



April Meeting: Canceled

Commodore's Corner: SSSS Meets Covid-19

As you all are very well aware, the pandemic that has ravaged China, parts of Europe and has now begun to have large scale impacts on our personal lives here in the U.S. It is here; it's real, and the threat that it poses to those of us over the age of 60 and/or with certain preexisting medical conditions is serious.

Being able to see how this crisis has affected other countries such as China, Italy, France, Germany, Switzerland and others has given us an idea of how fast this virus moves and the implications that it can have if we don't each make it our personal responsibility to be diligent about how we proceed in the weeks ahead.

We've canceled our April board meeting, Meeting, and the McAllister Creek Race.

For those in the Club under 50: It's imperative that we understand the implications of our health and social interactions on those around us. Although we may only get mildly sick, it is even possible for us to contract SARS-CoV-2 and pass it to others without showing any symptoms whatsoever, there are people in our lives that, if infected, could have serious if not fatal reactions.

For those in the Club 50 and over: It is you who we have social responsibilities toward. We will do our best, but we are young and you are wise. Be diligent. Wash your hands and sanitize often. Exercise and eat well. Keep social interactions at a distance and to a minimum. Do what it takes to keep yourself and your families safe and healthy through these upcoming months.

If you have any questions or are in need of anything whatsoever, you can reach out directly via e-mail to any of your serving board members.

I hope to see you all on the water, it may just be the safest, and definitely the most enjoyable, place to be.

Warm regards,

Casey Jones

Be Responsible — Go Sailing

The responsible thing to do in these days of pandemic seems to be to go sailing. Talk about social distancing, you can easily put a half mile or more between you and the nearest person. Now that's social distance plus! Out in the middle of Budd Inlet you are about as safe from getting or spreading viruses as you can get. If you could just stay on the boat for ...

This is going to be a long lock down. You can't spend it all on the boat, nor can you spend it all in a cave. Going sailing is a safe way to get out in the world and enjoy yourself. Now do not invite your 50 closest friends. Take your family, or someone you see ever work day. Or go alone. I have spent many a great day just me and the boat, maybe the best days.

SSSS may well cancel scheduled events, including those not listed on this page. Normally we try to bring people together to sail, but that is not what should be done now.

Do not let that stop you from going sailing. If we cancel a race, go sailing that day anyway. If more than one would be racer is out you can wave to each other, and maybe take some photos for this rag? Too unstructured for you? You can still do the Hope Island Dash. You do not have to wait for a canceled race to do the Dash. Maybe we will see a new record time?

So be responsible. Head for the boat. Slip the lines. Put some social distance between you and the shore. Go Sailing.

Steve Worcester

~~Board Meeting
April 7~~

~~Spring Series Race 1
April 11~~

~~Spring Fling Cruise
April 10-12~~

~~General Meeting
April 14~~

~~Visitors Welcome~~

Doors open at 1830, Meeting starts 1900

~~Spring Series Race 2
April 18~~

~~Black Star Regatta
April 24-5~~

~~Monday Star Races
May 4~~

~~Board Meeting
May 5~~

~~Dinghy Races Start
May 7~~

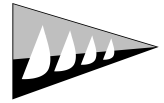
~~Spring Series Race 4
May 9~~

~~General Meeting
May 12~~

~~Visitors Welcome~~

Doors open at 1830, Meeting starts 1900

**More events will
probably be
canceled**



Cruise News

SPRING FLING CRUISE MCMICKEN ISLAND 10 - 12 April

I love this destination, McMicken Island (47°14'53"N 122°51'51"W). Not only is the weather usually very pleasant, the island itself is fun to explore. This Cruise makes for a perfect distance sail, 14 nm from Swantown, and a great anchorage. There are a few mooring balls on the NW and SE sides, so you might have to wrestle for them when you get there.

The one mile hiking trail around the perimeter of the Island is a fun walk, and has peek-a-boo views of Case Inlet. During low tide there is a sand spit that connects McMicken Island to Harstine Island

you can walk across. You can catch on the wrong side but must be careful.

It is a beautiful area. I showed my eagles to my coffee wings as Don't miss

Not having to say it, but saying it anyway: there won't be any combined potlucks aboard any boat. If the weather permits we can meet on the beach for dinner Saturday evening.

Nautical history: 14 April 1912, the RMS Titanic, four days into the crossing and about 375 miles (600 km) 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 Adam, Mutable Fire

ISLAND HOME CRUISE

OYC canceled their invitation to their out station as part of dealing with Covid-19.

Black Star Regatta

The Black Star Regatta, scheduled for April, has been canceled. It may be run on September 13 if all goes well. It will be combined with the Fall Dinghy Regatta which should get us a few more participants.

Jim Findley

RC Report

Some of the Fleet Captains met in February with the primary goal of growing our BClass where participation has diminished to the point of it feeling like Little League where everyone who shows up gets a trophy. Our decisions include:

Move the cut-off for B Class to a PHRF rating of 130 or higher with a symmetrical Spinnaker. This moves two of our active A Class boats to B Class.

Encourage D Class boats with spinnaker rigging to fly their chutes. We will do this



by encouraging A and S Class skippers to donate some skilled foredeck people to help D Class fly their chutes.

Include a Spinnaker Flying class in the Spring Skill Share day. We plan to have a spinnaker lecture and, depending on conditions, a spinnaker handling class on the dock and/or on the water. Bill Sheldon and the Race Committee Crew have offered to set up a short course on the water to allow us to practice sets and douses on the water. Please watch for details on this opportunity. You never know when you might be crewing on a boat with a spinnaker. Speaking from experience here

The winter distance race rules for the Islands and Inlets Series races will be changed to have B Class boats starting early with the D Class and run the short course when available.

All of our Members are encouraged to come out on Wednesday nights to race this summer. In my years of sailing I find that sailing once a week with friends on your boat at whatever level you are

comfortable with can be a wonderfully healthy and enjoyable experience.

If you are looking for new crew members, or are interested in crewing on a boat, no matter what your skill level is. The main thing is interest, please sign up on the ssssclub.com web site.

In spring we transition from the distance races to buoy races around Budd Inlet.

The spring races on Saturdays are a great opportunity to have your crew dip their toes in the racing waters. You can use this series of four races to get your crew practiced up and ready for summer.

We are always talking about growing our Membership. I strongly encourage every skipper to reach out to folks who might be interested in sailing but have no experience and are willing to show up on a weekly basis and teach them about the pleasures of sailing. That's how growth happens. I am always open for ideas so please reach out to me to help us grow our sailing community.

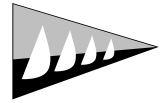
In closing I want to continue to encourage everyone to wear a Personal Floation Device (PFD). They do save lives. Now is a good time to make sure the automatically inflating varieties are equipped with fresh triggers and to ensure they are functional. We do not require PFDs as a condition of eligibility to race but I think we should.

ANDREW KERR

We had a great turn out for our Andrew Kerr Sail Fast seminar in February. It was great to see so many skippers bring their crews along to hear Andrew share strategies for starting well, balancing sail trim for optimum speed and boat handling, and sharing his decades of experience in every condition. The value of this information cannot be over estimated. Thanks to Andrew's generosity and our Membership support we continue to be able to offer these seminars at a fraction of the cost one would pay anywhere else.

Andrew invited us to check out NorthU.com for a wealth of sailing information and resources. There are downloadable sail trim simulators, articles and tutorials on optimizing racing tactics, learning race rules, and strategies for upwind and down wind race scenarios. There is even information that cruisers will find informative and helpful.

Paul Paroff



What's In A Name?

Even though we are a social club there are many Members that are unable to regularly attend Meetings and events. Because of this I'm sure we are missing out on some amazing stories and experiences. In an attempt to bridge this gap we are going to start a monthly article entitled What's In A Name? Members are encouraged to share the story of how they came up with their boat's name, and a picture if you like.

We are not trying to make this an essay contest ... so write as you like. A good length is probably 500 words or less, but if you have a great story feel free to write away. Send your articles to me at

cruises@sssscclub.com and I will collect them and get them into the S-t-S. I will start things off.

Sailboat name: *Mutable Fire*, Hunter 26

My boat name comes from an article I found about my astrological sign Sagittarius. I thought the description was spot on mostly, but also pointed out things I'd like to change. Sagittarius is a *mutable fire* sign, hence the name, and its enthusiasm can spread at times like a brush fire. The article said that this sign was out to experience life, was adventurous, and only too happy to preach, advertise, philosophize, and learn by having the big picture explained. All of this felt true because I never go anywhere without my soapbox.

There is a very go-with-the-flow attitude associated with the *mutable* part of the name, and that is what I've wanted to strive towards after so many years of rigidity in the military. *Mutable*, by definition, means *liable to change*. If this is your goal what better activity could you pursue than one that demands you disregard most timelines and schedules? This sign also believes in the power of laughter and isn't above embarrassing oneself to make someone laugh, which is so true, I can karaoke like a fool.

There won't be a *Mutable Fire II* because I've already picked out two names for my next boat ... if and when that happens, but until that time I will enjoy her. She can be a bit temperamental, but we've had a blast so far. She is my first sailboat and I have no complaints, at least none that allow her to hear.

Rich Adams, Skipper

Cruising to the San Juan and Gulf Islands

This is planned as the first of three articles on cruising the Salish Sea. These articles are meant as a way for those of us who make regular cruises North to share our lessons and insights with Members who may be considering exploring those destinations; which are in themselves some of the best reasons for living in Western Washington. This is planned as a joint effort among several of us Members in order to provide a range of experiences and

in the Pacific NW. Each edition has detailed information on different sailing routes, anchorages, marinas, potential trouble spots, communication protocols, border crossing, and much more. Check it out on the web: <https://waggonerguide.com>

Obtain a current schedule of the Washington State Ferries. You'll pass close to several ferry landings on your way North or South, and it helps to know when that multi-ton boat is going to come charging out from the dock.

The Current Atlas for Juan de Fuca Strait to Strait of Georgia is published by Fisheries and Oceans Canada. The

currents in these two bodies of water and the islands around them can be surprisingly complex. This book has 93 charts with graphical depictions of the various patterns that can be matched up with specific dates and times by means of the:

Waggoner Tables. This annually published companion book is an index as to which of the 93 current charts applies during any 60 minute time period of the year.

Electronics: A chart plotter with GPS is essential.

A range of dedicated units are available, from a basic handheld unit (starting around \$150) to console-mounted units with an impressive range of information displays (starting around \$500 and going up from there).

On the other hand, many of us get all of the information we need just by loading the appropriate app onto our iPad, iPhone, Android, tablet or laptop. I've enjoyed Garmin's Bluechart. Unfortunately it was discontinued about the time they bought Navionics, which has an annual subscription instead of a one-time purchase.

iNavX lists some impressive capabilities, including tie-in to weather and AIS information. I haven't used it, but it seems to bear checking out if you're shopping. Speaking of...

AIS information. Any vessel over 300 gross tons is required to use the Automatic Identification System (AIS) to report information that includes their

Skookum Inlet Race February 29

Transition/Desert Sage was the RC Boat. *Reiff* was mark boat. Thank you both.

| Points | Sail No. | Yacht Name | Yacht Type | Rating | Finish Time | Corrected Time |
|----------------------------------------------------|----------|----------------|------------|--------|-------------|----------------|
| A CLASS Start Time: 10:05 Distance: 23.4 nm | | | | | | |
| 0.75 | 73392 | BODACIOUS | BENE 35 S5 | 129 | 14:50:33 | 14:00:14 |
| 2.00 | 69399 | FLYING CIRCUS | EXPR 37 | 72 | 14:33:28 | 14:05:23 |
| 3.00 | 18324 | ROCK PAPER SCI | EXPR 37 | 69 | 14:45:59 | 14:19:04 |
| 4.00 | 69051 | SPIRIT | BENE 36.7 | 81 | 14:55:14 | 14:23:39 |
| 5.00 | 79003 | GAN Y DWR | C&C121 | 69 | 15:12:17 | 14:45:22 |
| M CLASS Start Time: 10:05 Distance: 23.4 nm | | | | | | |
| 0.75 | 175 | TRICKSTER | | 46 | 14:17:08 | 13:59:12 |
| 2.00 | 12 | PAX | | 10 | 14:07:43 | 14:03:49 |
| S CLASS Start Time: 10:05 Distance: 23.4 nm | | | | | | |
| 0.75 | 79 | RUFUS | MEL | 93 | 14:40:11 | 14:03:55 |
| 2.00 | 79089 | LIGHTLY SALTED | BENE 10R | 90 | 14:53:17 | 14:18:11 |
| D CLASS Start Time: 09:35 Distance: 18.8 nm | | | | | | |
| 0.75 | 39110 | KOOSAH | PEAR 36-1 | 177 | 14:03:58 | 13:08:30 |
| 2.00 | 79838 | SEAQUEL | CAL 27 | 240 | 14:33:52 | 13:18:40 |
| 3.00 | 50105 | JOLLY RUMBALOW | C&C 34 | 135 | 14:03:33 | 13:21:15 |

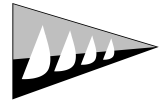
options. More contributors are welcome.

For this first article, we'll stay tied up to the dock and focus on preparations; what navigation aids and other types of information experience recommends, and some supplies we won't leave the South Sound without.

Usually you won't know what suits you best until you've actually made the trip at least once. My first trip, granted, some years ago, was made with just paper charts, a compass, a depth finder and a list of marinas. It worked, but more information on subsequent trips has certainly made them safer, faster and more enjoyable.

So here are some suggestions, starting with the very basics and then adding items for additional safety and convenience.

Publications: The Waggoner Cruising Guide is the most comprehensive guidebook for cruising



speed and heading. In addition, many smaller vessels, including pleasure boats, also broadcast on AIS. Being able to receive AIS information is a huge boost to your boat's safety, especially if you need to cross shipping lanes.

Weather information. Again, some chart plotters integrate weather information into their programs. On the other hand, there are a number of web sites which provide good information for free. My favorite is Windfinder. It has proven to be quite reliable, usually, and the weather map has an excellent graphic representation of wind direction and strength plus links to a number of weather stations, including Smith Island in the middle of the Strait of Juan de Fuca. The Waggoner Cruising Guide has several pages on other ways to access weather information.

Consumables: It's not necessary to lay in stores of food, water, and toiletries as if you were going to Hawaii, but it's best to be prepared to go several days without restocking. And you'll find you consume quite a bit of potable water each day you're cruising.

Other consumables that are essential have to do with repairs to the boat or the engine. Anyone who's made the trip to the islands has had to replace belts, hoses, fuel filters, battery cables and water pump impellers enroute. Think of it this way: just one day of dead air will probably run your engine as much as several years of cruising around the South Sound, and those parts will only crap out when you really need them.

Not consumable, but still necessary: Radar reflector/enhancer, 30 amp adaptor for your ground power cable at some marinas.

Final note: Members with experience sailing to the islands will have ideas or experiences that can improve on the recommendations offered here. Again, we would encourage them to send us those ideas so we can offer an addendum to this article and help refine the next two: Routes to the San Juans and The Gulf Islands. [.debbieandmike1@comcast.net](mailto:debbieandmike1@comcast.net)

Mike Farley

Mike is asking for other views, here is my two cents worth. Others are invited to write.

The word "essential" gets used a lot. Everyone selling any piece of navigational equipment says their's is essential. It seems they think no one ever went cruising before their gadget existed. Many of these are useful, some only in some situations; all are fun to use. But do not stay home because you

do not have them. Go, they really are not essential.

It is hard to get too lost as long as you can see the Capitol dome. To go much further there are four pieces of navigational gear I consider essential. These have taken countless boats up and down the Sound countless times, including yours truly. With these I have gone around Vancouver Island, as have many others. They are all you need. They are charts, tide/current tables, a watch, and a compass. Maybe I should include pencils, dividers, and a strait edge. They work when wet. Their batteries have never failed me. Without them I would be reluctant to go. Of

| SSSS Boats at Islands Race GHYC | | |
|--------------------------------------------------|---------------------|-------|
| Bodacious | 1 PHRF 7 | 2 OA |
| Demi Moore | 3 PHRF 8 | 13 OA |
| Djinn | 4 PHRF 8 | 15 OA |
| Jolly Rumbalow | 1 NFS | |
| Koosah | 2 NFS | |
| Folie `a Deux | 2 Commodore's Class | |
| Emma Lee | 6 Commodore's Class | |
| SSSS Team | | |
| <i>Bodacious, Altair, McSwoosh</i> | | |
| 2 nd Islands / 2 nd Series | | |

course you have to know how to use them.

Other things can be useful. Cruising guides can be very useful. But remember they are dated, just because they take a long time to produce. Out of the way places are the hardest to up date at printing. With all that is happening this year, they maybe even more dated than usual.

The Parks Department has information on State Parks on line. There are several Parks in the San Juans and a couple one might stop at on the way. Also Natural Recourses has public beaches all over the Sound and Islands. I would bet what I have in print is now on line, and updated.

Good binoculars are useful, particularly in fading light, like when looking to anchor. A knot log can be a big help getting used to a new boat, and in sail trimming. When tied to a GPS it can help discover current flow. AIS was not a choice I had. If you are crossing the Strait, particularly in fog, it could be very very useful. On the other hand if

you go and return east of Whiddbey Island you will not use it. A depth sounder has uses but going to the San Juans you would probably use it only when anchoring. However none of these tools is needed. If you do not have any or all of this stuff, go anyway.

Electronic charts are not needed either, but free on your phone, with real time positioning and a lots of information a click away, why not? They do work as a substitute for paper ones, if you know how to use them and are aware of their limitations: like over zooming, sailing dog curves, and the operators tendency to pay more attention to the screen than what is happening on the water. Personally, I like them for trip planning at home, but on the boat I prefer the larger view from a paper chart.

But the paper charts should still be aboard for back up. A boat environment can be hard on electronics, batteries go dead, and I know of several phones now on the bottom of Budd Inlet.

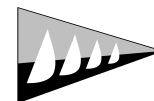
Provisioning depends on how you cruise. One stop a week at Friday Harbor for food, no nights at a dock. Or every night at a dock with dinner ashore, maybe a hotel stay. In this virus infected year, I would recommend you adopt the former style. Plan on skipping all the waterfront restaurants in favor of enjoying our natural beauty. Carry all the food you can, so as to make the fewest stops for groceries.

Not having mechanical refrigeration, I freeze gallon jugs of water to keep things cool. They last about a week. When they melt the box stays dry and I have more drinking water. Water can be in short supply in the San Juans.

I have never had engine troubles while cruising in one of my boats. We took *Nama* around Vancouver Island and our only engine problems were fuel related, not enough of it in the tank. So engine problems on the trip are not a given. Still engines do break down. I know cruising has been defined as "fixing one's boat in exotic locations." However if you break down half way to the San Juans you are in exotic Seattle. There is little need to carry any parts you will not install yourself, unless it was/is particularly hard to get.

A lot of Members have been there. What do you have to add?

Steve Worcester



Inlet Series

RC Boats : *Color My World, Willie Tippit, Desert Sage, and Transition.*

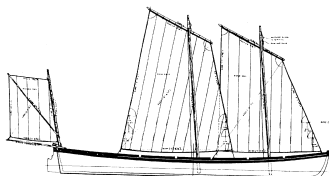
Mark boats: *Koosah, Rock Paper Scissors, and Reiff.* Thank you all.

| place | Sail No. | Yacht Name | Skipper Name | Rating | Strt | Eld | Hend. | Skook. | Total |
|-------------------------------------------------|----------|-----------------|-------------------|--------|--------|-------|--------|--------|-------|
| A CLASS Races: 1 to 3 * = RC duty points | | | | | | | | | |
| | | | | | 5 Strt | | 4 Strt | 5 Strt | |
| 1 | 73392 | BODACIOUS | J Rosenbach | 129 | 3 | 0.75 | 0.75 | 0.75 | 2.25 |
| 2 | 69399 | FLYING CIRCUS | Dave Elliott | 72 | 2 | 2.00 | 6.00 | 2.00 | 10.00 |
| 3 | 18324 | ROCK PAPER SCIS | Hans Seegers | 69 | 2 | 4.00 | 3.50* | 3.00 | 10.50 |
| 4 | 87652 | ALTAIR | Jason Vannice | 72 | 2 | 3.00 | 2.00 | 7.00 | 12.00 |
| 5 | 69051 | SPIRIT | Steve Jones | 81 | 2 | 5.00 | 6.00 | 4.00 | 15.00 |
| 6 | 79003 | GAN Y DWR | Justin Jones | 69 | 2 | 7.00 | 4.00 | 5.00 | 16.00 |
| 7 | 79182 | FOLIE A DEUX | Jeff Johnson | 132 | 1 | 7.00 | 3.00 | 7.00 | 17.00 |
| S CLASS Races: 1 to 3 | | | | | | | | | |
| | | | | | 4 Strt | | 3 Strt | 2 Strt | |
| 1 | 79 | RUFUS | Tucker Smyth | 93 | 3 | 0.75 | 0.75 | 0.75 | 2.25 |
| 2 | 79089 | LIGHTLY SALTED | Mel Schaefer | 90 | 3 | 3.00 | 3.00 | 2.00 | 8.00 |
| 3 | 82 | MCSWOOSH | Clark McPherson | 66 | 1 | 2.00 | 5.00 | 4.00 | 11.00 |
| 4 | 10115 | ZIG ZAG | Aaron Schofield | 75 | 1 | 6.00 | 2.00 | 4.00 | 12.00 |
| 5 | 50921 | REDLINE | Kyle Reese-Cassal | 90 | 1 | 4.00 | 5.00 | 4.00 | 13.00 |
| B CLASS Races: 1 to 2 | | | | | | | | | |
| | | | | | 2 Strt | | 2 Strt | | |
| 1 | 18177 | DJINN | John Martens | 147 | 2 | 0.75 | 0.75 | | 1.50 |
| 2 | 5421 | EMMA LEE | Bob Butts | 207 | 2 | 2.00 | 2.00 | | 4.00 |
| M CLASS Races: 1 to 3 | | | | | | | | | |
| | | | | | 1 Strt | | 1 Strt | 2 Strt | |
| 1 | 12 | PAX | Rod Tharp | 10 | 3 | 0.75 | 0.75 | 2.00 | 3.50 |
| 2 | 175 | TRICKSTER | Rafe Bewswick | 46 | 1 | 3.00 | 3.00 | 0.75 | 6.75 |
| D CLASS Races: 1 to 3 * = RC duty points | | | | | | | | | |
| | | | | | 4 Strt | | 7 Strt | 3 Strt | |
| 1 | 69804 | REIFF | Tom Nelson | 123 | 2 | 0.75 | 0.75 | 0.75* | 2.25 |
| 2 | 39110 | KOOSAH | Dave Knowlton | 177 | 2 | 1.88* | 3.00 | 0.75 | 5.63 |
| 3 | 50105 | JOLLY RUMBALOW | Richard Bigley | 135 | 3 | 3.00 | 2.00 | 3.00 | 8.00 |
| 4 | 427 | DESERT SAGE | Alberto Napuli | 147 | 1 | 6.00 | 4.00 | 5.00 | 15.00 |
| 4 | 59924 | ECHO | Steve Miller | 156 | 2 | 4.00 | 6.00 | 5.00 | 15.00 |
| 6 | 29718 | MARANATHA | Joel Rett | 177 | 1 | 2.00 | 9.00 | 5.00 | 16.00 |
| 6 | 22 | KIND OF BLUE | Alan Hoffman | 210 | 1 | 6.00 | 5.00 | 5.00 | 16.00 |
| 8 | 79838 | SEAQUEL | Henry Brooks | 240 | 1 | 6.00 | 9.00 | 2.00 | 17.00 |
| 9 | 79128 | COLOR MY WORLD | Mark Holt | 225 | 1 | 6.00 | 7.00 | 5.00 | 18.00 |

SSSS Boats in the Southern Sound Series

| | |
|-----------------------|-----------------------|
| Bodacious | 1 PHRF 7 1 OA |
| Trickster | 1 multihull |
| Pax | 2 multihull |
| Redline | 3 PHRF 5 |
| Strategy | 3 PHRF 6 |
| Djinn | 3t PHRF 8 |
| Demi Moore | 3t PHRF 8 |
| Lightly Salted | 4 PHRF 5 |
| Balder 2 | 4t PHRF 7 |
| McSwoosh | 5 PHRF 3 |
| Zig Zag | 6t PHRF 5 |
| Korina Korina | 7 PHRF 3 |
| Altair | 8 PHRF 4 |
| Rock, Paper, Scissors | 10 PHRF 4 |
| Briliant | 10 PHRF 5 |
| Gan Y Dwr | 11 PHRF 4 |
| Flying Circus | 15 PHRF 4 |
| Koosah | 1t NFS |
| Jolly Rumbalow | 1t NFS |
| Echo | 3 NFS |
| Desert Sage | 4 NFS |
| Folie `a Deux | 3 Commodore's Class |
| Balder 2 | 6 Commodore's Class |
| Emma Lee | 7 Commodore's Class |
| String Games | 12 Commodore's Class |
| Snow Bird | 13t Commodore's Class |

McAllister Creek Race
Canceled
 virus precaution



Island Series Crew Awards

awarded at the January Meeting
 Kuba Bednarek, *Altair*, A Class
 Kelley Coon, *Koosah*, D Class

Capt. Rod F. Macaya
Christina B. Macaya
 columbiasailing.com
 360-772-9135
 COLUMBIA SAILING
 Crewed Sailboat Charter

Yachtfinders/Windseakers Inc

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

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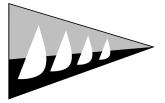
FULL SERVICE RIG SHOP NOW BASED IN OLYMPIA

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.



Toliva Shoal Race
Photos top left
and bottom by
Dan O'Brien
other photos by
Bob Butts



Take Your Camera Sailing

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Deadline for submissions is the second Tuesday of the month.

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