

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 47 Issue 9

May 2018

www.ssssclub.com



## May Meeting: The Thunderbird: A Pacific Northwest Icon

Ed Josberger, Fleet Captain for Thunderbird Fleet #1, will be sharing the history of the Thunderbird sailboat at the Meeting on May 8th. Ed's own history with Thunderbirds dates back to the early 70s when he began crewing on one. He bought his present Thunderbird in 1995.

Not acquainted with the Thunderbird? Allow me to introduce you. In 1957 the Douglas Fir Plywood Association mailed out a challenge to area boat designers and boat builders. The challenge? Build a plywood sailboat that could race and cruise, sleep four, be built by reasonably skilled amateurs, be powered by an outboard engine, and out-perform other sailboats in its class. See the Gig Harbor Boat Shop web site: [www.gigharborboatshop.org](http://www.gigharborboatshop.org)



Black Star Regatta 2017 photo: Thera Black

That challenge was met by Ben Seaborn and Ed Hoppen. In November of 1958, Thunderbird #1 was launched and began a legacy that continues today.

The motto of the still-active International Thunderbird Racing Association states "More than just a sailboat ... a way of life!"

Join us for an interesting presentation on May 8th. Doors open at 1830. See you then!

**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

## Commodore's Corner: Renewal Reminder

Remember that your Membership renewal will come through the e-mail that you signed up with. You can renew your Membership before then by logging in to the web site with the unique password you received. If you've forgotten your personal log in password, request a new password and it will be sent right away. Once you log in, you can renew your Membership and update all of your personal information. You can upload a picture of you and your boat so that other Members know who you are more easily. You can also specify your preferences like how you receive the S-t-S; do you want it by e-mail or do you want to receive it in the mail? There are also a few questions about whether you race or cruise and that helps us to know what sort of information you might want to receive. It's all very easy and saves the Secretary, a volunteer, from having so much data input. Thank you so much!

**Joy Johnson, Folie 'a Deux**

## Sign Up for LifeSling Clinic

It is time to sign up for the June 2 LifeSling Clinic. It will begin at 0900 with classroom instruction at the Olympia Yacht Club. During that session, that lasts about two hours, you will get a detailed explanation of how the LifeSling is properly used to get an overboard crew member back onto the boat.

### Star Races Start

**April 30**

Board Meeting  
**May 1**

### Dinghy Races Start

**May 3**

### Black Star Regatta

**May 4-5**

General Meeting

**May 8**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Spring Series Race 4

**May 12**

Star Races

**May 14**

Dinghy Races

**May 17**

Dockton Cruise

**May 18-20**

Star Races

**May 21**

Memorial Day Cruise

**May 26-27**

Star Races

**May 29**

Commodores' Series Starts

**May 30**

Dinghy Races

**May 31**

### LifeSling Clinic

**June 2**

Star Races

**June 4**

Board Meeting

**June 5**

Commodores' Series Race 2

**June 6**

Star Races

**June 11**

General Meeting

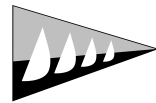
Awards, Elections, Potluck

**June 12**

Visitors Welcome

Doors open at 1800, Eating starts 1830

**Sailing Classes : SSSS & the IRS : New SSSS Board : Transition to Better Races**



The instruction is followed by dockside drills where you will see how to properly rig the hoisting tackle and then do some dry runs on the technique to use the LifeSling and hoisting tackle. Next you get a chance to put all that knowledge and skill to work as we do real overboard drills with volunteers in survival suits splashing around and hoping to be rescued.

The LifeSling is the best method for one person to rescue someone who has fallen off the boat. To show you what to do in the worst case scenario, each participant does an actual rescue without any help from the other students, although always under the watchful eye of the instructor to ensure safety.

It is best to learn this method, or refresh your skills, on the boat you own or frequently sail on. To encourage skippers and crew to take this class together we will waive the \$15 fee for any skipper who has two or more crew take the class with them.

Basic sailing skills are required. The class lasts most of the day. Space is limited so please call Dee Saller or me at (360) 491-0175 or e-mail us at [hsaller214@aol.com](mailto:hsaller214@aol.com) to reserve your spot or to ask us questions about the class. It is challenging and a lot of fun. We hope you will join us.

**Andy Saller, Liberty**

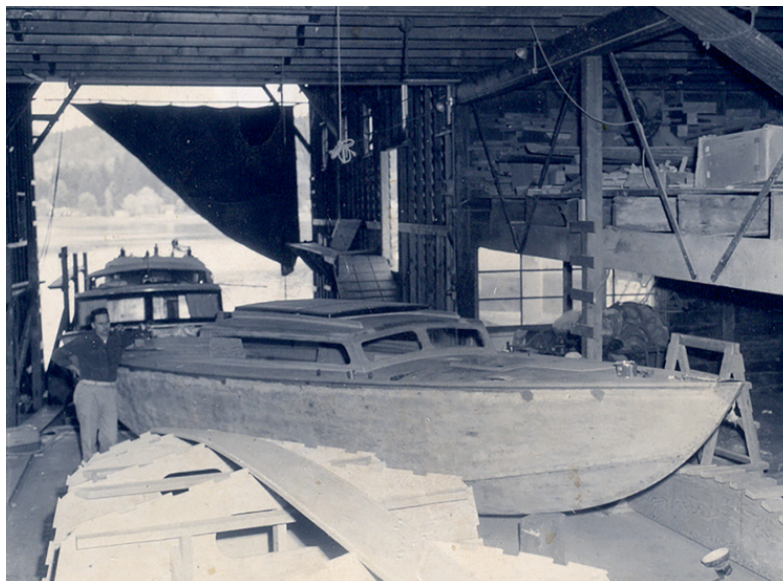
## Sorer's Report

We make the race awards this month. Please help make sure we do it right by checking your awards; see Awards in Class link on the race result page. Check the Season Championship scores, remembering only finished races count. Also check that your boat name is spelled right. If something is not right, tell me by the May Meeting

## Dinghy Racing Starts May 3<sup>rd</sup>

If you have a sailboat that's 20 feet or less and doesn't have a fixed keel, please consider coming out and racing with us. We race on alternate Thursday nights just north of KGY and the Hearthfire restaurant, starting at 1830. New racers, just come out a little early and register with the yellow runabout committee boat. We are more about having fun on the water then really serious hard core racing. Although it is fun to win.

**Jim Findley, *Nightwind/Not Sirius /Lido 14***



Thunderbird in the Gig Harbor Boat Shop

## New Board to be Nominated

As per our by laws, a slate of officers for the 2018-19 SSSS Board will be placed in nomination at the May Meeting. We will vote on them at the June Meeting.

The officers are: Commodore, Jim Larsen who has been Vice Commodore this year Vice Commodore, Casey Jones, new to the board. Secretary, Barb Kiliz, who has been our Secretary for the last half of this year. Race Chair, Jeff Hogan, this year's Assistant RC Chair

As we go to print there are three open positions that need filling: Treasurer, Cruise Chair, and Program Chair.

There are three unelected board members continuing to serve: Past Commodore, Joy Johnson, this year's Commodore. S-t-S editor, Steve Worcester. House Chair, Alex Broman.

## To Be or Not to Be.... a Tax Exempt Club

Getting established with the IRS and other taxing entities has been, well ... taxing! With help from a CPA, Steve and Peter labored under their green eyeshades for hours to generate the figures for four years of tax filings. Those are working their way through the IRS and we are crossing our fingers that all is accepted.

One of the big decisions we have to make as a Club is whether to file as a non-profit with the IRS or as a for-profit. We do not qualify as a 501(c)3 because we are not formed with educational or charitable purposes, and we are a membership-driven organization: most of our income comes from membership fees and dues.

We do look and feel like a 501(c)7 social club, but we have learned as a board that obtaining and maintaining our non-profit status as a social club will require a good deal of record keeping. In addition, since many of our activities, such as Toliva and Black Star Regatta, involve non-members, it may be difficult for us to qualify for and maintain that status.

Because our non-member income exceeded the allowable limits for a 501(c)7, our filings for the last 4 years were done as a C-corporation and we needed to pay four years of back taxes, penalties and interest.

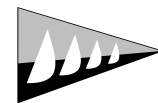
We will be allocating the costs of the taxes and the CPA's among the activities that generated the income, including the Women's Boating Seminar, the Stars, Toliva and the Club as a whole.

Accordingly, the board voted to use 2018 as a test year. We will keep the extra records needed to support a filing as a 501(c)7, and, early in 2019 we will decide if we qualify for that status or not. If not, we will continue to file as a C-corporation.

Filing as a C-corporation does mean that our net income is taxable, but since we generally do not run much of a profit, we think that this is the best route for the Club. Knowing what we now know, we will be able to track income and expenses with tax implications in the mind in the future; hopefully that will allow us to minimize the future tax burden.

Please feel free to contact any board member with any questions you might have about the decision.

**Mary Campbell, *Sonrisa***



## Star Fleet Racing Starts

The time is finally here! The Budd Inlet Star Fleet has dusted off its winter cobwebs, applied a new coat of bottom paint, and launched for the season. By the time you receive this, we'll likely have even had a night of racing under our belts. Any interested sailors should contact me, [cghovell@gmail.com](mailto:cghovell@gmail.com), or show up at Westbay Marina around 1700 on Mondays to get on as a crew or help out the Race Committee.

This weekend, the fleet is hosting our annual Black Star Regatta Friday May 4 and Saturday May 5. Friday night is for practice, more cobweb dusting, for both the racers and the RC. Saturday the racing begins in earnest. Saturday evening we will have a dinner and awards ceremony in the Viewpoint Room at Tugboats. All Members are welcome to join the fun! Dinner is \$20 and is always delicious. We'll have photos of the racing and new stories to tell. Whether you are a new or seasoned Member, a racer or cruiser, a Star boat lover or not, we invite all to come out and join us.

As a reminder, the fleet sails every Monday evening through August, other than Memorial Day when we race on Tuesday. First gun is at 1830, out in the wide part of Budd Inlet south of the shoal marker. If you're not racing, it is still a great excuse to get your boat out and watch others. As a one-design class, the first over the line is the one who wins, and wins by a nose are not uncommon. Hope to see you all out!

**Catherine Hovell,  
Sparkle, #4833**

## RC Report: Spring and Summer Racing is Here!

As I write this, I glance out the window at the steadily dripping sky, enough is enough. But I also think about the recent switch back to daylight savings time and a period of natural light after work. Ahh, spring and summer are coming, finally! We are ready to the end of the long racing days in the rain and, at least this year, mostly windy or very windy trips out on the water. Spring and summer bring the promise of warmer weather buoy races and summer



*Racing back home in a gale,*  
painting by Dan O'Brien from a photo by Chris Hamilton

cruises.

South Sounders are fortunate to have a big variety of summer race options.

**PHRF:** For PHRF racers, we have the Spring, Wednesday Night, and Fall Buoy Race Series: twenty races from April through early October. You even get a chance to sleep in with noon starts for the Spring and Fall Series. All of these races remain within Budd Inlet, except a possible run to Itsami Ledge. If the wind, tides, and weather nudge the race committee to put up the code flag T (Tango), we'll race out and around the Itsami Ledge government mark leaving it to port. Remember leave it to port. We've watched an un-named boat nearly round Hope Island to starboard before realizing their error, though they still managed a second for the race! Race instructions and a handy map of the buoy locations, Appendix A, can be found at: [www.ssssclub.com/wp-content/uploads/2017/PDFs/PHRF\\_SailingInstructions.pdf](http://www.ssssclub.com/wp-content/uploads/2017/PDFs/PHRF_SailingInstructions.pdf).

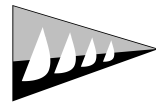
For all the buoy races the race committee boat will fly the flag(s) indicating the marks to be rounded, leaving the marks to port. *Note:* If two flags are flown, the upper will be the windward mark and the lower flag the leeward mark, finish to windward at the start/finish line. If two marks are used remember that you must cross through the start/finish line on the way back to the windward mark after turning the leeward mark, completing a lap. And you can not cross it going down wind. Forgetting this will cause you to be disqualified. Just a word to the wise! If you are new or newer to racing, unless you are very fast

on the course, it should be pretty easy to figure out how the course is set by watching the other boats. Come out and join us for these afternoon or evening races!

**Stars:** Most of the fleet was launched on April 14<sup>th</sup> with the first of the Monday evening races having started April 30<sup>th</sup>. The Stars race every Monday night from May 14<sup>th</sup> to August 20<sup>th</sup> with the first race starting at 1830. Full sailing instructions for the Stars can be found at: [www.ssssclub.com/stars/](http://www.ssssclub.com/stars/) then clicking the Sailing Instructions tab. The Stars biggest event of the year will be coming up shortly after

you receive this newsletter. There is a practice race the evening of Friday May 4<sup>th</sup> and then on May 5<sup>th</sup> the Budd Inlet Star Fleet sponsors the Black Star Regatta with an awards dinner after the racing. This race brings in Stars, Lasers, and I-550s from around the region. This is a big event with lots of boats, lots of fun, and also lots of volunteers. If you are interested, but not on a boat, contact Catherine Hovell or Steve Worcester to see about crewing or volunteering. Having raced some with Catherine I can attest to these races being very active with lots of close quarters sailing on a boat with a multitude of go fast adjustments available to the skipper and crew. Go out and catch some Stars!

**Dinghies:** This may be the most relaxed collection of sailors in the Club. The dinghies race every other Thursday evening beginning on May 3<sup>rd</sup> and continuing through August 23<sup>rd</sup>. Without a keel, the dinghies can be both very fast and very tippy in windy conditions. The fleet is a collection of a wide variety of types of boat which makes for some very interesting



racing including boats from OYC's youth sailing program. If you have a keelless boat and want to race come on out on Thursday nights starting at 1830. The courses are set just outside and between the entries to Swantown Marina and West Bay Marina near the channel split marker. The dinghies two big events are the Race to Somewhere on Sunday July 22 and Dinghy Regatta on September 9<sup>th</sup>. The Race to Somewhere starts at noon and heads out to Gull Harbor for a Potluck. First boat to reach Gull Harbor wins the R2SW first place trophy. Later in the afternoon the boats race back to the start line. Sounds like a lot of fun and we'll get to see how our new to us Tasar competes with the other dinghies this year!

If that is not enough racing for you, you must be really hard core! Here at SSSS we try to offer sailors as many options as possible, come out and join us.

With dreams of warm sunshine, fair winds, & good summer sailing,

**Jeff Johnson, Folie `a Deux**

## Cruise News

### MAKE CRUISING MEMORIES MEMORIAL DAY WEEKEND

Spring has sprung, well, at this writing, sorta, and its time to start planning for the annual Memorial Day Cruise. As usual, we will be at Penrose Point State Park, in Carr Inlet on May 26-28. Set your hook somewhere around 47°15.8N 122°44.8W.

This is one of the best attended Cruises, and there are many reasons why. It's a three day weekend for people with jobs, and that means you can spend two full nights with a leisurely day, or two, at the Park There are moorings for people who don't like anchoring There is lots to do at Penrose Point State Park: hike the trails, forage for oysters, play Frisbee, walk the dogs, kayak to the store for ice cream, or just hang out on your boat and watch other people work The weather is going to be much better than it has been this winter!

Navigation to the Park presents an interesting challenge, as you must watch the tides in planning your transit of Pitt Passage. Pitt Passage separates McNeil Island, site of the former Medium and

Maximum security prison, from the mainland. Stories abound of inmates who swam or floated across to be fed and helped by a woman who lived on the mainland side.

I don't advise going through Pitt Passage on a minus tide in anything but a kayak, but fortunately the current in Pitt Passage will be flooding from 1000 until 1530 on the 26th. Low tide at Devils Head is .4 ft at 1053, so the water will be thin at Pitt Passage if you get there too soon after the tide turns. Check your charts!



*40 Knot gust during the Toliva Shoal Race, painting by Dan O'Brien from a photo by Chris Hamilton*

Watch your depth finder as well as you come around Penrose Point. A sandy spit, dotted with a few boulders, extends farther from the shoreline than you might expect.

Marvin Young, past Cruise Chair, will be your host for the Cruise. More years ago than I care to remember, when I was the Cruise Chair, we executed a star raft up, where boats drop their anchors in a big circle and pull their sterns together. We sent my son, then the smallest person in the crowd, up John Sherman's mast, the tallest one in the fleet, with several cameras.

Marvin thinks it might be time to try that raft up again. If there is no photo, it didn't happen, so bring that bosun's chair! As usual there will be one or more potlucks, so watch the Facebook page or the web site, and the announcements at the May Meeting for more information.

**Mary Campbell, Sonrisa**

### CRUISE TO DOCKTON MAY 18-20

If you haven't spent time in Dockton in Quartermaster Harbor, May 18-20 is the perfect time to go. The picnic shelter is reserved from 1500 to 2000 on Saturday May 19 with the potluck dinner at 1800. For those who arrive on Friday evening, a hike Saturday morning beginning at 0900 will be a way to stretch your legs. The hike will be about four miles round trip, to the ridge looking over the abandoned gravel

mine toward Brown's Point and Commencement Bay.

For folks who arrive by mid-afternoon Saturday, there will be a walk through the hamlet of Dockton, once the second largest ship-building center on the West Coast. Historic markers tell you about early times while you enjoy the quiet roads and gardens of today.

Part of the fun of Dockton is going through the Tacoma Narrows. Give extra attention to tides and currents, and your trip to the harbor between Maury and Vashon

islands will be swift and easy.

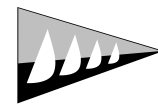
At the King County park you can anchor out for free or tie up to the dock. Cost is \$20 for boats under 25 feet; \$25 for boats 26-32 feet; \$30 for boats longer than 32 feet. Moorage is first come, first served.

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.

Friends and families are encouraged to make Dockton your destination for this bonus cruise. Or come by car for the day! This event is under the aegis of the South Sound Women's Sailing Group, and is in lieu of the Women's Seminar usually held at this time of year.

For further information, contact me at emilyrayjimplengenfelder@msn.com.

**Emily Ray, String Games**



## SPRING FLING SHAKEDOWN

The Cruise to McMicken is supposed to be a celebration of the beginning of spring ... the Cruise to pump up the dinghy to row ashore, and break out the binoculars to watch the fledgling eagles. But April Showers took control and eight intrepid sailors pulled their hatches tight and hunkered down in their salons off McMicken Island on Saturday afternoon.

*Pleiades* and *Mikyta* had arrived early and snagged the moorings, while *Tya* and *Sonrisa* took advantage of some gentle westerlies and dry-ish skies to sail most of the way.

Checking in on chanel 69 as the rain picked up at 1430, *Tya* offered to host the group potluck. Dryness being the better part of comfort, we agreed to wait until the rain abated to make any moves.

Meanwhile, I was dealing with shakedown issues on *Sonrisa*. This being the first cruise of the season, I wanted to check out all my systems, so I could build a full boat list of chores to do before I left for the summer. I had brought the dinghy to the dock last week, and the first order of business was pumping it out. This required me to pull on full foulies, including boots, since the water in the dinghy was at least 6 inches deep at the keel. It didn't take long to discover that my boots had sprung a leak. Item 1 on the list.

Ten or fifteen gallons later, with the dinghy dry and secured to the stern, I started the engine. This being the second time to try the engine since a major overhaul in December, I was relieved when she fired up, took direction from the gearshift, and powered the hull out of the slip. Next I turned on the electronics: VHF, autopilot radar, AIS, nav computer, depth sounder, even the knot meter, All seemed happy to be underway.

Passing West Bay Marina, *Tya* rolled out their sails, and, a half-mile behind them, I pulled out the roller furler. Another system was GO. This was feeling too easy. Letting the autopilot take the helm as we crept around Boston Harbor, I passed the time hauling up buckets and scrubbing the decks, until the incoming flood forced me to turn on the engine off Briscoe Point.

Arriving at McMicken, I waited while *Tya* anchored, then I pulled out some chain and watched with satisfaction as the wildcat started spinning to pay out chain. Snubbing it off, I decided to test the retrieval process, and slipped the handle into the high gear bracket.

It was then that I discovered that my double action manual windlass was now a single action manual windlass. Sigh. Out comes the Nigel Calder, where an



star raft, see the Cruise article photo compiled by Mary Campbell and son

exploded parts diagram and explanation allowed me to pinpoint the likely problem: a spring. Sitting in the cabin, listening to the rain, I had plenty of time to text a friend. I knew Bryon and would have ordered parts for his Simpson Lawrence and would be able to give me a sense of how much time to budget to receive parts and replace the spring.

By 1800, the rain was still coming down. *Pleiades* came over and rafted to *Tya*. I rowed in from *Sonrisa* and the crew of *Mikyta* braved the downpour as well. It was warm and cozy and, as always happens when sailors convene, the tall tales ran almost as fast as the beer and wine.

After a quiet and moonless night, the next morning, thankfully, dawned dry! I hauled in 50 feet of chain by hand, baked some scones and rowed over to *Tya* for breakfast. By the time we were done the wind had picked up. Detention being the

better part of inertia, Marvin offered to take a line from his stern to my bow to keep me from drifting back onto the tombolo if I had trouble raising the rest of the chain and anchor by hand.

Fortunately, it came up more easily and quickly than I had expected, I cast off the safety, motored into the inlet and let out the genoa. Amazingly enough, the wind, which had been southerly on Saturday, had veered to northerly on Sunday. I think that is a first for a SSSS Cruise. And now I have a new boat list.

Mary Campbell, *Sonrisa*

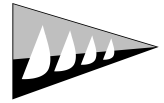
## Summer Sailing Classes Starting in May!

Spring and Summer Learn to Sail class Schedule out Now! Please go online to Olympia Parks and Recreation and click on the Experience It! link to see class descriptions and schedules. You can also call them at (360) 753-8380. We have a variety of children's classes, adult classes, women's classes and racing classes for kids and adults. All registration is through Olympia Parks and Recreation.

The Sailing Education Program at the Olympia Yacht Club is gearing up for our summer classes and **we need help!** Due to near constant use of our sailboats and chase boats, they experience lots of wear and tear. Please check our list below, and if you can lend a hand for a whole project or a few hours, let us know.

We have several projects we would like you to help us out with. If you have any experience in the following areas, please help us out. If you don't have experience, but would like to learn, let us know that too. We cannot afford to pay to have this work done

We need two volunteers with fiberglass knowledge to repair delaminated bows and rails on 5 Opti sailboats by June 5<sup>th</sup>. We need one volunteer to help John Sherman design, build, construct and install two plywood consoles for our new mini Whaler chase boats. We need 2-4 volunteers to put new bottom paint on the new mini Whalers and repaint our other two chase



boats. 1-2 volunteers needed to build a wooden cubby shelf on our dock for summer sailors to store their gear. We have workshop space available for most of these projects and will pay for supply and parts.

For more info on these projects or if you have questions please call Mary Fitzgerald (360) 250-1230 or Sarah Hanavan at (206) 931-8802. Thanks for your interest in getting more sailors out on the water.

**Capt. Mary Fitzgerald,  
OYC Sailing Education Chair**

### Transition from Amateur to Professional Grade RC

SSSS has traditionally been like a lot of other sailing clubs in that the Race Committee boat duties and what went with it were rotated throughout the sailing fleet. Every race saw another boat and their normal racing crew taking on the job on either a voluntary or assigned basis. The philosophy was that if everyone took their turn the job would get done, and with a large fleet you would only have to serve normally once a year. That's fine, but it has some distinct problems. Not every skipper has experience running a race and a lot of times their crews had no experience at all. So from race to race the quality of the races would vary and almost without exception mistakes were made that either affected the results or confused, confounded or infuriated the participants. The leveling factor is that no one complained because everyone knew firsthand how demanding the job was, and how easy it was to make mistakes.

Instructions were written, updated and revised continually, but there is no better way to improve than actual experience. What was needed was a dedicated Race Committee boat and a person to run the races. SSSS had neither the money nor a dedicated person willing to take on the job.

As fortune or misfortune would have it, the fickle finger of fate interfered, and the problem was solved. One of the long time racers entered into a period where health dictated that he could no longer actively compete as a racer. So he decided that he would take the bull by the horns and do something about it. That person was Bill Sheldon. Bill and his wife Vicky had a long history of assembling a first rate crew to race their Humboldt Bay 30 *Opposition*. Bill finally came to the conclusion that his time to compete actively was over, but he still wanted to be involved. He decided to buy a

suitable, Race Committee Boat and outfit it to do the best job possible. Fortunately for SSSS Bill approached the project with the same tenacity and dedication that he raced *Opposition*. He and Vicky looked around and decided that a 31 foot Cruise-A-Home motor boat might work best. They bought the boat and started to modify it into the best conceivable Race Committee platform they could within reason. As they were making quite a change from racer to race committee they decided to name the new boat *Transition*. They also both have taken the course instruction offered by US Sailing.

Instrumental in developing the mechanical systems and installation of electronics were two SSSS members ; Jason Vannice of Aloft Marine, and Hans Seegers of Osprey Boat Works. As sailors they understood what Bill and Vicky wanted and had the talent to turn ideas into workable modifications and installations. There has been a continuing evolution of equipment

and gear placement to come up with the best Race Committee platform possible, and a system developed to make sure all the gear is where it is needed and ready to use. The result is a reliable Race Committee conducting the SSSS races so the competitors can expect consistency and by the book on the water race management. Each boat in the fleet is expected to provide two helpers for one race during the season, so all the sailors get a chance to learn what it takes to do the job, and at the same time what all the flags and signals mean. Hopefully this will give you an idea of what can be done with dedication and a total disregard of budget. You know just like racing your own boat.

**Dan O'Brien**



Spring Series Race 1 photo: Dan O'Brien

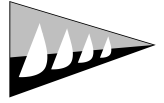
### Inlet Series

RC Boats : *Urbana, Dash, Echo, Emma Lee, and Transition.*

Mark boats: *Koosah, Summer Breeze, and Jolly Rumbalow.* Thank you all.

Place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Eld	Hend	Skook	McAll	Total
<b>A CLASS</b> Races: 1 to 4, 1 throw out, * = throw out						5 Strt	7 Strt	5 Strt	4 Strt	
1	69399	FLYING CIRCUS	Dave Elliott	72	4	2.00*	2.00	0.75	0.75	3.50
2	87652	ALTAIR	Jason Vannice	72	3	3.00	5.00*	2.00	2.00	7.00
3	73392	BODACIOUS	J Rosenbach	129	2	0.75	0.75	6.00	7.00*	7.50
4	79182	FOLIE A DEUX	Jeff Johnson	135	4	4.00	6.00*	3.00	5.00	12.00
5	69051	SPIRIT	Steve Jones	81	2	7.00*	3.00	6.00	3.00	12.00
6	69804	REIFF	Tom Nelson	105	4	5.00	7.00*	5.00	4.00	14.00
7	69927	BALDER II	Joe Downing	126	2	7.00*	4.00	4.00	7.00	15.00
<b>S CLASS</b> Races: 1 to 4, 1 throw out, * = throw out						5 Strt	4 Strt	3 Strt	5 Strt	
1	50921	REDLINE	Kyle Reese-Cassal	90	4	2.00	2.00	0.75	3.00*	4.75
2	82	MCSWOOSH	Clark McPherson	66	4	3.00	0.75	2.00	4.00*	5.75
3	1005	SILVERHEELS	Tucker Smyth	54	2	0.75	6.00*	3.00	2.00	5.75
4	79089	LIGHTLY SALTED	Mel Schaefer	96	4	4.00	3.00	2.00	5.00*	9.00
5	131	DRAGONFLY	Rafe Beswick	105	1	7.00*	6.00	3.00	0.75	9.75
6	10115	ZIG ZAG	Aaron Schofield	75	2	5.00	4.00	3.00	7.00*	12.00
<b>B CLASS</b> Races: 1 to 2						1 Strt	1 Strt			
1	47914	KAITLIN	Roger Edwards	168	2	0.75	0.75			1.50
<b>D CLASS</b> Races: 1 to 4, 1 throw out, * = throw out						6 Strt	3 Strt	5 Strt	2 Strt	
1	50105	JOLLY RUMBALOW	Richard Bigley	135	2	0.75	0.75	0.75@	4.00*	2.25
2	427	DESERT SAGE	Alberto Napuli	147	4	2.00	3.00	3.00*	2.00	7.00
3	79838	SEAQUEL	Henry Brooks	222	2	6.00*	2.00	2.00	4.00	8.00
4	39110	KOOSAH	Dave Knowlton	177	1	6.00*	5.00	0.75	4.00	9.75
4	59924	ECHO	Steve Miller	156	1	6.00*	5.00	4.00	0.75	9.75
6	28314	XPRESSION	Max Hegewald	91	1	3.00	5.00*	4.00	4.00	11.00
6	5421	EMMA LEE	Bob Butts	225	2	4.00	5.00*	3.00	4.00	11.00
8	22884	CHRONOS	Scott Walker	168	2	5.00*	5.00	3.00	4.00	12.00
9	2222	PENOZIEQUAH	Richard Wells	231	1	7.00*	5.00	7.00	4.00	16.00

@ = points for RC duty



## Help with Summer Camp

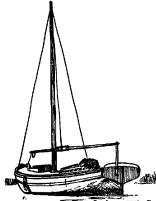
I am helping to organize a summer day camp for students who are blind or visually impaired. The camp will be held at the Olympia Center during the week of July 23-27. We are hoping to include a sail for a few hours for the campers on Friday, July 27. If you are able to volunteer to take campers out on your boat that day, please contact me at (360) 352-8291 or [annie.stockton@wssb.wa.gov](mailto:annie.stockton@wssb.wa.gov). Thank you so much!

**Annie Stockton**

## Spring Series Race 1 April 7

*Reiff/Transition* was the RC Boat. Thank you.

Start Time	Points	Sail No.	Yacht Name	Type	Rating	Finish Time	Correctd Time
12:00							
<b>A CLASS</b>							
0.75	7169	BRILLIANT	JB 100		90	14:02:46	13:48:58
2.00	69051	SPIRIT	BENE 36.7		81	14:03:23	13:50:58
3.00	69927	BALDER II	ERIC 38		126	14:26:14	14:06:55
<b>S CLASS</b>							
	12	PAX			10	13:40:34	13:42:06
0.75	50921	REDLINE	ANT 27		90	14:03:00	13:49:12



NEW ORLEANS LADDER "LADY OF THE LAKE"

## McAllister Creek Race March 24

*Emma Lee/Transition* was RC. Thank you.

*Pax* was First OA

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>S CLASS</b> Start Time: 10:05 Distance: 23.5 nm						
	12	PAX		-10	13:50:10	13:54:05
0.75	131	DRAGONFLY	VIPER 640	105	14:40:36	13:59:29
2.00	1005	SILVERHEELS	SYN	54	14:24:06	14:02:57
3.00	50921	REDLINE	ANT 27	90	14:41:38	14:06:23
4.00	82	MCSWOOSH	11M	66	14:36:30	14:10:39
5.00	79089	LIGHTLY SALTED	BENE 10R	96	15:06:28	14:28:52
<b>A CLASS</b> Start Time: 10:05 Distance: 23.5 nm						
0.75	69399	FLYING CIRCUS	EXPR 37	72	14:30:02	14:01:50
2.00	87652	ALTAIR	J 35	72	14:40:58	14:12:46
3.00	69051	SPIRIT	BENE 36.7	81	15:14:29	14:42:46
4.00	69804	REIFF	J35C	105	15:27:13	14:46:06
5.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:43:33	14:50:41
<b>D CLASS</b> Start Time: 09:35 Distance: 17 nm						
0.75	59924	ECHO	CATA 38	156	15:17:54	14:33:42
2.00	427	DESERT SAGE	CATA 42	147	16:04:34	15:22:55

## 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](mailto:skaga@turbotek.net)

## 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](mailto:robinkirk2010@gmail.com)

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

## Andy Jackson Trophy

We have two Hope Island Dash times, both by the same boat, *Balder 2*. These are OK times, though no where near the record. But time is running out for you to do better. If no one makes a run by the May Meeting they will be winning times.

As the year ends, the year begins. After the Meeting the contest for the World's Fastest Time Around Hope

Island starts again. This summer, when the westerly is strong, or you just want an excuse to go sailing, you are invited to try a run.

Dash Time	Sail No.	Yacht Name	Type	Rating	Finish Time	Correctd Time
69927	BALDER 2			ERIC 38	126	2:15:48
						1:48:26

## Crew Sheet Crew Wants Ride

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

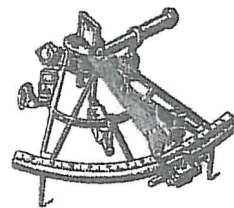
## Wants Crew

To race the Spring and Summer races. Do not need racing experience. Contact Henry Brooks  
[henrybrooks@comcast.net](mailto:henrybrooks@comcast.net)

*Want a ride? You could be listed here, and on line, for free: Ads run three months and can be renewed. Contact me*

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

COLUMBIA SAILING  
 Crewed Sailboat Charter



## SUMMERS Yacht Services, INC

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**Yacht Management, Outfitting & Maintenance**  
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## Yachtfinders/Windseakers Inc

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

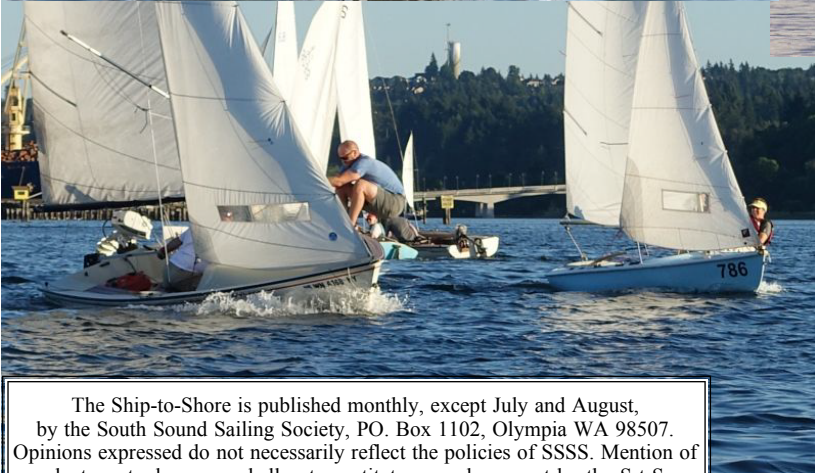
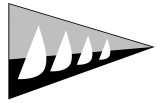
Cell: **831-247-6162**

**Dan O'Brien**

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

for Listings:  
[www.yachtfindersbrokerage.com](http://www.yachtfindersbrokerage.com)

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



## Thursday Night Racing 2017

photo upper right by Sandy Whitmore  
photos above and below by Jim Findley  
other photos by Steve Worcester

More photos on our web site, link with the S-t-S links

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2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: [sts@ssssclub.com](mailto:sts@ssssclub.com)  
Deadline for submissions is the second Tuesday of the month.

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