

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 44 Issue 5

January 2015

www.ssssclub.com/ssss.htm

January Meeting: Canoe Journey!

Many Members will remember the Canoe Journey in 2012, when the Squaxin welcomed tribal canoes from up and down the west coast of North America to South Sound. Richard Wells shared the history of the Journey in a presentation to the Club, and several Members participated in the landing ceremonies as support craft for canoes and paddlers waiting to land at the south end of Budd Inlet.

Last summer, two SSSS boats participated in the Canoe Journey to Bella Bella: *Pax the Space Spider*, Rod Tharp and Susan McRae, and *String Games*, Jim Lengenfelder and Emily Ray. *Pax* and *String Games* served as escort and support vessels for the arduous paddle north. Rod, Susan, Jim and Emily will share their experience of this extraordinary event through stories and pictures at our Meeting in January.

Micki McNaughton, The Star Gazer

Meeting Parking : If you are not a member of OYC you will not be allowed to park in the OYC parking lot for Meetings this year. There is some parking on the street and the lot behind OYC you can park for \$3.00.

Commodore's Corner: Hi Sailing Society! Happy Holidays

I would like to use my space this month to propose a plan for sailing safety drills. The plan below, while it is very specific, is only meant as a starting idea to be adjusted, tested, adjusted again, etc. If the proposed plan inspires you, or if you think it should be modified, please let me know and I will incorporate the ideas in this document. To be usable, I imagine the outline below would need to be expanded and given more detail. There is also work afoot to start a safety committee and make plans for activities, as you will read in Reese's article this month, and I hope regular on-the-water drills would be part of that plan.

But without any further ado, here is my suggestion for a quarterly drill program:

Each quarter have the safety drill day on a weekend, open to all sailboats who want to participate, including both cruisers and racers. We should also try to reach out to non-club members, both for the greater good and as a way to recruit folks to South Sound Sailing Society. Hopefully the event would also just be a fun day on the water for the participants. There would be a committee boat who will run the drill from VHS radio. The participant boats gather north of Budd Bay by noon, checking in via radio and making visual contact with the committee boat. There would be a drill and scoring sheet for each boat, which would include a checklist of the drills below, along with boxes to record times to execute the drill and a place for self evaluation on a scale of one to five. On the back side, there would be a cheat sheet with radio information and other useful reminders. The sheet would be laminated, and simple markers or grease pencils could be used to mark it.

What follows is an outline of activities. I envision most of these being prompted by the committee boat over the radio, going through the participant boats in turn when appropriate:

Radio drill

- Each boat does an initial check in with the committee boat to practice radio call initiation, exchange of information, and terminating the conversation.



Decorated wine bottles auctioned at the Holiday potluck for Food Bank
More decorated bottle photos on line

Happy New Year

New Year's Cruise
December 31-January 1

Board Meeting
January 6

Andrew Kerr Seminar
January 7
1900 Westbay

Duwamish Head Race,
TTPYC
January 10
Southern Sound Series Race 2

General Meeting
January 13
Visitors Welcome
Doors open at 1830, Meeting starts 1900

Eld Inlet Race
January 24

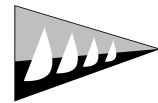
January Cruise
January 31 - February 1

Board Meeting
February 3

McAllister Creek Race
February 7

General Meeting
February 10
Visitors Welcome
Doors open at 1830, Meeting starts 1900

Toliva Shoal Race,
SSSS/OYC
February 20-21
Southern Sound Series Race 3



- Each boat tests whether radio scanning working (16, 72, ferries, other channels?) and reports to the committee boat and on their scoring sheet.
- Each boat practices hailing on one frequency and switching to another frequency for a conversation. This would be run by the committee boat, going calling on each participant boat.
- Each boat reports GPS/ heading/ speed over the radio. Again, the committee boat would quiz each boat in turn.
- Public safety organizations and marinas would be invited to participate in this drill from land based radios.

Deployment drills

- Each crew is tested to find the fire, radio test, knife, first aid, supplementary flotation, and any other safety equipment, and their times/ success recorded.
- Each boat deploys the LifeSling, without performing an actual rescue.
- Each boat drills person overboard procedures with a buoy.
- Each boat drills the process of dropping and securing sail in anticipation of motoring to make an assist.

Rescue drill

- With all the boats sailing around, a pre-assigned boat calls for assistance on channel 72.
- Everyone responds and makes verbal contact, with dropped and secured sails.
- Times and effectiveness are recorded on the laminated drill sheet.

Debrief after the drill

- Participants meet afterward, going around to debrief on the experience.
- Safety committee members take suggestions and update score and instruction sheet for the next quarterly drill.

I imagine the Coast Guard and other public safety organizations would be interested in either participating or commenting on our approach, and we should involve them as much as possible. If you have any ideas or comments, let me know. I hope this article begins a good discussion.

Fair winds,

Webb Sprague

Cruise News

CRUISE TO ISLAND HOME

JANUARY 30 - FEBRUARY 1

This is the Cruise you cannot miss. On Saturday we will be cruising out to Island Home, outstation of the Olympia Yacht Club, for a joint cruise with OYC as their guests. Island Home is located just north of Squaxin Island on the mainland side at 47 degrees, 14.082 minutes N. Latitude, and 122 degrees, 56.075 W. longitude. As you round the north end of the



island you will find 4 mooring buoys. Be sure to enter between the second and third buoy.

The facilities at Island Home are spectacular with lots of space to tie on two docks, power and water at the docks, a beautiful clubhouse with showers and a warm fireplace and lots of lawn area for outdoor activities. Expect many games on Saturday and a scrumptious potluck on Saturday night.

Sunday will bring breakfast in the clubhouse served by a joint SSSS and OYC crew. This is easily one of the best cruises of the year; don't miss it.

WINE TASTING CRUISE

TUGBOAT ANNIES

A baker's dozen people attended the potluck at the Viewpoint Room on November 30 and brought a delightful selection of foods to share. In addition to the tasty foods there were 10 very creatively decorated wine bottles. First place went to Rod Sharp's Infinity and Beyond LED lit entry. Second place went to Glen Hunter's Tranquility Beach. Third place went to Clark McPherson's Nice Jugs.

Thanks to all who attended and for the donated decorated bottles which were auctioned off at the December Potluck with proceeds going to the Olympia Food Bank. Thanks to Tugs for use of the room.

Terry Van Meter, Passages

Amazing Support for the Food Bank

Your support for the Thurston County Food Bank was once again amazing. As part of the December Potluck, SSSS held the Decorated Wine Bottle Auction and fundraiser. There were 13 wine bottles decorated by the Members on which to bid. The action was fast and furious, with a large dose of humor and camaraderie. After the dust had settled, you raised \$2,810 on the auction alone. The total money donated to the fundraiser was over \$5,500, a new record amount! You also once again filled the back of my Tahoe with your food donations. Thank you for support.

Please attend the January General Meeting to watch the ceremonial check presentation to Judy Jones of the Food Bank.

Thanks to the Members, you have helped make those less fortunate than yourselves have a basic need met ... food on the dinner table. Thank you so much, and I can't wait to see you at next year's fundraiser.

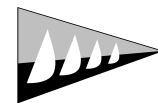
**Don Waterhouse,
McSwoosh**

SSSS Boats at Winter Vashon, TYC

Pax	1	Class 1	
Redline	4	Class 4	23 OA
Korina Korina	5	Class 3	22 OA
Bodacious	5	Class 6	33 OA
Something Special	6	Class 3	24 OA
Skookum	1	NFS	
Koosah	2	NFS	
Steamy Windows	2	Comm	
Jolly Rumbalow	DNF	NFS	
Puelche	DNF	NFS	
Lolita	DNF	NFS	
Emma Lee	DNF	Comm	
Folie 'a Deux	DNC	Class 6	

Team Race

SSSS tie 3rd 81 points Bodacious, Redline, Korina Korina,



RC Report: Changes to the SER, Sailing Instructions, and Race Instructions

We had a productive meeting of Class Captains in late November to discuss Safety Equipment Requirements (SER) and other safety related matters in the wake of the Eagle Island tragedy. Changes to SSSS Sailing Instructions and Race Instructions are effective for the Inlet Series beginning January 24. Please see the Amendments to the Sailing Instructions for the official wording of the changes and a link to the new SER.

For the Inlet and Island Series we have adopted US Sailing Nearshore SER (version 4/23/14) as amended by the SSSS with the additional requirement that any single or double-handed crews must wear a PFD at all times. For all other PHRF races aside from the Inlet and Island Series, boats are not subject to compliance with the SER, but still need to be in compliance with the minimum safety requirements of the US Coast Guard for recreational vessels, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable PHRF rating rules.

The SER for the Island and Inlet Series have been amended so that boats are now required to carry a handheld VHF radio. SSSS has removed the requirement for the VHF radio to have DSC/GPS capabilities. The intent of this rule change is to improve communication between racers and with the race committee over ch.72, while keeping costs down. A handheld VHF in the cockpit or carried on a person may be easier to hear in an emergency than a VHF mounted inside the boat. In addition, handheld VHF's have numerous advantages when not paired with a boat's electrical system.

Although SSSS does not require boats to carry a VHF with DSC/GPS capabilities, the Southern Sound Series does. I attempted to arrange a group purchase of the Standard Horizon Hx851 (retail \$249.99 + tax). As it turns out, the Hx851 is available at www.gpsstore.com for \$179.95 with no tax and free shipping. This is over \$35 less than I could arrange through a group purchase. I would suggest those interested in a VHF with DSC/GPS capabilities to jump on this offer ASAP. I hope to arrange an educational overview of MMSI/DSC and general VHF etiquette for the Club.

The Island and Inlet Series will now require boats to carry a LifeSling or equivalent man overboard rescue device. In addition, two of the boat's racing crew shall annually practice man-overboard procedures consisting of marking and returning to a position on the water and demonstrating a method of hoisting a crew member back on to the boat. The intent of this rule is to equip boats with the tools necessary for a MOB rescue and to enforce that a reasonable number of racing crew have practiced using the equipment and are familiar with the procedures for a MOB recovery.

We have also made some changes to race management. For the Island and Inlet Series B Class will now start prior to S & A Class. A reverse start has many benefits. Starting slower boats first keeps groups of boats close together for more of the race. This means that all boats will be more likely to experience the same wind conditions and currents for a longer time period. In the event of an emergency it may increase the likelihood that boats are more spatially congregated. Additionally, it's more fun for everyone to sail within sight of

each other for more of the race. Starting with the Inlet Series B Class will start at 1000; S & A Class will start at 1005.

The Race Committee boat will now be equipped with a cell phone. This cell phone number will be published with the Coast Guard and in the S-t-S. The RC phone number is 259-2179. Racers can contact the RC in the event that they are out of VHF range, or are experiencing VHF problems. We would like to encourage communication with the RC in general, and especially when retiring from a race or in the event of an emergency. This phone will be housed in a waterproof box with the rest of the RC gear. The RC is expected to have the phone charged and turned on for the duration of the race.

The S-t-S wants to Hear from You

The SSSS Board is working to establish a position as Safety Chair. This position would help to coordinate educational opportunities for SSSS sailors. This position is not linked to the race program, as safety is equally important to all SSSS sailors. There have been many great suggestions for ways to foster a culture of safety in our club. The Safety Chair would help to bring these suggestions to fruition through trainings, best practices, drills, and furthering education.

If you have any questions about the changes please contact me or Joel Rett our PIYA representative.

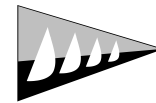
**Fair Winds,
K. Reese Cassal, Redline**

Herron Island Race November 22

Rushwind was the RC Boat, Spritze the mark boat.

Thank you.

Place/Points	OA Class	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
A CLASS Start Time: 10:00 Distance: 24.5 nm							
1	0.75	73392	BODACIOUS	BENE 35 S5	129	14:29:45	13:37:05
2	2.00	79182	FOLIE A DEUX	BENE 35 S5	138	14:44:11	13:47:50
3	3.00	18633	I5	SANZ 33	117	14:36:29	13:48:43
5	4.00	79089	LIGHTLY SALTED	BENE 10R	96	14:34:24	13:55:12
6		12	PAX		-10	13:51:50	13:55:55
S CLASS Start Time: 10:00 Distance: 24.5 nm							
4	0.75	83179	HE LIVES	JBOA 92	108	14:35:34	13:51:28
7	2.00	82	MCSWOOSH	11M	66	14:23:05	13:56:08
8	3.00	50921	REDLINE	ANT 27	87	14:34:02	13:58:31
B CLASS Start Time: 10:05 Distance: 24.5 nm							
9	0.75	47914	KAITLIN	RANC 32	168	15:12:44	14:04:08
D1 Start Time: 09:40 Distance: 20.8 nm							
	0.75	69927	BALDER II	ERIC 38	144	14:05:27	13:15:32
	2.00	39110	KOOSAH	PEAR 36-1	177	14:23:03	13:21:41
	3.00	69804	REIFF	J36C	127	14:07:30	13:23:28
	4.00	923	WHITE RAVEN	CAV45	147	14:16:38	13:25:40
	5.00	50105	JOLLY RUMBALOW	C&C 34	132	14:16:47	13:31:01
	6.00	18351	MISS CONDUCT	OLS N 29	120	14:17:37	13:36:01
	7.00	39173	BORU	CROW 34	147	14:45:34	13:54:36
	8.00	31755	WHISPER	CATA 36	189	15:08:36	14:03:05
D2 Start Time: 09:40 Distance: 20.8 nm							
	0.75	5421	EMMA LEE	CATA 30	225	14:39:35	13:21:35
	2.00	200	AQUILA	CASC29	267	15:05:45	13:33:11
	3.00	79179	GENESIS	CASC27	252	15:09:06	13:41:44
	4.00	25	AMARETTO	CAL 25	261	15:12:58	13:42:29
	5.00	59571	JUDY LEE	GULF 27	257	15:20:41	13:51:35
	6.00	69141	JODY V	C&C 29	207	DNF	



Southern Sound Series Rep Report: Winter Vashon

The 2014-2015 Southern Sound Series kicked off with the 38th edition of the Winter Vashon Race sponsored by the Tacoma Yacht Club on December 6, 2014. Over 70 yachts registered to compete as they raced counter clockwise around the island.

What was new this year?? A new class, IRC, for large boats was added. Three boats over 50 feet registered. *Neptune's Car*, a Santa Cruise 70, *Jam*, a J-160, and *Artemis*, an Adrews 53, galloped around the course leaving most of the PHRF boats in their wake.

The counter clockwise course is seldom used for the race. It required competitors to rethink their tactics in Colvos Passage where the current always runs north.

At the north end of the island, two virtual marks were established using latitude and longitude rather than the traditional mark boat or yellow triangle floating mark. Racers had to keep the east mark to starboard and then the western mark to port. It seemed to work well and they could shorten the race if necessary from shore. There were no instructions of what to do if you hit the virtual mark!

What was the same? Registration and scoring was accomplished using US Sailing Regatta Network. Thank you to Dawn Umstot and Margaret Patterson of the Tacoma Yacht Club for installing the program and training the scorers from the other clubs how to use it. The program allows skippers to register on line, see who has already registered, and upon completion of the race see the results on the web with their computer or smart phone almost as soon as they finish.

Reverse starts. The Series adopted reverse starts last year, as has SSSS for the longer races. The Cruising Classes start 30 minutes prior to the PHRF classes and then the slower PHRF boats start before the faster ones. This allows the fleet to remain closer together and sail in similar wind and current. It also adds a safety aspect since most can see each other.

The Tacoma Yacht Club threw another great welcoming party. The taco bar was delicious. The bright red T-shirts had the reverse course on the back so the younger sailors who know only digital could figure out the definition of counter clockwise.

The Race. It started with light southerly winds and slowly built and most could carry their spinnakers to the north end of the island. Some cruising non flying sails boats had trouble rounding Point Robinson and could not keep up with the fleet. As it turned out half of the NFS fleet did not finish. Most rounded the north end before 1300 and then the wind increased. Aboard *Koosah* we changed sails to the small #3 and a double reef and still were healed at 20 degrees in some gusts. This provided a challenge for the skipper, me, who was attempting to serve hot chicken, cold macaroni salad, and drinks to the crew.

The faster boats finished in early afternoon. The slower boats found the wind dying around 1700 and had to change to drifters to cross the finish line at the TYC clubhouse. What is discouraging, yet encouraging at the same time, is seeing the fast boats motoring back to Seattle as you are still racing up Colvos. The encouraging aspect is that there will be more room at the TYC dock upon your finish where most Olympia boats spend Saturday night. Due to the high tides, there was an abnormal amount of flotsam, including large logs, which would make traveling at night rather dangerous.

The Series retained the team competition. The SSSS team is now *Bodacious*, *Redline*, and *Korina-Korina*.

Odds & Ends. More racers are installing the Automatic Identification System (AIS). Aboard *Koosah* we monitored one of our competitors, *Xocomil*, a C&C 37+ traveling at 6.9 knots! We were doing around 5 knots. It was dark and we thought there was no way we were going to save our time! After the race we discovered that *Xocomil* had dropped out and was motoring back to TYC!

Pay it forward. *I-5* was near Little Fish Trap in Dana Passage drifting towards shore. There was no wind. She had broken a fan belt. *Jolly Rumbalow*, Richard Bigley's new C&C 34+, saw them and after a short conversation, towed *I-5* to Zittles Marina where a repair could be made. *Jolly Rumbalow* then motored to Devil's Head where her engine started sputtering. Richard had to return to Swawntown and was not able to compete in Winter Vashon. *I-5*, Dan O'Brian, told Richard that he owed him a tow whenever needed!

The next race in the series is **Duwamish Head on 10 January 2015**. This is the

longest delivery for most SSSS sailors. Several boats deliver to the Tacoma Yacht Club on Friday, tie up to the reciprocal moorage with shore power, and enjoy the Sunset dinner in the wonderful TYC dining room. You should receive this issue of the S-t-S about four days before the race, so if I have not contacted you and you wish to stay at TYC Friday night and eat in the dining room, please let me know so I may make reservations. The crews should know how to find your boat Saturday since they raced Winter Vashon. It is about an hour and a half motor over to the start at Des Moines, nine miles.

Remember to pay your 2015 PHRF dues prior to racing!

The results may be found on the Series web site: www.sssseries.org.

Dave Knowlton, *Koosah*

Star Fleet

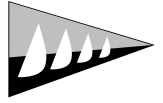
First let me say I hope everyone had a great Christmas and New Year. My wife and I just sort of relaxed with the good friendship of family and friends, both for Christmas and Thanksgiving. The kite flying event after Thanksgiving was a bust due to the rain. Jim Findley and I went kiting the Tuesday after thanksgiving and were blown off the field. It was also cold!!!

Not much to report with the Star Fleet except that now that The New Year is here, it is time to start planning to get your boat ready for the up coming season. I do most of the work on my boats right after the haul out, so all I need to do is the bottoms. I do have one boat from the Gig Harbor fleet scheduled into the shop the week after the first and that is it so far. My truck restoration project will be put on hold till after the Black Star Regatta and the only other thing I will be involved in will be some indoor kite festivals so schedule your boats ASAP.

We did have a short business meeting for the Star Fleet and among other things, discussed the need for everyone to have some kind of liability insurance on their boats. If you check, it might be covered under your home insurance. You will find that all clubs require you have it to race. Medical bills can add up fast! So get it if you don't have it.

That's all I have for now, See you at the Meeting.

Bill Brosius, *Alcor*



Amendments to the PHRF Sailing Instructions as published in the Handbook

Sailing Instruction 22

Replace: "The safety of the boat and its crew is solely the responsibility of the skipper. The decision whether to start or not is yours, as is the decision to continue racing."

with: "Please remember RSS Fundamental Rule #4: The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

The existing sailing instruction 22 is numbered 22.1. Add a 22.2 and 22.3 to read as follows:

"22.2 While racing all boats shall be in compliance with the minimum safety requirements of the US Coast Guard, and any single or double-handed crews must wear a PFD when racing."

22.3 As a condition of entry into any race, the entrant accepts that he/she has the sole and inescapable responsibility for the management and safety of his/her boat, and that neither the organizing authorities, their affiliates, the Race Committee, SSSS members or representatives bear any responsibility for any loss, damage, loss of life or injury to persons or boats which may occur, however caused, before, during or after any race."

Inlet Series Instructions

B Class will start at 1000 and S & A Classes will start at 1005.

Equipment Requirements:

Replace: "PIYA Category III ... This amends PIYA Requirement 3.14."

With: "All boats shall be in compliance with the US Sailing Nearshore Safety Equipment Requirements (version 4/23/14) as amended by the South Sound Sailing Society." Find said document on line, linked from this article, at www.sssclub.com/SSSS_SERs.pdf

Island Series

RC Boats : Maranatha, Boru, Rushwind, and Sassy were RC boats. Fjord and Spritze were mark boats. Thank you all.

Bodacious was First Over All in Series with 1.5 points

place	Sail No.	Yacht Name	Skipper Name	Rating	Eagle	Squxin	Herron	Total	
A CLASS Races: 1 to 3					#Strt	4 Strt	4 Strt		
1	73392	BODACIOUS	J Rosenbach	129	2	0.75	0.75	1.50	
2	18633	I5	Dan O'Brien	117	2	2.00	3.00	5.00	
2	79182	FOLIE A DEUX	Jeff Johnson	138	2	3.00	2.00	5.00	
4	79089	LIGHTLY SALTED	Mel Schaefer	96	1	5.00	4.00	9.00	
5	64985	LIBERTY	Andy Saller	123	1	4.00	6.00	10.00	
S CLASS Races: 1 to 2					#Strt	4 Strt	3 Strt		
1	82	MCSWOOSH	Clark McPherson	66	2	2.00	2.00	4.00	
2	69399	FLYING CIRCUS	Dave Elliott	72	1	0.75	5.00	5.75	
2	83179	HE LIVES	Steve Kirkpatrick	108	1	5.00	0.75	5.75	
4	50921	REDLINE	Kyle Reese-Cassal	87	2	3.00	3.00	6.00	
5	131	DRAGONFLY	Rafe Beswick	105	1	4.00	5.00	9.00	
B CLASS Races: 1 to 1					#Strt		1 Strt		
1	47914	KAITLIN	Roger Edwards	168	1		0.75	0.75	
D1 Races: 1 to 3					#Strt	8 Strt9	Strt8 Strt		
1	69927	BALDER II	Joe Downing	144	3	2.00	2.00	0.75	4.75
2	39110	KOOSAH	Dave Knowlton	177	3	3.00	0.75	2.00	5.75
3	69804	REIFF	Tom Nelson	127	3	0.75	3.00	3.00	6.75
4	923	WHITE RAVEN	Rick Antles	147	3	4.00	3.00	4.00	11.00
5	50105	JOLLY RUMBALOW	Richard Bigley	132	2	5.00	4.00	5.00	14.00
6	18351	MISS CONDUCT	Erik Dahl	120	2	8.00	3.00	6.00	17.00
6	39173	BORU	Roger Shaffer	147	2	7.00	3.00@	7.00	17.00
8	69667	SASSY	Glen Hunter	129	2	6.00	3.00	0.00	19.00
8	31755	WHISPER	Ray Maly	189	2	8.00	3.00	8.00	19.00
10	506	LOLITA	Ron Hoover	185	2	7.00	3.00	0.00	20.00
11	29718	MARANATHA	Joel Rett	177	1	9.00	3.00	0.00	22.00
D2 Races: 1 to 2					#Strt	3 Strt	6 Strt		
1	5421	EMMA LEE	Bob Butts	225	2	0.75	0.75	1.50	
2	200	AQUILA	Jason Vannice	267	1	4.00	2.00	6.00	
3	79179	GENESIS	Alan Niles	252	1	4.00	3.00	7.00	
4	59571	JUDY LEE	BGrad Smith	257	2	3.00	5.00	8.00	
4	25	AMARETTO	Tom Allen	261	1	4.00	4.00	8.00	
6	39458	RELEAF	Kelly Coon	249	1	2.00	7.00	9.00	
7	69141	JODY V	Jack Shincke	207	1	4.00	6.00	10.00	
@ = RC Points					*= assigned points from redress hearing;				
Kailin and Sugar Magnolia were awarded redress for the Gizmo rescue, but the rescue resulted in no loss of position for either.									

@ = RC Points

* = assigned points from redress hearing;

Kailin and Sugar Magnolia were awarded redress for the Gizmo rescue, but the rescue resulted in no loss of position for either.

Remember Your PHRF Dues are Due

Hope Island Race December 13

Sassy was RC boat, Thank you.

The Race was abandoned due to thick fog and little wind around 1330.



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Deadline for submissions is the second Tuesday of the month.

2014-15 SSSS Board Members

phone numbers are local, area code 360

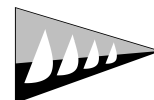
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Treasurer	Peter Wyeth	915-8795
Member-at-Large	Micki McNaughton	790-6294
Race Chair	Kyle Reese-Cassal	359-1271
Cruise Chairs	Terry Van Meter	481-5072
Past Commodore	Debe Andersen	459-2650

Our Handicapper is Rafe Beswick, 888-9844

South Sound Sailing Society
PO Box 1102
Olympia WA 98507

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Ship-to-Shore December 2014



Andrew Kerr Seminar
January 7 at Westbay
This deal is too good to miss

Answers still sought to the December
Crossword

We have 2, yet un judged. Bring yours to the Meeting.



SUMMERS
Yacht Services, INC
John Summers
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summersyachtservices@gmail.com

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Yachtfinders/Windseakers Inc

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Cell: **831-247-6162**

Dan O'Brien
for Listings: www.yachtfindersbrokerage.com
Home Office: 4226 Leavelle St. NW
Olympia WA 98502 USA e-mail: dan@fastisfun.com



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Ditty Bag

Chain: 1/4 G3 16 ft long \$5.00, 1/4 G4 50 ft long (slight rust) \$50.00 gary@sailsidetrack.com
Free Sail cover, VERY USED, still works. 14' Call Joe 584-6807
Forespar aluminum Spinnaker pole with deck brackets, 14'
Aluminum reaching strut, 7' Spinnaker, good condition, nice colors. Contact Mary at 491-8990 or sailmaryc@gmail.com for photos and details.

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

Crew Sheet

more information on line

Crew Wants Ride

Alfred, alfredo3717@gmail.com or (303) 884-1444
Adam L, (253) 507-3533

Looking for Crew

D'Lavicea, Terry dbleupher@aol.com, 459-2650

Want a ride? You could be listed here, and on line, for free:
Ads run three months and can be renewed. Contact me to by the next Meeting to be listed in the next S-t-S.