

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 54 Issue 1

September 2024

www.ssssclub.com

## September Meeting: Life Aboard *Sweethaven* A Pacific Seacraft Flicka 20

At our September 10<sup>th</sup> Meeting, Members Myron Hotinger and Noreen Light will share highlights of their travels on *Sweethaven*, a Pacific Seacraft Flicka 20. She's a tiny boat having grand adventures!

Myron and Noreen bought *Sweethaven* in Bellingham and got to know her as they sailed her home to Olympia. They escaped winter weather by towing her to Mexico, where they spent two winters exploring the Sea of Cortez. Then towed her across the southern states to spend last winter in Florida. In their travels, they have made an overnight crossing of the Sea of Cortez, assisted a vessel aground in a remote area of Mexico, navigated shallow canals and locks, and met the many wonderful and interesting fellow cruisers.

Myron and Noreen are retired and slowly exploring the world by boat, on bicycles, and on foot. They live aboard *Soundhaven*, a 1990 Island Packet 32, on the Salish Sea in the summer, and live aboard *Sweethaven* in warmer waters in the winter.



The Meeting 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**

If your dues were not due in May, your annual dues are due now



Salish 200 : Web Site Updates : Rules Review : S-t-S Report : Race Results

## Welcome Back

**Dinghy Race  
August 29**

**Board Meeting  
September 3**

**Fall Series  
September 7**

**Dinghy Regatta  
September 8**

**General Meeting  
September 10  
Visitors Welcome**

Doors open at 18:30 meeting starts 19:00

**Fall Series  
September 14**

**Fall Series  
September 21**

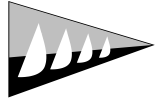
**Vaughn Bay Cruise  
September 28-9**

**Board Meeting  
October 1**

**Fall Series  
October 5**

**General Meeting  
October 8  
Visitors Welcome**

Doors open at 18:30 meeting starts 19:00



## Web Site and Membership Updates

Your Board last year formed a working group to modernize and debug our web site. While many improvements are still in progress, I wanted to share some updates.

The biggest concern going in was that Members' private information was open to anyone who accessed the site. Given the number of scam emails and calls, this was an unacceptable risk for our Members. Added security unfortunately leads to a slightly more difficult user experience. This fact can't be helped, but we sought to create a login process that will minimize inconvenience for our members.

Starting this year, paid Members will receive protected access to the site. Shortly after renewing your Membership, you should see the following emails in your primary email account:

A password update link. You will need to select a secure password for access to the directory and other Member-only areas on the site.

A private link to update to your Member directory profile. You can also make updates any time by logging in and selecting "Update Membership Profile" from the "Members Only" menu.

Your electronic Membership card.

You will also notice we consolidated Membership renewals in September and May. We chose your month based on your anniversary date and when you have typically renewed in the past. Let me or Colleen, our Secretary, know if you prefer to change to the other month.

If you have any problems, questions, concerns, or suggestions, please contact me at outreach@sssscclub.org!



Double-handed Races photo by Richard Bigley

**Alan Hoffman, Outreach Coordinator**

## S-t-S Report: New Year

I wonder what this year will bring. Some years this Club has produced some outstanding S-t-S, and some years not. It really is not up to me. It is up to you, our Members. I may be wrong, but I believe our current Members are as active as past Members were. Current Members are still traveling the Salish Sea and beyond. If I am right, we have a wealth of sailing experience, and many many stories. So this has potential to be a banner year for the S-t-S. It depends on your willingness to share your sailing experiences.

Where did your boat take you this summer? Somewhere new? Racing? Back to places you have been? Have they changed?

We do not have room for a day to day report on the whole trip, but cruising is about many stops. What was the best day?

The worst? Lessons learned?

Did anyone try the OnBouy app? The Air&b for moorage, or so they say (OnBouy.com). Was it a good experience? How were you border crossings? Were you well treated at a reciprocal stop? What was the best reciprocal club?

Did you race down Sound this summer? Anyone race Swiftsure, as skipper or crew? I would like to know what Race Week is like in the new location. Did anyone go?

Maybe your boat took you to the boat yard and your summer about boat maintenance? Here locally? Or some exotic location in northern BC? If so you must have learned something.

Members have told me these stories are their favorite part of the S-t-S. One of the reasons people join is to learn how others use their boats. We want to hear from you.

We always need photos, especially now at the start of the year. They make this rag look good and I have only dinghy photos. Take your camera sailing.

**Steve Worcester**

## South Sound Sailing Society

ng sailors out racing and cruising together on Southern Puget Sound since 1971.

is ▾ News ▾ Racing ▾ Cruising ▾ Education ▾ Members Only ▾

- SSSS Member Login
- Annual Dues & Race Fees

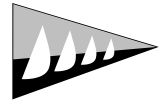
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lcome Sailors!

al Meeting:



## Cruise News

We have a Cruise Chair this year, an experienced hand! So we can look forward to some good Cruises. Go. Ed.

### Vaughn Bay Cruise September 28-29

The SSSS cruising season is kicking off with the traditional Commodores' Cruise to Vaughn Bay on the north-east corner of Case Inlet. Vaughn Bay is a great place to practice anchoring as it is shallow and well sheltered with excellent holding and a front row seat to amazing sunsets, Pets and people love walking the long sandy spit, where dinghies can land for our evening potluck.

Check the currents in Dana Passage, as you will want to get an early start: slack ebb is at 09:48. If you miss the slack, hug the south shore until you are well past Briscoe Point to avoid some of the flood tide.

It's best to enter Vaughn Bay on a rising tide, and keep a close eye on your depth sounder. The data on Navionics is scarce but it will show you that just inside the spit is a drying shoal. There is another shoal that extends from the north shore of Vaughn bay that is not indicated on Navionics. You will want to turn right into the bay between these shoals. This sketch from Salish Sea Pilot illustrates your route. The entrance channel itself is plenty deep, so proceed slowly through the channel and turn into the bay when you are well past the shallows on the east side of the spit. If you have crew, post them on the bow to watch the depths. I usually instruct people to point to where I *should* go, rather than at the obstruction.

Once inside the bay there is very convenient anchoring toward the south-west corner of the bay, staying well clear of the mooring balls. The potluck will be at 18:00 on Saturday

On the way home on Sunday, slack ebb is at 10:36., so you will have a flood tide to carry you through Dana passage until 16:30.

See you there!



Double-handed Races photo by Richard Bigley

Mary Campbell

## RC Report

In addition to Star and Dinghy racing programs running through the summer, we have **30 PHRF races** scheduled for the 2024-2025 season.

The goal of SSSS racing has always been to provide as many opportunities as possible for our Members to get out on the race course and have fun. We want to make racing attractive and approachable for sailors and boat owners of all backgrounds and experience levels.

A shout out to Derek DeCouteau for his work as the RC Chair during the 2023-2024 season; especially for his input to Colleen Carbery and Bill Sheldon who designed our new scoring program. Thanks again to Bill and Vicki Sheldon and the crew of *Transition* for continuing to be our Race Committee.

**Fall Series marks the beginning** of the 2024-2025 race season. Then the Island Series starts with Eagle Is. on October 12th. And, as we have done for the past 51 years, the SSSS along with the OYC will once again host the Toliva Shoals Race on Feb. 15<sup>th</sup>, 2025.

Jeff Johnson (*Folie A Deux*), continues to represent our Club on the Southern Sound Series board; thank you Jeff. He will keep us updated on any changes to this series where SSSS boats have competed with much success in years past.

We intend on improving ways in which boat owners can find

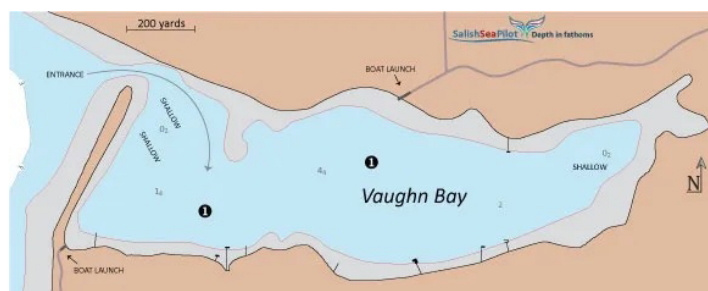
crew, and those looking for a ride can find a boat to race on. I would like your ideas on this subject and welcome your input.

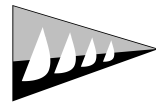
So, boat owners who want to race, please go to the SSSS website to register. Those Members who have been racing for years, please invite newcomers to our events.

If you are unsure if racing might be something you want to try, volunteer to help on the RC boat and get a front row seat to the race course. It's fun, easy, and a great way to learn about racing.

Please email me with any questions or comments. We are always looking for ways to improve what we do and make it more accessible and enjoyable for everyone.

**Tucker Smyth, (Rufus) [rcchair@ssssclub.com](mailto:rcchair@ssssclub.com)**





## The Salish 200

The Salish 100 is the largest small boat cruise organized in North America. The event is sponsored by the Northwest Maritime Center in Port Townsend. The event is open to small boats 22 feet and under. This year the fleet gathered in Olympia on July 18<sup>th</sup> to get ready for the 100 mile cruise to Port Townsend. There was the usual eclectic mix of sail, power and human powered craft. This was my third time participating in the Salish 100 and my first time sailing my Marshall 22 Catboat solo as long as we don't count my first mate Jasper, a 12 pound Yorkshire Terrier. Sailing solo is a relative concept when you are alongside many others and have support boats. That said, I would never have attempted this if I didn't have a buddy boat. Mary Campbell in her Precision 18 and I planned to sail on the way to Port Townsend and most importantly on the way home. The Salish 200.

First stop this year was Henderson inlet on July 19<sup>th</sup>. For many skippers the tidal ranges and currents of the Pacific Northwest are new. It was an early morning to get through Dana Passage before current turned. It's always fun the first night to watch 60 plus boats anchor. I decided not to tow a dinghy this year and had purchased an origami kayak that I had set up on land once before I left. Assembling the kayak on my boat proved a bit of a challenge. Once assembled Jasper and I were off to explore Henderson Inlet and the hospitality of the kind folks ashore hosting our group. As the anchorage filled in I saw a boat that looked like mine gliding through the fleet. I should mention catboats are not common in Puget Sound. There is that moment of panic when you think your boat is dragging and that perhaps someone has jumped aboard to rescue her. As the boat came closer I could see that it wasn't my boat and that my boat was where she was supposed to be. The boat was a Marshall Sanderling, the 18' sister boat to my Marshall 22. A Marshall Sanderling successfully completed the R2AK this year and got the record for the fastest single-handed monohull.

A word about catboats and my boat specifically. My Marshall 22 is 22' long and 10' wide. Catboats are traditionally gaff rigged and over canvased. My sail has 368 square feet of area. They are shallow draft with a centerboard. There are no winches. I have to pull the gaff and the main at the same time. Catboats have weather helms if the wind gets to about 12 knots and need to be reefed early. Did I mention how huge the sail is? My boat is all electric. William Kelly installed my Thunderstruck electric motor a year ago and I love it. It is much easier to dock and raise the sails with the electric motor. Range anxiety is an issue with electric motors and I wasn't sure I would be able to access

shore power reliably on this trip. Moorage is often on a first come basis and not guaranteed. This year William Kelly added a solar charging system that would allow me to extend my range. We decided not to install them permanently but set up a quick connect that I could use if we had a windless sunny day.



I could charge and motor at the same time. The panels are large and could be set up in the cockpit or on the boom.

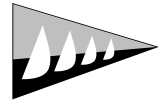
The cruise took us to Longbranch, Gig Harbor, Blake Island (We went to Eagle Harbor instead to escape the racoons), Kingston, Port Ludlow and Port Townsend. Most boats pull out in Port Townsend but a few of us planned to sail back together to Olympia. Mary and I were joined by Sam Ritchie and Dave Stewart in their Core Sound 17. They recently finished building their boat and this was her first voyage. I should note that we are all electric boats.

The return trip was where the real fun began. Sam and Dave had gone to Port Ludlow on Friday July 26<sup>th</sup>, to participate in the Small Boat Festival. Mary and I stayed in Port Townsend to reprovision and rest.

We knew we had to be through the canal by 10:00 before the tide changed. At 05:00 the fog was rolling in and there was no wind. We decided to go outside Marrowstone Island and avoid the canal. Using our GPS and depth sounders we navigated in the fog. This was a first for me. I stuck close to Mary. We also both had apps on our phones that showed all AIS boats. I used Boat Beacon which also creates a tag so AIS boats can see me. An additional advantage of an electric boat is that we could hear when other boats were approaching. As we approached Port Ludlow we could hear singing from the canoe journey. As the fog began to lift we could see and hear several canoes on Oak Bay. It was a magical moment. We arrived safely in Port Ludlow.

Port Ludlow to Kingston is usually the trickiest part of the journey. Foul Weather Bluff and Point No Point are notorious for tide rips and waves that make you feel like you are in a washing machine. It was relatively calm for our passage but a great deal of tacking was going on to get to Kingston. We were also traveling with the canoes for most of the day. We left Kingston on Monday

July 29<sup>th</sup> with a forecast of rain and gusty winds from the south. I reefed before I left. We battled out of Appletree Cove and it continued to get sporty. It was raining hard (in July???) , cold and windy. The waves were building. I was in the lead as the largest and fastest of our 3 boats. I had locked Jasper in the cabin and could hear crashing down below. I had been in radio contact with Sam and Dave and now it was strangely silent. I knew there were a few other boats that left Kingston before us on their way to Poulsbo. The fog was closing in and it was getting scary. I couldn't see the other boats. I picked up my radio and realized the channel had changed from 68 in the pitching from the waves. I got on the radio and couldn't hail the other boats. I got an answer from Dan Rogers on *Walkabout*, a support boat from the Salish 100 also headed to Olympia,



that Sam and Dave had been hailing me and had turned around off Presidents Point. Remember how big my sail is. I turned around managed to tangle my main sheet and had to turn back into the wind. I sorted the tangle and got ready for the run back to Kingston. My boat is going fast at 5 knots. I was surfing the waves trying not to jibe at 7.5 knots. The journey back was over in what seemed like seconds. As I approached Appletree Cove I got a call from Mary checking to see if I was okay. I was so relieved that we were all safe. Having buddy boats especially in difficult conditions was so important. I also learned that my cell phone was useless in really rough conditions because I couldn't



hold it and my wheel at the same time. The radio was easier and safer. One of the upgrades William Kelly did for me was to wire in a hand-held extension for my radio in easy reach of the wheel. In the past I had to go below to use the radio. That

would have been impossible in these conditions. The next day we ventured back out again in sporty but safer conditions to Eagle Harbor. Eagle Harbor to Gig Harbor was uneventful.

On our final day from Gig Harbor to Olympia we had a north wind and favorable currents to bring us home. This was an amazing experience and I would do it again. I encourage anyone interested to speak with us about the event. We carefully planned our days and paid attention to the tides, currents and the wind. I learned that

even with careful planning there can be surprises and knowing when to turn back and being willing to turn back is an important skill.

**Nina Goodrich**

### Singlehanded Races

August 3  
Light wind no finishers

### Double handed Races

August 4  
Race 1: Start 15:00:11  
Ravens Haven #5165 Finish 15:45:36  
Kokeshi #61959 DNF  
Race 2 Start 15:54:34  
Ravens Haven #5165 Finish 16:38:47  
Kokeshi #61959 Finish 16:38:57  
Rio (Frank Newman, no Sail #) DNF

*Ravens Haven and Kokeshi* remained seconds from each other over the entire course. Fun was had by all.

**Richard Bigley,  
RC for the races**

## Rules Review

I was talking with Tucker about the rules applicable when boats are sailing downwind on the same tack and are on different courses: one is sailing dead down, the shortest distance; the other is reaching, "tacking down wind". What happens when they cross paths? The rule that applies is obvious, but there is more to think about.

The boats will be meeting at an angle, rather than over taking from astern. So an overlap had to be established some time ago and neither will be Clear Ahead/Astern (geometry, see the diagram next page). As neither is Clear Astern they will be Overlapped<sup>1</sup>. Overlapped on the same tack means that the windward boat is burdened, the leeward boat has right of way<sup>2</sup>. The boat sailing higher will be to leeward of the other<sup>3</sup>. She has a right to room to sail *her course*. But that right may not be worth much.

An example: We were not half way through the leg, sailing close to dead down on starboard. *Uproar* was on our tack, sailing higher and approaching from leeward. When we realized she would not cross and we had to give her room, we came up to her course.

When we were first on her course, we were Clear Ahead and she was burdened. However she soon overtook us to established a new overlap. She again had rights as leeward boat, but as the new overlap had been established from astern, she was not to sail above her proper course<sup>4</sup>; which mattered little as she did not want to.

*Uproar* soon had a problem, she could not get through our lee. Trying slowed her to our speed. Remember the reason we had been sailing deep was because that was the fastest way to the mark

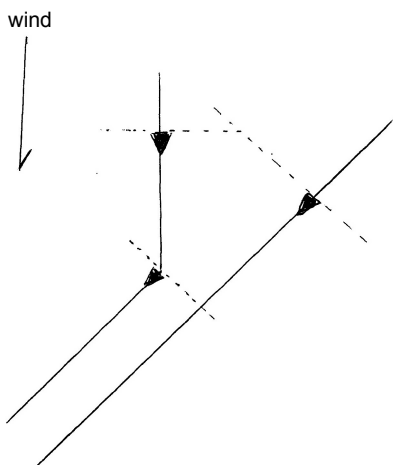
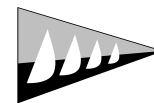
## Thursday Night Races August 8

ScoreMethod=Portsmouth

Position	Sail	Skipper	Type	Race 1	Race 2	Race 3	Race 4	Total
1	195939	Rulla, Chris	Laser	5	1	1	2	9
2	786	Findley, Jim	Lido 14	3	2	5	1	11
3	816	Baldrige, Darris	Harpoon 5.2	1	5	2	4	12
4	1542	French, Kevin	Harpoon 5.2	2	4	4	3	13
5	763	Nordgren, Layne	Harpoon 5.2	4	7	6	5	22
6	539	Unknown	Laser Radial	11	3	3	DNS	10
7	5008	Jones, Margaret	Lido 14	6	8	10	6	30
8	162244_gk	Kirkbride, Graham	Laser Radial	12	6	8	7	33
9	380	Ken	Harpoon 5.2	7	10	9	8	34
10	311	Bassette, Bruce	C-15	10	11	7	DNS	10
11	1266	Stockton, Annie	C Lark	8	9	DNS	DNS	10
12	3510	Krista	Laser2	9	13	DNS	DNS	10
13	715	Talum	Laser 4.7	13	12	11	9	45

## Thursday Night Races Series1

Position	Sail	Skipper	Type	May 2	May 9	May 16	May 23	Total			
1	1542	French, Kevin	Harpoon 5.2	1	1	8	1	11			
2	1623	Downing, Joe	C-15	DNC	5	2	3	4			
3	1386	Brown, Adam	Harpoon 5.2	3	3	DNC	9	5			
4	786	Findley, Jim	Lido 14	DNC	5	4	DNC	9			
5	195939	Rulla, Chris	Laser	2	DNC	8	2	DNC	10		
6	763	Nordgren, Layne	Harpoon 5.2	4	6	7	6	23			
7	171059	Visser, Alden	Laser Radial	DNC	5	DNC	8	1	DNC	10	
8	3033gm	Miller, Garner	Lido 14	DNC	5	DNC	8	DNC	9	2	24
9	5008	Jones, Margaret	Lido 14	DNC	5	5	DNC	9	7	26	
10	153347	Solie, Ryan	Laser Radial	DNC	5	DNC	8	4	DNC	10	27
11	Aidan	Aidan	Laser	DNC	5	DNC	8	5	DNC	10	28
12	106152-b	O, Bernie	Laser	DNC	5	DNC	8	6	DNC	10	29
13	106152	O'Sullivan, Jane	Laser	DNC	5	7	DNC	9	9	30	
14	152208	LeClair, Cameron	Laser Radial	DNC	5	DNC	8	DNC	9	8	30



3. Definition: A boat's leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies

4. Rule 17 If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course ...

for a boat making our speed. We were both loosing time, *Uproar* more than us. Once she realized she could not get through she had to gybe. We were not about to tack around to clear.

Just because you have a right to do something does not make it a winning move. It would have been far better for her to pass astern, then bleed off the extra speed from sailing high. Or gybe in clear air, if that side of the course is favored.

However there are times it may pay to assert your right. You may want to be lead boat, first across the line or first to round the mark. The position might be worth the loss of speed, particularly for a short time.

The reason for knowing/using the rules is to have rights to go where you want when you want. That can get you around the course faster, but you still need to know where to go.

Note if both boats are on port, you might think the situation is the same, leeward has rights. And that will be true, if the boat running does not take control. If *Uproar* had come at us on port, before changing course I would sail just a little lower and gybe the main. No need to gybe the chute. We would then be on starboard tack <sup>3</sup>. *Uproar* would have to avoid us. When she did so, we would gybe the main back.

**Steve Worcester**

1. Definition: One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern ...

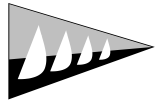
2. Rule 11: When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

## Thursday Night Races Series 3

Position	Sail	Skipper	Type	June 27	July 11	July 18	July 25	Total
1	3187	Queen,Chuck	Lido 14	DNC 17	1	1	1	20
2	25193	Budelman,Aidan	Laser	1	DNC 11	DNC 7	4	23
3	152208	LeClair,Cameron	Laser Radial	5	DNC 11	2	7	25
4	162244	Visser,Alden	Laser	4	DNC 11	DNC 7	5	27
5	LIAM	Taylor,Liam	Multiple boats	7	DNC 11	DNC 7	3	28
6	195939	Rulla,Chris	Laser	6	DNC 11	DNC 7	6	30
7	LIAMP	Power,Liam	Multiple Boats	2	DNC 11	4	DNC 16	33
8	1623	Downing,Joe	C-15	9	2	DNC 7	DNC 16	34
9	218876	Reck,Simone	Laser Radial	DNC 17	DNC 11	DNC 7	2	37
10	170402	Siri	Laser 4.7	3	DNC 11	DNC 7	DNC 16	37
11	763	Nordgren,Layne	Harpoon 5.2	14	8	5	11	38
12	816	Baldrige,Darris	Harpoon 5.2	DNC 17	5	DNC 7	9	38
13	1542	French,Kevin	Harpoon 5.2	13	3	DNC 7	DNC 16	39
14	1386	Brown,Adam	Harpoon 5.2	12	6	DNC 7	DNC 16	41
15	83	O'Ryan	FJ	8	DNC 11	DNC 7	DNC 16	42
16	3033	Beach,James	Lido 14	DNC 17	DNC 11	DNC 7	8	43
17	158715	Snyder,Charlie	Laser	DNC 17	4	DNC 7	DNC 16	44
18	162244_gk	Kirkbride,Graham	Laser Radial	DNC 17	DNC 11	6	10	44
19	3	Unknown	FJ	10	DNC 11	DNC 7	DNC 16	44
20	9030	Leong,Alyssa	420	11	DNC 11	DNC 7	DNC 16	45
21	380	Ken	Harpoon 5.2	DNC 17	10	DNC 7	12	46
22	150933	Solie,Ryan	Laser	DNC 17	DNC 11	3	DNC 16	47
23	5008	Jones,Margaret	Lido 14	DNC 17	7	DNC 7	DNC 16	47
24	210109	Beach,Ava	Laser 4.7	DNC 17	DNC 11	DNC 7	13	48
25	106152	O'Sullivan,Jane	Laser	DNC 17	9	DNC 7	DNC 16	49
26	216554	Ireland,Jadon	Laser 4.7	15	DNC 11	DNC 7	DNC 16	49
27	311	Bassette,Bruce	C-15	DNC 17	DNC 11	DNC 7	14	49
28	158715_2	Rolin	Laser Radial	DNC 17	DNC 11	DNC 7	15	50
29	218314g	Ireland,Rahab	Laser 4.7	16	DNC 11	DNC 7	DNC 16	50

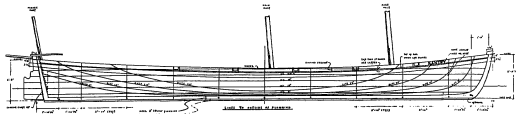
## Thursday Night Races Series2

Position	Sail	Skipper	Type	May 30	June 6	June 13	June 20	Total
1	LIAM	Taylor, Liam	Multiple boats	2	DNC 7	7	2	18
2	218314	Ireland, Esther	Laser Radial	DNC 10	DNC 7	1	1	19
3	171059	Visser, Alden	Laser Radial	4	DNC 7	3	6	20
4	1542	French, Kevin	Harpoon 5.2	1	1	DNC 15	4	21
5	1386	Brown, Adam	Harpoon 5.2	5	DNC 7	9	3	24
6	150933	Solie, Ryan	Laser	DNC 10	DNC 7	2	7	26
7	25193	Budelman, Aidan	Laser	DNC 10	DNC 7	6	5	28
8	1623	Downing, Joe	C-15	3	3	8	DNC 18	32
9	170402	Siri	Laser 4.7	DNC 10	DNC 7	5	12	34
10	216554	Ireland, Jadon	Laser 4.7	7	DNC 7	10	11	35
11	763	Nordgren, Layne	Harpoon 5.2	6	4	11	14	35
12	786	Findley, Jim	Lido 14	DNC 10	2	DNC 15	10	37
13	195939	Rulla, Chris	Laser	DNC 10	DNC 7	4	DNC 18	39
14	1	Leong, Alyssa	420	DNC 10	DNC 7	DNC 15	8	40
15	1509	Adi	Laser Radial	DNC 10	DNC 7	DNC 15	9	41
16	5008	Jones, Margaret	Lido 14	8	DNC 7	14	13	42
17	106152	O'Sullivan, Jane	Laser	DNC 10	6	DNC 15	15	46
18	218314g	Ireland, Rahab	Laser 4.7	DNC 10	DNC 7	12	17	46
19	210109	Beach, Ava	Laser 4.7	DNC 10	DNC 7	13	DNC 18	48
20	3033	Beach, James	Lido 14	DNC 10	5	DNC 15	DNC 18	48
21	380	Ken	Harpoon 5.2	DNC 10	DNC 7	DNC 15	16	48
22	RSXL	Reck, Tatiana	RS Feva XL	9	DNC 7	DNC 15	DNC 18	49



## Secretary's Series Race 2, July 24

Points	Sail	Name	Yacht	Hdcp	Corrected	Finish
<b>Class - 1 Start - 18:30:00 Distance - 8.2 nm</b>						
.75	38044	Mako	SYD 38	39	19:54:54	20:00:14
2	5165	Raven's Haven	ARCONA	66	19:59:19	20:08:20
3	60	Peril	V460	111	20:06:24	20:21:34
4	61733	Ziva	First 36	57	20:11:37	20:19:24
5	69399	Flying Circus	EXPR 37	72	20:12:16	20:22:06
6	33	Gru	CORS 300	48	20:14:56	20:21:30
7	35	Angel Eyes	J99	78	DNF	
8	007	Double O Seven	J 99	81	DNC	
8	69051	Spirit	BENE 36.7	81	DNC	
<b>Class - 2 Start - 18:35:00 Distance - 6.1 nm</b>						
.75	4157	Katana	J24	186	19:38:48	19:57:43
2	29718	Aurora	RANC	156	19:45:39	20:01:31
3	61959	Kokeshi	YAM 33	162	19:46:47	20:03:15
4	2222	Penoziequah	NEWP 31	231	19:46:57	20:10:26
5	50105	Jolly Rumbalow	C&C 34	135	19:47:17	20:01:01
6	79182	Folie A Deux	BENE 35	132	19:47:25	20:00:50
7	5004	Kayden Kim OYC	J24	186	19:50:05	20:09:00
8	153	Junior	U20	156	19:57:05	19:57:05
9	79128	Color My World	CATA 30	225	NSC	



# Aloft Marine llc

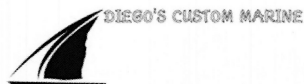
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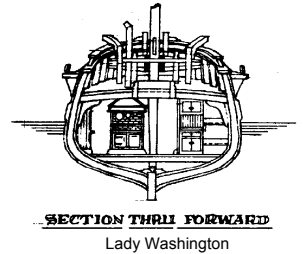
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## Monday Star Racing

With 2 nights still to go

56 races, 1 discards, 8 competitors  
scoring based on Low Point Average

Place	Sailor(s)	Boat	Total
1	Jim Findley	Flag Boat	3.11
2	Dave Branch	Puffin	3.95
3	Richard Wells	Northern Sky	4.64
4	David Geeraerts	Rubicon	6.04
5	Chris Reitz		6.37
6	Cheryl Rogers	UpStart	6.53
7	Liam Power	6149	7.51
8	Derek DeCouteau		8.42



## Ditty Bag For sale

**Heavy Dacron main:** w/ bag, like new, fits Hobie 33 (33' luff, 12' foot), will deliver, \$500. Jon Knudson (206) 463-6711

**Dolly trailer w/dolly:** Right-On trailer / Dynamic aluminum dolly. Never been in water! Accommodates up to a 16 foot dinghy. Registered. \$750 (360)269-6282

**50% partnership San Juan 28,** \$7,500. Constant upgrades including electric propulsion. Contact Jeff Hogan at sailorhogan@gmail.com (360) 791-2800

Our beloved **1977 Catalina 27 - sold**

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. \$259.5k. 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

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

**Cal 25 1975** with Honda 9.9 ob, skiff, and four sails. \$2,000 or b/o. Interested? Contact (360) 456-3339

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

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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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**D Class Handicapper** Richard Bigley



### Portsmouth Racing

photos by the  
dinghy fleet,  
Mostly  
Jim Findley and  
Chris Rulla



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