

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 53 Issue 3

November 2023

www.ssssclub.com



## November Meeting: High-latitude Sailing

Join your sailing colleagues and friends for a program by Richard Bigley on a sailing expedition he recently had on a Clipper 68 from Reykjavik, Iceland, to the Scoresby Sound on the east coast of Greenland and back. He will share gorgeous photographs and illustrate some of the advanced preparation needed for cruising in the Arctic. For more details, read the article by Richard in the newsletter.

Richard is the Skipper of *Jolly Rumbalow* and is a long-time Member and Past Commodore of the South Sound Sailing Society and frequently races SSSS series and the Southern Sound Series. In 2017, he Joined Clipper Ventures for the last quarter of a Clipper around the world race. He retired from the Washington Department of Natural Resources several years ago.

The Meeting will be in-person at the Olympia Yacht Club located at 201 Simmons St. NW, on November 14. Doors will open at 18:30 and the Meeting will begin at 19:00. The Meeting is open to both Members and non-members, so invite your crew, dock mates, neighbors, and others who are interested in sailing.

Non-OYC members should park on the street or on the east side of the parking lot that is next to the Olympia Oyster House.

We hope to see you there.



Bob Butts, Emma Lee

## Commodore's Corner:

South Sound Sailors, I have an information item, a request and a thank you.

When you enter [www.ssss.com](http://www.ssss.com) on your web browser it takes you to our web site. The web site is attractive and the information presented is prodigious and useful. There have, however, been some recent glitches and a group has been formed to create a more robust and secure platform. Derek DeCouteau has agreed to be the point person for this group. Work has already begun and there may be some changes and temporary issues, think roadwork, that could disrupt normal operations. We will keep you posted.

I would like to encourage folks, especially new Members, to attend our Meetings. Beer is cheap, actually free but we do suggest a donation of \$3, the shared love of all things sailing builds camaraderie, the programs help increase our knowledge of the art and science of sailing. And, at least for the short-term, Jim Larsen has agreed to provide a platform for demonstrating our singing skills by leading us in a sea shanty! More people means more energy.

And, I would like thanks to all who serve on the Board and/or volunteer to help with the various events and projects that occur throughout the year. Without you the club would cease to function.

John Martens, *Djinn*

Herron Island Race  
**November 4**

Board Meeting  
**November 7**

General Meeting  
**November 14**

Visitors Welcome

Doors open at 18:30 meeting starts 19:00

Squaxon Island  
Race  
**November 18**

Vashon Race, TYC  
**December 2**

Race 1 Southern Sound Series

Lighted Ships, OYC  
**December 2**

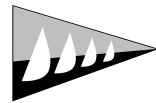
Board Meeting  
**December 5**

Hope Island Race  
**December 9**

General Meeting  
**December 12**

Visitors Welcome

Doors open at 18:00 eating starts 18:30



## Will There Be a Toliva Kitchen in 2024?

Whether or not there will be an organized Toliva Kitchen event for the Toliva Shoal Race Weekend in February depends on whether someone steps up to take over this event, co-hosted by SSSS and OYC. I am unable to carry on leadership activities and need to hand this off to the next skipper of the invincible Toliva Kitchen Crew. This is very nearly a turn-key event for someone who likes to throw a big party once a year on someone else's dime. Proceeds after expenses go to support Olympia Community Sailing.

As the incoming Kitchen Skipper, you will get all the equipment necessary to stage this event. Roasters. Huge soup pots. Commercial utensils and bowls. You'll have it all. Toliva has its own dedicated equipment and off-site storage so this will not clutter up your garage or storage unit the rest of the year.

You have access to the wonderful commercial kitchen at OYC with its big ovens, vast stove top, stainless counters, and commercial sinks and fridges.

You will inherit comprehensive notes and recipes for the historical "baron of beef" menu line-up we did for 30 years as well as the new, simpler "pulled pork" menu we launched last year. This will be your event though, and you can take an entirely different tack if you like.

You will oversee an event that already has guaranteed clientele and a great reputation from Olympia to Seattle and beyond. You would not come in needing to rehabilitate anything. Just continue throwing the Best Party of the Southern Sound Series and have a blast.

Finally, and most importantly, *a well-oiled, enthusiastic core Kitchen Crew has your back*, ready to support you and make it all happen. Many have been doing this for years. They know the ropes. I cannot say enough about the wonderful folks from both SSSS and OYC who do the actual heavy lifting every year and make this event so much fun to host.

Logistics-wise, you will want to have your game plan nailed down by early February. The 2024 Toliva Race Weekend is February 16-18. With a game plan in place, you can tackle details off and on leading up to Race Weekend, or just dive into it in a big way the week before. Both have proven to work. Everyone has their own style and schedule considerations, and Toliva can adapt to fit yours.

Please step up and take this on. I am happy to talk with you in more detail about what is typically involved, share tips and tricks, and answer any questions you may have before jumping into this. Reach out to me at [thera.black@comcast.net](mailto:thera.black@comcast.net) or give me a shout at (360) 878.0353. I look forward to passing the mantle on to the next Kitchen Skipper who will carry on this fun and rewarding tradition.

**Thera**

*Ever since the first Race, for more than 50 years, the Toliva Shoal dinner/party has had a reputation as the best party of the Series, very possibly the best party on the Sound. We started simple when a lot of beer, spaghetti, and beer made for a good party. Since then the different Chairs have added to and improved the menu. And developed a following amongst the racers. The torch is now being passed ... Or ... dropped? It is your Club: it is what you make it. Ed.*



Portsmouth, End of Season Regatta

photo: Steve Worcester

## Secretary's Report

Phew! The bulk of Membership renewals have been processed! Thanks all for your patience as I get to learn the system. And special thanks to those who have received confirmation emails from me with the wrong names in the greeting. Copy and paste has its limitations :-)

August and September Membership totals (approximately); Renewals 71 : New 8

Thought I'd share some of the news that's come into the Secretary email.

Some Members are saying farewell, maybe just for now. Steve Kirkpatrick wrote in with this update:

"I want to thank you all, especially Bill and Vicky Sheldon for all your efforts and dedication to sailing and racing and friendship. I've been a member for about 20 years ... but now I've sold *He Lives*...J 92.

So many great times with you all out on the water have been a blessing. I will miss all the crew and wonderful people over the years.

I hope to join up with you in the future, but until then, thanks for being such a positive and friendly organization to belong to. Fair winds and exciting racing to all"

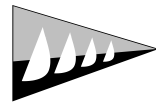
While other Members like Jeff Kloppel are returning: "My wife and I were Members about 10 years ago and our kids are finally old enough that we're getting back into sailing! Bout time ..."

Anyone know who owns an Aphrodite 101? Sherwood Smith wrote in at the end of August with a request to transfer a half-hull to a new owner.

"I am a former longtime Member, joined in 1972, and sailboat racer, who is no longer sailing, or a boat owner. For many years starting in 1978, I owned and raced an Aphrodite 101, which I sold somewhere in the 1990s. I have a half-hull of that boat hanging on my den wall, and am starting to diminish the amount of 'stuff' which surrounds me.

I have seen a newer 101 sailing in Budd Inlet, but I don't believe the boat is being raced. In any case, none of my sailing friends know who the owner is. I would like to connect with him/her, and transfer ownership of the half-hull. I don't know whether that person is a Member, but I no longer am, so I don't have access to the Membership area of the web site. Can you help with a name and contact info? Thanks for your help."

**Colleen Carbery**



## RC Report

*Wind* is a four letter word. It sure has been a slow transition from Summer to Fall Winds.

However, the wind finally arrived as I am writing this article. Just in time for the Herron Island Race November 4<sup>th</sup>. Last year was a fantastic race. We have proof in a video following *Koosah*, steering the waves in Dana Passage and *Trickster* flying by the fleet, both winning their respective divisions. Our crew still talks about how that was a fun race.

Thank you to everyone that has volunteered to date for **RC Duty**. Remember we are now on the early schedule for the rest of the year with the Islands Series. We are *still looking for volunteers* to finish the year on Race Committee. Please Contact me if you can spend a day on the water supporting South Sound Racing.

If it wasn't for racing, I probably wouldn't venture out on some of these days in the fall. But with a group of boats and a diehard crew it becomes very enjoyable. If you are new to sailing or racing it's a great way to enjoy your boat. The Island and Inlet courses are wide and long with plenty of room to stay clear of other boats. The South Sound is a quick way of getting away from rush hour traffic and I encourage you to give it a try. It's not always about winning!

Now, if you want to up your sailing skill set, we will have a great seminar by

**Andrew Kerr January 17<sup>th</sup> 2024.** Andrew is a well respected sailing coach, racer and champion. For many years he has provided our members with great information about sail trim, teamwork and racing tactics during his one night clinic. More information to come on time and location.

On the house keeping side of things, remember to pay Annual Race Fees, \$ 35, PHRF fees next month are due. With the season changes, this month is a good time to check out all those flashlight batteries on the boat, **safety gear** and refresh the crew with LifeSling operations or any other safety procedures on your vessel. On the water, each and everyone of us should take Safety first wearing a PFD and proper layering of clothing. A blustery day can be enjoyable! **Let's go RACING!**

**Derek. Misty and Aurora**

## Joint Meeting of PHRF-NW Handicappers and Directors

It was held at TYC October 8. We started with some announcements about our transition to our digital presence. Apparently mobile phones have problems viewing some PHRF-NW documents/forms. If you experience this, use a PC and there won't be any problems. Also the class rules handbook is only available on line now. Easier to amend when changes occur and much less expensive.

There are some changes to the by-laws and rating review process in the class rules making the what was the appeal process, now the rating review process, easier to do. They can happen any time and do not require the meeting of all the handicappers any more and Zoom appearance simplifies things as well. Feel free to look up the new procedure at PHRF-NW.org or ask me for assistance if you think your handicap is inappropriate.

*There is a dues increase to \$70 if paid before the end of the year, \$75 if after.* Not much of a surprise there.

Membership is approaching pre-Covid levels.

SSSS needs a new representative for the PHRF-NW Board of Directors. If you're willing to give of your time in this way, let me know. It's not too onerous and sometimes you get a free lunch out of it. [I was a Director, if you are interested you can talk to me. Do not expect a free lunch, only the handicappers got lunch. Steve Worcester]

There was significant discussion about the requirement and enforcement of PHRF-NW membership for all racers using PHRF-NW handicaps. The Sloop Tavern Yacht Club has a unique solution to this for those who don't want to join PHRF-NW but still want to have a race. They call it the Sloop class. There are no handicaps.

There was some discussion about water ballast. The current state of affairs is it is not permitted absent the race organizing body explicitly authorizing it.

I was asked by Chief Handicapper David Lynch to be the assistant chief handicapper and I agreed with the understanding that ascension to chief handicapper was not a necessary part of the position. As such I'll be on some more committees. Oh joy.

The meeting was at the now really spiffy Tacoma Yacht Club. If you haven't seen it since the remodel, you will want to visit. It's a real gem. Take care if you go down to the docks on a low tide though, and if entering or leaving by boat give the breakwater more care than you used to. The whole area had a multi-foot cap put on it raising the level of the entire grounds making the ramps that much longer and higher when the tide's out. Also additional rocks were added to contain the higher surface and some are lurking below the surface close to the breakwater. I think they have some floats out so don't go inside those.

**Rafe Beswick**

## Photos Needed

The S-t-S is in serious need of photos. With so many fall races canceled, no one has sent me any. Those working on the web site could use some too. We are counting on you.

## Salty Sailor Cruise Alternative

The Salty Sailor Cruises have never been a fan favorite with 0 to 4 boats showing up. So at the last Meeting I proposed a Land Cruise to replace the Salty Sailor Cruise which usually occurs in January or very early February. The idea is to travel by land to someplace where you can see the water but be nice and snugly warm in a hotel with a conference room where we can gather for drinks and games and with good restaurants near by. My first thought would be Ocean Shores but there are many other possibilities. If you are interested, lets talk at the next Meeting. If you are interested but can't make the Meeting, email me at [dinghy@sssscclub.com](mailto:dinghy@sssscclub.com).

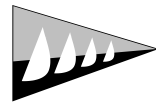
**Jim Findley**

## OYC Parade of Lighted Ships

Well, lighted boats actually. Captains meeting will be Friday, **December 1** at 18:00 at OYC to go over the details and spacing. Saturday, **December 2** will be the actual parade. If anyone would like to participate, they are welcome to call me directly at (503) 762-1000 and I will make sure they get all of the information they need. If you do not participate, come watch.

**Mark Herinckx. Fleet Captain Power, OYC**





## Southern Sound Series Report

Coming soon to the waters of the South Sound – The 2023-24 Southern Sound Series

The Southern Sound Series Races are sponsored by local yacht clubs and include four regional long distance races scheduled as follows, put them on your calendars!



**Winter Vashon, 30.7nm - December 2, Tacoma YC**  
**Duwamish Head, 30.8 nm - January 6, Three Tree Point YC**  
**Toliva Shoal, 38.4 nm – February 17, OYC and SSSS**  
**Islands Race, 29.5 nm – March 16, Gig Harbor YC**

As the largest racing events in the southern Puget Sound area, these races attract racers from across the Sound. Last year, over the Series, 82 boats competed in 9 different classes. The 2023 - 2024 series will include PHRF, PHRF flying and non-flying, and non-PHRF flying and non-flying cruising class fleets. Classes and class rating breaks will be assigned based on boats that register to race the Winter Vashon on December 2<sup>nd</sup>.

Kicking off the series, the TYC sponsored Winter Vashon Race. It starts just off the TYC Clubhouse, heads north up Colvos Passage, around the mark boat above the north end of Vashon Island, and back down the east side of the island to the finish line at TYC, 30.7 nm. If light winds prevail the race can be shortened at the mark boat off the north end of the Vashon Island. Free moorage is available at the TYC guest docks for racers Friday and Saturday nights with only a minimal charge for power if connected. Registration for the Winter Vashon Race will open on November 1<sup>st</sup> via the Regatta Network. You can find the link, off the Series web site, [www.ssseries.org](http://www.ssseries.org).

Note that to participate in the series PHRF classes you must be an active member of PHRF NW with a PHRF rating for your boat. For South Sound Sailing Society Members contact Rafe Beswick ([rafebeswick@hotmail.com](mailto:rafebeswick@hotmail.com)) to receive a PHRF rating. If sailing in the non-PHRF flying or non-flying sails cruising classes you do not need a rating with these races scored/placed based on finish order, no handicaps. If you are new to PHRF racing rating please contact Rafe Beswick for more information on obtaining a rating. Check the Southern Sound Series web site

for the Notice of Race and Sailing Instructions. General individual race information will be posted on the individual race sponsor's web pages, i.e. information on pre and post-race meals, guest moorage, etc. Also any COVID-19 precautions, if needed, may be posted and will need to be observed by each boat, skipper, and their crew/s.

The second of the Southern Sound Series Races, is the Duwamish Head Race on January 6<sup>th</sup>. Like Winter Vashon this race requires a pre-race transit from Olympia to TYC (guest dock is available), Gig Harbor, or possibly on to Des Moines Marina. The race itself starts just outside the Des Moines Marina, heads north into Elliott Bay, around the Duwamish head dolphin, across the Sound to Blakely Rocks and back to the finish line at Des Moines, 30.8 nm. This race often draws the biggest fleet of boats for the Series races and often has the best winds.

The third race in the series is the Sailing Society's and Olympia Yacht Club's own Toliva Shoal Race on February 17<sup>th</sup> and is truly "The Race Around the South Sound". This race, the longest of the series, starts at Olympia Shoal, proceeds through Dana Passage, leaves the

Nisqually #3 mark and Anderson Island, Toliva Shoal, the #1 mark NW of Eagle Island to port, and back to Olympia Shoal, 38.4 nm.

The fourth and final race of the Southern Sound Series, the Gig Harbor YC sponsored 29.5 nm Islands Race will be on March 18<sup>th</sup>. The race heads out from near the mouth to Gig Harbor, up



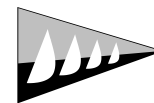
photos from last year's Series

Colvos Passage, leaves Blake Island to port, rounds a mark boat north of Blake, then leaves Blake Island to starboard, returns back down Colvos, and ends with an always interesting fight back to the finish line off the moth of Gig Harbor. Moorage for Friday and/or Saturday nights can be found at TYC's reciprocal dock, or in Gig Harbor at the public Jerisich Dock, Gig Harbor YC reciprocal dock, or by reservation at Arabella's Marina.

Mark your calendars and arrange for crew on these enjoyable and always challenging races. Watch for monthly reports and any up-dates in the Ship-to-Shore, and/or the Series web site at [www.ssseries.org](http://www.ssseries.org). Looking forward to seeing you on the water!

**Jeff Johnson, Folie `a Deux**





## Introduction to High-latitude Sailing

*Richard will speak about and show slides from this trip at our November Meeting. Mean time read on.*

Last August, I joined a Skirr Adventures, off-shoot of Clipper Ventures, sailing expedition on a Clipper 68 from Reykjavik Iceland to the Scoresby Sound on the east coast of Greenland and back. The 10-day, 1,000 nm trip was a great opportunity to get back onto a powerful racing yacht, make new friends, explore new territories and become quite humbled with what it takes to cruise in the arctic. The professional skipper, crew of two, and yacht were all topnotch.

In 2017, I joined Clipper Ventures for the last quarter of a Clipper around the world race, and spent 3 of the 4-weeks training on the Clipper 68, and it was great to rapidly feel at home on the boat. Together with 7 other participants that were also familiar with the boat, we headed out to explore the NW coast of Iceland, stopping at a very remote fishing community, Sudureyri, Population 200, for a look around, a shower and fresh pastry.

Now joined by a sister Clipper 68 and crew, the two boats headed north 400 nm to Scoresby Sound. The boat easily handled the 20-25 knots of breeze on the crossing as the crew, got

accustomed to the increasing cold. No one onboard had been in the Nordic Sea before. After a lovely, fast, several days crossing, the wind cooperated and reduced to a gentle breeze so we could enjoy our first sight of Greenland and monster icebergs. It's true, the Greenland landscape is exactly as desolate, formidable and beautiful as explorers have exclaimed.

We spent a couple days getting a sense of the rhythm of life in Ittoqqortoormiit Greenland, pop. 345, on the Northern entrance of



Scoresby Sound. This was the southern edge of sea ice in August. One would never be tired of watching the passing icebergs, and light on the coastal cliffs and glaciers across the Sound

The winds cooperated for a fast return sail under reefed sails. The winds diminished as we approached Iceland's glacier topped Snæfellsjökull National Park, giving plenty of time to the views and oceangoing wildlife. The entire landscape is sculpted by volcanic activity. The crossing finale was a dazzling display of the aurora borealis. Our last stop was the fishing and farming town of Akranes in Iceland, pop. 7000, for re-entry to civilization, with time to enjoy a long soak in hot springs and local sites before returning to Reykjavik.

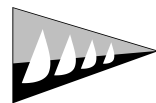
The amount of advanced preparation in terms of boat preparation and logistics, and the gelling of the crew was impressive. The ice, the basic nautical charting, novel weather patterns, cold, and living at sea made for a continuing sense of adventure. It was an epic trip. The Royal Cruising Club Pilotage Foundation has some useful guides for preparing a boat and crew for Polar cruising.



See the <https://rccpf.org.uk/pilots/187/Polar-Yacht-Guide>. They also have a new cruising pilot for Alaska and the NW Passage.

**Richard Bigley, Jolly**





## Aloha LYC

On the early morning of July 15, 1994 seven happy and tired sailors, aboard the Cal 40 *Uncle Juicy*, finished the VicMaui Race after 17 days at sea. It was a beautiful day and what a sight to see the verdant green hill side of West Maui, Hawaii. Dr. Joe Dubey, skipper, and all of us on board had achieved what every sailor dreams of.

In Joe's own written words, "The dock is awash with greeters, flowers, bottles, food. At the Lahaina Yacht Club we have our first Mai Tai. Greetings, congratulations and whoops and cheers ebb and flow with the arrival of each boat. I wonder how the club greeters are managing to repeat the same routine so many times. Everyone wants to help with something."

This is true aloha spirit. I only know one other current Member who had this experience and that is Alex Bromen. Alex also sailed on *Uncle Juicy* in the 1998 VicMaui Race. Maybe there are others I don't know about that may want to share their experience.



visiting the club you enjoy their aloha spirit. Nothing fancy, just good food, drinks and conversation flow like wind and water. The last time Kathy and I visited there was in 2019. The ceiling is covered in burgees from reciprocal clubs from around the world. The picture is me pointing to the SSSS burgee.

If you want to know about the current situation with the LYC you can follow them on Facebook. You can also go to [www.lyc.us](http://www.lyc.us). Dave Schubert, Commodore, posts updates. The comments are from sailors around the world. If you want to contribute to their recovery, go to [www.lyc.us](http://www.lyc.us). You can contribute directly or you can purchase merchandise, the proceeds go towards their recovery. They do want to recover and rebuild. Hopefully Kathy and I and others can visit such a wonderful yacht club again. ALOHA

## The Bridge

*This is a reprint of a S-t-S article. Jim wrote about one particular bridge, but the lesson applies broadly.*

I watched helplessly as the sailboat approached the bridge. I could see from where I stood that they couldn't make it under but they were steaming straight for it as if they didn't have a care in the world. At the last second the boat turned sharply to port but it was too late. The one and a half knot current carried them under. They made it half way before the mast got stuck on one of the girders under the bridge with the boat heeling at about 30 degrees and the tide rising. Fortunately about 20 minutes later a runabout came by and between it and the help of the current, they were dragged the rest of the way under and out the other side.

It's stories like this, absolutely true by the way, that may be the reason that very few sail boaters attempt to go under the Hartstene Island Bridge. The other reason is that many don't understand what bridge clearance really is. Water depth is measured from 0 down to the bottom. 0 tide is the Mean Lower Low: that is the average of all the lower of the two lows of each

I'm sure most of the South Sound Sailing Society Members know about what has happened to West Maui, Lahaina, and the Lahaina Yacht Club. Did you know we have a reciprocal agreement with the LYC whose facilities are shared when you visit? You just need to show your Membership Card. When



**Mark Swartout**

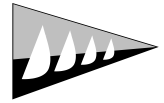
day. Bridge clearance is measured from the Mean Higher High which in the Olympia area is a little over 12 feet. I round it down to an even 12 feet to be on the safe side. On the charts the clearance of the Harstine Island Bridge is shown as 31 feet. This means that at a +12 foot tide there is 31 feet under the bridge to the water. It also means that at a 0 tide there is 43 feet of clearance (31+12) and for the extreme of a -3 foot there is a clearance of 46 feet. (31+12+3)

So, if it's less than 46 feet from the tip of your antenna, or whatever is the tallest thing on your mast, to the water and you read the tide tables very carefully, you too can make the pleasant trip up Pickering Passage and enjoy the shortcut to Jarrells Cove.

By the way if you see some idiot waving frantically from the shore shortly after you've made it under, it's probably just me. I hope to see you out there, and all in one piece.

**Jim Findley**

*A word of caution if you do have a mast height of 46 feet: remember tide predictions are predictions. They can be off in time and height, depending on a lot of things. And a boat does not always float on her lines. Ed.*



## Fall Race 3 1 September 30

Transition was the RC Boat, with help from Katana. Thank you

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>Div. 1</b> Start Time: 12:14 Distance: 1.3 nm						
0.75	69432	SUNNISU	HOB33	96	13:02:53	13:00:48
2.00	79	RUFUS	MEL	93	13:03:29	13:01:28
3.00	69399	FLYING CIRCUS	EXPR 37	72	13:04:10	13:02:36
4.00	82	MCSWOOSH	11M	66	13:04:36	13:03:10
5.00	69051	SPIRIT	BENE 36.7	81	13:05:14	13:03:29
<b>Div. 2</b> Start Time: 12:19 Distance: 1.3 nm						
0.75	64985	LIBERTY	C&C 35	123	13:05:39	13:02:59
2.00	39110	KOOSAH	PEAR 36-1	177	13:11:27	13:07:37
3.00	29718	AURORA	RANC 33-1	156	13:12:04	13:08:41
4.00	50105	JOLLY RUMBALOW	C&C 34	135	13:16:48	13:13:53
5.00	61959	KOKESHI	YAM 33	162	13:18:22	13:14:51
6.00	79182	FOLIE A DEUX	BENE 35 S5	132	13:19:58	13:17:06
7.00	79128	COLOR MY WORLD	CATA 30	225	13:22:24	13:17:32
8.00	153	JUNIOR	U20	156	13:22:08	13:18:45

## Fall Series Race 4 2 October 7

Transition was the RC Boat with help from Story. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>Div. 1</b> Start Time: 12:35 Distance: 1.3 nm						
0.75	38044	MAKO	SYD 38	39	13:12:32	13:11:41
2.00	35	ANGEL EYES	J99	78	13:15:45	13:14:04
3.00	12	PAX		10	13:18:36	13:18:23
4.00	69051	SPIRIT	BENE 36.7	81	13:23:29	13:21:44
5.00	33	GRU	CORS 300	48	13:25:19	13:24:17
<b>Div. 2</b> Start Time: 12:40 Distance: 1.3 nm						
0.75	64985	LIBERTY	C&C 35	123	13:29:39	13:26:59
2.00	79182	FOLIE A DEUX	BENE 35 S5	132	13:40:52	13:38:00
3.00	39110	KOOSAH	PEAR 36-1	177	13:51:18	13:47:28
4.00	61959	KOKESHI	YAM 33	162	13:54:16	13:50:45

## Fall Series

Transition was the RC Boat, with help from Katana and Story. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating#Strt	Race 1	Race 2	Total
<b>Div.: 1</b> Races: 1 to 2							
1	38044	MAKO	Vannice/Cassal	39	1	6.00 0.75	6.75
1	69432	SHAKA	Matt Niles	96	1	0.75 6.00	6.75
3	79	RUFUS	Tucker Smyth	93	1	2.00 6.00	8.00
3	35	ANGEL EYES	Tim DuMontier	78	1	6.00 2.00	8.00
5	69399	FLYING CIRCUS	Dave Elliott	72	1	3.00 6.00	9.00
5	12	PAX	Rod Tharp	10	1	6.00 3.00	9.00
5	69051	SPIRIT	Steve Jones	81	2	5.00 4.00	9.00
8	82	MCSWOOSH	Casey Jones	66	1	4.00 6.00	10.00
9	33	GRU	Drew Phillips	48	1	6.00 5.00	11.00
<b>Div.: 2</b> Races: 1 to 2							
1	64985	LIBERTY	Andy Saller	123	2	0.75 0.75	1.50
2	39110	KOOSAH	Dave Knowlton	177	2	2.00 3.00	5.00
3	29718	AURORA	Chery Bideman	156	1	3.00 5.00	8.00
3	79182	FOLIE A DEUX	Jeff Johnson	132	2	6.00 2.00	8.00
5	50105	JOLLY RUMBALOW	Richard Bigley	135	1	4.00 5.00	9.00
5	61959	KOKESHI	Eric Egge	162	2	5.00 4.00	9.00
7	79128	COLOR MY WORLD	Mark Holt	225	1	7.00 5.00	12.00
8	153	JUNIOR	Jeff Kloppel	156	1	8.00 5.00	13.00

## Eagle Island Race

October 14 Island Series Race 4

RC Boat: Transition Mark boat: Color My World

Race Abandoned, No Wind

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**Caliber 28 1986** Well maintained cruiser, 160% genoa; cockpit cushions and bimini, AGM batteries, 16 HP Yanmar 900 hours. \$11,750 or BO. Call (206) 437-2385

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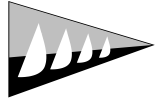
(360) 352-9283 e-mail: sts@sssclub.com

Deadline for submissions is the second Tuesday of the month.

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<b>D Class Handicapper</b>	Richard Bigley	





Summer photos  
by Jim Findley



# Take Your Camera Sailing



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