

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 45 Issue 7

March 2016

www.ssssclub.com/ssss.htm

March Meeting: Watch the Web Site

The speaker has not been confirmed. Will post an update as soon as we are sure.

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.

Commodore's Corner:

Don't forget, the sun crosses the equator on March 19 at 2130. Those who are with Marvin on the Spring Equinox Cruise might feel that moment as a bump from a seal under their boat. As our days increase in possible amount of sunshine, means warmer breezes with awesome mountain backdrops for the races. In March, I picture myself at the helm with Bob Ross, on foredeck, creating nautical sailing canvas scene with Happy Trees and Clouds. Kinda weird but it's a great time to go sailing!



McAllister Creek Inlet Race photo: Glen Hunter

You might notice a bit more light in the morning. This increasing twilight is what makes me feel like going down to the boat earlier in the morning. Finishing up some mundane task then heading off for a quick sail, before having to wash down the boat. I need to get the boat a little dirtier otherwise I won't want to wash it.

Did you know there are three different types of twilight? This link shows the different types: <https://www.timeanddate.com/worldclock/usa/olympia>. Do we really have 20 different types of rain here?;!?:;

If anyone has suggestions about the best time to haul out a fiberglass sailboat for the bottom paint, and a soft spot to repair. I would like to hear your wisdom. Is there a shanty to sing whilst hauled out?;

Ralph Cumberland

Black Star Regatta Raffle

It's that time of year again! The crocuses are starting to bloom, the days are getting longer ... and Star boats are getting prepped for the season. With the start of racing comes the annual Black Star Regatta. We've pushed back a few weeks and shortened from two days to one day of racing, but it is still sure to be an awesome and fun event.

If you don't sail Star boats, why do you care? Well, because part of the regatta every year is a raffle! The fleet will be selling tickets at the March and April Meetings. Prizes will be drawn those nights. But the big event will be at the regatta dinner May 7, an event everyone is invited to! Come down to Tugboats and hear stories of the day's racing, oooh and aaaaah over Thera's photos, and, for \$20, have an awesome catered dinner. Raffle prizes and regatta prizes will be awarded after that.

If you're reading this and want to race, contact Bill Brosius, stars@sssclub.com, or myself, cghovell@gmail.com, and we'll get you set up.

Catherine Hovell

S-t-S NEEDS HELP : TOLIVA : PASS IN FOG : MEMBERS HELP MEMBERS

Salty Sailor Cruise
February 27-28

Board Meeting
March 1

Skookum Inlet Race
March 5

General Meeting
March 8

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Star Fleet Meeting
March 13

March Cruise
March 19-20

Eld Inlet Race
March 26

Spring Race 1
April 2
first start noon

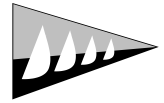
Board Meeting
April 5

April Cruise
April 9-10

General Meeting
April 12

Visitors Welcome

Doors open at 1830, Meeting starts 1900



Cruise News SPRING EQUINOX CRUISE MARCH 19-20

Location: Jarrells Cove
N47° 16.95' W 122° 53.23'
Monitoring VHF Channel: 72
SSSSCruise Group MMSI: 0 360 04200
Distance from Olympia: 20 NM
Saturday AM High Tide (Budd): 0452 (14.28ft)
Saturday PM Low Tide (Jarrells): 2226 (1.06ft)
Potluck Dinner ashore: Saturday 1800
Pancake Breakfast ashore: Sunday 0830

Spring will spring forward in March and the evenings will arrive later. Sunset will be at 1924 on Saturday March 19 with the official Vernal Equinox taking place at 2130. That means we will be able to dine ashore at 1800 in the picnic area above the dock, or on the dock if it suits our mood.

Jarrells Cove has a nice State Park dock with room for many boats and a dozen mooring buoys, just in case. Getting there is easy: just make your way through Dana Passage and north up Case Inlet past Herron Island. Round the north end of Hartstene Island, giving a wide berth to the shallows off Hartstene Point and enter Pickering Passage. Jarrell Cove is on the north end of Hartstene Island about two miles down Pickering Passage. The State Park dock is towards the back of the cove on your left. This is a nice facility with heads and showers up in the State Park and there are RV spaces for those who wish to attend by road vehicle.

HOME AGAIN, HOME AGAIN

Joint OYC/SYC/SSSS
Island Home Cruise

Another January, another Island Home joint Cruise! This year, the OYC organizers invited the Shelton Yacht Club to join the festivities and the club was well represented. Just after mid-day on Friday a fresh SSW breeze sent the *Beware of Dog* scampering to Hunter Point. Once again tempting fate, the *Dog* hazarded the East side of Hope Island and got humbled by shifty, fitful and contrary winds. Again. Does the current ever run North in that passage? Next time we take the West side. For sure. After finally rounding Hope, we entered Totten/Hammersley/Pickering inlet and let the falling Westerly wind play with us for another hour or so. We eventually fired up the iron

(aluminum?) genoa and motored around the storied Second Buoy into Island Home bay at 1600. There, Bill Velez directed to tie alongside his boat, the *Karen Ann*.

After off-loading a dinghy full of Sunday breakfast supplies, we settled in for an incredibly plentiful, crowded and loud potluck dinner. Delectables ranged from sushi to jello shots with heaping helpings of crockpot weenies, banana cream pie, and macaroni salad to fill out the menu.

Saturday was spent playing Boat and Owner Bingo, eating a major Baja-style lunch. Evening brought Shelton's super island style dinner,

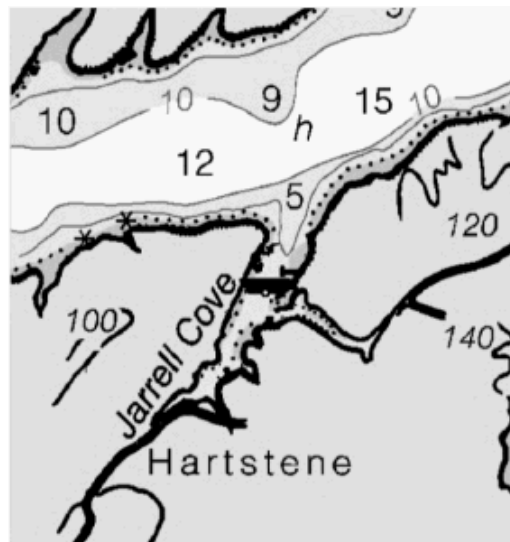


McAllister Creek Inlet Race photo: Jeff Hogan

which was followed by raucous games and much hilarity.

Sunday morning was a whirlwind of coffee, pancakes, eggs and sausage assembled by the crack SSSS Breakfast Club crew. After breakfast and cleanup, the *Dog* bid Island Home adieu and, after braving the unyielding Pickering currents, motored home to recover and prepare for another South Sound Cruise.

Marvin Young, *Beware of Dog*



Star Meeting March 13

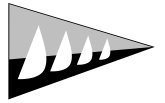
As I sit here writing this on the sixth of February, my mind is really on the wonderful time my wife and I will be having in Costa Rica this month. It doesn't mean that the shop will be closed. I have just finished helping a new boat owner prepare his Star for the upcoming season. There will be two more boats being worked on while I am gone. Time will be running wild for those who procrastinate and wait till the last minute to schedule your boat in the shop. I will be moving two of my boats in as soon as I get home. This year I need to prep at least four boats that will be used as charters or loaners, with hope someone will buy one or two.

I am hoping we will have at least 20 boats in the water this season with 15 or more out for each race night. I know we will have two, possibly three new skippers in the Fleet this year and others like myself will be back out. There will be a need for crew people also and I will do my best to place crew with skippers.

The spring meeting and potluck will be here at the shop on March 13, starting at 1500 for the potluck and social and the meeting will start at 1700. Besides the introduction of new members to the fleet, there will be election of officers for the upcoming year. I am actually hoping someone will take my place as fleet captain but no one has expressed an interest in the job yet. There will be other items of business to cover and all are welcome to both the potluck and meeting. We will also be setting the official launch dates.

Hope everyone had a good month of February. I will see you at the Meeting..

Bill Brosius, *Alcor*



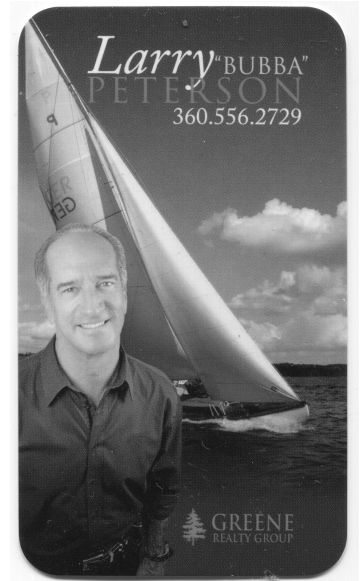
Member Support List

It is spring, and a skipper's fancy turns to thoughts of summer cruising. If your boat has been idling at the dock for the winter, the first order of business will be getting rid of its green winter coat. Walking the deck from bow to stern, all the projects you set aside when life took over in the fall will begin to tug at your conscience, as the boat list begins to coalesce in your head. There is the halyard that needs to be replaced, fraying lines that need whipping, and some stitches are coming out in the dodger. What about that new VHF radio you got for Christmas with the DSC? You want to get that installed and set up, right?

This might be a good time to go back to the Member support list that we generated last fall. You can find it in on our web site, in the Bar. If electrical work is not your thing, or you don't have a

sewing machine, there is bound to be another Member who can lend a tool or provide some free advice. If you don't see the relevant help listed, send me an e-mail, vicecommodore@sssscclub.com, describing the expertise you need and we will add it to the list.

Mary Campbell



Yachtfinders/Windseakers Inc

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

Cell: **831-247-6162**

Dan O'Brien

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Olympia WA 98502 USA

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

Capt. Rod F. Macaya
Christina B. Macaya
columbiasailing.com
360-772-9135

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sandy@abundanthealthbilling.com
www.abundanthealthbilling.com

Crew Sheet

more information on line

Crew Wants Ride

Daysail race. Crystal, (360) 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.

William H. Hutchinson Jr.



(360) 789-2042

fax: (360) 753-3148



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1217 Cooper Pt. Rd Suite 5
Olympia WA 98502
billhutchinson@hotmail.com



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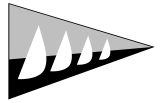
Ditty Bag

#3 Kevlar Jib, North Sails tri-radial design, 3 diagonal battens, can be furled. Almost new condition. Luff = 30 feet-7 inches : Foot = 10 feet-4 inches : Leech = 28 feet-7 inches, high clew. \$300 OBO. Mel Schaefer (360) 584-2149, mgschaefer@mgsengr.com

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

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

More information about both Crew and Ditty Bag ads can be found in the ads on line.



The S-t-S Needs You

This newsletter is only as good as you, our Members, make it. Right now we need your help if it is to remain as interesting as it has been. More over we need help just to make sure you get it at all.

Members tell me they like our Members sailing stories. In fact your stories, and your photos, are what they like best about this rag. It has been a long time since anyone told me they really enjoyed an officer report. But we have a problem. I do not have anymore. If we are going to continue to print sailing stories, we will have to hear from you, our Members.

Tell us about your cruise last summer. It need not be an accounting of the whole trip. Some tips would fill a book. What was the best day? The worst? Did you meet any interesting people? What was your best stop? What was the best reciprocal moorage stop? Cruiser are not the only ones with stories. What is it like racing with another club? We want to hear from you.

Our mailing crew is shrinking. We have a number of volunteers, but people who were coming regularly for years now only come sometimes. We badly need some new people. Without the mailing crew, you would never get your S-t-S.



The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. 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@sssclub.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

| | | |
|-----------------|-------------------|----------------|
| Commodore | Ralph Cumberland | (303) 808-7998 |
| Vice-Commodore | Mary Campbell | (360) 491-8990 |
| Secretary | Mike Buffo | (206) 550-6488 |
| Treasurer | Peter Wyeth | (360) 915-8795 |
| Member-at-Large | Micki McNaughton | (360) 790-6294 |
| Race Chair | Kyle Reese-Cassal | (360) 359-1271 |
| Cruise Chairs | Marvin Young | (360) 584-2951 |
| Past Commodore | Webb Sprague | (360) 878-5334 |

PHRF Handicapper Rafe Beswick (360) 888-9844

D Class Handicapper Richard Bigley (360) 357-6139



McAllister Creek Race photo: Peggy O'Brien

Portsmouth/Dinghy Fleet

The pre season meeting will be April 21, 1830, at Westbay. Come talk sailing and plan the summer racing



Duwamish Head Race Henderson Inlet Race left both photos: Bob Butts

We meet monthly, on a Thursday about 12 days before the SSSS Meeting, at Fishtale Pub. They save a table for us to work on. We have the S-t-S stuffed, folded, labeled, and in envelopes ready to mail in an hour or

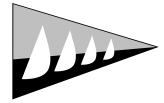
less, while talking sailing and drinking beer. If you have the skills necessary to do that, we need your help. Contact me at sts@sssclub.com and I will add you to the reminder e-mail list.

We have been getting good photos. See all of them on line. Still we always need more to stay current. **Please take your camera sailing** and send us copies.

Steve Worcester



Will helps retrieve the race buoy photo: Jeff Kloppal



Letter: Deception Pass in Fog

I was hanging from a State buoy off Hope Island looking northwest at Deception Pass. Or rather I was looking at the wall of fog that was pouring through the gap that was the Pass. The edges were soft and wispy, you could see through them. But looked at straight on it was a soft gray wall, filling the Pass and spilling out into the bay before melting in the sunshine.

I had left Everett yesterday. I was taking *Sugar Magnolia* home to Olympia solo, after the Son of Pitch Regatta. I was taking the scenic route.

The plan was to spend the night at the Pass, but when I arrived the Pass was full of fog. Whidbey Island shielded Saratoga Passage and I had gotten use to the blue skies with warm sunshine. I decided to catch this buoy, rather than spend the night in the fog.

The current was beginning to turn, just about to start flowing out The Pass was looking much the same in the morning as it had yesterday afternoon, a soft wall of gray. There was nothing to be gained by waiting, unless I was willing to wait for days.

So I raised the main, slipped the buoy, and headed off toward the fog. Before entering the Pass I fired up the outboard, to have it ready just in case. This was what they call slack current, but as I entered the grayness I was riding an outgoing current more than I was sailing.

I held the south shore. The fog was lighter close to shore. I could see into Bowman Bay as I went by. After that I lost sight of the shore except for the tops of the trees. They stuck out above the fog, giving me some idea as to where the shore was. I could see the bridge when I went under it, though I could see only the top of Obstruction Island. Everything at water level was lost in the soft grayness.

Soon there were no more trees on my left. No trees visible meant it was time to use the compass. The fog was no thinner this side of the Pass. Taking a right I

headed into Burrows Bay. I wanted to avoid the traffic in Rosario Strait as long as possible. I killed the outboard and enjoyed the quiet as I sailed north.

With nothing to see but gray all around I left the jib on deck. I was going fast enough considering and I could see better without it. It was not until I passed Alan Island that I could confirm my dead reckoning. It was clear on the north side as the fog flowed around the little island,

Being the lee side of Burrows, the pass was free of fog. But the island is small. I was soon in Rosario, which was just as foggy. There was more wind out from behind the little islands, a Force 3 southerly.

I sailed along the west side of Fidalgo Island, far enough out I could not see it. Hopefully close enough to be out of traffic.

At the north end of the Island I had to cross to Cypress Island. It worried me anytime I had to leave the shelter of the shore to cross a channel. I could not think of a single oil tanker I wanted to meet in the fog.

The radar reflector was up, but I know better than to count on being seen. It may have done its job though. The fog cleared a little to reveal a ferry coming out of Guemes Channel. She was on a crossing course, but going dead slow, radar antenna turning.

I made it across to the relative safety of the Cypress side. I never saw much of the Cypress Island though. I proceeded along the shore without really seeing it until it was time to cross the Strait.

This was the narrowest point, so as to cross quickly. This is the main channel for the shipping into Vancouver. Had they known that 150 years ago, this would be the national boundary.

Crossing was uneventful. Once across I nearly ran into Blakely Island though. The east side of the island is a cliff. I did not see it; then there it was like a wall in front of me, the top hidden by the fog. I was closer than I wanted. The cliff extends under water, so I probably could have gone close enough to touch it without finding bottom. I did not want to find out.

The original plan was to follow the shore and go through Obstruction or Peavine Pass. But the wind was fair and a schedule should not mean too much when you are cruising. I continued along the west side of the Strait, to Orcas Island, then along its east side.

It was not too long after that before I broke out of the fog into the bright warm sunshine I had left behind at Hope Island. No more worrying about ships. Time to enjoy the wind and sun I came for.

Steve Worcester, Star 6932

McAllister Creek Race February 6

Transition/Cheap Thrills was RC. Thank you.

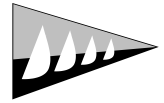
Silverheels was First OA

| Points | Sail No. | Yacht Name | Yacht Type | Rating | Finish Time | Corrected Time |
|---|----------|----------------|------------|--------|-------------|----------------|
| A CLASS Start Time: 10:05 Distance: 23.50 nm | | | | | | |
| 0.75 | 69399 | FLYING CIRCUS | EXPR 37 | 72 | 14:12:28 | 13:44:16 |
| 2.00 | 69927 | BALDER II | ERIC 38 | 126 | 14:51:57 | 14:02:36 |
| 3.00 | 73392 | BODACIOUS | BENE 35 S5 | 129 | 14:54:12 | 14:03:41 |
| 4.00 | 18351 | MISS CONDUCT | OLSN 29 | 102 | 14:44:04 | 14:04:07 |
| 5.00 | 87562 | ALTAIR | J 35 | 72 | 14:37:50 | 14:09:38 |
| 6.00 | 69051 | SPIRIT | BENE 36.7 | 81 | 14:43:34 | 14:11:51 |
| 7.00 | 79182 | FOLIE A DEUX | BENE 35 S5 | 135 | 15:23:10 | 14:30:18 |
| 8.00 | 69804 | REIFF | J35C | 105 | 15:23:20 | 14:42:13 |
| S CLASS Start Time: 10:05 Distance: 23.50 nm | | | | | | |
| 0.75 | 1005 | SILVERHEELS | SYN | 54 | 14:04:03 | 13:42:54 |
| 2.00 | 82 | MCSWOOSH | 11M | 66 | 14:12:44 | 13:46:53 |
| 3.00 | 79089 | LIGHTLY SALTED | BENE 10R | 96 | 14:29:12 | 13:51:36 |
| 4.00 | 131 | DRAGONFLY | VIPER 640 | 105 | 14:40:41 | 13:59:34 |
| B CLASS Start Time: 10:00 Distance: 23.50 nm | | | | | | |
| 0.75 | 69063 | GIZMO | HARM22 | 201 | 15:17:43 | 13:59:00 |
| 2.00 | 47914 | KAITLIN | RANC 32 | 168 | 15:36:15 | 14:30:27 |
| D Start Time 09:40 Distance 17 nm | | | | | | |
| 0.75 | 51496 | PANDORA | CAL 36 | 183 | 13:13:51 | 12:17:00 |
| 2.00 | 39110 | KOOSAH | PEAR 36-1 | 177 | 13:12:15 | 12:17:06 |
| 3.00 | 923 | WHITE RAVEN | CAV45 | 147 | 13:06:13 | 12:19:34 |
| 4.00 | 50105 | JOLLY RUMBALOW | C&C 34 | 135 | 13:06:49 | 12:23:34 |
| 5.00 | 427 | DESERT SAGE | CATA 42 | 147 | 13:44:02 | 12:57:23 |
| 6.00 | 777 | DOLPHIN | SPEN 42 | 186 | 14:15:52 | 13:18:10 |
| D2 Start Time: 09:35 Distance 17 nm | | | | | | |
| 0.75 | 28877 | SHOWTIME | OLSN25-1 | 192 | 13:23:16 | 12:33:52 |

leaving the lee side clear. It was the first thing I had seen clearly since entering the fog.

I knew the head of the Bay was coming up. I had to turn left out into the Strait before *Sugar Magnolia* found Fidalgo Island with her keel. However I did not want to turn too soon, before I was at the pass between Burrows and Fidalgo.

I was watching my watch, but I knew the current would get us there early. And it did. At the first signs of the fog lightening, I turned west. It did not seem any too soon. I could hear waves against a beach that I could not see. Sure enough, there was the pass right where I wanted it.



Southern Sound Series Rep Report: Toliva Shoal

Beautiful day, wonderful race! The third race of the four-race Southern Sound Series was hosted by the South Sound Sailing Society and the Olympia Yacht Club on 20 February 2016. The celebrations started Friday evening at OYC with a rousing party, tasty food and comradeship among about 2000 sailors and friends.

The weather prior to Saturday had been windy and rainy; rain records were broken for the month of February and there were still eight days to go to the end of the month! The race however was able to slip in between two fronts and it turned out to be a fantastic day!

It was a downwind start for all classes. The southerly breeze allowed for downwind sails, spinnaker or wing on wing, to Boston Harbor. Then racers turned east through Dana Passage and were able to keep their spinnakers to Johnson Point. The race then became a close reach to the McAlister Creek buoy. The wind was up and sun was out! All was going well.

After rounding McAlister Creek buoy most boats could hoist their spinnakers again and carry them past Lyle Point on Anderson Island. It was noon and the race was really cooking!! But, alas, the wind started to die and then slowly shift to the north. Now tactics played into the race. Before it was a sail trim/waterline dash, now racers had to make decisions and find the wind. Some hugged the Anderson Island side while others went over to the Ketron Island side of the course in hopes of picking up a knot or so of current from the Nisqually River. It appeared that finding the wind was the most important tactic for the last leg of this race.

You could hear sighs of relief when the race committee announced on channel 72 that the race would be shortened at the

Toliva Shoal mark! This proved to be a wise decision. The wind was dying and the ebb current was increasing. Of the 55 boats that started the race, only two did not finish and they elected to retire. Thirty of the 55 boats were from SSSS/OYC which is evidence of the local support for this race.

Most of the boats who moor up north, Gig Harbor, Tacoma, DesMoines, and Seattle, started their motors and headed to the Narrows Bridge. Several asked the boats moored in Olympia to take their crew back so they could get their cars. Hosting other crews on your boat for the return trip is always an enjoyable experience. Aboard *Koosah*, we have done it several times over the past 25 years and we have made many friends.

The results, along with several photos from Jan Anderson, Bob Butts, Jeff Hogan and others may be found on the Series web site: www.sseries.org

The last race of the Series is the Islands Race hosted by the Gig Harbor Yacht Club on 19 March.

Dave Knowlton, *Koosah*

SSSS Turned 45 this Winter

It matters not whether you date the forming of the Club from the meeting where intentions were declared, or the one to adopt by laws, or the one that elected our first officers. However you figure it, by the spring of 1971 there was a new club on the Sound. Forty-five years later we are still here, more active than ever.

While we celebrate our history, remember where we go from here is up to you, our current Members.

SSSS Boats at the Toliva Shoal SSSS/OYC

| | | |
|----------|-------------------|-------|
| 1 PHRF-6 | Bodacious | 5 OA |
| 1 PHRF-3 | McSwoosh | 8 OA |
| 1 PHRF 1 | PAX | na |
| 2 PHRF-4 | Something Special | 17 OA |
| 2 PHRF-6 | Folie `a Deux | 23 OA |
| 3 PHRF-5 | Dragonfly | 11 OA |
| 3 PHRF-4 | Flying Circus | 20 OA |
| 3 PHRF-7 | Showtime | 21 OA |
| 4 PHRF-3 | Korina Korina | 16 OA |
| 5 PHRF-2 | Silverheels | 9 OA |
| 6 PHRF-7 | Gizmo | 25 OA |
| 6 PHRF-5 | He Lives | 26 OA |
| 6 PHRF-4 | Altair | 32 OA |
| 8 PHRF-7 | Kaitlin | 30 OA |
| 8 PHRF-5 | Lightly Salted | 33 OA |
| 2 FS | White Raven | |
| 4 FS | Reiff | |
| 5 FS | Rushwind | |
| 6 FS | Steamy Windows | |
| 7 FS | Emma Lee | |
| 8 FS | Inati | |
| 1 NFS | Skookum | |
| 2 NFS | KOOSAH | |
| 3 NFS | Klatawa | |
| 4 NFS | Finally Free | |
| 5 NFS | Jolly Rumbalow | |
| 6 NFS | Desert Sage | |
| DNF NFS | French Leave | |
| DNF NFS | Puelche | |
| DNC NFS | FreshAireII | |

Team Race Scores

Place and points Race/Series

SSSS 2 2nd/2nd 41/106
McSwoosh, Something Special, Korina Korina

SSSS 1 3rd/3rd 54/108
Bodacious, Folie `a Deux, Gizmo

Death of a Sailor: Peter G. Schmidt Jr. grandson of Olympia brewery founder, dies at 94

Peter was an avid sailor with stories of adventures most of us can only dream of. He told me as a boy he bought a boat from a couple of local brothers, rebuilt her himself to add canvas and speed by increasing the spar height and sprit length and necessary rigging. In his nineties he still remembered the details of the project and quickly was throwing out the details of the engineering that exceed my knowledge of boat design. He regularly sailed between his home at the brewery and beach property at the Olympia Country and Golf Club. He told me about how he raced her solo in the distance races members of the OYC sponsored. On the Christopher Trophy I see he is listed as the winner "1935 Shavins P. G. Schmidt Jr.". He would have been 13.

Drew Philips



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John Summers
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summersyachtservices@gmail.com

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