

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 47 Issue 5

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www.ssssclub.com

## January Meeting: Clean and Green Sailing Machines

Interested in alternate means of power? Why would one consider these changes?

SSSS Member Jeff Hogan makes a compelling case for electric engines, saying: Convert your diesel engine to clean, quiet electric! Eliminate noxious diesel fumes and the frustration of water pump impellers, fuel water filters, oil changes, oil filters, sea strainer, exhaust flow and filling up at the pump.

Jeff goes on to ask, "Have you ever had a sail cut short because of an internal combustion engine or system failure?" Electric propulsion is just as reliable as a light switch, turn it on then forward or reverse and you are off. In light air dial it down to 100 RPM and keep air flowing over the sails awaiting the next little puff. More sailing and no engine noise.

Member Jim Larson also advocates for a clean power source. Jim has this to say about solar power: My main motivation for installing solar was so we could cruise for long periods without needing to run the motor. We tried putting on a bigger alternator, but still had to run the motor an hour per day or more to keep the batteries up. It was always disappointing to have to listen to the motor after a long day of great sailing.



Squaxin Island Race

photo: Jeff Hogan

We also had a freezer on board that we never used because of our small battery bank. Now we can use the freezer and don't worry about sitting quietly at anchor for several days. Now we can meet all our power needs while still using a modest battery bank.

Want to learn more? Bring your questions and join us at the January Meeting to hear more about Jeff's and Jim's experiences with alternate power sources.

**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: Sailing into the New Year

Resolutions are for amateurs. SSSS sailors are an intrepid bunch; we don't need any resolutions. How about a few suggestions?

*Did you know* SSSS has a Women's Sailing Group? Plans are to meet monthly with a speaker and potluck with a few of your new best friends. Be a speaker. Suggest a speaker, or a topic. Find out more about the group by visiting their Facebook page, SSWSG. Or, contact Mary Campbell at [pastcommodore@sssclub.com](mailto:pastcommodore@sssclub.com).

*Did you know* that SSSS has active Dinghy or Star fleets that sail when the finer weather returns? You don't even have to be a SSSS Member, but Membership is encouraged, of course. I mean, who wouldn't want to be a Member? You can sail dinghies or Stars and enjoy friendly competition and win big prizes ... ok, maybe not prizes but you'll earn the respect of your fellow sailing friends.

## Happy New Year

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

Eld Inlet Race  
**January 20**

Sailing Seminar  
Andrew Kerr/Jeff Causey  
**January 25**  
1830 Westbay

Island Home Cruise  
**January 27-28**

Henderson Inlet Race  
**February 3**

Board Meeting  
**February 6**

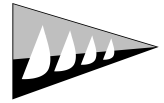
Salty Sailor Cruise  
**February 10**

General Meeting  
**February 13**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Fire Extinguisher Recall : Toliva : Sailing Film : PHRF Dues : Mosquito Pass**



*Did you know* that SSSS has cruises or overnights planned every month to various South Sound locales? Tall tales and conviviality await you. Families are welcome!

*Did you know* that the SSSS has a Facebook page? Meet up with us there and keep up with the conversation. It's a great place to find a friend to sail with or to keep up with the latest shenanigans.

*Did you know* that the best place to learn about racing is serving on the SSSS Race Committee boat? In fact, you could be a permanent RC person if racing for real is a little too exciting. Contact Bill Sheldon at [bills@wascos.com](mailto:bills@wascos.com) if you want to learn more.

*Did you know* that you can write an article for the S-t-S? You can! And, you should! Tell us about where you went, or what happened along the way. Did you have to MacGyver something? Tales of heroism and seat of the pants sailing are of particular interest, especially when photos are included!

*Did you know* that the SSSS has over 30 races? It's time you came out and joined one either by crewing or racing your boat/house. Intimidated by the start line? Just hang back and let the tigers go first, and enjoy the views. Any questions about racing? Contact the RC Chair [racechair@ssssclub.com](mailto:racechair@ssssclub.com).

*Did you know* our Members likely include people who have done what you want or need to do; that includes crossing oceans, racing the really big races: Clipper RTW, Swiftsure, Race to Alaska; repowered, complete refits, or any other boat project. Count on Members to fill you in on the nitty gritty and make a new friend in the process.

*Did you know* that we have an event called Soldier Sailing? We take out soldiers and their families in June for a fun-filled day on the water. Contact Maria at [isrolive62@gmail.com](mailto:isrolive62@gmail.com).

Here's to a smooth sailing year for all!

**Joy Johnson, Folie 'a Deux**

## Southern Sound Series: Winter Vashon

**Wet, wetter and wettest!** Those three adjectives vividly describe the 2017 Winter Vashon race.

Hosted by the Tacoma Yacht Club on 2 December this is the first of the four-race series followed by the Duwamish Head Race, then our own Toliva Shoal and concluded with the Islands Race in March.

TYC members were excellent hosts and



Squaxin Island Race

photo: Glen Hunter

organizers. Registration and skipper check was smooth and efficient; the meal was outstanding; the class breaks were posted around 1800 and the teams registered after that.

The race started in very light conditions, except for the rain! Several PHRF class starts had to be delayed in order for the class before them to clear the starting line. Drifters and

## Star Fleet

The Budd Inlet Star Fleet is gearing up to host the 2018 Black Star Regatta next spring. If you are interested in joining the planning committee or serving on the Race Committee, please contact me: [cghovell@gmail.com](mailto:cghovell@gmail.com) **Catherine Howell**

### International Star Class Members

Class membership is on the calendar year, which means we will get renewal notices this month. I am not sure how much dues will be. I will be checking to see if the Old Boat Membership that Bill has been pushing for is still available. I will be in touch by e-mail when the notice comes out. We need to pay dues by the end of the month to be listed in the Star Log. You can pay on line. If you would rather pay by check or cash you need to contact me. The Class wants all our dues in one bank check, along with some paper work.

weight to leeward were the only way to make progress to the mouth of Colvos Passage. The fleet merged around Point Richmond as the smaller, lighter boats drifted towards the front. Several racers decided to retire at this point, knowing that the rain would not quit and the wind would not start.

Well, those who retired were half right: the rain did not quit but the wind slowly filled in from the south. It was a spinnaker sleigh ride to the shortened finish at the north end of Vashon Island. Excellent decision by the race

committee to shorten the race! Seattle boats could sail straight to their slips and those from the south could motor back to theirs.

Kudos go to *McSwoosh* and *Emma Lee* who placed first in their class; and to *Bodacious*, *Zig Zag*, *Something Special*, and *Koosah* who also brought home the silver.

**Next race:**  
**Duwamish Head,**  
6 January 2018.

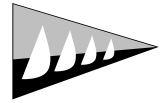
Since this is a long delivery for us, I have made dinner reservations at the Tacoma Yacht Club Friday evening (1700). SSSS racers can moor at TYC Friday and then motor the nine miles to the start at DesMoines the next morning. Be sure to pay your 2018 PHRF dues so you can make the start!

**Dave Knowlton, Koosah**  
**Your Southern Sound Series Rep**

## SSSS Lacks Leadership

This is not a problem of quality, we have good leaders, we just do not have enough of them. We have more high quality programs than most clubs on the Sound, because of our volunteers. To keep them going, SSSS needs you. To volunteer see any board member.

**Steve Worcester**



## RC Report

### SAILING SEMINAR

Andrew Kerr and Jeff Causey  
are Coming to Town!

Andrew Kerr/Jeff Causey Sailing Seminar

When: Thursday January 25<sup>th</sup>, 1830 \*\*\*

Where: View Point Room,  
below Tugboat Annies 2100 Westbay Dr.  
NW, Olympia, WA 98502

\*\*\* Note: If you plan on getting  
dinner upstairs please arrive  
by 1800 or do not expect to  
get your meal in time for the  
seminar. Late arrivals  
simply overwhelm the  
kitchen staff!!

Now that Santa has come  
and gone, the New Year is  
here and it is time to  
celebrate sailing with what is  
becoming a south Sound  
tradition! Andrew Kerr will  
be back with his annual  
sailing seminar but this year  
he will be joined by Jeff  
Causey. A tag team on how  
to improve how your boat  
sails, or better phrased how  
to sail your boat better by  
becoming a better sailor.

You really cannot change  
your boat much, but the  
sailor can certainly learn to use what is  
there both more efficiently and to sail  
faster.

We are lucky to have *two* world class  
sailors in the Olympia area:

*Andrew Kerr* is a full-time sailor, a  
North U instructor, with multiple national  
championships, as well as an all-round  
racer and cruiser. Andrew has lots of  
videos and stories to keep the seminar  
interesting. Being born in England,  
everyone also enjoys his British accent.

*Jeff Causey* is also a professional sailor,  
America's Cup rigger and crew for Team  
Oracle in 2013 and 2017. For those of  
you who attended the September Meeting  
know that Jeff has some interesting  
stories and action-packed videos.

Come with any questions you might  
have or drop him a line about a topic at  
kerrssailing.com. Regardless of your  
sailing experience, everyone comes away  
with new techniques or suggestions to try  
out on their boat whether you're a cruiser

or a racer. Here is your chance to get some  
inside tips from two of the very best!

Cost is only \$20 for skippers, \$10 for  
crew with a skipper, and \$25 for non-SSSS  
Members. This is a real bargain!

### SAILING NEW YEAR'S RESOLUTION

Tis that time for make resolutions. How  
about when it comes to the South Sound  
Sailing Society? Reminds me of a very  
famous JFK quote: "Ask not what your  
country can do for you, ask what you can



Vashon Island Race , aboard Koosah

photo: Dave Knowlton

do for your country." Our sailing society is  
entirely a volunteer organization. Every  
activity whether it be a Meeting, a Cruise, a  
Race, Soldier Sailing, the Ship -to-Shore,  
etc., is organized and lead by a volunteers.  
It is pretty amazing when you think about  
the number of activities the Society has in  
place.

This year think about a Society activity  
you enjoy and participate in and ask what  
you can do to help with that activity. It  
does not need to be a lot; serve as RC for a  
race, help out folding the S-t-S, join in on  
one of the safety boats for the Black Star  
Regatta, help out with the Toliva Shoal  
Friday night dinner. There are lots of  
options, pick one and pitch in.

Of course, if you have the time, bigger  
commitments are always appreciated but all  
though often it goes un-noticed. Steve  
Lewis comes to mind. He has put in  
countless hours over the last year working  
to get our status with the IRS and State  
DOR in order. Not necessarily a fun job but  
a very important one. If you have the time,

think about helping out on a board  
position, or a role in organizing Toliva,  
Soldier Sailing, Women's Boating  
Seminar, Star, dinghy, or PHRF races,  
meeting speakers, there are lots of options.

I know looking around at the Meetings,  
there are sailors who have made major  
commitments in the past to make the  
Society what it is. I know you'll find some  
real reward in contributing to an  
organization that gives so much back to  
each of us.

Hoping you had a  
wonderful Holiday Season!

**Jeff Johnson,**  
*Folie 'a Deux*

### PHRF Dues Due

PHRF skippers should  
have received a renewal  
notice in November. If you  
have not already, return it  
with your check. Your  
PHRF membership expired  
January 1. *They will be  
checking at Duwamish  
Head.* Here at SSSS we give  
you a grace period and do  
not check until Toliva, but  
that is no reason to wait.

If you are thinking of  
starting to race your own  
boat, the beginning is  
always a good time to join.

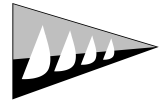
Dues are not prorated. See our  
handicapper, Rafe Beswick. He will help  
you get started.

**Steve Worcester**

### Fire Extinguisher Recall

Kidde has issued a recall on more than  
40 million fire extinguishers. Some of  
these days as far back as 1973 and as  
recently as August of 2017. This recall is  
because some of the units can become  
clogged or fail to discharge. **This includes  
extinguishers used in homes,**  
motorhomes, and **boats.** Kidde is offering  
free replacements to anyone who owns one  
of more of these recalled units.  
Replacements are shipped to you within  
10-15 days. They will also arrive with  
instructions on what to do with your  
defective one(s).

People can contact Kidde at toll-free  
number (855) 271-0773 from 0830 to 1700  
ET Monday through Friday or 0900 to  
1500 ET Saturday and Sunday. Or they  
can go online at [www.kidde.com](http://www.kidde.com) and click



on Product Safety Recall for more details and information. There is a long list of recalled units.

I think it is important that people heed this recall.

**Jim Lengenfelder, *String Games***

## Cruise News

### ISLAND HOME CRUISE JANUARY 27-28

The Olympia Yacht Club has invited the SSSS Members to join them once again in a joint Cruise to their beautiful Island Home outstation on January 27 and 28. Those who want to extend their weekend may arrive on Friday January 26. This is a rare opportunity to be guests at one of the most wonderful boating destinations in the south sound.

This year the joint Cruise will be just the two clubs, OYC and SSSS. There should be space for most of us at the dock. Shore power is available on the dock.

The planning for the event was not finished at press time. In past years they have asked for \$10 to cover the cost of power and some of the food expenses. Each club usually provides a meal for the group, and we have provided Sunday breakfast at previous events. Watch the Facebook page for updates on the planning and the cost.

If you have never been to Island Home, or if you have never thought about cruising in the winter, give this event some serious consideration. It is a short trip, there is a beautiful club house, and a nice dock with shore power. You couldn't ask for a nicer winter destination.

### SALTY SAILOR CRUISE FEBRUARY 10-11

This year's gathering of hardy souls and stout ships will be a trip to Henderson Inlet where we will anchor and raft together for potluck and camaraderie. Shore visits to Woodard Bay Park are possible for those wanting to explore.

Henderson Inlet is a two hour trip from Olympia. Travel east through Dana Passage and turn south into Henderson. Stay in the center of the inlet until you reach a comfortable anchor depth of about 25 feet near Woodard Bay Park. Stay 100 yards away from the seal rookery.

High tide Saturday is about 1300. The current will be helping you in Dana Passage after that. There are several back eddies on the south shore for those who want to sneak out against the morning tide.

Jim and Dee Ann Larsen will be leading this outing. The potluck will be on our rafted boats at 1800 on Saturday.

**Jim Larsen, *Tya***

While we thank Jim for stepping up and hosting three Cruises, we still need someone to head our Cruise Program. There will only be a third of the year left.

## Toliva Weekend February 16-17

Mark that new calendar you just got with Toliva Race Weekend, February 16 and 17. There's something in it for you whether or not you race.

For those of you fairly new to South Sound, Toliva is the third in the four race Southern Sound Series and it's unlike any of the other races out of Des Moines, Tacoma, or Gig Harbor.

In part that's because of the race itself. From Olympia racers head out towards the Nisqually delta before going up the east side of Anderson Island and heading towards the Tacoma Narrows. Before they get that far they round the Toliva Shoal buoy and head south between Anderson and McNeil Islands. Avoiding if they're wise the siren call of Devil's Head, racers turn west into the Nisqually Reach and stretch out towards Johnson Point and Dana Passage. Rounding Boston Harbor they head for home down Budd Inlet. It's a long race, with adverse currents either on the way out or on the way back, if not both. There've been years we wished it could have been shortened at Dofflemeyer Point, on the way out.

More memorable, though, are the epic years. Cold and steady winds. Crisp white peaks from the Olympics and the Cascades almost within reach. Dozens of bright spinnakers dotting Nisqually Reach with a cloud-capped Mt. Rainier soaring in the background. Whether under sunny blue skies or quintessentially northwest winter grey skies, epic Toliva Races are unforgettable.

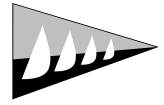
They're punctuated by really good races more often than not. That's due in no small measure to the sailing savvy and weather instincts of long-time PRO Norm Rice and his crack team of race officials. Racers know that Norm will manage the race and shorten *where* necessary *when* necessary.

Another reason why Toliva is popular between here and Seattle is because of the event we host all weekend. It starts with the Friday evening party. The kegs are tapped around 1600. Racers and non-racers alike fill OYC to visit with old friends and make new ones. It's like a South Sound Meeting with only the social bits, and better food!

Oh, the food. Friday night is the renowned dinner party. We pride ourselves on hosting The Best throw

## Island Series

RC Boats : <i>Cheap Thrills, Seaquel, Willie Tippit, and, as always, Transition</i>								
place	Sail No. Yacht Name	Skipper Name	Rating	#Str	Herron Squaxn Hope	Total		
<b>A CLASS Races: 1 to 3</b>				<b>5 Strt</b>	<b>7 Strt</b>	<b>6 Strt</b>		
1	69399 FLYING CIRCUS	Dave Elliott	72	3	2.00	0.75	4.00	6.75
1	73392 BODACIOUS	J Rosenbach	129	3	0.75	2.00	4.00	6.75
3	87652 ALTAIR	Jason Vannice	72	3	3.00	2.00	2.00	7.00
4	69051 SPIRIT	Steve Jones	81	2	7.00	2.00	0.75	9.75
5	79182 FOLIE A DEUX	Jeff Johnson	135	3	4.00	2.00	4.00	10.00
6	69927 BALDER II	Joe Downing	126	2	7.00	2.00	3.00	12.00
6	64985 LIBERTY	Andy Saller	123	2	5.00	2.00	5.00	12.00
<b>B CLASS Races: 1 to 2</b>				<b>2 Strt</b>	<b>3 Strt</b>	<b>0 fin</b>		
1	59687 STRATEGY	Mike Visser	183	2	0.75	0.75	4.00	1.50
2	47914 KAITLIN	Roger Edwards	168	2	2.00	2.00	4.00	6.00
3	69141 JODY V	Jack Shincke	188	1	4.00	2.00	6.00	
<b>S CLASS Races: 1 to 2</b>				<b>5 Strt</b>	<b>5 Strt</b>	<b>0 fin</b>		
1	50921 REDLINE	Kyle Reese-Cassal	90	2	3.00	0.75	4.00	3.75
2	1005 SILVERHEELS	Tucker Smyth	54	2	2.00	2.00	4.00	4.00
3	82 MCSWOOSH	Clark McPherson	66	2	0.75	5.00	4.00	5.75
4	79089 LIGHTLY SALTED	Mel Schaefer	96	2	4.00	4.00	4.00	8.00
4	10115 ZIG ZAG	Aaron Schofield	75	2	5.00	3.00	4.00	8.00
<b>D CLASS Races: 1 to 2</b>				<b>6 Strt</b>	<b>0 fin</b>	<b>6 Strt</b>		
1	28314 XPRESSION	Max Hegewald	91	2	2.00	0.75	2.75	2.75
1	39110 KOOSAH	Dave Knowlton	177	2	0.75	2.00	2.75	2.75
3	50105 JOLLY RUMBALOW	Richard Bigley	135	2	3.00	3.00	6.00	6.00
4	2222 PENOZIEQUAH	Richard Wells	231	1	4.00	4.00	8.00	8.00
4	51496 PANDORA	Bob Connolly	183	1	5.00	3.00	8.00	8.00
4	427 DESERT SAGE	Alberto Napuli	147	1	4.00	4.00	8.00	8.00
4	22884 CHRONOS	Scott Walker	168	1	5.00	3.00	8.00	8.00
4	29718 MARANATHA	Joel Rett	177	1	4.00	4.00	8.00	8.00
4	5421 EMMA LEE	Bob Butts	225	1	5.00	3.00	8.00	8.00



down of the Southern Sound Series. Roast beast, potatoes, several salads, and dancing desserts for only \$10. Local beers on tap, an assortment of wine and sodas. Great company. Our aim is to start serving dinner at 1800 and we're usually pretty close to that. Don't wait too late to arrive for dinner, though. We can go through 80 pounds of roast beef before 1930.

We turn right around and are ready with a hot breakfast first thing Saturday morning. Coffee is on and ready to go by 0630 and piping hot stratas, hash browns, muffins, fruit salad and orange juice are ready at 0700, all for \$5.00. By 0830 or 0900 at the latest we're wrapping up breakfast and starting to think about soup.

Whether it's an epic year when all the racers are in before dark or one in which the first finishers don't get in until after dark, we're ready with cauldrons of hot homemade soup and whatever is left of the beer and wine. It's a nice way to wind down and warm up while swapping stories and revisiting tactics.

The race itself and the social event, those are two things that make Toliva really different from the races up north. The thing that really sets it apart though is that the funds we raise from dinner and breakfast, and donations at the bar and the auction, go to support local youth sailing programs. Since Jan Visser started it back in the 1990s, Toliva Shoal Race Weekend proceeds go to support programs that are growing the next generation of racers and cruisers and marine adventurers. Some of the racers out there this year came up through youth sailing programs out of OYC and high school sailing programs.

So mark that calendar and come on down to OYC the weekend of February 16 and 17 for South Sound's own Toliva Race Weekend. You'll have a great time!

**Thera Black**

## Come Join the Toliva Race Crew that Cooks!

It takes a brigade of volunteers to make our Toliva race weekend a reality. You can be a part of it. We're assembling our amazing Kitchen Crew now. We scrub, chop, slice, and dice our way through the weekend, starting with our big prep effort on Thursday evening, the 15<sup>th</sup> and going all the way through Sunday morning clean-up.

If you're interested in being part of the kitchen crew please drop me a note at [thera.black@comcast.net](mailto:thera.black@comcast.net) and I'll get you signed up. We are particularly in need of volunteers who can help on Saturday, whether an early breakfast shift, a late morning to early afternoon shift on the Super Soup Squad, or later in the afternoon and into the evening serving up soup to returning racers and packing things away.

This is a great way to dive deep into a Club activity for the weekend, get to know some people you may not have known before, support a great cause in the youth sailing program, and have a lot of fun in the process. We'd love to have you. Get in touch!

**Thera Black**



Squaxin Island Race

photo: Jeff Johson

## Junior Sailing OYC

Here's wishing you all a Happy New Year. The daylight starts getting longer and we all start imagining ourselves on a nice beach somewhere soaking up the sun.

December was a busy month with boats being winterized and stored for the

months of rain and wind. We have taken several of our Optis into Bill Brosius's shop for always needed repairs and will be bringing them out of their retirement afterwards to again join the fleet again. For some reason the small 8.5 foot boats are our most popular ones in the summer classes.

We are into our planning months for our March 3 dinner and auction. Please *Save the*

*date! March 3, dinner and auction- Boats, Beer and Barbeque.* This event is held to update our fleet, make much needed repairs and add to our scholarship funds. We are looking for volunteers to help with the planning, the set up, clean up and decorating for the event, and extra hands in the kitchen. The High School Sailors will again be serving our guests, and Tickets will be available Mid February.

So far our auction items include Helley Hansen foul weather gear, tickets to see the play *Hamilton* in Seattle, A \$300.00 gift card to Great Wolf Lodge, and many other wonderful items. Please let us know if you have a time share you would donate or unused gift cards you would love to donate to our ongoing fundraising efforts.

Best wishes in the New Year.

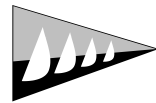
**Mary Fitzgerald**

**OYC Sailing Education Program Chair**

### SSSS Boats at Winter Vashon, TYC

McSwoosh	1 PHRF 3	1 OA
Bodacious	2 PHRF 7	18 OA
Zig Zag	3 PHRF 5	28 OA
Something Special	3 PHRF 4	31 OA
Folie `a Deux	4 PHRF 7	23 OA
Balder 2	5 PHRF 7	25 OA
Scimitar	6 PHRF 6	40 OA
Turbo	8 PHRF 7	36 OA
Korina Korina	9 PHRF 3	38 OA
Emma Lee	1 NFS	
Koosah	3 NFS	
Jolly Rumbalow	5 NFS	
Freebird	DNF NFS	
Reiff	7 Commodore	
Xpression	10 Commodore	
Bluejay	DNF Commodore	

If I missed you, tell me.



## Letter: Mosquito Pass

Mosquito Pass is a narrow winding channel that runs north and south between San Juan Island and Henry Island, near Roche Harbor. Dee Ann and I were heading south from Roche Harbor on our way to Garrison Bay, where we hoped to find a spot to anchor during the busy July cruising season.

Dee Ann often thinks I am too cautious, because I am always running “what if ...” scenarios through my head. (I can only think of one time that thinking this way got me into trouble, but that’s another story.) I am always calculating my Plan B for what to do if there is no room to anchor, where to go if the weather turns bad, and where is the nearest port if I have a mechanical issue.

Well, all this mental rehearsal finally paid off. As we neared Roche Harbor from the northeast, I noticed more steam than usual in the exhaust. The weather was calm and we were

not in any traffic, so I turned off the engine briefly and cleaned the raw water strainer. It had a little goo in it, but it didn’t seem like enough to cause overheating. I fired the engine back up and reduced the RPMs. My hope was that we could make it to Garrison Bay and then I could leisurely work on my cooling system as we swung gently on the anchor for the next day or two.

We laced our way down the channel of Mosquito Pass, always wondering if the markers were back on station or still out of place from the winter. We were just about to make the turn into Garrison Bay when the engine alarm went off. My first thought was, “Do I really have to shut this off now?” In case you don’t know, the answer is always YES! Always shut down immediately with the alarm goes off.

It is times like this that make me really appreciate the teamwork that happens when we have to act fast as a crew. Dee Ann asked me what we were going to do. I knew we had two options. We could drop anchor in Mosquito Pass and run the risk of spending the night blocking a busy narrow channel, or we could sail back to Roche Harbor. Sailboat! There was a light breeze from the south. We pulled out the main and the jib, roller furling is so nice when you are in a hurry, spun the boat around, and began to retrace our route back to Roche Harbor. There was only one spot in the tight dogleg turn where we lost the breeze when we came into the lee of a point of land. But we coasted through the lull and sailed back to a crowded Roche Harbor.

Dee Ann and I have never dropped anchor while under sail. So we talked our way through the process as we sailed to the harbor and made a plan. We would be in deeper water near the channel to avoid the crowd anchored near the marina. We would sail around the bay, find a decent spot, and then follow our anchor plan. We turned on the windlass, brought the boat strait into the wind, and waited for it to stop and begin to drift back. I lowered the anchor as the we drifted back with the wind and gave it a

generous scope. We then pushed the boom out and backwinded the main so put pressure on the anchor and encourage it to set well. Everything went just as we had planned.

Now I could start to find the cooling problem. I knew it wasn’t a clogged strainer. The next likely culprit was the raw water impeller. I carefully removed the water pump and opened it up. (Why would they use such small screws for this?) All I found was the shiny new impeller that I had installed that spring. Oh no. Does this mean I have to field-strip my heat exchanger while I am sitting out here? I hope not.

I pulled the hose off the water pump and opened the through hull fitting to see if it was plugged, and it was! There was a block in the line somewhere between the through hull fitting and the

water pump. I tried blowing through the hose. No luck. It was plugged solid.

I pulled out the



GoPro camera and put it in the waterproof case. I have a home made selfie stick that is about 7 feet long. I sent the camera down and took a series of still pictures of the underside of the boat. When I brought the camera up, the pictures on the iPad revealed a mess of bull kelp around the prop shaft and the rudder. I suspect it might be a piece of this kelp that was lodged in the through hull fitting.

I didn't have the tools I needed to disassemble the through hull fittings. If I did, I could probably use a screwdriver to clear the line. And it would be a lot of work to take all those fittings apart. If I only had compressed air, I could blow the line out. But wait, I do!

I got the foot pump for the West Marine inflatable dinghy. The fitting on the pump was an exact mate for the raw water hose I had pulled from the water pump. I connected the pump to the line and started pumping. I actually had to jump up and down on the pump to get enough pressure to clear the line. Dee Ann enjoyed taking pictures of my McGiver repair efforts.

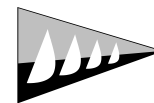
I had fun discussing our adventure with our buddy boat, who coincidentally had to peel off for another location. He pointed out to me that the anchorage I chose was famous for dragging anchor due to large kelp beds that keep the anchor from holding. We didn’t drag anchor that night, but the next morning I pulled up a kelp bouquet about half the size of my dinghy.

The part of the story I like the best is that we never lost our cool. We had a plan, which means we didn’t have to panic. We followed our plan and it worked. Plan C would have been to call for a tow and take the boat to a mechanic, and we were able to avoid that. When a crisis hits, just remind yourself that it’s the bad days that make the best stories.

**Jim Larsen, Tye**

*So which of your bad days make good stories? Write us and tell us about them. Our Members want to hear from you.*





## Olympic Sailing on Film

Looking for sailing films shot by world class cinematographers, I found some Olympic Star racing. It is filmed by one of, if not the best, woman director to date. However there is a problem enjoying much of her work as she was a Nazi. Leni Riefenstahl's most famous film, *Triumph of the Will*, was such a powerful piece of propaganda it was banned in this country into the 1950s.

Luckally her filming of the 1936 Olympics celebrates the sport more than Germany. While there is propaganda value in hosting the games, the film is nowhere near as nationalistic as Olympic coverage on American TV. Yes Hitler is there to open the games, but Mr. Owens runs are

not censored out. They are celebrated as much as any. But the film is not about winners and losers., but the sport.

Of course there is much more in the film than the sailing. There are three and a half hours of Olympic events in two parts: Festival of Nations, which has much of the ceremony around the games., and Festival of Beauty. The beauty of the sport is truly celebrated more than winning. This is no more true than her footage of the diving where her camera work adds to the beauty of the dives.

But I came for the sailing. There are five minutes of dinghy and Star sailing in the second part. The film is less about the

race and more about the sailing: what it is like to be racing. She puts you in the boats, well at least a foot and a hand are in the boat as you hang over the side getting hit by waves. This is Star racing as it was.

There is also footage of the crew racing, including the University of Washington taking gold. Again she gives you a look into the boat at how much effort is required to race.

*Leni Riefenstahl's Olympia* celebrates the Olympics It should be available through your local library. Ed.



Scott Walker getting a Crew Award at the November Meeting

photo: Linda Knowlton

**Crew Sheet  
Crew Wants Ride**

*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  
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## Ditty Bag For sale

**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

**9' Sailing Dinghy, "Seattle Tender"** See [http://dinghyco.com/1\\_2\\_about.html](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.

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

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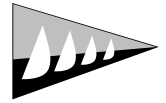
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Home Office:  
4226 Leavelle St. NW  
Olympia WA 98502 USA

e-mail: [dan@fastisfun.com](mailto:dan@fastisfun.com)



Holiday Potluck with the decorated wine bottles. The night raised almost \$10,000 and counting for the Thurston County Food Bank. We will have a total at the Meeting. Photos: Steve Worcester



## Take Your Camera Sailing



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](mailto:sts@sssclub.com)  
 Deadline for submissions is the second Tuesday of the month.

### 2017-18 SSSS Board Members

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**D Class Handicapper** Richard Bigley

## Hope Island Race December 16

*Willie Tippit/Transition were the RC Boat. Thank you.*

place /points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correct Time
<b>A CLASS Start Time: 10:05 Distance: 13 nm</b>							
1	0.75	69051	SPIRIT	BENE 36.7	81	18:06:25	17:46:10
2	2.00	87652	ALTAIR	J 35	72	18:04:45	17:46:45
3	3.00	69927	BALDER II	ERIC 38	126	18:19:03	17:47:33
4	4.00	69399	FLYING CIRCUS	EXPR 37	72	DNF	
4	4.00	73392	BODACIOUS	BENE 35 S5	129	DNF	
4	4.00	79182	FOLIE A DEUX	BENE 35 S5	135	DNF	
<b>D CLASS Start Time: 09:35 Distance: 13 nm</b>							
	0.75	28314	XPRESSION	C&C 110	91	18:11:46	17:49:01
	2.00	39110	KOOSAH	PEAR 36-1	177	18:48:21	18:04:06
	3.00	5421	EMMA LEE	CATA 30	225	DNF	
	3.00	22884	CHRONOS	PER 10	168	DNF	
	3.00	50105	JOLLY RUMBALOW	C&C 34	135	DNF	
	3.00	51496	PANDORA	CAL 36	183	DNF	