

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 46 Issue 6

February 2017

www.ssssclub.com/ssss.htm

February Meeting: Survey Says...

Thanks again to all of you who participated in our member survey. In response to the comments and survey data, the board has decided to make a few changes.

According to the survey, the *least* favorite SSSS activity was the business portion of our Meetings, with many comments referring to the length of the business meeting as well as the length of individual announcements. By contrast, the *most* favorite aspect of SSSS was the social interactions between Members. So the board decided to kill two birds with one stone by shortening the business meeting, and making more time for socializing between the business and program portions of the Meeting.

Our goal is to keep the business meeting to 30 minutes or less. At the January Meeting, we asked everyone with an announcement to line up in front so that members didn't need to wait for them to come forward...and to keep their announcements under one minute. Longer announcements can be saved for the website or the Ship to Shore. It *worked!* We were done with all of the announcements in 25 minutes, leaving a full half hour for socializing before our very interesting program. Let us know what you think!



Duwamish Head Race photo: Jeff Hogan

We also heard your thoughts about the need for a new, 21st century web site. Joy Johnson has volunteered to spearhead the effort. If you are willing to help build or maintain a new web site, please contact her at .vicecommodore@sssclub.com

A third, and very important priority, is a focus on new Members and new boat owners. We'd like to make sure new Members and new boat owners have more information about the benefits of Membership like racing and cruising, and get the help that they need in maintaining and using their boats.

We want to learn more about how we can improve SSSS, and the February Meeting will be designed to let Members share their suggestions and ideas in person. We'll be soliciting your ideas on how we can improve our cruising program, our racing program, our web site, and our new Member engagement. Come tell us what you think!!

Mary Campbell, *Sonrisa*

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.

Race Toliva Shoal, or at least come to the party

Time again for the Toliva Shoal Race:our best attended race of the year, the only one that draws boats from Tacoma and Seattle, and the third race of the Southern Sound Series. Not to mention the best sailing party on the Sound. Do not miss it. Register on line.

MORE R2A : PHOTOS NEEDED : TREASURER : ROSE BOWEL REGATTA

The 46th Toliva Shoal Race

Henderson Inlet Race
February 4

Board Meeting
February 7

Salty Sailor Cruise
February 11-12

General Meeting
February 14

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Toliva Shoal
Weekend
February 17

Registration/Party 1600

Dinner 1800-2200

February 18

Breakfast 0700-0830

Race

soup, plus, post Race

Southern Sound Series Race 3

SSSS/OYC

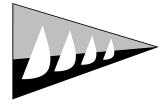
Skookum Inlet Race
March 4

Board Meeting
March 7

General Meeting
March 14

Visitors Welcome

Doors open at 1830, Meeting starts 1900



Southern Sound Series Rep Report: Duwamish Head.

Two races for the price of one!!!! **But Wait!** The adventure starts way before the race held on Saturday, 7 January 2017!

It was bitterly cold the days before the race. There were five racers moored in Swawntown Marina and they unable to move due to about an inch and a half of ice in fairways! Thanks to Bruce Marshall, Olympia Harbormaster, and his crew, they ran the Port's aluminum skiff up and down the fairways to break up the ice. Four of the boats on H dock departed around 1100 on Friday headed for the Tacoma Yacht Club, the fifth departed later in the afternoon and went directly to DesMoines. The four boats arrived at TYC around 1500 and tied up at the reciprocal moorage docks. As we have done for the past twenty years, we had reservations at the wonderful TYC dining room for dinner! A great way to break up a long delivery and have electricity at the docks!

We had all read Bruce Hedrick's prediction for this race: Four knots of wind dying in the afternoon. Cold. Eighty percent chance of an accurate forecast. So upon arrival in the starting area, all were surprised to discover some wind in the low teens!

The start in front of the DesMoines breakwater went out without a hitch. Boats, after clearing the line, were able to use their spinnakers as they headed north to Alki Point. Then Bruce's prediction became accurate. The wind diminished and the fleet slowed down. About three in the afternoon, most of the boats had worked their way around Alki Point in the soft breeze. *Crossfire*, with a minus 105 handicap had made it all the way to Blakely Rock. *Crossfire* contacted the committee boat on VHF Channel 72: "This is *Crossfire*; we can anchor here and take times when you shorten the course!" You could hear throughout Elliott Bay sighs of relief that this drifter was at least going to end at the rock! The committee boat responded: "No, we are going to complete the entire race." You could

then, again, hear sighs of frustration. This could be a long drifter!

Well, the Three Tree Point Yacht Club race committee must have a real powerful crystal ball! About a half hour later the wind picked up from the south and started blasting the fleet! Naturally several sail changes were made, some reefs put in, and the fleet beat hard to the finish line back in DesMoines! Several of the slower boats in the cruising classes decided to drop out. The wind was too much for them.

Approximately 53 boats registered for the race and about 11 did not finish or did not start. So, 42 boats completed the entire



Hope Island Race photo: Terry West

course! This is important, because the past three years of Duwamish Head Races did not happen: too much wind and the boats could not get out of the marina; too little wind; and an abandonment near Alki Point/Duwamish Head due to lack of wind and adverse current.

The Three Tree Point Yacht Club ran a great race, although most did not realize it until about 1500 in the afternoon!

The SSSS boats returned to TYC and tied up to the reciprocal docks again and had a cold, wet delivery with a flood tide back to Olympia on Sunday. Tying up to the TYC docks must bring good luck: *Bodacious* and *Jolly Rumbalow* were first in class, *Koosah* second in class, and *Follie a Deux* third in class!

The next race in the Series is our own Toliva Shoal. Bruce Hedrick will have his weather and tide predictions for the 18 February race. He nailed it last year!

Results may be found on the Southern Sound Series web site: www.ssseries.org.

Dave Knowlton, *Koosah* and Series Chair

Cruise News

SALTY SAILOR CRUISE FEBRUARY 11TH -12TH

Location: Peale Passage, off Squaxin
N47 10.569 W122 53.580
Distance from Olympia:8.4 NM
Saturday High Tide at Budd Inlet:
1629 (14.14 ft)
Sunday Low Tide at Budd Inlet:
001 (-1.00 ft)
Sunday High Tide at Budd Inlet:
0700 (16.02 ft)
Potluck Dinner Aboard at 1800

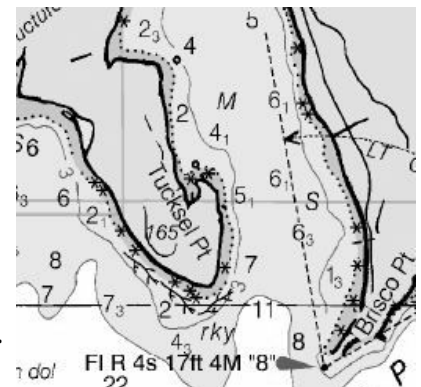
Hey cruisers! Here's a chance to show those Island Series racers that we too can stand up to the chill Pacific Northwest winters! Hey racers! Here's a chance to toughen up for Toliva!

This year the Salty Sailors will venture out for a quick overnight anchor in Peale passage. This will be a stay-aboard event: shore expeditions to Squaxin are sternly frowned upon.

ANOTHER QUIET PERCIVAL NEW YEAR'S EVE

Pleiades warmly welcomed a handful of shore-based guests to Percival Landing's F-dock. A pleasant time was had by all. On New Year's morning, Fran and I took the medium-long way home; motoring out to the Olympia Shoal and riding a stiff and chilly Northeasterly back home to the marina.

Marvin Young, *Pleiades*





RC Report: Mentoring and Sharing Your Sailing Knowledge

When I reflect back to my first race on a SSSS race boat, *Koosah* for the 2010 Duwamish Head Race, I realize the wealth of knowledge and experience of SSSS sailors. Now I look around at the boats out for a race, or the sailors at a Meeting and I'm impressed at how many years of experience and how that knowledge gets passed on. The willingness of the experienced sailors to mentor and teach new or less experienced sailors the ropes, oops the lines, is what make the Club special.

For that first race on *Koosah* I played the jib sheets and added to the lee side rail meat due to the light winds. As time went along, long time Member and mentor for many, Dave Knowlton, had me take every position on *Koosah*. Always providing tips and bits of sailing wisdom, Dave imparted not only better sailing techniques but also a love for sailing and the friendly competition on the race course. One of the fondest memories is having the helm for the final leg of one of the Island Races with *Balder* bearing down on us. Everyone was calling out how far behind *Balder* was, yet each time I went to glance back, Dave would give me a tap and say eyes forward, just steer the boat! The fact that we did beat *Balder* that day does not matter, rather it was that lesson that it is important to stay focused on what you are doing that really mattered. That and the smiling Dave captured in a picture as we crossed the finish line. The mentoring continued to spinnakers with Steve and Colin on *Edgewalker* and Bill on *Mystify*.

Once we started seriously considering buying *Folie `a Deux*, Dave linked me up with J Rosenbach, owner of the well-known *Bodacious*, also a Beneteau 35S5. J invited me to join their crew to learn the boat. J, Al the main trimmer, and all the crew were very willing to share their sailing knowledge and especially the finer

points of sailing the 35S5. I'm sure J has forgotten more than I will ever know about sailing the 35S5 but he is yet another of the example of mentoring by SSSS sailors.

What does all this mean to the sailors of Budd Inlet? Simply share your knowledge, give the new or newer sailors a chance to work the various crew positions, and pass on the tradition of friendly competition. This makes everyone a better sailor and racer. If you are still learning the lines, ask questions,



Duwamish Head Race photo: Jeff Hogan

volunteer for different positions and make yourself a valued crew member by regularly participating. By mentoring or being mentored we are keeping the sport alive in the south Sound. We all are continually learning, that's part of the what keeps the sport fresh for each of us. As many of us also know, once you're a boat owner, as Dave always says, you'll make you Gold Visa Card banker very happy too!

Following that last thought, each of us who races as skipper or crew, owe a big thanks to Bill and Vicki Sheldon. The refit of *Transition* with new transom, engines, fuel system, and controls is nearing completion. This has been a major investment by the Sheldon's for the Club and all racers. We look forward to once again seeing *Transition* taking her position on the start/finish line for our Club's races. Again, Thank You Bill and Vicki!

Looking forward to seeing you all on the water,

Jeff Johnson, *Folie `a Deux*

We Did It!

The Toliva Shoal Committee would like to thank all the Members who purchased our remaining T-shirts and our stylish pillows. We were able to raise another \$440, more than doubling our 2016 contribution to youth sailing. I would like to thank Debe and Terry Anderson, Thera Black, Steve Worcester, and Jo Sohneronne for showing up one evening and helping sort shirts, wield scissors, pin

fabric, and operate sewing machines to stitch up pillows. This job would never have gotten done without you. Thank you all.

Soon you will be seeing our new 2017 Toliva Shoal shirt, be sure and get this years shirt early since Terry has ordered fewer shirts than in the past and we won't be having these fantastic sales any more.

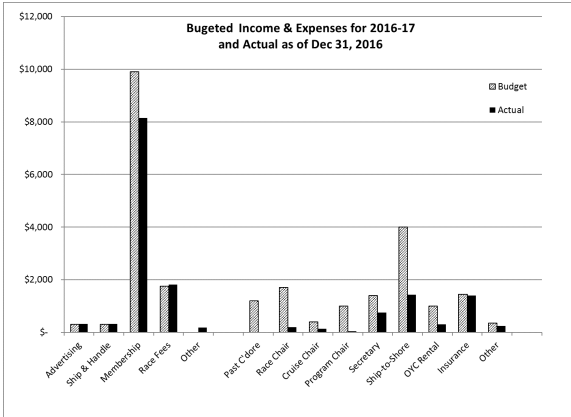
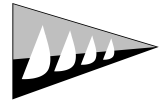
**Suzie Shaffer,
Boru**

A scan of their thank you card is in the S-t-S On Line

Treasurer's Report as of the end of December

The chart tells the story of our finances so far this year pretty well. The most important item is always the number of Members. We do not expect to make our target number until later in our financial year, which runs July to June, but we are below where we usually are at this time. We have about 180 members and in the past we have had over 190 by the end of December. For racers, on the other hand, we have already met our target, and for this thanks are due to Jeff Johnson, our Race Chair. Expenditures will catch up with their budgeted totals as the months go by.

Apart from our lower general Membership we are in quite good shape. In addition to our checking account we have a capital expenditure account for equipment purchases and a reserve account for unforeseen contingencies, and all of these are healthy. The Women's



racing of the weekend. The sailors got to practice against the Ivy League U-Penn Varsity sailing team, the Oregon State University sailing team, and the Newport High School sailing team, the top high school team in California. After fun scrimmages and sailing as the sun set, the sailors and chaperones went to an early dinner then headed straight for bed.



Boating Seminar, the Star Fleet, and Toliva Shoals have their own budgets and accounts. Then there are several off-budget items that finance themselves as they go along: merchandise (caps, burgees, etc.), burger nights, calendars, racing seminars, and Soldiers Sailing. We stay busy!

If you have any questions, let me know at treasurer@ssssclub.com .

Peter Wyeth

The 34th Annual Rose Bowl Regatta

This Regatta hosted, by the University of Southern California, is one of the countries largest inter-scholastic regattas with over 30 College sailing teams, and over 60 High School sailing teams. The regatta is run from the Belmont Pier in Long Beach California by the US Sailing Center.

The Olympia and Capital teams each sent four sailors respectively to represent their High Schools, the OYC and the north west district.

We arrived a day early and attended a practice with other early arrival teams. This ended up being some of the best

This year, the wind was not cooperating, which is unusual for the venue as it typically has on-shore ocean breeze that fills like clock work by 1100. On Saturday,



only one race was held for the High School sailors in a errant puff. Erin '20 Olympia and Crew Isa '18 Olympia had a great start despite the shifty breeze and rounded both the windward mark and leeward mark in the top 5, however they slipped in the standings when the breeze shut off and boats had to drift to the finish.

Annie '20 Capital and her Crew Caroline '20 were covered by another boat off the line and in the light breeze had a hard time building their speed back up. Despite racing being lack luster, the sailors had fun swimming in the surf at the beach, and enjoyed a pizza dinner.

Sunday, the waiting game continued, and right about when it seemed like the regatta would be a bust wind filled gently down the course. The Race Committee scrambled and four races were held in

quick succession. Annie and Caroline were able to have two solid races finishing 13 overall out of 20. Erin and Isa pushed hard and maintained their average finishing 12. Then B fleet finally had a chance to Sail and Ciara '20, Evan '19 Olympia and Joy '20' and Zac '20' Capital sailed two races in light and shifty breeze. Joy and Zac attempted to make the most of the right shifts they had seen on shore and this secured them two mid-fleet finishes.

So the wind was interesting to say the least, but the sailors loved the sun. The five hour practice on Friday with top teams from around the country was a valuable work out and allowed our young sailors to see just how far they have to go. Over half of

the sailors were Freshmen so they have many more regattas ahead of them. If they can sail with as much passion and dedication as they did this weekend the OYC Junior Sailing program has a bright

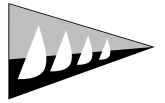


photos: Sarah Hanavan

future.

Shout out to John and Katie Hurly OYC Members, their daughter is Caroline/ John's parents met us at the venue with camping chairs and water! Go Olympia! Go Capital! Go OYC!

**Sarah Hanavan, Head Coach
Junior Sailing Director**



Letter: Race to Alaska

Continued from last month. John explained why he was on a cat, Nice Pair, rather than Gizmo. He was describing some of the boats entered as they left the Port Hudson Marina, or tried to against the wind.

The manual propulsions systems ranged from incredible feats of engineering to a dubious single oar sculling station on the stern of a Thunderbird. Eventually, most made it out of the harbor against the wind which I suppose was the first test. If you are going to fail, it might as well be at the starting line close to home. The first casualty, a purpose-built peddle kayak, Team Take it to the Volcano, broke down upon launching. Undaunted the skipper grabbed a wherry, drove up to Port McNeal and rowed south meeting the fleet enroute.

Nice Pair was late to the start by at least 10 minutes, but quickly made up time weaving through all the slower monohulls, flotsam. In 15 knots of wind on a close reach, we were matching the speed of the wind and closing on the slower trimarans. The first trouble showed up when we attempted to set the spinnaker, just past Point Wilson. The skipper pulled a little too hard on the end of the halyard, only to have the bitter end run freely up the mast and fall in a neat pile at his feet. So, up the mast he went to rerun the halyard. By the time the spinnaker was finally set, the wind was dying. Four hours of rowing later, we got a light breeze to take us into Victoria. I had set a course to the north east of the rhumb line to allow for current to take us back west. Unfortunately, the wind was on the other side of the course and *Nice Pair* finished 19th into Victoria. We were required to row the last 2 miles into Victoria Harbor by the Canadian Coast Guard, so we were completely exhausted by the time we rang the bell. The Victoria dock party lasted three days.

The real race to Alaska started at high noon on June 26th, and featured a Le Mans start. Our strategy was to get a fast start and an early lead because it is hard to pass under oar power in the narrow channel. We were hoping to lead the tris out of the harbor and hold them in check for a while. Unfortunately, Team Bunny Whaler got a faster start and cut right in front of us unseen. They ended up stuck between our

two hulls when we launched ourselves out of dock. We sat and watched the tris go right past us as we waited for the Boston Whaler to get out from under us. Finally, the sails were up and the race was on! With a nice, albeit short lived, breeze, we quickly over hauled the slower Farriers, and sprinted out to third place, following Team Tritium and Team Turning Point Design. It was really nice to see the all-professional crew on Team Tritium blow their first tack and have to do a 360 instead. It was also nice to see Carl Buchan launch a perfect hourglass that couldn't be cleared even after about 5 minutes of struggling with it.

I had set a course to go inland of the Trial Islands and the Chatham Islands to avoid the current, but the skipper followed the professionals on Team Tritium out into the main channel thinking they must know what

they were doing. They did, of course. Little did we know that they had already withdrawn from the race and were just out sailing along with their sponsors, Sperry. Team Turning Point design made the same mistake, and found themselves with us trailing the fleet that had gone inland around Trial Island. Team Tritium had read the weather forecast which called for light winds for the next week, and decided that it wouldn't be much fun so they withdrew. Wimps!

We spent the first day rowing and sailing in a light breeze through the islands south of Nanaimo, and finally traversing Active Pass into the Straits of Georgia just at dusk. That's when the wind failed us. We drifted all night since we were now too tired to row, and at dawn we had traveled a whooping quarter mile. I finally went below at dawn for a couple of hours rest, and when I awoke,

it was to the sound of water rushing past the hull. What a great sound! That day and the next we sailed when we could, rowed whenever the speed dropped below three knots. A single person rowing lightly could add a knot of boat speed if the boat was already going 1 or 2 knots.

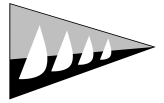
The tide was against us in Discovery Pass, and the wind was light enough that we weren't making much progress. So we found a resort near Campbell River and decided to stop for breakfast. However, we were met on the dock by a stately old gentleman who more or less informed us that this was a private resort and that they don't serve ragamuffins. So we anchored offshore to await the current and eat home-made hot granola. One of the resort boats came by us a little too close heading to the dock that we had just vacated and wrapped our anchor line around their propeller. What a bunch of rich Bozos!

As the current waned and the breeze filled in, we raised our anchor and headed for

the infamous Seymore Narrows. We could see the white caps long before we got there. The 25 knot wind was blowing against the current, raising quite a bit of chop. But this is what *Nice Pair* was built for! Full main and working jib, *Nice Pair* tore through the narrows quickly passing Team Hot Mess, a Santa Cruz 27, and Team Ain't Brain Surgery in a Farrier 31 as though they were sailing backwards. We continued powering through some of most gorgeous countryside on earth, past unnamed mountains that really, really needed to be climbed, on past fjords and



Nice Pair in Victoria photo: Fran Reisner



waterfalls that beckoned us like sirens.

That evening, *Nice Pair* was in Johnstone Strait when the wind grew to gale force. *Nice Pair* could handle the wind with no problem, but the short steep waves were launching the boat and shock loading the rig to the point that the skipper made the decision to find shelter; not so loony after all, huh. Searching the chart, I found shelter in a beautiful little cove named Billygoat Bay. Safely anchored inside the cove, you could barely feel the breeze at all. Richard and Ryan went ashore and even set a bonfire on the beach just because it seemed to be the thing to do. Billygoat Bay is a must see for future voyagers up the inside Passage.

Underway again once more, we soon found

ourselves rowing more often than sailing. The days are really long in Canada in late June, but they are twice as long when you are rowing a 4300 pound boat! On we went, laboriously up Johnstone Strait and into Queen Charlotte Sound. It was here that we discovered that the gooseneck fitting had come apart. At first, it seemed like the end of our race. But we had resin and carbon cloth aboard, so perhaps we could jury rig something. As it turns out, we were able to figure out a permanent solution that we could do now without outside assistance. My suggestion was to sail on under jib while we made the repairs, but Port McNeil was right there. Hot showers and a pub beckoned, so we pulled over. That's where we met Team Take it to the Volcano rowing south in his wherry and heard his tale of woe.

Twenty four hours later, we were rowing again. A little sailing every now and then, but long laborious hours of rowing all through Queen Charlotte Sound and through the islands at the mouth. It was here that I saw a Minke whale, which are rare to see. And a few hours later we saw a small pod of Humpback whales off in the distance. Dusk found us finally past the islands and entering open water, where we expected *Nice Pair* to excel. By this time, Team Ghost Rider, who did almost all of the rowing, was exhausted. Thankfully a strong southerly breeze filled in, bringing *Nice Pair* to life. We tore off up Fitz Hugh Sound under reefed main and working jib at 14-16 knots, gobbling up the miles in major mouthfuls.

By dawn we had reached Bella Bella, the second required check point. This is where we had a video interview with a videographer from the NW Maritime Center. It is posted on their web site.

Once back out in deep water, we found the southerly breeze again and tore off north to Alaska. We were averaging 14-15 knots all that day, which to us was great. But I had told our ground crew, Fran Reisner, that we would be entering Ketchikan late Sunday if not Monday, so she booked a flight for Saturday afternoon. GPS was now telling us we would complete the race by Saturday morning.

John Thompson, Gizmo

To be finished next month, or read it in the S-t-S On Line now.

Take Your Camera Sailing

The S-t-S is always in need of more photos, however Toliva is our biggest event and we really want photos of it. Come race, and party, and bring your camera. You might even make a habit of carrying it and send us photos all spring and summer. Ed.

SSSS Boats at the Duwamish Head Race TYC

Bodacious	1 PHRF 6	15 OA
Folie a Deux	3 PHRF 6	30 OA
Altair	4 PHRF 4	29 OA
Dulcinea	4 PHRF 7	33 OA
Korina-Korina	9 PHRF 3	24OA
Jolly Rumbalow	1 NFS	
KOOSAH	2 NFS	

Team Score

SSSS 2

2nd. Race & Series 76 points

McSwoosh 37, Korina-Korina 24, Bodacious 15

SSSS 1

6th Race & Series 96 points

Folie a Deux 30, Altair 29, Something Special 37

If I missed someone, please tell me

Yachtfinders/Windseakers Inc

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

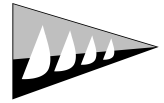
Cell: **831-247-6162**

Dan O'Brien

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4226 Leavelle St. NW
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e-mail: dan@fastisfun.com



Eld Inlet Race January 21

Emma Lee/Transition was the RC Boat.
Koosah was the Mark/Finish Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 10:51 Distance: 5.5 nm						
0.75	69051	SPIRIT	BENE 36.7	81	14:47:35	14:40:10
2.00	18351	MISS CONDUCT	OLSN 29	102	14:57:40	14:48:19
3.00	87652	ALTAIR	J 35	72	15:02:07	14:55:31
4.00	69399	FLYING CIRCUS	EXPR 37	72	15:02:35	14:55:59
5.00	49241	SCIMITAR	MART30	108	15:07:21	14:57:27
6.00	79182	FOLIE A DEUX	BENE 35 S5	135	15:15:59	15:03:37
7.00	69927	BALDER II	ERIC 38	126	15:16:39	15:05:06
8.00	69804	REIFF	J35C	105	15:16:10	15:06:33
9.00	73392	BODACIOUS	BENE 35 S5	129	15:19:45	15:07:56
S CLASS Start Time: 10:51 Distance: 5.5 nm						
		12 PAX		-10	14:29:02	14:29:57
1.38	131	DRAGONFLY	VIPER 640	105	15:01:31	14:51:54
1.38	79089	LIGHTLY SALTED	BENE 10R	96	15:00:42	14:51:54
3.00	50921	REDLINE	ANT 27	90	15:03:05	14:54:50
B CLASS Start Time: 10:46 Distance: 5.5 nm						
0.75	69063	GIZMO	HARM22	201	15:04:10	14:45:45
2.00	28877	SHOWTIME	OLSN25-1	174	15:06:50	14:50:53
3.00	69141	JODY V	C&C 29	188	15:24:40	15:07:26
4.00	47914	KAITLIN	RANC 32	168	15:26:25	15:11:01
D CLASS Start Time: 10:35 Distance: 5.5 nm						
0.75	82	MCSWOOSH	11M	66	14:23:47	14:17:44
2.00	5421	EMMA LEE	CATA 30	225	15:27:10	15:06:33
3.00	427	DESERT SAGE	CATA 42	147	15:22:05	15:08:37
4.00	50105	JOLLY RUMBALOW	C&C 34	135	15:21:35	15:09:13
5.00	923	WHITE RAVEN	CAV45	147	DNF	

PHRF Dues Due

We are now checking



Crew Award, January Meeting photo: Steve Worcester

New!! Help : Wanted/Offered

Do you have a skill you are willing to share with other boat owners? Do you need help or advice with a boat system or maintenance issue? We will post it here and help hook you up! Send your name, e-mail and issue to sts@ssssclub.com.

Ralph Cumberland is willing to offer an hour of troubleshooting electrical system issues.
pastcommodore@ssssclub.com

My boat is an old Ericson. I am discovering a few leaks. Does someone have expertise in cabin leak problems?

I would also like to get some sailing experience in maybe as a one of a crew team?

Pat Honeysuckle 970-2898, joliedanser@gmail.com

Crew Sheet

more information about all on line

Crew Wants Ride

Katrina (847)331-2141, e-mail katrinakeleher@gmail.com.

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

Ditty Bag

For sale

9 LED panel mount pilot lights left over willing to give away free to good homes. Details, this ad on line. (360) 584-2951
Marvinyou@comcast.net

2HP 4 stroke Honda outboard air cooled, less than 10 hours. stand \$450 Bill Spoon (253) 549-8047 bspoon03@msn.com

Gulf 32 Pilothouse Drummer Girl, very clean and ready to go \$39,000. Contact Yachtfinders/Windseakers, Dan O'Brien at (831) 247-6162 or dan@fastisfun.com.

Force 10 LPG BBQ and Origo alcohol stove, 2 burner flush mount \$50 each Gary Ray 790-4177

Boru, a Crown 34 See her on the Yachtfinders/Windseakers web site. \$24,995. Contact Dan O'Brien (831)247-6162 or dan@fastisfun.com

Star boat Upstart: 1981 Gerard-Melges hull #6660, more on line. \$2,100 Sherwood Smith, 791-8836, sierradeux@comcast.net

Charter a Catalina 30 fully-equipped for bareboat charter. Call or text Bob at (360) 951-6234.

Abundant Health Billing

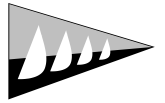
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Toliva Shoal 2016



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

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Deadline for submissions is the second Tuesday of the month.

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Transition is back in the water and started the Eld Inlet Race photo: Dave Knowlton