

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

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www.ssssclub.com



## April Meeting: Sail Like a Girl

750 nautical miles have tested the endurance, tenacity, and sheer willpower of every boat that has entered the R2AK to date. The R2AK began in the spirit of tradition, lawlessness, and as a testament to true grit. The question seemed to not only be, "Who's crazy enough to enter this race?" but "Who's man enough to win it? In 2018 a group of weather hardened sailors proved that question to be laughable and out-dated. 6 days, 13 hours, and 17 minutes after the start of the race in Port Townsend a team of racers from the Puget Sound, comprised of eight women, turned the tides of sailing culture and were crowned the Queens of cold-water sailing. Attend the Meeting in April to meet team Sail Like A Girl and hear their story first-hand.

Casey Jones

*New! You can park for free in the gravel lot in front of OYC. Parking in the paved lot is for OYC members only.*

## Commodore's Corner: Great Relationships

You have heard me say this before. One of the greatest benefits of being in our Club is the relationships you developed with fellow sailors. One does not have to attend many Meetings of the South Sound Sailing Society before you observe that there are many different kinds of relationships in a sailing club.

We have some Members who have been with the Club since its early days. These special people are a wealth of knowledge, wisdom, and history. We have Members who are new to sailing and who are looking for friends who can help them become better sailors. There are others who are world travelers, who just happen to be touching down in Olympia while they refit and reorganize before the next leg of their journey.

If you have been attending Meetings for the last year or two, you have likely made the acquaintance of people who sailed the Mediterranean, people who have cruised the South Pacific, people who have raced around the world, and racers who have completed the Toliva Shoal Race in 45 knot winds.

As each of us prepare for our next journey out in the Sound and beyond, we are preparing to be ambassadors for one of the best sailing clubs to be found. You are likely to find people all around the Pacific Coastal Region who recognize the SSSS burgee and know about the South Sound Sailing Society.

There is one relationship in particular that has contributed more than others to our success as a sailing organization, and that is our relationship with the Olympia Yacht Club. Newcomers to our Meetings often assume that the South Sound Sailing Society is part of the OYC. We are actually two separate organizations that share a long history of cooperation within the local boating community. OYC graciously offers us the ability to meet in their wonderful clubhouse, for which we pay them a little rent each month. They invite us to come to their wonderful Island Home outstation every year to enjoy a beautiful yachting experience that is otherwise reserved for their members only.



Skookum Inlet Race, Kelly Coon on *Koosah* photo: Dave Knowlton

Board Meeting  
**April 2**

Dinghy Meeting  
**April 4**  
1830 Westbay

Spring Series Race 1  
**April 6**

General Meeting  
**April 9**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Spring Fling Cruise  
**April 13-14**

Spring Series Race 2  
**April 20**

Spring Series Race 3  
**April 27**

Star Racing starts  
**April 29**

Dinghy Racing starts  
**May 2**

S-t-S Mailing Party  
**May 2**

**Black Star Regatta**  
**May 3-4**

Board Meeting  
**May 7**

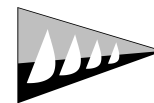
Spring Series Race 4  
**May 11**

Opening Day, OYC  
**May 11**

General Meeting  
**May 14**

Visitors Welcome

Doors open at 1830, Meeting starts 1900



We cooperate with OYC and work together to host the Toliva Shoal Race. They invite us to training classes, and we offer our support for some of their events, such as the Lighted Boat Parade, or the Opening Day celebration.

You will find many in our midst who are members of both clubs. Sometimes it appears that the SSSS is a gateway club that leads people to bigger clubs like OYC. We don't mind that one bit. The OYC is very supportive of our organization and we are happy to share some of our best members with them. There will even be times when one of our sailors slips over to the dark side and buys a motor yacht. We know they won't be far off, and they are in good company at OYC.

You can help show our thanks to OYC for their support in several ways. Park in the gravel lot and save the paved parking for OYC members. Stay a few minutes after our Tuesday Meetings and help clean the room. Say thank you to all or our OYC friends for their support. And best of all, join in and support some of those joint activities that we do together..

**Jim Larsen, TYA**

## RC Report

The second of March has to go down as one of the best race days in many years. Skookum Inlet Race was outstanding warm, sunshine, blue skies, Mount Rainier in the distance and a building breeze. What a site seeing so many South Sound Sailors out on such a beautiful day.

As we were boarding there was ice on the water, a bright blue sky at Swantown, and a light frost on the decks. A little sea water quickly took care of the frost on the decks and by the time everyone was suited up the ice on the water had dissipated. Heading out into Budd Inlet there was not a ripple. At the first warning signal still no wind and the boats were making little progress. Off to

the NW the water was a little darker as the count-down closed in on 30 seconds a wind line developed starting at the pin end and so very slowly worked its way to RC boat, *Transition*. The horn sounded and we were off. As we headed for a counter clock wise rounding of Hope Island the breeze continued to build to 10 kts. Rounding between Hope and Squaxin Islands the fleet compressed and the wind fell off making for some



intense moments. As Steamboat Island came into view again the breeze started to build and the spinnakers popped out for the run to the mark.

Upon rounding the pressure continued to build into a broad reach to Hunter Point once around the point again spinnakers were up for the run to the finish line.

Skookum Inlet is a 23.5 nm race with many racers finishing in just over four hours. Come joins us on the race course and ware an ear to ear smile.

A great way to start racing is first getting on board a race boat to crew. Buoy racing is a great place to start learning how to sail/race. SSSS offers 20 buoy races throughout the season. The courses are much shorter so your time commitment is somewhat less. If you are interested get your information posted so every skipper can view it on line. Name, contact info and skill level is helpful. <http://www.ssssclub.com/findcrewfindboat/> See you on the water.

**Jeff Hogan, Fever**

## Star Season Starts

Update from the StarDeck: we are about to launch! I can't believe it's already spring! The official season begins Monday April 29, 1830 first start near the wide part of Budd Inlet. If you're interested in coming sailing, contact me before then and we'll get you hooked up with a seasoned skipper to check things out, and then put you on the e-mail list for more info on upcoming races. More than once, a person has arrived at Westbay around 1700 on a Monday and ended up in a race that

night! If there isn't a boat needing crew, the RC boat should have room. Come on down!

The 2019 Black Star Regatta will be held the first weekend of May, practice race Friday the third and races that count Saturday the fourth. The planning committee is working hard on finalizing all the details, including lining up volunteers. If you're interested in helping on RC, with party setup, etc., we

would love to know it. Or, just plan to come to our Saturday night dinner. Each year it is a stellar event full of fun stories of the day's races and the presenting of awards from the regatta. The dinner is held in the Viewpoint Room at Tugboats. Doors will open around 18:00 for beers and snacks, with dinner to follow. Beers and snacks are on donation; a dinner plate costs \$20 at the door or ahead; we'd prefer ahead so we know how many to cook for!!

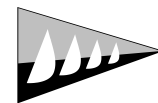
If you're interested in this news but never get e-mails from me, give me a shout at [cghovell@gmail.com](mailto:cghovell@gmail.com) and I will add you to the list. Another week or two and it will officially be racing season, so get yourself signed up!

**Catherine**

## What are we here for?

To sail. And hopefully, to help each other become better sailors. On **May 18<sup>th</sup>** the SSSS will be hosting an event where we get together to share our knowledge with each other, as well as those who are new to sailing. We'll have a brief discussion on different aspects of sailing, then we'll get out on the water to do what we do best. This is free to all Members, and oh, lunch is on us.

**Casey Jones**



## Dinghy Racing

If you get this early enough, don't forget there is a Dinghy Fleet meeting Thursday April 4<sup>th</sup> at the View Point Room at West Bay Marina at 18:30.

It's almost dinghy racing season again. If you have a sailboat that is 20 ft or less and doesn't have a fixed keel, and you are interested in racing it (and of course, you should be, it's a lot of fun), come join us at 18:30 May 2<sup>nd</sup> and every other Thursday, the rest of the summer. We race just North of KGY and the Hearth Fire restaurant. We have a large mix of boats that race, so we use the Portsmouth Handicapping system to keep everything reasonably fair. If you want to race, just show up, report in to the committee boat, the yellow runabout, give them the vital statistics.

There is no fee. You don't have to belong to any fancy yacht club. You do need to know how to sail and know at least the very basic rules

of sailboat racing. Our group is pretty laid back and usually won't yell too loud if you do something wrong. Just come out and have some fun in your boat.

We do this so there is a place for our own sailors to race and also as an outreach to our community to get more of you out on the water more often. USE that boat that's moldin' away in your back yard.

Jim Findley, the dinghy chairman!

### BONUS DINGHY RACING

If racing a dinghy every other week is not enough for you, we have a solution. The normal dinghy races begin May 2<sup>nd</sup> and then every other Thursday. This year there will be races each of those off week Thursdays, which gives you the opportunity for more tiller time, more learning, and more small boat fun. The results will not impact the scoring for the standard Thursday series, however we will use the same procedure with a 1830 start time. See you starting May 9<sup>th</sup>.

**Chris Rulla**

## LifeSling Clinic June 1

Mark your calendar and sign up for our annual LifeSling Clinic. It will begin at 0900 with classroom instruction where you will get a detailed explanation of how the LifeSling is properly used to get an overboard crew member back onto the boat.

The instruction is followed by dockside drills where you will see how to properly rig the hoisting tackle and then do dry runs on the techniques to use the LifeSling and hoisting tackle. Next, you get a chance to put all that knowledge and skill to work as



Redline, Islands Race

photo: Jeff Johnson

we do real overboard drills with volunteers in the water, wearing survival suits.

The LifeSling is the best method for one person to rescue someone who has fallen off the boat. To show you what to do in the worst case scenario, each participant does an actual rescue without any help from the other students, although always under the watchful eye of the instructor to ensure safety.

It is best to learn this method, or refresh your skills, on the boat you own or frequently sail on. To encourage skippers and crew to take this class together we will waive the \$15 fee for any skipper who has two or more crew take the class with them.

Basic sailing skills are required. The class lasts most of the day. Space is limited so please call Dee Saller or me at (360) 491-0175 or e-mail us at [hsaller214@aol.com](mailto:hsaller214@aol.com) to reserve your spot or to ask us questions about the class. It is challenging and a lot of fun. We hope you will join us.

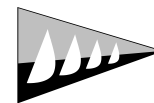
**Andy Saller, Liberty**

## Southern Sound Series Report: Islands Race and Series Wrap-up

The Islands Race, the final race of the Southern Sound Series, saw sunny skies and more wind than had been forecast. As this last race approached, forecasts were dire and all too familiar for this year's Series, winds 1 to maybe 3 knots. Fortunately the transit to Gig Harbor welcomed the SSSS racers with glassy water and pure sunshine. With the same conditions expected Saturday morning the racers headed out of the harbor and drifted slowly as the start sequences approached. Many of the racers were expecting Race Committee to either call out no race or a race called sometime in the morning. The Cruising classes start, flying and non-flying sails, and first fifteen minutes was marked by very slow progress to and off the start line. About the time the first the PHRF classes started the wind filled in and boats began to sail on a steady northerly of about five knots.

Quickly the first PHRF-8 boats closed on the Cruising Class boats and the show for those on shore began with start after start of boats filling the southern portion of Colvos Passage. Though the northerly winds held, changes in velocity lead to many head sail changes from light #1s to heavy #1s and back again. As the morning progressed the various classes of boats missed as they jockeyed for both the best wind and strongest northerly currents. As *Folie* approached the north end of Vashon Island we were discussing whether the full course would be sailed. Then the first few of the fast boats appeared from around the north end of Blake Island with just their mains or no sails flying and we knew the RC was ending the race at the turn mark north of Blake.

With all the boats finishing before two-thirty those from Seattle simply continued north while many of those heading back to Gig Harbor chose to continue to sail. Either wing on wing or with spinnakers flying Colvos was covered nearly end to end with racers simply enjoying a great



day on the water. What more could we ask for? Sunny skies, fair winds holding all the way back to the harbor and an awaiting meal of salads, chili, beer, wine, other drinks, and desserts along with tales of the shared day and great company! So ended the 2018-19 Southern Sound Series.

Looking back a few things stand out about this year's Series, 24 SSSS boats participated in at least one of the races! None of the races sailed the full courses, a mark of this year's light race day winds. There was no real rain for any of the races. A total of sixty-nine boats participated in the series.

A few highlights for SSSS racers in the Series: *Koosah* swept the non-flying sail class, first with all four first place finishes! Closely followed by *Redline* first in the PHRF-5 Class. Second place finishers included: *McSwoosh* PHRF-3, *Bodacious* PHRF-7, and *Jolly Rumbalow* non-flying sails. The final standings for SSSS racers is shown on the Southern Sound Series table.

So with the Series end, thoughts turn to both the upcoming shorter Saturday afternoon and Wednesday night buoy races and summer cruising. It's been a good year, a great Series, and time to start thinking about how can we do even better next year! Till next year

**Jeff Johnson, Folie `a Deux**

### SSSS Boats at Islands Race, GHYC

Bodacious	3 PHRF 7	16 OA
Korina Korina	3 PHRF 3	17 OA
Redline	3 PHRF 5	22 OA
McSwoosh	4 PHRF 3	23 OA
Snow Bird	5 PHRF 8	29 OA
Altair	6 PHRF 4	19 OA
Folie `a Deux	6 PHRF 7	33 OA
Djinn	6 PHRF 8	34 OA
Rock Paper Scissors	7 PHRF 4	24 OA
Intrepid	8 PHRF 4	30 OA
Koosah		1 NFS
Jolly Rumbalow		3 NFS
Emma Lee		4 NFS
Steamy Windows	4 Commodore	

#### Teams

**SSSS 1 5<sup>th</sup>/1<sup>st</sup> Race /Series 61/155pts**

Bodacious, Redline, McSwoosh

**SSSS 2 6<sup>th</sup>/6<sup>th</sup> Race/Series 104/403 pts**

Folie a Duex, Strategy, Djinn

## Cruise News

### SPRING FLING CRUISE MCMICKEN ISLAND 12 – 14 APRIL

It's time for one of everyone's favorite go to destinations, McMicken Island (47°14'53"N 122°51'51"W). It seems that no one gets tired of this location. How could you? It's the right combination of austere and dock cruising. The island is a speck on the chart with a gorgeous anchorage, an easy run up to the shore, bathroom facilities, though not the Ritz, and an area large enough for a huge gathering for the potluck. If your lucky you might get to see eagles fish for their morning breakfast next to your boat. Hearing the wing through their wings is quite impressive.

There is also a hiking trail around the perimeter of the island with peek-a-boo views, and during low tides there is a sand-spit that connects the McMicken to Harstine Island. Just don't get caught on the wrong side.

Depending on the weather, the potluck will be at 18:00 either ashore or on a hosting boat. It might be fun to try a stern raft-up, too ... I don't think we have done that in a while.

Nautical history: 14 April 1912: The *RMS Titanic*, four days into the crossing and about 375 miles south of Newfoundland, hits an iceberg at 23:40 ship's time. At 02:20,

she broke apart and foundered with well over one thousand people still aboard.

Just under two hours after *RMS Titanic* sank, the *RMS Carpathia* arrived and brought aboard an estimated 705 survivors.

**Rich Adams, Mutable Fire**

#### ISLAND HOME CRUISE

Despite an ominous start to the weekend with a sudden, albeit brief, snowstorm the results of the Island Home Cruise demonstrated that little could stand in the way of this Club's Cruising. Those who arrived early on Friday got to help sweep a couple inches of snow off the dock and salt the gangways. Shortly after that the sun came out, the snow went away, and we were treated to bright sun and clear skies all weekend!

The annual joint Cruise was hosted by the Olympia Yacht Club, and held at

their beautiful Island Home outstation. The Cruise was moved from January to March this year in the hopes of better weather and a more manageable number of attendees ... we got both. OYC provided a nice spaghetti dinner on Saturday, followed by a rousing game of Boat Bingo, with fabulous prizes provided by the SSSS. I think Marvin Young has found his permanent position as the Boat Bingo MC. The evening also included live music at the campfire and a movie with popcorn.



Island Home Cruise Boat Bingo photo: Alan Hoffman

Our Cruise Chair and several other Members arrived by land-dinghy to enjoy the festivities on Saturday evening. The following morning the SSSS crew formed a kitchen brigade and prepared a breakfast of pancakes, sausage, eggs, and fruit.

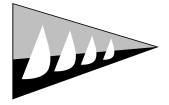
One of the highlights of the weekend was captured as Mary Campbell strapped into a bosun's chair and ascended the mast of *TYA* to change out the bulbs at the masthead. Many of those watching on the dock were recruited to take a turn manning the winch for the trip aloft. Mary provided a great demonstration of how to go aloft safely.

Thank you OYC for a wonderful weekend at your beautiful destination ... a gracious host as always.

**Jim Larsen, TYA**

#### SALTY SAILOR CRUISE, ORO BAY

Mother Nature did her best to make sure this was truly a Salty Sailor Cruise, and one boat answered the call. Former Commodore Ken Russell and Sharlyn, on board *Rushwind*, pushed through the cold weather to anchor in Oro Bay alone. Despite being the sole boat in attendance they made the best of it, and as always represented the Club well. Being veteran cruisers, having sailed from the north Pacific to Japan, they knew how to comfortably enjoy the solitude on a



## The Motion of the Ocean

boat that, as anyone who attended the Jarrell Cove Cruise would attest, is the warmest in the SSSS fleet.

As with most cruisers, relaxing and boat maintenance was the order of the day, and Oro Bay is a great location to do just that. It is inspiring to me that, even after all of these years of cruising, *Rushwind* elected to venture out in weather that was not ideal getting satisfaction out of simply untying the lines for a peaceful weekend on the water.

I am currently landlocked with a busted shoulder and so completely jealous that I'm missing the opportunities to enjoy these Cruises, especially with veteran sailors like Ken whose stories and sage advice is well worth any hardship you might encounter ... it wouldn't be the Salty Sailor cruise without it.

**Rich Adams, *Mutable Fire***

### Death of a Sailor: Glenn Cowling

On March 10 long time Member Glenn Cowling sadly lost his seven year battle with Breast cancer. His wife Joanna was at his side.

Glenn started sailing with his parents, Harry and Louis Cowling, aboard their ketch, *Keet*, nicknamed *Keetaloa* after the maxi *Kialoa*. Harry and Louis were SSSS and OYC members up until Harry's passing in 1978. His racing with SSSS started when Glenn was a teenager aboard George Egge's *Distraction*. *Distraction* was the boat to beat then.

West Bay Marina's US Marine sales was Glenn's introduction to rigging and boat maintenance in the late 1970s. At the time West Bay sold San Juan Boats and US Yachts and was the largest dealer in the area.

*Red Eye Express* was the first boat Glenn owned. In his early 20s he raced her locally and in the northern races. Many a midnight sail was sailed around Squaxin Island aboard *Red Eye Express*. Some of the voyages would have filled the pages of Keith Lorence's book, *When Sailing Was Fun*.

After *Red Eye Express*, the family purchased an Ingrid 38, *Golden Star*. He lived aboard with his partner Terrie and two boys, Nick and Harry, in Olympia, Gig Harbor, and Tacoma.

Glenn was the first of his peers to get his USCG Masters License In the early 1980s all exams were taken at the USGC Regional Exam Centers and all exam modules had to be taken at one sitting.

*Golden Star* was sold and the J 35 *Something Special* was purchased. She was the boat he owned the longest. She was raced in town, in Tacoma with Wind Seekers, as well as the Southern Sound Series where there was a lot of tough competition. He never had problems getting crew as he always had a boat load of happy campers.

In the early 1980s Glenn moved north and started working at Admiralty Yacht Sales in Tacoma. For a number of years he was rigging and commissioning new Catalinas and their used boats. There he was working with Steve Brown, who became his business partner. They started *Something Special Yacht Services*, rigging, commissioning, and yacht repair in Tacoma. Which he did until his passing.

The sailing community lost all round great sailor and friend. Rest in peace Glenn, and Sail On.

**Scott Schoch, *Nirvana***

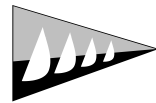
*The following is a letter to friends written by Linda Hargreaves after she and her husband Bob made the passage from Mexico to the Marquesas in April – May, 2012. Members Bob and Linda will share more about their eight year cruise to Mexico and the South Pacific as our guest speakers for the May Meeting.*

The Pacific Ocean is by far the largest ocean on the planet. It is more than twice the size of the Atlantic and covers almost one third of the earth's surface. At 64 million square miles, its area is greater than that of all the earth's land masses combined. There are approximately 20,000 islands in the Pacific Ocean.

It's never still, it never rests, it's never predictable and has many moods. When I pondered the reality of spending 23 plus days crossing the largest ocean on the planet I knew of the possibility of days with mild to no winds where we might just float around and get nowhere fast or just the opposite, days of "sit down, hold on" heavy winds and rough seas. I knew the Pacific would try our patience, challenge our sailing skills, and test the seaworthiness of our boat. I did not think much about the never-ending motion of the ocean because one of the things I love so about sailing is the changing state of the water. I love the mesmerizing movement of waves and swells, the ever-changing patterns and colors of the water and the many ways wind affects them. I didn't give much thought to *never* having *one* still moment for the duration of the twenty eight hundred mile trip! You sleep in motion, you make meals in motion, you eat in motion, and you do all those private things in motion. Quite frankly sometimes you just shout out loud ... PALEEEZE STOP!

Sometimes the motion is subtle and consistent and you get into a rhythm of subconsciously moving with it. Other times it sneaks up and knocks you sideways. I have a few large Technicolor bruises from being caught off guard by that motion and being thrown across the cabin! You manage to sleep while being tossed from side to side because you've figured out which limb to T out from your body to brace yourself. You cannot eat more than you can grasp so unless you devise a system of using underarms and thighs you pretty much never have more than a one plate meal. One hand for the plate the other for the silverware, a pocket for the napkin. No, your lap is not a stable platform. We do have cup holders in the cockpit so eating there allows you a beverage with your meal; or, as I mentioned, thighs are good substitutes for cup holders.

Fixing meals on the ocean could qualify as an Olympic sport. A must is your ability to hold the crouching Sumo wrestler pose for lengths of time so you aren't thrown off balance by the boat suddenly healing thirty degrees or by the gimbaled stove swinging the same arc. I have a rubber colander with extension handles that bridge the sink. This is one of my most coveted kitchen utensils. I put all my ingredients for a meal in there and I don't have to chase them back and forth on the counter. If we're having sandwiches or hamburgers all the condiments are gathered in the colander. I also have skid proof (ha ha!) dishes that sometimes work to stop the sliding, but if the boat heels too far, they just tip over and dump their contents. I trusted a can of peaches, in heavy syrup, to stay put but just as I filled my hands with other stuff it took a slider. It's bad enough the can leaves a dent in the teak floors but the mess is compounded by juice dripping through the cracks in the floorboards ... there's an engine under there, and a place Bob keeps pristinely clean! A friend skid proofed her countertops by lining them with cut up yoga mats; wish I had done that.



I use sponges, plastic bags, paper cups, etc., to quiet all the things in the cupboards. You would be surprised at how irritatingly noisy even cardboard boxes can be when they are constantly bumping into each other. The smallest sound is the one that will keep you awake while you try to sleep, even with earplugs, which are an essential part of sleeping gear on a passage. I do try to buy as many items in non-glass containers as possible, but sometimes that works against me. I was happy to find soy sauce in a plastic bottle. Once when I opened the cupboard the soy sauce jumped out and during that nano-second of time I was thinking thankfully it won't dent the floor or break when it hits. No ... it hit the floor, bounced, dislodging the lid, spewing beetle juice on the ceiling and floors, bouncing once more to include the nav station and salon, basically our office and living room, in its line of fire, and then down the floorboards into Bob/s pristine engine compartment. Not good! I was discovering soy sauce spots for weeks thereafter.

At day twenty two it already seemed like a very long time since we left Mexico. Twenty two days on the ocean is nothing like twenty two days on land. There is only one kind of scenery, miles and miles of water, endless sky and amazing cloud formations. I have never seen such enormous clouds! I saw every size, shape and color of cloud imaginable, and some you just couldn't dream up in your mind. If you like to play the game What Does That Cloud Look Like the ocean is the place to be!

As far as ocean wildlife goes, we saw no whales, no Manta Rays, no turtles, only a few dolphins, and birds. We had about nine Boobies ride with us for a day but we were glad when they left because they do not clean up after themselves. Yuk! I poked them with a boat hook a few times and they just teetered a bit and squawked at me. I finally walked right up to them and swatted them on their backsides and they still would not fly away. And then there are the flying fish and squid that litter the deck during the night in rough seas. We have friends who have a Pug onboard their sailboat and he walks the deck in the morning during passages and eats all the squid and fish. The dog's name is Sushi. I bet he has really bad breath!

We had calm winds and rolling seas; we had squalls with winds over 32 kts; we had

big swells with blinding rain. One wave washed over the top of the lifelines and filled the cockpit up to my ankles. That was a bit of a surprise. We got caught in numerous squalls as we got closer to the equator. They showed up on the radar as big yellow blobs spanning miles. We would be soaked to the bone, change into dry clothes and a few hours later get drenched again. We finally just resigned ourselves to shorts, T-shirts and bare feet. We spent many hours hand steering the boat in wild waves, high winds and lightening ... Yikes! It was a little unnerving but exciting. The sky was black, the ocean was black, the wind was



*Bright Angel* mid Pacific photo: Bob Hargreaves

howling, and the raindrops were so big and falling so hard they eventually flattened the waves. Fortunately, the boat handles beautifully in rough weather. And during all this time the wind was coming from an unfavorable direction so for all that effort we did not make much progress that day.

We did have one day we motored all day because there was no wind and a countercurrent was taking us east, the wrong direction, at two knots. Great if we were heading for Panama! It was really nice to have some calmer time. Our auto pilot did the steering in exactly the direction we wanted to go at exactly the speed we wanted to go. What a concept! I did laundry, cleaned the boat and just enjoyed the day. Bob and I both needed the break. There was just simply no such thing as down time during this passage.

We crossed the equator on May 1, so we now have the distinction among mariners of being Shellbacks. Not sure what it truly means, but I think it is just a title of accomplishment. The sun is hotter at the equator and the moon is brighter. I have always loved night watches during a full moon but at the equator it was extra bright and seemed so much larger. It was amazing! Sunrises and sunsets are beyond

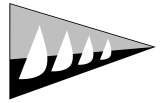
beautiful at the equator, a magnificence we could not capture with our cameras.

I thought a lot about explorers of past centuries who sailed these waters with big heavy boats, no charts, no electronics, no refrigeration, no contact with the rest of the world. If there was no wind, they simply stayed in one place unless moved by currents. And yes, the world does look flat when there is nothing but water below and sky above.

We were asked during the crossing if we were having fun. I truly never expected this to be fun and my expectation was met. I thought it would be challenging, life changing, thrilling and difficult, especially at age 65, and, most of all, an adventure. I was right on all accounts. I compare it with climbing a world class mountain or doing an Ironman Race. You plan and prepare, mentally and physically, to meet all the situations you will be faced with and hope you focused on all the right things. You accept the risk of being far from any kind of help in an emergency. I've never heard anyone say that climbing Mt. Everest or competing in an Ironman was fun, but I have heard all the above-mentioned adjectives used. In conversations with other cruisers who crossed the Pacific with our group no one described it as fun. However, we are all glad we did it and would not give back the experience. Spending twenty eight days on the biggest ocean in the world, constantly in motion day and night, in less than 300 square feet of living space, floating on a forty four foot platform, navigating from Mexico to French Polynesia, crossing the equator, and making landfall on a tiny Marquesan Island with the boat and Bob and me in good shape was definitely the pinnacle of our sailing life.

We have become better sailors, we have a new appreciation for the life we have lived, and we have a different perspective on the life we have left to live. This is not an easy lifestyle we have chosen. It is way beyond what we thought would be demanded of us both physically and mentally. However, the jaw dropping, breathtaking, mind blowing, beyond amazing sights we have seen and experiences we have had make it undeniably worth the effort. And, we are just at the beginning of this South Pacific chapter of our grand adventure. Life is Good!

**Linda Hargreaves, *Bright Angel***

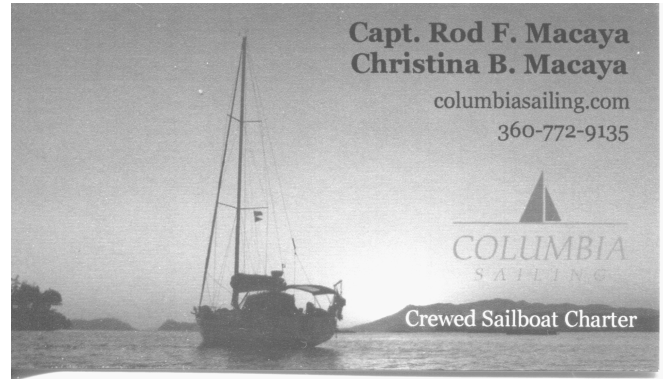


## Skookum Inlet Race March 2

*Transition/Yellow Jacket was the RC Boat.*

*Reiff was mark boat. Thank you all*

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>A CLASS</b> Start Time: 10:05 Distance: 23.4 nm						
0.75	73392	BODACIOUS	BENE 35 S5	129	14:09:13	13:18:54
2.00	87652	ALTAIR	J 35	72	14:05:40	13:37:35
3.00	69399	FLYING CIRCUS	EXPR 37	72	14:07:24	13:39:19
4.00	69927	BALDER II	ERIC 38	126	14:35:31	13:46:23
5.00	79182	FOLIE A DEUX	BENE 35 S5	132	14:40:24	13:48:55
6.00	69051	SPIRIT	BENE 36.7	81	14:32:18	14:00:43
<b>S CLASS</b> Start Time: 10:05 Distance: 23.4 nm						
0.75	79	RUFUS	MEL	99	14:04:24	13:25:47
2.00	82	MCSWOOSH	11M	66	13:55:08	13:29:24
3.00	50921	REDLINE	ANT 27	90	14:06:03	13:30:57
4.00	79089	LIGHTLY SALTED	BENE 10R	90	14:41:25	13:51:19*
		12 PAX		-10	13:53:15	13:57:09
5.00	10115	ZIG ZAG	TART 101	75	14:29:11	13:59:56
* award 15 minutes for helping an overturned catamaran						
<b>B CLASS</b> Start Time: 10:00 Distance: 23.4 nm						
0.75	18177	DJINN	JBOA 30	153	14:46:41	13:47:01
2.00	69141	JODY V	C&C 29	188	15:12:07	13:58:48
<b>D CLASS</b> Start Time: 09:35 Distance: 16.6 nm						
0.75	39110	KOOSAH	PEAR 36-1	177	12:54:51	12:05:53
2.00	50105	JOLLY RUMBALOW	C&C 34	135	12:58:04	12:20:43
3.00	79838	SEAQUEL	CAL 27	240	13:57:50	12:51:26



### SUMMERS Yacht Services, INC

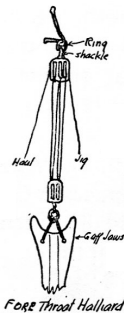
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*Want a ride? Need Crew? You could be listed here for free: Ads run three months and can be renewed. Contact me to be listed on line now and printed in the next S-t-S.*



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### Ditty Bag

**For sale**

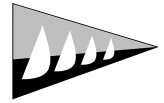
**1973 Chrysler Mutineer;** 15 foot long fractional rigged centerboard dinghy. On a trailer, w/furling jib and upgraded mast step and centerboard pivots. \$700 OBO. Contact Tom at (510) 619- 5936 or thomas.ripple@gmail.com for more info.

**1983 Ericson 30+** \$16,000 or best offer. Great cruising boat. Contact: Bob Dalquest at BobDalquest@gmail.com or cell: (253) 389-1148 for more information.

**An unused 4' Parachute Drogue with heavy line.** An unused **Collision Mat-** original on a Swan 36' Rod (360) 951-1080  
**1990 Hunter 35.5 Chaos Theory** very clean condition, well taken care of, priced to sell \$43,999 At Swantown G22 must see to appreciate. For more details e-mail shaughnjarvis@yahoo.com.

**1990 C&C+ B&G electronics** 18 gal. holding tank much more (360) 704-7293

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



### SSSS Boats in the Southern Sound Series

Redline	1 PHRF 5
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Bodacious	2 PHRF 7
Korina Korina	4 PHRF 3
Zig Zag	4 PHRF 5
Djinn	5 PHRF 8
Strategy	5 PHRF 6
Folie `a Deux	6 PHRF 7
Lightly Salted	6 PHRF 5
Altair	7 PHRF 4
Yellow Jacket	7 PHRF 3
Snow Bird	7t PHRF 8
Rock Paper Scissors	9 PHRF 4
Pandora	9 PHRF 8
Flying Circus	10 PHRF 4
Intrepid	11 PHRF 4
Koosah	1 NFS
Jolly Rumbalow	2 NFS
Emma Lee	4 NFS
Desert Sage	7 NFS
Mystic	8 NFS
Steamy Windows	4 Commodore
Inati	5 Commodore
Reiff	8 Commodore



Island Home Cruise  
Frosty morning,  
photo Fran Williams  
Above Right, Fire pit  
photo Rich Adams



Bellow: Jim Findley gives  
Joel Rett a shirt  
commemorating his  
circumnavigation of  
Harstine Island  
photo: Joy Johnson

Right photo: Alan Hoffman

Bellow:  
After the  
Islands Race  
at GHYC  
photo: Dave  
Knowlton



Islands Racee photo Jeff Hogan



More photos  
on line  
See the S-t-S  
page

## R2A Update

We are now officially entered in the 2019 R2AK as team Trickster. I expect by the time this goes out we'll have our profile on the R2AK web site. The foils are now refinished. I'm moving on to the running rigging and various other bits and pieces that need attention. We've scheduled a March 22<sup>nd</sup> date at Swantown for some yard time for repairs we need to do off the trailer. After that we should be able to put up the mast and finally get the boat wet. As soon as we can get the boat in the water we'll be participating in the local races to get familiar with this whole multihull thing.

On the gear front, we've received our two pedal drive units from Hydroglide and they're pretty slick. We're going to be copying the setup used by a contestant last year, team Lost Boys, who was kind enough to invite Greg and Scott up to his home in Samammish and show us what he fabricated using the off-the-shelf drive units developed by Hydroglide. Getting that system fabricated and dialed in will be a major focus of attention once we get the boat launched.

Hope to see everybody on the water soon with team Trickster!

**Rafe Beswick**

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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](mailto:sts@sssclub.com)

Deadline for submissions is the second Tuesday of the month.

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