

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 49 Issue 4

December 2019

www.ssssclub.com



December Meeting: Holiday Potluck and Decorated Wine Bottle Auction

Our Meeting on December 10 will begin with a potluck dinner starting at 18:30. Our program this evening will be the auction of the decorated wine bottles crafted by our Members. Proceeds from the auction will benefit the Thurston County Food Bank.

The House Chair will be making beverages available as in our other Meetings. Paper plates and plastic cutlery will be available. Please bring a generous portion of your favorite main dish, salad, or desert to share in the potluck.

The doors open at 18:00. The Meeting is held at the Olympia Yacht Club, 201 Simmons St. NW, Olympia, WA 98501.

Jim Larsen, TYA

Commodore's Corner:

Happy Holidays! I hope everyone is able to spend time with friends, family, and those who you love and love you the most. I also hope that you are able to slip away from some of those family obligations for a couple of days of action packed winter racing! The Vashon Island race is coming up on December 7 and our very own Hope Island race is on December 14. December 10 I'm looking forward to seeing all of you at the Potluck along with this years entries for the decorated wine bottle auction! Stay warm and sail fast! Unless you're a cruiser. If you're a cruiser then just sail at whatever pace you like!

Casey Jones



Herron Island Race photo : Bob Butts

Southern Sound Series is Off and Running

The first of the 2019-20 Southern Sound Series races is kicking off December 7th with the Winter Vashon Island Race sponsored by Tacoma Yacht Club (TYC). If you get this soon enough before the race, let's have the South Sound Sailing Society well represented! The Race will kick-off with a great Friday night dinner and a lot of tall tales from past races. With a course starting and finishing at TYC with a trip around Vashon Island thrown in the middle, the race is pretty straight forward. Afterwards TYC provides snacks, a few beers, while racers will "discuss" their race day efforts.

On to the second race of the Series and a **correction: the Duwamish Head Race will be sailed on January 11th** not as previously announced. It is sponsored by Three Tree Point Yacht Club. The Race proceeds from Des Moines, north into Elliott Bay, west and around Blakeley Rocks and back to Des Moines. This is another one of those races that has a reputation for true NW conditions, either lots of wind or little wind. For Olympia transit boats space is available at TYC for Friday and Saturday nights. Following a long tradition, Dave Knowlton, *Koosah*, makes the reservation for all SSSS sailors for Friday night's meal at TYC.

Give some thought to joining us on the water for some of these races. The Notice of Race and Sailing Instructions are available on the Series site, www.ssssclub.com/ssseries. The Regatta Network will again be used for registration and scoring making it easy to sign-up using a credit card. Line up a crew and get ready for some great shared days on the South Sounds waters.

Jeff Johnson, Folie `a Deux, Your Series Rep

Happy Holidays



Vashon Island Race, TYC

December 7

First Southern Sound Series Race

Lighted Boat Parade, OYC
December 7

General Meeting
December 10

Visitors Welcome

Doors open at 1800, Eating starts 1830

Hope Island Race
December 14

Board Meeting
January 7

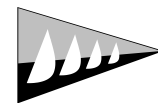
Duwamish Head
Race, TTPYC
January 11

Second Southern Sound Series
Race

General Meeting
Petroleum-free
Voyaging
January 14

Visitors Welcome

Doors open at 1830, Meeting starts 1900



RC Report

The long distance race season is well underway in the South Sound. As we can see in the results of our first few races, there is a difference between light air racers and heavy air racers. The natural variety of conditions here in the Pacific Northwest at this time of year provides for an interesting separation in race results. If you find yourself frustrated when the conditions don't match your boat's strengths bring those questions and concerns to our Andrew Kerr Sailing Seminar in February.

One rule seems to always apply in racing: The boats that show up the most often tend to do the best in any series. So please do come out and race whenever you can. The more you show up, the more you may see your trophy case expand. If you are looking for crew please check out our web site for folks who have indicated that they are interested in crewing or learning to sail. This may require an investment on your part to do some teaching, but we all started somewhere. I wouldn't be the sailor I am today without all the skippers who took the time to share their knowledge and experience.

SAVE 18 FEBRUARY FOR ANDREW KERR SEMINAR

Andrew is a North U coach, outstanding in active work and national racer. This seminar, at the View Point Room Westbay, will include critical boat trim, winning race strategies, and getting the most out of your sails. Racing strategies covered in this seminar that you can start using at your next race to improve your performance.



Aboard *Koosah* Herron Island Race
photo : Beth Brownell

Paul Paroff, *Cheap Thrills*

Remember your PHRF dues are due January 1. They will check at Duwamish Head.. Locally we check with/after Toliva. So renew now.

December Food Drive

We will again be collecting donations of food and money at the December Meeting. You need not buy a decorated bottle to contribute to the Food Bank. If you took too much advantage of that last good deal and find yourself overstocked with something, by all means bring it to the Meeting and give it to the Food Bank. But do not go out and buy something to bring; bring the cash you were going to spend instead. The Food Bank can buy at prices way below your store's, even at the best sale ever.

The Club will collect your donations, along with the money from the auction, and deliver them directly to the Food Bank. So checks need to be made out to the Thurston County Food Bank.

January Meeting Pre-View

Voyaging Petroleum-free: Captain Peter Wilcox will share how we can counter the climate crisis and help Puget Sound and Alaskan Inside Passage marine life by voyaging petroleum and toxics free.

Star News

Budd Inlet Star Fleet is looking for a few more racers for next year. This year we held 53 races in a variety of wind conditions from light breezes. Stars can sail with no visible wind to whitecaps that make you glad to have a 900 lb. keel. You can sail a Star if you can sail small boats. The crew handles the jib, tells the skipper when he/she is pinching and helps to remember all the adjustments needed for heading downwind or rounding up for the upwind leg.

We held our Fall Meeting at Fish Tale Brew Pub October 22 and came up with some intriguing ideas to get more skippers and crew. This is really a good way to improve your sailing and pit your skills against some very good racers. As a new Star boat owner, I can attest to getting a lot of help my first few seasons.

I am writing now to let you all know that you can get a boat to skipper for the price of putting sweat equity into your boat by sanding and painting the bottom. Our founder, Bill Brosius, will set you up with a boat and step you through the process in his workshop. We do this in the January through March time frame as we put boats in the water mid-April, so this is really the time to start thinking about getting a boat.

If you are not quite ready to skipper, get on our distribution list, and monitor for skippers needing crew. We put a lot of crew into boats this year, 18, and two of these crew now own boats! The other option is to show up at West Bay Marina Monday's at 17:00, downstairs from Tugboat Annie's. We will try and get you into a boat or at least out on the Race Committee boat.

We have a long racing season, starting in May and going through August. We hope to continue our tradition of the Black Star Regatta the first weekend in May but that may depend on getting more boats out. Our goal is to double the Fleet next year so I hope you will join us for a fun time on the water.

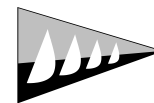
Cheryl Rogers

Death of a Sailor: Mort James

SSSS lost yet another of the old guard, Mort James and wife Alice passed away last month in a car crash. He owned and raced a number of boats in SSSS over the years, including a Santa Cruz 27 called *Skin Tight* and the Yankee 30 *Renegade*. He also served as SSSS Race Chair and in other roles. After he stopped racing he had a Pilot House cruising boat that he used to serve as the Toliva Shoal Committee Boat and mark boat several times.

Many buildings here in town were designed by Mort. He also played a big role in how Percival Landing was developed. So very sad to lose him."

Dave Elliott, *Flying Circus*



R2AK

Steve asked me to write about our R2AK experience. My idea to make it a more simple task is to break it down to answering three questions that each team member can answer. Rafe Beswick

WHAT WAS YOUR MOST MEMORABLE EPISODE OF THE RACE?

Whenever I think back to our R2AK experience there's a torrent of images that come to mind. It's difficult to assign weighting to them and pick one above the others really so this may be as much of a spin of the mental roulette wheel as anything else. It's got to be in the earlier part I suppose because the memories are more vivid prior to the onset of sleep deprivation. I suspect one of the things I'll remember best down the road is leaving Victoria. The day was perfect, sunny, mild temperature and a pleasant southerly. We were well rested and eager to set out, and there we were stuck behind another trimaran late to leave and the 12 ton, 52 foot cutter *Ziska* totally clogging up our exit. We had to impatiently wait for one of them to finally get under way before we could leave the dock. It seemed like forever, but it was probably only a few minutes.

One benefit was we were able to start passing boats soon afterward which is always gratifying. It was nice to see our peddle drive system was better than most. By the time we were able to leave the harbor entrance and start sailing we were already midfleet after leaving the dock next to last. By the time we rounded Discovery Island and headed north we were in the top ten. By the end of the day we were sitting at 6th. The bulk of the day was spent sailing with spinnaker in about 8 knots true. Really cream puff sailing and a great start to our race.

Rafe Beswick

Shaking out the reef and raising a larger headsail 1/3 of the way to Victoria on the first leg of the race. The pre-race jitters were forgotten, replaced by a confidence that *we can do this* and *we belong here*. All the effort to get here ... totally worth it. Game on!

Greg Rohner

The race as a whole was very memorable from leg 1 to the final leg. My most memorable part of the race was the close competition in Active Pass and Discovery Passage. The duel between Team Educated Guess, and Trickster, sailing and pedaling though Active pass at the tail end of the flood tide was epic. As the young and the older crew battled it out seesawing with every bit of air and fair tide. It was a testament of how well *Trickster's* pedal drives worked.



Squaxin Island Race photo : Paul Paroff

Discovery Passage was another great evening with lots of breeze and close competition. The 3 leaders Pear Shaped Racing, Angry Beaver, and Give Me Horns were the first though Seymour Narrows. About 40 minutes later Teams Shut Up and Drive, Trickster, Educated Guess, and Sail like a Girl in a very tight pack sailing with lots of breeze and a very fair ebb tide.

Blackney Pass was another memorable time with team Sail like a Girl, Shut up and Drive and Trickster Pedaling sailing and all teams changing places. It's still hard to believe we were at Blackney Pass in about 48 hours. Victoria to Lizard Point on Malcom Island is 227 mi. pretty go average speed.

Scott Schoch

North of Seymour Narrows crossing tacks with the leaders, boat speed 10 knots, in the dark. Jaw dropping ocean waves breaking on the rocks at the south end of Price Island as we reefed the main in 25knots.

Eric Egge

WHAT WAS YOUR FAVORITE PART OF THE ENTIRE EVENT INCLUDING PRE AND POST-START?

My favorite part of the whole event is a bit of a toss-up between our stays in Victoria and Ketchikan, but I'll give the nod to Victoria. As cool as the entire event was, the most pleasant part for me was kicking back in Victoria with my buds with no itinerary. We had busted our butts getting the boat ready in the months prior and I had to labor unceasingly all through

May to clear my desk at work enough to permit me to take the three weeks off I had scheduled. The crossing from Port Townsend to Victoria was windy, but didn't leave us with anything to fix or much to do on the boat at all. It was a wonderful release to be free of obligations and completely relax in a beautiful city like Victoria with friends for three days. Plus the weather was pretty glorious.

Rafe Beswick

Becoming part of the R2AK Tribe. Being part of its history, legacy, support, and challenge.

It's as much attitude as it is membership into a group. Our paths joining past, present and future lore ... that is R-2-A-K.

Greg Rohner

My favorite part of the R2Ak was the *Trickster* crew and help. All the team members had outstanding qualities, resumes, and experience to help prepare plan and most of all sail.

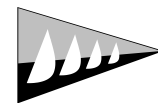
Scott Schoch

2020 Cruise Schedule

No Cruises in December, but there are many planned for the new year. For those through summer, see below and save the dates

Jarrell Cove Cruise	January 24-26
Salty Sailor Cruise (Stretch Point)	February 7-9
Island Home Cruise	March 13-15
Spring Fling Cruise (McMicken)	April 10-12
Memorial Day Cruise (Penrose)	May 22-24
Summer Solstice Cruise	June 19-21
Red White and Blue Cruise	July 10-12
Salish 100 Small Boat Cruise	July 10-17

For the most up to date information see our web site: from the Cruising pull down menu, choose Cruising Schedule.



The barbecues and parties along the way, socializing and bonding with other people crazy enough to do the R2AK. Admiring the other teams ingenuity and execution of their pedal drives and rigging details. Also when the rain finally stopped and the sun came out in Ketchikan, two days after we finished.

Eric Egge

WHAT WAS THE MOST SIGNIFICANT LESSON LEARNED?

For me the most significant take-home point was a simple one. I had been debating whether to take my drysuit in addition to my normal raingear, and I chose to leave the drysuit behind. By the time we arrived in Ketchikan after three days of unceasing rain I was wishing I had that drysuit to change into as I had become pretty damp through and through. Not a critical thing for sure, but I definitely would have ended the race in greater comfort if I had a dry set of raingear to change to.

Rafe Beswick

Don't let age excuses prevent you from reaching for adventure, whatever it might be. Do your homework, prepare and go for it. I fell hard for R2AK from the first year. The iconic fixed wing photo of the reefed, plucky monohull *Por Favor* beating into the gale force winds in Johnstone Strait got me to thinking about possibilities. What would it take to participate in this?

I realized that I already had many of the skills needed to succeed at this venture: Expedition planning, know how of Physical Training and a career of being dedicated to details. All I need was to hone my sailing skills, get a boat & find a crew! South Sound Sailing got me back into sailing that led to boat and crew. Team Swan Song, 2018 R2AK, totally removed my too old excuse.

I'm glad we persisted pursuing our own R2AK EXPERIENCE. Doing has always been more fulfilling than watching!

Greg Rohner

Lessons learned: I would say if you have the opportunity to do the race do it and prepare. The prep time was most likely 10 times or more than on the course. With all the crew members it could not have been possible.

Scott Schoch

Stay warm and as dry as possible.

Eric Egge

Anchoring 102: Setting Up Your Ground Tackle

I am convinced that there are at least two debates in boating that will never be settled: What is the ideal dinghy for cruising, and what is the best anchor. Most of us will not carry a quiver of anchors for varied conditions, so we are better off learning how to make the best use of the anchor we have hanging on the bow.

The common types of anchors these days are claw or scoop anchors, plow anchors, and fluke anchors. While the



Trickster with the crew except for the photographer, Greg Rohner

debate rages on about which one is best, keep this in mind: All of these anchor types are used successfully around the Salish Sea.

Claw anchors and scoop anchors work in a variety of bottom types. They set fast, and will reset on their own if the wind or the tide changes and un-sets your anchor. Plow anchors also have a good reputation for working in a variety of conditions, but you may struggle to get a solid grip in soft mud. They don't dig in as deep as claw or fluke style anchors. The humble old fluke anchor doesn't get a lot of attention. It can be hard to set on hard bottoms like Gig Harbor, and they may not reset on their own if your boat turns 180 degrees. But the humble fluke anchor is the ideal choice for the soft mud bottoms that are so prominent in south Puget Sound. Whatever your style, the trick to success is knowing the best way to get your equipment to work well.

Your anchor rode needs to be marked so that you can know for certain how much rode you have out. If your rode is

not marked, you have to guess what your scope is, and that can lead to a dragging anchor from insufficient scope. West Marine sells rode markers that slip between the rope strands every 30 feet. I have my chain marked with paint every 25 feet. Whatever your preference is, you need to have it marked.

I have seen many articles that tell you to add the height of your deck to the water depth when calculating your scope. I find it much easier to just let the rode out until the desired mark is at the surface of the water. If I am setting with 100 feet of rode, I put the 100 foot mark just below the surface of the water.

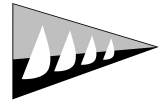
How much chain do you have? We converted to mostly chain because we wanted the advantage of a shorter swing space. Rope rode is lighter and usually longer than a chain rode, so the boat needs more room to swing. Rope rode has the advantage of lighter weight. Your boat will be lighter in the bow with a rope rode. And it will be possible to pull it up by hand if you have to. Chain rodes are much heavier and require a windlass

to handle them, but the added weight helps the anchor hold because the rode is at a lower angle at the seabed.

How much chain do you need? I have heard lots of advice. Some say at least as long as your boat. Others say at least 30 feet. In my experience, if you have a chain and rope rode, you want at least enough chain to keep the splice (where the rope is joined to the chain) off the bottom. If the splice drags through the mud and sand it will quickly wear thin from the abrasion. If the rope is short enough to hold the splice up off the seabed, the abrasion will not happen.

This means your chain should be just over double of your most frequent anchoring depth. If you anchor in 30 feet of water with 60 feet of chain and 30 feet of rope, the splice will be off the bottom. This ideal scenario may not be practical for everyone. If you have less chain you just need to watch the splice for wear. I have found that wrapping the splice with rescue tape helps slow the abrasion.

Jim Larsen, TYA

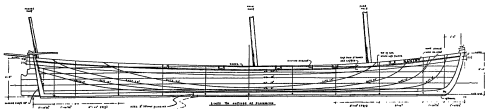


Herron Island Race November 2

Island Series Race 2

Emma Lee/Transition were RC boat. Jody V was mark boat.

OA/CLASS place/Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 10:25 Distance: 10.40 nm						
4	0.75	69399 FLYING CIRCUS	EXPR 37	72	15:55:15	15:42:46
5		12 PAX		-10	15:48:38	15:50:22
7	2.00	69051 SPIRIT	BENE 36.7	81	16:38:12	16:24:10
8	3.00	87652 ALTAIR	J 35	72	17:11:43	16:59:14
9	4.00	18324 ROCK PAPER SCI	EXPR 37	69	DNF	
9	4.00	64985 LIBERTY	C&C 35	123	DNF	
S CLASS Start Time: 10:25 Distance: 10.40 nm						
1	0.75	82 MCSWOOSH	11M	66	15:06:40	14:55:14
2	2.00	79 RUFUS	MEL	93	15:15:25	14:59:18
3	3.00	50921 REDLINE	ANT 27	90	15:42:50	15:27:14
6	4.00	10115 ZIG ZAG	TART 101	75	16:03:37	15:50:37
9	5.00	79089 LIGHTLY SALTED	BENE 10R	90	DNF	
D CLASS Start Time: 09:55 Distance: 10.40 nm						
0.75		39110 KOOSAH	PEAR 36-1	177	17:09:40	16:38:59
2.00		50105 JOLLY RUMBALOW	C&C 34	135	17:37:55	17:14:31
3.00		427 DESERT SAGE	CATA 42	147	DNF	
3.00		2222 PENOZIEQUAH	NEWP 31	231	DNF	



Squaxin Island Race November 16

Djinn/Transition was the RC Boat. Thank you.

OA/Class place/Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
A CLASS Start Time: 10:05 Distance: 20 nm						
3	0.75	69399 FLYING CIRCUS	EXPR 37	72	15:25:41	15:01:41
5	2.00	87652 ALTAIR	J 35	72	15:30:03	15:06:03
7	3.00	73392 BODACIOUS	BENE 35 S5	129	15:58:43	15:15:43
8	4.00	69302 STRATEGERY	ROS 930	99	15:52:48	15:19:48
11	5.00	69051 SPIRIT	BENE 36.7	81	15:54:46	15:27:46
12	6.00	64985 LIBERTY	C&C 35	123	16:29:43	15:48:43
13	7.00	79182 FOLIE A DEUX	BENE 35 S5	132	16:51:52	16:07:52
14	8.00	79003 GAN Y DWR	C&C121	69	16:50:37	16:27:37
15		222 WILD BLUE YONDE		66	16:55:09	16:33:09
S CLASS Start Time: 10:05 Distance: 20 nm						
1	0.75	82 MCSWOOSH	11M	66	15:10:38	14:48:38
2	2.00	50921 REDLINE	ANT 27	90	15:22:12	14:52:12
4	3.00	79 RUFUS	MEL	93	15:33:51	15:02:51
6	4.00	79089 LIGHTLY SALTED	BENE 10R	90	15:40:41	15:10:41
9	5.00	83179 HE LIVES	JBOA 92	114	15:57:57	15:19:57
10	6.00	10115 ZIG ZAG	TART 101	75	15:52:11	15:27:11
D CLASS Start Time: 09:35 Distance: 20 nm						
0.75		29718 MARANATHA	RANC 33-1	177	16:43:13	15:44:13
2.00		39110 KOOSAH	PEAR 36-1	177	16:55:08	15:56:08
3.00		50105 JOLLY RUMBALOW	C&C 34	135	17:05:39	16:20:39
4.00		33333 GRACEFUL MAE	TAR 3500	135	17:20:34	16:35:34
5.00		59924 ECHO	CATA 38	156	17:32:54	16:40:54
6.00		79128 COLOR MY WORLD	CATA 30	225	18:07:08	16:52:08
7.00		427 DESERT SAGE	CATA 42	147	18:06:41	17:17:41
8.00		2222 PENOZIEQUAH	NEWP 31	231	18:44:54	17:27:54

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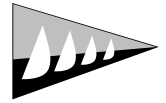
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Robinkirk2010@gmail.com
Captain Kirk S/V Makya

Ditty Bag
For sale

Ranger 33 Maranatha, Asking Price \$22,900 Proven racer and comfortable cruising. Well maintained and many upgrades. See details on Craigslist or call (360) 310-0711 Joel

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



Winning Without Coming in First

Growing up with four brothers who were all participating in athletics from an early age, I watched a lot of games. My brother Tim loved the game of baseball, played it in the back yard, the school yard, played it in high school and college and coached it for over 30 years as a high school teacher. A few years ago Tim and I both joined Mary Campbell in Alaska for a sailing adventure. As you do on long journeys onboard boats you tell stories. It was here that Tim explained to me his theories of winning at baseball. He patiently explained that it wasn't about any one game, there is more to it than that. So who is winning, and what are they winning at?

A few weekends ago, over 30 kids from our sailing program, ages 10-18, competed in Silverdale at our last regatta of the fall season. The most we ever had compete at one time. And that's not even one half of the kids who participated in our program this fall season.

Did we win? Hmmmm. NO we came in second; but three different groups of kids were competing, with two coaches and a variety of parents trying to keep track of them. Imagine 30 kids from our program alone, when four years ago we were lucky to have six kids on the whole team. So, despite not winning the regatta, would you say we were winning?

We are growing younger and younger sailors that will form our new teams for years to come and hopefully make us more competitive in national regattas. Last year we came in 10th in the nation in fleet racing and 11th in the nation in team racing. We are getting closer to the top five.



above, Squaxin Island Race photo : Glenn Hunter
below, Greg Rohner aboard *Trickster* photo: Eric Egge

Sarah has mentioned to me that though we haven't been taking as many firsts this fall having lost some of our more experienced sailors when they left for college. Our team of sailors are still winning in different ways. About six weeks ago we sent a team of five girls to a national high school girls regatta in San Diego. Our team is still young and didn't expect to place real well against more experienced teams. So after setting smaller goals within the races, they didn't even bother to keep track of where they were in the standings during the early races. They were so surprised on Sunday to realize that they had come in 5th in the nation of all the girls who competed.

WOW, This is the way that winners are developed. Practice the small stuff, then put it all together. You can win without coming in first!

As my brother Tim explained, its not always about the game. Its about the season, and if the season didn't look so good, it is about making the commitment to show up for practice, to show up for games you know you aren't even going to get to play in and its building relationships with your team so you can

trust that they will try hard each time, every time. It's not always about winning the race.

These are the lessons that our kids learn through their participation in our program. For our sailors, its about going out in really crummy weather and trying hard, getting wet, and cold and still participating in the drills and practices. Its about sailing in all kinds of weather and wind so you can have that experience under your belt when you are trying to win a real race.

We can all be winners without winning first place. Our kids are learning some of these things in the process of becoming better sailors. And as they learn to be better sailors, they will also become better persons. There is a lot of winning going on.

As we approach our season of giving, let's all acknowledge that we are blessed to live in this beautiful community, blessed to have access in so many ways to explore our beautiful Salish Sea. Being blessed in so many ways means we are always winning.

Mary Fitzgerald



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**

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Deadline for submissions is the second Tuesday of the month.

2019-20 SSSS Board Members

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Vice-Commodore	Richard Wells	(360) 490.1147
Secretary	Alex Graff	(360) 951-7643
Treasurer	Beth Brownell	(208) 596-8848
Member-at-Large	Bob Butts	(360) 951-6234
Race Chair	Paul Paroff	(509) 939-4081
Cruise Chair	Richard Adams	(360) 259-8498
Past Commodore	Jim Larsen	(360) 481-2269

PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley