

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 6

February 2016

www.sssclub.com/ssss.htm

February Meeting: TBA Watch the Web Site

As we go to print our speaker has not been confirmed. Micki is working on confirmation. We will let you know, via the web site, as soon as he is. She assures me you will like him.

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: February

We are done with January! That was quick. If you haven't checked your sailing gear since July then time is a wasting. Shine up your boots and reseal your off shore gear. The sailing season is still wet, cold, and super fun for those prepared to meet the weather. Visit the Seattle Boat Show for some sweet discounted deals on safety equipment upgrades. I recommend looking for an indoor seminar to practice those infrequent emergency skills.

That leaves you with Toliva Shoal Race, February 20 to practice your trim and tactics skills! It is local sailing race with lots of warm food when you are done. Don't wait! You will be ready for spring. See you out there!

Ralph Cumberland

Race Toliva Shoal

Wow! The new year is here and that means that Toliva is just around the corner. The race is Saturday February 20, but that isn't the whole story. There is lots to do, the dinner Friday evening, breakfast on Saturday, and the great after race b and b session, that's Bragging and Bull, of course

Thera and Suzie will provide the usual great dinner on Friday evening, still only \$10, and there will be beer.

Saturday morning our wonderful Galley Crew will provide racers with a hearty breakfast to give them strength for the hard day of racing, for only \$10.

Norm will be running the show on the water, as usual. He always seems to makes the right decisions on the race. Norm doesn't seem to get enough credit for all he does, but the whole Toliva crew is truly a special group. I'd say give 'em a hand, but they'd probably prefer you hand 'em a beer.

When the boats return from a great race, they will be greeted by Toliva's justifiably famous Downwind Soup to warm everyone from the inside. Unlike other races, Thom assures me that we *will not* run out of fresh Fishtale Ale. Everybody knows that sailboat fuel is *beer!!*

This year's T-Shirt should be another collectable classic, so be sure to buy a couple. The T-Shirts should be available at the February Meeting, so come on February 9 to be sure to get the shirt or shirts you want.



Henderson Inlet Race photo: Scott Ferris

Island Home Cruise
OYC

January 29-30

Board Meeting
February 2

McAllister Creek Race
February 6

General Meeting
February 9

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Toliva Shoal Race
Weekend
SSSS/OYC

Dinner: February 19
Race: February 20

Salty Sailor Cruise
February 27-28

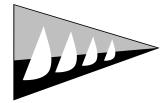
Board Meeting
March 1

Skookum Inlet Race
March 5

General Meeting
March 8

Visitors Welcome

Doors open at 1830, Meeting starts 1900



There is one more thing, the Toliva Crew is always fantastic, but there is always a need for *help!!!* From Thursday's galley prep to Sunday clean up, there is loads to do. You are encouraged to *volunteer* any way you are able. People who can help in the galley, contact Thera or Suzie. For most other things contact Terry Andersen, to get your *fun* assignment. It really can be a kick.

**See you at Toliva!
Terry Andersen**

RC Report: What's in Your PFD?

Life Jacket, Life Preserver, Buoyant Vest, Personal Flotation Device, Buoyancy Aid, Float Belt, Inflatable Vest, Float Jacket ... For the purposes of this article I'll just call it a PFD. All these devices make you more buoyant to some degree if you wind up in the drink. The names and classifications are not always simple. The USCG is currently reworking their TYPE I, II, III, V classification system. In general TYPE I is the most substantial PDF for off-shore and TYPE V is for recreation. The USCG realized that many boats don't understand the current classification system and are working on a system to more effectively convey safety information that is easier to understand. The USCG is expected to roll out their new system soon and PFDs may have new classification labels by 2017. All sailing boats are required to carry U.S. Coast Guard approved Type III or Type V life jacket or inflatable life jacket intended for small boat sailing or other active boating for each crew member. The SSSS requires any single or double-handed crews to wear a PFD when racing PHRF (sailing instruction 22.2). If you are not single or double-handing during a SSSS race

wearing a PFD is a decision to be made by you, your skipper, or the safety officer aboard your boat.

Wearing your PFD is a good start, but there are other items that can greatly further the utility of a PFD. Many costal and inshore races have additional requirements for personal safety equipment pertaining to PFDs. Races may require a PFD to be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective

VHF chatter and rigging windage. You will need a loud whistle to even have a chance of being heard. I tie a small whistle to the shoulder strap of my PFD. It gets tucked it to my body so that I don't notice it. It's on a short length of string so that I can bring it to my mouth like the hose of a camel back and don't have to search for it in the bottom of a pocket. I know one thing, it is louder than my voice.

2. Knife. I carry the cheap West Marine SS rigging knife, \$20. I like a nice knife as much as the next guy, but I go for utility over style for this application. Obviously a knife has many uses on a boat whether it be doling out the lox and cream cheese or cutting away a halyard in an emergency. I keep one knife strapped to the tiller and one in my PFD. If and when the poo hits the fan you do not want to waste any precious seconds looking for your knife. Your PFD is a great place to stash a knife, just remember to dry it off occasionally.

3. Light. MOB recovery in the dark is every sailor's nightmare. I recently switched from a AA powered manual light that I kept in my pocket to the ACR HemiLight 2, \$20. This LED strobe light is designed to be worn on a strap of your PFD and is water activated. It has a manual deactivation button if it gets inadvertently set off. The lithium battery is sealed and lasts for five years so no need to worry about dead batteries and corrosion. I'd highly recommend this light if you're at all interested in equipping your PFD with a strobe. These are just a few simple and cheap things to consider adding to your PFD if you are not already carrying them.

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



material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. These are all fantastic additions able to increase the efficacy of your PFD whether you are sailing on a lake, the Puget Sound or to Hawaii.

Let's take a closer look at some of the items that I've added to my PFD for SSSS races and encouraged my crew to do the same.

1. A whistle. We all know how loud it can be when the wind is howling and the sails are flogging. Think of the start line of a windy race, you can hardly hear the horn over all the noise. Now picture your crew in the water with all the noise of the sails,

Seventh Annual South Sound Women's Boating Seminar

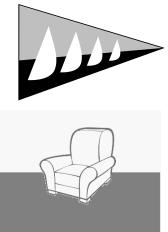
This year's South Sound Women's Boating Seminar will be held on Saturday, May 21, from 0800 to 1700 at the Olympia Yacht Club in downtown Olympia. Save the date and join us for our *seventh year* of women helping women to gain boating skills, confidence on the water and an opportunity to network with other women boaters.

The South Sound Women's Boating Seminar promises to be a day filled with dynamic speakers, hands on skill building, a chance to win valuable door prizes, lots of laughter and fun. All this plus a sumptuous lunch is included. The cost is still only \$35 plus a small processing fee from Brown Paper Tickets.

Check the South Sound Women's Boating Seminar web page, www.sssclub.com/wbs.htm, after March 1 2016 for registration information and a link to Brown Paper Tickets.

Julie Szten





Southern Sound Series Rep Report: Duwamish Head

Race Abandoned! The race committee elected to abandon the race around 1500 Saturday, 9 January 2016. The committee boat was stationed off the Duwamish Head dolphin, a mark of the course, anticipating shortening the race there. The wind was dying and an adverse current prompted them to abandon the race.

Well, on the positive side, it was a beautiful day!! As boats traveling from Tacoma broke out of the thick fog with about 200 feet visibility, all could see the start line off the Des Moines fishing pier. The start was accomplished in a light southerly breeze and racers could hold their spinnaker or wing-on-wing, all the way to Alki Point. The sun was out, no rain, and all were having an enjoyable time. Then the call was made over the VHF that the race had been abandoned. Since the majority of the fleet had not rounded Alki Point yet, there was confusion of why that decision was made. As mentioned above, what little wind there was did not make it over the bluff at Alki and the current from the

Duwamish River was adverse, thus the decision.

For the boats traveling from Olympia, the delivery up was pleasant. Several used the reciprocal moorage at the Tacoma Yacht Club and enjoyed a delightful dinner Friday night. All knew, from hearing the fog horns throughout the night, that it was going to be an interesting nine mile delivery to Des Moines in the morning. It was! The fog was thick. We could see boats on our radar that were very close, but could not visually see them in the fog. All arrived safely for the start!

The return delivery on Sunday was also enjoyable. The sun was out and the Seahawks won!

The third race in the four-race Southern Sound Series is our own Toliva Shoal Race on 20 February

Dave Knowlton, Koosah

Race Seminar a Success

The South Sound Sailing Society's Andrew Kerr racing seminar was a success. We had a good turn out Thursday night January 7. As we should, for where else can you get time with a sailing coach this accomplished for only \$20? Andrew is an full time coach and seminar speaker with North U. He teaches teams across the world and has national champions in match racing, one-design, and offshore racing. He's been head coach and an instructor trainer at all of the top sailing schools.

Andrew also enjoys writing coaching articles and is a contributor to Sailing World and a wide variety of one design class web sites and newsletters, including this one.

We hope we can bring Andrew back in years to come.

Cruise News

SALTY SAILOR CRUISE FEBRUARY 27-28

New Location: /Hope Island: 47 10.960 W122
55.858

Distance from Olympia: 8.3 NM

Saturday High Tide: 0818

Potluck Dinners aboard: Saturday 1800

This will be a quick trip to a close location, from Olympia. Boston Harbor Marina was not as enthused about a bunch of rowdy overnighters as I expected, so we have moved the destination to the West a bit. Cruisers will have an opportunity for a full day of sailing during prime South Sound sailing weather!

Duwanish Head Race

photo: Jeff Hogan



and will likely be held in multiple cabins.

Bring your dinghy to visit the island! Bring a deck of cards or host a raucous game of Bananagrams!

NEW YEAR'S EVE CRUISE CHILLY AND SPIRITED

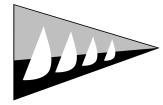
Morning Sage, Aquavit, and Beware of Dog represented the SSSS at the 2015 New Year's Eve Cruise. The Club established a beachhead, flying the new Cruise Chair banner and setting a heated canopy up on the Percival Landing E dock. We shared the docks with a Shelton Yacht Club contingent made up of both sail and power boats.

The evening's activities began under the lighted canopy just after sunset with the help of Joyce Mercuri's propane space heater, and a growler of Koko Brown ale delivered by Glen and Irene Hunter. A welcome pot of hot soup from Fran Williams kicked off the dinner, followed by Susan McRae's basket of hot taquitos. Lively conversation followed until around 2200 when folks drifted off in search of warmer parties, and for some of us warmer bunks. All told, 13 Members stopped by.

New Year's Day dawned cold and foggy, but by Noon the fog had burned off. The sun provided enough relief from the cold, and the light breeze provided enough temptation that the *Beware of Dog* took the long way home. We motored out into Budd inlet and pleasantly squandered a couple of hours trying to keep the genoa filled and tickle a little splash out of the bow wake.

Marvin Young, Beware of Dog





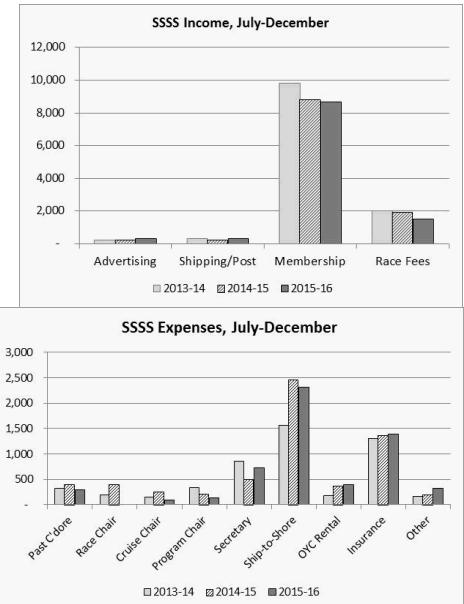
Treasurer's Note at the Half-Year Mark

The charts tell the story and just a few comments are needed to round them out: Budgeted income is \$12,530 this year, based on 220 Members, 58 of which pay race fees. At present we have 193 Members and 43 paid racers. The number of racers is significantly lower than the 55 who were paid up at this time last year. Due to retirements? However, the total number of Members is about the same, so the number of cruisers must be up.

Expenses cannot be compared too closely from one half-year to another because the timing of regular payments can vary between them, but a rough comparison is fair.

- Secretary's expenses are up chiefly because we bought another batch of Membership cards this year which we did not during the previous two years.
- Other, miscellaneous, expenses are up because we had to invest in another set of expensive checks this year and because I am now including door prizes in Other expenses, whereas before they were simply left Off-budget, with sales of caps, etc.
- Ship-to-Shore expenses are about the same as last year. Two years ago they were lower because postal rates were lower then.

Our basic financial situation is sound. Unless we are hit with a large unforeseeable cost of some kind we should be able to make it through the year without going much over budget. And at the moment we have a reserve account with about \$7,000 in it, which satisfies the Board's aim of having a sum equivalent to about half a year's expenses set aside for contingencies.



Enjoy the rest of the year and encourage new Members!

Peter Wyeth

Henderson Inlet Race, January 16

Transition/Silverheels was the RC Boat. Jody V was mark boat. Thank you Points Sail No. Yacht Name Yacht Type Rating Finish Time Correctd Time

A Class Start Time: 10:05 Distance: 16.5

0.75	69399 FLYING CIRCUS	EXPR 37	72	13:53:26	13:33:38
2.00	73392 BODACIOUS	BENE 35 S5	129	14:10:26	13:34:58
3.00	69051 SPIRIT	BENE 36.7	81	14:01:24	13:39:08
4.00	87562 ALTAIR	J 35	72	14:03:10	13:43:22
5.00	69927 BALDER II	ERIC 38	126	14:31:15	13:56:36
6.00	79182 FOLIE A DEUX	BENE 35 S5	135	14:41:37	14:04:30
7.00	69804 REIFF	J35C	105	14:33:40	14:04:48
8.00	18351 MISS CONDUCT	OLSN 29	102	14:38:02	14:09:59

S Class Start Time: 10:05 Distance: 16.5

0.75	82 MCSWOOSH	11M	66	13:59:45	13:41:36
2.00	131 DRAGONFLY	VIPER 640	105	14:15:07	13:46:15
3.00	83179 HE LIVES	JBOA 92	114	14:23:12	13:51:51
	12 PAX		-10	13:55:17	13:58:02

B Class Start Time: 10:00 Distance: 16.5

0.75	5421 EMMA LEE	CATA 30	207	16:07:07	15:10:12
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D1 Start Time: 09:40 Distance: 13

0.75	923 WHITE RAVEN	CAV45	147	13:42:13	13:10:22
2.00	39110 KOOSAH	PEAR 36-1	177	13:59:26	13:21:05
3.00	50105 JOLLY RUMBALOW	C&C 34	135	13:51:48	13:22:33
4.00	31755 ECHO	CATA 38	159	14:10:08	13:35:41
5.00	427 DESERT SAGE	CATA 42	147	14:18:03	13:46:12
6.00	28877 SHOWTIME	OLSN25-1	192	14:36:45	13:55:09

SSSS gives you a grace period, until this month. We start checking for our races after the Toliva Shoal Race, and we do check for Toliva too. Please make the scorer's job easier and be sure you are current.



MERCATO
Ristorante
Host of the SSSS Board Meetings

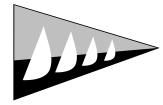
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Yacht Management, Outfitting & Maintenance
Mechanical & Electrical Systems: Installation, Service and Repair





Letter: Do Breakdowns Make you Stronger?

Our 1988 30-foot Catalina, *Emma Lee*, is a fine looking boat. Dark blue canvas, bright white upper decks, glistening teak accents, and a light grey hull. She does not look her age. However, when one opens the engine compartment, one realizes that beauty is only skin deep. Twenty-seven years of being moored in the maritime climate of the Northwest is hard on one's arteries, including the electrical system.

In August 2014, we headed out for our summer San Juan/Canadian cruise under clear skies and fair winds. We had a pleasant evening at the Kingston Marina and decided to go up the east coast of Whidbey Island as we headed to the Skyline Marina west of Anacortes. After sighting Smith Island in the distance, I glanced down at the control panel and noticed that the alternator was not charging the battery. In checking the battery gauge, the voltage had dropped to 10.5 volts. Having a diesel engine with an electric fuel pump, this caused a bit of consternation. We turned off everything that sucked juice out of the battery and crossed our fingers that we could make it to the marina.

Unfortunately, crossing our fingers did not provide electricity to the fuel pump and our Universal 25XP died. But *Emma Lee* is a sailboat: We could just put up the sails. Unfortunately, there was no wind anywhere to be found. Fortunately, having known that our battery bank was not large enough to keep our refrigeration in the icebox running over multiple nights, I had brought a jump battery that was fully charged. After connecting it to the battery and waiting ten minutes, the engine turned over and we were back underway.

Once we got into the marina, I called my buddy Mike Beemer, who is with the Skagit Valley Marine Technology Center, and invited him to coffee the next morning. After arriving, he started to wiggle wires and, sure enough, the wire to the alternator was broken. A quick splice and all was good. Yahoo!

The next morning, we continued north to Eagle Harbor off Cypress Island. All seemed good, but the engine intermittently lost power for short periods of time. I thought I had fixed the problem the prior fall by cleaning out my dirty fuel tank and replacing the fuel filters. Why was this happening?

We successfully arrived at Sandy Point near Ferndale and had a crew change: My wife Jessica and daughter Hannah headed back to Olympia and two buddies joined me: Dan, who grew up north of Yellowstone and has been

Island Series

RC Boats : *Emma Lee*, *Ozymandias*, *Boru/Balder 2*, *Spiff*, and *Transition*.
Fjord and Desert Sage were mark boats. Thank you all.

LIGHTLY SALTED was First Over All in Series with 13 points

Place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Eagle	Herron	Squaxin	Total
A Class Races: 1 to 3									
1	69399	FLYING CIRCUS	Dave Elliott	72	3	4.00	0.75	2.00	6.75
2	69051	SPIRIT	Steve Jones	81	3	2.00	2.00	3.00	7.00
3	73392	BODACIOUS	J Rosenbach	129	2	0.75	8.00	0.75	9.50
4	64985	LIBERTY	Andy Saller	123	3	3.00	4.00	9.00	16.00
5	18351	MISS CONDUCT	Jeff Glandon	102	2	5.00	8.00	5.00	18.00
6	69927	BALDER II	Joe Downing	126	2	9.00	3.00	6.00	18.00
7	69804	REIFF	Tom Nelson	105	3	7.00	5.00	7.00	19.00
8	87562	ALTAIR	Jason Vannice	72	2	9.00	6.00	4.00	19.00
9	74363	BLUE CANARY	David Smith	105	1	6.00	8.00	1.00	25.00
10	79182	FOLIE A DEUX	Jeff Johnson	135	1	9.00	8.00	9.00	26.00
S Class Races: 1 to 3									
1	79089	LIGHTLY SALTED	Mel Schaefer	96	3	3.00	2.00	0.75	5.75
2	83179	HE LIVES	Steve Kirkpatrick	114	2	2.00	0.75	4.00	6.75
3	131	DRAGONFLY	Rafe Beswick	105	2	0.75	4.00	4.00	8.75
4	82	MCSWOOSH	Clark McPherson	66	2	4.00	3.00	4.00	11.00
5	79	RUFUS	Tucker Smyth	99	1	7.00	6.00	2.00	15.00
	5	1005 SILVERHEELS	Tucker Smyth	54	1	5.00	6.00	4.00	15.00
B Class Races: 1 to 3									
1	69063	GIZMO	John Thompson	201	2	0.75	2.00	4.00	6.75
2	47914	KAITLIN	Roger Edwards	168	3	3.00	3.00	0.75	6.75
3	122	SPITZE	Andrew Christensen	276	2	4.00	0.75	4.00	8.75
4	5421	EMMA LEE	Bob Butts	207	2	3.00@	4.00	2.00	9.00
5	260	SPIFF	Tom Fell	216	1	2.00	6.00	4.00	12.00
D Class Races: 1 to 3									
1	39110	KOOSAH	Dave Knowlton	177	3	0.75	0.75	3.00	4.50
2	923	WHITE RAVEN	Rick Antles	147	3	3.00	3.00	0.75	6.75
3	50105	JOLLY RUMBALOW	Richard Bigley	135	3	4.00	2.00	2.00	8.00
4	51496	PANDORA	Bob Connolly	183	1	2.00	5.00	6.00	13.00
5	427	DESERT SAGE	Alberto Napuli	147	2	5.00	4.50@	4.00	14.00
D2 Race 1									
1	79157	FINALLY FREE	Mike Gowyrlow	207	1	0.75			0.75

@=RC duty points

Hope Island Race, January 2, No wind No Race

Transition/Boru was the RC Boat. Thank you

handy since a young boy, and Jim, who is a mechanic, woodworker, motorcyclist, and all-around fix-it guy. Needless to say, the perfect crew for an aging boat.

We started out on a pleasant afternoon for Sucia Island. Soon after we departed, the wind died and we turned on the

**SSSS Boats at
Duwamish Head, TTPYC
Race abandoned**

Yachtfinders/Windseekers Inc

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

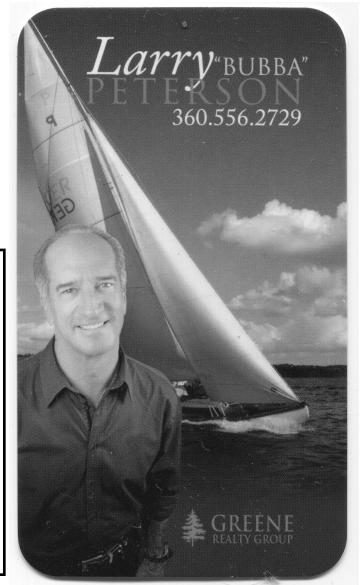
Cell: **831-247-6162**

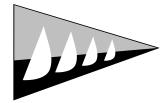
Dan O'Brien

for Listings:

www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com





engine. All was good for the first five minutes but then, when crossing some waves, the engine started sputtering again. We got back up to normal cruising speed, but when I took a hard starboard turn to avoid a log, it sputtered again. We safely arrived in Fossil Bay on Sucia, dropped the anchor, and started to try and figure out what the problem might be. Clogged fuel filters? Loose wire? Once again, we started wiggling wires and found that the ground wire from the fuel pump to the engine block was likely the problem. The wire did not appear to be broken or frayed but, upon closer examination, we found that the wire was corroded internally and not creating a solid ground. We replaced the wire and once again all was fabulous.

While we had plans to head out to Barkley Sound, it seemed prudent, given our engine troubles, to head into the Canadian Gulf Islands and points north, which would keep us closer to marinas and mechanics. We had a great night at Nanaimo, a brisk sail across the Strait of Georgia, and a delightful evening with fellow boaters in Pirates Cove on the Sunshine Coast

The next morning, as we were motoring north on autopilot, I noticed that the autopilot was making constant adjustments. What was that about? We removed the hatch under the cockpit floor to inspect the wires that fed off the steering wheel to the drum on top of the rudder. The wires felt quite loose and Jim discovered that at least half of the strands in the cable were broken. A clevis pin had fallen from the pedestal and lodged on a pulley, which created a constant chafing that was slowly breaking the strands in the cable. This was not good. Any ideas of sailing in big wind and waves were dashed until we could

replace the cable. We immediately hunted down the emergency tiller, made sure all the components were there, and headed to Garden Bay at the entrance to Jervis Inlet where we would get it repaired.

Thanks to magic of iPads and *very* expensive data, by the time that we had

overnight delivery for about \$100 so that it would be in Garden Bay two days later. Was that really possible? What about customs? How would they get it up 100 miles north of Vancouver in such a short period of time? We hoped it was possible, but prepared ourselves for the worse.

While we waited for the new cable, Jim began taking off the old cable and disassembling the drum on top of the rudder, which required loosening very corroded steel bolts screwed into the aluminum drum. It required one-half of a can of Blaster and a torch to expand and contract the bolts. Six hours later, we were ready to install the new cable, whenever it was to arrive.

In the meantime, we enjoyed the benefits of a fine little marina, including clean showers with warm water. One morning, as I am taking a shower and washing my hair, I leaned against, with my eyes closed, what I thought was the side of the shower, which turned out to be the door. It opened, I fell to the floor, and hit the metal handle on the door, which carved



Babies of Showtime

2015 The crew of *Showtime* put on quite the show for 2015. My wife Sarah Cassal gave birth to Lukas Bruce Cassal on October 31 2015 at St. Peter's Hospital in Olympia. Lukas was 5lb 13oz, 17 1/4".

On December 8 2015 Kat and Phil Sconce welcomed Edna Kathleen Sconce into the world in Corvallis, Oregon. Edna was 7lb 5oz, 19 1/2"."

Soon after, on December 20, Annie Stockton and Jeff Kloppel brought Wesley Andrew Kloppel into the world. Born at St. Peter's Hospital in Olympia, Wesley was 6lb 11oz, 19 1/2".

Moms Sarah, Kat and Annie are doing great albeit very sleepy. Babies Lu, Edy and Wes (*pictured left to right*) are all healthy, hungry and growing.

We would all like to thank SSSS for your support over the past year. We're doing our part to usher in the next generation of sailors and Members!

Cheers, K. Reese Cassal, Redline

arrived at the marina we had located a replacement cable and chain on the Massachusetts based Edson Marine web site and had called them to see how quick they could deliver it. They were not able to ship it that afternoon, but would provide

off a 2 inch flap of skin on the side of my head. This was not good. I quickly washed the blood off, found a compress, put on my clothes, walked out of the restroom, and encountered the captain of the marine

Ditty Bag

#3 Kevlar Jib, North Sails tri-radial design, 3 diagonal battens, can be furled. Almost new condition. Luff = 30 feet-7 inches : Foot = 10 feet-4 inches : Leech = 28 feet-7 inches, high clew. \$300 OBO. Mel Schaefer (360) 584-2149, mgschaefer@mgsenr.com

C-Lark 14, decent condition, ready to sail, with almost new trailer. Contact Dennis McDermot, (360) 742-8795 - kaydrup17@gmail.com.

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

Crew Sheet more information on line

Crew Wants Ride

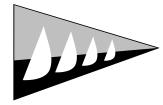
Daysail race. Crystal, (360) 485-3751,
littleleesclan@comcast.net

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.

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



safety vessel that was stationed in the harbor. He gladly gave me and Jim a lift to a nearby small, rural medical clinic.

When we arrived, we were told that a new, very young doctor, who they had not met, would be arriving in an hour. They were not sure if she was capable of doing stitches. In addition, she had a full schedule of appointments. About an hour later, we were called into a examination room and a very young female doctor joined us. She looked at the wound, smiled, and proclaimed that she loved to do stitches! She spent her winters at Whistler stitching up downhill skiers and snowboarders and was very proficient with a needle and thread. Thirty-minutes later I left the clinic with 18 stitches.

While having such an injury might appear to be a drag, it actually provided me a great opportunity to just hang out on the boat the rest of the day sleeping and reading. The following afternoon, as promised, the cable arrived from Massachusetts. We quickly installed it and we were soon on our way.

We then headed back across Georgia Strait and sailed/motored south through the Gulf Islands to Sydney Spit, where we spent a very pleasant evening among many jovial, fellow boaters. In the morning, when it was time to crank up the engine, nothing happened. No clicking of the fuel

pump, no grinding of the engine, nothing. Once again, another problem to be solved.

After 30-minutes of jiggling and testing wires, we concluded it was a faulty ignition switch. The nearest replacement was a ride on the ferry that goes to Sydney. In a conversation with a powerboat neighbor, he indicated that he owned a Catalina for many years and knew how to jumpstart it. With the help of two screwdrivers, he was able to connect the solenoid with the ignition wire and the engine started right up. The boys then crafted a wire device that made it easier to connect the solenoid and the ignition wire, which we used to start the engine the rest of the trip.

It was a bright, sunny day as we headed back into Washington waters on our way to Friday Harbor. As we sailed the channel past Roche Harbor, the engine, once again, started sputtering. Keeping the engine at a low RPM made it possible to limp into Friday Harbor where we purchased a new primary fuel filter and installed it. That afternoon, we headed to the south end of Lopez Island.

The skies were clear and the winds blowing from the north at about 7 knots. It was great to be alive. However, soon after we departed, the engine started sputtering again. Darn! After taking several deep breaths we began to troubleshoot what the problem might be and I realized that the

fuel hose was kinked when we installed the new fuel filter. Once the kink was removed, all was good. We had a pleasant evening in MacKaye Harbor and a delightful sail across the Straits and south back to Olympia.

By the time we arrived in Olympia, I had purchased a new wiring harness for the engine online from Catalina Direct and had figured out how to remove the fuel tank to clean it. Two months later, thanks to Paul Paroff, *Emma Lee's* engine was rewired and her fuel tank was removed, cleaned, and reinstalled. We also changed the radiator fluid and cleaned out the heat exchanger. Since then, we have taken her north for two races in Tacoma and Des Moines and been to Seattle: Her engine has worked flawlessly.

In retrospect, it was a great trip. While we had beautiful sunsets and a few days of great winds, we also had the opportunity to solve lots of problems, which provided plenty of bonding opportunities and great material for stories and articles for newsletters like Ship-to-Shore.

Bob Butts, *Emma Lee*

S-t-S Needs Stories

Your turn. Where have you taken your boat? If the whole trip is too long to write about, you must have stories of things that happened along the way. We want to hear from you.



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Crewed Sailboat Charter

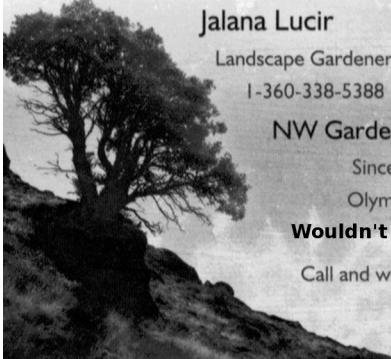


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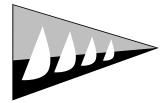


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Changes

Tofino B.C., the end of the road, as far west as one can drive, is featured in *Esquire* magazine this month as "July's best beach". Now there are water taxis to Hot Springs. They recommend a 75 room hotel and several restaurants.

The first time I was there we came in by boat from the north. The road had just been paved a year or so before. There was one place to eat, *the hotel*. It was a wood frame building which did not have one third the rooms of the new one. It did have two bars. The Indians drank beer in the basement. Everyone else drank hard drinks upstairs at very inflated prices.

Ten years later Tofino had come up in the world. It now had a bank, open Tuesdays and Thursdays 1400 to 1600. The road had brought enough tourists for an art gallery and a couple restaurants. I guess I should have seen it coming.

The world is changing, but there are still great places to take your boat beyond the crowd. To see them, go now. Before someone builds a luxury hotel there.

Ed.



Henderson Inlet Race photo: Dan O'Brien

Star Fleet

Welcome to the new year, make all your dreams come true with hard work and careful planning.

Speaking of planning, The Black Star Regatta committee has been hard at work to make this years event as successful as in the past regattas. The best part of it all is the ground work has been done but each year we have been asked to add a one design fleet which involves more logistics to make it all work out. Also this year, the Regatta falls on Mothers' Day weekend which might hurt turnout, We just will have to wait and see. I will have a few boats available for non star owners to use, just let me know so I can check you out and make sure you understand how to set them up and we can go out for one or two practice sails.

The most important item coming up for February is scheduling boats into the shop to prep them for the upcoming season. I will be gone for two weeks in February so act quickly. I have had the junior sailor programs fleet of 420s in the shop since the first part of December. They were out and gone the third week in January. I will be bringing the Opties in for rehab over the next few months, but there is room in the shop for them as well as the Stars. Please note that with the Gig Harbor Stars, the shop will be quite busy till late May, early June.

Hope to see everyone at the Meeting.

Bill Brosius, Alcor



Henderson Inlet Race

photo: Jeff Hogan

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

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the second Tuesday of the month.

2015-16 SSSS Board Members

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Crew Awards

at the January Meeting

Herron Island Race

Logan
McClune,
Koosah,
D1 Class

Island Series

Bill
Hutchinson,
Koosah,
D1 Class



photo: Jeff Johnson