

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 47 Issue 7

March 2018

www.ssssclub.com

March Meeting: What Goes Up Stays Up, If ...

If you take care of your rigging! Learn about the different levels of rigging and mast inspections, mast standing, mast de-tuned, or mast down, at our March 13 gMeeting. Member Jason Vannice, Aloft Marine, will be our speaker. Jason will explain how to perform your own deck-level inspection.

Jason will also describe what to look for, and common areas of failure in, wire, rod, and synthetic rigging and spars. He will review recommended maintenance intervals for furlers, cars, winches, and general corrosion prevention.

Noreen Light, Soundhaven

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

Toliva Shoal Race

It roared like a lion this year!

Toliva Shoal, the third race in the 2017-18 Southern Sound Series, was hosted jointly by the South Sound Sailing Society and Olympia Yacht Club.

As normal, Friday night's kick-off, thanks to Thera, Suzie, and crew, was well attended and enjoyed by all. The big roast beef dinner was both ideal and needed as there would not be much time to eat during the race.

To describe the race, I'll start with the words of Ken Russell, the toughest of his forty-two Tolivas. Early in the week the forecasts ranged through all the possibilities, but as the race neared the forecasts said wind! Friday gale warnings were posted for Saturday with gusts to peak mid-race. A few sailors took heed and decided not to race while most enjoyed Friday's feast.

Driving down from Tacoma Saturday morning in the rain and a bit of breeze I wondered, as most of us do at times, "We do this for fun?" At the dock, the wind increases were noticeable as our time to depart arrived. As the parade of boats headed out, the winds were gusting to around 20 and some boats already had put in their first reefs. With their start, the Commodore and Non Flying sails boats disappeared to the north into a rainy mist and strong southerly. As the other fleets prepared to start the wind seemed to have dropped and lulled better minds into thinking spinnakers. At the PHRF start, for most, those colorful sails remained stuffed away as the wind built again. After a quick trip up to Boston Harbor the games began in earnest, witnessed by the beach crowd.

Heading toward Dana was either a sleigh ride or a dance of the broaching boats, sometimes with a spinnaker or not. The gale was arriving! As we approached, one poor J struggled for control and finally resolved to pull in their now spinnaker sea anchor. All were please to round Johnson Point and switch to a reach for the Nisqually mark. The casualties began to be more noticeable, torn main sails, backstay runners pulled out, the start of calls from



Hope Island Race photo: Jeff Hogan

**Board Meeting
March 6**

**Skookum Inlet Race
March 10**

**General Meeting
March 13**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Island Race, GHYC
March 17**

Last race of the Southern Sound Series

**Jarrells Cove Cruise
March 17-18**

**McAllister Creek Race
March 24**

**Star Spring Meeting
March 26**
1830 Westbay

**Board Meeting
April 3**

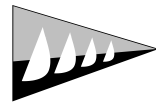
**Dinghy Meeting
April 5**
1830 Westbay

**Spring Series Race 1
April 7**

**General Meeting
April 10**
Visitors Welcome

Doors open at 1830, Meeting starts 1900

Harstine Island Bridge : When to Reef?: Swap Meets : Pease Return Books



withdrawing boats. Somewhere in this area, *Equus* broke her boom but pressed on with a storm trysail.

After the quick downwind run, surfing some waves, the Toliva mark truly marked a change, full on conditions in the sunshine and big breaking waves. Looking at the water, several boats just called the RC and said we're going to keep heading north, have fun, we're withdrawing. After rounding, most of the fleets headed west, seeking shelter behind McNeil Island to put in a reef or a second. It was clear that it was going to be a rough wet trip home and the high wind alarm on the chart plotter was going off with regularity.

About this time the first radio call came in and the most serious problem arose. *Zig-Zag* had lost her engine followed by the loss of her rudder. The tow home was long and labored. Talking to Rafe later he said that after they removed the emergency tiller they could look down through the carbon fiber rudder shaft and see green water. It was a tough day.

The beat back to Devil's Head lived up to its namesake, even the helm was regularly doused with the spray while those on the rail got regular showers! Those who had withdrawn battled as they hobby horsed through the waves. During the relative calm heading to Johnson Point, crews readied the boats and themselves for the coming battle up Dana Passage. Throughout the day you could see the squalls approaching. With each would come a bit of rain and major wind gusts. Fortunately, the squalls spared most on the beat up Dana.

Rounding Boston Harbor, it was time to head home. The sky held one more squall, this time with hail, but the now decreasing winds of 15 to 25 felt so relaxed. The gun sounded so sweet amongst the cheers of our crew when we crossed the line. The finish was tempered by the knowledge that the rest of our fleet had retired.

Of the 51 boats registered for the race, 19 finished. Damages ranged from a broken finger to a broken boom. Sailmakers will be very busy with the Toliva recovery repairing the many blowouts of all types of sails. One final thought on the condition for the day. We've been fortunate to never have anyone get sea sick. Not this year, four of our seven aboard assumed that pale green look and suffered through the wind and waves. Thanks to everyone who hung in

there. This year was a bit of an epic and will be remembered by everyone who was on the water.

Jeff Johnson, *Folie `a Deux*

In 5 sentences: To think we actually debated raising the chute during the prestart!! Still, we were aggressive carrying the 160 headsail, in hopes of fast wing on wing. Saw 8-9 knots boat speed, downwind to Toliva Shoal. Planned on a peel to the 110 with single reef main after we rounded, but things got tangled, and we lost 20 minutes to that. Finally got going, but after lowering sails to assist the red 40'er on the beach at the prison, we retired from racing.

Joe Downing, *Balder*

I did the Toliva Shoal with Mike Gowrylow on *Finally Free*. Along as well were John Sherman and Matt Herinckx. The winds were intense. 25-30 knots sustained from the west with gusts 40 and above. White caps, waves, rain, sun, rainbows, all in the course of the race. The visibility at the start was poor due to the wind, mist and rain.

We did not hear any horns from the committee boat and could not see the flags very well at all. We simply figured it must be time to go and followed two other boats across the line, not having a clue if we were early or late. At the last minute we did hear the start horn. I sure wish they would go back to the shotgun.

We started under a single reefed main with no headsail rolled out at all. We eventually rolled the headsail out and immediately I felt we were overpowered. We rolled some in and the boat felt better. Eventually we tucked in the second reef. The boat was a lot of work down wind. Good speed but continuously had to adjust course as the boat wondered back and forth with the following waves.

We rounded up many times both upwind and down wind. Got knocked down once, took water over the deck and into the cockpit twice and had the rail buried much of the race. All this was going on with a double reefed main and a hankerchief of a headsail rolled out. For a while we said to hell with it and rolled the headsail completely in when going down wind. We didn't have a preventer and had two unintentional jibes that miraculously did not break anything. Every boat that we saw with a chute immediately had troubles and knock downs.

I never felt we were unsafe but I was most concerned with the boat, rigging, and sails. Would I do it all over again under those conditions, probably not.

We were the last boat across the finish line at 1815, but we finished. We were happy we stuck it out to the end. Up in the clubhouse Ken of *Rushwind* felt those were the worse conditions he's had in 42 Toliva Shoal races. That's saying something. There were 51 registered, 10 did not go out, 19 finished and 22 did not finish

Bill Velez, *Karen Ann*

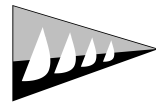
I have been sailing on and off my entire life and never have I sailed in conditions like we had in the South Puget Sound on February the 17th. I crew on *Folie `a Deux*, a 35' Beneteau skippered by Jeff and Joy Johnson. With a crew of seven we did not expect to place very high, we just hoped to finish in one piece. As the day progressed, we focused on staying aboard, not breaking anything and not drowning the cockpit. We only succeeded in staying aboard. By the end, we had lost two battens from the jib, fully flooded the cockpit and buried the bow a few too many times. When we started we never would have thought that we'd be the only boat in our class to finish, taking first by default.

My absolute favorite memory of the day is from when I was working the jib sheet as we hardened up just south of the Shoal mark. We were heeled over at a good 30-40 degrees, there were at least 3' swells with impressive white caps and then we got hit with a gust of who knows how many knots. Needless to say, we had lifelines in the water, waves coming over the windward rail and water pouring into the cockpit. I ended up thigh-deep in the Sound bracing against the water crashing into my chest as it sheeted across the deck and over the rails. It was fantastic!

Throughout the race we learned about the capabilities of both our crew and our trusty vessel. Most importantly, we found that we can keep calm and still have fun when faced with such exciting conditions. I have to commend each and every sailor who came out for the race and made 2018 Toliva Shoal the most memorable yet.

Alison Garnett, *Folie `a Deux*

Do you have a Toliva story? Or other sailing stories? We want to hear from you.



Southern Sound Series Rep Three Down One to Go!!

The 2017-29018 Southern Sound Series is on its last leg! The first leg was Winter Vashon, a semi drifter which was shortened at the north end of the island. The second leg was Duwamish Head which became an ideal race with the wind cooperating and the Orcas joining the fleet. Toliva Shoal was a gear buster! Fifty- one skippers paid their entry fee but only nineteen could finish the race. The winds were in the steady 20's and gusting up into the 40's! Several yachts suffered damage but the 19 that finished knew that they had conquered an ordeal!

The last leg of the four-race series is the Islands Race sponsored by the Gig Harbor Yacht Club on Saturday 17 March 2018. It starts just outside the mouth of Gig Harbor, heads north up Colovos Passage, around a mark at the north end of Blake Island then back to the start/finish line. If there are light winds, the race may be shortened at the mark at the north end of Blake Island.

After the race, the GHYC has a great party with food, drink and videos of the race. This race is usually more mellow because there are more daylight hours in mid March and the weather is warmer; although it did snow one year!

There is ample moorage in the Harbor and numerous places to eat and drink.

Information may be found on the Series web site: www.sseries.org.

**Dave Knowlton Koosah,
Your Series Rep**

Spring Dinghy Fleet Meeting

The Annual Spring Dinghy Fleet Meeting is tentatively set for Thursday, April 5th at 1830 at the View Point Room at West Bay Marina. Bring all your stories, compliments, complaints, and any ideas to improve the "dinghy experience". Watch for a possible change of date for the meeting. E-mail your questions to the Dinghy Chairman.

Jim Findley *Nightwind / Not Sirius / Lido 14*



Salty Sailor Cruise

photo: Jim Larsen

Cruise News

JARRELLS COVE CRUISE BYOB

March 16th, 17th, and 18th is the Equinox Cruise to the prettiest cove in Puget Sound.

If you can't take the shortcut under the bridge, at 1300 on Saturday the clearance under the bridge will be 40 feet, you'll have to go through Dana Passage, north up Case Inlet, around the north end of Harstine Island, give the north point lots if clearance, and south about two miles to Jarrells Cove and the State Park docks which now have electricity.

Friday there will be a finger food potluck around 1700 or 1800 and, weather permitting, a campfire with s'mores afterwards. Don't forget to bring your own drinks for this Cruise.

Saturday there is the Farmer's Market from 1000 to 1200 at the Community Hall, a short hike away. Also books to read, trails to hike, fish to catch, kayaking or dinghying. Dinghy rowing racing if there is enough interest. Oh! Blind Dinghy Races are a blast, to watch! Or do the trivia contest, the finding stuff contest or, my favorite, dare each other to swim across the cove.

Saturday evening the sun doesn't set until 1921 so there is plenty of time for the potluck starting at 1800 and then, again, weather permitting, campfire, s'mores, story telling, and lie telling etc. into the wee small hours of 2000 to 2100.

Sunday; eat breakfast and maybe share with others if you have too much. Then prepare to leave but don't be in too big a hurry.

Dana Passage current is ebbing until 1300 on Friday and till 1330 on Saturday

and slack flood begins at 1406 on Sunday. Of course one should keep in mind that all of Case Inlet down to Pt Wilson has the opposite current of Dana, and although somewhat less, it is 3 times as far. But Sundays max ebb is 2.5 at 1021, so you might not want to leave at the crack of dawn.

Jim Findley *Nightwind / Not Sirius / Lido 14*

SALTY SAILOR CRUISE

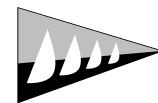
Three boats participated in the Salty Sailor Cruise to Henderson Inlet on February 10th and 11th. The skies were clear, the sun was out, and the air was crisp and cold. Dee Ann and I arrived on *Tya* early Saturday and set an anchor near Woodard Point. Next to arrive were Rick and Loren Ferro aboard *Gitana*. They were followed shortly by Rich Adams aboard *Mutable Fire*. The three boats formed a raft with one boat on each side of *Tya*.

The afternoon sun was warm enough to enjoy some lounging in the cockpit aboard *Gitana*. The wind and current cooperated and kept our cockpits facing the warm sun. The evening potluck was aboard *Tya*, followed by a rousing game of Apples to Apples.

As Rich was preparing to leave on Sunday we noticed that the anchor line had somehow ended up between his keel and rudder. The changing tide and light breeze had allowed us to drift over the anchor, and when the line came taught again it was under his boat. After several creative suggestions were tried, Rich raised his swing-up rudder and cleared the line.

The breeze arrived late Sunday morning just in time to give some a gentle sail home.

Jim Larsen, *Tya*



RC Report

MACLEAN MEMORIAL RACE/CRUISE JULY 14TH

Open for all South Sound sailors, cruisers and/or racers, the Maclean Memorial Race/Cruise is planned for Saturday, July 14th. This is the one race that the race chair gets to pick the course to be sailed for any given year.

After taking a few minutes to look at the tides and currents for July 14th, it looks like a great day to head out Dana Passage with a return sometime in the afternoon. Forecast current in Dana Passage are:

0949 Maximum Ebb -3.93 kts

1351 Slack

1636 Maximum Flood 2.87 kts

Forecast current in Balch Passage:

0921 Maximum Ebb -3.93 kts

1325 Slack

1538 Maximum Flood 2.29 kts

With the favorable timing of these currents this Year's Maclean Memorial Race/Cruise will be a race around Anderson Island. For those of you more on the cruising side, but also like some company on the water, you can always call it a day at Oro Bay or simply pick up a buoy or drop anchor at Eagle Island.

The Course: The race will start between the Olympia Shoal and race committee boat, head north past Boston Harbor, through Dana Passage, past Johnson Point, then around Anderson Island in either direction (the currents will likely dictate this for you!!!), and back to Olympia Shoal.

Knowing the uncertainty of summer winds, the race can be shortened at Boston Harbor, Itsami Ledge, Johnson Point, Devils Head, or the government mark #1 at the west end of Balch Passage (north side of Eagle Island) either outbound or inbound. The race will start at 10:00 a.m. for all boats and fleets with a ten-hour time limit.

Every SSSS sailor is invited to participate in this Race / Cruise, it's simply a fun summer day on the water with a bunch of fellow sailors! **Save the date, Saturday July 14th**

NOMINEE FOR RACE CHAIR JEFF HOGAN

I'm please to announce that Jeff Hogan has volunteered to take over the race chair reins for the 2018-19 racing season. Many know Jeff and his long association with the South Sound Sailing Society. Jeff owns a San Juan 28 which he recently repowered with an electric motor about which he



Henderson Inlet Race

photo: Glen Hunter

presented at the January Meeting. Jeff has crewed on many race boats over the years including with us on Folie `a Deux for SSSS races and two Swiftsures. He knows racing and has helped out this year not only with racing but also on the board. Personally, it is great to find such a well versed and knowledgeable sailor to take over the racing program at SSSS.

Like all the volunteer positions with the Society, race chair has a variety of responsibilities, some small but others key to the respective program. For race chair, the biggest effort goes to two items; setting up the race schedule with the other Club sailing programs, Southern Sound Series, and holidays. That may sound easy but with thirty-one races to schedule some interesting juggling goes on. Secondly, the greatest coordination goes into getting race committee and mark boat volunteers for all those races. Here is a bit of arm twisting and peer pressure, we still have a few racers who have not signed up for RC duty. Dates still open are:

Spring Series Race # 2 April 21st,

Spring Series Race # 4 May 12th, and

Maclean Memorial July 14th

If you have not signed up yet please let me know which race you can help out with, or if you are just looking for an opportunity to get out on the water and help drop me an e-mail at rcchair@sssssclub.com. PS It is a great opportunity to get some sailing photos!

Finally, the Society has existed for nearly fifty years as an all volunteer organization. Pretty amazing and it shows the dedication Members have and have had to the Society and sailing in general. At the last Meeting I asking everyone who has served in some larger capacity, other than as a participant, or simply RC for a race or two to please stand-up. There were a lot of standing

individuals! As we enter into the season when we are seeking individuals for the board and program chairs, give some thoughts to adding yourself to that fifty year roll call of dedicated volunteers for SSSS.

Sailing into the Spring

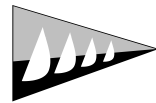
Jeff Johnson, Folie `a Deux

Please Return Books

A request for the return of my books that were mistakenly taken home from the February Meeting. I'm not upset at anyone I made a mistake in not checking with or telling anyone or explaining my intent. If they are expensive ones or out of print I really want them back. I do, however, love disseminating information and resources, so if they are inexpensive and I can get a hold of a new copy I will gladly gift them. I think it was only four books, but I have no idea which ones. I didn't inventory them prior because I didn't foresee any issues.

Caveat, there were two books marked free, one by Lin and Lary Pardey, and a thin hardback one about old ship rigs.

Thanks Max Hegewald, Xpression



Women's Boating Seminar on Hiatus— Other Activities Planned

For the past eight years, scores of women have headed to Olympia in May for the Women's Boating Seminar. A kaleidoscope of hands-on and theory classes has helped women become more confident and skilled boaters. The organizers, members of the South Sound Women's Sailing Group based in Olympia, have decided to take a much-needed break. This news will doubtless be disappointing to many, but a cruise and possibly some individual classes are intended to fill the vacuum.

May 18, 19, 20: Cruise to Dockton in Quartermaster Harbor

Come by boat or car to this charming King County Park on Maury Island. Bring partners and family members along, too, for one or more days. The central event will be a potluck dinner and program Saturday, May 19. SWSWG has reserved the picnic shelter from 1500 to 2000. We'll have a chance to see old friends and make new ones.

A short self-guided walk through the hamlet of Dockton will acquaint you with fascinating history. Did you know that Dockton was at one point the largest ship-building port north of San Francisco? For hikers, the nearby Dockton Forest has a busy trail system. It's possible to hike to the top of the ridge and look out upon Brown's Point and Commencement Bay. A further exploration can lead you to the rusting hulks of equipment at an abandoned gravel mine.

The park has 58 slips. Cost is \$20.00 for boats under 25 feet; \$25.00 for boats 26-32 feet; \$30 for boats longer than 32 feet. Moorage is first come, first served.

Anchoring out is free as is the use of the dinghy dock.

Details: Showers and restrooms are free, no power, no garbage pickup, and no services within walking distance. The park has play equipment, fire pits, and barbeque areas. There is a convenient place for dog walking.

If you think you will participate, please let Emily Ray know at emilyrayjimlengenfelder@msn.com We would like to get a handle on the potential number of participants, and how many will come by boat.

Emily Ray, *String Games*

Letter: The ABC's of going under the Harstine Island Bridge

I often ask people if they've been under the Harstine Island bridge and an all too common answer is "I can't fit under because it only has a clearance of 31 feet." That is only true if the distance from the top of the thing on top of your mast to the water is more than 48 feet and here's why: $A-B=C$

A = Clearance under the bridge. The Harstine Bridge height is measured from the highest point underneath the center of the bridge to the water at mean high tide. This is the 31 feet listed on the chart. The difference between 0 tide and mean high tide is 13.5 feet at Harstine. I round down to 13 feet for safety's sake. So $A=44$ feet (31 feet + 13 feet) minus the tide level at the moment you want to go under.

B = The distance from the top of the tallest thing on your mast to the water. You will have to find this measurement yourself for *your* boat.

C = The clearance between the bottom of the arch in the middle of the bridge and the top of the thing on top of your mast. ie, how much you'd clear the bridge by *if* you went under.

So bottom line, if you want to know if you can fit under the bridge it's $A-B=C$. (31+13-tide level)- B = Clearance. We rearrange things and $44-C-B$ =tide or $44-0-B$ = tide, and it's 0, since the clearance will be 0 for your boat to *just* fit under. So $44-B$ =Tide.

My Haida 26 had a water-to-antenna height of 36 feet. $44-B$ =tide or $44-36=8$ feet. I could fit under the bridge at a plus 8 foot tide. My current boat is a Catalina 30 with a height to top of antenna of 47 ½ feet. $44-47\frac{1}{2}=-3\frac{1}{2}$. I can fit under the bridge at a minus 3½ foot tide. It happens about once a year.

So, if your mast (top of antenna) is more than 48 feet, you're probably not ever going under the Harstine Island bridge, but if it's less, give it a try after some very careful calculation. It's quite a thrill the first time through.

One caveat; waves and high and low air pressure can vary the water height by a foot or more either way, so be conservative when doing your calculating. High pressure gives you more clearance and low pressure gives you less clearance.

Jim Findley, *Nightwind / Not Sirius /*

Star Fleet

It is spring which means the Star Fleet is awakening from its winter slumber. If you have not yet scheduled your boat into Bill's shop, you're behind and might not get in before the season starts. Please call and set up a time and get it done.

Once that is done ... the fleet plans to launch this spring the weekend of April 14/15. This sets us up perfectly for a few weeks of tuning and final prep before the first Monday of the season (April 30) and the Black Star Regatta (May 4-5).

Prior to that, of course, the season really kicks off with the spring meeting, which will be held March 26 at the Viewpoint Room of Tugboat Annie's. Arrive in time to get dinner (to go) upstairs and bring it and a beer down with you. Folks will start gathering around 6 and the business will begin at 6:30. If you are interested in sailing with the fleet but don't know us yet -- please come on down. We have a few very experienced skippers with some extra time on their hands who are ready to train new folks. Take advantage of this!!

Enjoy those last few weeks of winter, even more so the flowers that are beginning to bud, and I can't wait to see you all out there this summer.

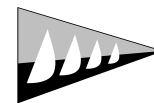
Catherine Sparkle, 4833

Commodore's Corner: Treasures and Cast-offs

Spring is around the corner, really, and it's that time of year when boaters get together and swap their treasures and cast-offs. I'll include a list below of the swap meets we know about that have confirmed dates. If you have a storage locker full of stuff that you're eager to get rid of, contact one of these swap meets and rent a table. Also, did you know that we're about to have a marine consignment store in nearby Gig Harbor. It's called Second Wave. It'll be located at the Gig Harbor Boatworks, opening in March. Enjoy the season of treasure hunting!

Des Moines Yacht Club, Saturday March 24, 0900-1500, Shannon (971) 800-1567

Fisheries Supply, Saturday April 7, Come early!



Port of Everett/Milltown, Saturday April 14, Come early!

Pt Townsend Boat Haven, Saturday, April 21, Come early!

Maritime Museum of BC Massive Marine Sale, Saturday April 21, (250) 385-4222 ext. 102

Port Orchard Yacht Club, Saturday, April 21, Come early! (208) 818-4113, Maxine

Bellingham/next door to Seaview Marine, Saturday, May 5, Come early,

Pt Defiance Marina, Saturday, May 19, 1000-1500, (253) 404-3960 Gene Anderson

Joy Johnson, Folie 'a Deux

Letter: When Do You Reef?

As we shopped for our new boat we asked the seller of *Xpression*, "When do you reef?" He answered, "20-25 when racing, 15-18 with the family".

When do you reef? There are many factors affecting when we decide to reef. The obvious ones include wind strength, size and style of boat. Others are sea state, reason for our sail race/cruise, experience of the crew, and the skipper's comfort level. "We cover up fear with comfort. Comfort is fear in Disguise": <http://thehappyphilosopher.com/comfort-is-fear-in-disguise/>. A unique algorithm lives within each of us and it is up to us to listen to our inner sailor as we develop our own general guidelines for our boat.

We surfed happily along in *Valkyrie*, our Ericson 23, approaching the Straits of Juan de Fuca one July night. We watched the sun paint the sky red and felt the wind begin to build. Excited to share with our girls what it felt like to sail through the night we recalled the many nights spent sailing *Chinook* to Mexico and back what seemed like a lifetime ago. All day and the night before the wind had repeatedly built then eased. It had failed to sustain, returning to a benign 5-8 knots. Reefing had been a waste of time.

"When do you reef?" My answer to this is always, "As soon as I first think of it". If you catch yourself wondering if you should think about reefing soon, stop what you're doing and reef!

As the wind continued to build I pondered ,, then I knew what had to be done. It is easy to put in a reef when the wind is just beginning to build. It is easy to

shake out a reef if the wind doesn't build more. On the contrary, it is difficult to reef when the wind is howling, threatening to shred your sail, and attempting to throw you from the decks. We ran into the dimming night with one reef, our #3, working jib, and with the building wind ushering in the darkness.

When do we reef? We have a rule which states that if one of us is going forward, in addition to clipping on, we wake the other so that they can listen and watch; it is all about safety and, thus, unnegotiable. I always try to avoid waking Steff when I'm on watch if I can. She needs all the rest she can get for her next six hours at the helm. In the past this had lead me to deny the voice of reason ... the rules be damned, I could manage a few more hours. If I just waited a few more hours she would be up and we could do it together at change of watch. Inevitably what would transpire when I waited was that the wind would build more than I'd hoped and I would have to wake Steff and ask her to come out on deck and to help me battle with the task of reefing in too heavy of weather.

Five minutes later I remembered these instances and wondered if we should reef again sometime soon. Why did I ask her that question? We both knew, regardless of her response, what that meant. We proceeded to double reef the main and decided to run with no jib. With a warm bowl of soup in hand I watched the stars appear and ran across the vast Straits into the formidable night. By the time Steff and the girls were tucked into bed the wind and seas had built significantly. We heard the winds begin to writhe; they were showing no signs of leveling off.

When do we reef? If we think we may want to reef soon, we "do it NOW"! If we feel we want to shake it out, we wait 30 minutes.

Being open to the Pacific Ocean, the Straits of Juan de Fuca can carry a significant swell, sometimes converging sets. We bombed downwind we surfed down 3-4 meter swells with chop breaking up their edges. White spume blew off of crests which, when they caught us, slapped us around quite a bit. We lifted nimbly on each wave steering to catch a ride without rounding up. It was an active and exhilarating sail, always on the tiller. Tuning in and honing my sense to the signs that Mother Nature gave me, I

SSSS Boats at Toliva Shoal, SSSS & OYC

Redline	1 PHRF 6	6 OA
Silverheels	5 PHRF 3	10 OA
Folie `a Deux	1 PHRF 7	12 OA
Lightly Salyed	1 PHRF 5	13 OA
Altar	2 PHRF 4	14 OA
Jolly Rumbalow	1 NFS	
Finally Free	2 NFS	
Rushwind	3 Commodore	
McSwoosh	DNF PHRF 3	17 OA
Korina Korina	DNF PHRF 3	17 OA
Flying Circus	DNF PHRF 4	17 OA
Zig Zag	DNF PHRF 5	17 OA
Bodacious	DNF PHRF 7	17 OA
Balder	DNF PHRF 7	17 OA
Rieff	DNF Commodore	
Emma Lee	DNF NFS	

Team Race

SSSS #1 2nd Toliva and Series
Bodacious, Folie a Duex, McSwoosh
SSSS#2 tied 3rd Toliva, 4th Series
Korina Korina, Balder 2, Simitar

If I missed someone, tell me.

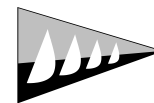
watched the swells roll in and sank into the rhythm of the sea.

When do we reef? I don't have a clear cut answer that can be represented in a graph or on a chart. There are just too many variables. *Xpression* is larger than our previous boats. She can handle stronger winds, but with a sail area to displacement ratio of 23 her sails are huge so we need to keep our egos out of the equation; we need to reef early. I simply defer to our rule, "If you ever think, 'I wonder if we should reef sometime soon?' do it right away!" The fear level of the skipper, as mentioned above, is a large part of the equation. As I continue to learn *Xpression* and what she likes my comfort level will change and my inner sailor will evolve.

Valkyrie made record time that summer night landing at Spencer Spit at 0530. She was an agile and skillful craft. Her crew was hearty – the only complaints I heard all night were about the leaky foredeck hatch, which was, I admit, a very valid complaint. It was a pretty dicey night but both of our young daughters barely noticed.

When do you reef?

Thanks Max Hegewald, *Xpression*



SSSS donation to Food Bank presented at the February Meeting photo: Jim Larsen

S-t-S Photos

Color copies of the S-t-S photos, and additional photos, are on line. The link is posted with the S-t-S

Of course the S-t-S needs more photos of current SSSS activities. Take your camera sailing. Send us copies.

Crew Awards

awarded at the February Meeting

Fall Series

Jeff Hogan, *Jolly Rumbalow*, D Class
Eld Inlet Race

Mike Buffo, *Jolly Rumbalow*, D Class

Henderson Inlet Race

Peter Wyeth, *Jolly Rumbalow*, D Class

Henderson Inlet Race February 3

Transition/Dash was the RC Boat.

Summer Breeze was mark boat. Thank you both

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 10:05 Distance: 16.5						
0.75	73392	BODACIOUS	BENE 35 S5	129	13:46:58	13:11:30
2.00	69399	FLYING CIRCUS	EXPR 37	72	13:40:44	13:20:56
3.00	69051	SPIRIT	BENE 36.7	81	13:45:51	13:23:35
4.00	69927	BALDER II	ERIC 38	126	13:59:52	13:25:13
5.00	87652	ALTAIR	J 35	72	13:49:01	13:29:13
6.00	79182	FOLIE A DEUX	BENE 35 S5	135	14:15:12	13:38:05
7.00	69804	REIFF	J35C	105	RAF	
S CLASS Start Time: 10:05 Distance: 16.5						
0.75	82	MCSWOOSH	11M	66	13:18:33	13:00:24
2.00	50921	REDLINE	ANT 27	90	13:38:03	13:13:18
3.00	79089	LIGHTLY SALTED	BENE 10R	96	13:51:03	13:24:39
		12 PAX		-10	13:23:10	13:25:55
4.00	10115	ZIG ZAG	TART 101	75	13:51:24	13:30:47
B CLASS Start Time: 10:00 Distance: 16.5						
0.75	47914	KAITLIN	RANC 32	168	14:18:21	13:32:09
D CLASS Start Time: 09:36 Distance: 13 nm						
0.75	50105	JOLLY RUMBALOW	C&C 34	135	12:27:30	11:58:15
2.00	79838	SEAQUEL	CAL 27	234	13:24:28	12:33:46
3.00	427	DESERT SAGE	CATA 42	147	13:14:48	12:42:57

Ditty Bag

For sale

Mercury Inflatable RIB, 2003 10'3" great condition \$780
Mercury 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

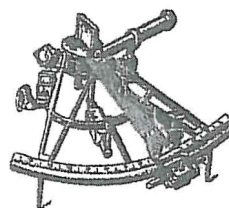
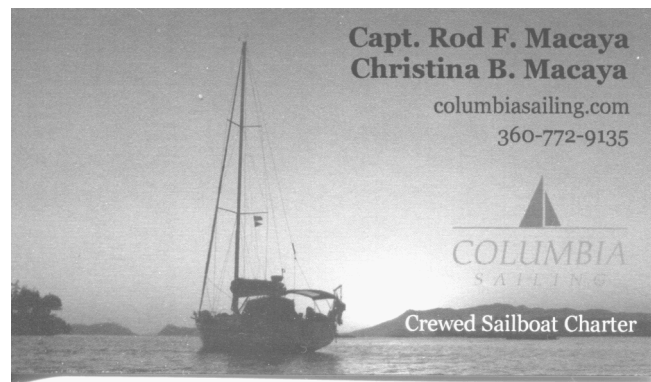
Looking for an outbuilding or garage to rent to complete renovations to my boat and others. Robin Kirk (702) 556-0420 robinkirk2010@gmail.com

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

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.



SUMMERS Yacht Services, INC

John Summers
360-561-4214

summersyachtservices@gmail.com

Yacht Management, Outfitting & Maintenance

Mechanical & Electrical Systems: Installation, Service and Repair



Yachtfinders/Windseakers Inc

Ofc. & fax: 360-867-1783

Cell: 831-247-6162

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com

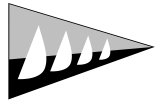


Photo above
Scott Walker

Photo bottom left
Robert Kedenburg

Dinner photo
Trina Norberg

Photos of *Bodacious*
Jon Bryant



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

