

November Meeting: Clipper Around the World Race: The ultimate community project

What else would you call a project that takes 700+ people from ages 18 to mid-70s, from 40+ nationalities, all walks of life and experience levels, to race 12 identical 70 foot sailboats around the world? That's what attracted Richard Bigley, SSSS Past Commodore, to sign up and train to participate in the last quarter of the 2017/18 race. At the November Meeting, Richard will share his experience of a 4-week Clipper training conducted offshore from the Isle of Wight during the summer of 2017.



"The biggest challenge was to set aside my previous 45 years of small boat sailing, and learn big boat techniques" Richard admitted. "You can get away with impromptu jibes and sloppy winch handling on small boats, when it comes to the Clipper vessels, there is no forgiveness for mistakes. Once you have to turn to the crew of 19 and apologize for a major screw-up, one does not make that mistake again." Since about 40 percent of the Clipper crews have no, or little, experience with displacement boat sailing, the Clipper training course has its work cut out. Richard reports the patience from the professional offshore sailing instructors was saintly, and the rate of learning from all the crew was humbling, especially when it came to managing a 3,330 square foot spinnaker. Don't ask about the broach at 18 knots!

Sailing has always been a social experience for Richard. He loved the experience of sailing and living with people from all over the world. Richard is very proud to be crew on the flagship of the Clipper around the world charity, *Unicef*, fundraising to support the mission to reduce child suffering through aiding in humanitarian disasters, food security and disease prevention. Come hear about Richard's training experience and the history of the Clipper Round the World Race at the November Meeting.

Richard Bigley, Jolly Rumbalow

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

Commodore's Corner:

I am not a native Olympian, or Washingtonian for that matter. When I moved here from the east coast in 1991, my friends asked me why I would voluntarily leave the sun behind and head towards the dark and dreary Pacific Northwest? The common question I encountered was, "Who would want to move there? Nothing happens there..." Twenty-five years later and it's a different story. Turns out, now everyone wants to move here and not just to Seattle. Little Olympia is dusting herself off and opening her doors to welcome more people than most cities in America, making it one of the fastest growing cities in the US, according to the latest census report.

**Herron Island Race
November 4**

**Board Meeting
November 7**

**General Meeting
November 14
Visitors Welcome**

Doors open at 1830, Meeting starts 1900

**Star Meeting
November 16
1800 Westbay**

**Squaxin Island Race
November 18**

**Wine Tasting Cruise
November 25**

**Vashon Island Race,
TYC**

December 4

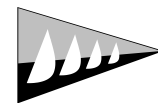
Southern Sound Series Race 1

**General Meeting
Holiday Potluck
December 12**

Visitors Welcome

Doors open at 1800, Eating starts 1830

**Dues Due
Still just \$45,
\$80 w/ Race fee**



The signs are all around us in Olympia; new apartment buildings have been built and others planned. New restaurants. Buildings being refurbished. Count on it, like it or not, Olympia is preparing for an unprecedented population growth. What does this mean to the South Sound Sailing Society? It means we have more opportunities than ever before to get the word out about sailing right here, in our own community.

Since 1971, our Club has quietly served multiple generations of sailors. While we started out as a club of racing sailors, we're becoming a more diverse group that includes cruisers, live-aboards, weekend sailors, dreamers, and learners. We, too, will experience growing pains, and joys, as we learn how to provide access to newcomers, some of whom have never spent a day on the water, but want to. It isn't enough to throw our doors wide open and have people fend for themselves. We need coordinated events and opportunities to introduce people to the richness of the local sailing community. We need your help more than ever before.

It's worth repeating that this club is 100% run by volunteers. That means every event, every meeting, every race, everything we do has volunteers behind it to make it happen. Do you have ideas to help share the value of a South Sound Sailing Society membership? The little club that started in 1971 is now a sailing institution in the South Sound and where we go from here depends on all of us. And, it seems, there may be many more of us in the years to come. E-mail me at commodore@sssscclub.com if you have some ideas to share.

Joy Johnson, Folie 'a Deux

Southern Sound Series Winter Vashon

Less than thirty days to go and the 2017-2018 Southern Sound Series starts with the Winter Vashon Race on Saturday 2 December.

Hosted by the Tacoma Yacht Club, the 30 mile race circumnavigates Vashon Island, starting and ending near the TYC Clubhouse. Some years the course is clockwise around the Island and other years it is counter-clockwise. One year when it was counter-clockwise, several younger sailors called in asking for

Much has happened since last year! Contractors are still working on the remediation effort for the Asarco slag pile! The parking area for TYC has been completed and there is ample parking for all. There is enough moorage for all the racers. TYC will have members guiding you to an open slip. There is also a new lift should you wish to trailer your yacht.

For the racers:: Detailed information, Notice of Race and Sailing Instructions may be found at www.ssseries.org

Be sure to check the Winter Vashon NOR and SI as well as the Series NOR and SI!

Know your class and start time. Sign up for a team Friday night.

The currents always run north up Colvos Passage, but in light winds there is a clockwise current between the south end of Vashon/Point Defiance/Gig Harbor which can turn your boat in circles!

There is usually a mark boat at the north end of Vashon. Should the race be shortened there, be aware of the northerly current! In

light winds several boats have been swept past the finish line on the incorrect side and been unable to return.

The finish is often between the clubhouse and a yellow inflatable mark. The current runs northwest in this area so in light winds you should hug the shore and not get set past the finish line on the wrong side.

Good Luck!

Dave Knowlton, Koosah



Cruise skit at the October Meeting photo by Jeff Johnson

clarification. They were not sure which way to go! They only had digital watches, so the TYC had T-shirts made with an arrow going around the Island in a counter-clockwise direction to avoid any misunderstanding.

The event really starts Friday evening at the clubhouse with a rousing party with food, team registration, and class breaks. This is open to all sailors, even if you are not racing.

Last Call for 2017-18 SSSS Calendars

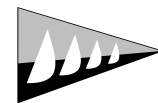
There are five calendars left. When they're gone, they're gone. You can contact me at (360) 878-0353 to reserve one or take your chances at the Meeting.

As always, this 13-month calendar has all the events and activities we can confirm from now until the September next year. Races, cruises, meetings, events. They're all here.

Best of all it's loaded with great photos taken by your fellow South Sound sailors. A special shout out to this year's photographers: Bob Butts; Fran Reisner Thompson, Steve Worcester, Jim Findley, Jonathan Halling, Bill Sheldon, James Jones, and Dan O'Brien. Thanks to Darris Baldridge for a little dinghy love on the cover this year.

It is just \$25 for this high quality and useful calendar. Hang it in your office to share a bit of your sailing life with those you work with or give it a nice spot on your wall at home to keep track of sailing events with room for other activities. It's a nice way to stay on top of Club activities and enjoy great images of south sound sailing all year long.

Thera Black



Cruise News

NOVEMBER CRUISE CANCELED

There was no one to Host it. SSSS does not have a Cruise Chair, the post is vacant. No one stepped forward to organize this Cruise. So it is not happening.

That may well be the fate of other Cruises this year, if there is no one to host them. On the other hand, if half a dozen people each take one Cruise we are covered. Are you going to go to one Cruise before July? Want to make sure that Cruise is not canceled too? See Mary about signing up. Ed.

COMMODORES' CRUISE

The annual Commodores' Cruise was a low-key but convivial affair. It was strange not having the familiar bonfire, but the scarlet orb of the sun, and the overcast skies reminded us of the reason for the burn ban.

Boats attending included *R Time*, *Dreamer*, *Nightwind*, *Summer Breeze*, *Chronos*, and *Isabelle*. In evidence of the SSSS dual nature, Eric Egge and Leanne showed up, and showed off, in his vintage runabout, *Misty*, while Gary and Megan Martin, former Members, made a special guest appearance in their powerboat *Gadzooks M2*. As Cruise host, I came by car. After three weeks listening to *Sonrisa's* engine, I decided she and I needed a break. Thanks to John Thompson and Fran Reisner who helped ferry coolers from my car to the potluck site!

The spit was slender when sailors began to dinghy in, but by the time the food was being served, the waters had retreated and left the dinghies high on the beach. We shared summer sailing experiences and admired the lines of Peter Crosson's recent acquisition, the wooden ketch *Dreamer*, formerly owned by Glenn and Jayne Patrick. Here's hoping we see Peter and *Dreamer* at many more Cruises!

Mary Campbell, *Sonrisa*

OYSTERFEST CRUISE

I left Jarrells Cove about 1100 on Friday morning with a full reefed main and about 2/3 of the jib out and when I got to Case Inlet the predicted 20 gusting to 27 arrived. It was a long hard slog down to and through Dana Passage but most of the time it was "yeh! Bring it on sucker. I'm sick of drifting all summer!!" Then a 27 knot gust would hit and my two hands just weren't enough.

It eased off a bit when I turned the corner at Briscoe Point and had a beam reach up to the north end of Squaxin Island. Another short slog into the



Fall Series Race 4 photo: Dan O'Brien

wind to the entrance to Hammersley. Then I could relax and enjoy the sleigh ride under motor, I don't sail in Hammersley, getting pushed along at 9.8 knots at one point, my usual speed is 5 to 6.

Shelton Yacht Club had a nice slip all saved for me. After getting all snugly tied up I went up to the clubhouse for my beer reward. What a friendly club. You feel like you arrived home to a bunch of family. As usual the potluck Friday night was outstanding. Full and exhausted I hit the bunk very early.

Saturday about 1300 John and Fran Thompson showed up and were escorted to their reserved slip. Diana and I had a memorial we had to go to Saturday afternoon. We got back about 1730 to find that Marvin and Fran had arrived by boat and Mary Campbell and a friend had joined the group by car. We had a nice finger food potluck, they gave out prizes, and we all played Bunco.

Sunday morning Shelton Yacht Club served a fabulous breakfast and with full tummies and lots of "come back again", Marvin and Fran lead the way, followed by me, and then John and Fran out to get on the outgoing sleigh ride. It was a quiet, motor some of the time, sail gently some of the time on the trip home. Quite a contrast from Friday. And I got home in time to watch the Seahawks game and they won!!

Jim Findley *Nightwind*

Star Fleet

The Star Fleet boats may be in hibernation, but the Fleet itself is still awake through the winter. Please join us Thursday, November 16 at 1800 at Tugboat Annies Viewpoint Room for dinner and our fall business meeting. Grab food upstairs and come eat downstairs. Business will begin around 1830. Major topics will be debating the best and worst part of the season, nominating our leadership slate for spring election, and naming a leader for the 2018 Black Star Regatta.

If you are interested in the boats or the Fleet or just want an extra excuse to hang out with sailors, please join us. Hope to see you there!

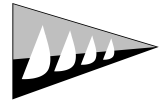
Also, while the BISF finished sailing in August, the Seattle Fleet kept on going for a few more weeks. Congratulations to BISF and SSSS Members Derek DeCouteau and Dave Branch, who placed second and third, respectively, in the Puget Sound Sailing Championship hosted by Corinthian Yacht Club in Seattle in early October. If you happen to be a Member who lives north, that fleet would love you to join them for Thursday night racing next summer.

Catherine Howell

the Evergreen Sailing Society

We are an all student group at TESC with various levels of experience who are excited about spreading the passion for maritime activity and finding opportunities to crew. As parts of our organizational system are still in development I am offering my personal e-mail as a means to get in touch with the society. If anyone is interested in finding crew or getting in touch with the Evergreen Sailors e-mail evanlford@gmail.com.

Evan Ford.



RC Report: How Fortunate We Are!!

Hurricanes in Florida, Texas, and Caribbean, absolute lunacy in Los Vegas. We truly are fortunate. We live in the great northwest, an area blessed without extremes, at least most of the time. An occasional wind storm and a little snow is all we normally have to deal with on a semi-regular basis. This point was brought home recently with the visit by Joy's "little" brother, Doug. He and his significant other, Angie, from Florida, weathered the winds and rains of Irma with relatively minor damage. Joy's dad did not fare as well, marooned at home by flooded roads and a flooded garage. Such events are rare in the NW with only the possible chance of an earthquake, serious but random events measured in hundreds of years. Rather, our day to day lives are lived in a part of the country with spectacular waterways framed by a background of snow clad mountains. A sailor's paradise whether you race, cruise, or simply spend an afternoon on the water!

Such was the treat for Doug and Angie. They joined us for the Fall Race 3, a day that promised to bring the full variety of Washington weather. The day started off in sunshine then a small squall with an easy 8 to 10 kts breeze and a beam reach. Being new on a sailboat they helped tend the jib sheets and with pit duties when the light spinnaker was flying. As we neared Boston Harbor we could see the squall approaching and boy did it. Entering Dana Passage the wind gusted to over 20 and called for a quick spinnaker take down. No sooner then the take down the rain hit, reminding us all what "rain" means in the south east. It rained! Through it all there was a smile on their faces though Angie ducked below in the worst of the rains. Approaching Itsami Ledge we briefed them on boat heal and the meaning of "rail meat".

Rounding the mark and the beat back toward Boston Harbor was a bit of an eye-opener for Angie but she took it in stride with a smile and the camera at the ready. Doug picked the concepts of up wind sailing quickly and was willing to take the helm when offered. What a big smile on his face. The clouds lifter a bit and he was excited to see the mountains, actually Mount Ellinor and Washington. Yes mountains, but pretty tame by Washington standards. Still a view of mountains while on the water, while sailing, with Sis and a group of new friends; what could be much better?

After the reach back to the finish line, Angie took the helm for a few tacks. After a puff and a buried rail with a southern drawl she said, "I guess I'm not a natural like he is!" bringing laughs from us all. The smiles, excitement, and simply the beauty of it all made the day of sailing a pure joy. But the day wasn't over.

Having made it back to the dock and getting sails folded before another rain squall passed through, we introduced them to the

other social side of racing courtesy of Dave and *Koosah*. A few beers, snacks and pass-around foods led to even more smiles and laughter. A simple glance around makes you realize how much the people of this Club bring to each other, even Floridian visitors. Sometimes it's helpful to have visiting out-of-staters remind us of all that we have here in the south Sound. How fortunate we are!

Good sailing and even better friendships to all.

Jeff Johnson, Folie `a Deux

S-t-S Report : This Rag Needs Photos

Take your camera sailing, and send us copies. We can post them, or you can post them elsewhere and send me a couple of the best/favorite to print, along with the link so we can send folks to them. Ed.



Fall Series Race 3

photo: Angie Bechanon

No Discharge Zone

I want to bring to your attention something that might be of interest to the recreational boating sector. The Department of Ecology announced the public comment period for designating Puget Sound a No Discharge Zone to keep human affluent out of our shared waters. Comments are due by

November 30 and there is a public hearing on November 15 at 11:00 in Seattle.

**Rein Attemann, Puget Sound Advocacy Manager
Washington Environmental Council.**

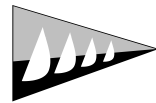
Whether you share his point of view or not, this is how to be heard. Ed.

Fall Series Race 2 September 23

Pax / Transition were the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A CLASS Start Time: 10:30 Distance: 4.6 nm						
0.75	69399	FLYING CIRCUS	EXPR 37	72	14:27:15	14:21:44
2.00	87652	ALTAIR	J 35	72	14:33:14	14:27:43
3.00	69051	SPIRIT	BENE 36.7	81	14:37:57	14:31:44
4.00	64985	LIBERTY	C&C 35	123	14:43:49	14:34:23
5.00	79182	FOLIE A DEUX	BENE 35 S5	152	14:55:31	14:43:52
S CLASS Start Time: 10:30 Distance: 4.6 nm						
0.75	82	MCSWOOSH	11M	66	14:23:00	14:17:56
2.00	10115	ZIG ZAG	TART 101	75	14:40:57	14:35:12
B CLASS Start Time: 10:35 Distance: 4.6 nm						
0.75	1102	FJORD	THUN	195	15:01:09	14:46:12
2.00	3220	CHEAP THRILLS	J 24	186	15:03:33	14:49:17
D CLASS Start Time: 10:35 Distance: 4.6 nm						
0.75	50105	JOLLY RUMBALOW	C&C 34	135	15:12:12	15:01:51
2.00	39110	KOOSAH	PEAR 36-1	177	15:19:30	15:05:56
3.00	51496	PANDORA	CAL 36	183	DNF	

Eagle Island Race was Canceled



Letter: Roller Furling Mains

My wife and I both had lists of requirements when we last shopped for a boat. I wanted something in the 36 foot range. She wanted something newer than 2000. I wanted low engine hours. We both liked the walk through transom. Interestingly enough, she was the one who put the roller furling mainsail on the wish list.

We hear plenty of horror stories about roller furling main sails. And in the three seasons that we have owned one, we have lived through a few of them ourselves. But each time we had a challenge, we learned something. Roller furling is a compromise. We gain a great increase in convenience a time when we put the sails out, and when we put them away. If I am sailing with friends who have a traditional main, I get to roll my main in in about 40 seconds, then sit and watch as my biddies lower their sail, flake it, tie it.... I always try to have a beer in my hand and be smiling at them when they finally finish and look up.

What you loose with a rolling main is performance. Most rolling mains have no battens. In place of a big roach curve on the back of the sail, we have a cutaway leach. If rolling mains do have battens, they are vertical. Vertical battens give you back some roach in your leach, but they can complicate the furling process.

I am no expert in furling mains, but I have learned a thing or two. Here are a few of the lessons we learned the hard way. If you have a furling main, these tips might make life easier for you.

Jamming. The story people like to tell is of the furler jamming with the sail out. People tell me this is why they would never have one. Well, the situation is no different than having your sail track jam with your main all the way up. And in this case it is much easier to fix. There are two immediate solutions: Lower the sail (Yes, you can lower a sail in a jammed furler if it is all the way out.), or clear the jam.

I think our furler has hung up three times. The first time it happened it felt like a crisis. The next two times were routine. In our case, jamming is caused by insufficient halyard tension, too much outhaul tension, or a combination of the two. If I go too far in my attempts to flatten the sail with outhaul, the foot of the sail comes too far away from the mast and hangs up in the mast opening. The easy way to fix it is to run to the mast, pull out on the foot of the sail, and poke the sail back in the slot. Just make a mental note that the next time you unfurl the main you need to add some halyard tension. This will usually prevent the foot from getting so loose that it pops out of the mast slot.

Binding. Binding occurs if the sail is rolled up and you can't get it out of the mast. If everything is working as it should, the

sail should come out with just moderate tension on the outhaul. You should never need a winch to get the sail out of the mast. The process of setting the main is very similar to a traditional setup. The crew pulls on the outhaul until it is as far as they can get it by hand, then they finish it with the winch. If your furling main is not that easy to set, you may be binding.

I have found two solutions that help with binding. The first is to maintain the furler bearing at the top of the sail. In Seldon masts, the bearing comes down when you lower the sail. There are ports in the mast that can be opened to access the bearing. The bearing requires grease from time to time, like every year or two. If you have not tended to this little gadget, it may need some attention soon. My bearing was dry when I inspected it, and furling become easier after it was lubricated.

The second solution has to do with boom height and the topping lift. The topping lift is a line that goes from the end of the boom to the top of the mast. In many cases this is also labeled as a spare halyard. When the sail is powered up by the wind, the topping lift is kind of useless. It trails behind the sail and in many cases just looks sloppy as it swings in the wind. But as soon as you stop sailing and relax the sail, the weight of the boom is on the topping lift.

If the topping lift is in the right place, it holds the clue end of the sail at the proper height for furling. When done correctly, the sail goes into the mast wrinkle free and makes a tight, clean roll on the furler. But everything changes if you are trying to furl your sail and the boom is too low. A low boom makes the top half (leach) of the sail tight, and it makes the bottom foot of the sail loose and floppy. This makes wrinkles in the sail as it rolls up. Wrinkles make the rolled sail get fatter. Enough wrinkles and the sail will bind inside the mast and you will have trouble getting it in or out. So the cure for this binding issue is to adjust your topping lift so the boom does not drop more than a couple of inches when the sail is relaxed. This will keep the clue at the proper height for furling.

To sum it all up, rolling main sails work great, and will be easy to furl and unfurl if you follow these tips: 1.) Lubricate the bearings and maintain them regularly, 2.) Keep sufficient tension on the main halyard, 3.) do not over do it when trying to flatten the sail with outhaul pressure, and 4.) keep the topping lift tight enough to hold the boom in place when the sail is relaxed and not holding up the weight of the boom. If you have a hard vang that can lift your boom, it can have the same effect as the topping lift.

Jim Larsen

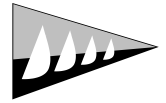
This rag needs sailing stories: stories of cruising, of time in the yard, of races up Sound, of gadgets that make sailing easier, of ... We want to hear from you, our Members.

Ed.



Fall Series Race 3

photo: Dough Brown



Five Stages of Dragging Anchor

(With apologies to Kubler-Ross)

Denial: We can't be dragging. Maybe everything just looks closer at night. Besides, it's too cold/rainy/dark to re-anchor.

Anger: Dammit! I told you we should have put out more rode/bought a bigger anchor/moved to that other spot!

Bargaining: If we put out just a bit more chain we will probably be okay, and we will never go for a 2:1 ratio again! Softly pleading, please, please, please, sweet boat, don't go any closer to that shore.

Depression: Well, that's the end of our good night's sleep. I can re-anchor, or put out more chain, or move to another cove, but I will probably just drag again and I won't get any sleep all night long.

Acceptance: Hey! We're dragging! Let's fix this. Re-anchor. 5:1 scope. Back down hard on it. Set drag alarm. Nighty-night!

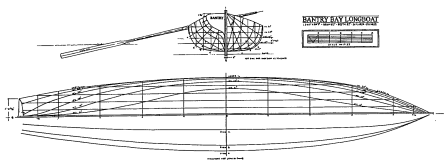
Noreen Light

Chapman will tell you that 5 to 1 scope is not enough, it should be 7 to 1 at least. Yet 5:1 is what folks use here on the Salish Sea. It seems to work.

The difference in scope may come from the difference in what one considers a good anchorage. *Chapman* would consider anywhere in Budd Inlet a sheltered anchorage, anywhere out of the way of commercial traffic. Most of us would look for a little more shelter to anchor and around here we can find it.

You will want to go with the crowd, 5:1. Do you know what is worse than getting up half dressed in the middle of a cold night to adjust for dragging? Getting up half dressed in the middle of a cold night to fend off your neighbor's boat because you swing in a wider circle than anyone else.

Ed.



Junior Sailing, OYC

Heading into the darker months it is important to let you all know that our high school and middle school sailing programs are going well this fall. We have a full contingent of high school and middle school sailors. Our sailors are growing in confidence and in their sailing and leadership skills.

When you read this, we will have just hosted a regatta at Port Plaza on the 28th and 29th of October. At the time of this writing we are expecting about 160 participants, plus coaches, parents, and cheerleaders. Also on the same weekend our own OYC Sailor, Owen Timms, attended the National competition in St. Petersburg Florida.

The weekend of September 30 and October 1, our teams did very well at the Silverdale Regatta. Our own Olympia High School team came in first and the Capital High team came in third overall That is double trouble!!! And we had our first, first place for skipper Ella Hubbard and her crew Zac Cowan. Congrats to all our sailors! Looking forward to more wins and more good sportsmanship along the way.

Our teams are not just winning races, their winning attitudes and hard work should impress all of us, especially when we look at the hard work and dedication they put into their teams. They are out on the water in all types of weather 2 and 3 times per week and spend many weekends sailing competitively,

interspersed with studying, homework and travel. That is a heavy load for our young sailors and they deserve recognition for their efforts.

As November darkness approaches causing shorter day light hours, the sailing teams will take a break until February, allowing all of us involved a much needed breather to catch up, plan next summer's classes, do repairs, long range planning and get ready for our fundraiser in March.

Speaking of Fundraising, we will be selling wreaths and lovely cuddly scarves before the holidays. Wreath order forms are available from OYC members, sailing team members and if you call I can get you one. Call me at 360-250-1230.

We will have the scarves available at our next dinner meeting and are planning another dinner auction on March 3 of next year. Again, our theme will be Boats, Beer, and Barbeque. We will be having a silent auction with great items, great food and beverages, entertainment and stories from our sailing team members. Please save that date!

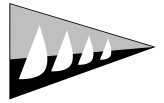
We are looking for new, big ticket items for this fundraiser. If you have a vacation condo you'd like to share, or have ideas for items you'd like to purchase and donate such as lift tickets, boat gear, golf packages, whiskey, and cigars, please let us know. Funds will go towards updating our current fleet, providing scholarships for low income students and general repairs for boats and outboards.

Mary Fitzgerald

Fall Series

Folie a Deux, Pax, Spirit, Maranatha, and of course *Transition* were the RC. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Race 1	Race 2	Race 3	Race 4	Total
A CLASS Races: 1 to 4, 1 throw out * = throw out										
					2 Strt	6 Strt	5 Strt	4 Strt		
1	69399	FLYING CIRCUS	Dave Elliott	72	3	3.00*	0.75	0.75	2.00	3.50
2	87652	ALTAIR	Jason Vannice	72	3	3.00*	2.00	3.00	0.75	4.75
3	64985	LIBERTY	Andy Saller	123	3	0.75	4.00	7.00*	3.00	7.75
4	69051	SPIRIT	Steve Jones	81	2	2.00	3.00	3.67	6.00*	8.75
5	79182	FOLIE A DEUX	Jeff Johnson	135	3	3.00	5.00*	4.00	4.00	11.00
6	69927	BALDER II	Joe Downing	126	2	3.00	6.00*	2.00	6.00	11.00
7	7169	BRILLIANT	Tim DuMontier	90	1	3.00	7.00*	5.00	6.00	14.00
S CLASS Races: 1 to 4, 1 throw out * = throw out										
					3 Strt	2 Strt	4 Strt	4 Strt		
1	82	MCSWOOSH	Clark McPherson	66	4	0.75	0.75	2.00*	2.00	3.50
2	50921	REDLINE	Kyle Reese-Cassa	90	2	4.00*	4.00	3.00	0.75	7.75
3	10115	ZIG ZAG	Aaron Schofield	75	4	3.00	2.00	4.00*	3.00	8.00
4	1005	SILVERHEELS	Tucker Smyth	54	1	4.00	4.00	0.75	6.00*	8.75
5	79089	LIGHTLY SALTED	Mel Schaefer	96	1	2.00	4.00	6.00*	6.00	12.00
5	83179	HE LIVES	Steve Kirkpatric	114	1	4.00	4.00	6.00*	4.00	12.00
B CLASS Races: 1 to 2,										
					2 Strt		3 Strt			
1	1102	FJORD	Eric Egge	195	2		0.75		2.00	2.75
1	4906	URBANA	Frank Newman	186	1		4.00		0.75	4.75
3	3220	CHEAP THRILLS	Paul Paroff	186	2		2.00		4.00	6.00
D CLASS Races: 1 to 4, 1 throw out * = throw out										
					1 Strt	3 Strt	3 Strt	4 Strt		
1	50105	JOLLY RUMBALOW	Richard Bigley	135	4	0.75	0.75	2.00*	2.00	3.50
2	39110	KOOSAH	Dave Knowlton	177	3	3.00*	2.00	0.75	3.00	5.75
3	9906	L'ESPIRIT	Mark Bowdston	189	1	3.00	5.00*	5.00	0.75	8.75
4	51496	PANDORA	Bob Connolly	183	1	3.00	3.00	5.00	5.00*	11.00
4	29718	MARANATHA	Joel Rett	177	1	3.00	5.00	3.00	5.00*	11.00
6	2222	PENOZIEQUAH	Richard Wells	231	1	3.00	5.00*	5.00	4.00	12.00



Movie Review: The Whale

the true story of Luna

As winter sets in, are you thinking of your summer cruising and the B.C. coast? This documentary will take you right back. It opens with shots of an Orca pod in Nootka Sound. The Sound is a beautiful place, beautifully shot throughout the film: mountains, sea, eagles, and Orcas. And it is always sunny in the film Makes me want to go back.

The documentary asks what do you do with a lonely Orca? This question is a much more philosophic than one would first think. How do we relate to an alien intelligence here on our planet? If there is intelligent life elsewhere in the universe, what does this say about our ability to relate to them?

But it is not all philosophy with pretty scenery. It reports on the struggle between various groups of humans over what to do, or not do, with Luna. There is an on the water confrontation

between the First People's and Fisheries. These two parties, and the residents of Nootka Sound, all have different ideas about what is good for the whale. The film presents all views, but leaves the answers to you.

Luna's story is worth telling and they tell it well. It is 85 minutes long and probably available through your local library.

Steve Worcester, Star 6932

Fall Series Race 3 September 30

Spirit/Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A CLASS Start Time: 12:00 Distance: 14 nm						
0.75	69399	FLYING CIRCUS	EXPR 37	72	15:24:08	15:07:20
2.00	69927	BALDER II	ERIC 38	126	15:43:22	15:13:58
3.00	87652	ALTAIR	J 35	72	15:31:44	15:14:56
4.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:49:14	15:17:44
5.00	7169	BRILLIANT	JB 100	90	15:48:31	15:27:31
S CLASS Start Time: 12:00 Distance: 14 nm						
0.75	1005	SILVERHEELS	SYN	54	14:42:06	14:29:30
2.00	82	MCSWOOSH	11M	66	14:52:03	14:36:39
		12 PAX		-10	14:35:30	14:37:50
3.00	50921	REDLINE	ANT 27	90	15:06:42	14:45:42
4.00	10115	ZIG ZAG	TART 101	75	15:16:15	14:58:45
D CLASS Start Time: 12:05 Distance: 14 nm						
0.75	39110	KOOSAH	PEAR 36-1	177	15:51:45	15:10:27
2.00	50105	JOLLY RUMBALOW	C&C 34	135	15:50:22	15:18:52
3.00	29718	MARANATHA	RANC 33-1	177	16:00:40	15:19:22

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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, **Waeco 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.

more information about all on line

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

Crew Sheet

Crew Wants Ride

Joseph Donnette (206) 637-9416I have a lot of experience. alacity5900@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.

Yachtfinders/Windseakers Inc

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

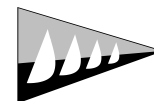
Cell: **831-247-6162**

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com



Take your camera sailing

Fall Series
All photos Race 4
by Jeff Hogan
Except the one below
Race 3 by Dan O'Brien



Fall Series Race 4 October 14

Maranatha/Transition was the RC Boat. Thank you

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 12:00 Distance: 11 nm						
0.75	87652	ALTAIR	J 35	72	14:32:34	14:19:22
2.00	69399	FLYING CIRCUS	EXPR 37	72	14:36:08	14:22:56
3.00	64985	LIBERTY	C&C 35	123	15:03:00	14:40:27
4.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:31:43	15:06:58
S CLASS Start Time: 12:00 Distance: 11 nm						
0.75	50921	REDLINE	ANT 27	90	14:23:30	14:07:00
		12 PAX		-10	14:14:38	14:16:28
2.00	82	MCSWOOSH	11M	66	14:44:56	14:32:50
3.00	10115	ZIG ZAG	TART 101	75	14:46:37	14:32:52
4.00	83179	HE LIVES	JBOA 92	114	14:59:52	14:38:58
B CLASS Start Time: 12:05 Distance: 11 nm						
0.75	4906	URBANA	J 24	186	15:10:17	14:36:11
2.00	1102	FJORD	THUN	195	15:46:13	15:10:28
3.00	3220	CHEAP THRILLS	J 24	186	DNF	
D CLASS Start Time: 12:05 Distance: 7.3 nm						
0.75	9906	L'ESPRIT	KET 41	189	14:06:07	13:43:07
2.00	50105	JOLLY RUMBALOW	C&C 34	135	14:07:24	13:50:59
3.00	39110	KOOSAH	PEAR 36-1	177	14:16:25	13:54:53
4.00	2222	PENOZIEQUAH	NEWP 31	231	DNF	

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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

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Deadline for submissions is the second Tuesday of the month.

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