

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 47 Issue 6

February 2018

www.ssssclub.com

February Meeting: The Cruising Years, B.C., and Life Thereafter

Years of cruising with the love of your life in the glorious waters of Mexico. Sounds like a wonderful dream, right? Something most of us could only imagine in the B.C. Years, before children, or after retirement.

Max, then age 24, and Stephanie Hegewald, age 19, cruised aboard their 1962 Herreshoff H-28, *Chinook*, for 3.5 years, before returning to rural Thurston County with a 10 year plan to sail off again with young children. They obtained respectable adult type jobs and began raising crew...er...children.

After 15 years ashore, now a family of four, they have once again moved aboard. Their current home is a 2000 C&C 110, 36' long, *Xpression* which not only serves as their cozy home, but also their recreation. The Hegewalds have a goal of making their boat the one that leaves the dock most often. You know, the one boat that is out, actually sailing almost every week of the year. And, not only does this family sail their home, they race and, seemingly more often than not, they win!



Duwamish Head Race photo: Joy Johnson

The Hegewalds are now planning to cast off the dock lines again and take the Big Left out of the Strait of Juan de Fuca with their two daughters, Michelle, age 10, and Autumn, age 8, aboard *Xpression*.

Join us at the Meeting on February 13, to hear more from this lively sailing family. The H's will share stories of their lives aboard, sailing beyond the Salish Sea, and closer to home in the south Sound.

Noreen Igh, *Sonrisa*

Parking in the club house lot is for OYC members only. There is free parking on the street and in the lot across 4th Street, south of Bay View

Commodore's Corner: Let Awe Happen

It's that time of year when the thought of sailing in warm weather and sunny skies seems forever and a day away. Let me gently remind you that we will endure these last few months where going sailing requires putting on your big girl/boy pants and making the best of it. Do any of you relate to that? We race all year, but the winter races often require more muster than we feel at the moment. Last Saturday was no different. The race we were doing required us to transit the boat up to Tacoma the day before, in weather that only ducks would love. Then, it's the planned early morning reveille, way before birds have left their roost. The rushing around, the hauling of endless food, gear, and the kitchen sink down to the boat would fill the time before the sky reveals her light. It takes fortitude. It takes a step back sometimes to see it for what it really means. What actually happens is not what we anticipate or dread. Sometimes, we get more than we hope for.

The transit began on Friday with what was promised: dumping, drenching rain. To describe the visibility as pea soup would be a compliment. But, wait. It didn't last. 45 minutes later the

**Henderson Inlet Race
February 3**

**Board Meeting
February 6**

**Salty Sailor Cruise
February 10-11**

**General Meeting
February 13**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Toliva Race
Weekend
March 16**

1600 - 2200 Welcoming Party @ OYC Free Beverages
1800-2000 Dinner @ OYC
Baron of Beef, \$10

March 17

0700 - 0830 Breakfast \$5
0925 Warning Signal
Cruising Class Start
0955 Warning Signal
first PHRF Start
after Racing Down Wind Soup
and snacks @ OYC

**Board Meeting
March 6**

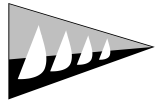
**Skookum Inlet Race
March 10**

**General Meeting
March 13**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

SSSS and the IRS : \$11k for Food Bank : Rose Bowl : De-scaling a Diesel



pea soup became consommé and off *Folie* went-taking advantage of the King tide currents, 10.8 knots through the Narrows! Later that evening, a group of Duwamish racers gathered for a meal at Tacoma Yacht Club where we were happily surprised to be informed we were welcome to enjoy TYC's appetizer Friday, for free. We sat around our table, sassy from our bounty, and the conversations flowed. We talked about race tactics and weather, but we also talked about how we missed our dear friends who weren't there. As I looked around the table, everyone was smiling and absorbed in the moment. It didn't seem to take much effort to be happy.

Early morning came, and the crew was hunkered in the cockpit, readying ourselves for the hour-long commute to the Des Moines starting line, when Dan yells, "Orca!" We turn around and off in the distance, were Orcas! We thought we just got lucky for that moment. But no, the Orcas swam between Tacoma and Seattle all day, between the ferry boats, around the sailboats, and depending on where you were, some boats had a few Orcas come up next to their boat! We've cruised so many summers where we might see one whale. I don't know how many were out there, but judging from pictures later posted, there were more than I've ever seen at one time. What is it about them that stops a person in their tracks; the reset button gets pushed and you feel nothing but awe.

Yes, we had a great race start and consistent wind the whole day. The skies withheld its water reservoir for another day and the whales decided we were all good company. We heated up some homemade soup and looked around us, feeling that we had spent an amazing day on the water, despite our last place finish. Yes, it is gray and wet and getting out on the water in the depths of winter takes an attitude adjustment but sometimes a little effort results in a day you hadn't imagined! Let awe happen!

Joy Johnson, *Folie 'a Deux*

Race Toliva Shoal or at least come party

If you only race one race this year, this should be it. It is our largest race; you will find more boats similar in speed to yours to sail with. The Series has a Cruising Class because SSSS liveboards did not want to miss out on the fun.

The Race has much in common with a cruise. It takes you on a tour of the South Sound. It tests ones navigation and



Hope Island Race photo: Bob Butts

knowledge of the currents as much as it tests boat speed. And it starts and ends with social events: dinner and breakfast pre Race; Down Wind Soup, snacks, and beer at OYC after.

This is your chance to sail with the big boats without doing a delivery. With the slower boats starting first, you get to see sailing the boats you might buy, if you had a lot more money and thirty to forty friends to crew for you. They do look impressive.

This is also our chance to show off to our friends down Sound. We have had the best RC work in the Series and Norm and crew are living up to that tradition. They closely monitor the fleet and will, if need be, shorten the race so all can finish

We also want to show them the vitality and variety of our fleet. Which is where you come in. Join us on the water.

Last but not least, we want to, again, offer them the best pre race dinner, and the best breakfast, of the Series. As I write Thera and Suzie are working to make it so.

Even if you broke both legs and simply can not race, you will want to come for dinner Friday. Roast beef, potatoes, several salads, and dancing deserts for just \$10. Best of all is the company. You will be

surrounded by sailors, old friends and new ones.

When was the last time your boat left her slip? Not since sometime last year? Isn't it time to fix that? Or have you been out enjoying our winter weather and mocking your friends back east in the ice belt, like north Florida? Either way, you do not want to miss our biggest event of the year.

Further *all proceeds*, over cost, go to support youth sailing.

Register on the Series site,

www.ssseries.org, there is a link from our site. Then come support the Club, youth sailing, and your sailing habit. Come join us and race Toliva Shoal.

Steve Worcester, Star 6932

Cruise News

**SALTY SAILOR CRUISE
FEBRUARY 10-11**

This Cruise will be a raft up in Henderson Inlet. Potluck aboard, at the usual time. There is shore access. For more details see the January S-t-S or talk to

Cruise Host Jim Larsen. Ed.

South Sound Sailors Do It Again!

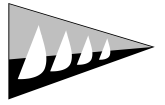
You may be asking yourself, OK what did we do now. Relax, you did an awesome thing. South Sound sailors donated a pick up load of food and raised \$11,000 at the December Potluck for the Thurston County Food Bank. Thank you for such generosity. Please attend the February Meeting for the ceremonial check presentation.

Thank you again for helping those who need it the most. South Sound Sailing Society continues to amaze with your generosity. You have helped make so many people's holiday season a little brighter. I hope you had a Merry Christmas and a Happy New Year.

Don Waterhouse, McSwoosh

PHRF Dues Due Now

They were due January 1, but we give you a grace period, until Toliva. It is over. Please make sure you returned your dues notice with your check. Should you want to join and get a handicap, see Rafe Beswick.



RC Report: The Tale of Two Races

Two of the four races that comprise the Southern Sound Series have now been sailed with the third on its way, Olympia's own Toliva Shoal Race. The first, Winter Vashon could only be called a drifter with light spotty winds. The forecast was for a bit more wind but it only materialized late in the race. Generally, if you were in the right area, great, you were moving slowly, if not you were parked or even going backwards. Many spinnakers were hanging like wet curtains at times in the on and off rain. It feels a little strange to be flying a spinnaker with a sheet and guy that feel smaller than a shoe lace.

Being in one of the earlier starts we slowly meandered and watched as the big boats approached. It can be pretty impressive to see these custom forty plus somethings and TP52s sliding by you, but equally impressive to see them parked on the west side of Colvos Passage as you slide by! By the time the fleets reached the northern end of Vashon Island the wind did fill in a bit and sails were actually flying. All were pleased when the Tacoma Yacht Club race committee ended the race at the mark off the north end of Vashon Island. Total race distance 15.35 nm. Finish times ranged from four hours and ten minutes to five hours twenty seven minutes, average about three miles per hour!

Of all the boats battling to keep the sails full and the boat moving, *McSwoosh* did the best putting that puzzle together taking first place overall! Congratulations to Clark and crew!

Then came the Duwamish Head Race. Duwamish Head has a reputation for mixed conditions to say the least, races canceled due to lack of wind, races canceled due to gale/storm force winds, and a bit of everything in between. This year the windfinder.com forecast was

pretty much spot on except that it did not rain as forecast. Predicted winds seven to ten with gusts to the high teens. We saw a few gusts over twenty at the fleets took off. Everyone knew it was going to be a good race when the cruising and commodore fleets half hour head start saw them quickly disappear in the morning foggy gloom. Unlike Winter Vashon, it was keep that chute under control! There were a few knock downs, round ups, and



Vashon Island Race

photo: Jeff Johnson

some "interesting" hour glassed spinnakers, most of us have been there, done that. Anyone on shore got to watch a parade of boats and colorful sails all the way to Alki with the winds holding strong. I'll admit this was the first time we've turned the Duwamish Head mark before noon! It was sprint across the Sound as the wind strength wavered and the head sail changes started. Number 3 down, heavy number 1 up. After Blakely Rock it was the light number 1 for a while then back to the heavy 1 as we beat our way back to Des Moines.

Total distance 30.8 nm, finish times ranged from a little less than four hours to five hours twenty four minutes. pretty much the same time frame as Winter Vashon but over twice the distance. Overall winning average speed seven point eight knots. While maybe not pulling first, *Bodacious* upheld the South Sound Society's honor with a third place overall, only a few minutes behind the winner, *Nimbus* and skipper Mark Harang. That first is probably special for Mark since he is with Three Tree Point Yacht Club, the race's organizer. It's also kind of special

for J and his *Bodacious* crew since J had his arm in a sling for the race!

This all leads to the SSSS's own regional race, Toliva Shoal on February 17th. This is our race and we'd love to see all you SSSS sailors join in. Like Duwamish Head, this race has seen a wide variety of wind conditions over the years, even snow heading back down Budd Inlet. It is also the longest of the Southern Sound Series races at 38.4 nm, but for this year we've ordered sunshine with winds eight to fifteen, a perfect south sound day (we hope!). Come join us, or find a comfy spot at Doffemeyer or Johnson point and watch the sailboat parade!

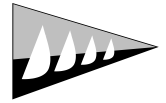
**Jeff Johnson,
Folie `a Deux**

Southern Sound Series Duwamish Head

Duwamish Head, the second race of the Southern Sound Series. is often a challenge. On a regular basis there is either too much or not enough wind to run the race. It's often rainy and cold, the finish is in the dark. None of the conditions occurred this year, the light to moderate winds were better than forecast, seasonally cool but not cold, and all the finishes were in the day light.

Did I mention the multiple Orca sightings? Fifty eight boats started and all but one finished. Winds were light at the start but enough to push the fleet at 3-4 knots. The fleets were essentially combined at noon at the Duwamish Head mark for the reach over to Blakely rocks. The wind freshened for the reach south. Did I mention the Orcas and no rain?

Ruf Duck the only multihull had a corrected finish of 4 hours and 33 mins for the 30 mile race. PHRF2 handicaps to 48 sec per mile was led by *Jam*, *Constellation*, and *Kahuna* correcting out within about 3 and a half minutes of each other. All the 8 boats in the fleet finished in less than 4 and half hours. PHRF3, boats rating between 54 and 69, had 10



boats racing and was led by *Equus*, *String Theory*, and *Nefarios*, and included South Sound Sailing Society boats *Korina-Korina* and *McSwoosh*. PHRF, all rating 72, was led by *Grace E*, *Great White*, and the SSSS boat *Altar*. The 6 boats in PHRF 5, ratings 75-87, was led by *Dos*, *Hellos*, and *Darksides*. PHRF 6 with 4 boats starting was led by *Sidwinder*, *Dulcinea*, and *Madame Pele*. PHRF 7 with 6 boats, rated from 12 to 135, was led by *Bodacious*, SSSS, then *Here and Now*, and *Slick*. SSSS's own *Folie a Deux*. PHRF 8 with 6 boats, rating 156-207, was led by *Nimbus*, with a corrected time under 4 hours, then *Doc Escape*, and *Suddenly*, the fleet also included *Dulcinea* from SSSS. The cruising non flying sails class had 3 boats start, crushing the completion was *Emma Lee*, SSSS, with a corrected time of 4 hours and 45 minutes, followed by *Jolly Rumbalow*, SSSS, and *Earth's Edge*. The biggest fleet was the Commodore flying sails fleet with 11 boats was led by *Integrity*, *White Squall*, and *Asyum* and included SSSS boats *Xpression* and *Steamy Windows*.

Friday night before the race a more than a dozen SSSS crews enjoyed dinner in the Tacoma Yacht Club dining room. In all a fantastic weekend on the water, looking forward to the Series Race 3, Toliva Shoal, on our home turf.

Richard Bigley
Jolly Rumbalow

Youth Sailing Rose Bowl Regatta

Greetings! Well we have all survived the holidays, some cold weather and have hopefully not been traveling on the east coast where the



photos: Sarah Hanavan

winter has been fierce.

January 6th and 7th h was the Rose Bowl Regatta in Long Beach, California. Sponsored and organized by the University of Southern California and US Sailing Center of Long Beach California, it is the largest college and High School regatta in the country. This year's regatta hosted over 120 teams of college and high school sailors. The races take place at the Alamedos Bay Yacht Club, and is one of the premier events of the year.

This is the *third year* our sailors have attended this event and our *largest turnout* yet. We had 13 sailors representing OYC with teams from Capital and Olympia High Schools. Unlike our events here, the sailors were greeted with sunny weather and fair winds and sandy beaches



The U.S. Sailing Center was once envisioned as a place where U.S. Olympic sailors could train. Now, with the addition of high school teams competing at events they are starting those Olympic dreams early.

The boat classes are organized with Gold, Silver, and Bronze fleets according to age and experience. Our team is fairly young so keep that in mind for the coming years and the great showing our sailors made this year. Our OYC team

representing Capital High got a 1st place in the Bronze Fleet! We will be displaying their trophy in the club house. Olympia High's 2nd team got a 4th place in the bronze fleet. In the Silver Fleet, OYC's Olympia High team got a 4th place. This is quite an accomplishment for our sailors and you should be proud of their efforts to compete, practicing on weekends when the days are too short to practice after school.

They, and their chaperones and our coach Sarah Hanavan, have traveled long distances with added expenses of air fair and hotels to represent our region, their schools and the Olympia Yacht Club. Please applaud their efforts and cheer them on next time you see them on the docks, or in the boat house.

Mary Fitzgerald



Crew Awards

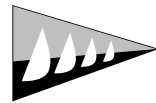
awarded at the January Meeting

Island Series

Lisa Randlette, *Koosah*, D Class tie
Autumn Hegewalds, *Xpression*, D Class tie

Hope Island Race

Michelle Hegewalds, *Xpression*, D Class



SSSS and the IRS

Last year, the SSSS board voted to file with the IRS as a 501c(7) non-profit. This non-profit status is for social clubs: membership associations such as ours that provide social activities for its members. As we dug further into our books in anticipation of filing, we discovered that we had unwittingly been doing some things that would disqualify us for 501c(7) status: our raffle fund raisers are considered gambling by the IRS, and the amount of income that can be raised from non-members must be limited to 15%. Income from the Women's Boating Seminar, Toliva, Andrew Kerr, and the Black Star events put us over the 15% non-member generated income-limit.

Accordingly, on the advice of a CPA, we decided to file as a for-profit corporation for the last three years. If we cease the disqualifying activities, we can begin filing as a 501 c(7) for this and future years. For these reasons, we will no longer be doing raffles, and with the cessation of the Women's Boating Seminar, we expect that non-member income will drop below the required maximum level.

Filing as a for-profit corporation for the last three years resulted in a tax liability, including penalties and interest, of \$6,534, which we have paid from club reserves, and will apportion among our various accounts. We don't expect to owe taxes in the future as a 501c(7), and Steve has prepared some guidance for future boards so that we don't find ourselves in this position again.

We also brought ourselves into compliance with state tax laws, and are still in the process of working out the correct way to characterize income to the state. We expect that our future tax liability with the State will also be very small, if not zero.

This has required a good deal of work to clean up the books, consider options, and move forward. We are grateful to Steve Lewis and Peter Wyeth who sharpened their pencils and lived under green eye shades for many months. We are crossing our fingers that the IRS will find all of our submittals are in compliance with IRS regulations and that we will be able to move forward in better fiscal shape from here on out.

Please note that donations to 501c(7) organizations are NOT tax-deductible.

Please feel free to talk to Joy or Steve if you have any questions.

Mary Campbell, *Sonrisa*

Letter: De-scaling an Old Diesel

As I've gotten older, I've come to view old things as still useful in today's world. Some of that comes from once owning a classic 1930 motor yacht, some from the economy of hanging on to things. My 1967 Pearson Renegade is a good example. It's 50 years old and it's still a great boat to sail and cruise. It came with a 1976 Volvo MD7a diesel twin that was in good shape. The MD7a is raw water cooled. A potentially bothersome feature, raw water cooling meant that corrosion *would* build up in the water passages. This in turn would reduce the water flow and cause the engine to overheat. It was not the perfect choice, but I've wrestled, and won, with old cantankerous engines before so I figured I could handle the cooling system. Besides, the old thing ran so sweetly and old doesn't mean useless. Right?



Hope Island Race

photo: Chris Rulla

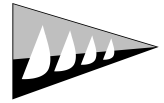
When we took possession of the boat, the engine was running hot but didn't get above 80% of the green bar, sorry but exact temps aren't available. The seller told me that the engine needed "flushing". I of course, nodded knowingly, better look that up, and accepted the keys. Running hot like that was a sure indicator that things were starting to build up. However, it ran that hot at only higher rpms so, like any boat

owner, I put off doing anything immediately and sailed the boat all summer. The next season, things were different.

The following year had its own challenges. After struggling through fuel system gremlins early in the season, we finally got off the dock and headed out for an afternoon sail. Just as we cleared the channel sufficiently to set sail, I noticed the engine temperature gauge was in the red! We quickly put the engine in neutral, to take the load off the engine and set our sails. Then, after a couple of minutes the temperature dropped suddenly and then climbed back up. It repeated this behavior several times. We shut down the engine and continued under sail. We needed to let the engine cool down before we could do anything anyway. We finished our sail, sailing as close to the marina as conditions would allow, and then limped back to our slip. At lower rpm, we could just keep the temperature gauge out of the red.

I had read about this phenomenon of the wavering temperature gauge, online, and knew it to be a serious problem. In fact, I had already done some research on the Internet with a thought to dealing with this "flushing". According to one expert on an Internet forum, in response to an identical inquiry, the water passages were likely clogged with scale. The coolant was getting so hot, some of it was flashing to steam. If you remember from your high school science class, it takes a lot of heat to go from a liquid state to a vapor state, a phase change. Every time the temperature dipped, some coolant had flashed to steam. That phase change took away a lot of heat. This was now a serious problem. How to fix it?

According to the same expert, the way to clear up this problem was to manually dig the rust from the engine, requiring the top end to be disassembled. He gave a very good description on how to go about this. It didn't sound like too awful of a job. I knew I could handle the complexities of



a two cylinder engine, but it's a task that is best suited for the off season. I bookmarked the page for later use.

I started asking around about "flushing". One passing acquaintance nodded and said Muriatic acid, diluted hydrochloric acid. Acid scares me just on principle. I know very little about it. Consulting a knowledgeable friend and expressing my concern about using any acid, he suggested vinegar. Not a great selection of options. It was time to find out more about the technique of flushing.

We had no clear idea on what the technique or process might be. On a lark I typed in MD7a Flushing into the search engine and hit enter. Low and behold, there's a hit for an online forum and it's about flushing an MD7a! It was a single entry, no following comments, detailing a boat owner's research and process for flushing the cooling system of his Volvo MD7a. He provided a good step-by-step description on what he did but more of interest, to us, was what he used to flush the cooling system. He had used a commercial marine de-scaler called *Rydlyme*. I had never thought about there being a commercially available product. Perhaps better than running acid through our engine.

A little online research and we found, Apex Engineering Products www.apexengineeringproducts.com/rydlyme. I guess I wasn't really surprised to see that the active ingredient was hydrochloric

acid, but Apex Engineering has done a lot of the skull work for you. All ingredients are biodegradable and safe for easy disposal in the average sewer system. You only need to decide how much you want to dilute the product before using it.

Rydlyme can be ordered and shipped from the Apex Engineering web site. We were lucky to find a local distributorship based in Bremerton, WA.: Pacific Marine Products.

The Pacific Marine Products web site. www.pacificmarineproducts.com, has all of the instructions needed to flush the cooling system of an engine. I won't go into great detail on how we accomplished the task. They've done an excellent job and the instructions are easy to understand. The process utilizes a small electric transfer pump connected to the cooling system via hoses and a 5 gallon bucket to pump the de-scaler through. Our particular set-up cost about \$40.



describing not only the process but the results, gave me more confidence in a commercial product than my own guess work.

The entire procedure took about two hours. One hour for the actual flushing and another hour spent connecting hoses. As the flushing progressed, a layer of black scummy foam formed on top of the liquid in the 5 gallon bucket. This was an indication that it was working. That reaction lessened as the pump continued to cycle the de-scaler for the next hour. When finished, it was a simple matter to re-connect the hoses to their proper places.

I removed the thermostat housing to re-install the thermostat, removed to facilitate flushing, and examined what I could of the interior. I was unable to spot any significant change in the appearance of any of the passages that were visible. I'll admit I was uncertain of what I should see. It wasn't until a few days later, when I

One gallon of *Rydlyme*, which is sufficient for up to two applications on a small engine, cost another \$40. We might have saved \$20 by purchasing muriatic acid, ourselves, but we would've been uncertain about the concentration and potential damage. Having the report of another boat owner,

Eld Inlet Race January 20

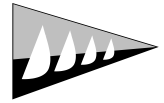
Urbana/Transition was the RC Boat. *Koosah* was the Mark Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correct Time
A CLASS Start Time/Date: 10:05 Distance: 11.1 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	12:42:55	12:19:03
2.00	69399	FLYING CIRCUS	EXPR 37	72	12:36:06	12:22:47
3.00	87652	ALTAIR	J 35	72	12:39:06	12:25:47
4.00	79182	FOLIE A DEUX	BENE 35 S5	135	12:57:10	12:32:12
5.00	69804	REIFF	J35C	105	13:10:27	12:51:02
S CLASS Start Time/Date: 10:05 Distance: 11.1 nm						
		12 PAX	-	10	12:12:22	12:14:13
0.75	1005	SILVERHEELS	SYN	54	12:30:39	12:20:40
2.00	50921	REDLINE	ANT 27	90	12:38:05	12:21:26
3.00	82	MCSWOOSH	11M	66	12:36:56	12:24:43
4.00	79089	LIGHTLY SALTED	BENE 10R	96	12:55:15	12:37:29
5.00	10115	ZIG ZAG	TART 101	75	12:59:42	12:45:50
B CLASS Start Time/Date: 10:00 Distance: 11.1 nm						
0.75	47914	KAITLIN	RANC 32	168	13:24:53	12:53:48
D CLASS Start Time/Date: 09:35 Distance: 11.1 nm						
0.75	50105	JOLLY RUMBALOW	C&C 34	135	12:29:18	12:04:20
2.00	427	DESERT SAGE	CATA 42	147	12:46:00	12:18:48
3.00	28314	XPRESSION	C&C 110	91	12:36:15	12:19:25
4.00	5421	EMMA LEE	CATA 30	225	13:10:10	12:28:33
5.00	22884	CHRONOS	PER 10	168	DNF	
7.00	2222	PENOZIEQUAH	NEWP 31	231	DSQ	

SSSS Boats at Duwamish Head, TTPYC

Bodacious	1 PHRF 7	3 OA
Altair	3 PHRF 4	38 OA
Korina Korina	4 PHRF 3	16 OA
Dulcinea	5 PHRF 8	25 OA
Folie `a Deux	6 PHRF 7	35 OA
McSwoosh	9 PHRF 3	31 OA
Emma Lee	1 NFS	
Jolly Rumbalow	2 NFS	
Xpression	5 Commodore	
Steamy Windows	7 Commodore	

If I missed you, tell me.



removed the thermostat housing; again, to replace a lost o-ring, that I noticed a telling change. What I previously thought was a broad pin to help align the housing, was in fact a blocked passage. A little work with a pocket knife and the passageway was clear. That to be an improvement and that impressed me.

When we started the motor, we immediately noticed that more water seemed to be discharging from the engine than before the flushing process. We took this as a positive sign and continued to test the engine at the dock. The results were quite satisfactory. Previously, we could get the engine temperature to rise by running, in neutral, at 1500 rpm, for 15 minutes.

Now, even when putting the engine under a small load, in gear @ low rpm, and running for 15 minutes, the temperature gauge hardly moved. Subsequent sea trials showed that only at above 2500 rpm did the temperature gauge reach the halfway point and above. We normally cruise at about 2000 rpm.

We had a good experience using *Rydlyme*. It was available, affordable and relatively easy to use. It certainly is effective. I noticed that nonferrous metals showed surface etching, but it didn't seem, to me, to be serious.

We intend to use *Rydlyme* again. Despite

how clogged up our engine was, we have enough left over for another application and I have the flushing pump and hoses. That's a good thing because we don't plan on replacing the venerable Volvo anytime soon. After all, we might be old, but we're still useful.

Matthew Moeller

Have you done any work on your boat we could learn from? Do you have any good cruising stories? We want to hear from you.



Crew Awards at the January Meeting

photo: Steve Worcester

Ditty Bag For sale

Mercury Inflatable RIB, 2003 10'3" great condition \$780
Mecury 8hp 2 stroke OB, 2002 very low hours, w/tank \$800
Hobie Mirage tandem pedal kayak 2014 regular and performance finspaddles and dolly Rod Macaya (360) 772-9135
Multicolored drifter, Luff 37 ft. 3 in. Leech 36 ft. 6 in. Foot 21 ft. There are 8 hanks, and a leech line. There is very light rust stain spot at the foot, other wise, like new. Price is very negotiable to a Member. Jim Findley skaga@turbotek.net

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 Cell: (360) 951-9344

Wanted

Looking for an outbuilding or garage to rent to complete renovations to my boat and others. Robin Kirk (702) 556-0420 robinkirk2010@gmail.com

Theses 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

I am experienced. Laura Farris
3607540957LLF2303@GMAIL.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.

Capt. Rod F. Macaya
Christina B. Macaya
columbiasailing.com
360-772-9135

COLUMBIA
SAILING
Crewed Sailboat Charter

SUMMERS Yacht Services, INC

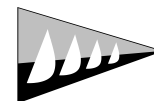
John Summers
360-561-4214
summersyachtservices@gmail.com

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
for Listings:
www.yachtfindersbrokerage.com
Home Office:
4226 Leavelle St. NW
Olympia WA 98502 USA
e-mail: dan@fastisfun.com



Take Your Camera Sailing



Duwamish Head Race Photos : Jeff Hogan



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@sssclub.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	Barbara Kiliz	(253) 569-5157
Treasurer	Steve Lewis	(253) 229-3168
Member-at-Large	Noreen Light	(253) 310-8853
Race Chair	Jeff Johnson	(253) 405-4726
Cruise Chairs		
Past Commodore	Mary Campbell	(360) 491-8990

PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley