

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 53 Issue 8

April 2024

www.ssssclub.com

April Meeting: How to Sail to New Zealand in Five Easy Steps

For our April Meeting, Harry Pattison and Joy Archer will share their adventures in a recently completed a two-year circumnavigation of the Pacific Ocean aboard their Mason 44, *Oh Joy II*. Their journey took them south to Mexico, across the Pacific to French Polynesia, American Samoa, Fiji, and New Zealand. Their return path was New Zealand to Tonga to Tuvalu to the Republic of Marshall Islands. From the Marshalls they sailed 5,000 miles and 35 days north to Sitka, Alaska, a longer passage than most cruisers might volunteer for. Whether you're planning your own voyage or not, this "how-to" will give you a clear picture of the thrills and risks of cruising in the South Pacific. Harry and Joy have sailed the Puget Sound for 20 years. Harry worked in marketing and advertising for most of his career, and currently runs multiple marine businesses including chartering, boat handling and sail training, and yacht systems integration. Joy works in marketing and advertising as a writer for large technology companies and is currently finishing a book about their South Pacific odyssey. Find Harry at hpyachtservices.com. Find Joy on Instagram @joyarcher or subscribe to her stories for free on Substack: Oh Joy! | Joy Archer | Substack.



Skookum Inlet Race, photo Judi Kruller

The Meeting on April 9 will be in-person at the Olympia Yacht Club located at 201 Simmons St. NW. 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.

We hope to see you there.

Bob Butts, Emma Lee

Do Dues Confuse?

If you have not yet paid your 2023-4 SSSS dues they are due May 1

I have talked with lots of Members who are confused about when their dues are do. The Board has been confused too. It use to be simple, everyone's dues were due in the fall. That worked until the dinghy and Star fleets started bring in Members over the summer. You would join in the summer and before your check cleared you would be hit up for more *yearly dues*. So we tried giving every Member their own Membership year. And we got confused.

This year we decided to simplify things. Dues are now due at one of two times, either September or May, depending on when you join. Except this year, to make the transition simple, it depends on when you last paid dues.

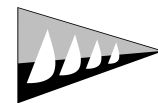
If you have already paid 2023-4 dues (you paid dues since August), your dues will come due next September. Like old times. Maybe like you've been doing all along.

If you have not yet paid 2023-4 dues, your **dues are due May first** and will be due in May next year.

If you are unsure of your status, contact Colleen, our Secretary.

Steve Worcester

- Board Meeting
April 2
- McAllister Creek Race
April 6
- OYC Solar Class
April 6
- General Meeting
April 9
Visitors Welcome
Doors open at 18:30 meeting starts 19:00
- Jerrell Cove Cruise
April 12-14
- New Boat Owners 101
April 15
- Spring Series Race
May 20
- S.E.A. Day, at OYC
May 20
- Spring Series Race
May 27
- New Boat Owners 101
April 29
- Dinghy Racing Starts**
May 2
- Spring Series Race
May 4
- Star Raicng Starts**
May 4
- Star Race**
May 6
- Board Meeting
May 7
- Dinghy Race
May 9
- New Boat Owners 101
May 9
- Spring Series Race
May 11
- Star Race
May 13
- General Meeting
May 14
Visitors Welcome
Doors open at 18:30 meeting starts 19:00



LifeSling Clinic June 8

Our annual LifeSling Clinic will be held at the Olympia Yacht Club beginning at 0900 on Saturday, June 8, 2024. Using the LifeSling and hoisting tackle, in conjunction with the sailboat's rigging, is a time tested and proven method of getting an overboard victim back to and onto the boat. This is a fun and challenging way to learn the proper use of the LifeSling.

The clinic will begin with classroom instruction followed by dockside drills on the boats. Once the dockside drills are finished, we will go out to Budd Inlet to do actual rescues with volunteer victims in survival suits. Each participant will complete a rescue while in sole control of the boat, although under the watchful eye of an instructor.

This is an opportunity to build confidence in your ability to rescue an overboard victim. You will be able to observe what other participants do right and how to overcome common mistakes. If you have taken the class before, please consider taking it again to refresh your skills.

The cost is just \$15 per person. It is especially helpful to learn how to use the LifeSling and hoisting tackle on the boat you sail. If you have a boat, please bring it and your crew. The fee will be waived for skippers who bring two or more crew members.

You will need to bring your life jacket, lunch, basic sailing skills, and all your questions. Depending on wind conditions, we usually finish in the mid to late afternoon.

Space is limited so advance registration is encouraged. Please sign up by calling or texting me at (253) 732-2129 or by email at hsaller214@aol.com. I will be happy to answer any questions you have about the class.

Please also contact me if you would like to volunteer to be a victim for the on the water rescues. We will provide a (mostly) dry survival suit, along with much praise and gratitude for your contribution to this worthwhile effort.

Andy Saller, Liberty

PHRF Report

PHRF-NW handicappers have been actively working at improving how we capture the speed potential accurately of the wide variety of boats that race in Puget Sound. The tech committee is still working on the best way to address going to asymmetric spinnakers from a symmetric configuration and has made significant progress on that front. I expect we will have



Harstine GT 2023
photo Joe Downing

an improved protocol out before long and be able to provide clear rules on how that situation is fairly addressed.

To increase fairness and the inclusiveness of NW racing we have reached consensus on language that allows any boat with water ballast to employ that system. To date, use of these systems has been banned in PHRF-NW. Since it is impossible to determine if such a system is being used or not, any vessel with such a system will be handicapped as if that system is being used to optimal effect. This will vary greatly from boat to boat as the systems vary widely as do the designs of the boats that have them. As such, there is no hard and fast rule about how many seconds per mile a water ballast system will affect any boat's handicap. Each one will be assessed individually.

And congratulations to Mel Schaefer and Don Davidson on the arrival of their beautiful new Beneteau First 36 *Ziva*.

Your handicapper Rafe Beswick

Cruise News

Harstine Island Cruise April 18-21

Come join us at Jarrell Cove State Park for a Cruise hosted by Kim and Cindy Turver. For those who have never been, this park on the north side of Harstine Island that has an awesome dock, fire pit, hiking trails, bathrooms and shower facilities. The docks have shore power so your heaters will keep you warm!

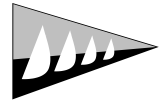
There is also a pump-out dock nearby. Unfortunately, the onshore campground is currently closed for maintenance so it seems like as of now no showers or shore plumbing will be available.

Kim and Cindy aboard *Tangent* will be there Friday evening to act as a welcoming party, and will monitor Ch 68 for anyone coming for the first time or who might need assistance. Potluck under the picnic shelter Saturday at 17:00. Bring firewood!

Best time out of Dana Passage is after 15:00 but if you must, you can ride the back eddies on an incoming tide along the northern shore. High tide is around 16:00. Friday and low isn't until after 22:00. so you shouldn't have any trouble getting into the park basin. Nonetheless, mind the sandbar as you round the point; it sticks out much further than you think. Best to hold your course and round the mooring ball directly off the end of the dock.

If you can clear the bridge, you can take the shortcut up through Pickering Passage from Hope Island. The charts are labeled: FIXED BRIDGE // HOR CL 95 FT // VERT CL 31 FT. The 31 feet is measured above Mean High Water. If you time the tide wrong or your mast is just too tall you'll have issues with the bridge (which might make for a good article next month). In that case you will have to transit up the Case Inlet and buttonhook around the NE corner of Harstine Island.

Alan Hoffman



New Sailboat Owners 101

Beginning April 15, the South Sound Sailing Society will be offering a course for new sailboat owners. The goal of the course is to provide new or recent sailboat owners the knowledge and skills needed to understand their boat systems, navigate using electronic charts, the basic rules of the road, anchoring and mooring buoy use, skills to dock and maneuver in marinas, diesel maintenance, and tips on sailboat cruising and destinations.

Critical to the course is assigning the new sailboat owners to an Experienced Skipper, who will assist in a boat inspection, practice docking, anchoring, and using mooring buoys; and have an on-the-water sailing experience.

An optional Diesel Maintenance course will be available on two days with Meredith Anderson at a date to be determined.

The course consists of four evening sessions lasting approximately two hours each and three on-the-water experiences with the new boat Owner and their Experienced Skipper. The additional classes will be on April 29, May 9, and May 20.

This will be a free course for current members of the Olympia Yacht Club and South Sound Sailing Society. If you are currently not a Member, go to ssssclub.com and join or renew your Membership.

If you are interested in participating in the course, please send an email by April 7 to programs@ssssclub.com with the following information:

Name(s) Email address(s) Phone #

If you have a sailboat: manufacturer and length and where it is moored

Short description of your sailing experience and experience on your boat

What you would like to get out of the course (optional)

If you have questions, please contact me at programs@ssssclub.com or (360) 951-6234.

Bob Butts, Emma Lee

OYC Swap Meet

May 18 09:00-12:00 at OYC
Public Welcome

Sell anything *nautical*, from dinghies to sails, to nuts and bolts. Someone can make use of items you no longer need. Sellers arrive between 08:00-09:00 to set up your space. No fees. Contact Fran Williams (360) 584-2952

Portsmouth Racing

The dinghies will start their racing season on May 2 at 18:30 and continue each Thursday all summer. If you have a sailboat that is 20 feet or smaller and doesn't have a fixed keel, spend a lovely summer evening sailing around with us. Check in at the yellow race committee boat.

The Harstine GT is only a couple of months away and only a few of the 15 available spots left. If you are interested let me know at dinghy@ssssclub.com

Jim Findley *Night Wind / Lido 14 / The Flag Ship (Star)*



Skookum Inlet Race, photo Jüdi Kruller

Current vs. Wind

We were short tacking the Harstine shore in light wind. We were making progress, until we came to a point we could not get around. We'd sail out into the adverse current, but when we tacked to round we lost ground. We beat back to try again. Three times.

The fourth time I decided not to tack back. We would keep going until the current stopped us. It did not. We found more pressure. The fleet watched as we sailed away from them, going the "wrong way," down the middle of Danna.

The take away: Don't obsess with current. Particularly in light air, pressure often matters more. When it's light small increases in pressure can cause large increases in boat speed.

Steve Worcester

Crew Awards

Awarded at the March Meeting

Joshua Hansell Mako Hope Island
Paul Von Zimmerman Mako Island Series
Annette Roth Mako Eld Inlet- Mako

SSSS boats at the Islands Race GHYC

Fourth Southern Sound Series Race

1	Aurora	PHRF 7	16 0A
3	Bodacious	PHRF 6	10 0A
6	Strider	PHRF 6	18 0A
9	Magic Dragon	PHRF 5	24 0A
	DNF Mako	PHRF 2	
	DNF Ziva	PHRF 3	
	DNFRock, Paper,...	PHRF 4	
	DNF Folie `a Deu	PHRF 6	
	DNF Koosah	Cruising NFS	
	DNF Jolly Rumbalow	nonPHRF	

SSSS Teams

SSSS 1, Mako, Aurora, Strider

3rd Race and Series 59/306 pts.

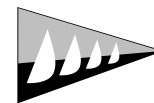
SSSS 2, Ravens Haven, Magic Dragon,

Folie a Deux 6th Series 75/351 pts.

If I missed someone, please tell me

SSSS boats in the Southern Sound Series

1	Pax	PHRF 1
2	Aurora	PHRF 7
3	Ravens Haven	PHRF 4
3	Bodacious	PHRF 6
5	Mako	PHRF 2
5	Rock, Paper,...	PHRF 4
6	Strider	PHRF 6
7	Folie `a Deu	PHRF 6
7	Shaka	PHRF 5
8	Ziva	PHRF 3
8	Magic Dragon	PHRF 5
8	Balder 2	PHRF 6
9	Flying Circus	PHRF 4
10	Angel Eyes	PHRF 4
11	Redline	PHRF 5
15	007	PHRF 4
1	Koosah	Cruising NFS
2	Emma Lee	Cruising NFS
1	Jolly Rumbalow	nonPHRF
4	Echo	nonPHRF
6	Moku Lea	nonPHRF
5	Yoner Star	Commodores' nonPHRF



Our Own Toliva Shoal Race

A great day for a winter race!

The pre-race sailor's meeting the Wednesday before the race included a discussion of course, current, and for the first time a wind/weather forecast by Bruce Hedrick on Sailish.com. Bruce routinely does pre-race forecasts to the bigger NW races. Bruce was predicting SW winds 6-12 kts at the start but dropping to 1-4 with strong opposing currents by mid-afternoon. He did footnote the forecast by saying all could change by Saturday! And so it did.

Saturday morning saw 50 crews prepping boats in a cloudy gray misty drizzle, but with a bit of a breeze. As the fleets headed out from Olympia's collection of moorages the air dried and the winds picked up. Hopes were up for a good race with those hopes confirmed as the day progressed.

The PHRF and Non-PHRF flying and non-flying sails cruising classes crossed the start line at 09:30 sharp to a nice 10 to 16 kt. following breeze. Those with flying sails popped the kites while others went wing on wing and all were off on the first leg Boston Harbor. Cruising along at over 7 kts, we were surprised to make Boston Harbor before the 10:00 start of the other PHRF fleets. It was looking like a great day to be racing as little peaks of sun broke through the clouds. *Folie's* crew was all smiles after an "exciting" spinnaker beam reach up



Toliva Shoal Race photo by Garner Miller

through Dana Passage and just then seeing the first of the fast boats rounding Boston Harbor. It was certainly a lot faster race than expected and we were all wondering, will we be sailing the full course today?

Rounding Johnson Point called for the jib hoist and spinnaker drop as the windward reach to the Nisqually mark began. The mist returned and winds and water kicked up to over 16 kts it was hard to spot the turning mark. With the turn, the reach began around Anderson Island and the debate on setting the chute again in the stronger, gustier, and



Aboard *Folie `a Deux* Toliva Shoal Race
Photo by Jeff Johnson

shifty winds. *White Squall* led the pack with *Folie* on her heels on the start of the trip north highlighted by a rainbow framing the fleets to the NW.

Deciding discretion was the better part of valor, the chute stayed packed, with the boat still moving over 7 kts. Easier at 7.3 versus 7.7 white knuckled with the chute up! The clouds parted a bit to backlight lit *PAX*, the *space spider*, as she flew by with her windward ama flying high out of the water and a bit of rooster tail following her even without her chute. Passing Ketron Island we knew the race was not going to be called at the Toliva Shoal mark, it wasn't even 1:00 yet. The second sled, *Terramoto*, looked to be up on a plane

when she went by with her A-sym tacked to her spinnaker pole. Really curious how



Toliva Shoal Race photo by Jeff Johnson

fast *PAX* and *Terramoto* were sailing on the northbound leg, they were *moving!*

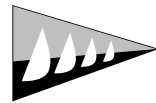
Approaching the Toliva mark saw sail changes to smaller jibs and some reefed mains for the beat past Eagle Island and on to Devil's Head. By this time the fleets were getting well mixed and we watched as *Bodacious* crept up on *Folie*. She suddenly slowed and we realized she had split her main by the upper batten. J quickly got that addressed with a big jib and was off, full speed again. About this time we heard the RC calling out that they were ending the race at Johnson Point. They could already feel the decreasing wind and knew a strong opposing tide was coming soon. SSSS racers are so fortunate to have such a professional RC!

Rounding Devil's Head we could also tell the predicted drop in wind and shift to a more westerly was occurring. The final beat to the finish was marked by sunshine and the knowledge it was a great day to race! SSSS boats finished as noted below for our own race, well done all.

Special Thanks to the RC, Bill, Vicki, Bob, and Paul and the mark boat support from OYC. Also special thanks to Bob and all the helpers for the Friday night feast and Saturday morning breakfast and post-race celebration! This was truly a Toliva to be remembered and a great way to celebrate the apparent ending of the COVID pandemic.

Jeff Johnson, *Folie `a Deux* SSS Rep.

Correction to last month's scoring: SSSS boats racing Toliva. I missed *Ziva*. She finished third in PHRF 3.



Jedediah Island part 2

John stated his story of anchoring in Deep Bay, Jedediah Provincial Park, last month. He finishes it now.

It was about 03:00 when I felt, more than heard, a soft but resounding THUD, made by what must be an impressively massive object against the hull. This immediately brought to mind all sorts of potential disasters. Had we come adrift and floated onto the rocky shore? Had we come adrift and hit another boat? Had another boat come adrift and hit US?

These thoughts raced through my mind as I levitated from the comfort of the forepeak berth and arrived 1/5 of a second later in the cockpit, flashlight in hand. The mid-summer night was warm, with the reassuring glow of a crescent moon overhead and the merest of a zephyr breeze ruffling my BVDs.

A quick glance all around showed that we were still afloat and pointed toward the center of the bay, well off the steep, dark shore-wall which rose behind the stern of the boat. The tide was up, and all of the other boats in the bay seemed to be quietly at anchor, too. But...what's that?!?

There seemed to be a light brown bridge to shore off the transom! Moby Dick?!? I scrambled to the stern and played the flashlight to reveal an absolutely enormous log which had managed to wedge itself between the rocks on shore and *Grendel's* stern!

After rousing my slumbering crew, we let out on the stern line and drew in on the anchor rode to provide enough room to permit the log to continue its drift toward the head of the bay on the incoming tide. As it proceeded away in a deliberate but unhurried fashion, I decided it was safe to return to bed.

The following morning, however, the tide had receded and our midnight friend was high and dry on the shore a hundred meters or so away.

Throughout our first full day at anchor we became acquainted with several of the crews aboard vessels whom we had entertained with our antics the previous afternoon. All agreed that it had been an altogether very enjoyable time, sipping Mai Tais while watching Yankees struggle mightily with the common BC practice of stern-ties.

But upon learning of our midnight visitor, they rallied and sent ashore a crew with ropes and anchors to secure Moby Dick so that it wouldn't float off at the next high tide and again rampage through the anchorage.

Ultimately, we spent several wonderful days exploring Jedediah Island and becoming acquainted with the feral goats and sheep left behind by earlier residents before they endowed the island as a Provincial Marine Park in 1995. It has since become a deservedly popular summertime cruising destination, earning the joking, if somewhat derisive appellation as Club Jed from the unreconstructed and mildly xenophobic hippies living on nearby Lasquiti Island.

As it happened, during our sojourn on Jedediah we became fast friends with another cruising couple with whom we had a rendezvous again and again and again ... in Pender Harbor, Princess Louisa Inlet, and, later, Victoria. But that's another story ...

John Sherman, *Grendel*

Olympia Community Sailing

If you've been by the water in March so far, you may have seen the youth sailors out on the water again! If you've looked closely, you might have even seen that they're sailing under new sails! OCS is up and running for the spring season, and our team has already had the benefit of two weekends on the water to kick off the season!

On the weekend of March 2-3, OCS hosted a Team Race Scrimmage for the south region. It was a slow start with a delay for... hail! When the time came, our intrepid sailors used their bailers to scoop accumulated hail out of FJs and 420s before sailing out for some 3 vs. 3 team racing. Team racing demands not only good boat handling, but also communication and strategy with your team of three boats, and in our region, as younger sailors come into team racing, they are coached by coaches, of course, and also by more experienced high school sailors. This early March event was a great way to kick off the season and for sailors to gain some skill in this event!

The blustery weekend of March 9-10 was a busy sailing weekend for our women sailors with a clinic at Sail Sand Point. OYC sent 18 female and non-binary sailors to this clinic. In a sport that has historically trended toward boys at the helm, our region is making learning opportunities available in important, inclusive ways for all sailors to have the chance to develop as 360 sailors!

On Budd Bay, you'll see us practicing throughout the season on weekdays with two Opti groups, and in middle and high school sailing, a Varsity group, a JV group, and a Sea Team. The next event to draw

regional sailors to Olympia was on March 23-24. We hosted one of two Team Race events that weekend, with the Gold Team Race Clinic in Olympia coached by visiting coach Carter Cameron from Point Loma, California! We are so excited to learn from his experience and expertise!

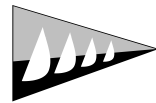
We appreciate the support of both OYC and South Sound Sailing Society. We are so fortunate to work with youth in a community that values boating, sharing skills, and expanding access to a sport and pastime that fosters both confidence and a sense of community and peace in a busy world. Thank you to everyone who came out to see the Buddy Melges movie back on February 10, to support our program and to learn more about a sailing legend. It was a great success, and we have prams on the way! We hope to collaborate toward more events and create opportunities for learning across organizations and across generations!

Please reach out to us if you have questions or concerns, or if you see ways we can continue to improve on the Youth Sailing Program we have inherited from so many dedicated shepherds over the years!

Janet Hubbard



"Moby Dick" ashore the following morning



Race Tips

Game planning to the conditions Tactical and boat handling priorities

This is a reprint from the S-t-S morgue. Andrew wrote several articles for us. I may reprint others if you like this.

One of the many challenges that a team faces is coming up with a game plan or set of priorities for the different conditions that each race or series can present. Here are some ideas, both general and specific, that your team can utilize to help simplify what can be very often difficult and challenging scenarios on the race course.

Let's look at a fairly wide variety of wind and seas conditions and also factor in the location, be it a lake or the ocean, flat water, choppy, or big waves.

For your own team's location I would suggest you add in your own localized considerations and priorities, be they local knowledge, established weather patterns, geographic and current influences, and other tactical influences where applicable. We have just touched very briefly on current. That is a whole article unto it self and thus we have concentrated mainly on velocity and wind shift considerations.

Let's look at each condition with a check list series of priorities and tactical considerations.

Light air- fairly flat water:

At the start: Full speed and clear air is the maxim. Start in an area of the line that gets you to the most velocity. Where is the most velocity? Keep scanning upwind constantly. Observe current, how is it changing the lay lines? As you sail up and down the line watch your sail trim carefully to detect a shift later in the sequence. Remember the estimation that 1 knot of current is equal to approximately 5 knots of sailing wind. Factor this in to your decision making process.

Stay near the line. Don't wander away, it's easy to be late! Avoid any sharp turns on the final approach. Don't tack within a minute and 30 seconds. Build speed and trim the sails for every point of sail. Roll tack and jibe around the line to maintain speed. The team should be as smooth and deliberate as possible.

The beats: Sailing in the velocity is the top priority. Minimal tacks, sail toward velocity and tack in velocity. Ignore minor oscillations to get to more velocity. Avoid

packs of boats: sail in wide lanes with plenty of space. Don't lee bow anyone, you will get rolled! If in doubt duck! When you do tack, roll tack the boat as smoothly as you can.

The downwind legs: Sail in the velocity: what worked upwind velocity wise? Go to that side downwind. How is the current effecting us? Are we being set? Take a bearing on the leeward mark to determine this. Don't sail too low in the lulls or too high in the puffs. Constantly talk about the pressure on the spinnaker sheet to sail the correct angle. Work to keep your air clear from boats around you: avoid packs of boats sailing unusually high.

Gybe to stay in the velocity. When you gybe try to do it in velocity to minimize the loss and roll jibe the boat smoothly. On the jibes the goal is to keep the spinnaker filling all the time or as much as is possible in the conditions and to come out of the jibe at the right angle with enough pressure on the spinnaker sheet.

Protect the inside on the approach to the leeward mark.

Medium air:

The start: Research the line: how long is it? Which end is farther upwind? Do a minimum of 5 head to wind readings in clear air to track the wind. How do the other fleets that have started ahead of us look? Who is crossing from which side? Where are the safe lay line approaches? Stay within these lay lines

Pick a section of the line that gets you going to the better side of the course. If the wind is persistently shifting in one direction then pick a section on the line that gets you going that way. If the wind is oscillating the option to tack and get in phase with the wind shift is likely the biggest priority. Consider a mid line start to avoid being damaged by a shift. Always remember that the start is a means to an end; where do we want to be 4 minutes after the start?

The Beats: Work on speed and pointing as hard as you can. Don't pinch if you don't have too. Focus on going faster than the boat to leeward and the boat to windward so you can jump out into a space in the front row with tactical options.

Pay attention to the compass: tack on the shifts and keep your bow pointed toward the weather mark as much as you can. The angles you sail are now becoming high on

the priority list. When you tack look ahead and make sure you are not tacking away from velocity.

Keep in touch with the bulk of the fleet. Don't go to a corner by yourself. Consolidate when you can: tack and cross as many boats in your area as possible to consolidate your gains. Stay between the fleet and the next shift. Go to a later lay line to make your judgment of when to tack for it better.

If choppy or with bigger waves: Tack less and when you do tack either tack in flat spot or on the top of the wave if possible. If you are going to lee bow another boat in chop you need to be able to cross them to be able to make it work otherwise your team gets rolled. Usually a duck is a safer option!

The downwind legs: Get yourself on the headed gybe. The angles you sail are becoming more and more of a priority. Monitor the compass: gybe on the lifts and watch the velocity behind you to stay in it. Keep your air clear. Avoid luffing duels! Negotiate early! Avoid packs of boat, gybe away if you have too and the gybe angles are fairly even, in order to maintain clear and keep the boat moving fast.

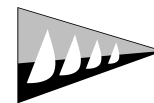
Go to a later/ closer lay line to the leeward mark to avoid misjudging the approach. Protect the inside on the final third of the leg. Take the spinnaker down early and capitalize on the errors of other boats. Your leeward mark rounding practice will pay dividends here!

There is a section on heavy air, but we are out of room to print it. It can be found on our web site . Ed.

Conclusion: Each location will have it's own set of priorities that you will need to add in the various conditions your team sails in. The important aspect though is to try and have a set of consolidated priorities, both boat handling and tactical so that your team can get more of an overall grasp on what to focus on. We have found that particularly as we travel to new locations that this is a never ending process of constant learning, note taking and observations that keep us all coming back for more! It is very easy, way too easy, to make the same mistake numerous times. Another intriguing aspect of the sport!

Best of luck and have fun at your next regatta!

Andrew Kerr



Ditty Bag For sale

Our beloved **1977 Catalina 27** - improved by Oly's best marine professionals less than 18 months ago. She's fast in light winds and can go out when heavier vessels are stuck in the port. Her new roller-furling 135% genoa and new mainsail reefing system make decreasing sail area a snap! We've already moved cross-country and want our girl to have a wonderful new home. Please see our web site and share broadly so she can make another sailor's sailing dreams come true: <https://sites.google.com/view/catalina-27-for-sale/home> Custom 36' 2008 **Gaff Ketch Motorsailer**. AK veteran. Spacious, seakindly, efficient family fun. Sleeps 6. NWSWB-built. Easy to maintain, all silicone bronze fastened woody. New 12" electronics. Achilles RIB. At Martin's A. \$279.5k. Call (503) 490-5407

Passport 42, Sidetrack, for sale - \$159,500 OBO Details on yachtworld.com/yacht/1985-passport-42-9184539/ Gary Wilson gw62469@gmail.com

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

Skookum Inlet Race March 9

Transition was the RC Boat.
Emma Lee and Scarnett were Mark Boats. Thank you.


Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
Div. 1 Start Time: 10:00 Distance: 23.4 nm						
0.75	33	GRU	CORS 300	48	12:56:35	12:37:52
2.00	73392	BODACIOUS	BENE 35 S5	129	13:32:27	12:42:08
3.00	38044	MAKO	SYD 38	39	13:07:41	12:52:28
4.00	79	RUFUS	MEL	93	13:30:48	12:54:32
5.00	5165	RAVEN'S HAVEN	MEL	96	13:25:37	12:59:53
6.00	35	ANGEL EYES	J99	78	13:32:57	13:02:32
7.00	69399	FLYING CIRCUS	EXPR 37	72	13:33:38	13:05:33
8.00	61733	ZIVA		57	13:38:19	13:16:05
9.00	12	PAX		-10	13:12:41	13:16:35
10.00	69432	SHAKA	HOB33	96		DNF
Div. 2 Start Time: 09:35 Distance: 16.6 nm						
0.75	63337	DASH	BEN 345	135	12:26:40	11:49:19
2.00	50105	JOLLY RUMBALOW	C&C 34	135	12:28:37	11:51:16
3.00	69804	REIFF	J35C	123	12:25:30	11:51:28
4.00	79182	FOLIE A DEUX	BENE 35 S5	132	12:33:51	11:57:20
5.00	39110	KOOSAH	PEAR 36-1	177	12:58:26	12:09:28
6.00	381	YONDER STAR	CAT 320	171	12:58:13	12:10:54



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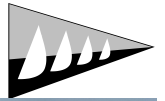
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(360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the second Tuesday of the month.

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Skookum Inlet Race photos by Kudi Kurller



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The Great Wave Off Kanagawa, from The Thirty-six Views of Fuji, Katsushika Hokusai