

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 46 Issue 4

December 2016

www.ssssclub.com/ssss.htm

December Meeting: Potluck

During the Snow Moon, December 13, and just after high tide, 1830 half an hour earlier than normal, we will hold our SSSS Club Holiday Potluck. It is a great time to bring a favorite meal to share. Members bring a dish to share, your flatware, plates, and friends. Also bring your digital photos to share as part of the atmosphere. Special Mention: Park between 4th and 5th ave across the street from Bayview Thriftway for free.

Ralph Cumberland

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.

It's That Time of Year

It's that time of year again, when we get together to enjoy each other's company over good food and beverage at the December Potluck. That means it's also that time a year for the Decorated Wine Bottle Auction. If you are new to South Sound Sailing Society, there is a Decorated Wine Bottle contest at the November Cruise. Those bottles are gathered, along with wine bottles that others decorate that can't get to the Cruise, to be auctioned at the Potluck to raise money for Thurston County Food Bank. We also collect non-perishable food.



Decorated bottles 2015 Potluck photo: Terry Van Meter

Each and every year, because of SSSS sailors' generosity, TCFB receives much needed food and money to help those that need it most. Last year we set another record for money collected. Do to donations and the money raised in the auction, SSSS raised over \$11,000 for the Food Bank! We also raised over 400 pounds of food!

There is a little change this year for the food donation. Don't get thrown off when you don't see my Tahoe ready to except your food donation. I've retired the Tahoe. There will be a gray Denali pickup truck parked by the entrance ready for you to stow your generous donation.

If you can't decorate a bottle for the November Cruise, please decorate a bottle before the December Potluck. If you are unable to decorate a wine bottle, bring you're your non-perishable food, and money for the auction. Please come to the potluck and enjoy each other and that feeling of doing good for others, this time of year.

Don Waterhouse, *McSwoosh*

If you have food you will not eat, by all means clean out your cupboard and bring it to the Potluck. But do not go out and buy something to bring; instead bring the money you would have spent. I do not care how good a shopper you are, those at TCFB can get more for your money than you can. Ed.

Commodore's Corner: Welcome New Members!

I'm excited to see all of the new Members who have joined the South Sound Sailing Society this year! As Commodore, I would like to welcome you and share a few thoughts about how to get the most out of your Membership.

Happy Holidays

Winter Vashon Race,
TYC

December 3

Southern Sound Series Race 1

Lighted Boat Parade,
OYC

December 3

General Meeting
Holiday Potluck
December 13

Visitors Welcome

Doors open at 1800, eating starts 1830

Hope Island Race
December 17

New Year's Cruise
December 31 - January 1

Board Meeting
January 3

Duwamish Head Race,
TTPYC

January 7

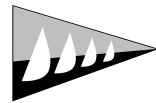
Southern Sound Series Race 2

General Meeting
January 10

Visitors Welcome

Doors open at 1830, Meeting starts 1900

MAGIC ISLANDS : HELP S-T-S : KIDS RAISE MONEY : RULES : KNOTS



Joining a club can feel a bit daunting. Everyone else seems to already know each other, the inside jokes don't make much sense, and it's not always clear what might be happening when. As the child of a career Navy man, I can relate to the newcomer's apprehension.

One of the best ways I have found to incorporate myself into an organization that is new to me is to volunteer. By offering to help out, I get to know the other people who are engaged in the effort, and they get a chance to learn about me. Setting up the chairs for a Meeting, flipping pancakes at a Cruise, or raising the flags on the committee boat, you will be working side by side with the people who know the ropes, and who know other people in the Club. It's a good way to let people know what you might want to learn or do as a sailor, and to begin networking in this new community.

If you are interested in volunteering, the best thing to do is connect with a member of the board. Our Board members will know about upcoming events where volunteers might be needed, like Toliva Shoal, our signature race event of the season, or Soldier Sailing, one of our main community service events. If you have a special skill that you would like to share, we can help you connect with people who might need your help. And you can always show up at 1800 before the Meeting to help set up chairs.

The Race Chair can help you connect with other boats who need crew, and crew for your boat, and the Cruise Chair can add you to the e-mail list so that you can hear about upcoming Cruise events.

So, welcome aboard! I'll see you in the pancake line!

Mary Campbell, *Sonrisa*

Cruise News

NEW YEARS EVE CRUISE DECEMBER 31

Location: Percival Landing, Dock E
Distance from Olympia: 0 Nm
Thursday High Tide at Dofflemeyer Point: 1808

Pleiades will be there by sunset with a canopy, hot drinks and snacks. Last year Shelton Yacht Club showed up early, so dock



Herron Island Race photo: Bob Butts, [More photos on line](#)

space may be a bit tight. There will be plenty of parking at the top of the ramp for folks who want to stop by.

We will set up a serving table for a potluck dinner at 1900 and hang around through the evening to see the New Year in. Depending on the weather and the clearness of our minds, *Pleiades* may take the long way home on

Knot Tying

If my parents are correct, there are three ways a boater can shame themselves. Going aground, and getting caught, boating with your fenders down, and tying a sloppy cleat hitch when you get back to the dock. We may have found a way to help you with the last one!

Knot tying will become a recurring event at our Meetings. Our next knot tying will be at the January Meeting. The first event was a lot of fun, with some old salts coming to show what they know, and others who learned a thing or two. The most popular knots during our first event were the one-handed bowline and the Turk's Head knot. I plan to practice both before the January Meeting.

Stop by the knot tying table before the regular Meeting or during the break. Show us your best knot, or learn a new one. We can even show you how to tie a perfect cleat hitch so you will never be shamed on the dock again.

Friday morning, sailing up Budd Inlet as far as we dare.

HALLOWEEN CRUISE

Another spooky season has come and gone. Costumes were donned, gourds were disemboweled. A good time was had by all. 16 boats made it to Longbranch Marina this year, with 36 partiers attending. The weather was pleasant, with just-barely sailable SSW breezes providing just enough reason to unfurl jibs and raise mains for an hour or two. There

was just enough rain to remind sailors of last years' torrents, and to provide some real pretty rainbows. Mt. Rainier highlighted the sunsets and sunrises in the clear air. Photos were taken, some of which are posted on the SSSS Facebook page <http://www.facebook.com/groups/SSSSClub> and on the SSSS website.

Throughout Saturday, as cruisers drifted, motored, in. Stern to docking methods were perfected, boats were toured and stories were told. The pleasant weather kept SSSS Sailors out on the docks and on the decks. Crews scrambled around their cockpits setting up for the boat decoration competition to take place that

evening.

Sunday brought a big breakfast, headlined by another of Susan and Rod's famed raised-batter Belgian waffles extravaganza. Fair, though light, Northerlies gently eased Olympians' journey south and home.

Marvin Young, *Pleiades* □

Take Your Camera Sailing

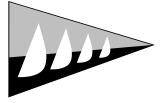
The S-t-S needs photos. Yes we have some good ones from the Herron Island Race. However by the next S-t-S those will be so last year.

You need not take a large portfolio of photos. Just a couple of people racing your boat, or the Cruise, or any SSSS event you attend.

Do tell me who took the photo.

Jim Larsen, *Tya*

Steve Worcester



RC Report: When to Call a Race?

This year Herron Island Race was our first long course race. The day brought with it wind and rain, typical fall and winter racing conditions. All but two of the twenty-one boats that started the race finished the course. A good turn out and completion rate. The question arises, what it might have looked like for the Eagle Island Race that was scheduled two weeks earlier.

The decision to cancel the Eagle Island Race was not an easy one. If the recent history of the Eagle Island Race held true, many boats would have started but only a few might have finished. The 2013 race, with a forecast of gale force winds, saw fifteen boats start with only four boats finishing. Boats were seeking shelter at multiple locations along the race course. Several had equipment failures and MOB close calls. 2014, with a better forecast saw twenty-one starters with fifteen struggling through to finish the beat back to the finish line. Sadly, the race saw the loss of life and a boat.

The week leading up to this year's Eagle Island Race brought with it dire forecasts of heavy rain and even heavier winds. With the knowledge that forecasts, especially winds, can be off by large margins we all watched and waited. The forecast continued to be severe, leaving everyone to question whether to risk their crew and boat with the potential conditions. On the Thursday before the race the skipper calls and emails started coming. The conditions look bad, we don't want to risk it,- we're not planning on racing. The Coast Guard posted that planned on the water activities for Saturday should be canceled. Finally, when e-mails came in on Friday from very experienced SSSS racers saying they were not going to race and the forecast continued to include storm warning, I made the hard decision to cancel the race. To date I have not had any complaints about canceling the race and many in support of the decision. Ironically, the

storm winds never materialized and the race could have gone on with some exciting but manageable sailing.

The question arises, when as a matter of general policy or as a guideline, should we consider canceling a race due to a forecast? Similarly, is there a basis for canceling during a race based on conditions? For all races the individual skippers must make this decision for their individual boat as they are ultimately responsible for their own crew and vessel.



Halloween Cruise photos: Fran Williams

The harder question is for the club's racing community in general.

Should we *cancel the evening before a race* when Storm winds, 48 to 63 knots, watches or warnings are posted? Probably, the risks in these conditions are just to great. How about Gale watches or warnings, winds 34 to 47 knots? That's a tougher question. Watch means the conditions are favorable for the predicted wind event. A Warning means the predicted event is imminent. Perhaps a policy that a gale Warning *on the morning* of a race is a basis for cancelling a race. A Watch might be considered a notice to the race committee that they have the authority to cancel or stop a race should the forecast change to a Warning or the conditions build to a point of putting racers and crew at risk. Part of this also involves the timing of the forecast wind event. A forecast wind event during the time of the race make the decision easier. An event forecast before or after the normal time of the race makes the decision harder.

Finally, the race chair and committee need to consider the ability of the various fleets to sail a race without getting into the wind event timing. We'd like your opinions. Everyone understands calling a race for lack of wind, too much wind is another story!

Jeff Johnson, *Folie `a Deux*

Juniors Fundraiser a HUGE Success!!!! Over \$40K raised!!!

The first Juniors Sailing Regatta was a resounding Success with all the tables filled with supporters of the program spending their hard earned dollars to support buying a fleet of 6 used Flying Juniors for the High School and Middle School teams

Our sailors helped with set up and serving our 150+ guests for the evening's fun. Myra and Joe Downing were our glorious MCs and introduced our speaker Jim Lynch who regaled us with excerpts from his

latest book *Before the Wind*. We also heard from our Coach Sarah Hanavan and several of our sailors told us why they thought sailing was an important endeavor for them. We had quite a lot of interest in our silent and live auction and the night culminated with a paddle auction for everyone having a chance to donate from \$5,000 to the smallest donation. And they did!

Here is a breakdown of our fundraising efforts at our event.

\$7,550.00 in ticket sales

\$3,716.00 silent auction

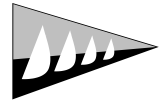
\$6,400.00 live auction

\$20,105.00 from raise the paddle

Total Money raised was approximately \$45,258.!!

Our expenses are expected to be about \$4,000. So it looks like we are about \$40,000 successful!

As the Chair of the Juniors Committee I am humbled by ever doubting the support that this program has had. I am feeling like a teenager who has received a love note



from *many* secret admirers. We cannot thank you all enough for your support and we hope we can count on it in the future. Please let us know any of your ideas, concerns or feedback as we go forward.

Thanks again.

Mary Fitzgerald

Southern Sound Series Rep Report: *It Started!*

This is written in late October, so the Winter Vashon race has not started, but by the time you read this, it should be over! Details of Winter Vashon will be found in the January 2017 Ship-to-Shore.

The second race of the four-race-series is Duwamish Head 7 January 2017. It is sponsored by the Three Tree Point Yacht Club which meets in the Des Moines Anthony's Restaurant. The course starts in front of the Des Moines Marina and the race committee situates itself at the end of the long fishing pier at the marina entrance. The race goes north to Alki Point, then east to the Duwamish Head dolphin, then west to round the north end of Blakely Rock, and back south to the start/finish line. Approximate distance is thirty nautical miles with a 13-hour time limit.

This race is the most difficult for most of our SSSS racers. It is a long delivery to the start line and should the race be shortened in Seattle, it is a long motor back to Olympia usually in the dark! This race has been cancelled/abandoned at least six times in the past twenty years. There has been too much wind, thus not allowing the boats to get out of the marina or not enough wind to conduct a start. Last year most boats made it to Alki Point in a dying wind when the race committee decided to abandon the race. Alki Point was blanketing the southerly light breeze and an ebbing tide would prevent most of the boats to make the Duwamish Head mark.

Too much wind: The race course has a lot of fetch from the south and the north. Boats discover unsafe circumstances exiting the Des Moines Marina, especially racers with an outboard. The prop comes out of the water with every wave and each wave pushes them back into the entry which is surrounded with a huge rock jetty. A Tartan Ten attempted to enter the marina in high winds to pick up her crew for the race. She soon lost control and also

her mast as she ran under the fishing pier! The only damage was to the boat and the pride of the skipper.

More Wind: One year several SSSS racers departed the Tacoma Yacht Club for the nine-mile motor to the start line. Most boats hoisted a sail to assist with the delivery since the wind was blowing 30+knots from the south. *Flying Circus*, skippered by Mark and Dave Elliott, soon discovered that they did not have reef points in their main sail. They had not reefed any time before! Needless to say reef points were installed soon after that experience. Almost all the SSSS boats anchored in the lee of Murray Island, anxiously awaiting the radio call from the race committee that the race was cancelled. It finally came. Several boats hoisted a small jib and started the motor sail back to the Tacoma Yacht Club.

PHRF Dues Due

PHRF members received a dues notice in the mail last month. Look it over to make sure the information is correct, then return it with your check. Dues are due at the first of the year and they will check at Duwamish Head. We will give you until Toliva to pay, but you gain nothing by waiting.

Aboard *Koosah* we were sill heeled over quite a bit so most of the crew sat on the windward rail. Then someone shouted, "Boy that was a warm wave!!" Shortly after we learned that Hal had thrown up and the wind carried that entire warm wave back to the crew on the rail! *Savage*, skippered by Bill Maclean, elected to sail back without the motor. They arrived at TYC at least an hour behind *Koosah*. Since it was still early morning, all elected to motor back to Olympia. The wind was high and the waves were huge against the flood tide; it took forever to return home!

No Wind: This situation has happened more often that too much wind. You still must show up at the starting line, just in case the wind fills in. When it doesn't it often becomes a floating party as boats start rafting up and talking about the Seahawks game that weekend. One race *Graffiti* tied up to *Koosah* and the crew came aboard. Since we knew it could be a long race, *Koosah* had two Papa Murphy's pizzas. The crew of *Graffiti*, a J-24, learned a new appreciation of a

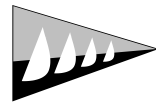
heavy racer-cruiser with a three burner stove with an oven plus a great heating system. Another plus for no wind is that Jan Anderson can really focus her camera on a stationary boat and get the entire crew in the photo! After three no wind cancellations, the TTPYC mailed out lottery scratch tickets with the next year's entry form! (This was before the Internet and Regatta Network)

Delivery: As mentioned above, this can be a long weekend for SSSS racers. To break this delivery situation into more manageable segments several usually motor to the Tacoma Yacht Club on Friday and tie up with electricity at the reciprocal docks. The docks are usually open, for who goes boating in the middle of winter!!!? We then enjoy a wonderful meal in the TYC dining room! Sometimes there are few as six racers and once we had forty! TYC is a cashless facility which means you must use a credit card. They have a new chef this year and I can tell you that the menu/food is wonderful! Each racer is usually contacted to determine their plans for the delivery and dinner. You are most welcome to contact me just in case you are missed! koosah@hotmail.com. Saturday morning we all motor over to the start! The crews know how to get to TYC since they were there for Winter Vashon and the delivery crews are well fed and rested! After the race, most return to TYC, tie up, and take a hot shower in the basement of the club, and then head home on Sunday. This will be *Koosah's* twenty-fourth year enjoying this routine!

Special Considerations: Three Tree Point has a bunch of rocks going an unusual distance under water; you can see *Koosah's* blue bottom paint to warm you! Duwamish Head Marker, be sure to get your spinnaker down early since this mark is usually congested with everyone yelling for room and a few spinnakers have ended up on the pilings! Blakely Rock has a sand bar on the north end. *One Flew Blue*, a Newport 41, spent two days there until the tide was high enough to float her off. She is now cruising in the South Pacific! Restoration Point, keep that red buoy on your starboard side; don't try to take a short cut!

Some have mentioned that you learn more during one race than in an entire season of cruising. For those who don't race, come on out and verify this legend!

Dave Knowlton, *Koosah*
Your Rep and Series Chair



Soldier Sailing with SSSS Saturday, June 10, Save the Date

Hello Fellow Sailors! Our 6th annual Soldier Sailing hosted by SSSS, OYC and the Swantown Marina is scheduled for Saturday, June 10, 2017. As always we are excited to host our soldiers for this fun annual event.

In the past five years we have garnered much support for this great event. From our monetary supporters, like Glenn Sutt, owner of Papa Murphy's Pizza, Costco, Cash & Carry, the Olympia Yacht Club, and Swantown Marina, to our *volunteer* supporters, like Dave Knowlton, Suzie Shaffer, Isaac and Missy Pardenvarde, Alex Broman, Eric Dahl, and all of you fellow sailors who took the time to donate yourselves and your vessels for the day. We of course will look to all of these great supporters again for 2017, and ask the rest of you to consider volunteering to help make 2017 another great success in hosting our Soldiers!

We have already started to prepare for our fundraising efforts in order to create a great fun day for our soldiers and we hope you will help to grow our efforts! At November's Meeting we conducted a raffle of some beautiful baskets full of Alaffia skin products. We will have more baskets to raffle at our January's Meeting as well as some more of our yummy bake goods we sold last year. We are in hopes you will come to January's Meeting prepared to support our efforts.

We are in hopes many of you will save the date on your 2017 calendars, plan to participate with your vessel, volunteer to help make the event happen and spread the word to all of your fellow sailors and soldiers.

Why do this? Less than 1% of our nations' population is in the military and we in the South Sound are fortunate to have so many living in our area. Ask yourself, when is the last time you talked with an active duty military person? Soldier Sailing is one way to communicate with our fellow citizens and their families in the military.

Thank you!
Maria Chiechi and Bryon Dahl,
Cosmic Dancer

Letter: Every Island has Its Own Magic

It is *Liberte*, Lulu's, and my seventh season cruising together and every summer's cruise has had its unique specialness: highlights, faux paws, mechanical nightmares, and magic.

Before I left for my longest and farthest cruise to date, I asked my South Sound Sailor friends for their favorite places in the Gulf Islands. Montague Harbor was



Russell Island photos: Debra Glasser

mentioned by most as was Ganges on market day. Today as I spend my last night in BC and am about to head south back into the USA, I realized that I now have my own favorites though each place has its own unique energy and now memories. Especially the Islands.

As I walked the trails of Russell Island in awe of the vista at every turn, the darkness of the forest and the story of its settlement, I reflected on how every island has its own magic. The orchards on this fair island reminded me of the apples on Hope Island in our own backyard where the deer ate them out of my hand a handful of years ago.

This trip I returned to my favorite San Juan Island marine park Jones Island, the magic of its trails and vistas as special as on my first visit two years ago. Each visit has its unique magic and memories, this different than the last memorable in ways that everyday life cannot be. We arrived on the East Cove just ahead of a squall from the East with the wind building and

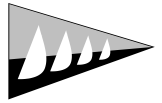
all the buoys and anchorages taken. There was however a short spot on the north side and distal end of the dock that we grabbed. Great job with the lines, Margaret. The couple we competed for space at our brief Friday Harbor stop grabbed the other side once we were safely tired. It was a couples docking show they might have preferred not be so public.

There was already a dock community that had been built over the prior hours, days or weeks. You never know because these sorts of communities can be built instantaneously. The guys of the community, mostly power boaters and fisherman, advised me to turn *Liberte* around with bow rather than aft into the building winds. I told them I was not comfortable moving her in those gusts in the small cove filled with vessels. Instead a handful of the guys grabbed *Liberte's* lines, jumped on her deck and turned her lickety split right there at the end of the dock!

Posted many places on the island were signs warning of raccoons. My crew convinced herself and me that those critters could not walk the dock and on to a boat and we need not worry about stowing our cantaloupe rinds in a 5-gallon bucket in the cockpit until morning when we would bring them to the trash. We awoke to those rinds and seeds scattered all over the cockpit – what a mess!

There I met the first shrimp fisherman wives cleaning a 5-gallon bucket of huge mouthwatering shrimp for dinner. That's what those yellow floats are marking! I had no clue that such delicious sea life lived in 300 feet of water in our own Salish Sea.

Wallace Island Marine Park might be my favorite destination on the trip though now I know why my sailing buddies hesitated when I asked them the favorite question. As marine parks go, this one is yummy. The island is long and narrow with trails on east and west shores that span the entire length of the island with seals and breathtaking views at every



lookout. I can't wait to read the book written by the Conovers whose homestead still stands in the cove that bears their name. Next time I will bring a piece of driftwood decorated with *Liberte's* name to hang in the unique boat name shed.

In Princess Cove we found generous help with anchoring by a friendly Canadian couple, where I will be ready next year to stern tie for the first time. The Canadians generously have placed dinghy docks on their island destinations, a much appreciated amenity with a dog and my new outboard in an inflatable. There we took our dinghy to the north entrance of the cove to join a handful of other boaters to linger and enjoy the seemingly endless sunset. On our way south, the tiny cove at the southern end big enough for a single boat to anchor hosted us for our first crabbing adventure and winds fair for the less protected but quiet spot. I will never forget Jo out there in the sunset, standing to row the dinghy and setting the crab pot. This scene I handily caught on my iPhone video for posterity.

Montague Harbor is on the island of D'Courcy where Lulu and I took in perhaps the second best sunset though there were so many special sunsets on a three week cruise they do blend together almost cause nonchalance. This large and friendly harbor has plenty of marine park buoys for \$14 a night,

anchorage, and trails galore of which I explored only a fraction on this trip. I must go back and take in the rest but then there are so many more islands to find and explore next time! I have heard earfuls of adoration for Jedidiah and hope to discover that for myself next year, set up for our first stern tie.

Other islands visited on this summer's cruise included Saltspring, Ganges the delightful site to be stuck with this year's mechanical challenges, Thetis the burgers are delicious – thank you Paul P, San Juan where Westcott Bay and English Camp are fantastic, Orcas finally did the laundry at Deer Harbor, and Whidby: Bowman Bay, Coupeville, and Langley, All taken in this summer with their many tales to tell and memories to cherish.

Hopefully other cruisers will share their special experiences and places here in these pages for all of us to enjoy and follow in their wakes.

Debra Glasser, *Liberte*

Just in: *Balder 2* did the Hope Island Dash
in 2:51:21 correcting to 2:24:03 More details on line

Ditty Bag For sale

Charts: the inside passage to Alaska and Barkley Sound
Suzie Shaffer 789-1875

Force 10 LPG BBQ and Origo alcohol stove, 2 burner flush mount \$50 each Gary Ray 790-4177

Boru, a Crown 34 See her on the Yachtfinders/Windseakers web site. \$24,995. Contact Dan O'Brien (831)247-6162 or dan@fastisfun.com

Star boat Upstart: a 1981 Gerard-Melges hull #6660, Many details in the Ditty Bag on line. Asking \$2,100 contact Sherwood Smith, 791-8836, or e-mail sierradeux@comcast.net

Wanted

trailer that I can used to get my 30' Lancer out of the water for repair session. contact Mike Michael 280-2775 or michael.michael.pe@gmail.com

Charter a Catalina 30 fully-equipped for bareboat charter. Call or text Bob at (360) 951-6234.

Theses ads are free for Members, run three months, and can be renewed. Contact me by the Meeting to be listed.

Crew Sheet

more information about all on line

Crew Wants Ride

Katrina (847)331-2141, e-mail
katrinakeleher@gmail.com.

Don (828) 206-1465 don@santoshachocolate.com

Chris crulla123@gmail.com (310) 344-9975 -

Kim (808) 631-9447. kimnunlist@gmail.com

Jezanna Rainforest asterope641@gmail.com) 890-8156.

Brad (360) 819-4429 rocksbybrad@yahoo.com

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.



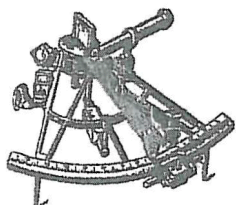
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Mechanical & Electrical Systems: Installation, Service and Repair



Yachtfinders/Windseakers Inc

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

Cell: **831-247-6162**

Dan O'Brien

for Listings:

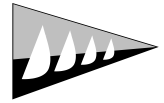
www.yachtfindersbrokerage.com

Home Office:

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Olympia WA 98502 USA

e-mail: dan@fastisfun.com



Rules Question Proper Course

Ralph and Clyde were running on starboard tack at the same angle to the wind. Ralph had been ahead at the mark. Clyde caught him and acquired a leeward overlap, a boat length and a half apart. They stayed overlapped, still a boat length and a half apart. Clyde has gained since the overlap was established, but has not pulled even.

Then the HMS *Boaty McBoatface*, a research ship that had been crossing them fast enough not to be in their way, stopped right in front of them. It seemed she was going to anchor. Clyde asked for room to come up to cross above her. Ralph wanted to go lower, gybing if need be. He claimed that this is the proper course, being the fastest way to the mark.

What should Ralph do? Hold his course? Or give Clyde room to come up? Or give Clyde room, then protest?

ANSWER

Rounding the mark Clyde was clear astern and so was the burdened boat, required to keep clear. When he acquired an overlap he gained right of way as leeward boat. However he was subject to all the limitations of Section B, most notably Rule 17, On the Same Tack Proper Course. Ralph knows that because he got the overlap from astern and within two lengths of Ralph, Rule 17 applies. It tells

us that the leeward boat, Clyde's, can not sail above her proper course while they are overlapped. As Clyde's proper course is clearly the one he has been sailing, he can not come up.

(Note that rule 17 applies because Clyde is overtaking *to leeward*. Had Clyde tried to pass to windward rule 17 would not apply, Ralph could luff to stop him and Clyde would have to keep clear. One can luff to defend, but not to help you pass.

Rule 17 applies because the boats are on basically the same course. If leeward were coming at a hotter angle than windward, windward would need keep clear and let her by.)

However the *HMS Boaty McBoatface* changes things, not the rules but the facts. One's proper course is the one one would sail if the other boat was not there. As no one's proper course is to sail into a ship, it is time for a change of proper course. Rule 17 still applies. Leeward, Clyde, can not sail higher than his proper course, his new proper course that is.

Where before both boats had roughly the same proper course, now each has a very different proper course. They are both proper courses: each skipper's idea of the fastest way around the ship to the mark. However the right of way boat gets to sail *her* proper course. Ralph must keep clear of leeward and give her room to sail her new proper course.

Here we see that while your proper course is generally regarded as a consistent course, the one you have been on, it is not always so. Your proper course will change as circumstances change.

Note that his proper course will change again once they clear the ship. What comes up to miss the ship must come down to make the mark. Again, it will be

the right of way boat's course that governs and Clyde will decide when to turn down.

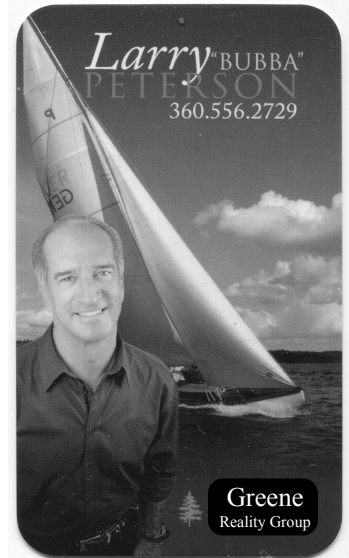
Rules involved:

10 and 11, Same Tack
17, On the Same Tack Proper Course

19.2 Giving Room at an Obstruction

Definition of Proper Course

Steve Worcester Star 6937



S-t-S seeks
Members stories
We want to hear from you

Herron Island Race November 5

Pax was the RC Boat, *Jolly Rumbalow* the mark boat. Thank you.

Place/OA Class	Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 10:05 Distance: 24.5 nm							
1	0.75	73392	BODACIOUS	BENE 35 S5	129	15:39:52	14:47:12
2	2.00	69399	FLYING CIRCUS	EXPR 37	72	15:28:30	14:59:06
3	3.00	69927	BALDER II	ERIC 38	126	15:50:39	14:59:12
10	4.00	79182	FOLIE A DEUX	BENE 35 S5	135	16:11:05	15:15:58
11	5.00	69051	SPIRIT	BENE 36.7	81	15:57:44	15:24:40
12	6.00	69804	REIFF	J35C	105	16:08:57	15:26:05
S CLASS Start Time: 10:05 Distance: 24.5 nm							
4	0.75	83179	HE LIVES	JBOA 92	114	15:47:10	15:00:37
5	2.00	79089	LIGHTLY SALTED	BENE 10R	96	15:40:45	15:01:33
7	3.00	50921	REDLINE	ANT 27	90	15:46:26	15:09:41
8	4.00	131	DRAGONFLY	VIPER 640	105	15:54:27	15:11:35
9	5.00	82	MCSWOOSH	11M	66	15:41:02	15:14:05
B CLASS Start Time: 10:00 Distance: 24.5 nm							
6	0.75	47914	KAITLIN	RANC 32	168	16:12:50	15:04:14
13	2.00	69141	JODY V	C&C 29	188	16:40:09	15:23:23
14	3.00	59851	D'LAVICEA	HUMC 40	108	DNF	
D CLASS Start Time: 09:35 Distance: 20.8 nm							
0.75	39110	KOOSAH	PEAR 36-1	177	15:50:19	14:48:57	
2.00	923	WHITE RAVEN	CAV45	147	15:41:27	14:50:29	
3.00	11	TOUCHRAIN	ERIC 38	150	15:42:50	14:50:50	
4.00	5421	EMMA LEE	CATA 30	207	16:12:54	15:01:00	
5.00	69667	SASSY	C&C34	129	15:45:57	15:01:14	
6.00	427	DESERT SAGE	CATA 42	147	17:09:25	16:18:27	
7.00	27	PEPONI	CD 27	243	DNF		

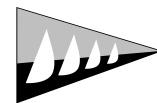
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Herron Island Race

photos by Jeff Hogan except the bottom photo is by Bob Butts
 More Herron Island Race photos by both are on line, link with the
 S-t-S On Line December photos

Take your camera sailing. Send us copies.



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Deadline for submissions is the second Tuesday of the month.

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