

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

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www.ssssclub.com



## March Meeting: Sharon Sites Adams The First Woman to Sail Solo across the Pacific

At our Meeting on March 10th, we will have the opportunity to hear from Sharon Sites Adams, who was the first woman to sail solo from California to Hawaii in 1965, and five years later, across the Pacific Ocean from Japan to San Diego. These treacherous voyages took place before GPS, the Internet, and high-tech monitoring. Perhaps more astounding, it was in an age when women simply didn't do such things.

Her adventures are chronicled in *Pacific Lady: The First Woman to Sail Solo across the World's Largest Ocean*, which tells her story of sailing to Hawaii and, five years later, sailing 8,000 miles from Hawaii to California in her 31-foot ketch. This memoir recounts the personal path leading to her historic achievements: A tomboy childhood in the Oregon high desert, an early marriage and painful divorce, and a second marriage that ended when her



husband died of cancer. In the wake of his death and almost by accident, Adams discovered sailing. Six weeks after her first sailing lesson she bought a boat, and within eight months she set out to achieve her first world record. *Pacific Lady* recounts the inward journey that paralleled her sailing feats, as Adams drew on every scrap of courage and navigational skill she could muster to overcome the seasickness, exhaustion, and loneliness that marked her harrowing crossings.

The book is well written and inspirational, and she has a great story to share. Invite your crew, friends, and anyone else who enjoys taking a few risks and has dreams to explore far-reaches of the seven seas. Better yet, read her book before you arrive.

Doors of the Olympia Yacht Club, 201 Simmons St. NW, will open at 18:30, the business meeting will begin at 19:00, and Sharon's presentation will commence about 20:00.

We hope to see you there..

Bob Butts, *Emma Lee*

## Another Wild and Windy Toliva Shoal Race Last Up the Gig Harbor Islands Race

The 2020 Toliva Shoal Race was another full conditions race this year! As is the tradition, the event kicked off with the South Sound's "best of the Series" Friday night feast. For race day the winds were generally in the 12 to 20 plus range with gusts into the low thirties and intermittent rain showers. Forty-seven boats were registered with most, 39, finishing the race. To the best of my knowledge there were no injuries other than maybe some bruised egos. The Race put skippers and crews to the test as well as boats themselves. Some of the boat victims included a blown out main, blown jibs, and for Reese's *Redline*, rudder pintle/gudgeon failure. Fortunately they were able to recover the rudder!

The top performer was J Rosenbach's *Bodacious* with a 1<sup>st</sup> in PHRF-7 and 1<sup>st</sup> Overall. J really had it dialed in. SSSS firsts in fleets also went to Rafe Beswick's *Trickster* PHRF-1 and Dave Knowlton's *Koosah* Cruising-NFS. SSSS also had five other top three finishers. See SSSS boats results in this S-t-S. Well done all.

**Black Star Date : SSSS Non Profit : Handicappers Meeting : Sharing Information**

Board Meeting  
**March 3**

Safe Passages Class  
March 7  
OYC 09:30

General Meeting  
Pacific Lady  
**March 10**

Visitors Welcome

Doors open at 1830, Meeting starts 1900

Islands Race GHYC  
**March 14**

Last Southern Sound Series Race

Island Home Cruise  
guests of OYC  
**March 13-15**

Dinghy Meeting  
**March 26**  
18:00 Westbay

McAllister Creek Race  
**March 28**

Board Meeting  
**April 7**

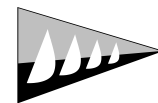
Spring Series Race 1  
**April 11**

Spring Fling Cruise  
**April 10-12**

General Meeting  
**April 14**

Visitors Welcome

Doors open at 1830, Meeting starts 1900



## RC Report

The race started off with southerly winds for a fast run to Boston Harbor then a broad to beam reach to Johnson Point. Then came decision time, which jib/genoa, it was easy to get over powered and we watched boat round ups and lots of buried rails. On *Folie*, it was Phillip's first buried rail, which he took in stride. After the Nisqually mark the winds picked up more and most PHRF boats again popped their chutes. It was a sleigh ride to the Toliva mark where Jan Anderson digitally captured many rounds. As always she has posted many great shots. But for the opposing current, it was a quick beam/close reach past Eagle Island and a chance to throw in a reef in calmer water for the beat back home. The ebbing current held all the way through Dana as the wind shifted to southwesterly. Rounding Boston Harbor we were taking guesses on how many tacks to the finish line, some as few as four or as many as eight. Seven was our magic number. The Race was a workout with finishers in before dark. Many thanks to the Toliva Committee, *Transition* as RC, all the help from both SSSS and OYC as mark on chase boats, and the great feast providing crew! All each of you do, make Toliva the biggest and best Southern Sound race.

For lots of pictures check out the photos on the Series site: racing/Southern Sound Series link on our site, or [www.ssssclub.com/ssseries/index.htm](http://www.ssssclub.com/ssseries/index.htm) and the SSSS's Facebook page.

### NEXT AND LAST UP, THE ISLAND'S RACE

The final race in the 2019-20 Southern Sound Series is the Gig Harbor Yacht Club sponsored Island's Race on March 14th. Pre-race Friday night features a Mexican dinner for SSSS racers at El Pueblito after transiting their boats and mooring throughout the harbor Saturday morning the trip to the start line is very short, inner harbor to just outside the mouth. The race itself heads north up Colvos Passage, leaves Blake Island to port, rounds the mark north of Blake, and back again. Though we have longer daylight in March, this is the shortest race of the Series at 29.5 nm.

**Jeff Johnson, *Folie A Deux***

The weather for the Inlet series has been kind, some might even say generous to the sailors of the south sound this season. I had the pleasure of racing in the D Class for the Henderson Inlet race and in spite of fighting our way through the return leg of



Cold engine starting problems? The solution, a hair drier Jim Findley at the February Meeting photo: Thera Black

the course against the ebbing current and against 25 knot winds it was a great day for sailing. At the start of the race it seemed

that there were two different mind sets at work: There were those that were satisfied with their decision to reef their mainsails early and there were those that wished they had reefed them sooner. The conditions seemed to make it especially challenging to get past Boston Harbor on the reach for the finish line where current and wind seem to

keep drawing us toward the lighthouse at the point like a gravitational field.

The Eld Inlet Race also provided for good wind and weather, another day with 25 knot winds. Its really nice to get to finish in daylight and I am sure that the Race Committee appreciates the opportunity to also make it home in daylight though they are always committed to stay out as long as it takes allow even boats with the biggest handicaps to finish (that is as long as they finish within the course time limit).

Before we know it spring and summer series racing will be here as the days keep getting longer. As a reminder, if you have not yet signed up for Race Committee duty, two crew members per race boat is required annually, please contact me to get your name on the schedule. And thanks to all the boat crews that have signed up. It's thanks to your contribution to the effort that

keeps us all racing.

**Paul Paroff, Race Chair.**

## Black Star Regatta New Date April 25

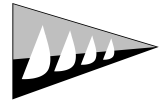
This year the Black Star Regatta will have the usual Star Class One Design race that we've had for the past 11 years, but we are adding Portsmouth Dinghy Racing. This is dinghy racing under the Portsmouth Handicap system so that a mix if boats can race together, similar to the PHRF system but for small boats.

The Star boats are a one design fleet; there is no handicap so the first boat over the finish line wins. The Star is a responsive, agile boat that performs well even in light air conditions. It has a lot of sail area for its size. With a bit of breeze the race is on-expect to get wet! If you are interested in crewing, there may be a spot for you-contact Cheryl Roger to get on the crew list for BSR of Monday night racing.

We will have a practice race on Friday April 24th starting at 18:30. Come early! On Saturday, the skippers' meeting is at 10:00. The real racing starts at 11:30 with awards ceremony and beer drinking to follow at the View Point Room under Tugboat Annies. For more information e-mail Jim Findley at [dinghy@sssclub.com](mailto:dinghy@sssclub.com)

We would like to thank the PHRF fleet for swapping dates with us and hope some of you will come out to watch or help with running the Black Star Regatta.

**Jim Findley, *Night Wind/ Not Sirius/ Lido 14 #786***



## Cruise News

### JOINT ISLAND HOME CRUISE 13-15 MARCH

St Patrick's Day is going to be celebrated with OYC and SYC at OYC's Island Home (047°14'3" N 122°56'8" W).

An awesome dock, with power, and a great facility make this a *must* cruise for the year. Don't forget to wear green and bring your beer. There will be a wide variety of board games, card games, poker possibly, and other activities. If the weather is good we can hang by the fire pit.

Itinerary:

Potluck Friday night @ 1830

Breakfast Sat morning @ 0900 hosted by SYC

Dinner Sat night @ 1800 hosted by OYC

Breakfast, grab-n-go, Sunday morning @ 0900 hosted by SSSS.

If you want to help out setting up/tearing down please let me know at [cruises@ssssclub.com](mailto:cruises@ssssclub.com). Planning on doughnuts, bagels, and maybe fruit.

The cost to cover both meals and facility expenses is \$15 per person. \$5 children <12 y/o, paid by cash or check when checking in.

RSVP number in party to [cdbrown05@gmail.com](mailto:cdbrown05@gmail.com) or call OYC Reservation line (360) 705-3767. As you approach hail on Ch 68. An OYC dockmaster will be standing-by to assign dock positions as you arrive.

### SALTY SAILOR CRUISE

*"The sea was angry that day, my friends – like an old man trying to send back soup in a deli"* George Costanza, *Seinfeld*.

On Friday the winds were blowing from the SSW at about 12-15 knots, gusting to 20 knots. Dave Brooks, *Quest*, and I put up headsails and made our way up Budd Inlet into Dana Passage. This was one of the few times I've been able to make steady progress down Dana, but the two foot chop in the center of the channel made for a very bumpy ride. Diving for cover near the shore was clearly the better route choice.

Dave reached Stretch Point Park and easily picked up a mooring ball. I, on the other hand, struggled with a bound-up furler and a flogging headsail. After five attempts I managed to snag a ball and end the nonsense. The winds that night were forecasted at 25-30 knots so I just removed the headsail and stored it below. The forecast didn't disappoint; that night it was like sleeping on a bucking bronco.

Saturday morning was amazingly calm, and by the afternoon Jim Findley, *Nightwind*, Rod and Susan, *PAX*, and Jim and DeeAnn, *TYA*, showed up. Some increased winds and rain threatened the potluck that was planned on *TYA* but it subsided by 18:00 and everything went off as scheduled. We had a great meal and some of the best story telling I've heard to date ... absolutely hilarious, especially from Rod and Susan. I was glad to hear some

of these veteran sailors describing their own past mistakes and mishaps that I have recently experienced.

Discussing some of the most mundane topics seemed to have the most value. Maybe because everyone has to deal with anchoring, scope length, hooking a mooring ball, furling in high wind, etc., and all have to mitigate these issues using best techniques and gadgets. I personally purchased a mooring buoy snap kit from Seadog with my phone while listening to the stories after the potluck. Most Members have or know about these gadgets and techniques, but newbies to sailing, like myself, benefit immensely from their sharing. I think Members would be

surprised by what all we don't know; always learn something new when you leave the dock. Now back to the cruise.

By 10:00 Sunday everyone had departed except *TYA* and myself. It was time for a quick cocoa aboard *TYA*, then back for a final prep of the boat to leave. Even though I was able to reinstall



the headsail there wasn't enough wind to sail back to Swantown. Motoring back under chilly, clear skies was still a good way to end what was probably the best-attended Salty Sailor Cruise in the last few years.

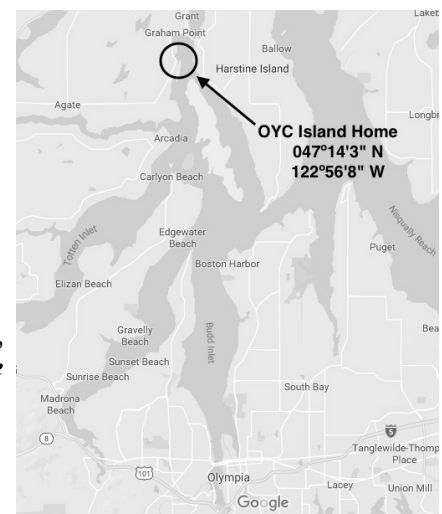
**Rich Adams,  
Mutable Fire**

## SSSS Nonprofit Again

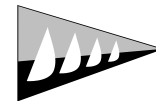
The IRS has officially recognized SSSS as a nonprofit corporation, a 501c7. This is the status for clubs, like fraternities and sororities. This does *not* mean money given to SSSS is tax deductable. It means SSSS does not have to pay income tax on your dues. They realize the Club does not exist to make money, but to collectively spend it.

Getting this status has taken years. It took the board some time to recognize that we needed to do this. Then we had to get our financial records in the proper form before filing for our status. And it takes time for the IRS to process our request. So we spent a couple of years paying taxes as a for profit corporation. Now we are legally recognized as what we are, a non profit.

**Steve Worcester**







## Portsmouth Racing

All you dinghy racers, it's time to wake up from hibernation.

We are having our annual Spring Dinghy Fleet Meeting on Thursday March 26<sup>th</sup> at 18:00. If you're interested in racing dinghies, any sailboat 20 feet or under that doesn't have a fixed keel, you are invited to come join us.

Along with seeing the old timers for the first time in six months and hopefully meeting with some first timers, we will be having a few things to decide and I hope, some new ideas to throw out for discussion. The meeting will be at the View Point

Room under Tug Boat Annies at West Bay Marina so if you are running late you can grab dinner above, bring it down and join me and eat during the meeting.

Our dinghy racing is a little friendlier racing than any other in the South Sound. Usually, any shouts are shouts of encouragement or friendly banter. About the only requirement for racing with us is to know how to sail, we don't teach sailing, have a boat, we don't supply the boats, and know at least the very basic rules of racing: Starboard has right of way over a boat on port tack, if the boats are on the same tack a leeward boat has right of way over a windward boat, and try to not run into anybody. After a few races you'll learn more of the rules, out of necessity. Bring your boat out on any Thursday night in May through August and sign in at the committee boat, which will be anchored just north of KGY and Anthony's Hearth Fire. We need your name, type of boat, and your e-mail address to score you as it is handicap racing, Portsmouth handicapping. That's it. No Money involved, don't have to belong to a yacht club, just come out and have fun.

**Jim Findley, *Night Wind/ Not***

## A Crew Without Compare

You'll read elsewhere about heroic crew efforts on the water. This piece is a short shout-out to the heroic crew who once again pulled off The Best Party of the Southern Sound Series.

Every year an amazing team of volunteers descends upon the OYC galley to work their magic. They wash, slice, chop, and prep huge quantities of food. They schlep garbage and clean up messes. They are the first to arrive and the last to leave every day. They set everything up and then break it all back down before restoring the shine to this fine venue. They are the smiling, friendly ambassadors that greet our out-of-town guests who return

year after year for this event. They are the same smiling, friendly sailors you sit next to at Meetings and events, and who are often working behind the scenes on other SSSS endeavors, too. This year's Toliva Kitchen was a success because of their hard work and tireless enthusiasm.

It is my pleasure to present this year's Toliva Kitchen Crew: Paul Paroff, Sue and Alan Marrs, Mike Farrell, Alex Bromen, Dee and Andy Saller, Mary Campbell, Sandy Whitmore, Terry Van Meter, Myron Hotinger, and Alison Pride. Alison and Myron joined our fine crew this year and I hope they'll be back! Jill

Floberg came back up from Portland to do the money transactions, which she's been doing since 1998. Thom Abbott ran the bar with some help from our good friends at Fishtale Ales, again, for as long as I can remember. And Dave Knowlton officially joined the Million Mile Club on that vacuum this year, helping us to return OYC to the pristine state in which we found it. Finally, a special shout out to Steve Worcester who is always there to help with whatever is needed whenever it is needed, without being asked.

All of these folks deserve a hale and hearty thanks when you see them next because they are responsible for delivering the party that keeps people

coming back and singing the praises of SSSS and our signature Toliva Race Weekend. Thank you to the 2020 Kitchen Crew, and to all of you who turned out to support our event!

**Thera Black**

## Sharing Experience Gained Information

I'm proposing a series of articles on Cruising the Salish Sea, by Members for Members. The articles would share experience gained information with Members considering trips to the Islands, for the first time or those who've sailed North before but would like to get additional insights on how to make the trip faster, safer, easier, or just more fun.

I propose that we start the process by asking Members who are interested in collaborating on the articles to contact me at my e-mail, [debbieandmike1@comcast.net](mailto:debbieandmike1@comcast.net). We could produce an articles that help provide a better passage. We could provide details on the three main routes to the San Juan Islands plus information on such options as Sequim to Victoria/Sidney. Finally we could cover both the reasons for and routes to the Canadian Gulf Islands.

**Mike Farley**

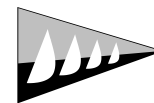


Toliva Dinner

photo above: Jon Kudnson below: Lisa Mighetto







## Wet and Lively Toliva Shoal Race

The Toliva Shoal Race, co-sponsored by the SSSS and OYCb, is much more than a competition on the water. As one volunteer explained, "Toliva Shoal is an excuse for the South Sound's best party." And what a party it was this year! Held over Valentine's Day weekend, some called it the Tolova Shoal Race, the event began with the traditional Baron of Beef dinner, where boaters gathered from all over the Sound to exchange stories and information. Not all were racing, some came just for the meal and camaraderie. One sailor was from San Diego, but I think Richard Wells and Joe Downing, who came back from Arizona for this race, may have traveled the farthest. While there were first-time racers, the event also included a sailor who had participated in the initial Toliva Shoal in

1971. Reinforcing the Valentine's Day theme, several couples reported that they met while volunteering at previous Race.

Spirits remained high at the breakfast the next morning. The boats set out in favorable winds and wet, bumpy conditions. Throughout the day, gusts of 25+ kept the race lively. And it was one of



Toliva Shoal Race photo above: Bob Butts

Thera Black, a longtime participant in this event, this was her 24<sup>th</sup> year, whose dedication, good cheer, even or especially at 04:30, efficiency, and common sense fuel the social portions of the event. Susan McRae and Rod Tharp, who devotes many hours to registration and scoring. Steve

Worcester, the institutional memory of the event who helps with all aspects of the Race. Thom Abbott, who secured the beer and organized the bar crew.

Committee Boats and Their Crews: Bill Sheldon *Transition* PRO, Bob and Patty Ruecker, *Andalan* mark boat, Rick and Pam Panowicz *Jean Marie* chase

boat, Bill Wilmovsky *True North* chase boat.

Many thanks also to the following volunteers (I am very sorry if anyone is forgotten): OYC Fleet Captain Sail Michael Gowrylow and Esther Baker, Terry Andersen. Alex Bromen. Mary Campbell. Mike Ferrell, Jill Floberg, Matt Herinckx, Brian and Kim Hoonan, Jeff Johnson, Dave Knowlton, Clark McPherson, Al and Sue Marrs, Paul Paroff, Alison Pride, Karen and Ken Reister, Andy and Dee Saller, Terry Van Meter, Sandy Whitmore, and Noreen and Myron

Frank Mighetto

## Scorer's Report Check my Work

I have posted the Season Championship standings as of the end of the Island Series. This is the halfway point in the Championship Series.

Scoring this series involves a lot of copying scores into the spreadsheet; which means there are many opportunities for errors. Please check to be sure I got your races scored correct. Only finishes count; DNF and RC duty points do not.

Steve Worcester

the earliest endings in recent memory, with the last boat finishing at 17:58:49. *Pax the Space Spider* was first to finish, but *Trickster* corrected over *Pax*, completing the race in 04:25:36. At the time I wrote this summary results were still preliminary; for a complete listing see the Series web page.

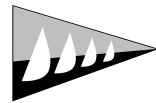
46 boats participated from several yacht clubs. including SYC and TYC, with four from the Olympia Yacht Club and 17 from the South Sound Sailing Society.

After the race, participants gathered for hot soup, beer, and stories: broken rudder, blown mainsail, and recovery of crew overboard were mentioned. Many were already looking forward to next year, when the SSSS and OYC will celebrate the 50<sup>th</sup> Toliva Shoal Race.

The Race would not be possible without the efforts of many volunteers and supporters. Huge thanks to the following sponsors: City of Olympia/Percival Landing for free moorage for out-of-town race boats and the new owners of Fish Tale Ales Brewpub for donating some of the beer.

Special thanks are owed to the following volunteers:

SSSS Boats at Toliva Shoal, SSSS/OYC		
Bodacious	1 PHRF 7	1 OA
Trickster	1 multihull	
Pax	2 multihull	
Lightly Salted	2 PHRF 5	22 OA
Djinn	3 PHRF 8	25 OA
Zig Zag	4 PHRF 5	24 OA
Demi Moore	4 PHRF 8	26 OA
McSwoosh	5 PHRF 3	19 OA
Altair	7 PHRF 4	20 OA
Rock, Paper, Scissors	8 PHRF 4	21 OA
Gan Y Dwr	9 PHRF 4	27 OA
Flying Circus	DNF PHRF 4	
Redline	DNF PHRF 5	
Koosah	1 NFS	
Jolly Rumbalow	2 NFS	
Desert Sage	4 NFS	
Folie `a Deux	4 Commodore's Class	
Emma Lee	6 Commodore's Class	
String Games	DNF Commodore's Class	
Pax was First to Finish		
SSSS Team		
<b>Bodacious, Altair, McSwoosh</b>		
2 <sup>nd</sup> Toliva / 3 <sup>rd</sup> Series		
If I missed you, tell me.		



## PHRF-NW Handicappers Meeting

The second Sunday in February the Northwest handicappers met at the Bellingham Yacht Club for the first meeting this year. Attendance was robust with handicappers from Portland to Victoria present demonstrating the commitment this volunteer organization has to supporting sailboat racing in our region. The traffic gods smiled on us this day and there were no accidents or significant slowdowns either direction along the I5 corridor. In spite of it being a year since the last meeting, no handicap appeals had been presented so instead we discussed the history of a couple of thorny appeals of modified boats from the last meeting to finish the threads on those stories, did a little bookkeeping cleanup and addressed some procedural topics including working on a handicapper procedure handbook.

An interesting topic we addressed that I think is worth highlighting for you all is how PHRF-NW handicaps Code 0 headsails. Code 0s are a flatter cut, draft forward reaching/sometimes almost upwind racing specialty sail popular for primarily offshore events where there are extended portions of an event spent in the reachy sweet spot where these sails really shine. They perform best in the wind angles between footing and close spinnaker reaching. Sailmakers are interested in having us revise the way we rate these because the current protocol is rather punitive. The pertinent language can be found in the PHRF-NW Handbook in Chapter II looking at section F's definition of what a Code 0 is and section I 5 where it addresses how to adjust ratings for non-standard spinnakers. In section F a Code 0 is defined as: "A spinnaker with a mid-girth less than 75% of its foot girth." Section I 5 states: "Calculate the area of code zero spinnakers and rate as a headsail using the sail area adjustment factor formula and adjustment table for jibs. A boat shall be rated on the basis of its largest jib or code zero spinnaker."

What this means is a large reaching sail like you see on the round-the-world racing yachts

and the like would be viewed and rated as a large genoa and you'd likely see a 6 second-per-mile penalty for a sail that around here you would use probably two, maybe three times a year for only a small portion of a race as most of the time we're either beating or running. A smaller version of these can be a valuable sail for sprit boats, particularly in light air, and not carry a penalty if the appropriate size is used. Erik Rimkus had one on his Cheetah 30 *Gladiator* when he was sailing here. One of the handicappers volunteered to work with Josh Butler of



Eld Inlet Race

photo aSteve Jones

Doyle Sails, who was attending, to research what other handicapping systems do to rate these sails and report back.

The last topic of conversation was addressing a request from the president of PHRF-NW Eric Nelson. He asked the handicappers to meet three times a year. Eric's request stemmed from the concern that having only one opportunity a year to appeal handicaps was a significant disincentive to the bringing of those appeals, and his desire is to make the process less intimidating and encourage greater participation in this process and our sport as a whole. It was agreed we would meet three times a year, but canceling up to two of the meetings if no appeals were presented timely to appear by the dates set. We then set the next meeting for June 21 in Seattle and the final meeting of the year October 18 in Olympia pending confirmation of a local venue.

**Your PHRF-NW Handicapper  
Rafe Beswick**

## Crossing the Strait

It was foggy when we left Neah Bay, a gray wall outside of the break water. Soon we were in our own gray world. However the fog was just along the shore, both shores. In the middle we had blue skies. That made me feel much better about crossing the shipping lanes, not to mention making it a warmer day. I tried to balance the time on each tack so as to arrive where planned.

The crossing was a navigational test. *Sugar Magnolia* was new. This was one of her first sails. I was learning to trust the one instrument we had, the compass, while I had a safety net. I was not going to miss Vancouver Island.

When it was time to enter the Canadian fog to see where we were Carmanah Point was just east of us, where we wanted it.

We turned west, proceeding in and out of the fog. By the time we got to Pachena Point the fog was lifting. It was still foggy at mast height, but was clearing at the surface. We saw the Seabird Rocks mark. The

next headland should be Cape Beale and the entrance to Barkley Sound.

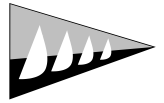
Only when we got there we saw no lighthouse. No flashing light. No high powered fog signal sounding.

We stopped and took the sails down as we decided what to do. We saw what could be Trevor Channel, but only gray where there should be a lighthouse. Starting the outboard we headed for the channel. A fishing boat came in from the west ahead of us, making us confident that we were in the right place.

Following it in we left the fog behind. We soon saw the navigational aids marking the rocks mid channel, and the entrance to Bamfield Inlet. We tied to the dock as it was getting dark. The boardwalk took us to the Bamfield General Store where one clears customs, to be told that could wait till tomorrow.

**Steve Worcester**





Eld Inlet Race  
photo by  
Casey Jones

## Henderson Inlet Race February 1

*Transition/Willie Tippit* was the RC Boat.  
*Rock Paper Scissors* was mark boat. Thank you all

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
<b>A CLASS</b> Start Time: 10:05 Distance: 16.5 nm						
	12	PAX		-10	12:22:50	12:25:35
0.75	73392	BODACIOUS	BENE 35 S5	129	13:15:26	12:39:58
2.00	87652	ALTAIR	J 35	72	13:04:58	12:45:10
3.00	79182	FOLIE A DEUX	BENE 35 S5	132	13:43:54	13:07:36
4.00	79003	GAN Y DWR	C&C121	69		DNF
<b>S CLASS</b> Start Time: 10:05 Distance: 16.5 nm						
0.75	79	RUFUS	MEL	93	13:08:14	12:42:40
2.00	10115	ZIG ZAG	TART 101	75	13:04:48	12:44:11
3.00	79089	LIGHTLY SALTED	BENE 10R	90	13:26:34	13:01:49
<b>B CLASS</b> Start Time: 10:00 Distance: 16.5 nm						
0.75	18177	DJINN	JBOA 30	147	14:00:32	13:20:07
2.00	5421	EMMA LEE	CATA 30	207	14:24:38	13:27:43
<b>D CLASS</b> Start Time: 09:35 Distance: 13 nm						
0.75	69804	REIFF	J35C	123	12:18:25	11:51:46
2.00	50105	JOLLY RUMBALOW	C&C 34	135	12:23:49	11:54:34
3.00	39110	KOOSAH	PEAR 36-1	177	12:37:27	11:59:06
4.00	427	DESERT SAGE	CATA 42	147	13:44:58	13:13:07
5.00	59924	ECHO	CATA 38	156	14:00:18	13:26:30
6.00	79128	COLOR MY WORLD	CATA 30	225	14:18:22	13:29:37

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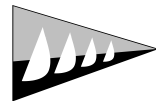
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*Theses ads are free for Members, run three months, and can be renewed. Contact me by the Meeting to be listed.*





# Toliva Shoal Race



## Take Your Camera Sailing



Photos left and top right by Bob Butts

Photo bottom right by Lisa Mighette

Other photos by Dan O'Brien  
More photos on our web site



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.

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## Thank You!

# Toliva Shoal Race 2020

