of haggling after we see the boat. He told me the value of an offer that he had just turned down, and told me what his "magic number" was to guarantee a sale. That sent me into a flurry of research on exchange rates because he was talking Canadian prices. I was proud of my wife for wanting to offer a real low figure, but I was starting to think that this might be "the" boat, so I put together a figure that was real close, but slightly under, the magic number.

The broker (Greg Horne of Custom Yacht Sales in Sidney, BC) responded immediately with a surprising response. He said "Let's keep this easy for you and let's do the whole deal in US dollars. I'll take my chances on any fluctuations in the exchange rate, and that way you don't have to worry about the additional fees for currency exchange." He then quoted me a price that was way better than anything I had ever seen in the states for the same

boat. I mean, I have paid less for new cars than the money I could be saving on this deal! We had our price.

The next stop was the bank. I have researched boat loan rates several times and I always found the best rate at one particular credit union. I was not a member of said credit union, but that should be easy to solve. We went in to the closest branch and opened a savings account and talked to the nice people about the boat we wanted to buy. We explained that the boat is in Canada and that IF we decided to buy it, we would be importing it to the US. No problem! They did an instant credit check and printed us a letter of pre-approval and we were on our way. (By the way, if you are one of those people who tell me, "I have never borrowed money for a boat", you make me sick with envy.)

In the week that followed I was accused of sounding as if I had already decided to buy this boat that I hadn't even seen yet. I worked hard to correct my sentences to sound more tentative in future conversations, but the accusations continued. In other cases this might be a symptom of addiction, but I (as you know) am not addicted to buying sailboats.

If you haven't been on the Coho ferry from Port Angeles to Victoria, add it to your bucket list. It is a wonderful journey on an historic vessel and it is one of the unique experiences available around the northwest region. We picked Valentine's weekend for the trip up to see the boat. The Black Ball ferry line had a Valentine's weekend special for the ferry with a room in a Victorian hotel that included a box of chocolates and two bottles of champagne. What more could I ask for? (Three days, two nights, car ferry, for less than \$100 per day. It really was a good deal.)

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

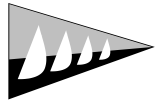
D'Lavicea, Terry dbleupher@aol.com, 459-2650

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
11 foot fiberglass sailing dinghy with sail and oars. Gaff rigged.
 \$850. Phone: 704-7293 Boston Harbor area. Glen Hunter,
 rangerbob_glen@Yahoo.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.*

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



The last time we traveled to Canada we remembered that it was harder to get back into the US than it was to get into Canada. We have upgraded our travel documents since then, and the US entrance was absolutely painless. The Canadians have stepped up their game a little and we did have to successfully pass an interview to get in. But from the looks of things, everyone was passing the test.

We had to do some quick studying on the fine print on the speedometer of the car so we would know how to interpret the speed and distance on the Canadian road signs. Here's the answer: When it says 80, you go 50. When it says 90, you go 55. The road signs spell it out for the tourists who land at Sidney, but we didn't see any US translations of the speed signs where we landed in Victoria.

Greg told us we could arrive any time. The boat would be unlocked. Feel free to stay as long as you like and check it out. We showed up at the marina before 9:00, and a nice caretaker in long pajamas and a wool cap came out and unlocked the gate for us. Sometimes visiting Canada can make you feel like you are in old England. This was one of those moments.

The boat looked marvelous. But given that all of my previous experience was with trailer-sailor yachts and outboard motors, we didn't really know what we were looking at. The boat looked and felt

like all the vessels we toured at the recent Seattle Boat Show, only this time there were no crowds. Greg had arranged for a pilot to take us on a sea trial in the afternoon, and we were excited to get to take the boat out and see how she performed.

We felt unprepared for the sea trial. This was an area we had not experienced before, and it hadn't come up in our research. Our pilot was an experienced off-shore cruiser and a racer, and he was able to describe the boat in terms of why it was a poor excuse for off-shore cruising and racing, which made for an interesting discussion. As we put the boat through her paces we made some worthwhile discoveries. The furling gear on the jib and the main were both binding, apparently from lack of use. The winches were all dragging, which we found out later was also from a lack of use. The boat was in pristine condition in part because after 11 years it had only seen about 300 hours of motoring. It reminded me of a joke my Dad likes to tell about a speech he heard from a used car salesman. It's about a car that was owned by a little old lady who only drove it to church on Sundays and never took it off the blacktop. This boat had spent the first 11 years of its life in the fresh water of Lake Coeur d'Alene. I think of it like finding a car hidden away in

a barn and almost never driven. Except this one isn't an antique.

When we got back to the marina I noticed that we had picked up about 2 inches of water in the bilge. We added that to the list of things that we had discovered and handed them to Greg. No problem! They scheduled a service call with the best local rigging company in town and they would be right down to go through the whole rig. And the water in the bilge was probably from a stuffing box that needed adjustment.

Our trip ended with high hopes and glorious expectations that we may have just found "the" boat for our retirement dreams. We came back up to visit our future dream boat for a few hours the next morning and then went back to Olympia to continue our email negotiations.

"We don't make loans for international purchases."

I called the bank to ask a few questions about next steps. I needed to know what had to be done to move our loan application forward, now that we had an accepted offer and we liked the boat. "We don't make loans for international purchases." What? But the nice people who printed my pre-approval letter said it would be no problem! "We don't make loans for international purchases." What?

Jim Laesen

*to be continued next month
or read it on line*



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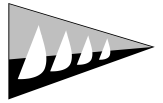
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Calendars They're going, going, ...

As of this writing, there are two, count 'em, two, 2015-16 wall calendars still available. These beautiful calendars feature the boats and photographers of South Sound Sailing Society, and come pre-loaded with every single SSSS event we know of between now and next September's Meeting. These 13-month calendars cost \$25, checks payable to SSSS. They won't be available again until this time next year.

• Racers, Reese gave the tides a lot of consideration when laying out this year's long-distance races. You will be grateful he did, as long as you

- Cruisers, Marvin is broadening the cruising season with some new places and new dates. A weekend on the water is tonic for the soul; the calendar has 13 of them already penciled in for you.
- Star sailors, you may not notice as you thumb through the Handbook that the Black Star Regatta falls in May next year, but you don't have to worry about missing it because it's already printed on the 2015-2016 calendar.



Thursday Racing photo: Jim Findley

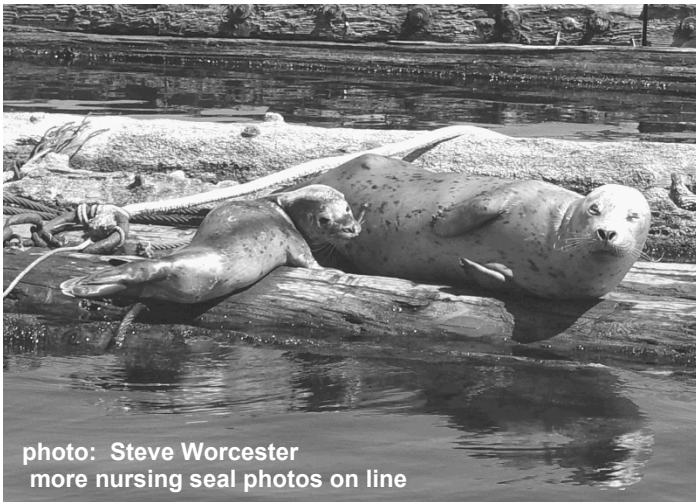


photo: Steve Worcester
more nursing seal photos on line

In addition to the sailing, there are potlucks and benefits, meetings and gatherings, parties and classes. The calendar even lists important OYC events open to our South Sound boating community or the general public.

Best of all, it's an old-fashioned calendar! It's real paper; it hangs on the wall or folds up on

remember when the races fall this year. You won't have to look them up if you have the handy wall calendar hanging close by.

your desk or counter. It's not available electronically. In fact, it's not available in any format much longer.

If you want to reserve one of the remaining calendars, e-mail me at thera.black@comcas

t.net and I'll set it aside for you to pick at the October Meeting or earlier.

CREDIT WHERE CREDIT'S DUE

This year's 2015-16 SSSS sailing calendar features more than 40 on-the-water photos of several dozen of our boats. These calendars are not just functional, they are truly beautiful thanks to the imagery captured by talented SSSS photographers out on the water. This year's calendar features great photos by Jim Slosson, Glen Hunter, Jim Findley, Sean Trew, Jeff Hogan, Drew Phillips, Steve Worcester, Dan Coleman, Alan Konopka, and Darris Baldrige. A special shout out to Barbara Emmons and Bob Butts! They both took lots of terrific, high resolution images and shared them willingly. They help make this calendar something special.

Thank you all for capturing and sharing some of the sailing moments that can take us right onto the water when we can't actually be on the water. It's greatly appreciated!

Thera Black

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
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

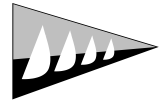
Commodore	Ralph Cumberland	(303) 808-7998
Vice-Commodore	Mary Cambell	(360) 491-8990
Secretary	Mike Buffo	(206) 550-6488
Treasurer	Peter Wyeth	(360) 915-8795
Member-at-Large	Micki McNaughton	(360) 790-6294
Race Chair	Kyle Reese-Cassal	(360) 359-1271
Cruise Chairs	Marvin Young	(360) 584-2751
Past Commodore	Webb Sprague	(360) 878-5334

PHRF Handicapper Rafe Beswick (360) 888-9844

D Class Handicapper Kelly Coon (360) 352-4583



McSwoosh showing off for the racing tugs
photo: Dan O'Brien
more photos on line



Announcing the First Ever SSSS Crew and Cruise Fair

Are you looking for crew? Just learning to sail? Do you have boat maintenance questions? Need pointers for gear installation? Need a hand going up your mast?

Whatever questions you have about sailing, racing or crewing, we want to help! We want to make SSSS the place to go for answers and support about sailing in all forms.

To that end, the program at the November Meeting will focus on making connections and building skills in SSSS. Race boat skippers and their current crew will meet potential new crew and share adventures in racing. Boat owners looking for advice on boat maintenance or repair will connect with people willing to offer pointers. Novice sailors can sign up for lessons, and connect with veterans who enjoy sharing their knowledge. Cruisers can swap notes on favorite anchorages. There will be something for everyone!

The usual libations will be available, as well as snacks and valuable prizes for participants. Don't miss this first ever SSSS event!

Mary Campbell

Fall Series Race 2 September 12 No Race: No Wind

Folie A Deux was the RC boat.
Thank you.

Star Fleet Meeting

Wednesday October 15, 1830 Wesbay to review the last season, plan for the upcoming season, and take nominations for officers.

Portsmouth Racing

Well, our season closed up with a bang. Our Fall Regatta saw winds 15 gusting to well over 20 knots. It was kind of the final touch on a windy summer. Lots of wind, lots of sun and no rain at all. It was a great summer with 28 different skippers coming out to race and thank you to the High School Sailing Team for putting on the races on our alternate off week Thursdays. Thank you to everybody that was involved in dinghy racing this summer. Without you all it wouldn't happen. See you next spring!

Jim Findley, *Night Wind / Not Sirius / Lido 786*

Member to Member Program

SSSS has a new program to connect skippers with crew and members with others who are willing to mentor them in sailing, boat maintenance, engine repair, etc. Please take a look at the lists below and see if you can make a connection. If you would like to sign up to mentor OR to be mentored, contact Mary Campbell at sailmaryc@gmail.com

People who own boats and want to learn to sail it:

James and Michelle Sherls	msherls@comcast.net	253.564.8031
Elena and Mark Dorner	mark.j.dorner@gmail.com	253.507.3803
Sara Peté, Ranger 29	librariansara@gmail.com	360.451.4485

People who want to take a keelboat class

Chuck Berry	chucklberry@hotmail.com	360.485.3370
Sara Peté	librariansara@gmail.com	360.451.4485

People looking for mentors

Dennis McDermot	engine	kaydrup17@gmail.com	360.742.8795
Jeanne Rynne,	outboards	Jeanne_rynne@hotmail.com	360.481.6881
Jim Larsen	engine maintenance	jimndee@gmail.com	360.481.2269
Isaac&Melissa Pardon-Varde	Repairs – S2	ipardonvarde@gmail.com	651.955.1777
Noreen Light		ildcatcove@earthlink.net	53.310.8853
Shaughn Jarvis		haughnjarvis@yahoo.com	360.259.3005

People willing to mentor others (on their boat or on the other person's):

Henry Brooks, sailing, maintenance	henrybrooks@comcast.net	360.867.0164
Rod Macaya	macayainc@gmail.com	360.772.9135
Jim Larsen, Junter 36	jimndee@gmail.com	360.481.2269
Dennis McDermot, Flicka 20	kaydrup17@gmail.com	360.742.8795
Ken & Wendy Ecklund	wendy.ecklund@gmail.com	360.866.1554
Terry Van Meter, sailing, maintenance	TerryLVM@gmail.com	360.481.5072
Mary Campbell, sailing, maintenance	sailmaryc@gmail.com	360.491.8990
Jeanne Rynne, sailing	Jeanne_rynne@hotmail.com	360.481.6881
Ralph Cumberland, electrical, sailing	ralph.cumberland@behren.com	303.808.7998

People wanting to crew and the kind of boat they are seeking

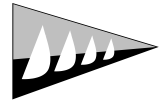
Jason Harris	easygoing	red.ironcat@gmail.com	360.799.6054
Ken Hays	hardcore or easy	hays735@gmail.com	360.460.6231
Sara Peté	easygoing	librariansara@gmail.com	360.451.4485
Robin Cutler	wants experience, any	robin.m.cutler@gmail.com	360.556.6797
Elena Phillips	easy going	elenamarquis@gmail.com	253.507.3850
Mark Dorner	any	mark.j.dorner@gmail.com	253.507.3803
Chuck Berry	easygoing, any	chucklberry@hotmail.com	360.485.3370
Cari Hornbein	easy going	carihornbein@hotmail.com	206.605.9023
Ryan Smith	new, wants to be hardcore	Ryan@bondsmith.org	704.796.8795
Dennis McDermot	easygoing	kaydrup17@gmail.com	360.742.8795

The above list can be found on line, in the Bar. We will attempt to keep it updated there. Your name can be added.

Fall Series Race 1 September 5

Clark McPherson was the PRO. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
S CLASS Start Time: 12:50 Distance: 5.9 nm						
0.75	82	MCSWOOSH	11M	66	13:53:19	13:46:50
2.00	131	DRAGONFLY	VIPER 640	105	13:59:04	13:48:45
3.00	79	RUFUS	MEL	99	14:01:11	13:51:27
	12	PAX		10	14:04:19	14:05:18
A CLASS Start Time: 12:50 Distance: 3.9 nm						
0.75	79182	FOLIE A DEUX	BENE 35 S5	138	13:44:34	13:35:36
2.00	87562	ALTAIR	J 35	72	13:40:51	13:36:10
3.00	18351	MISS CONDUCT	OLSN 29	120	13:43:09	13:36:31
B CLASS Start Time: 12:55 Distance: 3.9 nm						
0.75	69063	GIZMO	HARM22	201	13:43:58	13:30:54
D CLASS Start Time: 12:55 Distance: 2 nm						
0.75	50105	JOLLY RUMBALOW	C&C 34	135	13:09:55	13:05:25
2.00	36	PROMISE	HUNT 36	186	13:30:09	13:23:57



Much Bluster at the Commodores' Cruise

Eleven boats rode the brisk southwest wind to Vaughn Bay for the 2015 Commodores' Cruise. Beneath the SSSS burgee raised above the Vaughn Bay spit crest, 23 intrepid cruisers assembled for the official start of the SSSS Cruising calendar. This Fall Equinox rendezvous feted several past Cruise chairs, a Vice Commodore, Mary Campbell, and a lone Past Commodore, Alex Bromen. Dave Moorehead and Mickie Hale's 1968 Cal 34 Getaway took the door prize for the eldest boat in attendance. The stiff breeze held through dinner, stoking the welcome campfire as the, now Autumnal, light faded. Dave Moorehead's black powder cannon sizzled and barked a salute as summer's final sun set.

The Southerly breeze continued off and on through the night, with temperatures hardly falling at all. Despite of the threat of rain, the Sunday Breakfast Crew, SBC, gamely stormed the Vaughn Bay spit with a flotilla of sausage, egg and muffin laden inflatable landing craft. Storming the beach with Coleman stoves and spatulas, the SBC were completely successful in turning the provisions into breakfast. Undeterred by the building SSW breeze, the famished fleet of cruisers consumed the prepared breakfast with great appreciation and gusto.

With another day of 15-20 knot SSW breezes ahead, nearly the entire contingent opted to head straight into the swell and motor home. The sole exception was Rod and Susan in *Pax*, who were willing and able to take on the blustery wind and sail the distance at faster-than-motor speed.

Marvin Young, Beware of Dog

Cruise photos by Fran and Maarvin Young on line

Crew Awards

Awarded at the September Meeting

Jack and Jill Regatta:

Courtney Sanders, *McSwoosh*

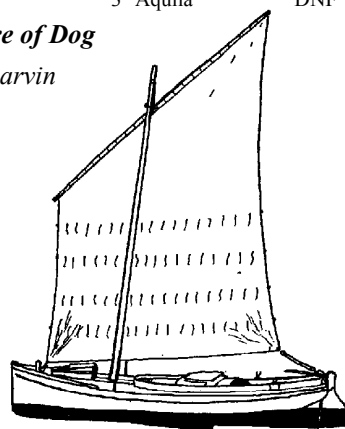
Maclean Memorial:

Justin Hinchcliffe, *McSwoosh*

Second Wednesday Series,

S Class:

Patrick Connolly, *McSwoosh*



NEW ORLEANS LUGGER

STAR SEASON CHAMPIONSHIP

Place	Skipper	Crew	% of Races raced	# Races raced	Avg place
1	Derek DeCouteau	Michelle Apodaca	0.94	49	2.2
2	David Branch	Kate Schalk / Jeff Kloppel	0.88	40	2.7
3	Norm Smit	Laura Smit / Julia Smit / John Thompson	0.88	42	2.9
4	Bob Kuehlthau	Krista Glenn	0.59	27	3
5	Kate Schalk	David Branch / Branden Raftery	0.65	12	3.5
6	Sherwood Smith	Burke Anderson	0.76	30	4.1
7	Vicky Sheldon	Bob Johnson	0.71	40	5.6
8 W	Catherine Hovell	Jeff Johnson / Colby Cavin / Jim Findley / Eric E	0.65	29	5.8
9 W	Jim Findley	Peter Crossman / Frank Neumann	0.65	27	5.9
10	Branden Raftery	Dan Wood / Jim Findley / Kate Schalk	0.76	40	6.8
11 W	Chris Rietz	Jill Jacobson / Jon Thompson / David Stearns /	0.65	30	7.2
W	Bill Brosius	Branden Raftery / Steve Worcester	0.41	9	6.9
	Frank Neumann	Kathie Oeser / John Thompson	0.29	7	6.9
	Alex Bromen	Joel Rett	0.24	9	7.9
	Steve Nixon	John Burgess / Will Nixon	0.24	18	8.4
	Keith Baker	Gary Baker / Geno Grunberg	0.18	9	4.7
	Brooke Payne	Doug Leeland	0.18	12	5.1
W	Foss Miller	Thane Gill	0.12	4	5
	Chris Ballasiotes	Rick Enloe	0.12	5	7.4
W	Rob Lane	Scott Dresher	0.12	9	10.7
W	Dave Martin	Ray Rogers	0.06	10	6.2
	Cody Payne	Lukas Diesing	0.06	10	6.5

you need race in half the races to have a score w = a woodie

Maclean Memorial Race/Cruise

August 22-23

1	McSwoosh:	
2	Nirvana	
3	Miss Conduct:	
4	Gizmo	
5	Seneca	
6	Aquila	
Saturday: short course		
1	McSwoosh:	13:34:50
2	Miss Conduct:	13:37:41
3	Nirvana	13:50:02
4	Gizmo	13:59:03
5	Seneca	14:14:04
6	Aquila	DNF
Sunday		
1	McSwoosh:	17:32:55
2	Nirvana	17:33:46
3	Miss Conduct:	DNF
3	Gizmo	DNF
3	Seneca	DNF
3	Aquila	DNF

Fall Series Race 3 September 26

Koosah was the RC boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 12:18 Distance: 4.1 nm						
0.75	69382	OPPOSITION	HUMB 30	102	14:24:00	14:17:02
2.00	69399	FLYING CIRCUS	EXPR 37	72	14:25:19	14:20:24
3.00	69051	SPIRIT	BENE 36.7	81	14:51:06	14:45:34
4.00	18351	MISS CONDUCT	OLSN 29	102	15:03:14	14:56:16
5.00	7169	BRILLIANT	JB 100	96	15:15:45	15:09:11
6.00	79182	FOLIE A DEUX	BENE 35 S5135		15:19:48	15:10:35
B CLASS Start Time: 12:18 Distance: 4.1 nm						
0.75	69063	GIZMO	HARM22	201	15:17:25	15:03:41
S CLASS Start Time: 12:18 Distance: 4.1 nm						
0.75	79	RUFUS	MEL	99	13:49:25	13:42:39
2.00	131	DRAGONFLY	VIPER 640	105	14:01:07	13:53:57
3.00	82	MCSWOOSH	11M	66	14:04:36	14:00:05
4.00	83179	HE LIVES	JBOA 92	111	14:44:21	14:36:46
D CLASS Start Time: 12:23 Distance: 2.1 nm						
0.75	18124	SURFIN BIRD	WAV 24	189	13:22:05	13:15:28
2.00	923	WHITE RAVEN	CAV45	147	13:30:39	13:25:30
3.00	50105	JOLLY RUMBALOW	C&C 34	135	13:42:08	13:37:25
4.00	51496	PANDORA	CAL 36	183	14:08:37	14:02:13
D2 CLASS Start Time: 12:23 Distance: 2.1 nm						
0.75	3220	CHEAP THRILLS	J 24	207	13:49:37	13:42:22
2.00	3190	RESTLES	FOLK	299	14:52:29	14:42:01
3.00	335	R TIME	CATA 28	239	15:12:50	15:04:28

Thursday Night Races August Series

Sail	Boat	Skipper	Type	Total	Night 1	Night 2	Night 3
1	204394	Kuehlthau,Bob	Laser	7	3	2	2
2	162244	Donnette,Jason	Laser	7.5	6 DNC	0.75	0.75
3	2614	Brown,Adam	COR15	12	2	7 DNC	3
4	41636	Miller,Garner	Laser	12.75	0.75	3	9 DNC
5	16C	Conrad,Axel	420	17	6 DNC	7 DNC	4
6	22	Anderson,Mark	C-LK	18	6 DNC	7 DNC	5
7	1304	Harting,Eric	TNZ 16	18	5	7 DNC	6
8	786C	Hovell,Catherine	Lido	19	6 DNC	4	9 DNC
9	1306	Slosson,Jim	TNZ16	19	4	7 DNC	8
10	4048	,Conrad	420	20	6 DNC	5	9 DNC
11	1928	Willis,Susan	LD14	20	6 DNC	7 DNC	7
12	100821A	,Doug	Laser	21	6 DNC	6	9 DNC