

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 5

January 2016

www.ssssclub.com/ssss.htm

Happy New Year!

January Meeting: Orcas Ahoy!

Rumor has it that these wonderful whales will travel to South Puget Sound this winter. We will learn more about these extraordinary animals at the January Meeting, and how we can make them feel welcome in our South Sound waters while enjoying their visit here. A representative of the Orca Network will share stories, sightings and recommendations for safe viewing.

Orca Network is a 501 (c) (3) non-profit organization registered in Washington State, dedicated to raising awareness about the whales of the Pacific Northwest, and the importance of providing them healthy and safe habitats.

Micki McNaughton,
The Stargazer

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: Resolution Suggestions

Happy New Year! I want to thank all those who have volunteered themselves, their partners, or other family members to support the Club. As Commodore, it takes many people

working in the Club for things to sail smoothly: Members donating their time, money, houses, cars, and boats to the Club. Thanks for volunteering and please continue to do so!

After you pat yourself on the back for a great year, get ready for the next! Take some time for yourself and enjoy the next few months despite the weather, heed the small craft advisories of course. Here are a few simple suggestions of how to spend your time on land or on deck: read an adventure sailing book, I would recommend *The Sea of Glory* by Nathaniel Philbrick, practice making neat knots at animatedknots.com, checkout the South Sound charts, put new telltales on your rigging and sails, snap some pictures for the S-t-S, soak you summer clothes in some rain protective solution, and/or attend the Island Home Cruise in January. These are some ideas just to get started!

I look forward to hearing about your new year adventures.

Ralph Cumberland

Andrew Kerr Racing Seminar January 7

Andrew has taught at every major sailing school. He has a list of National and class championships too long to print. People pay hundreds for his classes. This will only set you back twenty. Do not miss it. Your competition won't.



Herron Island Race photo: Glen Hunter
More Herron Island photos by Glen on line

New Year's Cruise
December 31 - January 1

Hope Island Race
January 2

Board Meeting
January 5

Race Seminar
with Andrew Kerr
January 7

Duwamish Head Race
TTPYC
January 9

Southern Sound Series Race 2

General Meeting
January 12
Visitors Welcome
Doors open at 1830, Meeting starts 1900

Henderson Inlet Race
January 16

Island Home Cruise OYC
January 29-30

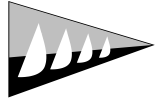
Board Meeting
February 2

McAllister Creek Race
February 6

General Meeting
February 9
Visitors Welcome
Doors open at 1830, Meeting starts 1900

Toliva Shoal Race
Weekend, SSSS/OYC
February 19-20

GIZMO REBUILT : PHRF DUES DUE : BUYING ADVENTURE ENDS



RC Report: Radios and the RC Phone

As of this writing we are half way through the Island Series. Eagle Island was a drifter and Herron Island was sailed in a downpour. Winter Vashon was a combination of both: very, very wet and little breeze. But don't let your guard down, heavy winds and rough seas could be served up at any time this winter with El Nino bringing in some big weather systems of wetter and warmer weather than normal.

As a reminder, last year we instituted a change in the Safety

Equipment Requirements (SER) for the Inlet and Island Series so that boats are now required to carry a handheld VHF radio. SSSS has removed the requirement for the VHF radio to have Digital Selective Calling (DSC) and GPS capabilities so that cost is not a barrier to meeting the rule. The intent of this rule change is to improve communication between racers and with the race committee over ch.72, while keeping costs down. Although SSSS does not require boats to carry a VHF with DSC/GPS capabilities it is important to note that that having a

VHF aboard with DSC/GPS is a requirement for Toliva Shoal and all the races of the Southern Sound Series. The cost of a VHF with DSC/GPS capabilities is hovering right around \$200 or less. This is a safe and affordable technology that could save you or one of your crew members lives. DSC equipped VHF will allow you to do the following: Have a One-Button Emergency Transmit capability that sends out the vessel's unique MMSI number and, if properly connected to a GPS or Loran, the vessel's latitude/longitude position.

- Continue sending the distress signal even if the captain is incapacitated.
- Allow for a non-experienced VHF user to send, with the pressing of one button, a goof-proof continuous distress message.
- Privately hail another DSC equipped vessel, or shore station, with a known MMSI number. Like having a VHF phone number this avoids having to monitor high traffic channels just for a hail from your boating buddy. It even rings your radio, similar to a telephone, notifying you that you have a call and then switches you automatically to the channel your caller is waiting on.
- If properly connected to a Loran or GPS, a Polling feature transmits your vessel's position, in digital display, that can be monitored by DSC equipped home station/fleet station or boat.
- Fully function as all other regular VHF radios.

The Toliva Shoal Race is Next Month

I'm aware that many Members now own VHF radios with DSC/GPS capabilities although they do not fully understand how to take advantage of this technology. I'm working to arrange an educational overview of MMSI registration, the basics of DSC and general VHF etiquette for the Club.

VHF communication was a topic of a recent Class Captain meeting. You soon may notice boats checking in with the Race

Committee prior to the starting sequence. This is not a requirement, but rather a courtesy to the Race Committee. Feel free to check in prior to the race, and please radio the Race Committee if you are retiring from a race, or finishing in poor visibility.

In the event that you are out of VHF range, or are experiencing VHF problems and have an urgent or emergency matter to report to the Race Committee, you may be able to reach Bill Sheldon on his cell phone (360) 890-8450.



Squaxin Island Race photo: Glen Hunter
More Squaxin Island photos by Glen on line

The previous dedicated RC Cell Phone is no longer active.

Additionally Bill Sheldon, our Race Officer, is looking for additional crew members to assist with running races aboard *Transition*. If you are interested contact me or Bill or approach us at the next Meeting.

Cheers,
Reese, *Redline*

PHRF Dues Due

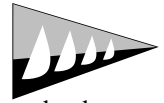
Your PHRF NW dues are due at the first of the year. Here at SSSS we give you a grace period, until Toliva, before we check. But why wait? Return your dues form now, the one you got in the mail back in November, with your check. Lost it? You can pay on line.

Three Tree Point YC gives you a much shorter grace period, until their first race. So **make sure you pay before Duwamish Head**. They will check.

PHRF is a volunteer organization that makes our racing possible. In the long run, we need it, even those in D Fleet. If you are a committed D Fleet racer, consider joining PHRF, even though you do not have to race. The organization counts on those it serves to support it.

And if you are thinking of racing with a spinnaker you will be racing in a PHRF class and need an official handicap. Either way see Rafe Beswick, our handicapper.

Steve Worcester



Southern Sound Series Rep Report: Winter Vashon

The 2015-2016 Series has started! The Tacoma Yacht Club hosted the Winter Vashon race on Saturday, 5 December 2015. Seventy boats registered for this annual event that kicks off the four-race Southern Sound Series.

The Tacoma Yacht Club is to be commended for their excellent organization of this race. The docking committee ensured that boats had a place to tie up and for most had an opportunity to plug into shore power. The registration desk greeted every one as they entered the club house and the check in was flawless. Racers could obtain their meal tickets for dinner as well as breakfast and purchase a real cool-looking Winter Vashon 2015 shirt. The PHRF class breaks were posted around 1730 which allowed all to discuss about their competition before the dinner which was served at 1800. One of the major topics of discussion was the weather predictions: Winds from the south 15 to 25 knots with a lot of rain! It could be a fast race!

The start on Saturday morning was also well organized. Classes were informed on Channel 72 of the warning, the prep flag going up, prep flag going down, and the count down for the start. The use of the radio is being used more often to coordinate races, which in my opinion, is great: racing can be intimidating for the novice and the radio takes much of that fear away during the start. The cruising classes started at 0930 in a light southerly and headed towards Colvos Passage with the help of a flood tide. Thirty minutes later spinnakers were raised on the first PHRF class start. As mentioned in past reports, starting first in the NFS cruising class allows you to see the entire fleet as they zip past you! All were able to sail downwind until around Pt Richmond when the wind shifted 180 degrees to the north.

The wind remained light and the Race Committee wisely chose to shorten the race at the north end of Vashon Island. Being in the back of the fleet this was discouraging because we did not see the

fast boats motoring back to Tacoma after their finish. The riddle was solved when we discovered that most of them kept on motoring north to their marinas in Seattle!

The shortened course meant that one had to finish within 8 hours of your start. *Koosah* was almost to the finish line around 1630, 7 hours from our start, when the wind died and we were swept past the committee boat on the incorrect side!! We missed the boat by about 50 feet. We fought back against the current in the light wind and then made the decision to go for the line before our 8-hour, 1730 cutoff time. Again, the current caught us and



Squaxin Island Race
photo: Peggy O'Brien
More Squaxin Island
photos by Peggy on line

we had to start our engine to avoid a collision with the committee boat! This happened to a couple of other boats, so we didn't feel so dumb, just frustrated! It was a long motor back to TYC!

Thank you again to TYC for reserving the docks Saturday night! There were twenty boats from SSSS who participated in the race and many of them stayed at TYC that night and would deliver their boats back to Olympia Sunday morning.

Sunday morning confirmed the weather forecast from the previous day! Winds were out of the south in the mid-teens gusting into the mid-twenties. With a flood tide, the waves through the Narrows and then up near Toliva Shoal, made for a slow slog back to Olympia!

Results may be found on the www.sssseries.org web site. Most racers could see how they placed by using their smart phones and check the web site on their way back to the dock. US Sailing Regatta Network seems to work well. It was great to

visit with sailors from up north whom you only see during this series.

The next race is Duwamish Head on 9 January 2016, sponsored by the Three Tree Point Yacht Club.

Dave Knowlton, *Koosah*

Editor's Corner

My computer crashed. I had most everything backed up, except my e-mails. The only back up in that department was in my reading them. So if you sent me an e-mail and got no response, I apologize. You may need to resend.

As you can see from this newsletter, we need more photos. I have not been able to post large groups of photos since the site crashed. I should start doing so as soon as I am done with this S-t-S. So take your camera sailing and send me more photos to post.

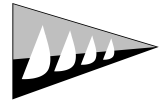
I used most of my Members stories and we need more. While it is wet and cold outside, is a good time to remember your summer adventures. While you are remembering, write and tell us about some of it.

Remember, this rag is only as good as you make it. We want to hear from you.

Steve Worcester, *Star 6937*

SSSS Boats at Winter Vashon, TYC

| | | | |
|-----|--------|-------|-------------------|
| 1 | PHRF-6 | 73392 | Bodacious |
| 2 | PHRF-3 | 82 | McSwoosh |
| 2 | PHRF-4 | 32589 | something special |
| 2 | PHRF-6 | 79182 | Folie `a Deux |
| 2 | PHRF-7 | 69063 | Gizmo |
| 4 | PHRF-4 | 87652 | Altair |
| 7 | PHRF-3 | 26064 | korina korina |
| 1 | NFS | 154 | Skookum |
| DNF | PHRF 1 | 12 | PAX |
| DNF | NFS | 50105 | Jolly Rumbalov |
| DNF | NFS | | French Leave |
| DNF | NFS | 39110 | KOOSAH |
| DNF | NFS | | Prima |
| DNF | NFS | | FreshAireII |
| DNF | NFS | 81948 | Puelche |
| DNF | NFS | 427 | Desert Sage |
| DNF | NFS | 172 | Klatawa |
| DNF | FS | | Steamy Windows |
| DNF | FS | 5421 | Emma Lee |



Cruise News

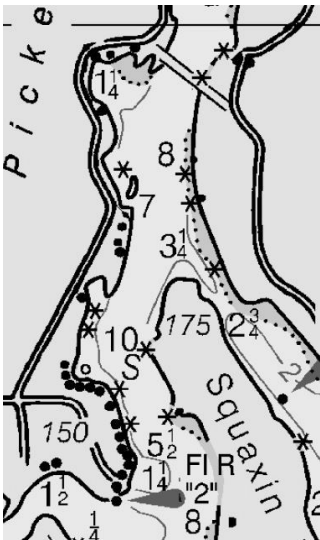
ISLAND HOME CRUISE
DATE CHANGE
NOW JANUARY 29-30

OYC has invited us to their outstation, Island Home. This has a very comfortable, warm, building with electricity, cooking facilities, and all the amenities: think house. There is a dock. This is an ideal spot for a winter Cruise.

Island Home is just north of Squaxin Island. See the little island on the chart below. See the rock. It can be a little tricky getting in at low tide.

We will have more information on the Cruise on line. Watch for it.

It is a special event. Non OYC members are not invited to Island Home. They do not entertain other clubs there. Except for this Cruise. You do not want to miss it.



Letter: Gizmo Restoration Lessons Learned

So, you have a nice old boat that is looking a little weather beaten and you'd like to freshen her up? Or perhaps you're considering purchasing an older boat that's available for a steal on Craig's List? And you foolishly think that you have the skills and time to do it yourself? And you have a dry place to do the work? And your spouse is really OK with all this? There actually are a few people, a very few people, who can actually accomplish this restoration in a reasonable amount of time. And you think you're one of them? Here's my advice: take the boat straight to the nearest boatyard, sign off a blank check and just walk away. Even if the yard can't get to your boat for

another six months, it's still way faster than you're ever going to do it. Prospective boat restorers notoriously suck at estimating how long a restoration project will take, and are even worse at guessing how much it will cost. Can't afford the \$20K paint job from the yard? Well, consider spending down your kid's inheritance... Or maybe their college fund. College is over rated anyway. Send them off to work in the trades, and enjoy your shiny perfect paint job!

But if you insist on proceeding, despite all my warnings, then go for it! Gizmo came out well. Yes, I can point out all the defects but she passes the 5' test. Hopefully, you can find somewhere indoors to do the work so you can work through the crappy winter weather and enjoy her during the beautiful summer. It's very hard to get a

good paint job outdoors, especially in the yard with all the dust. If it's not dust, its pollen. Or insects... I have heard of people getting around the dust issue simply by buffing out the final coat with 1200 grit paper and then applying wax to return the shine. The problem with this approach is that you need to reapply the wax two or three times a year. The better option, one that I also adhered to, is to pick white for your hull color. Dark colors will show every surface flaw, every brush stroke, every insect imprint. White hides everything!



Gizmo recovered photo: John Thompson

Before you get started, please let me know so I can run out and buy stock in 3M. A little insider information never hurts. You are going to go through so much sand paper, your head will spin. But we wouldn't be working on this project if we weren't all cheapskates. And so we all tend to try

to get our money's worth out of every sheet of sand paper. Get over it! You've already committed to an endless hemorrhage of cash when you started this project. Change the paper frequently! And get the good stuff. New sand paper cuts cleaner, scratches less and wastes less energy. Don't use hand sanding if you can help it for anything less than 220 grit. There are areas that you just can't use a sander on and you'll have to break that rule, but it's a good general rule. And use a sanding block, maybe a flexible one or a curved one, instead of wrapping the sandpaper around your fingers. I also suggest you use disposable gloves while sanding. It preserves your fingerprints. If you don't have a spouse, go ahead and let your fingers get gnarly, prickly and manly. But if you

MERCATO

Restorante

Host of the SSSS Board Meetings

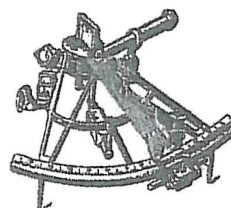
SONYA ANDERSON
General Manager

111 market street northeast #106

olympia, washington 98501

360.528.food (3663)

email - sonya@mercatoristorante.com



SUMMERS

Yacht Services, INC

John Summers

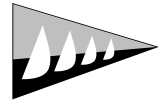
360-561-4214

summersyachtservices@gmail.com

Yacht Management, Outfitting & Maintenance

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do have a spouse, and you have any intentions of romance.... Just saying....

Choosing a paint brand is quite the chore. Prepare to be shocked at the price for good yacht paint. And also consider that a good portion of that paint, probably more than remains on the boat, will end up in the vacuum cleaner after you sand between coats. It's quite painful to empty the vacuum and see \$300-\$400 of paint going into the trash. Two part linear polyurethanes provide a tougher finish with a longer lasting gloss than one part finishes. They are far more expensive and are more exacting in their application. Two part paints cannot be applied over the top of one part paints. They will lift the under coat like paint stripper. If your boat is just gelcoat, then you're good to go. Just spend some time with a good dewaxer before you start sanding and filling in all the scratches. Sand the gelcoat to only 100 – 120 grit for the primer for maximum adhesion, and go to 220 grit when you apply the finish coat. Every paint brand is different, so get over your manliness and read the directions. Or let your spouse do it and actually listen to her / him for once...

Speaking of filling the scratches, don't use automotive Bondo on a boat. It will absorb water even through the paint and eventually crumble. And it doesn't fit the theme of spending endless amounts of money.... Spider cracks in the old gelcoat have to be opened up and filled with putty. If you simply paint over them, they will show up immediately through the new paint. Your common can opener, the old fashioned kind, is perfect for scratching open the spider cracks. Every good shop, and even most not so good shops, have can

openers. Don't forget your safety equipment. If you can't afford a good respirator, don't even get started. Yacht paint rots brain cells even faster than the boob-tube.

The boat really needs to be stripped of gear before you paint. It's a good time to reseal all the fasteners especially around the windows, and those winches probably haven't been greased in the last ten years



Gizmo just before relaunch photo: Sue Willis

anyway. Tape what you must, but it's very hard to do a good taping job so that it doesn't show. And never leave masking tape on a boat for more than a couple of weeks if it's indoors and a few days if it's out of doors.

Use only brand new, good quality masking tape. Lighten up and spend some money! After all, you already spent \$350 per gallon on the paint!

If you have the ability to spray the boat,

well this article probably doesn't apply to you. Spraying in an environmentally controlled paint booth results in a very professional finish. But you can't afford it. No problem. You can get fairly good results using the roll and tip method. At least it's good enough to pass the 5' test. But you'll need to sand every coat between coats so that you are always applying the next coat to a perfectly smooth surface.

This is where at least half of your expensive paint ends up in the vacuum. I ended up applying at least three coats of finish coat on Gizmo, of which maybe one coat plus a little bit remains. It's really frustrating to sand between coats and end up sanding through the previous coats all the way to the gelcoat. Choose a low-nap high quality roller and apply paint to a very small area (maybe 3' x 3') in both vertical and horizontal strokes to make sure you have complete coverage. Apply the minimal amount of paint possible to cover the area, and don't use brushing thinner.

You'll get sags and runs. Then take a foam brush and very lightly run the tip over the paint knocking down any remaining stipple from the roller. I like to do the tipping horizontally. Have plenty of

Squaxin Island Race December 12

Transition/Spiff were the RC Boat. Thank you.

| Place/Points | OA Class | Sail No. | Yacht Name | Yacht Type | Rating | Finish Time | Correctd Time |
|--|----------|----------|----------------|------------|--------|-------------|---------------|
| A CLASS Start Time: 10:05 Distance: 20 nm | | | | | | | |
| 1 | 0.75 | 73392 | BODACIOUS | BENE 35 S5 | 129 | 14:17:06 | 13:34:06 |
| 2 | 2.00 | 69399 | FLYING CIRCUS | EXPR 37 | 72 | 14:04:12 | 13:40:12 |
| 3 | 3.00 | 69051 | SPIRIT | BENE 36.7 | 81 | 14:09:37 | 13:42:37 |
| 5 | 4.00 | 87562 | ALTAIR | J35 | 72 | 14:30:59 | 14:06:59 |
| 6 | 5.00 | 18351 | MISS CONDUCT | OLSN 29 | 102 | 14:42:56 | 14:08:56 |
| 7 | 6.00 | 69927 | BALDER II | ERIC 38 | 126 | 14:53:06 | 14:11:06 |
| 9 | 7.00 | 69804 | REIFF | J35C | 105 | 14:52:22 | 14:17:22 |
| 10 | 8.00 | 64985 | LIBERTY | C&C 35 | 123 | DNF | |
| 10 | 8.00 | 79182 | FOLIE A DEUX | BENE 35 S5 | 135 | DNF | |
| S CLASS Start Time: 10:05 Distance: 20 nm | | | | | | | |
| 4 | 0.75 | 79089 | LIGHTLY SALTED | BENE 10R | 96 | 14:22:37 | 13:50:37 |
| 10 | 2.00 | 79 | RUFUS | MEL | 99 | DNF | |
| B CLASS Start Time: 10:00 Distance: 20 nm | | | | | | | |
| 8 | 0.75 | 47914 | KAITLIN | RANC 32 | 168 | 15:03:05 | 14:07:05 |
| 10 | 2.00 | 5421 | EMMA LEE | CATA 30 | 207 | DNF | |
| D CLASS Start Time: 09:35 Distance: 20 nm | | | | | | | |
| | 0.75 | 923 | WHITE RAVEN | CAV45 | 147 | 14:52:55 | 14:03:55 |
| | 2.00 | 50105 | JOLLY RUMBALOW | C&C 34 | 135 | 14:51:10 | 14:06:10 |
| | 3.00 | 39110 | KOOSAH | PEAR 36-1 | 177 | 15:08:26 | 14:09:26 |
| | 4.00 | 427 | DESERT SAGE | CATA 42 | 147 | DNF | |

One D2 boat was out but did not finish: R Time

Yachtfinders/Windseakers Inc

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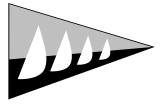
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e-mail: dan@fastisfun.com



foam brushes available. As they get full of paint, start with a fresh one. Sometimes the paint will disintegrate the brush, so you have to exchange it frequently. Always try to work from a wet edge so the next painted area will merge into the previous one. And try not to run out of paint until you get a hard corner like the edge of the transom. That's a good place to hide a paint seam. And when you get a run or a sag, leave it. Trying to fix makes it far worse. After it dries, sand it out and repaint.

I've been asked more than once how I got such a great deal on the carbon fiber mast for Gizmo. The answer is to get lots of bids. I spent a lot of time measuring the existing mast and penciling up a scale drawing of it. Then I simply shot-gunned it out to every mast manufacturer I could find online. The results were all over the place! Aluminum masts from \$5,500 to \$9,000 each, and carbon masts from \$4,500 to \$17,000! Huge differences for the same mast! But if you get lots of bids, then your chances of getting a good one improve dramatically. I bought Gizmo's mast from Forte Composites for \$4,500 (before I jacked the price up with all the options and standing rigging). They are an OE manufacturer for both Melges and J-Boats, plus half a dozen other builders, so obviously the quality is there. Gizmo's mast is beautiful, though if I was to do it over I would order the white finish over the clear coat. It holds up better and doesn't get so hot. Epoxy doesn't like heat. I suggest you measure up your existing mast before you have the misfortune of breaking it. It's hard to get accurate dimensions from multiple pieces.

John Thompson, Gizmo

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.

Letter: The Great International Yacht Buying Adventure

In past issues we were told how Jim and Dee Ann had found their boat, in Canada. They learned the technicalities of buying and importing a boat. They were in the process of a survey when we left them last month



**Squaxin Island Race aboard Balder 2
 photo: Mike Gowrylow**

The boat started to ease out of the slip and soon I had the ability to steer. I remember an instructor telling me that if backing seems to be giving you a better angle to get out, then just keep going backwards. Everyone will think you planned it that way. In our debrief we decided that next time we are in a similar situation we will let go the bow line after the boat starts to move. That way we can control the boat's desire to spin because of the prop walk.

We thought we could cover the next 90 miles in three days of motoring. We set our sights on Kingston and pulled out an hour before the tide. It was Monday.

We contemplated waiting for the office to open so we could go in and ask about getting the night credited to our reciprocal moorage rights, but my oversized neighbor was flying an out-of-town burgee and we figured he probably already had it claimed.

The current was slightly stronger than predicted, but it eventually turned and gave us a 1 1/2 knot boost. Today was to

be the best weather for the trip. The next storm would arrive on Tuesday. The skies became lighter and the breeze continued to pick up as we pressed southward. We made Kingston by 1:00 pm and agreed it was too early to stop. The weather forecast told us that we would be pressing into a 15 knot headwind on Tuesday, so we wanted to go as far as we could. We now had filtered sunshine

and probably 7 knots of north wind helping us along. I say 7 knots, because it had the effect of keeping the cockpit full of diesel exhaust. I know it smells like perfume to some, but I'm still new at this diesel stuff and I wasn't enjoying it that much yet.

We had been reluctant to open the sails before now because the rig gave us some trouble during the sea trial. We had it worked on before the trip, but it was still untested. The constant exhaust smell convinced me that we had enough of a tailwind to keep the jib full, so we rolled it out. Dee Ann was so thrilled to see the sail that she momentarily abandoned her post as the sheet tender and started taking pictures and texting

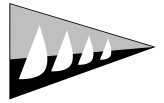
Ditty Bag

1973 San Juan 21 hull #1333. One good set of racing sails, Comes with a Honda 2 horse 4 stroke ob Eazy Loader trailer. Clean titles for boat and trailer in hand. \$2500 obo. Contact Jeff Kloppel at mannygodzilla@gmail.com or (360)

80-48401985 Santana 20 w/2008 Trailer - \$2000 obo trailer has never been in saltwater. Jeff Glandon

Jeff@busybeelawnservice.com 426-1614

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



them to the kids. "Put down your phone, dear. We're sailing! We can send the pictures later!"

The jib came out about the time we could see the Seattle skyline. It stayed out for the rest of the day. Our new target was Blake Island, directly west of Seattle. The wind had picked up to the 10 to 15 knot range and was blowing out of the northeast. We didn't have a dinghy with us, so if we caught a buoy on the lee side of the island we would have no way to make shore to pay for it. And the northeast wind was bearing down on the boat basin in a way that made me think that docking could be difficult and our night might be a little bumpy.

We pulled up the trusty iPad and did some quick navigation calculations. If the current in Colvos Passage wasn't too strong, we could make Gig Harbor with at least 30 minutes of daylight to spare. And if we got lucky, we could stay for free at the public dock. So we pointed the nose down Colvos Passage and followed our jib to Gig Harbor.

I was just a little nervous about Gig Harbor. We have visited in the summer and found it to be quite crowded. It is possible to pull in there and have no room for anchoring and no room at the dock. But I had never been there on a Monday in the winter. Duh! There was only one other boat at the public dock. I walked the

stern up to the dock like a pro and we tied off for the night. This would be our first night on the battery, and it seemed like a nice place to try it out. If the batteries go dead here, I can walk to a service station.

It is a rare event to be the only boat on the public dock in Gig Harbor. This would never happen in the summer.

I checked the charts that evening and calculated that we had traveled 55 nautical miles that day. We used to think that 20 miles was a long haul in the West Wight Potter. We almost tripled that distance today.

We have developed a tradition in our family. We like to end every sailing vacation by motoring head-on into a raging rain storm. Dee Ann goes below and starts cleaning while I take the helm like a true gentleman. But this time she started her cleaning routine a little sooner, before we reached Boston Harbor. "We have a bigger boat now. And it's faster. I have to start earlier."

Budd Inlet satisfied our traditional need for a rain shower. I was relieved to see that the wind was not having much of an effect inside the breakwater at Swantown. We had tentatively reserved slip B-25, but this was our first approach from the water and we weren't sure of the landmarks. Nancy told us to just put the boat in there and then come look her up. Lucky for us we made it in before the office closed. We

hadn't made plans for what to do if we didn't have a gate key!

One more call to the kids and we had a ride home. We paid for the ride with a dinner on the boat.

Greg Horne and Custom Yacht Sales were absolutely fabulous to deal with during the entire process of buying the boat. I would absolutely use him again, if I wasn't done buying sailboats. We didn't pick a yacht broker because we like him. We picked a broker because he had the boat we wanted. We got real lucky and discovered that he not only had the inventory we wanted, he was a great guy to do business with. Greg was in a unique position with this sale because the brokerage owned the boat. So we weren't just dealing with the brokers. We were dealing with the sellers.

I have equal high regard for Ken Rorison. He is a highly skilled yacht surveyor and the perfect person to have in your corner for a purchase such as this. Ken supervised the repairs and signed off on the glass work before the paint went on. Thanks to his insistence, I now have a hull that is in better-than-new condition.

By the way, the happiest day in a boater's life is not the day he buys his new boat. It is the day he gets it home and ties that last cleat hitch on the home port dock. Home!

Jim Laesen



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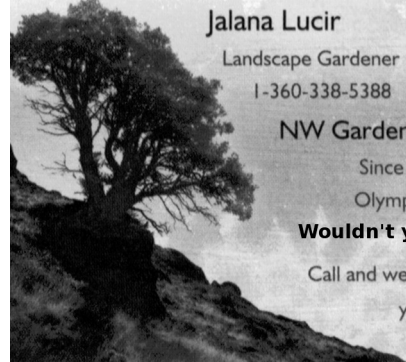


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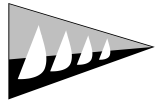
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SSSS Sailors are AWESOME!

It is hard to believe that it has been 9 years already of the SSSS December Thurston County Food Bank Fundraiser. Each and every year SSSS sailors do not disappoint, and raise more money than the previous year and donate copious amount of food to the Food Bank. This year we gathered 400 pounds of food. Also this year we set another new record in money raised by the Decorated Wine Bottle Auction and your generous donations. When the tally was complete, I couldn't believe my eyes. The total you gave was \$11,250!!! More than double our previous record set just last year. You should be proud that you helped make the holiday season better for many families, by showing the compassion to donate you the time decorate a wine bottle, or have the winning bid on a wine bottle, or giving that donation of food or money. South Sound Sailors are truly awesome.



The beautiful "Vanna" Black and "Vanna" Walker show the crowd what they could win at the December Meeting Photo: Marvin Young

Hoping your holiday season is joyous and that the new year brings all that you hope.

**Don Waterhouse,
McSwoosh**



who wants to say: The December SSSS wine auction brought in an astounding \$11,000 with the top bottles netting the following proceeds: Eiffel Tower - \$475, Jim Findley's Gingerbread Mansion - \$450, the Wolfhaven box and the driftwood mermaid - \$375 each, the Beachcomber Sands - \$325 and the Cabernet Cabriolet - \$300.

Other photos by Vicky Sheldon
Photos of all the bottles, by Vicky, are on line



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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

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

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PHRF Handicapper Rafe Beswick (360) 888-9844

D Class Handicapper Richard Bigley (360) 357-6139

The PHRF Sailing Instructions are here Amended as follows:

Replace SI 7.1 Starting with:

"Races will be started in accordance with Racing Rule 26 with class starting sequence in accordance with race instructions and as summarized in the following table. The starts will be indicated with class flags and may be announced over VHF 72 for those races where radios are required"

12.1 Communications To the end of the first sentence add: "except to acknowledge a notice of withdrawal or in response to an emergency call"

Add a 22.4 to read as follows:

"When required to have a VHF radio aboard, competitors are required to monitor Channel 72 whilst racing and ideally dual monitor VHF Channel 72 and 16 if scanning is available."