

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 49 Issue 5

January 2020

www.ssssclub.com



January Meeting: Reducing our Carbon Footprint in Puget Sound and Beyond

How can South Sound sailors and power boaters counter the climate crisis and help Inside Passage marine life by voyaging petroleum- and toxics-free?

Our January 14th Meeting will address this question by exploring the use of very low carbon and soot diesel fuel, renewable diesel (or biodiesel), bio-based lubricants, and other straightforward cost and pollution reducing steps. In doing so, we will transform the diesel engines in our boats from “stinkpots to greenpots.” Or, we can replace them with quiet electric propulsion.

Our presenter, Capt. Peter Wilcox, is a Pioneer of the New NW, a Canadian Coastal Champion, and a Cascadia and SAGE Fellow.



Vashon Island Race photo : Jeff Hogan

Before founding the

Inside Passage Decarbonization Project (IPDP) in 2017, Peter was the president of Columbia Riverkeeper for four terms. Captain Wilcox is a Portlander who has moored his petroleum-free, Inside Passage exploring motorsailer, AMA Natura, She loves Nature, and his prior sailboat, at Martin Marina in Olympia for almost two decades,

His organization, <https://www.decarbthepassage.net>, and its growing community of *Decarbonizers* are working to eliminate carbon and other toxic pollutants from the Inside Passage marine ecosystem by 2030.

Doors open on January 14 at the Olympia Yacht Club at 18:30 and the General Meeting begins at 19:00. Please join us.

Bob Butts, Emma Lee

Registration Problems

SSSS has had two different Secretaries since September and we do not have one as I write. This has caused not a little confusion and scattered some of our records, including some returned Membership forms. As a result it seems not everyone who paid their dues got entered into our database as paid. We are in the process of fixing this. We are collecting our records from our first two Secretaries. We have found a candidate to fill the Secretary position and may have a Secretary by the time you read this.

However as we go to print, there is still more to do. If you get an e-mail saying you have not paid your dues when you know you have, contact Beth, our Treasurer. And if you know a Member who paid and is not getting their S-t-S, either by mail or e-mail notification, have them contact Beth.

**Board Meeting
January 7**

**Duwamish Head Race,
TTPYC**

January 11

Second Southern Sound Series Race

**General Meeting
January 14**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Eld Inlet Race
January 18**

**Jarrell Cove Cruise
January 24-26**

**Henderson Inlet Race
February 1**

**Board Meeting
February 4**

**Salty Sailor Cruise
February 7-9**

**General Meeting
February 11**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

**Toliva Shoal Race
SSSS/OYC**

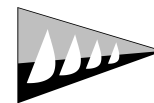
Dinner : February 14

Race : February 15

Third Southern Sound Series Race

**Andrew Kerr Seminar
February 18**

Race Around Saltspring : Anchoring 103 : Long Branch Waffle Recipe



Soliciting Nominatoins

As your Past Commodore it is my responsibility to coordinate the nominations for Club officers for the 2020-2021 sailing season. If you are interested in helping the Club through service on the board, please contact any of our board members and let them know.

My experience with Club leadership has been overwhelmingly positive. I have never seen a group of such skilled and talented sailors who are working so hard to support their sport. Serving on this board has been a very nice experience. And now I am hoping others will step up to give it a try.

We ask that board members be Members in good standing. You do not have to be a long term Member to participate in leadership. So if you race, cruise, or crew, we can use you in our Club leadership.

The Commodore position is a three year commitment. It rotates through the positions of Vice Commodore, Commodore, and then Past Commodore. The Vice Commodore experience helps the new officer get acquainted with the policies and practices of the board.

We are also looking for people interested in serving as the Assistant to the Race Chair, and the Assistant to the Cruise Chair. Contact any board member to express your interest.

Jim Larsen, TYA

RC Report

Now that the calendar has turned to a new month and a new year please make sure to mark down and highlight the Andrew Kerr Sailing Seminar coming in February at the View Point room downstairs from Tugboat Annie's at 1830 on Tuesday the 18th. Andrew's ability to share his sailing knowledge and experience is always worth the price of admission. Captains bring your crew, bring some beverages and snacks down from Tugboat Annie's, and settle in for an interesting and informative discussion.

We are having a great winter sailing season so far. The weather has been mild and the winds have been fair. The Squaxin Island Race presented its usual challenges getting through the wind shadows and tidal currents found in the narrow passages in and around our south sound waterways. The unusual wind from the south made for a colorful spinnaker start and a long series of tacks back upwind to the finish line.

We are still working on growing our B Class of smaller spinnaker boats. If you are interested in giving this a try please contact me for details. You can get your

boat PHRF rated, contact Rafe Beswick at (360) 250-5252 for details.

We are encouraging folks interested in crewing at any level of experience to sign up on our Club web site. And also encouraging skippers to bring new crew aboard your boats and consider donating an experienced crew member or two to support boats that are just getting into racing. We all benefit from a health and growing community of sailing enthusiasts.

As we get into the balance of our winter racing season please remember to always wear your PFD while on the boat and stay as warm and dry as possible.

Paul Paroff, Cheap Thrills

Your PHRF dues are due. They will check at Duwamish Head. We will check at Toliva and at Club races after. So pay your dues now and get it over and done.

PHRF is the system that allows us to race, here and anywhere on the Salish Sea. Developed by sailors in California, it came north about the time SSSS was starting. That is more than a coincidence.

PHRF NW is run by volunteers and paid for by the racers dues. It depends on us to support it.

Steve Worcester



Squaxin Island Race

photo : Glenn Hunter

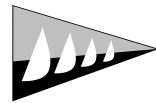
SSSS Presents: Andrew Kerr

February 18, 1830 hours, the View Point Room (below Tugboat Annie's)

Speed wins races. The difference between mid-fleet and podium is just a couple percent. Get the critical increment of Fast with Andrew Kerr. This seminar is offered at a huge discount of only \$20 Skippers and \$10 crew. Take advantage of this offer and cruise and race faster.

Andrew was born in Plymouth, Devon, England and graduated from the London School of Economics with a bachelor's degree in Government and politics. He is a resident of Olympia, Washington and his wife Stephanie, a former America's Cup sailor with the America³. A full time coach, seminar speaker, and North U instructor Andrew has given seminars all over the world for a wide variety of groups, classes, and yacht clubs. Some of his accomplishments include winning the J24 Nationals 7 times, the J24 North American's, the Santana 20 Nationals 12 times, the J27 North American's, US Sailing's National Offshore Championships (Lloyd Phoenix Trophy), the Holder 20 Nationals, Block Island Race Week, the SORC, BVI Spring Regatta, and Key West Race Week multiple times. Andrew also enjoys writing coaching articles and is a contributor to Sailing World and a wide variety of one design class web sites and newsletters.

Paul Paroff, Cheap Thrills



Cruise News

JARRELL COVE CRUISE, JANUARY 24-26

The Jarrell Cove Cruise is quickly approaching – always a good time! Jarrell Cove, 47°16'52"N 122°53'13"W, is a picturesque location on the north side of Harstine Island that has an awesome dock, fire pit, hiking trails, bathrooms and shower facilities. It might be chilly, but there is shore power to make the world right again.

Once everyone has arrived Saturday afternoon you will get a chance to win the world famous Jarrell Cove Dinghy Race. Prizes will be awarded for 1st, 2nd, and 3rd place, and the winning team gets to take home the Champion's trophy and proudly display it for all to see for a year.

The potluck that evening will be a chili-dump potluck at 1800 up at the campfire. Bring a small portion of your favorite chili to add to the pot, and feel free to bring additional fixings. If you can, please bring a stick or two of firewood, too.

I will be there Friday evening to act as a welcoming party for those arriving Saturday, and will monitor Ch 68 for anyone coming for the first time or who might need assistance. Be advised that if you are approaching north through Pickering Passage from Hope Island you will have to negotiate the Harstine Bridge. The charts are labeled: fixed bridge, hor cl 95 ft, vert cl 31 ft. The 31 feet is measured above Mean High Water. If you time the tide wrong or your mast is just too tall you'll have issues with the bridge (which might make for a good article next month). In that case you will have to transit up the Case Inlet and buttonhook around the NE corner of Harstine Island.

If you have questions contact me. See you there!

**Rich Adams, Mutable Fire
cruises@ssssclub.com**

Toliva Shoal Race Update

The holidays may be over, but there is still plenty of excitement coming up. The South Sound's largest competitive sailing event, the Toliva Shoal Race, will take place February 14-16. It has something for everyone. If you would like to race, register on the Southern Sound Series site. It is linked to from our site: expand Racing and click on Southern Sound Series. If you are interested in crewing, check out the Find Crew section of the SSSS's web site at <http://www.ssssclub.com/findcrewfindboat/>

Festivities take place at the OYC clubhouse and will include the annual Baron of Beef dinner on



Vashon Island Race photo : Jeff Hogan

February 14, a great place to bring your sweetheart, and the next morning's pre-race breakfast, a terrific place to feel the anticipation of another thrilling day on the water. As racers begin returning in the late afternoon, share camaraderie and stories, becoming part of a tradition that has gone on for nearly 50 years. All are welcome at these events.

Fabulous T-shirts commemorating the event will be available at the Meetings in January and February. Prices range from \$15-\$25, depending on the type of shirt (long-sleeve, short-sleeve, polo), with early bird specials featured before the weekend of the race.

Percival Landing, City of Olympia, has once again generously offered to waive moorage fees and electrical hook-up fees for racers this weekend. If you know competitors, or potential racers, from outside the area, please notify them.

If you have questions or are interested in becoming involved and helping out with setup, cleanup, T-shirt sales, bartending, etc., contact me at frankmighetto@gmail.com

The Toliva Shoal Race is part of the Southern Sound Series and is co-sponsored by the South Sound Sailing Society and Olympia Yacht Club.

Frank Mighetto, Murrelet

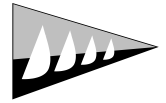
Winter Vashon: A Very Long Day!

The first race of the 2019-2020 four race Southern Sound Series was held on Saturday, 7 December. Sponsored by the Tacoma Yacht Club, the moorage arrangements were outstanding! Each racer had an assigned slip at TYC and those in the cruising classes were moored together so they could make it to the starting line in ample time. The cruising classes start 30 minutes earlier than the PHRF classes.

The Friday evening party was enjoyable. Sailors reminisced about their past year's events and races but mostly about the weather forecast for Saturday. The class breaks were posted around 1700 so everyone knew whom their competition was going to be. Then everyone settled down to enjoy a delicious chicken meal prepared by the TCY dining staff. By the end of the evening all knew that 58 racers had registered and that the weather report predicted little to no wind!

Saturday morning! The docks are always a beehive of activity with crew members trying to find their boat and skippers making last minute adjustments. Around 0830 the yacht basin erupts with the sound of engines as smoke wafts throughout. Yachts gingerly make their way down the fairways out to the Salish Sea, avoiding the Vashon Island Ferry at the same time.

The Start: It was delayed for about 20 minutes due to no wind. Then at 0947 the cruising classes drifted across the line. *Sheet Music*, a Jeanneau 36, drifted across early and had to restart. This is more difficult than it sounds: The current was sweeping across the start line in a northwest direction, the direction you wanted to go if you were racing, but without much wind it would be almost impossible to return to the starting line unless you started the engine. We felt sorry for *Sheet Music*, well, not really. She was in our class



and that just eliminated one of our competitors! The remaining starts were delayed so the ones starting ahead could clear the line for the next start. **The wind was zero gusting to nothing.**

The Race. It was a great experience drifting with northerly current up Colvos Passage for eight hours. Eighteen yachts were able to finish before the 8-hour time limit. One racer who was retiring asked the race committee, who had determined to shorten the race at the north end of Vashon Island, "Has any boat crossed the finish line?" to which the reply was 'Not under sail!'. You had to have a sense of humor!

The deliveries: Wonderful deliveries! You could time your delivery with the current both up and back. A wonderful way to spend five hours on the water, and it didn't rain!

Results may be found on our South Sound web site.

The next race in the Southern Sound Series is Duwamish Head, sponsored by the Three Tree Point Yacht Club on 11 January 2020. Details may also be found on our South Sound web site.

Dave Knowlton, Koosah

Anchoring 103: Mud

Let's review the basics: When you set your anchor, the rode needs to be three times as long as the water is deep, at a minimum. Back down on the anchor in the same direction you think you will be setting after it is all done. Back down until the boat stops moving. Calculate the rode length to accommodate the highest tide you will experience at that location.

In this installment I want to address some of



the special considerations when anchoring in soft mud. You won't always know the bottom conditions the first time you anchor in a new location. If you are near the end of any of the south sound inlets, there is a good chance you will be in soft mud.

Generally speaking, it may take a little more time to get a good grip in soft mud. But once it sets well, it will take may take more extra time to get your anchor back when it is time to weigh anchor. I have had the experience of setting my plow anchor in Henderson Inlet when it seemed I could literally plow the bottom of the bay as I attempted to back down and set the anchor. After several minutes with no solid grip on the bottom I hauled it up to see if it was tangled. It was not. It simply wasn't getting a grip. In my experience there are two things you can do to overcome the slippery mud: 1. Take your time, and 2. Let out more rode.

Lower your anchor to the bottom while moving slowly backwards so that the chain does not pile up on top the anchor. Shift to neutral and let the boat stop without backing down on the anchor. Let the anchor settle in the mud for about 5 minutes, and then start backing down on it gently. When it grips and pulls the rode tight, increase to half throttle for 10 to 15 seconds to finish the set. If the boat remains stationary while backing down, your are securely set.

The other trick is to increase your scope by letting out more rode. Greater scope means a lower pulling angle against the bottom, and an increased likelihood that the anchor will bury itself as you back down. This is especially true if you don't have a lot of chain in your anchoring setup.

If you are successful in getting a good set in soft mud, your anchor will be buried below

Long Branch Waffles

Rod began making his raised yeast Belgium waffles for South Sound Cruises on the beach at Vaughn Bay in September 2008, the year that Thera Black was Commodore. We were the Cruise Chairs and wanted to honor Thera. Dave Knowlton knows a good thing when he sees one and asked Rod if he would be willing to make waffles for the Halloween Cruise at Longbranch, and a South Sound Sailing Society tradition was born.

Making the waffles is a shared effort. We now have three waffle irons of our own, two of them donated to Rod by past Members, the Brays and the Adairs. We borrow another waffle iron from Thera, and a camp stove from George and Betty Hanson; so for making

lots of waffles, we have four burners and four waffle irons. It is quite an assembly line, and we always ask for help. This year Marti Walker flipped the waffle irons and Diane Rudi, who joined Wendy Eklund for the cruise on *Kalakala*, served the waffles to all comers. And of course Members are generous with toppings and side dishes. It is quite a meal!

Raised Yeast Belgium Waffles
(Makes four + Belgium waffles)

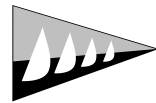
- ½ cup warm water
- 1 package dry yeast
- 2 cups warm milk
- ½ cup (1 stick) butter, melted, then cooled
- 1 tsp salt
- 1 tsp sugar
- 2 ½ cups flour
- 2 eggs, beaten
- ¼ tsp baking soda

Place water in a large mixing bowl and sprinkle with yeast. Let stand 5 minutes to dissolve. Add milk, butter, salt, sugar and flour to yeast mixture and beat until smooth and blended. Cover bowl with plastic wrap and let stand overnight at room temperature.

The next morning, preheat waffle iron. Just before cooking waffles, add eggs and baking soda and stir until well mixed. Pour about ½ to ¾ cup batter in very hot waffle iron and cook until the waffle is golden and crisp. Serve hot.

For the 2019 Cruise, we multiplied the above recipe by six. Our container of flour, which we thought held five pounds, only held 12 cups (instead of 15). Fortunately, Richard Bigley had a fresh bag of flour aboard and we borrowed three cups from *Jolly Rumbalow*.

Susan McRae, Pax the Space Spider



the surface of the seabed. It may be dug into a harder layer of compact mud or clay that is beneath the mud on the surface of the seabed. This will occasionally create challenges for getting your anchor back. If there has been much wind or current, your anchor is likely going deeper and deeper as you swing on the anchor.

The easiest way to get a stuck anchor out of the mud is to be patient and let the waves do the work. If the anchor is stuck, bring in as much rode as you can and tie it to a cleat. If there is any wave action, it will gently rock the boat and slowly work the anchor up out of the mud. If there are no waves rocking the boat, get the crew to do it. Grandkids are real good at this task.

As a last resort you can apply a very small amount of reverse thrust to power the anchor out of the mud. Don't overdo it. Your engine can put a lot of strain on deck fittings and anchor gear, especially at the sharp angle of a vertical rode. There have been reports of power boats sinking when they tried to power out the anchor by gunning the throttle so much that it pulled the transom below the waterline.

A big downside to anchoring in mud is that it will stick to your rope and chain. A wash-down pump as a nice feature on south sound boats. If you don't have one, rig a rope on a small bucket and keep it in the anchor locker. You can use the bucket to rinse the chain with seawater as you bring it on board.

Jim Larsen, TYA

Around Saltspring Island May 2019

The day had arrived. Registration had been paid for months in advance, the boat was stocked with staples and the crew had all taken time off and arranged to meet us in Canada the night before the race. One of our crew was already underway on his own boat to meet us up there. Our plan was to conquer and divide the last minute details and get off the dock by 1500 to catch the tide. We had just a few more things to take care of before we left Olympia on our way to Saltspring Island to compete for our first time in a race on our new boat, an Express 37 named *Rock Paper Scissors*. We had done Swiftsure and Round the County a few times as crew on our friend's boat and were excited to try something new. We had also cruised in this area for many years on our Islander 32 and wanted to revisit some of our favorite places along the way.

This required a dinghy, so Amanda went out to Boston Harbor to get the inflatable we were planning on towing up for our side adventures but, it didn't seem to be where we had left it two weeks before. A scour of the docks confirmed that it had not been moved but stolen! Its never good to find out you've been robbed but this was a serious cramp in our plans for anchoring out along the way.

This wasn't the first time this hard bottomed inflatable with a 15 horse Johnson had been stolen in Olympia and fortunately recovered (another story,) so we already had a little back ground with the police. Harbor Operations at Swantown were very helpful with a tip that the boat had been tied up at A dock for a week previously. The Port had chained the boat to the dock thinking it was a derelict but then the chain was cut and the boat later spotted tied to a sailboat with its mast on deck moored in front of Priest Point Park. Our dinghy was not there at the mast-less mystery yacht at that moment and only one place came to mind, Westbay Marina. Sure enough, there it was at the bottom of the ramp just waiting for Hans and Heather, with its name and numbers scraped off. They de-inflated it and carried it up the ramp as quickly as possible wondering if they were going to be confronted by the new "owners" at any minute. Amazingly, the whole ordeal only took two hours from discovered stolen to recovered! Westbay Marina could not help identifying the thieves even though they came in wondering where "their" dinghy went. Boston Harbor was apologetic but of no help either.

We actually did get off the dock as planned at 1530 despite the running around and made it to Blake Island at dusk. A peaceful place directly

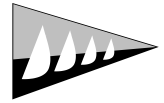
across from Seattle that the raccoons really appreciate. We set off again at dawn with Port Townsend as a goal. After a fuel stop in Kingston we had ideal current and weather so decided to keep going past Port Townsend, to the San Juan Islands, slipping behind Smith Island. Along the 12 hour transit we tidied up, re-pinned the shrouds, installed bungee on the fore deck for sail holds, and perused our info on the race course and sail directions.

A small detail had missed our attention, all race boats are required to have \$1,000,000.00 (one million!) insurance and the dead line to submit proof had passed four days earlier. So out in the middle of the Straits of Georgia we called our insurance company and even though they had never had such a request, we managed to finagle our coverage. Next was an apologetic e-mail with attachments and fingers crossed to the Saltspring Race committee. There was no response from the committee by that evening so we felt we had to notify our crew of the possibility that we may not be able to race the course. Everyone agreed we would go ahead, meet up and have fun in any case. Great crew!

That night we caught a mooring buoy at Spencer Spit, and next morning, to our relief, got the OK to proceed on to race! We had a leisurely motor over to Stuart Island where we met up with one of our crew, Kelly, anchored on his boat *Oly Rose*. We anchored nearby and then spent the afternoon roaming around the island feeling good about having all of our ducks in a row. The wildflowers were amazing to see as we are usually there in late summer when its dry and brown. It was a beautiful, sunny afternoon with calm winds.

We had only had *Rock Paper Scissors* for about six months so a few aspects were still being worked out. One was our anchoring situation. We had anchored a thousand times with this same anchor, a *Rocna*, on our other boat, the Islander 32, but with much more anchor chain. The chain set up was for a race boat, lightweight and not meant to moor a boat in high winds or current over a period of time as we found out. The wind came up in gusts that evening whipping us back and forth and just before dawn, of course; a big thinking whip and then silence, the kind of silence that you know means you are undone.

We leapt up to see Kelly's anchor light looming over us and in bare feet and underwear went into action. Engine on! Anchor up! We were yelling at each other in the dark and over the wind. Amanda and Heather managed to get the anchor just to the surface but something was still very wrong. The line was still snagged on the bottom and around the anchor was just a huge blob of something in the gloom of twilight. Whatever it was now it was



wrapped around the prop and ripped the anchor tight to the bow out of our bleeding hands and Hans immediately killed the engine.

Now we were headed towards shore but weirdly slowly for how gusty it is. Were we still stuck to something on the ground? We thought maybe we had caught some kind of power cable? It was getting light now and Kelly was up on his deck in his underwear too and we are all still yelling at each other over the wind. Raising the mainsail was the next idea and the cover half removed before that was abandoned for the better idea of tying all our lines together to reach Kelly's boat by dinghy instead. Thankfully we had a dinghy! We kept tying on more lines as Hans rowed toward *Oly Rose* but the lines were sinking and dragging him back toward us. We kept tying on more line, scrambling to find more, the spinnaker sheets, the jib sheets, everything came on deck. All of this to much more heated 'discussion' before Hans managed to reach *Oly Rose* and reel us in as the sky finally grew light.

We relaxed for moment to wake up, put on some clothing and make coffee, but we knew we couldn't stay like this for too long. Relying on Kelly's anchor to hold us both in these gusts and with something still fouled around our prop made us very uneasy. Now that it was light we could see that the problem was an enormous discarded crab pot wedged onto the point of our anchor! We don't know if we had dragged into it that morning or if it happened when we set anchor but we were fouled badly. Luckily, Kelly happens to be a very skilled diver and not too bothered to jump in the water at 0500. He had brought along his dry suit and we had a mask on board. So with a serrated steak knife in hand he freed our anchor first and then the

prop that was fouled by the crab pot line. We fueled him after with a hot coffee toddy and a dry wool hat and then we motored *Rock Paper Scissors* over to a mooring buoy to recover and reconnoiter. While it was all happening, each of us had been thinking that this might be the end of the journey but after all, safe and sound at the mooring and after some breakfast there was no doubt that we should keep going.

We left Stuart Island for Bedwell Harbor where we would clear customs into Canada. The over night blow had left some three to four foot waves in Boundary Pass and it was still blowing 15 to 20 knots, uncomfortable for motoring so we raised sail and we made it across very quickly with Kelly just behind us.

After clearing customs we continued on to Ganges Harbor, but motoring out of Bedwell the engine suddenly made a horrific grinding sound we hadn't heard before. Hans slowed down immediately but we were now worried that we had damage to the shaft from the fouling. Now we were considering how we were going to get home after the race! We were so

close now to Saltspring Island with favorable wind so we just raised sail and had a beautiful fast reach straight into Ganges and decided to deal with it later.

We puttered into the harbor where the sailing club that hosts this event has a very organized volunteer team who directed us into a basin to tie off along side another yacht and we were very quickly tied off to and then buried four rows deep by all manner of race boats. We were not going to drift tonight! They put on a BBQ, which we didn't sign up for so went into town to eat. They had a live music cover band which was great until 2200 when after being up since 0300 and with the stress and work of sailing in high wind we were more than ready for some sleep. We are not party poopers but when the after party kicked in and the boat behind us with an amp and guitar started singing classic eighties rock until 0200, it was bad. Also, the people on the boats rafted along side us were to and fro, and out of politeness crossed across our fore deck where we were trying to sleep instead of through the cockpit. Understandable except they also

Island Series

RC Boats : *Maranatha, Emma Lee, Djinn, Pax,* and always *Transition, Jody V* and *Silverbreeze* were mark boats. Thank you all.

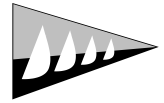
Redline is First Over All in Series with 7.75 points

place	Sail No.	Yacht Name	Skipper Name	Rating	Strt	Eagle	Herron	Squax	Hope	Total
A CLASS Races: 1 to 3										
						7 Strt	5 Strt	8 Strt		
1	87652	ALTAIR	Jason Vannice	72	3	0.75	3.00	2.00		5.75
2	69051	SPIRIT	Steve Jones	81	3	4.00	2.00	5.00		10.00
3	69399	FLYING CIRCUS	Dave Elliott	72	2	9.00	0.75	0.75		10.50
4	79182	FOLIE A DEUX	Jeff Johnson	132	2	3.00	5.00	7.00		15.00
5	18324	ROCK PAPER SCIS	Hans Seegers	69	2	2.00	4.00	10.00		16.00
6	64985	LIBERTY	Andy Saller	123	3	6.00	4.00	6.00		16.00
7	73392	BODACIOUS	J Rosenbach	129	1	9.00	5.00	3.00		17.00
8	69302	STRATEGY	Mike Visser	99	1	9.00	5.00	4.00		18.00
8	79003	GAN Y DWR	Justin Jones	69	2	5.00	5.00	8.00		18.00
10	64996	WILLIE TIPIT?	Charles Norman	78	1	7.00	5.00	10.00		22.00
S CLASS Races: 1 to 4, 1 throw out, * = throw										
						3 Strt	5 Strt	7 Strt	4 Strt	
1	50921	REDLINE	Kyle Reese-Cassa	90	4	0.75	3.00*	2.00	0.75	3.50
2	82	MCSWOOSH	Clark McPherson	66	3	5.00*	0.75	0.75	2.00	3.50
3	79	RUFUS	Tucker Smyth	93	2	5.00*	2.00	3.00	3.00	8.00
4	79089	LIGHTLY SALTED	Mel Schaefer	90	4	3.00	5.00*	4.00	2.00	9.00
5	10115	ZIG ZAG	Aaron Schofield	75	3	2.00	4.00	6.00	3.00	9.00
6	83179	HE LIVES	Steve Kirkpatric	114	2	5.00	6.00*	5.00	2.00	12.00
M CLASS Races: 1 to 3										
						1 Strt	1 Strt	1 Strt		
1	12	PAX	Rod Tharp	10	2	0.75	0.75	3.00		4.50
2	222	WILD BLUE YONDE	Grant Tibbetts	66	1	3.00	3.00	0.75		6.75
B CLASS Races: 1										
						1 Strt				
1	18177	DJINN	John Martens	147	1	0.75				0.75
D CLASS Races: 1 to 3										
						6 Strt	4 Strt	8 Strt		
1	39110	KOOSAH	Dave Knowlton	177	3	3.00	0.75	2.00		5.75
2	50105	JOLLY RUMBALOW	Richard Bigley	135	3	2.00	2.00	3.00		7.00
3	2222	PENOZIEQUAH	Richard Wells	231	3	0.75	3.00	8.00		11.75
4	33333	GRACEFUL MAE	Scott Rowley	135	2	4.00	4.00	4.00		12.00
5	29718	MARANATHA	Joel Rett	177	1	8.00	4.00	0.75		12.75
6	427	DESERT SAGE	Alberto Napuli	147	3	6.00	3.00	7.00		16.00
7	59924	ECHO	Steve Miller	156	1	8.00	4.00	5.00		17.00
8	79128	COLOR MY WORLD	Mark Holt	225	1	8.00	4.00	6.00		18.00
9	69667	SASSY	Mike Gowrylow	129	1	5.00	4.00	10.00		19.00

SSSS Boats at TYC's Vashon Island Race,

Redline	1	PHRF 5	4	OA
McSwoosh	DNF	PHRF 3		
korina-korina	DNF	PHRF 3		
Altair	DNF	PHRF 4		
Strategy	DNF	PHRF 6		
Bodacious	DNF	PHRF 7		
Djinn	DNF	PHRF 8		
Emma Lee	DNF	Commodore		
Jolly Rumbalow		DNF NFS		
KOOSAH		DNF NFS		

If I missed someone, please tell me.



tripped up on our spinnaker pole most every time. The consensus was that next time we would anchor out!

Next morning the rest of our crew, Derek and Sarah, arrived and we all took advantage of the free continental breakfast which consisted of coffee, very green bananas, orange slices and DIY PBJs. Then to much fanfare was the unveiling of the flag, the color of which red or green announced which way the course would take around the island, counter or clock-wise. This is the fun and interesting part of this race and is determined up to the wire by the wind forecast balanced by tides and currents and the likelihood of being able to sail 42 miles around the island and through the Sansum Narrows, which can run up to 5 knots, within the 24 hour time limit.

This year the course flag was red, counter-clockwise, the least common historically. We had been having strong, un-seasonal southerlies until race day which the forecast was for very light wind. This is a notoriously tricky race with the Narrows portion and there is the infamous Saltspring Island microclimate that doesn't often meet the forecast for the area. It is impossible to make it entirely around the island without encountering an opposing current at some point. In fact, in 1992 only one boat finished with less than an hour to spare. That was an encouragingly low bar, so we set off on a beautiful sunny morning just excited to be out on the water and up for the challenge.

The start at Ganges Harbor is at the Southeastern end of the island. It took us all day tacking to round the top. At sunset we turned around the top of the Island for a beautiful spinnaker run, hitting the narrows running with us just after dark with a full moon rising. All seemed well until about 030 when the wind died and we began to tire ourselves. All of the sail changes at that point amounted to nothing and by 0400 we were completely becalmed. Then the tide changed against us. As it grew light, we and all of the few boats left around us began to drift backwards in the current. We only had a few people left standing on deck and some were lying down on deck. We did the math as engines started up all around us. Although we were only six miles from the finish line there was no way we were going to make it.

It was hard to make the call but when we started up the engine it was a big relief. We hadn't come up here to win a race, we had just wanted to participate and have fun and we really did. We had challenged ourselves and our boat and enjoyed the journey as much as the destination. Thank you so much to the Saltspring Island Race Committee! Sorry for critiquing your free breakfast. We are definitely coming back next year to race round your beautiful island.

We made it home uneventfully.

Amanda McDonough, Rock Paper Scissors

Did you enjoy this story? It's your turn now. Where have you taken your boat? The San Juans, Alaska, racing "up North", or exploring the south Sound. We want to hear from you.

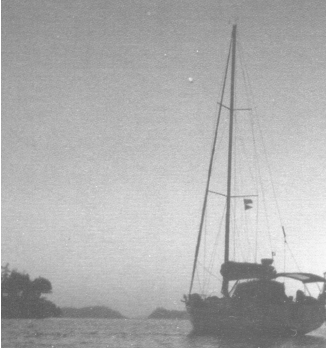
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Theses ads are free for Members, run three months, and can be renewed. Contact me by the Meeting to be listed.



Take Your Camera Sailing



Decorated Wine Bottles, from the November Cruise auctioned at the December Meeting
 Proceeds went to Thurston County Food Bank
 Photos by Steve Worcester, more bottle photos on line



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 Deadline for submissions is the second Tuesday of the month.

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Hope Island Race December 14

Pax/Transition were the RC Boat. Thank you.

S CLASS	Start Time:	11:05	Distance:	13 nm	Finish	Correctd
Points	Sail No.	Yacht Name	Yacht Type	Rating	Time	Time
0.75	50921	REDLINE	ANT 27	90	17:49:39	17:30:09
2.00	82	MCSWOOSH	11M	66	DNF	
2.00	79089	LIGHTLY SALTED	BENE 10R	90	DNF	
2.00	83179	HE LIVES	JBOA 92	114	DNF	

No race other classes as there were no finishers