

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 48 Issue 2

October 2018

www.ssssclub.com



October Meeting: Clipper Around the World Race.

Last year, we all enjoyed Richard Bigley's entertaining and informative presentation about his upcoming participation in the Clipper Around the World Race. Having completed the leg to Panama and the leg to England, Richard is back! Don't miss his encore presentation to hear stories and lessons from the race at the October Meeting!

Mary Campbell,
Sonrisa

New! You can park for free in the gravel lot in front of OYC. Parking in the paved lot is for OYC members only.

Commodore's Corner:

The Beauty of the Boat does Not Always Indicate the Skill of the Skipper

We all learn from mistakes. It is always less painful when we get to learn by watching others make them.

We took the boat up to Poulsbo shortly after the 4th of July. It is one of my favorite places to anchor because of the uniform depth of the bay. Just pick your spot and drop the hook. The wind was blowing strong when we arrived, with sustained winds through the anchorage of about 20 to 25 mph with gusts in the 30's. We were being blown about so much by the gusts that we didn't need to use the throttle to back down on the anchor. The wind was taking care of that for us.

We found good holding and decided there was too much wind to attempt a run to shore in the dinghy. We would have to wait it out and hope for lighter weather in the evening for a run to town.

A beautiful cutter rigged canoe stern blue water cruiser arrived soon after us and started looking for a place to drop their hook. The skipper was shirtless and tan, gray hair blowing in the wind. The boat was outfitted with all the gear of seasoned a cruiser. I assumed I was observing someone with skill and experience way beyond my own. They set their anchor several hundred yards upwind of the breakwater sea wall and turned off the motor. I was thinking at the time that he didn't have nearly enough rode out for the conditions.

The strong wind caused them to immediately start to drag anchor. We watched with some alarm as he drifted to within 50 feet of the sea wall. The bare chested skipper pulled up his CQR anchor and chain by hand and they avoided the sea wall. They moved out directly upwind of our location and set their anchor again. He still did not have enough rode and started to drag, this time coming towards us. I took up watch on the foredeck in an attempt to send the non-verbal message of "This is not working for me, friend." Once again he pulled up the anchor and chain by hand. This time they moved out to the middle of the bay, away from the other anchored boats and tried again. We watched them make two more attempts at setting anchor in the wind with insufficient rode. They continued to drag each time.

Perhaps they were inspired by another sailboat sitting high and dry on the lee shore, or perhaps they were having a spirited debate about anchoring techniques. But at about sunset they



Qundao off Ireland, Clipper Round the World Race 2017-18

Welcome Back

Fall Series Race 3
September 29

Board Meeting
October 2

Oysterfest Cruise
October 6-7

General Meeting
October 9

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Fall Series Race 4
October 13

Eagle Island Race
October 20

Halloween Cruise
October 27-8

S-t-S Mailing Party
November 1

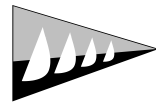
Herron Island Race
November 3

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finally surrendered and went into the marina. They bypassed the guest slips and took an empty slip in the permanent moorage section of the marina. I began to wonder if he was just going in to squat in a vacant slip. I was reminded once again that big beautiful boats are not necessarily an indicator of skill or experience.

The lesson to be learned here is that you must always anchor with sufficient rode. And when the wind kicks up, you are going to need more. His 2:1 rode ratio had probably worked when there was no wind and no current. But it is a much different situation when it gets windy. If you have a lot of chain, a 3:1 rode to depth ratio is the minimum in fair weather. And in a crowded anchorage, the 3:1 ratio is required to minimize your swing and avoid hitting your neighbors. If your anchor does start to drag, the first thing you can do is let out more rode. Sometimes that is all it takes to get a good bite in the mud. On this day, in these conditions, we probably had 150 feet of chain out for 25 feet of depth for a 6:1 ratio. We held firm while our neighbor slid around the bay all afternoon.

The wind eventually calmed down enough to let us get off the boat about an hour before the restaurants started to close. We made it in to town and had the northwest's best fish and chips at JJ's Fish House. We love Poulsbo!

Jim Larsen, TYA

Star Fleet

A quick summary of stats from the Budd Inlet Star Fleet season. A total of 65 races were run in 15 nights plus the Black Star Regatta. We averaged five boats out a night, not bad with only 8 in the water. The season winner was Norm Smit, racing primarily with Casey Pruitt, Justin Hinchcliffe, and daughter Laura. We finally unseated perennial champion



Fall Series Race 1

photo: Jeff Hogan

Derek DeCouteau, who did not race this year. Catherine Hovell, racing primarily with Colby Cavin, finished second overall and first in the wood boat fleet. Six skippers qualified for final scores by racing at least half of the evenings.

We will be having our fall wrap-up at Tugboat Annie's, in the Viewpoint Room, in October. We'll begin to gather around 1800, and the meeting will start at 1830. Grab dinner and a beer upstairs and bring it down to eat with the group. Primary topics of discussion will be how the past season went and what we can do better next year. Fleet officers will be nominated and the Black Star Regatta chair(wo)man named. It's a fun evening of camaraderie with other sailors; all are invited.

From here through winter, the Star Fleet will generally hibernate. Keep an eye out for us to start back up in February or March, as boats get bottom paint and final polish for the next season. Enjoy the rest!

Catherine Hovell, Sparkle #4833

RC Report

What a wonderful summer buoy racing season. I cannot recall another year where it looked like a float as we headed out. Then within minutes of the start the breeze filled in with a number of racers having to reduce sail to keep from being over powered. Congratulations to *Altar*, *Rufus*, *Urbana*, and *Maranatha* for a strong showing in the Commodore's, Vice Commodore's and Secretary's Series heading into the Fall Buoy racing.

With the move into fall racing and the cooler temperatures stronger winds and the addition of extra layers of clothing please keep safety in mind. Check your required safety items for racing SSSS PHRF online http://www.ssssclub.com/wp-content/uploads/Misc_PHRF/SSSS_SERs.pdf and wear your PFD. VHF radios are required fixed or hand held for the longer Island and Inlet Races. Please contact the RC before each race to check in on channel 72 boat name and sail number. This process also verifies for you that your VHF is operational.

Part of the obligation of racing with SSSS is the requirement for signing up for RC duty. This is a volunteer organization and your support is needed for all of us to enjoy racing. I will keep emailing the RC Duty Roster out so please contact me or text / call (360) 791-2800 with your commitment to RC. There will also be a Roster sign-up at each meeting.

Special thanks to Race Committee Bill, Vicky and Bob on board *Transition* for their support of SSSS PHRF racing program and running our races by USSA rules. Countless skippers and crew have had their racing enhanced by serving RC duty on board *Transition*.

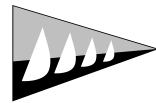
Jeff Hogan, Fever

S-t-S Report

We need to hear from you. We need your stories and photos, particularly now as we start our new year. Write us about your summer cruises. Take your camera sailing and send us photos of SSSS events. It is you, our Members, who make this rag special.

You can see the photos others have taken on our web site. Sets can be found through the Gallery link. S-t-S photos, and extras, are found through the Newsletter link, next to the months newsletter link.

Ed,



Dinghy Racing

The Portsmouth Dinghy racing season is all wrapped up and the boats are put away to bed till next spring. It's time to do repairs and think about what could have been if only ... a better start, a better mark rounding, hike a little harder, etc.

The Season Championship this year went to Chris Rulla in his Laser. Having only raced in the Fall Regatta last year, this is really the first full year that Chris has raced with us. It was obvious from the start that he was a formidable foe but it was really his consistency that paid off. He was out for most of the races and usually in the top three, and often first. He is also a good helper and teacher to other boaters. We really appreciate having Chris in our group.

I would like to give a big thank you to Rob Nelson, my right hand man on all my dinghy projects, Annie Stockton who sorts out the results, Sandy Whitmore, Darris Baldrige, Kevin French, Steve Worcester, Webb Sprage, Sherwood Smith, Joyce Mercuri, and Cheryl Rogers who all at one time or another filled in for RC duty so that I could race *my* boat. I would also like to thank all of you that came out and raced with us. Without you, there would be no racing.

Thank you all for a fun season.

Jim Findley, Lido 14

Cruise News

October brings two opportunities to cruise: Oysterfest, hosted by the Shelton Yacht Club, and the SSSS Halloween Cruise to Longbranch.

OYSTERFEST, SHELTON YC OCTOBER 6-7

Please join us for the 37th year of the Mason County Oysterfest which is held next door to the Port of Shelton Airport. It has become the biggest event in the area with thousands of people attending. In an effort to help boaters who want to attend, we have a free shuttle bus that picks up and returns passengers right to the Shelton Yacht Club.

Oysterfest is held annually on the first weekend in October. This year that is October 6th and 7th. The event features oysters cooked in every manner possible along with other seafood delights, beer, wine, and music. One great entertainment event is the Championship Oyster Shucking Competition. These shuckers can open a dozen oysters in seconds, amazing to watch! If you decide to attend Oysterfest by boat, the Shelton Yacht Club



will be your welcoming host.

Friday the 5th 1800 to 2100 Bring your favorite dish to share in our Potluck Dinner for members and visiting guests. The bar will be open for refreshments.

Saturday the 6th 0800 to 1000 SYC will be serving coffee and pastries in the clubhouse.

1500 to 2100 The SYC bar will be open for refreshments.

1700 to 1900 Appetizer Potluck. Please bring an appetizer to share.

1900 to ?? For the past couple years SYC has sponsored a Bunco Tournament, with prizes. This is a fun way for all of us to get to know each other a little better.

Sunday the 7th 0800 to 0930 The SYC will be serving a complimentary breakfast for all boaters.

WIFI is now available on the guest dock along with six 30-amp outlets. There will be some rafting needed I'm sure, but we will fit you all in. The club will be monitoring channel 68 to help with docking and rafting. The high tide on Sunday, October 7th is at 0511 and it will be a 12.9 high tide.

Please contact Rear Commodore Larry_Shotts@SheltonYachtClub.com so that we can plan for your arrival. We are really looking forward to seeing you at this year's event! For more information on the 2018 Oysterfest go to - <http://www.oysterfest.org/>

Shelton YC

How to get there: Hammersley Inlet is about 7 miles long, winding, shallow and very scenic. You will want to pay close attention to your depth sounder and your GPS-equipped chart plotter! Tides and currents are very favorable for the weekend, with the flood current starting at 1125 and continuing until 1745 on Saturday. (Note: use the *current table* for Hammersley Inlet, not the *tide table* for Shelton.) For the trip home on Sunday, you can have a relaxed breakfast and head out around 1045 to catch the last 90 minutes of the ebb current.

We are looking for someone to lead the SSSS

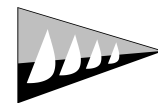
flotilla down Hammersley Inlet. E-mail me at cruises@ssssclub.com if you are willing to be the lead boat. We suggest that cruisers convene around noon at the SW corner of Hope Island for the 7.5 mile drift down the inlet.

It's also possible to just drive to the Shelton Yacht Club and join in the activities.

HALLOWE'EN CRUISE OCTOBER 26-28

This is one of the biggest cruises of the year, to be held at Longbranch on October 26-28. Your Cruise Chair pro tem, me, will be arriving on Friday afternoon and there will be people on the dock Friday evening and anytime Saturday to help with lines. Hail *Sonrisa* (son-REE-sa) on Channel 68 to let me know when you enter the harbor so we can direct you to a spot.

We will do an appetizer and dessert potluck on Friday evening, starting at 1800. Please bring one or the other, or both! Saturday's potluck will start at 1800. BYOB to both events.



There will be prizes awarded for kid's costumes, adult's costumes, boat decorations and a yet-to-be-revealed special event.

Prizes will *also* be awarded for *Cracing*, SSSS shorthand for racing to the Cruise. Participation is *optional*. You can get to the Cruise anyway you want, but if you want to Crace, the course will be from the Olympia Shoal to Devil's Head.

CRACING INSTRUCTIONS:

CI 1.0.3.1 You can leave your dock or mooring anytime you want and bring as many or as few crew as you can feed.

CI 2.5.1 You must arrive with all the crew you left with.

CI 3.14159 Keeping the black and white Olympia Shoal marker to port as you head north, look for the green pylon located W and slightly S of the Olympia shoal marker. Sight along the shoal marker to the green pylon. When the two line up, you will have crossed the start line.

CI 4.56.78 As you cross that line under sail, record the time at which you cross. This is your start time. Note: to be clear, the start line is *not* the line between the two markers; do not sail between them. Rather, the start line is the extension to the east of a line drawn between the two markers.

CI 5.03.5 Sail 10 nm to Devil's Head, the south end of the Key Peninsula.

CI 6.3.09 You can use any sail plan that you want, as long as you are not using an engine or any other means of propulsion.

CI 7 Keeping Devil's Head to port, when the red pylon bears 00 degrees Magnetic, that is your finish line.

CI 8.000 As you cross the line, record your time. This is your finish time.

CI 9.1.1 You must fly an orange or black flag to show you are cracing. Extra points for flags containing skulls, crossbones, ghosts, ghouls or witches.

CI 10.31 No eye patches, hooks or peglegs may be worn while cracing. Safety of the crew is paramount.

Bring your start and finish times, as well as your boat's LOA, (length overall) including any bowsprit to me when you arrive at Longbranch. Valuable prizes will be awarded by classes based on a complex and esoteric formula recently discovered in the Archives. Bring a slide rule if you have one.

Here are a few valuable pieces of information: October 27 High tide at Budd inlet is 15 feet at 0840. Max ebb in Dana Passage is -2.2kn at 1125.

If you are new to racing, the conditions could not be better. Have fun!

Mary Campbell, Sonisa

Laura Recognized

Laura Smit was honored as Intercollegiate Sailing Association (ICSA), All Academic Sailing Team. She was one of five sailors from UW to be so honored. Here is a link for more about the award: <https://www.sailingscuttlebutt.com/2018/09/13/college-sailing-academic-team-announced-2/>

She was also named to the NWICSA All Northwest Sailing Team Female Skipper, for 2017-2018.

Congratulations to Laura!

Steve Worcester, Star 6932

Soldier Sailing, 2018

The seventh annual Solder Sailing was held on 9 June and was a *huge success!*



Crew Awards presented at the September Meeting photo: Paul Paroff

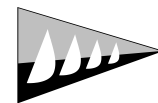
But Wait! Some background information about this wonderful event! In 2011 some South Sound Sailing Society Members were asking what the Club could do to recognize and help our soldiers whom had been fighting in Iraq and Afghanistan. We recognized that we were much too old to reload that rifle or fly that gunship again, but a Navy vets wife said: Let's take them out sailing! After some discussion, the board

approved concept and allowed the committee to suggest an event to honor our service men and women.

The committee decided to approach the Wounded Warrior Battalion at Fort Lewis. In 2011 Iraq and Afghanistan were very active theaters of battle. Our uniformed members were retuning from the battlefield with numerous wounds. The Army created the Warrior Transition Battalion concept, a unit that attempts to prepare the individual for a continued career in the Army or a life in the civilian world. There were 500 wounded soldiers stationed at Fort Lewis in the Battalion and another 300 wounded at a subunit in Sacramento. A recreational program was part of the healing process and that is where we could assist with our sailing skills.

The committee had several meetings with the Battalion staff. We invited Command Sergeant Major Amin Arreola attend our monthly Meeting. He explained how the Family and Assistance Center of the Wounded Warrior Battalion helps the individual overcome the physical, emotional, family, career, social and spirituality scars that have occurred while serving our country. That presentation by the Command Sergeant Major was emotional and you could hear a pin drop in the OYC clubhouse.

Our first event was on July 14th, 2012. The weather was wonderful and the soldiers as well as the Members were apprehensive but anticipating the event. One could tell that we were hosting soldiers



Sailing Education Program OYC

Fall is always my favorite time of year and while I love to kick up the leaves and will be glad that we can finally have a nice evening campfire we also have a lot going on with the Sailing Education Program after a full summer. No downtime here, repairs to be made, funds to be raised and kids to be outfitted with appropriate clothing and gear for sailing this fall.

Our middle and high school programs have grown to the point that we are one of the biggest programs in the region and considered one of the top 3 teams to beat. We unfortunately are turning away kids who have not previously taken summer sailing classes. I feel really bad about this but we are limited by our footprint, the number of boats and availability of instructors.

We have many repairs and maintenance to projects. If you are an OYC member

and need CSP Hours please let Sarah or I know. If you aren't a OYC member but have some time, energy and expertise in boat maintenance, please let us know. Our J24 needs a bilge pump and batter installed so we aren't having to come down in the

middle of the night to bail it out to keep it afloat. So we are looking for help with a few projects. Let us know if you'd like to be included in any of our projects. (360) 250-1230

October 6 Regatta. If you can help please let us know.

Silent dinner auction in November

Date to be announced either November 16,17,or 18...

This is a dinner auction to make up some overruns of costs we had this summer for repairs, new motors and their installations. We are hoping to raise at least \$15,000 Save your Christmas shopping for this silent auction and dinner. Hope you can make it! Have a great fall!

Mary Fitzgerald

whom had been in combat. There were physical scars as well as mental issues. The skippers handled the event in a respectful and cheerful manner. The soldiers appreciated that others were recognizing and caring for them. The BBQ and wonderful food that the committee prepared was much appreciated also! "Hooah! This is much better than MREs!" (MREs=Meals Ready to Eat, and also known by the grunts as Meals Rejected by Ethiopians.)

As the years progressed, the number of wounded warriors declined, thank goodness! The event became accepted by more sailors who had heard how rewarding it was to serve those who had served us and our country. The name was also change from Wounded Warrior Sailing to Soldier Sailing. 2017 there were no wounded warriors to participate. What a wonderful situation report! The event was postponed until this year. The event is now open to all soldiers and their family and is coordinated by the Outdoor Moral Welfare office at JBLM.

Some reflections on past events:

A soldier's wife told the skipper: "This is the first time I have seen him relaxed since he returned home".

A five-year old girl told skipper Bob: "When will I see you again Bob?" To which Bob replied: Good Luck in Kindergarten!

When signing up a young boy was asked if he had any sailing experience. He looked back at his mom who smiled, and the boy replied: On a ferry boat! The entire registration line started laughing and that really broke up the tension!

A skipper on a Catalina 42 had such a memorable time with the military family that a couple of weeks later he invited the family out for an overnight cruise to which they immediately said let's go!

there are numerous other memories, just ask the skippers and crew and volunteers who have participated!

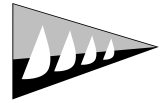
So, back to this year! The recruitment of boats went well. Fourteen boats were available to host the 43 soldiers and family members who participated. The weather was cloudy at first but the day evolved into the perfect sailing weather: no rain and some wind! The United Services Organization (USO) volunteered to provide their Mobile Food Facility, the grunts call it the Roach Coach, which provided some wonderful food for the soldiers, family members, and crew! This saved the Soldier Sailing Committee hours of food preparation and was much appreciated! The committee donated \$500 to the USO for their contribution to the event. The \$500 is what is usually budgeted for food for this event. Soldiers were thankful for their day on the water and the sailors were thankful that they could serve those who serve us and our country.

Soldier Sailing Committee



Fall Portsmouth Regatta and potluck BBQ
Photos: Steve Worcester





Rules Review: Who gets Mark Room?

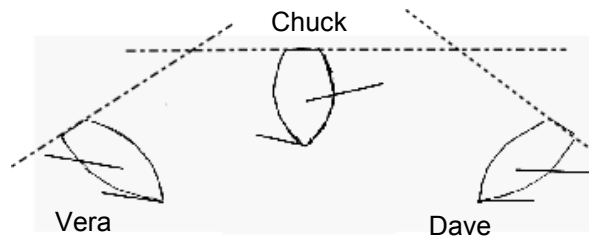
Overlaps at the Leeward Mark

The rules at the leeward mark confuse a lot of people, including experienced racers. My advice is to get there well enough ahead that you need not be concerned with other boats. But if you insist on rounding in company, it is good to know the rules.

Who has rights to mark room? The basic rule is simple enough, a boat Clear Ahead at the mark gets to round undisturbed. If the boats are overlapped, the outside boat must give the inside boat Mark-room, room to round the mark. The principle is clear, you can not use right of way rights to squeeze out an overlapped boat, forcing her to the wrong side of a mark. The same principle applies at obstructions. Seems simple enough you might ask what causes people confusion?

Some have problems with the definition of overlap. This may be in part because it is a default definition. If the boats are not Clear Ahead/Clear Astern than they are overlapped. You need the definition of Clear Ahead/Clear Astern to know if you are overlapped. So the real question is not, Are we overlapped? Rather, Are we clear ahead? It is a minor distinction most of the time, but may be a helpful way to look at things when they get complicated. And at marks they can get complicated.

So are we Clear Ahead? Imagine a line 90 degrees to your boats course that passes through the aft most point of your boat. If the other boat is totally on the other side of that line, you are Clear Ahead. If on the other hand, you are on opposite sides of a similar line through her aft most point, you are Clear Astern. If neither of these conditions are met, you are overlapped. This is easy to see and understand when the boats are on the same tack, and most of the time overlaps do not matter when boats



are on different tacks, The starboard tack boat has right of way over the port tack boat, any overlap matters not.

But at marks and obstructions, and only at marks and obstructions, overlaps with boats on different tacks do matter. Now it gets confusing. Boats on opposite tacks tend to be on radically different courses. When boats on radically different courses converge the chances are they will be overlapped. A look at the diagram should make that clear. No one is behind the others. Boats are coming at you from out of right field, boats you pretty much

ignored all leg as they were not close. And you are all overlapped.

The outside boat must give all those overlapped inside her room to round, even those on the opposite tack, even when the outside boat is also has right of way over the inside boat. In the diagram that means if the mark is to be rounded to starboard, Dave must give both boats room to round, and give Vera room to gybe. Chuck must give Vera mark room. If on the other hand the mark is to be rounded to port, Dave is the inside boat, Chuck is the middle boat and owes Dave room, and Vera is the outside boat owing them all room.

There is another complication that causes problems. There is an exception to our basic, which side of the line are they on, rule. You might think you are Clear Ahead of a boat, but if I overlap you and that boat overlaps me, you are considered to overlap her too. Even if she is behind the line off your stern. If you owe me room, you owe me room to meet my obligations. To put it another way, if you owe me room, you owe room to all the boats I owe room to. This can lead to a long string in a big class, hard enough to keep track of without opposite tack boats appearing to join the line, or cut in front.

Theses relationships, Overlapped Clear Ahead etc., are established on the run to the mark. They lock in when the lead boat enters the Zone, an area three boat lengths from the mark. Once in the Zone all her obligations and rights do not change (unless she leaves the Zone). This is

necessary as when she turns to round the mark the line off her stern swings and will create an overlap with the boat(s) behind her. This could easily lead to chaos if everyone lost their right to room just as they were rounding. So relationships do not change,

I repeat relationships are established on the run. They are generally long standing. If you claim a change at the last minute, either gaining or breaking an overlap, the other skipper better agree as you will need a lot of proof to convince a protest committee. The assumption is that the longer established relationship is the right one. Of course, if you say "No overlap" and get hit when that boat then turns to go outside you ...

So who has rights to room? After all the complications we are back to the simple answer. The boat Clear Ahead, or if Overlapped the inside boat. They all are entitled to Mark-room. Some are also entitled to sail their Proper Course. But that difference is a topic for another time.

Steve Worcester, Star 6932

Fall Dinghy Regatta September 9

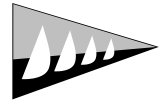
	Sail	Skipper	Type	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	4377	Trummert,Dwaine	505	0.75	0.75	0.75	0.75	0.75	2	5.75
2	195939	Rulla,Chris	Laser	3	2	2.5	4	2	3	16.5
3	763	Brown,Adam	HPN5.2	2	4	4	2	5	0.75	17.75
4	786	Findley,Jim	LD14	4	5	2.5	3	3	5	22.5
5	816	Baldrige,Darris	HPN5.2	5 DNF	3	5	5	4	4	26

Star Fleet Season Championship

Place, average points per race, skipper, crew

- 1.58 Norm Smit (Casey Pruitt, Laura Smit, Justin Hinchcliffe, James Thompson)
- 2.20 Catherine Hovell (Colby Cavin, Craig Burnell, Ciara McClanahan)
- 2.53 David Branch (Kate Schalk, Frank Neumann, Joe Downing, Beth Brownell)
- 3.84 Jim Findley (Peter Crossman, Eric Harting)
- 4.48 Cheryl Rogers (Lisa Randlette, Beth Brownell, Eric Harting)
- 4.93 Rich Wells (Martha Kesling)

Also ran: did not race enough to qualify for a scores
 Casey Pruitt (Justin Hinchcliffe, Norm Smit, Ciara McClanahan) - 2.35
 Justin Hinchcliffe (Casey Pruitt, Erica Williamson) - 3.00
 Chris Reitz (Neil Twilla, Tim Lang, Marion Alig Jacobson) - 3.48
 Branden Raftery (Dan Wood) - 4.57



SSSS Wall Calendars All but Gone

If you reserved one, it is time to claim it. If you did not reserve yours, there might be one left, but do not count on it. See Thera right away. And make sure to sign up for next year.

Crew Awards

Awarded at the September Meeting

Heather Tweedy, crew on *Altair*, A Class Vice Commodores' Series

Amanda McDonough, crew on *Altair*, A Class Commodores' Series

Thursday Night Races August Series

Sail	Skipper	Type	Night 1	Night 2	Total
1	195939 Rulla, Chris	Laser	2.0 RDG	2	4
2	84 ,?	FJ	2	3	5
3	763 Brown,Adam	HPN5.2	3	9	12
4	2A ?	420	12 DNC	0.75	12.75
5	829 Pruit,Casey	TASA	12 DNC	4	16
6	816 Baldrige,Darris	HPN5.2	6	10	16
7	1A ?	420	12 DNC	5	17
8	4377 Trummert,Dwaine	505	0.75	17 DNC	17.75
9	786 Findley,Jim	LD14	12 DNC	6	18
10	4 Kate,Avian	420	12 DNC	7	19
11	9 ,Axle	420	12 DNC	8	20
12	188853 ,Charlie	LASEM	4	17 DNC	21
13	15 ,?	OP	5	17 DNC	22
14	82 ,?	FJ	12 DNC	11	23
15	1187 Ciara	MXRAY	7	17 DNC	24
16	5 ,?	420	12 DNC	12	24
17	1 Gamble,Haley	LASPCU	8	17 DNC	25
18	1304 Harting,Eric	TNZ 16	11	14	25
19	187934 Annie	LASEM	12 DNC	13	25
20	86 ?	FJ	9	17 DNC	26
21	298 Hinchcliff,Justin	Nacra 5.8	10	17 DNC	27
22	6 Sophia,Ella	420	12 DNC	15	27
23	3033 Anderson,Mark	LD14	12 DNC	16	28

Fall Series Race 1 September 8

Fever / Transition were RC. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A CLASS Start Time: 12:00 Distance: 12.8 nm						
0.75	64985	LIBERTY	C&C 35	123	14:59:12	14:32:58
2.00	87652	ALTAIR	J 35	72	14:50:49	14:35:27
3.00	69051	SPIRIT	BENE 36.7	81	15:08:40	14:51:23
S CLASS Start Time: 12:00 Distance: 12.8 nm						
0.75	79	RUFUS	MEL	99	14:51:34	14:30:27
2.00	10115	ZIG ZAG	TART 101	75	14:49:58	14:33:58
3.00	82	MCSWOOSH	11M	66	14:50:12	14:36:07
D CLASS Start Time: 12:05 Distance: 8.6 nm						
0.75	39110	KOOSAH	PEAR 36-1177		14:26:07	14:00:45
2.00	50105	JOLLY RUMBALOW	C&C 34	135	14:29:38	14:10:17

Ditty Bag For sale

Avon/West Marine 280 air floor inflatable dinghy/oars/pump.
Still floats but needs some repair. Free. Gary Wilson
gw62469@gmail.com

1983 US 21' Racer/Cruiser Full sail package, 5 hp Tohatsu ob,
Escort trailer, new bottom paint (used one season) Nice cruiser - Fun
racer \$6,500 (360) 352-9549 Rick

Avon/West Marine 280 air floor inflatable dinghy/oars/pump. Still
floats but needs some repair. Free. Gary Wilson
gw62469@gmail.com

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

Crew Sheet

Steven Mooney (360) 528-9322 viablesl@yahoo.com

*Want a ride? Need Crew? You could be listed here 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.*

BOAT FIXTURES AND REPAIRS

KIRKRAFT.ORG

Robin Kirk
Senior Wood Craftsman

1022 Marine Dr NE Unit 57
Olympia WA 98501

(702)556-0420

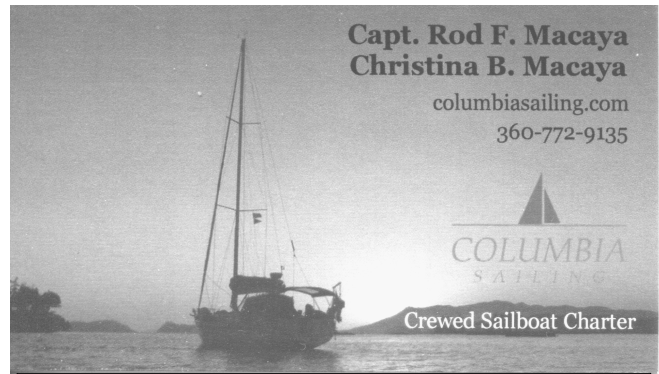
Robinkirk2010@gmail.com
Captain Kirk S/V Makya



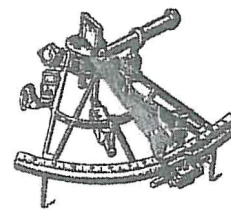
Capt. Rod F. Macaya
Christina B. Macaya

columbiasailing.com

360-772-9135



Crewed Sailboat Charter



SUMMERS
Yacht Services, INC

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Yachtfinders/Windseakers Inc

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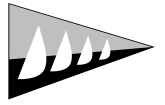
Cell: 831-247-6162

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com

e-mail: dan@fastisfun.com



Photos below
Commodores' Series Race 2 by Judy Kruller
Dinghy Racing August 23 by Jim Findley

Photos to the right, top to bottom
Fall Portsmouth Regatta by Steve Worcester
Vice Commodores' Series Race 1 by Dan O'Brien
Secretary's Series Race 4 by Dan O'Brien
Fall Series Race 1 by Jeff Hogan



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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**

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Deadline for submissions is the second Tuesday of the month.

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