

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 9

May 2016

www.ssssclub.com/ssss.htm

May Meeting: tba

I do not have the speaker confirmed by the deadline. I am working on getting a commitment and will post the speaker's name as soon as I do. Watch the web site, or just plan on coming to the Meeting May 10.

Micki McNaughton, *The Stargazer*

Meeting Parking :
If you are not an OYC member you can not park in the OYC lot. You can park in the lot behind OYC for \$3.00.

SSSS Board to be Nominated

As per our By Laws, I will nominate a Past Commodore's slate of Officers for next year at the May Meeting. I will entertain nominations, should anyone care to nominate someone else, before closing the nominations. We vote next month.

The slate is composed mostly of continuing board members. The exception are Joy Johnson as Vice Commodore and Jeff Johnson as Race Chair. Jeff has been working with Reese over the last year to learn the position and promises to be a great chair. Joy is a wonderful person and involved with the Club in many ways. Having this mix of continuity and new faces will be a benefit to the Club.

Past Commodore's slate:
Commodore Mary Cambell, Vice Commodore Joy Johnson, Secretary Mike Buffo, Treasurer: Peter Wyeth, Member-at-Large Micki McNaughton, Race Chair Jeff Johnson, Cruise Chair Marvin Young, and Past Commodore Ralph Cumberland

Webb Sprague

Sign up for LifeSling Clinic

The LifeSling Clinic is scheduled for June 4, 2016. It will begin at 0900 at the Olympia Yacht Club with about two hours of classroom instruction. Next is dockside drills and then on the water rescues.

The cost is \$15 per person. Basic sailing skills are required.

Please contact Dee Saller or me at (360) 491-0175 to reserve your spot or if you have any questions about the class. Space is limited so advance registration is necessary.

Andy Saller, *Liberty*



Finishing Spring Series Race 1

photo: Bill Sheldon

Monday Star Races Start May 2

Board Meeting
May 3

Black Star Regatta May 6-7

General Meeting
May 10

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Thursday Racing Starts May 12

Opening Day OYC
May 14

Star Races
May 16

Women's Boating Clinic May 21

Star Races
May 23

Wednesday Series Race 1
May 25

Thursday Racing, Day 2
May 26

Memorial Day Cruise
May 28-9

Star Races
May 31

Wednesday Series Race 2
June 1

LifeSling Clinic
June 4

Star Races
June 6

Wednesday Series Race 3
June 8

Thursday Racing, Day 3
June 9

Soldier Sailing
June 11

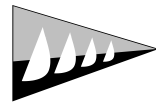
Star Races
June 13

General Meeting
June 14

Awards / Elections / Potluck
Visitors Welcome

Doors open at 1800, eating starts 1830

DSC, MFD, AIS, BFD? : MEMBER HELP : JR. SAILING GARAGE SALE



RC Report: Summer is Coming

Summer racing is just around the corner. The first Wednesday Night race is May 25. D Class will be collapsed back into a single Class for the Wednesday Night Races. Bill Sheldon is planning to continue to serve as RC aboard *Transition* for all the Wednesday Night Series! If you are signed up as RC this summer you need to provide Bill with three volunteers to fulfill you RC duty. Bill and *Transition* will not be the RC boat for the Single-handed, Jack & Jill, or Maclean Memorial. So be advised that you will need to provide your own vessel to serve as RC for those races.

I'm looking for volunteers to help with Burger Nights. On the final race of each of the three summer series racers have enjoyed getting together at Swantown to have a bite with the competition. This event has been a big success as long as the racers get off the course in a timely manner and we have a couple of volunteers to flip burgers. Please let me know if you are available to help with one of the Burger Nights on June 15, July 13, or August 10. It is always a good time.

McSwoosh has a pretty good time posted for the 2015-16 Hope Island Dash: 1:35:47 corrected! Do you think you can beat it? You have until the May Meeting to try. The race is simple. Go whenever you want. Sail around Hope Island either direction. The start/finish line is an extension of Marks 1 and 4, i.e., the dolphins at each end of the Olympia Shoal. Who will take home the illustrious Andrew Jackson Trophy this season?

We will be returning to the Narrows Marina for the Maclean Memorial this year so put it on your calendars. The race will be held

over July 9 and 10 when tides will be mild and the sun should be shining. Last year we had eight boats, mostly due to the terrible weather. Everyone had a blast and I expect numbers to be up this year. The race will feature a reverse start based on your handicap. Each boat will have her own start time. The start and finish lines will be the Olympia Shoal and the Toliva Shoal marks. You will be required to take your own times based on GPS time. This is a great chance for cruisers to



Toliva Shoal Race

photo: Bob Butts

give racing a try; you will have the start line to yourselves. We should all arrive to the Narrows Marina at roughly the same time. The Narrows Marina is home to the Narrows Brewing Company, Boathouse 19 restaurant and stunning views of the bridge.

I wanted to give another shout-out to SSSS boats in the 2015-16 Southern Sound Series. *Bodacious* was First Overall for the series! *McSwoosh*, *Something Special* and *Korina Korina* brought home the team trophy for our club! *McSwoosh*, *Something Special* and *Bodacious* all won first in some very competitive classes. *White Raven* was third in the Commodore FS Class. *Skookum* was first, *Koosah* second, and *Klatawa* third in the Cursing class. Way to dominate the leaderboard SSSS!

Cheers!

K. Reese Cassa, *Redline*

Thursday Dinghy Racing Starts!

Major dates to remember for Dinghy racing are: May 12 and August 14.

May 12 is the first night of racing. First start is at 1830 just north of KGY, Swantown, and Anthony's Hearthfire. The racing is open and free to anyone with a sailboat 20 feet or less without a fixed keel. We just ask that you register first either online or on the race course so we can handicap your boat and score you. We race **every other Thursday night** until the end of August.

The second date, **August 14** is the **Race to Somewhere**. We start around noon and race out to Gull Harbor. It is about a one or two hour race. The

first to cross the finish line wins the coveted Rubber Ducky Award and the last place gets the Beer Award. Then we have a potluck lunch at George and Betty Hanson's where we give out awards and eat too much. Around 1500 to 1600 we race back to where we started, and that is a handicapped race with the results counting in the season championship.

If you have any questions you can contact me at dinghy@ssssclub.com.

Jim Findley *Nightwind / Not Sirius / Lido 14*

Member-to-Member Launches a New Online Option!

It's that time of year when you get out the power washers and scrub brushes. You've found out what has corroded, what has chafed, and what you can no longer find...did you bring it back to the garage or did you bury it in some locker? You bought a new electronic gadget at the boat show, and are puzzling out the installation instructions. It would be a lot easier if you had some help from someone who knew what they were doing ... right?

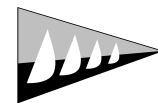
To make it easier to connect with people who can help, we've started posting the Member-to-Member list on our web site. Just go to the Bar to find Member-to-Member List. If you want to add or delete your name and area of expertise, just send an email to sailmaryc@gmail.com

. That way we can be sure that the list stays up to date.

Mary Campbell

S-t-S Needs Photos

Summer is here and with it evening racing. A great opportunity for photographs. Lots of boats out in that warm evening light. Take your camera sailing.



Cruise News

MEMORIAL DAY CRUISE MAY 28, PENROSE POINT

N47 15 53 W 122 44 38.99
Monitoring VHF Channel: 72
SSSSCruise Group MMSI: 0 360 04200
Distance from Olympia: 20.6 NM (through Pitt Passage)

Saturday AM High Tide (Budd): 1024 (10.43ft)

Saturday AM Low Tide (Pitt): 0523 (5.88ft)

Sunday AM Low Tide (Oro): 0625 (5.09ft)

Potluck Dinner ashore: Saturday 1800

Potluck Dinner on board: Saturday 1800

Past Cruise chair Terry Van Meter said it best: "Penrose Point is located in Carr Inlet near Lake Bay. This is typically a very sunny weekend with Saturday play on the spit or in the park. A pot luck will be held on shore in the park at 1800 where the spit divides the high and low picnic areas.

This is a comfortable and roomy anchorage with some state park mooring balls or a great hold if you wish to anchor. High tide near Pitt Passage is at 0942 Saturday morning. Always watch your charts and don't forget about Wykoff Shoal; pass to the west of the green navigation aids north of Pitt Island. Mind your depths again northwest of Penrose Point as you enter Mayo Cove. There is a spit that goes out a long way."

SPRING HAS SPRUNG, MCMICKEN'S CLAMS REST EASY

Case Inlet seems to have become the SSSS cruising playground. We followed up last month's trip to Jarrell's Cove with a trip to Hartstine Island's other gem, McMicken Island.

Our trip to the island at mid day was pleasant, if leisurely. The wind was favorable,

if light and the tides in Dana Passage unfavorable, if light. *The Dog* abandoned a race with *Karen Ann* and scooted through Dana under power. On reaching Case inlet, the clouds cleared and the temptation to throw up the sails grew too great to resist. We moseyed up to Herron Island as the tide reached full ebb. The breeze freshened to almost 10 Knots as we scooted across the Inlet towards McMicken. Jim Larsen made the most of the afternoon rounded Herron and tacked back to join the 5 other boats anchored in McMicke's cove.

1800 hours



brought a potluck dinner with a fresh breeze blowing both from the SE across the island and from across the rustic picnic table between diners. The trip home on the *Dog* ended up being a cool and breezy motor into the SSW wind and against the current. But at least we stayed dry!

Marvin Young, *Beware of Dog*

Seventh Annual South Sound Women's Boating Seminar May 21

We expect it to sell out early, like last year. Register online *now*, only \$35.

The theme is Back 2 Basics. There are dynamic speakers, Hands on Learning, prizes, and a chance to network with other women boaters.

The Seminar is at the OYC Club House, 0830 to 1700, lunch is included. Have fun learning about boating.

Ahoy SSSS South Sound Opening Day

Olympia Yacht Club welcomes the South Sound Sailing Society to join us in South Sound's Opening Day celebration. The highlights of Opening Day, all at the OYC clubhouse, are as follows:

Friday,

May 13th:

1800 Parade Registration at OYC

(registration is free!)

1800 TGIF Pizza Party (\$6 per person)

Saturday,

May 14th:

0800 – 0930 Breakfast (\$6 per person)

1000 – 1100 Opening Day

Ceremony with the American Legion Band

1100 Parade Skippers Meeting

1200 – 1330 Opening Day Boat Parade

1430 – 1630 Barbeque on the Deck (\$7 per person)

We really hope that you can participate in Opening Day. It a great opportunity to hang out with other clubs and get to know others who share the same passion for the water that you do. We really would love for everyone to join the parade.

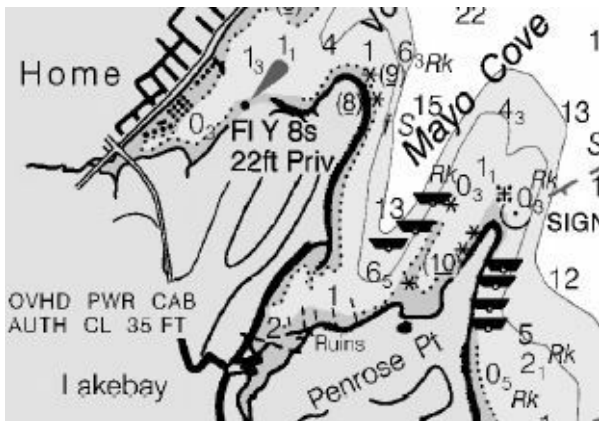
The parade theme is *Anchors Away*. Dress up your boat or just come as you are. We'd love to have you.

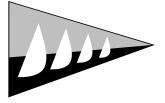
There will be awards for Best of Theme, Best Sailboat, Best Power Boat, and Grand Award.

We're looking forward to seeing everyone at TGIF and Opening Day.

On behalf of the Olympia Yacht Club,

**Mark Welpman, *Cygnat*
OYC Fleet Captain Sail
SSSS Member**





Star Fleet

Welcome to May, summer is almost here. The Star Fleet is busy getting ready for the Black Star Regatta. Monday night racing has started. For me, April has been quite busy with helping with the raffle for Regatta and getting all the boats ready for launching and arranging the launches at Zittles marina which also entails towing the boats around to West Bay Marina as well. Our regular boom truck operator could not do it this year. Arranging for another boom truck was going to be too expensive.

This year, due to other events happening on our Regatta weekend, we will only be racing just on Saturday with the dinner and raffle occurring Saturday evening. For all of you Mothers, Happy Mothers Day on Sunday.

I will have a couple of boats available as loaners or for season charter in the water if anyone is interested. Due to my left shoulder having rotator cuff issues, I won't be able to skipper a Star but will try crewing as long as I can. As many of you know, I was out for most of the season last year due to surgery on the right shoulder which has turned out great. I was told then the left shoulder would soon need the same. Just another hic cup in life!!!

With the weather getting better, everyone needs to get out and enjoy their boats whether racing or cruising or both. If you have kids of sailing age and interest, get them involved in the OYC junior sailing program. I will be finishing the repairs and painting on the 8 Optis the program has and the 420s were done in December/January.

Last but not least, our sister fleet in Gig Harbor says they will have 11 boats on the water for their Thursday night races. By June, we will have over 20 boats in the water and hopefully at least 16 or more out per race night. May the fair winds take you where ever you wish.

Bill Brosius, Alcor

BLACK STAR REGATTA

Given that it is Black Star Regatta week as you get this, you are probably either registered or don't plan to. But, if you are in that latter camp, no reason you can't come to the Black Star Dinner, Saturday night at Tugboat Annies Viewpoint Room. It is \$20 at the door, though we'd love to hear you are coming beforehand if possible. The room promises to be filled with happy, soggy, tired sailors full of racing stories. Further, the



Bill Brosius securing boats at the start of the annual Star migration photo: Steve Worcester

raffle that has gone on during recent Meetings will wrap up with the drawing of all the remaining items. Come on down, have some dinner and a beer or three, and walk away with some new loot!

STAR WORLDS

Several members and regular guests of the Star Fleet are at Star Worlds in Miami as I write. There are tons of great photos on facebook, and results online at <https://www.facebook.com/ISCYRA/> and http://www.starclass.org/search.cgi?Action=view&Event_id=3679

Dave Branch and Kate Schalk are there, as is Derek Decouteau. Al Cullen and Dave Martin are also racing, along with some other Seattle regulars who were in Olympia for districts in 2014.

Catherine Hovell

We Are Ready For Our 5th Annual Soldier Sail!

Yes Fellow Sailors! We are on our 5th year of taking our soldiers and their families out for a sailing experience, be it their first or fifth! We look forward to hosting them. The planning committee is gearing up to make it yet another fantastic day for our soldiers! The day is planned for Saturday June 11, 2016. We will plan for our guests to arrive by 1100 and connect them with those of you gracious fellow sailors who will be volunteering

yourselves and your sailing vessels for a few hours out on the water and return by 1630 for good old American bbq meal.

As with all of the other functions that we all volunteer and support, we will be asking you again for All Hands On Deck! Currently, our planning committee consists of: Chairs Maria Chiechi and Bryon Dahl, Soldier Liaison Isaac Pardon-Varde, Fundraising Missy Pardon-Varde, Dock Master Alex Broman, Sailor and Vessel Recruitment Dave Knowlton, Senior Advisor Suzie Schaffer, Race To The Dock Eric Dahl.

We will have tasks to complete on Friday, June 10 on Saturday, June 11 at 0900. Please let us know if you are willing and able to volunteer your time and efforts.

We will also keep you up to date as to our fundraising efforts.

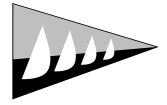
Thank you everyone!

Maria Chiechi and Bryon Dahl

Letter: DSC, MFD, AIS, BFD?

Ever since early mariners floated a chip of lodestone in a dish of water to form a crude magnetic compass, mariners have been using electronics to help conduct a safe and successful voyage. The March Meeting presentation on DSC, Digital Selective Calling, touched the tip of an iceberg regarding the on-going revolution in marine electronics. Following the presentation, several questions hinted at an incomplete understanding of the new capabilities offered by modern marine electronics. This article attempts to parse some of the issues and clarify relationships between DSC, AIS and the other TLA, Three Letter Acronyms, bandied about in the world of modern marine electronics.

Why marine electronics? Well, fundamental situational awareness is essential for a safe and successful voyage. At minimum, you need to know where you are (if you don't know that, you're in real



trouble), how fast you're going (to predict if and when you'll arrive at your destination), the depth of water under your keel (to assure your trip will not be unexpectedly foreshortened), and the presence of other vessels with which you may collide (and ruin your whole day). Modern marine electronics provides all that and much more.

But let me say this about that. As anyone with a modern cell phone knows too well, increased functionality comes at the price of increased complexity. It's inescapable. The user manual of my original marine VHF radio ran to 9 pages; my current one consumes 128 pages. And, yes, to learn to use some of the functions that my current radio provides I actually had to RTFM: Read The (ahem) Fine Manual. Well, parts of it anyway. It keeps putting me to sleep. But it's on my cell phone for those times when I'm particularly ambitious.

So if you're still using a flip-phone in 2016, and digital to you simply refers to the fingers you count on, stop reading right now--this article isn't for you.

VHF/DSC

Marine VHF radios have been used for voice communication among vessels and shore-stations for decades. Radios have become much more affordable over the years. In 1978, a few years after SSSS was founded, a basic marine VHF radio cost \$669, the equivalent of \$2,435 in 2016 dollars! Recreational vessels are not typically required to have a VHF radio. But today you can get a marine VHF radio for a couple hundred dollars, and there is really no excuse for not having one, and knowing how to use it.

For convenience, the allocated VHF spectrum is divided into channels. Channel 16 is designated as the International Distress, Safety, and Calling channel. It is a law that all boaters with VHF radios (voluntarily equipped or not) monitor channel 16 while underway, though I doubt anyone has been thrown in the brig for violating it; stupidity has a way of creating its own punishments.

Anyone who has monitored CH16 for long has undoubtedly heard some clown gleefully rambling on about his mother-in-law's colonoscopy until a clearly irritated Coast Guard officer breaks in and shuts him up with a terse, "...Channel 16 is a Distress and Calling channel ONLY. Please take your traffic to a working channel." Working channels (e.g. 68, 69, and 72) are assigned to be used by boaters for routine intership conversations.

Still other VHF channels are designated for specific purposes, e.g. 22 for the USCG, 14 for Southern Puget Sound VTS, 13 for Bridge Tenders. Monitoring some of these channels as well as 16 (using the scanning feature found on most VHF radios) often provides very relevant and actionable information for mariners, particularly in the more congested portions of the Salish Sea. See <http://www.navcen.uscg.gov/?pageName=mtvhf> for

the official list and <http://goo.gl/A23McI> for an abbreviated version.

Now, traditional VHF functionality relies solely on voice communication. While effective, there are several limitations. First of all, in congested areas, there is often a lot of chatter on 16 with multiple boats trying to make contact with multiple other boats--it can be tough to break in and hail your buddy. To address this congestion, Channel 9 is designated an alternate hailing frequency, another good use for channel scanning.

In a real emergency, you can clear channel 16 by hailing "Mayday". The first thing the CG will want to know is the nature of your emergency, then your position (lat/lon), number of persons on board, PFDs, and so forth. It takes a while to find and communicate all this information clearly and accurately, and meanwhile you may have better things to do; your boat may be filling up with water, for instance, with no one to work the pump. Or it might be useful to locate and get your spouse back on board.

DSC. Digital Selective Calling, is a technology built on existing marine radio to send text messages between stations. The pre-formatted digital messages are information-rich and sent much quicker than voice messages, generally within 3 seconds. Each character is transmitted twice, and the range for receiving intelligible text messages can be 25% greater than for voice messages. Current radios (DSC class D for recreational use) constantly monitor for DSC messages with an independent, dedicated internal receiver.

DSC is implemented in both VHF (short range) and HF (long range) marine radios. Some years ago, VHF channel 70 was removed from use as a voice channel and devoted to digital messages. When DSC is used, your radio transmits a short text message on channel 70 which is received by all DSC equipped radios in range. If the message is addressed to you, the "selective" in DSC) your radio responds with a "ring". If it's not addressed to you, you continue in blissful ignorance and silence.

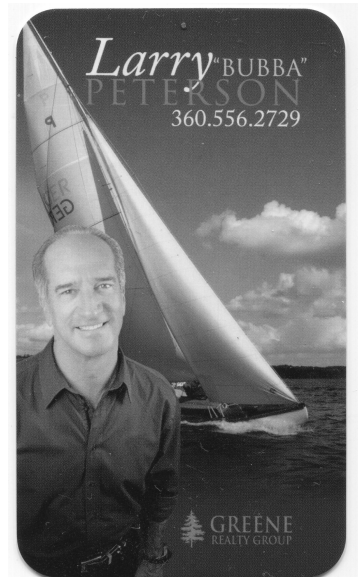
Clearly, you need to have an "address" in order to receive selective messages. That's where MMSI comes in. The MMSI, Marine Mobile Service Identity, is like a telephone number that identifies your boat. You get one, program it into your radio, and... Voila! Radio messages directed to your boat cause your radio to "ring".

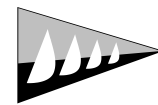
When you receive a DSC message and your radio rings, you have the option/obligation to "Acknowledge" the call. This may be done

automatically, or you may elect to press a button to "answer the phone". Included in the DSC call text message is the channel number on which the caller wishes you to reply. When you acknowledge a DSC call, manually or automatically, your radio and the caller's radio both switch to the channel number specified. You then key your microphone and begin your voice conversation. No hails, no negotiating a working channel, (almost) instantaneous connection. Slick, huh?

In an emergency, hit the red button on your VHF, and your MMSI number is transmitted to the Coast Guard. Immediately, the Coast Guard knows the size, color and type of vessel, ownership and so forth, data that you provide when you request an MMSI number assignment. The Coast Guard can also get in touch with an emergency contact person you may designate.

The red button on your VHF automatically transmits a DSC Mayday message not only to the Coast Guard but also to All Ships within range of your radio. Not sinking? There are optional All Ships





messages that act as the DSC equivalent of Pan Pan or Sécurité Sécurité situations.

So far so good. But in order to know your position when a distress call is initiated, a GPS must be connected to the VHF DSC radio. Recently, some handheld and fixed mount VHF radios are manufactured with a GPS built in. Earlier radios, however, require wires from an external GPS to be connected. It's not difficult, but it is a task that must be done to realize the full capability of DSC radios for emergency signaling and other position-related functions.

So now we have a radio that knows *who* and *where* you are. What else can be done with this ability? Well, say you're buddy-boating with another vessel and you've arrived at the rendezvous point. You've lost track of your buddy and want to know how close he is in order to have the beer chilled and steaks on the BBQ when he arrives. DSC radios have a Position Request function that fits the bill.

Simply enter your buddy's MMSI, or select it from your radio's directory, send a Position Request DSC call, and his radio will receive the request and automatically reply with his LAT/LON. No intervention is needed on his part. Of course, if he's sitting on his secret fishing hole, he can always turn off the automatic response to position request calls, and you will get no response.

Suppose your buddy has broken down, and he needs your help. He can report his position to you by initiating a similar Position Report function. When you receive the DSC message, your radio will ring. You can save his LAT/LON as a waypoint, and your radio will calculate and display his range and bearing to help you navigate to his aid.

Selective messages can also be sent to a *Group* of boats. Each boat must enter the pre-determined Group MMSI into their radios. Typically, you store it in your radio's directory/"phone book".

Thereafter, any call to the Group MMSI will cause all radios in the group to ring. Acknowledge the call and you will be switched to a channel where there is a great party-line conversation going on.

Our SSSS Cruise Committee has set up a group identity that can be used to get in touch with all cruisers; see Marvin for details. Or the Race Committee might set one up to get in touch with all racers, say when the course is shortened, or an accident has been reported and assistance may be needed.

There are a couple of other DSC functions, as well. Calls are logged, so if someone calls you with an unrecognized MMSI, you can get back to them later if you wish, without having to write down their MMSI. You can also automatically track the positions of up to four other vessels simultaneously.

All of these features come at a cost, of course, adding complexity to VHF operations. More problematic, however, is the fact that there must be a minimum critical mass of vessels in your peer group using DSC in order to

provide the opportunity to practice using DSC and master its use. If none of your buddies has a telephone, it hardly pays you to get one and figure out how to use it.

Eventually, you'll have to RTFM. But once you do, come out on an SSSS cruise and practice, say the upcoming Memorial Day Cruise for instance. Ultimately, however, the safety benefit of being able to use a single red panic-button to send an effective Mayday to the Coast Guard would seem to be reason enough to make DSC work for you.

But wait — there's more!

MFD

A couple of years ago, NOAA stopped publishing nautical charts on paper. So 20th century. Oh, you can still get paper charts as Print-on-Demand (if you're still living in the Pliocene), but most of us now have transitioned to electronic charts (RNC or ENC) displayed on an LED screen integral to a Chartplotter. Actually, the term chartplotter is only a bit less dated than paper charts (it is firmly in the Pleistocene). No, the current device for such purposes is the Multi-function Display, or MFD.

The modern MFD not only plots all the charts ya got, but it also overlays a radar on the chart, replaces land areas with satellite images from Google Earth, shows isobars and wind speed and directions in your vicinity using GRIB files, renders bottom contours around you in 3-D, and also displays all of your instrument data: wind speed true or apparent, depth, speed (water, ground or VMG to windward), distance and ETA to waypoint ... not to mention engine RPM, oil pressure, temp, etc. when you're motoring. It can display video camera feeds, connect to the Internet, and tell you when to tack to reach the mark most efficiently. And once

Yachtfinders/Windseakers Inc

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

Cell: **831-247-6162**

Dan O'Brien

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

for Listings:
www.yachtfindersbrokerage.com
e-mail: dan@fastisfun.com

Crew Sheet

more information on line

Crew Wants Ride

daysailing or cruising Stephen stephen.sureau@gmail.com
race Scott Rowley 580-9164 dr.scott.rowley@smalltotall.info
Daysail race Crystal 485-3751 littleleesclan@comcast.net

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 be
listed on line now and printed in the next S-t-S.

Ditty Bag

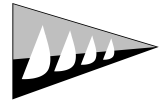
Spinnaker sock, Spinnaker, Main, Sea Gull ob, Chain galvanized Proceeds to Jr. Program or Foundation Jim @ (360) 943-6199 or emilyrayjimlengenfelder@msn.com

Wooding Lightning Asking \$4,000 She is the prettiest boat on the lake. crouse40@msn.com More information on line.

#3 Kevlar Jib, North Sails tri-radial design, \$300 OBO. Mel Schaefer (360) 584-2149, mgschaefer@mgsengr.com

C-Lark 14, ready to sail, with almost new trailer. Contact Dennis McDermot, (360) 742-8795 kaydrup17@gmail.com.

Wanted: used dinghy dock EZ Dock section 5'x10' or EZ Port to buy. Eklund, 866-1554 or 208-859-6239(short texts). ken.eklund@gmail.com.



you're sufficiently situationally aware, you can forget all about the chart and use the MFD to launch your stereo system to play *Ride of the Valkyries* at top volume over the cockpit speakers just as you're passing the committee boat at the finish line.

Obviously, to do all of this the MFD must be well-connected. And one of the useful connections is to your VHF/DSC radio. Then, when an incoming DSC message arrives, data from the calling vessel is forwarded to your MFD; since the DSC message provides the vessels identity, MMSI, and position, the calling vessel can appear as a little icon on the screen so you can immediately see who they are and where they're calling from. Kind of like Caller-ID with a geographical overlay.

With some MFD/VHF combinations, you can even initiate a VHF DSC call to another vessel by simply poking its icon on the screen with your finger. Then they can hear *Ride of the Valkyries*, too.

MFDs are not necessarily cheap, although a B&G Vulcan 5, with built-in GPS, is available for just over \$400. And you may have to upgrade your speedo, wind, and other sensors to feed it with the relevant ship data to get maximum functionality. But you can repurpose an old laptop to run OpenCPN, an excellent open-source, read free, chartplotting program. NOAA provides free electronic charts of all US waters to work with it. So it's possible to cobble together a very workable MFD for not much more time, or money, than it takes to read this article. Learning to use the tool effectively, however, will take longer. Again, RTFM.

AIS

Basically AIS, Automatic Identification System, lets you see, and be seen by, other vessels in your neighborhood that are similarly equipped, day or night, sun or fog, even around islands or headlands that

would otherwise prevent visual contact. An AIS transmitter periodically transmits your vessel's identification, position, and course and speed (COG/SOG) to everyone in your vicinity. An AIS receiver detects transmissions from other vessels, and with the data received all of the vessels and their movements can be automatically plotted on a suitable display (see MFD).

AIS supplements, and in many ways improves on, marine radar which the primary method of collision avoidance. AIS is required for use aboard all passenger vessels and other vessels larger than 300 gross tons and is increasingly used for recreational and small commercial vessels, as well.

AIS shares much technology with VHF DSC radios: AIS transceivers, transmitter/receiver aka transponder, utilize special VHF channels (87B, 88B) for rapidly transmitting digital data, have built-in DSC radios and a GPS receiver. AIS also relies on MMSI for vessel identities. However, an AIS unit does not provide the capability to contact another vessel directly for a voice dialog, a separate VHF/DSC radio is still required for that.

AIS transceivers come in two flavors: class A for large commercial vessels, and class B for the rest of us. Class A transceivers transmit more data, more frequently, as befits the higher STW of supertankers, and operate at a higher power with higher priority. A Class A transceiver has an integrated display, integrates with a variety of other ship systems, and is comparatively costly. A Class B transceiver transmits at a lower power, less frequently, is largely self-contained; although it requires a display to be useful, it need not be integrated, a separate MFD will do, and is available for less than \$500.

If your philosophy is basically hide and watch, it is possible to simply buy an AIS receiver so you can see vessels that transmit AIS messages without actually transmitting one of your own. Indeed, some VHF/DSC radios contain a built-in AIS receiver and a rudimentary display that shows range and bearing to transmitting vessels. For the best viewing, however, the AIS receiver should be connected to an MFD which overlays all vessel positions, headings and tracks on an electronic chart of the area.

There is considerable comfort, however, in installing an AIS transceiver and knowing that *your* data is being transmitted. Then that supertanker knows precisely who he is running down, and all the world can watch and gasp as it happens (see marinetraffic.com, below).

AIS features include a list of all AIS vessels in range, the calculation of the Closest Point of Approach (CPA) for each vessel based on a projection of your, and the other vessels course and speed, and Time to CPA which lets you know how quickly you'll be run over if you don't do anything about it. With some integrated MFD and VHF radio systems, you can simply poke a finger on a vessel icon shown on your display and initiate a DSC call to the bridge of the target vessel. Once connected, you can pass the time of day with the skipper of the vessel that's about to run you over.

To see, for free, the kind of information you might get on your own boat, check out <http://www.marinetransport.com/>. This site reports worldwide vessel traffic using a network of shore-based stations that monitor AIS channels and report local sightings to a central server. Very cool.

BFD? Your call. But I wouldn't leave home (waters) without it.

John Sherman, Grendel

Jalana Lucir
Landscape Gardener
1-360-338-5388

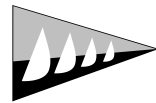
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Women's Boating Seminar May 21

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Thursday Night
Racing 2015

Photos by:
Right Jim Findley
Top right
Jim Slosson
Top left and
middle right
Darris Baldrige
Bottom
Steve Worcester



LifeSling Clinic June 4

See Andy Saller to register



Thursday Dinghy/Laser Racing Starts May 12

Then every other Thursday See Jim Findley

Wednesday Night PHRF Racing Starts May 25

Then every Wednesday See Rafe Beswick or Richard Bigley for D Class

Monday Star Racing starts May 1

Black Star Regatta May 6-7

See Bill Brosius to buy or charter

The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, P.O. Box 1102, Olympia WA 98507. Opinions expressed do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-t-S or SSSS of their use.

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

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the second Tuesday of the month.

2015-16 SSSS Board Members

phone numbers are local, area code 360, if no area code shown

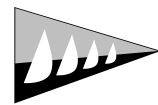
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Going to Somewhere



Juniors Update

Just last week I was putting some clothes away in the closet and thought to myself that I needed to pull out my Keen water sandals. Now you know we are getting closer to summer boating season when you want to put on water sandals. I'm writing this in Indiana where it is 38 degrees, snowing, sleeting, raining and hailing as I write. Spring is slowly appearing here compared to our balmy Northwest.

Our committee has been very busy and since our last newsletter column, so our boating season is ongoing, not just a summer event. We had a very successful regatta with over 160 high school sailors participating on March 19 and 20. Volunteers from SSSS, OYC, and the community put on the regatta and make a spaghetti dinner for over 225 sailors, parents, coaches, chaperones and other supporters at the OYC clubhouse. We have gotten many thank you cards and letters from the out of town participants and their coaches etc., but I especially want to thanks to all who supported our first ever regatta and regatta dinner. We couldn't have done it without all your help.

Our Program is growing by leaps and bounds and our summer classes are currently listed on the Olympia Parks and Recreation web site. We have both Adult and Youth classes listed there. We also have two adult Learn to Sail Keelboat classes coming up in May. Those classes are not listed on the Oly Parks and Rec web site, so if you are interested in them please let me know. Registration will be through me. An RSVP is needed so we make sure we have enough boats for the classes.

Women's Keelboat Class:

May 9,11,16,18; 1730 until Dusk, Cost \$189

We will have a **garage sale June 4**. The place has not been determined yet but gently used items of furniture, electronics that work, household items, and boating leftovers, will be accepted. Members can donate to the sale the last part of May. Please contact either me at (360) 250-1230 olympfitz@hotmail.com or Becky Hellman olysailors@gmail.com.

Mary Fitzgerald

Spring Series Race 2 April 16

Maranatha Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 12:24 Distance: 7.8						
0.75	18351	MISS CONDUCT	OLSN 29	102	14:52:07	14:38:51
2.00	73392	BODACIOUS	BENE 35 S5	129	15:02:09	14:45:23
3.00	69051	SPIRIT	BENE 36.7	81	14:57:17	14:46:45
	12	PAX		-10	14:46:43	14:47:01
4.00	87562	ALTAIR	J 35	72	14:57:13	14:47:51
5.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:20:24	15:02:51
6.00	69804	REIFF	J35C	105	15:24:18	15:10:39
S CLASS Start Time: 12:24 Distance: 7.8						
0.75	79089	LIGHTLY SALTED	BENE 10R	96	15:10:21	14:57:52
B CLASS Start Time: 12:29 Distance: 7.8						
0.75	69063	GIZMO	HARM22	201	15:16:04	14:49:56
2.00	69141	JODY V	C&C 29	188	15:35:07	15:10:41
3.00	28877	SHOWTIME	OLSN25-1	174	15:33:39	15:11:02
D CLASS Start Time: 12:29 Distance: 3.9						
0.75	18124	SURFIN BIRD	WAV 24	189	14:13:17	14:01:00
2.00	39110	KOOSAH	PEAR 36-1	177	14:22:42	14:11:12
3.00	50105	JOLLY RUMBALOW	C&C 34	135	14:38:38	14:29:52
4.00	777	DOLPHIN	SPEN 42	186	14:44:55	14:32:50
D2						
0.75	2222	PENOZIEQUAH	NEWP 31	231	14:40:34	14:25:33

Spring Series Race 3, April 23

Reif/Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 12:00 Distance: 17 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	16:03:34	15:27:01
2.00	69051	SPIRIT	BENE 36.7	81	15:51:45	15:28:48
3.00	87562	ALTAIR	J 35	72	15:49:57	15:29:33
4.00	79182	FOLIE A DEUX	BENE 35 S5	135	16:17:57	15:39:42
5.00	18351	MISS CONDUCT	OLSN 29	102	16:16:34	15:47:40
6.00	69399	FLYING CIRCUS	EXPR 37	72	DNF	
6.00	69927	BALDER II	ERIC 38	126	DNF	
S CLASS Start Time: 12:00 Distance: 17 nm						
0.75	82	MCSWOOSH	11M	66	15:44:52	15:26:10
2.00	83179	HE LIVES	JBOA 92	114	16:10:20	15:38:02
	12	PAX		-10	15:39:04	15:41:54
3.00	79	RUFUS	MEL	99	DNF	
3.00	131	DRAGONFLY	VIPER 640	105	DNF	
B CLASS Start Time: 12:05 Distance: 12.8 nm						
0.75	28877	SHOWTIME	OLSN25-1	174	15:42:21	15:05:14
D CLASS Start Time: 12:05 Distance: 12.8 nm						
0.75	51496	PANDORA	CAL 36	183	15:33:21	14:54:19
2.00	29718	MARANATHA	RANC 33-1	177	15:36:39	14:58:53
3.00	18124	SURFIN BIRD	WAV 24	189	15:40:43	15:00:24
4.00	39110	KOOSAH	PEAR 36-1	177	15:46:31	15:08:45
5.00	777	DOLPHIN	SPEN 42	186	16:30:36	15:50:55



Regatta haul out photo: Jim Findley

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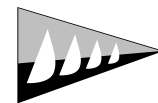
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Southern Sound Series Rep Report: Series Wrap-up

A weird four races! Three races were shortened at the turning mark and the fourth was abandoned at just before the fast boats reached the turning mark. Light winds required patience and perseverance. The race committees were challenged throughout the Series.

Winter Vashon was shortened at the north end of the island with little wind and strong northerly current forcing several racers to be swept past the finish line on the wrong side and unable to return to finish!

Duamish Head was a wonderful weather day: sun and soft south breezes. Most of the fleet made it to Alki Point, but when rounding the point the winds disappeared and the ebbing current prevented boats to reach the Duamish Head Dolphin, thus the committee boat abandoned the race.

Toliva Shoal was the best race of the Series for wind. All racers, save two who dropped out, were able to reach the Toliva Shoal buoy before dark where the race was shortened. It was a good call by the Race Committee: the wind had shifted 180 degrees from southerly to northerly and the current was ebbing. It was doubtful that any racer could make it thru Balch Passage much less to another shortening mark of the course.

The Islands Race was a real drifter! The start was conducted on time in a soft northerly breeze and an adverse current. Forty-five minutes after the starting gun, most sailors had drifted across the line. The conditions continued up Colvos Passage and the Committee Boat thankfully shortened the race at the turning mark north of Blake Island.

So the Series had some light wind. Up north there were some races that had dismastings and a lot of broaches. Guess it all depends which day the race is conducted!

SSSS sailors did very well. Thirty-three SSSS boats raced. There were 58 total boats that registered for the Series and 48 who showed up for the starting line. The number of racers is down from previous years.

Of particular note is *Bodacious* who won the Series Perpetual Trophy for first Overall in class and the Winter Challenge Team

Inlet Series

RC Boats : *Silverheels, Cheap Thrills, Altair*, and always *Transition*.

Mark boats: *Jolly Rumbalow*, and *R Time*. Thank you all.

place	Sail No.	Yacht Name	Skipper Name	Rating	Strt	Hend	McAlSkook	Eld	Total
A CLASS Races: 1 to 4, 1 throw out * = throw out									
					8 Strt	8 Strt	5 Strt	7 Strt	
1	69399	FLYING CIRCUS	Dave Elliott	72	3	0.75	0.75	7.00*	2.00 3.50
2	73392	BODACIOUS	J Rosenbach	129	3	2.00	3.00	7.00*	0.75 5.75
3	18351	MISS CONDUCT	Jeff Glandon	102	4	8.00*	4.00	0.75	3.00 7.75
4	69051	SPIRIT	Steve Jones	81	4	3.00	6.00*	2.00	4.00 9.00
5	69927	BALDER II	Joe Downing	126	4	5.00*	2.00	4.00	5.00 11.00
6	87562	ALTAIR	Jason Vannice	72	3	4.00	5.00	7.00*	6.00 15.00
7	79182	FOLIE A DEUX	Jeff Johnson	135	4	6.00	7.00*	5.00	7.00 18.00
8	69804	REIFF	Tom Nelson	105	3	7.00	8.00	3.00	9.00*18.00
S CLASS Races: 1 to 4, 1 throw out * = throw out									
					3 Strt	4 Strt	3 Strt	4 Strt	
1	1005	SILVERHEELS	Tucker Smyth	54	2	0.75@	0.75	5.00*	0.75 2.25
2	82	MCSWOOSH	Clark McPherson	66	4	0.75	2.00	0.75	4.00* 3.50
3	79089	LIGHTLY SALTED	Mel Schaefer	96	3	5.00*	3.00	2.00	3.00 8.00
3	131	DRAGONFLY	Rafe Beswick	105	3	2.00	4.00	5.00*	2.00 8.00
5	83179	HE LIVES	Steve Kirkpatrick	114	2	3.00	6.00*	3.00	6.00 12.00
B CLASS Races: 1 to 4, 1 throw out * = throw out									
					1 Strt	2 Strt	3 Strt	4 Strt	
1	69063	GIZMO	John Thompson	201	3	3.00*	0.75	0.75	0.75 2.25
2	260	SPIFF	Tom Fell	216	2	3.00	4.00*	2.00	2.00 7.00
3	5421	EMMA LEE	Bob Butts	207	3	0.75	4.00*	3.00	4.00 7.75
4	47914	KAITLIN	Roger Edwards	168	2	3.00	2.00	5.00*	3.00 8.00
D CLASS Races: 1 to 4, 1 throw out * = throw out									
					6 Strt	6 Strt	5 Strt	7 Strt	
1	39110	KOOSAH	Dave Knowlton	177	4	2.00*	2.00	0.75	0.75 3.50
2	923	WHITE RAVEN	Rick Antles	147	4	0.75	3.00	4.00*	2.00 5.75
3	51496	PANDORA	Bob Connolly	183	3	8.00*	0.75	2.00	4.00 6.75
4	50105	JOLLY RUMBALOW	Richard Bigley	135	3	3.00	4.00	4.00@	5.00*11.00
5	59924	ECHO	Ray Maly	138	2	4.00	8.00*	7.00	3.00 14.00
6	777	DOLPHIN	Mike Kimball	186	3	6.00*	6.00	3.00	6.00 15.00
7	427	DESERT SAGE	Alberto Napuli	147	4	5.00	5.00	5.00	7.00*15.00
D2 Races: 1 to 4, 1 throw out * = throw out									
					1 Strt	1 Strt	2 Strt	2 Strt	
1	28877	SHOWTIME	Henry Brooks	192	4	0.75*	0.75	0.75	0.75 2.25
2	79157	FINALLY FREE	Mike Gowrylow	207	2	3.00*	3.00	2.00	2.00 7.00

Trophy was won by *McSwoosh*, *Something Special*, and *Korina Korina*.

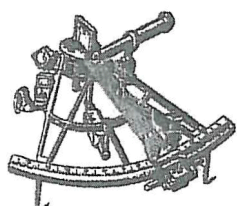
The 2016-2017 Series starts out with Winter Vashon on 3 December, Duamish Head on 7 January 2017, Toliva Shoal 18 February, and concludes with the Islands Race 18 March.

Dave Knowlton, Koosah

Spring Series Race 1 April 2

Kaitlin/Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 12:40 Distance: 8						
0.75	69399	FLYING CIRCUS	EXPR 37	72	14:35:02	14:25:26
2.00	87562	ALTAIR	J 35	72	14:40:28	14:30:52
3.00	73392	BODACIOUS	BENE 35 S5	129	14:51:11	14:33:59
4.00	18351	MISS CONDUCT	OLSN 29	102	14:50:51	14:37:15
5.00	69051	SPIRIT	BENE 36.7	81	14:52:30	14:41:42
6.00	69927	BALDER II	ERIC 38	126	15:00:04	14:43:16
7.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:06:34	14:48:34
S CLASS Start Time: 12:40 Distance: 8						
0.75	82	MCSWOOSH	11M	66	14:34:33	14:25:45
	12	PAX		-10	14:32:32	14:33:52
2.00	83179	HE LIVES	JBOA 92	114	14:51:50	14:36:38
B CLASS Start Time: 12:45 Distance: 6						
0.75	69063	GIZMO	HARM22	201	14:34:09	14:14:03
2.00	28877	SHOWTIME	OLSN25-1	174	14:38:48	14:21:24
D CLASS Start Time: 12:45 Distance: 6						
0.75	18124	SURFIN BIRD	WAV 24	189	14:35:08	14:16:14
2.00	29718	MARANATHA	RANC 33-1	177	14:37:00	14:19:18
3.00	39110	KOOSAH	PEAR 36-1	177	14:38:58	14:21:16
4.00	50105	JOLLY RUMBALOW	C&C 34	135	14:41:10	14:27:40
5.00	777	DOLPHIN	SPEN 42	186	15:06:56	14:48:20



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