

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 48 Issue 9

May 2019

www.ssssclub.com



## May Meeting: Living the Dream

Long time Member, Bob Hargreaves, will tell us about cruising in the South Pacific. He writes about this with photos, see the next page. Read it. Then come hear him speak. Bring your questions.

**Steve Worcester**

*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: Anchoring

There are two debates in cruising that will never be resolved. What is the best dinghy and what is the best anchor? The debate about what is the best cruising sailboat was resolved years ago when we all decided that the Hunter 36 is the perfect cruiser. :-)

When it comes to anchoring, what do you think about setting a trip line on your anchor? Almost every anchor has an attachment point for a trip line to help you get your anchor back when it gets stuck. But if you don't anticipate the problem and rig the line before you set the anchor, the feature is worthless.

I have only seen people setting trip lines for their anchors once, and I thought it was a good idea. I liked seeing the little buoy floating over the anchor, marking its location with relative certainty. After seeing Nancy Erly's design for a trip line buoy I started collecting pieces and parts to improve the one I have had in storage for a few years.

But then I started thinking, "What could possibly go wrong with this scenario?" The first problem that comes to mind is what happens to all that line while you are retrieving your anchor?

Nancy's design sort of solves that problem by putting a weight on the line so that the slack in the line is always removed by the falling weight. She recommended attaching the trip line to the back side of the anchor, then passing it through an eye on the buoy and attaching a weight. The weight drops and takes up all the slack in the line, always holding the float over the anchor. So that solved the first problem for me. The line should stay out of the way of the propeller while raising the anchor.

But then I thought about what might happen in a crowded anchorage if someone didn't see your float and drove over it. Murphy's Law dictates that anything that can go wrong, will go wrong. So what could, or will eventually, happen is that someone drives over your anchor float, ties it up in their propeller, and lifts your anchor until it tangles around their propeller. At that point, you are tied to another boat, no longer secured to the bottom, and neither one of you can navigate. Time for emergency plan C! You either deploy your second anchor, discard your primary anchor, or navigate in reverse to the closest boat yard.

The next scenario I thought of was this: What happens when the tide changes and you drift over your own anchor? It is possible you may tangle the anchor float in your own propeller while you are asleep, or just enjoying the evening. Such an event may even un-set your own



2018 Black Star Regatta

photo: Thera Black

## Black Star Regatta May 3-4

Board Meeting  
May 7

Spring Series Race 4  
May 11

Opening Day, OYC  
May 11

Star Racing  
May 13

General Meeting  
May 14

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Dinghy Racing  
May 16

Skill Share Day  
May 18

Star Racing  
May 20

Memorial Day Cruise  
May 25-26

Dinghy Racing  
May 30

LifeSling Clinic  
June 1

Star Racing  
June 3

Board Meeting  
June 4

Wednesday Racing Starts  
June 5

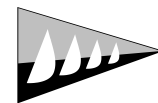
Soldier Sailing  
June 8

Star Racing  
June 10

General Meeting / Potluck  
June 11

Visitors Welcome

Doors open at 1800, Eating starts 1830



## “Living the Dream” One Wave at a Time

anchor and set you adrift. When you find your self dragging anchor, you are very likely to start the engine. As soon as you put the engine in gear with the anchor float on your prop, the situation gets worse. Much worse.

So what did all this what if thinking lead me to conclude? I still think an anchor trip line is a good idea when you are anchoring in an area where you know there may be obstructions to catch the anchor. Using a float or a buoy on the anchor trip line is a good idea if you are not in a popular anchorage with lots of traffic. But the better solution is to run the trip line back to your own boat. This will prevent you from drifting over the buoy and catching it on your propeller. But if you are anchored for several tide or wind changes, you will probably have the trip line wrapped around your anchor rode before you leave.

The one time I saw someone using an anchor float on a trip line, it was two boats who were rafted together with opposing anchors. They would never drift over the anchor when rafted that way. So catching their own trip line on their prop is very unlikely since they are not swinging on a single anchor.

So my current thinking is this: Use a trip line only when you are worried that there may be obstructions that could catch your anchor, and run the line back to your boat. What do you think? Let’s talk about it on the South Sound Sailing Society Facebook page!

**Jim Larsen, TYA**

Have you ever dreamed of leaving it all behind and sailing off into the sunset, bound for distant shores and idyllic tropical islands across wide open oceans? Have you ever yearned to experience the majesty and power of Mother Nature when all you can see is blue and the trade winds fill your sails, or the thrill of a landfall after weeks at sea? Has your mind’s eye ever envisioned seeing the Southern Cross in the night sky, or the beauty of an Albatross gliding gracefully over the waves for miles? Have you ever imagined what it would be like to explore



*Bright Angel* at anchor in Mo’Orea, Society Islands, French Polynesia

cultures, traditions and lifestyles vastly different from ours? What are your cruising dreams and ambitions?

Long-time Members Bob and Linda Hargreaves nurtured many of these dreams for years as they looked forward to retirement; they were hoping for a “grand adventure” to give meaning and purpose to a new chapter in life. In 2003 they sold their beloved 1978 Ericson 29, a great Puget Sound and San Juan and Gulf Islands cruiser, but not one in which to sail off over the horizon, and bought their solid ocean-going vessel, a 1990 cutter rigged Mason 44. After they had both

retired, sold their home and shed most of their earthly possessions, they moved aboard *Bright Angel* in May 2010 to get used to living aboard, and to put the final touches on years of preparations and upgrades getting her ready to go to sea.

On a peaceful, early morning in August 2010, *Bright Angel* slipped her lines and moved away from her berth at the Olympia Yacht Club. In early October 2018, after eight years and nearly 35,000 nautical miles of voyaging, *Bright Angel* brought Bob and Linda back home to OYC. In those eight years, Bob and Linda cruised first to Mexico, then in 2012 they crossed the Pacific to the Marquesas, the Tuamotus and Society Islands in French Polynesia, then on to the Kingdom of Tonga before heading south, via Minerva Reef, to New Zealand to wait out the South Pacific cyclone season. For the next three years, 2013-15, they sailed from New Zealand to Fiji and back again; in 2016 they sailed to Vanuatu and New Caledonia, before returning to New Zealand. In 2018 they made the long passage back to Washington, via Tahiti and Honolulu. They left Whangarei, New Zealand, on April 19, and made landfall at Cape Flattery on August 22, after 8500 nautical miles and 76 days on the ocean. They slowly worked their way back to Olympia, with stops along the way in Neah Bay, Port Hudson in Port Townsend, Eagle Harbor on Bainbridge Island, and Gig Harbor, relishing the tranquility of Puget Sound and a golden Pacific Northwest late summer and early fall.



Motu on Southern fringing reef of Rangiroa atoll in Tuamotus Archipelago, French

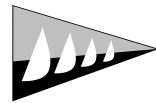


Rom dance, Ambrym Island, Vanuatu

Bob and Linda will join us as our featured guest speakers at our May Meeting to tell us more about their experiences out there “living the dream,” and why they often chuckled a bit when people would say that. As well as give us some tips on how you, too, might realize your own dreams of ocean cruising. Join us for some arm chair adventure sailing, and bring your questions!

Then start making plans for your own “grand adventure” out there ... “*Living your dream*”

**Bob Hargreaves, *Bright Angel***



## RC Report: We Welcome New Racers

Thinking about racing your boat and have questions? Questions like:

**Can I be a casual racer?** Yes, SSSS racing is a casual program in which you can be as relaxed or as serious as you wish.

**Do I need racing sails?** No, Many racers in all fleets sail with regular cruising sails, and No, You do not need to have a spinnaker.

**Do I need to know all the racing rules?** No, The basics are all that is required starting out. Simply, remember boats on a starboard tack, leeward boats, and any inside boats with which you are overlapped within three boat lengths of a racing mark have the right of way. But the # 1 rule is you are to avoid hitting another boat! As you race more you will pick-up on the more detailed rules.

**Are there fees for SSSS racing?** Yes, except your first race is free, as are the Jack & Jill and Single-handed Races.

Otherwise to be scored in SSSS races the annual racing fees are \$35.00 covering all races, or \$15.00 for any of the series races.

**Do I need a handicap for my boat?** Yes, for non-flying sails Fleet D, no spinnakers, you can get a handicap for your boat from: Richard Bigley at [dclass@ssssclub.com](mailto:dclass@ssssclub.com)

Yes, for Classes S, A, or B with spinnakers you need a PHRF handicap from: Rafe Beswick at (360) 250-5252 or [rafebeswick@hotmail.com](mailto:rafebeswick@hotmail.com) You will also need to join the PHRF NW at [phrf-nw.org](http://phrf-nw.org), annual dues \$60

**What are the handicaps for and how do they apply?** Handicaps are a means of equalizing boats for racing purposes. For a handicap each boat provides information about their boat and particularly their sail dimensions to the SSSS or PHRF handicapper. With this information he determines the handicap for that particular boat. This serves to equalize boats for racing purposes. Once a handicap is provided, it is used to determine finishing times.

**How are racing starts organized?** Though the starts seem the most intimidating a few basis apply. Each fleet is assigned a starting time. Information on each series start times is post on the SSSS web site under the racing tab drop down PHRF.

**Is it really that simply?** Yes, it really is! SSSS racing is about having a good time and getting out on your boat on a regular basis.

If you have more questions, ask your handicapper when getting a handicap. And/or ask the RC Chair, and/or a fellow racer.

**Come join us!**

**Jeff Hogan, Fever**

## Skillshare, May 18 Lunch, Afternoon Regatta

On May 18th we'll gather as skipper, crew, and soon-to-be seasoned sailors, in order to share our skills and enjoy a day out on the water together. The timeline will go something like this: We'll meet at 10:00 at the loft space between Pettit Marine and Aloft Marine, beginning our day at 10:30. For the first part of the morning we will run 3 learning stations/discussion groups each covering different topics, including: how to set up your boat for single handing/solo sailing, introduction to racing and the rules associated, line splicing, upwind and downwind sail trim, and more.

As morning turns to afternoon we'll break for lunch, provided to you. After our bellies are full of food and our minds are full of useful skills, we'll descend to the docks for a quick run-through of docking and anchoring. We'll leave the docks around 15:00 and head on out to the Sound to catch up with Bill Sheldon and his crew aboard *Transition*. Some of our favorite SSSS skippers have been so gracious as to lend us their leadership and their vessels: Mary Campbell aboard *Sunrise*, Jason Vannice aboard *Altair*, Dave Knolton aboard *Koosah*, Joy Johnson aboard *Folie A Deux*, and a few more. Bill will be running



Spring Series Race 1, *Koosah*

photo: Cheryl Rogers

the RC boat for a couple of practice race starts followed by the grand finale, the race to prove it all: a winner-takes-all-of-the-leftovers-from-lunch regatta! This full day event is free and open to SSSS Cruisers and Racers, as well as their guests. Looking forward to seeing you all there!

**Casey Jones**

## LifeSling Clinic June 1

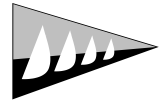
Last month's Ship-to-Shore reminded you to mark your calendar and sign up for the June 1 LifeSling Clinic. Remember reading that and thinking, yeah, I should do that, but you didn't? Okay, now it is time to sign up right away before it's too late. You can mark your calendar later.

The clinic starts at 0900 at the OYC clubhouse. It is a fun day of instruction and actual on-the-water rescues. The cost is a mere \$15 and it is free to skippers who bring two or more crew.

Basic sailing skills are required if you want to do a rescue. If you are new to sailing and would prefer to just observe others doing rescues, that's okay, too.

If you have any questions about the clinic or would like to sign up, please call Dee Saller or me at (360) 491-0175 or e-mail us at [hsaller214@aol.com](mailto:hsaller214@aol.com). Space is limited so hurry.

**Andy Saller, Liberty**



## Dinghy Fleet

We had our Spring Dinghy Fleet meeting and several good things came out of it. First, there will be dinghy races *every* Thursday night. Chris Rulla has volunteered to be head of race committee for the alternate Thursday nights. Those nights will have racing but the emphasis will be more towards improving skills. Chris is a great sailor, knows what you are doing wrong and is buying a bullhorn to make sure you hear him! Next, there seemed to be lots of interest in involving skill building games occasionally in the races. Have you ever had to finish a race going backwards? We had several new people come to the meeting and they sounded very enthused about getting out and joining us on the water.

It was mentioned that big boat skippers and crew should get more involved in the dinghy racing because it teaches you so much about boat handling, wind shifts, starting techniques, and mark roundings etc. With at least 3 starts and 8 to 10 mark roundings per night, there's lots of chance for practice.

If you are interested in joining us, first you must have a sailboat that is 20 feet or less and doesn't have a fixed keel, or crew for somebody. Next, show up at 18:30 on Thursday night out in front of KGY and the Hearth Fire Restaurant. There will be a yellow runabout committee boat anchored waiting for you to come up and introduce yourself. After that, join in the fun. No fees just come out and have fun. We try to get in at least 3 races in the evening, so they are pretty short and as you might guess, everything is pretty informal but you do need to follow the basic rules of racing. Port starboard, windward leeward, and generally don't hit anybody. Somebody will probably tell you if you are doing something wrong.

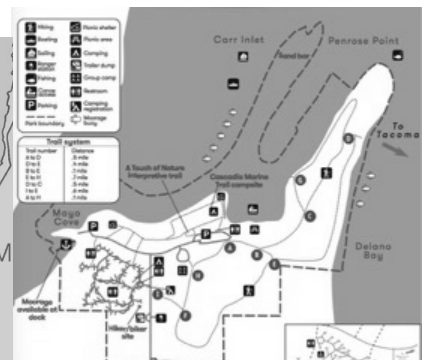
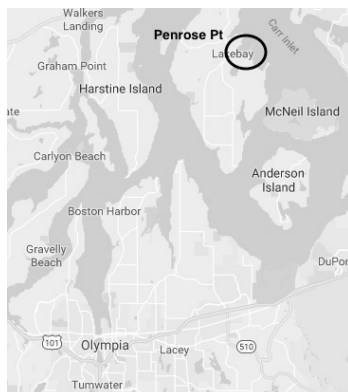
I hope to see you on the water this summer.

**Jim Findley,**  
*Night Wind, Not Sirius,*  
Lido 14



McAllister Creek non Race

photo: Steve Jones



## CruiseNews

### PENROSE POINT CRUISE 25-27 MAY

It's time for another Memorial Day weekend at Penrose Point State Park, 047°15'44" N 122°44'40" W, a richly forested, 237 acre marine and camping area about 1/3 the way up the Carr Inlet on the western shore.

Transiting through the passage between Key Peninsula and McNeil Island can be tricky. It can get pretty shallow around Pitt Island, so time the tides correctly for your draft.

Some care is needed as you approach your anchorage because of a 1000+ foot long sand-spit running south to north. At high tide the spit is not visible, so anchoring on top of it is a concern. Unless you are confident, I wouldn't anchor any closer to the shore than the mooring buoys are set. I made this mistake last year.

There is plenty of anchorage space and five mooring buoys where we are gathering providing for an easy dinghy run to the shore. Fees are charged year round for mooring buoys from 13:00 to 08:00 at \$15 a night.

A bit further on shore you will find a large park

with more than enough room for a large gathering, as well as a sand volleyball court and bathroom facilities. For those who might be inclined to join the Cruise sans boat, there is a large parking lot that feeds into the same area ... so please join the Cruise and festivities ashore if you can. It is also pet-friendly, so bring your four-legged crew.

As per usual there will be a potluck ashore near the picnic tables and fire pit at 18:00 on Saturday the 25th. I'm going to work on having a movie night (movie suggestions are welcome), but I still need to resource that and suss out the details ... no promises just yet!

**Rich Adams, *Mutable Fire***

#### Tide Data: Driftwood Point (approx. 1 km south of Penrose Point)

24 May (Fri)

- Low 0519 06.91 ft
- High 0916 09.82 ft
- Low 1614 -00.02 ft
- High 2344 13.41 ft

25 May (Sat)

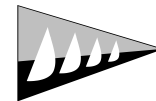
- Low 0636 06.49 ft
- High 1020 09.02 ft
- Low 1704 00.94 ft

26 May (Sun)

- High 1232 13.19 ft
- Low 0747 05.79 ft
- High 1136 08.44 ft
- Low 1759 01.93 ft

27 May (Mon)

- High 0118 13.05 ft
- Low 0839 04.91 ft
- High 1301 08.27 ft
- Low 1858 02.86 ft



## A New Leaf 2019-20 SSSS Officers

Per our bylaws, board member names are submitted in May and offered for acceptance at the June Meeting. You may have met some of them, and others may be new to you. Here are the proposed board members, and a brief bio in their own words, for the 2019/2020 year, our 50<sup>th</sup> year as the South Sound Sailing Society!

**Commodore: Casey Jones** is an Olympia native, small-business owner, and avid racer aboard *McSwoosh*. When he's not building decks or remodeling houses, he likes to spend his free time playing his guitar and writing music, working on photography and video projects, and hiking with his dog Summit.

**Vice Commodore: Rich Wells**, long time Member and skipper of *PenOziequah* is recently retired and, at press-time, was golfing his way across the country, with his wife, Michelle. He's been our crossword puzzle aficionado.

**Secretary: Seamus Shevino** is a South Carolina native whose sailing aspirations started at the College of Charleston. Since moving out west in 2017, he has kept up his hobby through a number of local Members. He's been racing with Frank Neumann and the *Urbana* crew for the last two years but will be trying his hand at dingy boat racing this year as he captains his first boat, *C-Lark Cool Blue Reason*.

**Treasurer: Beth Brownell.** "I've always loved to sail but didn't have regular access to a boat until college. Fortunately, I attended the U.S. Naval Academy in Annapolis, MD, where I had four years of extensive, wonderful sailing in the Chesapeake Bay and Atlantic Ocean. That was followed by a 30+ year drought as I moved about the country first serving in the Navy, then following my husband and raising a family as he completed his Navy career. As we moved often, I have held many different paid and volunteer jobs: budget specialist in the Microelectronics and Communications Institute at University of Idaho, Ski Instructor at Eagle Rock Resort in PA, Red Cross CFAS and AED instructor, Girl Scouts service unit manager for Latah County, ID, etc. Life

brought us back to the Pacific Northwest that I fell in love with as an Ensign (my first duty station was Naval Facility Pacific Beach, near Seabrook), and I joined SSSS in 2018. I still do not own a boat but am lucky enough to crew in the Star fleet, the dinghy fleet, and on *Koosah*. In the summer I sometimes get to sail three times in a week! Life is always better on the water."

**Member-at-Large** (Program Chair): **Bob Butts** is a long time Member and recently



### April Meeting

Crew Award for Chris Rulla  
Photo: Paul Paroff

Alex Bromen and Joel Rett:  
House Chairs  
photo: Scott Schoch



Special award for Spring Series Race 1  
photo: Steve Worcester

retired, skipper and owner of *Emma Lee*. Bob's photos from the race course and beyond are marveled at. He has a lot of good ideas for speakers to bring in.

**Cruise Chair: Rich Adams** retired from the military after 26 years. He has lived in WA since 2005. He is married to Audrey. They have 5 kids; only one of them particularly likes sailing.

"A late bloomer with no former maritime history, personally or professionally, I became fascinated with sailing back in 2015 as I taught myself celestial navigation. I bought my Hunter 26 in May 2017 in Portland after some sailing lessons with thoughts of cruising the Puget. Sound. I joined the SSSS in the Fall of 2017 after chatting with a Member

on my dock. Joining the Club has added a social feature that has proven to be so valuable. I have also had the opportunity to race on a couple of boats which turned out to be a great way to improve my skills and spend the day, win or lose.

In the Fall of 2018 I became the Cruise Chair, a position and responsibility that I truly enjoy. It has placed me at the crux of why I bought a boat in the first place.

Promoting cruising with the Club in the South Sound has been challenging, but well worth it in the long run. We also got pretty cool name tags!"

**Race Chair: Paul Paroff**, Skipper of *J/24 Cheap Thrills*. My wife, Helene and I moved to Olympia five years ago from Spokane. I started racing back in the mid 80s when we lived in Buffalo on lakes Ontario and Erie, then on lakes Coeur d'Alene and Pend Oreille when we lived in Spokane. I've worked in a variety of engineering roles in my career and am now employed at The Evergreen State College helping students grapple with science. Our son, Andrew and his wife live and work in Seattle.

**Assistant Race Chair: Eric Egge** Eric has been a Member since his parents helped start the SSSS. Eric races his Thunderbird, *Fjord*, races Stars, and also is a crew member aboard *Pax*. Eric is a wealth of information regarding racing as well as the history of the SSSS. He will be a valuable asset to the RC

Non-elected or transitioning positions are:

Steve Worcester: S-t-S Editor and Race scorer

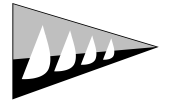
Alex Bromen and Joel Rett: House Chairs

Jim Jones: Webmaster

Jim Larsen Past Commodore:

We want to thank our current Commodore, Jim Larsen, for his keen leadership this year. We appreciate all of our outgoing board members and the volunteers throughout our Club. Any member is welcome at board meetings; please come and see if maybe you'd like to jump on board next year! It really does take a village and we appreciate you all for making this Club the best little sailing club around!

**Joy Johnson Folie'a Deux**



## Soldier Sailing 8 June

SSSS will host Soldiers and families on the 8<sup>th</sup> of June 2019 for a sail on Budd Inlet followed by a BBQ at the Swawntown picnic area near the boat launch. *But Wait!* Some background information about this wonderful event!

In 2011 some Members were asking what the Club could do to recognize and help our soldiers whom had been fighting in Iraq and Afghanistan. We recognized that we were much too old to reload that rifle or fly that gunship again, but a Navy vets wife said: Let's take them out sailing! After some discussion, the board approved concept and allowed the committee to suggest an event to honor our service men and women.

The committee decided to approach the Wounded Warrior Battalion at Fort Lewis. In 2011 Iraq and Afghanistan were very active theaters of battle. Our uniformed members were returning from the battlefield with numerous wounds. The Army created the Warrior Transition Battalion concept, a unit that attempts to prepare the individual for a continued career in the Army or a life in the civilian world. There were 500 wounded soldiers stationed at Fort Lewis in the Battalion and another 300 wounded at a subunit in Sacramento. A recreational program was part of the healing process and that is where we could assist with our sailing skills.

The committee had several meetings with the Battalion staff. We invited Command Sergeant Major Amin Arreola attend our monthly Meeting. He explained how the Family and Assistance Center of the Wounded Warrior Battalion helps the individual overcome the physical, emotional, family, career, social and spirituality scars that have occurred while serving our country. That presentation by the Command Sergeant Major was emotional and you could hear a pin drop in the OYC clubhouse.

Our first event was on July 14<sup>th</sup>, 2012. The weather was wonderful and the soldiers as well as the SSSS Members were apprehensive but anticipating the event. One could tell that we were hosting soldiers whom had been in combat. There were physical scars as well as mental issues. The skippers handled the event in a respectful and cheerful manner. The soldiers appreciated that others were recognizing and caring for them. The BBQ and wonderful food that the committee prepared was much appreciated also! "Hooah! This is much better than MREs!": MREs=Meals Ready to Eat, and also known by the grunts as Meals Rejected by Ethiopians.

As the years progressed, the number of wounded warriors declined, thank goodness! The event became accepted by more sailors who had heard how rewarding it was to serve those who had served us and our country. The name was also change from Wounded Warrior Sailing to Soldier Sailing. In 2017 there were no wounded warriors to participate. What a wonderful situation report! The event was postponed until 2018. The event is now open to all soldiers and their families and is coordinated by the Outdoor Moral Welfare office at JBLM.

**Maria Chiechi**

## S-t-S Report: Thanks for the Help

As our year winds down I would like to thank the people who make this rag possible. It takes between 60 to 80 people to put out the S-t-S for a year. I want to say thank you to: The people who write the articles and stories. Our officers keep us in the know; Members tell me they most enjoy reading how others use their boats. Those who take the photos. We have some excellent photos; without them the S-t-S would look rather dull. It can be much better to see what is happening rather than just reading about it. I want to thank those who help mail it, and Fish for having us. Lastly I want to thank those who support us by advertising. If in the market for something they do, give them a look.

But we can not take a victory lap yet. There is still one more S-t-S to go. And as one year ends another begins. We will need more help next year. We will need more photos come fall. Summer is a great time for taking them. Take your camera sailing and send us copies.

It is also the time cruising stories are made. After you're back, wishing you were not, write about it. We want to hear from you. Ed.

## Cruise News

### SPRING FLING CRUISE MCMICKEN ISLAND

We might have to rename this the *Winnie The Pooh* Cruise because it was so blustery. Leaving out of Swantown, the weather belied what was to come over the next two days. Friday afternoon was cool, a little cloudy, with light winds, all in all a pleasant day. When I got to McMicken Island Marvin and Fran were already on anchor, there are now only two buoys on the inside, and I quickly rafted *Mutable Fire* up to them. Just before gathering for dinner on *Pleiades* we were treated to a double rainbow to the northeast toward Herron Island. Seems that should have been a good weather sign for the weekend, but no. That evening the winds filled in and remained constant the rest of the night, blowing up to 22 knots.

Saturday afternoon we watched as *TYA* rounded the northern tip of the island through the chop and spray. Conditions wouldn't allow for rafting, so Jim and DeeAnn anchored off our port quarter. A few hours later *Delilah*, crewed by Jim Landon, Noreen and Myron, Meredith Anderson, and Littlebit arrived. Four sailboats, one powerboat, and 20-knot winds made it a bit challenging for the 50 foot *Delilah* to find suitable anchorage, but find it she did.

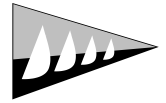
It was decided that we would potluck on *Delilah*, and because the wind was too high for everyone to venture out separately in their dinghies we would untether *Mutable Fire* and use her to shuttle over. After a delicious potluck we played a rousing game of Nautical Trivia: The Sailing Game. Jim and DeeAnn came out on top, decisively.

Shuttling back to *TYA* and *Pleiades* in the dark and the wind made for an interesting trip. Fortunately there was plenty of moonlight, because trying to tie up to a boat swinging on anchor was like landing on an aircraft carrier, at least for me. It took about five attempts to get Marvin and Fran back aboard, but I managed it without sinking anyone's boat.

Sunday was just a cold, and just as windy. As I motored south down the Case Inlet I could look back and see *Pleiades* making good time as they heeled over. I think everyone else also enjoyed the sail back through the small storm that came that afternoon. But despite the less than pristine weather the Cruise was fun, and anytime you can get away on your boat and spend time with friends is time well spent. See you at the next one!

In attendance: *Mutable Fire*, *Pleiades*, *TYA*, and *Delilah*

**Rich Adams, *Mutable Fire***



## Youth Sailing

Thank you Thank you, Thank you  
Thursday March 21 we received our 6 new Flying Juniors from the Zim boat builders on the east coast. We have been fund raising for these 6 beautiful boats for 3.5 years. They are fully paid for due to your support and generous donations. Our old boats have either been sold or are being stored on our trailers so our sailors don't have to constantly be transporting them up the docks on Friday afternoons before regattas.

"This is better than Christmas" was heard several times from our young sailors as they opened boxes full of rudders and tillers, and took plastic off masts, booms, and spreaders. The speed and efficiency of their efforts in assembling the boats is a testament to their experience of working as a team. Friday March 22 they were sailed for the first time during the high school practice, with several alumni taking part. The sailors returned to port for a TGIF celebration that included several parents and guests. At 19:00 OYC Commodore Marty Graff was the emcee for a naming ceremony complete with sparkling cider and all but one of our name sponsors present. Thanks to our naming sponsors who made generous donations to name all 6 of our boats. Here are the boat names with a brief explanation of each name:

Paka'a, God of Sails. R.Rasmussen, a relative who sailed a boat across Atlantic. Schpilkes, Yiddish for "Ants in your Pants". Grumpy, nickname for Grandpa. Lady Dee, Grandma's name. Buddy T, Bud Tucker was an early supporter of the sailing program by donating one of the first boats

Thank you to everyone who has donated time, money, efforts, ideas, and support to us in achieving this dream of new boats for our program. Special thanks to Bob and Sue Kuehlthau for their generous donations to the program that Keep us going. And one more, thanks to Bill and

Kathy Velez for hosting our sailors and guests at TGIF.

### RACING NEWS FOR OUR SAILING TEAMS

There are two ways our middle and High School sailors compete. In Fleet races they represent their high schools and must have

schools team coming in 9<sup>th</sup> out of 15. We hosted a team racing regatta here in Olympia on March 16<sup>th</sup>. Our two Olympia High School teams came in 1<sup>st</sup> in Varsity and 4<sup>th</sup> for JV. Capital came in 7<sup>th</sup>.

The fleet racing National regatta will be May 10,11,and 12 at Sail Sandpoint this year and we are hoping to qualify for this prestigious race that will host teams from all over the country.

Meanwhile we are getting ready for the summer program coming up. Please check with not only Olympia Parks and Recreation for class schedules, but also with Tumwater Parks and Rec as we have just started a partnership with them to reach another portion of our local area. Our summer program provides step by step instruction for children and adults on the road to become accomplished sailors/boaters, and stewards of our beautiful Puget Sound. Thanks to everyone for your wonderful support.

### Team Trickster R2A Report

By the time this is published we should be sailing and even using our pedal drives.

At the time of writing, first week of April, we've had a very productive week and a half at the Swantown boatyard. The trailer has new rollers, and on the boat new portlights are in, new halyards reeved, daggerboard trunk issues addressed, and lots of cleaning, waxing, and touchup has taken place.

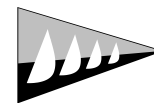
Everyone on the team has contributed significantly, and a big hats-off to Rod Tharp as well. He has stopped by numerous times with tips, advice, and spearheaded the beginning of the mock-up process for the pedal drive system. With his help we're well on the road to putting together what looks like should be a rather elegant solution. Thanks and kudos to Eric in advance for the work he's putting into the fabrication on this. Also thanks are owed to Hans Seeger and Jason Vannice for their input and reassuring presence.

Rafe Beswick



at least 6 sailors on their team. Consequently our only full teams are from Capital High and Olympia High. In Team racing they represent their clubs, in our case OYC, and the sailors can be from any school.

March 2<sup>nd</sup> was the South Regional s fleet racing regatta at Silverdale and Olympia Highs's OYC team won this event. A combined Division regatta in Seattle was also won by Olympia with Capital High



## Death of a Sailor: Jo Sohneronn

For Jo You all probably know that as sailors we all love to tell stories, stories about our boats, our last cruise, things that we saw along the way, mistakes we made, all sorts of things. So I have been asked to tell a little story about my good friend Jo Sohneronne who passed away April 13. I could fill up space telling you about her two sons, brother Steve, and numerous grandchildren, but that wouldn't tell you about Jo.

Our shared passion was sailing, and for many of those years it was sailing her boat, *Swirl II*. I had known Jo since the early 90's when I met her folks, Don and Willa Fassett, through a travel photography class I was teaching. I started sailing with them and as a result met Jo. The *Swirl II* was a fixture in the Boston Harbor basin for over 25 years, Don had it built in Hong Kong in the 60's: a Bill Garden design 40' wooden Gulf sloop. Don and Willa lived at Boston Harbor. Their house is the one with the very long dock extending out into the harbor. Don Fassett handed over the helm of *Swirl II* to Jo in the mid 90's and we started sailing together. We attended our first Piloting class together in 1995 through the Olympia Power Squadron, back when it had one. We sailed together aboard the *Swirl II* for about 13 years, organizing weekly sails on board the *Swirl II*, inviting numerous guests aboard for an evening sail or for a week or two cruising. Once in Anacorte, a powerboat started circling *Swirl II* getting closer and closer till finally the skipper asked if Don Fassett was on board. Jo answered "no, I'm his step daughter". His reply was, I was married on that boat 17 years ago. *Swirl II* has its own memories through Don and Jo's kind inclusion of hundreds of guests aboard. I'm sure her nephew Vince will keep that legacy alive.

In those years we cruised together throughout Puget Sound and Northward including Louisa, Desolation Sound, Barkley Sound, and the Octopus Islands aboard *Swirl II*. Jo also cruised the Greek Islands with several women from the Olympia area, toured the world on various trips with her folks and family and she and I and Rebecca FitzPatrick, Scotty's granddaughter, toured Iceland, Scotland and England together.

For all of you who knew Jo personally you know she was a force to be reckoned with. Rule number one ... never talk politics with Jo, especially about unions, unless you can hold your own. She was opinionated to the max and not afraid to show it. She was as fiercely independent as her last name shows. Here's that story.

When she was divorcing her husband, she got her two boys together to help her decide what last name she would use. She didn't want her maiden name, she had let go of it too long ago. She didn't want her ex-husband's name either, too close for comfort. She was an independent woman whose Identity was her own. So as they were discussing possibilities for a new moniker, they said. "well, now, Jo's on her own" so how about Jo Sohneronne. That is how that name came to be ... and I have always loved her for the story if not just for the name.

For all of the women who read this story, Jo was 5'2", weighed 120 lbs and skippered a 40' wooden sloop that weighed 18 tons. If you think you cannot skipper your own boat, think again.

Mary Fitzgerald



## Spring Series Race 1 April 6

*Pax/Transition* was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>A CLASS</b> Start Time: 12:00 Distance:4.5 nm						
0.75	18324	ROCK PAPER SCI	EXPR 37	69	12:53:49	12:48:39
		12 PAX		-10	12:48:02	12:48:47
2.00	69927	BALDER II	ERIC 38	126	13:08:20	12:58:53
<b>D CLASS</b> Start Time: 12:00 Distance:4.5 nm						
0.75	59128	FEVER	SJ 28	212	13:17:18	13:01:24
2.00	50105	JOLLY RUMBALOW	C&C 34	135	13:14:51	13:04:44
3.00	39110	KOOSAH	PEAR 36-1	177	13:26:50	13:13:34

## Scorer's Report: Check My Work

On the Results Page of our site there is a list of Award in Class winners. Please check this to be sure I gave you credit for all your wins, and that I spelled the boat's name correctly.

Also check the Season Championship results. They should be out soon and there are lots of chances for error.

## Inlet Series

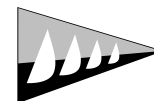
RC Boats : *Marnatha, Fjord, Yellow Jacket, and Transition.*

Mark boats: *Koosah, Jody V, Reiff.* Thank you all.

place	Sail No.	Yacht Name	Skipper Name	Rating	Strt	Eld	Hend	Skook	Total
<b>A CLASS</b> Races: 1 to 3									
					6 Strt	5 Strt	6 Strt		
1	73392	BODACIOUS	J Rosenbach	129	3	0.75	0.75	0.75	2.25
2	69399	FLYING CIRCUS	Dave Elliott	72	3	2.00	2.00	3.00	7.00
3	87652	ALTAIR	Jason Vannice	72	3	4.00	3.00	2.00	9.00
4	18324	ROCK PAPER SCIS	Hans Seegers	69	2	3.00	4.00	8.00	15.00
5	79182	FOLIE A DEUX	Jeff Johnson	133	3	5.00	5.00	5.00	15.00
6	69051	SPIRIT	Steve Jones	81	2	6.00	8.00	6.00	20.00
6	69927	BALDER II	Joe Downing	126	1	8.00	8.00	4.00	20.00
8	51496	PANDORA	Bob Connolly	165	1	8.00	6.00	8.00	22.00
<b>S CLASS</b> Races: 1 to 3									
					4 Strt	5 Strt	5 Strt		
1	50921	REDLINE	Kyle Reese-Cassal	90	3	0.75	0.75	3.00	4.50
2	79	RUFUS	Tucker Smyth	99	3	3.00	2.00	0.75	5.75
3	79089	LIGHTLY SALTED	Mel Schaefer	90	3	2.00	3.00	4.00	9.00
4	82	MCSWOOSH	Clark McPherson	66	3	4.00	4.00	2.00	10.00
5	10115	ZIG ZAG	Aaron Schofield	75	1	6.00	5.00	5.00	16.00
6	131	DRAGONFLY	Rafe Beswick	105	1	6.00	4.00	7.00	17.00
<b>B CLASS</b> Races: 1 to 3									
					1 Strt	1 Strt	2 Strt		
1	18177	DJINN	John Martens	153	3	0.75	0.75	0.75	2.25
2	69141	JODY V	Jack Shincke	188	1	3.00	3.00	2.00	8.00
<b>D CLASS</b> Races: 1 to 3									
					6 Strt	6 Strt	4 Strt		
1	69804	REIFF	Tom Nelson	123	2	0.75	0.75	0.75@	2.25
2	39110	KOOSAH	Dave Knowlton	177	2	1.87@	3.00	0.75	5.62
3	5421	EMMA LEE	Bob Butts	225	2	2.00	2.00	6.00	10.00
4	79838	SEAQUEL	Henry Brooks	240	2	4.00	7.00	3.00	14.00
5	79128	SILVER BREEZE	Mark Holt	225	3	5.00	6.00	4.00	15.00
6	22884	CHRONOS	Scott Walker	168	1	3.00	7.00	6.00	16.00
7	427	DESERT SAGE	Alberto Napuli	147	2	6.00	5.00	6.00	17.00
8	50105	JOLLY RUMBALOW	Richard Bigley	135	1	8.00	7.00	2.00	17.00
9	2222	PENOZIEQUAH	Richard Wells	231	1	8.00	4.00	6.00	18.00

@ = RC duty points





## Star Sailing

Star sailing has started! By the time you receive this, we'll be on the water every Monday night. Come down to Westbay around 1700 if you want to get on a boat, or on RC. Come around 2000 to join us for post-racing dinner. At Tugboat Annies

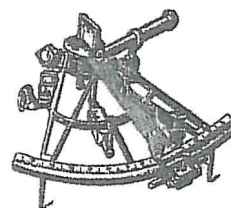
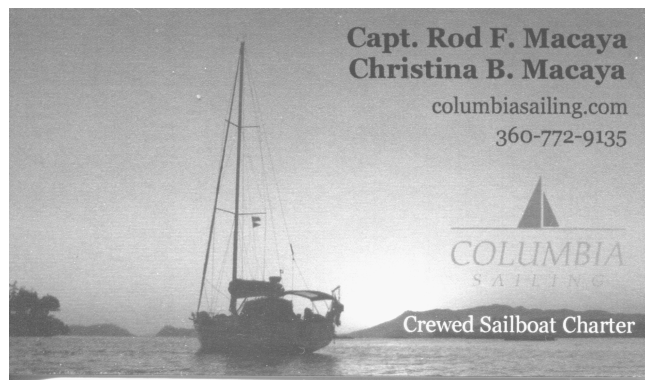
Catherine

### Spring Series Race 2 April 20

*Seaquel/Transition was the RC Boat. Thank you.*

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>A CLASS</b> Start Time: 12:10 Distance: 3.8 nm						
0.75	18324	ROCK PAPER SCI	EXPR 37	69	14:01:26	13:57:04
2.00	73392	BODACIOUS	BENE 35 S5	129	14:06:44	13:58:34
3.00	69051	SPIRIT	BENE 36.7	81	14:19:52	14:14:44
4.00	87652	ALTAIR	J 35	72	14:28:24	14:23:50
5.00	69927	BALDER II	ERIC 38	126	14:33:04	14:25:05
6.00	79182	FOLIE A DEUX	BENE 35 S5	133	15:15:29	15:07:04
<b>S CLASS</b> Start Time: 12:10 Distance: 3.8 nm						
0.75	50921	REDLINE	ANT 27	90	13:51:04	13:45:22
2.00	79089	LIGHTLY SALTED	BENE 10R	90	13:52:32	13:46:50
3.00	79	RUFUS	MEL	99	14:00:57	13:54:41
	12	PAX		-10	13:54:44	13:55:02
4.00	10115	ZIG ZAG	TART 101	75	DNF	
<b>B CLASS</b> Start Time: 12:15 Distance: 1.9 nm						
0.75	69141	JODY V	C&C 29	188	13:20:53	13:14:56
2.00	18177	DJINN	JBOA 30	153	13:45:31	13:40:40
<b>D CLASS</b> Start Time: 12:15 Distance: 1.9 nm						
0.75	50105	JOLLY RUMBALOW	C&C 34	135	13:19:45	13:15:29
2.00	39110	KOOSAH	PEAR 36-1	177	13:21:37	13:16:01
3.00	22884	CHRONOS	PER 10	168	13:33:10	13:27:51
4.00	59128	FEVER	SJ 28	212	13:35:50	13:29:07

## McAllister Creek Race March 30 Race Abandoned, too little wind



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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

**Catalina 27 1985** very good condition. Lots of new stuff, 5541 Dock J&L Swantown \$8500 Paul Stebbins (360) 438-5149  
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Contact: Bob Dalquest at BobDalquest@gmail.com or cell: (253) 389-1148 for more information.

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**Trade your labor for use of our boat.** Help us with light maintenance of our Cal 25 in exchange for sailing the boat.

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

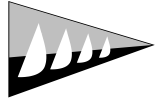


Photo above: McAllister Creek non Race aboard the RC  
Left: Spring Series Race 1  
Both photos by Cheryl Rogers

McAllister Creek non Race  
photo : Mark Holt



Photo below: Islands Race  
by Jeff Hogan



## Take Your Camera Sailing

More photos on our site, of racing, the April Cruise, the April Meeting, the kids new boats, and more.  
Link on the S-t-S page and on the Gallery page



Clark McPhearson, April Meeting  
photo: Judi Kruller

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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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L-R: Jim, DeeAnn, Meredith, Rich, Myron, Jim, Marvin, Fran, and Noreen  
onboard s/v Delilah © McMicken Island Apr 2019

April Cruise

photo: Jim Larsen