

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 47 Issue 4

December 2017

www.ssssclub.com

December Meeting: Potluck and Decorated Bottle Auction

Just a few more shopping days until Christmas, and even fewer until the Decorated Wine Bottle Contest and Auction! December 12 is the date for our annual Holiday Potluck. Doors open early at 1800 for Happy Hour, and the potluck line starts at 1830. Bring your favorite main dish, side dish, salad or dessert to share...

And don't forget to bring your checkbook for the auction! After the meal we will auction off the wine bottles. All proceeds go to the Thurston County Food Bank. We will be accepting donations of cash and food in addition to the auction results. If you haven't already, open up that arts and crafts cabinet



Herron Island Race photo: Robert Kedenburg

and tap into your inspiration to decorate a bottle for the auction.

If you are needing some last minute gifts for the sailor in your life, we will be drawing numbers for fabulous door prizes never before offered at a Meeting. You must be present to win. So mark your calendars and come celebrate the season with your sailing friends. We'll see you there!

Mary Campbell, *Sonrisa*

Parking in the club house lot is for OYC members only. There is free parking on the street.

Commodore's Corner: A Sailing Couple's Story...

The SSSS is looking ahead to our 50th Anniversary, but I got to go back 50 years recently when Steve Lewis and I were lucky enough to spend an afternoon with Betty and George Hansen, Members of the SSSS since the beginning. Maybe you're a little like me: newish Member who attends the Meetings and you casually notice the elderly couple who sit in the front row, arm in arm. You wonder, who are they and what is their story? How are they related to the South Sound Sailing Society? Other people knew them but as a newish Member, I hadn't met them. As the Commodore, and a lover of history, I decided to change that and reached out to them by e-mail asking if I could talk with them about the early days of the SSSS.

The adventure began when I received instructions from George to visit their Gull Harbor home; his careful directions were an early sign of his engineer training. The drive through the tunnel of trees was spot on; a lovely gateway where we were about to be transported to another time. I liken it to visiting the "old growth sailors" of our Club, but unlike the old, sturdy cedars or Doug fir, these "old growth" sailors can tell us stories. They were there when it all began for SSSS.

Before the stories flow, a warm welcome and tour of the property ensues. What is first obvious, is that this is a couple who thrive on self-sufficiency, evidenced by a large, well

SSSS Needs YOU! : Junior Sailing Report : Duwamish Head Race

Happy Holidays



Vashon Island Race,
TYC

December 2

Southern Sound Series Race 1

Lighted Boat Parade,
OYC

December 2

General Meeting
Holiday Potluck
December 12

Visitors Welcome

Doors open at 1800, Eating starts 1830

Hope Island Race
December 16

Board Meeting
January 2

Duwamish Head Race,
TTPYC

January 6

Southern Sound Series Race 2

General Meeting
January 9

Visitors Welcome

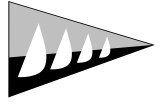
Doors open at 1830, Meeting starts 1900

Dues Due

Still just \$45,

\$80 with Race fee

Or this is your last S-t-S



organized shop larger than their living space. Or, just maybe, the shop *is* living space. It comes alive as George lowers, through a system of pulleys and weights, a railroad model he's fabricated and continues to work on: a complete scene of the 1950's with tunnels, storefronts, and small working machines. In the corner, a lit firewood stove makes the shop perfectly cozy. I glance around the shop. I'm surrounded by the evidence of a master craftsman who has spent a lifetime using tools. He's quick to say Betty was his helper, deflecting any sort of credit.

Up near the ceiling is an original SSSS burgee, faded w/ time but still hoisted high. Sailing awards and memorabilia are interspersed throughout, along with a library of books, tools, and the artifacts of a rich inner and outdoor life. George takes us on a walk and encourages us to meander down to the dock where his sailboat is moored. They haven't been out on her for 3 years, but she's a steady presence, even when their own legs are growing unsteady. He soon meets us with a motorized cart, re-engineered to carry wood or people up the steep hill. He casts a rope tow out and gently pulls Steve and me up the hill but only after loading a few pieces of firewood for the comforting fireplace. We see the garden, "Betty's playground" where she has spent many a day coaxing the soil and tending to the vegetables. Even in the garden, there are signs of George's woodworking skills, cold-frames that open easily, and vents to help control the amount of airflow.

Now, the weather becomes drizzly and we decide to go inside. The main room is filled with George's handiwork: hand-distressed wood floors from wood felled on their property, homemade furniture, door-handles hand made. Windows that confuse the interface between the indoors and outdoors. A vast forest fills the large windows and the air is as fresh as mountain air. We gather at their table, and I want to know these people, really know them.

We hear how the two of them met, George visits a dentist in the late 40's, as in last century, and Betty is working as a dental assistant after completing business college. She places a bib on him and asks him, "Is that your shiny red motorcycle

outside?" He replied, "Well yes, it is." Later, he asks her if she'd like to take a ride on it and Betty says yes. George says Betty, "kept him on ice" for three weeks because Betty wasn't available the first and second weekend, but she'd accepted for the third weekend. Off they went and they never looked back.

He had just returned from a year in the Navy where he'd been on a tour of the Pacific. The Navy had a deal whereby for 52 weeks a veteran could earn 20 dollars a



photographer unknown
photo to right: Joy
Johnson

week so George took a year to lay low. Betty was renting a room at a boarding house and the woman proprietor encouraged Betty that George should attend engineering school at UW. They married and soon after moved to Seattle where George began his civil engineering education while Betty worked.

George says of those days that they had "never worked so hard, for so long, for so little money." It often seemed that all of the other classmen who were not in the engineering school were off skiing in the mountains, and he'd be there at the kitchen table, studying away. They'd pray for the evenings or weekends to come so they could go out on their old "flattie", a plywood, flat-bottom, 18 ft. boat with a dagger board and rudder and cotton sails, anchored in the slough near UW. They'd throw the sailbags over the fence, climb over, jump on, and off they went. Sometimes George would manage to sail to Kirkland and back before Betty would get home from work! If Betty was lucky, she'd get home in time to sail along.

George describes the sailing, "It was a nice close reach. And hiking out on the rail, you'd see the centerboard and when it started to vibrate, you'd know you were cookin'." Graduation came and off they went, two kids in tow, to Olympia where George had accepted a water pollution engineering job, making over \$300 a month!

They ran across an ad in the local Sea Magazine that asked if there was anyone interested in racing their sailboat in the south sound and when they got their boat in 1967, there they were, gathered at what is now the #5 dolphin. Someone yelled "go" and off they went, usually 6 or 7 boats. They'd race up and around a moored log in Coon Cove on Squaxin Island. Race results would arrive via a ditto sheet but only if you had sent a self-addressed envelope.

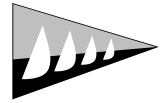
These were the early days, before the SSSS, but gave birth to the idea that there should be a sailing club, free from the perceived elitism associated with yacht clubs at that time. Sailing should be affordable and about sailing, not fancy boats. George even volunteer to make boat parts for people and Gudenuph

Boatworks was born, All because he felt strongly that sailing should be possible for everyone with an interest and if a little boat part kept you from doing it, by George, he could make it!

George recalls that the SSSS was organized by a meeting over a kitchen table and started meeting in people's homes. Cruising and racing were equally popular. There was the shared goal of just getting out on your boat. They'd cruise up to Squaxin Island State Park and it was bring your own stuff. They'd raft up at many areas in the south sound. One particular memory was rafting in Eld Inlet and the boats were rafted up in a star configuration for ease in leaving and plus it made it easy to hop on other boats.

They'd have potlucks and dinghy races and families were welcome. Camaraderie was the spirit of the Club. Betty fondly recalls the friends they made, not races won. Even now, they consider themselves





the unofficial greeters at the SSSS Meetings.

George gives me his logbooks, all of them, to have a look. Logbooks covering from the 1960's through to 2005 or so, covering their vessels *Tinka* and *Vela*. Reading their entries, many done in calligraphy, are glimpses of the earlier days of South Sound Sailing without GPS and other modern equipment. George hand figured all the tides and did regular compass checks, and made meticulous records of engine specs and adjustments made underway. Most importantly, they serve as a record of avid sailors in our local waters for 50 years!

They mention that they once went out the Strait of Juan de Fuca, took the big left turn and set a course for San Fran but then remembered they needed to mow the lawn, so back they returned. I've often let myself be wooed by the need to go offshore, but George and Betty spent their entire sailing lives content with the Pacific Northwest waters, from Olympia to Desolation Sound. Places like Poulsbo, Port Madison, TYC were favorite stopping grounds. The Tides Tavern dock in Gig Harbor. One year, Betty and George were in Port Orchard and their jib halyard had fouled aloft so Betty climbs up the 50 foot mast and it was their 50th wedding anniversary! They chuckle as they recall later getting on a local bus and riding it the entire route to see the area, compliments of the bus driver who treated them.

We talk about other SSSS details like the origins of the Toliva Shoal Race, it started as a race to Anderson Island, and what is was like sailing with Bill Maclean (He was a real "engineer type" who did things by the book...the Maclean Memorial Race is named after him).

There are so many aspects to our Club that are easy to take for granted but hearing our history makes me more grateful to the early Members who planted some seeds and now we're all harvesting the bounty which is SSSS. George tells me about the annual dinghy race, the Race to Somewhere, a race that Jim Findlay thought of to give the dinghy racers another location to go instead of just racing near Hearthfire. The dinghies race to Gull Harbor, enter the bay, and have a potluck before returning home.

This summer, George and Betty will have their 70th Wedding anniversary, so it'll be quite the day for them to see all the dinghies below their home in Gull Harbor. And, with any luck, we're going to be there with our dinghy!

It's time to say our goodbyes, I have the logbooks in hand to pour over at home, and I'm filled with gratitude for the opportunity to talk with our SSSS treasures, George and Betty Hansen. This holiday, remember the elders in our Club; they represent the Club's foundation and we owe them a debt of gratitude.

Joy Johnson, *Folie 'a Deux*

Thurston County Food Bank Fundraiser Reminder

It's that time of year for the December Potluck fundraiser benefiting the Thurston County Food Bank. It is through your kind donations and bidding at the Decorated Wine Bottle Auction, that you have raised tens of thousands of dollars and donated much needed non-perishable food over the last eight years! It is through your participation in this event that you can do so much good for our community.

Remember to bring non-perishable food items, an open heart, as well as an open checkbook to help make this worthy event grow bigger and better each year. Please come and enjoy the company of your fellow sailors and have fun supporting the Food Bank. Thank you for your support.

Don Waterhouse, *McSwoosh*



Decorated bottles 2016, close ups on line should you need ideas photo: Steve Worcester

SSSS Needs YOU!

SSSS is a volunteer-run organization. We depend on our Members to step up and help with the administrative and logistical tasks that keep the club vital. If more people pitch in, there is less work for everyone.

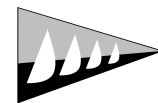
Right now the board is working with two vacancies and an impending third. We had no volunteers for the Cruise Chair position in May, so we are counting on Members to volunteer as hosts for individual Cruises. Because we have not been able to find a host for the Thanksgiving Cruise, we have canceled that event.

Our elected Secretary had to withdraw due to family obligations, so Mike Buffo agreed to serve a *fourth* term. While we love having Mike aboard, we know we cannot expect him to stay indefinitely. This is a good time for a Secretary to come aboard because the new web site has significantly reduced the tasks for that position.

Finally, Steve Lewis has been doing a yeoman's job of getting the books in order and preparing them for our first filing with the IRS. This has required far more time than anyone expected, but once we get everything squared away, maintenance will be much easier. He has asked that we begin our search for a new Treasurer now so that we don't end up with an empty position in the spring.

Now in my third year on the board, I can honestly say that it has been a very positive experience. I've gotten to know many more people in the Club, and to help move the Club in some positive directions. I feel much more engaged in the sailing community as a result.

So, if you are interested in seeing SSSS continue as a vital part of our boating community, please consider serving a year or two on the board. The board meets once a month September through June on the first Tuesday of the month. We've done a lot of work to streamline the responsibilities in the last



couple of years. If you have questions about specific positions, please contact me at pastcommodore@ssssclub.com, give me a call at (360) 491-8990, or pull me aside at a Meeting.

We could sure use your help.

Mary Campbell, *Sonrisa*

Southern Sound Series, Duwamish Head

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 may be found in the January 2019 Ship-to-Shore and on the SSSS web site.

The second race of the four-race-series is Duwamish Head 6 January 2018. 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 canceled/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.

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 canceled. It finally came. Several boats hoisted a small jib and started the motor-sail back to the Tacoma Yacht Club. Aboard *Koosah* we were still 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 than too much wind. You still must show up at the starting line, just in case the wind fills in. When it doesn't it

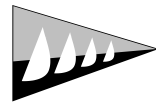
often becomes a floating party as boats start rafting up and talking about the latest Seahawks game. A plus for no wind is that Jan Anderson can really focus her camera on a stationary boat and get the entire crew in the photo!

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! This year reservations have been made for twenty SSSS racers. 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! There is ample parking with the new parking lot, but the remediation action for the smelter peninsula is still on going. 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-fifth 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 warn 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*

RC Report Our Shared Interests on the Water

The move from summer buoy races to winter's longer races, and another boat purchase, caused me to reflect a bit on everything South Sound Sailing. After simply crewing on a PHRF boat, Dave Knowlton's *Koosah*, for a couple of years, my wife and I took the plunge and bought a boat that was reasonable for both racing and cruising, and joined the South Sound's PHRF racing fleet. We've enjoyed several years of racing and have slowly invested in the boat chasing those better finish places. If you've read Jim Lynch's book *Before the Wind*, you'll get a chuckle at the efforts boat owners make chasing those better finishes. It's a great read by the way and based in Olympia, but I digress. We've also had some wonderful cruises up north and have buddy-boated or joined SSSS Cruises. As we've become more involved with the sailing society we've not only met many truly amazing people, but we've also seen how many of those folks have multiple interests in sailing at many levels.

There are those racers who rarely or never cruise, but we've found many who enjoy cruising *and* racing, using their race boats in many ways. Similarly, we've seen those whose main interest is cruising but still love to come out for races to enjoy the comradery, friendly competition, and to hone their sailing skills. As the saying goes, if there are two sailboats out, the race is on! Attend a cruise and you'll likely be surprised to see racers along as well. We all enjoy a good party.

Somewhat of a surprise to me was the number of Members, whether boat owners

or crew, who love to simply be on the water and participate in the variety of Club racing at all levels. I was lucky enough to be asked by Catherine to crew on her *Star, Sparkle*, for a Black Star Regatta and a few Monday night races. Joining Catherine on her boat was a blast, but boy is that boom *low!* As we raced, I saw a lot of familiar faces from PHRF racing. Stars were different, at times seeming like bumper boats, but the shared joy of sailing across the water was the same, though admittedly a bit wetter.

Now with a new to us *Tasar*, we'll get to know more of the dinghy sailors in the

divisions dissolve as the various segments of the Club come closer together as we address the financial realities.

This further melding of Membership interests may be advanced by a Bill Sheldon suggestion. Though only in very early stages of discussion, Bill proposed that we consider having a series of simple, summer "non-races". These might be on Tuesday evenings, open to everyone, we won't worry about ratings or finish places, and no race dues. They would have a relatively short time frame and perhaps an after-sailing get together; a relaxed way to simply get out on the water with fellow

sailors to enjoy the long daylight hours.

All in all, we are all sailors. If you have an interest in any of the other activities of the Club, check out the many options for you as crew. You'll find that though we may have different initial interests, there are lots of ways to expand your sailing experiences. Sail On,

**Jeff Johnson,
Folie `a Deux
& now *Tasar 566***



Herron Island Race

photo: Peggy O'Brien

Club. I'm sure there will again be a lot of overlap with PHRF and Stars as well as new faces. With this move, I'll be going back to my roots in sailing, teaching newbies to sail a dinghy. This will be a new experience for Joy as she has never sailed a small tippy boat. Our first capsized will be, as I like to say, "interesting", though that is part of dinghy sailing. Joining in on the Thursday night races will show us both another aspect of SSSS sailing and racing. We look forward to the new challenge.

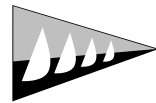
All of this simply shows the range of sailing available within the Club and both the diversity of individual interests and also the overlap of interests between different kinds of sailing. At times it may seem that the Club is divided into different groups, cruisers, PHRF, Stars, and dinghies but from my perspective it is clear that there is more overlap of interests than divisions. As the Club proceeds with the IRS filing, we hope any perceived

Cruise News

HALLOWEEN CRUISE

Friday's winds were predicted to be the Northeasterly, 4 to 5, fluky, don't bother sailing winds, so when I rounded the north end of Harstine Island into 10 to 12 knots from the South with whitecaps here and there I was more than pleased. I had a great sail down Case Inlet to about Pt. Wilson and then the wind dropped to light to nonexistent and I motored the rest of the way around Devils Head and up to Longbranch.

I arrived about 1530 to find the Docks about 2/3 filled. Shelton Yacht Club usually shows up at a Cruise on Thursday afternoon or Friday morning. I guess most of them are retired, There were a lot of very large powerboats and a few sailboats but they had grouped themselves together nicely and there was lots of room left. After coming into the dock without any mooring lines ready, boy did I have a red



face, I eventually got secured to the dock, broke out the rum, and celebrated another long and arduous voyage successfully completed.

John and Fran Thompson, and Linda Shrum and Mike Ashford from Shelton were all hard at work decorating the covered area into a Halloween extravaganza. By 1600 we all had put away the coats and were down to shirtsleeves. The weather couldn't have been better for this time of year. About 1730 to 1800 we had a light potluck with lots of chitchat and getting to know each other.

Saturday dawned foggy and chilly but by noon the sun was out and again the temperature climbed to shirtsleeves level and people were taking the tour to the wine tasting, carving pumpkins, hiking, and generally relaxing.

The potluck started about 1800 attended by many strange looking people and things. After the dinner, the prizes for best pumpkin, best costume, and best decorated boat were given out. Next came the Game of Clue. Dick Tracy, John Thompson, led us through the game and to the winners. They correctly accused Captain Mustard, Joyce Mercury, of the murder using a belaying pin on *Summer Breeze*. Thank you John for a fun night.

Sunday morning we had a great breakfast of omelets with your choice of ingredients made by the Shelton Yacht Club and Rod Tharp's world famous Belgian Waffles made with the help of his SSSS waffle making crew. Since most people had to go through Dana Passage, and a lot through Hammersley Inlet and the flood current was peaking around 1130, there was the usual Sunday morning scramble to get packed up and leave.

What a great weekend and thank you to the Shelton Yacht Club for a great joint Cruise.

Jim Findley *Night Wind*

Junior Sailing

"Everything can be found at Sea according to the spirit of your Quest." Joseph Conrad
from *A Personal Record, 1912*

Happy Holidays to everyone, the winter rains are upon us and we have plans in the making for spring and summer sailing program while doing repairs, repairs, and more repairs. As always we have partnered with Olympia



Olympia Junior Regatta

photo: Mathew Dunning

Parks and Rec for the summer sailing classes. Our middle and high school programs start back up in February when there will be more light in the afternoon to sail after school.

We have had several good wins this year in regattas with a final culmination of *five sailors going to Nationals* in St. Petersburg Florida in November. I don't have the final tally of how they did at the writing of this article, but we will inform you at the beginning of the year. Qualifying for nationals is a first for our program! Sarah's leadership, coaching and helping our sailors focus on learning and enhancing their sailing skills has paid off! Kudos to Sarah and her team for all their hard work and thanks to everyone who has made it possible.

We will be putting on a *smaller version of last years dinner auction on March 3*. We are looking for someone to take the lead as head chef or fundraiser lead. We have a high school parent willing to do one or the other, but not both! So if you are experienced at either and would like to help out *we need your help*.

We also need auction items for our fundraiser. It will not be a live auction this year, but we will still have fun with doing a silent auction for items donated from members

and local eateries and businesses. We will also be doing a paddle auction for those who don't get the highest bids on auction items. There will be plenty of ways to donate to the program!

And Thanks. As we approach a new year we want to thank everyone who has helped us realize our successes. The Committee has worked hard this year to work with a long range planning committee and offer clear and concise info on questions everyone has regarding our

programming, budget and organization under OYC bi-laws.

We are trying to help our young sailors develop leadership and social skills as well as sailing skills. I have had many adult students mention that when they buy a boat, they will certainly become members of one of our clubs, both OYC and SSSS. Let us welcome any interest in enlarging our boating community here in South Sound as we approach our New Years celebrations.

Enjoy the holidays with your families and loved ones. Best wishes in the New Year!

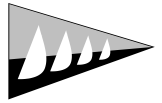
Mary Fitzgerald,
Sailing Education Committee Chair OYC

It's Your SSSS

I keep saying this rag is best when you, our Members, contribute articles and photos. With your help, it can be the best newsletter on the Sound. The same is true for the Club as a whole. And right now we could use your help.

We need more, new, Members and Members are our best recruiters. Spread the word. And as Mary writes in this S-t-S, we are also short officers. Think about getting involved. It is your Club. It is only as good as you make it.

Steve Worcester, Star 6932



Herron Island Race November 4

Cheap Thrills was the RC Boat. Judy V was the mark boat. Thank you.

| place/Points | OA/Class | Sail No. | Yacht Name | Yacht Type | Rating | Finish Time | Corrected Time |
|--|----------|----------------|----------------|------------|----------|-------------|----------------|
| A CLASS Start Time: 10:05 Distance: 24.5 nm | | | | | | | |
| 4 | 0.75 | 73392 | BODACIOUS | BENE 35 S5 | 129 | 16:51:44 | 15:59:04 |
| 6 | 2.00 | 69399 | FLYING CIRCUS | EXPR 37 | 72 | 16:37:44 | 16:08:20 |
| 10 | 3.00 | 87652 | ALTAIR | J 35 | 72 | 16:51:24 | 16:22:00 |
| 11 | 4.00 | 79182 | FOLIE A DEUX | BENE 35 S5 | 135 | 17:18:53 | 16:23:46 |
| 13 | 5.00 | 64985 | LIBERTY | C&C 35 | 123 | 17:26:19 | 16:36:06 |
| S CLASS Start Time: 10:05 Distance: 24.5 nm | | | | | | | |
| 1 | 0.75 | 82 | MCSWOOSH | 11M | 66 | 16:06:58 | 15:40:01 |
| 2 | 2.00 | 1005 | SILVERHEELS | SYN | 54 | 16:04:20 | 15:42:17 |
| 3 | 3.00 | 50921 | REDLINE | ANT 27 | 90 | 16:20:20 | 15:43:35 |
| 5 | 4.00 | 79089 | LIGHTLY SALTED | BENE 10R | 96 | 16:47:29 | 16:08:17 |
| 8 | | 12 | PAX | | -10 | 16:11:17 | 16:15:22 |
| 9 | 5.00 | 10115 | ZIG ZAG | TART 101 | 75 | 16:49:57 | 16:19:20 |
| B CLASS Start Time: 10:00 Distance: 24.5 nm | | | | | | | |
| 7 | 0.75 | 59687 | STRATEGY | EVE 26 | 183 | 17:21:05 | 16:06:22 |
| 12 | 2.00 | 47914 | KAITLIN | RANC 32 | 168 | 17:30:06 | 16:21:30 |
| D CLASS Start Time: 09:35 Distance: 20.8 nm | | | | | | | |
| 0.75 | 39110 | KOOSAH | PEAR 36-1 | 177 | 16:56:12 | 15:54:50 | |
| 2.00 | 28314 | XPRESSION | C&C 110 | 91 | 16:40:42 | 16:09:09 | |
| 3.00 | 50105 | JOLLY RUMBALOW | C&C 34 | 135 | 17:04:51 | 16:18:03 | |
| 4.00 | 427 | DESERT SAGE | CATA 42 | 147 | DNF | | |
| 4.00 | 2222 | PENOZIEQUAH | NEWP 31 | 231 | DNF | | |
| 4.00 | 29718 | MARANATHA | RANC 33-1 | 177 | DNF | | |

Crew Awards at the November Meeting

Herron Island Race : Justin Hinchcliff, *McSwoosh*, S Class
and Scott Walker, *Koosah*, D Class

Fall Series : Casey Jones, *McSwoosh*, S Class

Crew Sheet Crew Wants Ride

Joseph Donnette (206) 637-94161 have a lot of experience. alacrity5900@gmail.com
some basic experience from racing two years ago. Thanks
Flemming Behrend flemmingbehrend@gmail.com
20+- years experience in SS sailing. Looking to join in on
Summer series. davebushnell5523@gmail.com
26 years young capable hands, sea legs ready to go. No
passport Nathan_Dorn@hotmail.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.



Clark McPhears on giving Casey Jones a Crew Award at the November Meeting. Justin Hinchcliff behind him
Photo: Steve Worcester

Capt. Rod F. Macaya
Christina B. Macaya
columbiasailing.com
360-772-9135
COLUMBIA SAILING
Crewed Sailboat Charter

Ditty Bag For sale

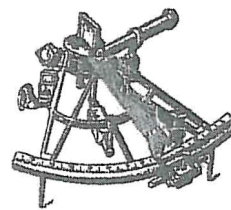
A pair of Schaeffer twin lead blocks for 1/4" T-track Model #: 32-98 never used, still wrapped in the original package, MSP: \$303.90/each Asking: \$250/each - OBO

9' Sailing Dinghy, "Seattle Tender" See http://dinghyco.com/1_2_about.html Superlight she will go on top of a Subaru wagon or haul her onto a sailboat or she tracks nicely behind. Call Wendy or Ken Eklund (360) 866-1554

Air Aquatics Inflatable Dinghy. 8'6" X 5". Well-used but no leaks. Oars, inflator, hard-panel floor, tow rope. Also, **Wacco Coolmatic** 12/24 volt boat frig., top-loading, with minor refrigerant leak (repairable). Other small items. Everything for \$100, or we can negotiate. Ken Yeo, theyeosolywa@gmail.com, (360) 943-5244

Ranger 32 Kaitlin Price \$19,900. Fast racer, comfortable cruiser and clean as a pin. Yachtfinders/Windseakers, Dan O'Brien at (831) 247-6162 or dan@fastisfun.com.

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



SUMMERS
Yacht Services, INC

John Summers
360-561-4214

summersyachtservices@gmail.com

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



Yachtfinders/Windseakers Inc

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

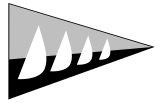
Cell: **831-247-6162**

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com



Herron Island Race
photos by
Robert Kedenburg

More photos, by Robert and many others, on our web site. See the Galleries or the photo links with the S-t-S.



Take your camera sailing



Squaxin Island Race November 18

Seaquel/Transition was the RC Boat. Thank you.

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

If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com
Deadline for submissions is the second Tuesday of the month.

2017-18 SSSS Board Members

| | | |
|-----------------|---------------|----------------|
| Commodore | Joy Johnson | (253) 820-2394 |
| Vice-Commodore | Jim Larsen | (360) 481-2269 |
| Secretary | Mike Buffo | (206) 550-6488 |
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PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley

| place/points | OA Class | Sail No. | Yacht Name | Yacht Type | Rating | Finish Time | Finish Time |
|--|----------|----------|----------------|------------|--------|-------------|-------------|
| A CLASS Start Time: 10:05 Distance: 20 nm | | | | | | | |
| 1 | 0.75 | 69399 | FLYING CIRCUS | EXPR 37 | 72 | 15:13:28 | 14:49:28 |
| 7 | 2.00 | 64985 | LIBERTY | C&C 35 | 123 | DNF | |
| 7 | 2.00 | 69051 | SPIRIT | BENE 36.7 | 81 | DNF | |
| 7 | 2.00 | 69927 | BALDER II | ERIC 38 | 126 | DNF | |
| 7 | 2.00 | 73392 | BODACIOUS | BENE 35 S5 | 129 | DNF | |
| 7 | 2.00 | 79182 | FOLIE A DEUX | BENE 35 S5 | 135 | DNF | |
| 7 | 2.00 | 87652 | ALTAIR | J 35 | 72 | DNF | |
| S CLASS Start Time: 10:05 Distance: 20 nm | | | | | | | |
| 2 | 0.75 | 50921 | REDLINE | ANT 27 | 90 | 15:24:19 | 14:54:19 |
| 3 | 2.00 | 1005 | SILVERHEELS | SYN | 54 | 15:24:33 | 15:06:33 |
| 4 | 3.00 | 10115 | ZIG ZAG | TART 101 | 75 | 15:42:20 | 15:17:20 |
| 5 | 4.00 | 79089 | LIGHTLY SALTED | BENE 10R | 96 | 16:01:49 | 15:29:49 |
| 7 | 5.00 | 82 | MCSWOOSH | 11M | 66 | DNF | |
| B CLASS Start Time: 10:00 Distance: 20 nm | | | | | | | |
| 6 | 0.75 | 59687 | STRATEGY | EVE 26 | 183 | 17:56:14 | 16:55:14 |
| 7 | 2.00 | 47914 | KAITLIN | RANC 32 | 168 | DNF | |
| 7 | 2.00 | 69141 | JODY V | C&C 29 | 188 | DNF | |
| D CLASS No Race, no finishers | | | | | | | |