

# Ship-to-Shore

On Line Special : Spring 2020

April 14 - May 5

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## Zoom Meeting Single-handed Sailing

1900 on Tuesday, May 12<sup>th</sup>.  
To participate, click on:  
<https://us02web.zoom.us/j/7408756697>  
Or, dial: +1 253 215 8782

## S-t-S Changes

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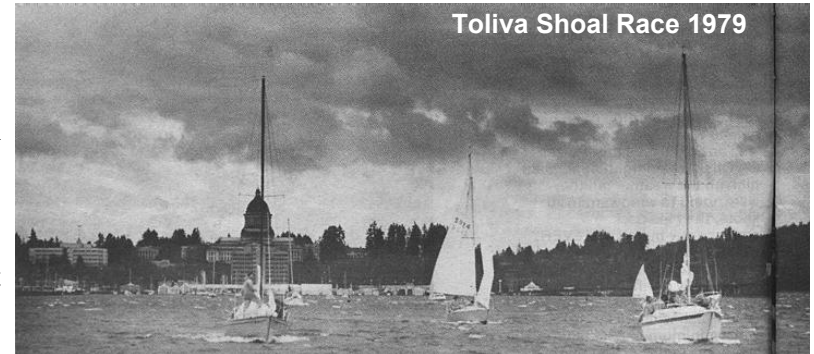
## Sailing Again

Go sailing! The Governor unbanned sailing along with some other recreational activities. But remember that he also renewed the Stay At Home order. This is not a policy contradiction, but the realization that one can be socially distant on a boat just as well as at home. As long as the boat is sailing, drifting, or at anchor those aboard have no chance to catch or spread the virus, assuming the crew comes from just one household. So go sailing.

However you have to get to the boat. If you are launching off a ramp there is not much to worry about. Maybe virus on the pay envelope. Bring hand sanitizer just in case. If your boat is at a marina you will have a gate to get through. Bring an alcohol wipe and you can leave it cleaner than you found it. If you pass people on the dock, give them six feet plus a little. Then remember to clean your hands when reach your boat.

Once you have left the dock you can relax and enjoy being outside. As long as you stay in your boat you are nicely distant. If there are other Members out sailing, wave and take their photo. Send us a copy.

The Board is looking into activities the Club can hold that still keep us apart. Timed runs like the Hope Dash, but maybe shorter? Or? Any ideas? Ed.



Toliva Shoal Race 1979

## Posted in April

April 28

Single-handed Sailing, Zoom Meeting May 12  
SOCS Fund Raiser  
NW Passage, Meeting Video Posted  
Photos Needed

50<sup>th</sup> Anniversary Logo Contest

50 (and Still Counting), SSSS History Sought

April 21

Southern Sound Series, Final Report

Cruising the San Juans

Photos needed

Preventative engine maintenance

April 14

NW Pasage, SSSS Zoom Meeting April

Zooming Around, SSSS Board Meets

Mask Maker, they will make you a mask

Sailing Education and Covid

Sailing on a Screen, sailing videos

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## Pets on Board

Do you have a ship's cat? Or maybe a *sea dog*? Do you have photos of them on the boat? We are looking for photos of our furry friends enjoying a sail. Introduce your pet: tell us their name, the boat they sail on, and a little about them (also tell us who took the photo).

## TYC Closed

Tacoma YC has formally told us they are not open for reciprocal moorage, or much of anything. I would expect this is typical of most clubs. Which should not be a surprise or a problem, as you should still stay close to home to keep from spreading the virus.

Do go sailing, but stay on the boat till you return. OK, maybe it will not hurt to anchor off a deserted beach and dinghy ashore. But it is still important to keep "social distance".

## Star Fleet

I notified the International Star Class that our Fleet is not racing due to Covid-19 and may not be for some time to come. But that this will pass and we will be back. They were understanding and will keep the Fleet on their rolls as inactive.

**Steve Worcester, BISF Secretary**

## Toliva Memories at 50

*2020 was the 50<sup>th</sup> year we have held the Toliva Shoal Race. It was run as a Club race the very first year there was a SSSS, before we invited those down Sound to join us. It seems an appropriate time to look back. So at the Race we asked the racers for stories of past Races. We expected people would use the paper requesting their story and hand it back at the Race. But if you did not do so then, there is no reason not to write now. Jon sent me his Toliva memories a few days ago.* Ed.

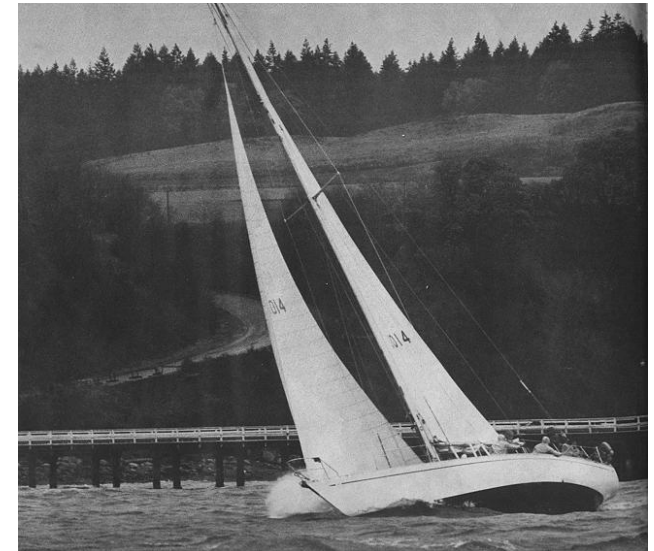
I got the flier about Information and Memories of the Toliva Shoal Race at this year's event. We were fortunate to hijack a Moore 24, *Demi Moore*, to compete while *Korina Korina* was out with a cracked mast, being fixed at Evergreen rigging, one of your advertisers. A big shout out to Cliff Hennen for his help so far.

I count 21 starts for me, plus possibly some more during 1986-1993 where I can not find records but was sailing O 30s *Assoluto*, briefly, then prior *Carrera* and did possibly enter.

What this Race has meant to me: It is by far the best local race excepting Swiftsure that I have been on. The difficulty of first getting a boat to Olympia, doing the Race, and getting

back home has caused countless misadventures, domestic quarrels, and general mayhem, plus unforgettable memories.

Outstanding is the 2003 Race on *Perfect Ten* where we got through Balch Passage when most everyone else did not, then sailed the night in light air, only to be at Dofflemeyer Point with no real breeze and 15 to 20 minutes to go on the time limit; for us 02:25. Mark Casey came from below and asked if I'd like anything. He meant coffee, tea, or hot chocolate. I said "Yes, a 20 degree shift and ten more knots of wind."



Photos are of the 1979 Toliva Shoal Race by Roy Montgomery for *Sail Magazine*

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Almost like magic, we got it and sailed to the mark with two minutes to spare, and a larger boat to leeward. No committee boat in sight but the other boat said they would be our witness. I had to tell them their time limit had expired several minutes ago, much to their dismay. We were the first and only section finisher.

On another Race, I believe 1997 with *Giant Slayer* that I had recently bought from Eric Dahl, we stalled out at the prison at 02:00 or so, hopeless, and went home to Vashon Island. Per Lundgren, here from Carmel, and I waited in the cold at the dock but our ride did not show. So we had to walk home, eight miles, with our gear bags. Then I took Per to the airport, then back to Vashon. I realized I'd left my car in Olympia. I drove to Olympia with my girl friend, promising her a Chinese dinner, but left the keys in my foulies at home. Drove home, after the unavoidably promised dinner, got the keys, drove back to Olympia and got the car.

We were too late for the Point Defiance ferry, too late for Southworth, and too late for the Fautleroy as well. What we did was, quickly before 02:00, buy a half rack and drink it in our cars at the Point Defiance dock while waiting for the 05:30 ferry. Surly a Night to Remember. Very hard to go to work that Monday AM. You just can't make this stuff up.

One other time Alex Wigley and I delivered to Olympia late Friday night and felt funny rain going there which turned out to be very large snowflakes. Alex laid on the dock and made a snow angel in this very deep snow. I am not sure what happened on the Race later.

All toll, the Toliva Shoal Race is a favorite with a good party before and after. I can not forget, we sat at a table with my then two year old boy. He grabbed someone's half full beer cup and drank some. Mom came up, saw this and snatched the offending cup. (I knew better.) Jonny reacted by pounding both fists on the table, and so help me god, said "I want my BEER. I WANT MY GOD DAMN BEER! People from *Cherokee* were there, mouths agape.

Mom announced that the Valentine's Day party was *over*, grabbed Jonny and the other two kids and headed for the door. The three kids then encountered a hapless young girl holding a desert tray, mobbing her for most all the goodies before Korina could intervene. Unfortunately she drove home angry as hell and got stopped to times, once by the WSP on I-5 and again in Rustin. There the

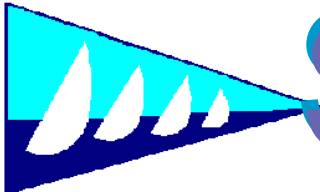


officer backed away from her as she explained exactly why she may have been over the limit, saying "You are close to home lady. Just go home now." I could go on.

A big thank you to all the volunteers who have made this Race such a big part of our lives for so long.

**Jon Knudson, Korina Korina**





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## May 12<sup>th</sup> Zoom Meeting Sailing Safely Single-handed

For our second Zoom General Meeting, our own Mary Campbell will share her insights in sailing solo. To set the stage, renowned Olympia author Jim Lynch will read a short passage from his best-selling, award-winning book *Before the Wind*.

**Jim Lynch**

As many of you know, Jim is the author of four novels: *The Highest Tide*, *Border Songs*, *Truth Like the Sun*, and his latest *Before the Wind*, which the American Library Association and The Wall Street Journal picked as among the best novels of 2016. His books have been performed on stage and have won prizes, including the Pacific Northwest Booksellers Award and a Dashiell Hammett Prize finalist. The New York Times has called Lynch “an original and gifted novelist.” He lives on Eld Inlet in West Olympia with his wife, Denise.

**Mary Campbell**

Once the Covid-19 restrictions get lifted, you may find yourself sailing solo more than you have in the past. Also, even if you sail with a partner or spouse, circumstances might require you to operate your vessel solo, or respond to system failures. Partners get hurt, fall overboard, or sometimes just aren’t available to help. Practicing

being in charge will also make you a better sailing partner in a crisis, because two knowledgeable heads are better than one. Knowing how to handle your boat alone, and diagnose and repair your boat’s essential systems could save you and your crew, and get you to the nearest safe haven. At the very least, it will increase your confidence and competence cruising alone or with others.

Mary’s been single handing for more than 25 years, including up and down the Inside Passage and the Kenai Peninsula. In this presentation, she’ll share lessons learned about how to prepare the boat and yourself for solo cruising, and how she dealt with those crises that did occur.

### Zooming

The Zoom Doors will open at 1845 and the show will begin at 1900 on Tuesday, May 12<sup>th</sup>. Everyone is encouraged to invite spouses, significant-others, and crew to join the Zoom. Your life may depend on it.

You can use a smartphone, laptop, or a desktop with speakers. To fully participate, you will need a video camera and a microphone.

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**Bob Butts, Emma Lee**

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## Recording of the SSSS Webinar on April 14<sup>th</sup> Northwest Passage and Beyond

At our Zoom April General Meeting Jesse Osborne delivered an engaging, funny, thoughtful, and entertaining presentation on his sailing adventure through the ice choked waters of the Northwest Passage from Alaska to Greenland. Our Members who joined us thought he was great, and we think you will, also. It can be viewed on the South Sound Sailing Society Facebook page or on YouTube at: <https://youtu.be/7Zx7p3RfDDE>

If you would like to learn more about extended sailing adventures, Jesse will be developing a video training series for voyaging sailors. The basic versions will be on YouTube and the in-depth training will be subscription based. Lessons will cover a wide scope, from priming a fuel system, to herringbone stitches for sail repair. This will be hands on practical training.

He also is available to teach and/or assist in planning, outfitting, repairs, or skills development for those who have their own boat and aim to voyage soon. These services will be limited until restrictions are lifted. But much can be done via live video.

To reach Jesse, contact him at [sailwith7@gmail.com](mailto:sailwith7@gmail.com) or by calling (360) 224-7277.

**Bob Butts, Emma Lee**

## Cougar Mountain Cookie Dough SOCS Fundraiser

We can't go sailing together, but we can eat cookies! Help Supporters of Olympia Community Sailing, SOCS, raise funds to benefit community sailing programs! Our program is on hiatus, but our goal is to hire summer staff and run classes with our partners Olympia, and Tumwater Parks and Recreation as soon as it's feasible.

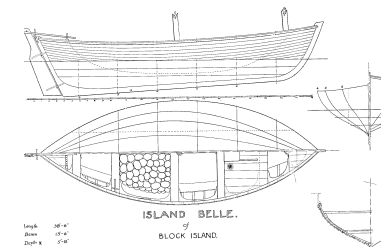
Please support us by purchasing fresh cookie dough. High School sailors will drop tubs off via contactless porch delivery. Funds go towards boat replacement, Race Teams, scholarships, and so much more. Enjoy fresh cookies while supporting a healthy community program, and we will do our best to provide opportunities for youth and adults to get on the water safely this summer.

Now through May 3, purchase Cougar Mountain Baking Company cookie dough to benefit Supporters of Olympia Community Sailing! Orders will be delivered to Thurston County addresses on Friday, May 15, 2020.

For details see <http://supporters-of-olympia-community-sailing.myshopify.com>

*Please note:* Delivery will only be provided to addresses within Thurston County.

**Niki Alden**

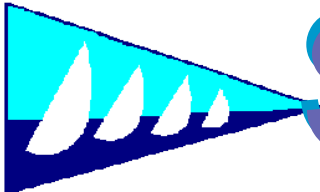


## Photos Needed

As I have said, we need your stories and responses to keep posting as planned. To keep this looking good we also need your photos. Wouldn't this page, and the one above, look better with a color photo or two? We are counting on you.

Our photo criteria have changed. Before we wanted photos of current SSSS events. While we would still like those, we do not expect many. Now we are looking for interesting photos: historic ones, beautiful ones, funny ones, ... pretty much anything marine/SSSS related that is interesting to look at. Of particular interest are photos that illustrate a story you wrote for us. It need not be an account of an entire cruise, just the story around the photo.

Ed.



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Still Time to Submit Your Design for  
for our

## 50<sup>TH</sup> Anniversary Logo

Did you know that that starting in 2021, 7 months from now, the South Sound Sailing Society will be celebrating it's 50<sup>th</sup> year of existence? So, the SSSS Board has decreed that we should have a grand, year-long celebration of the 50<sup>th</sup> Anniversary of the South Sound Sailing Society, 1971 to 2021, that makes it an even number when you calculate the difference.

As such, we want to produce a special, limited-time design logo that we can use on everything: hats, shirts, coats, stickers, burgees, web page, plus anything else we can think up. Now, we are counting on the possibility that, out of all the hundreds of Members, we have a few that know how to make a nice-looking logo for this celebration.

So, any Member that has any artistic abilities is being asked to help design the limited time logo. We will allow two types of submissions:

1) a **final design** that will be used as submitted by the artist or computer designer, and

2) **design concept** that can be taken to a professional to make a final design.

Rules:

1. All final designs or design concepts must be submitted to the SSSS Board by **June 9, 2020**.

2. All submitters must agree that they will not be compensated for any time or materials for preparing the submission. We're cheap, we expect you to work for free, However, a prize for the winning submission will be awarded.

3. Once the design is submitted, it shall become the property of the SSSS, for its exclusive use.

4. All Final Design submissions must be print-ready.

5. At a minimum, the designs should have the following features:

- a. the name South Sound Sailing Society or SSSS,
- b. a version of the SSSS burgee,
- c. the words "50<sup>th</sup> Anniversary 1971 to 2021". Artistic license can be applied but don't get too carried away.

6. The design should not exceed three colors, including black, but not white,. More colors will cost more to print commemorative items, so simpler is better.

7. Members can submit as many designs as they like.

8. Selection of the winning design, or designs, will be done by the SSSS Board or a Review Committee.

If you cannot submit your design in person, you can still either sent it by e-mail or regular mail: [vicecommandore@SSSSclub.com](mailto:vicecommandore@SSSSclub.com) or

SSSS Board

c/o Design Contest Committee

P.O Box 1102 Olympia, WA 98507

**Richard Wells, *Penoziequah***

## 50

(and still counting)

As Richard points out, SSSS turns 50 next January, that is half a century of sailing on Budd Inlet. That is long enough to have a substantial history: stories of people, boats, and deeds. It is also long enough that our founders are getting up there. We are in danger of losing much of that history, if those that know it do not write it down.

As it turns out now may well be the best time to do so. What else are you going to do? Make another loaf of bread? And I am not just talking to those around in the 1970s. Fifty years holds a lot of history. And not only do you now have time to write, Members now have time to read. We want to hear from you. Ed.

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## Southern Sound Series Another Year in the Books

The final wrap-it-up race of the 2019-20 Southern Sound Series was the Gig Harbor Yacht Club sponsored Islands Race on March 14<sup>th</sup>. This was also the last race for many before the Governor’s “Stay at home, stay healthy” directive. As such, with all of us longing to get back out on the water I’ll try to tell the story of the race in a bit more detail. Also here is a link to Jan’s Marine Photography pictures from the race:

<https://janpix.smugmug.com/Events/Islands-Race-2020/>

Following the pattern set by this season’s Duwamish Head and Toliva Shoal Races there was wind aplenty! With northwesterly winds in the 12 to 20 range and an outgoing tide everyone knew it was going to be a quick and lumpy beat north up Colvos Passage. As the parade of boats headed out of Gig Harbor and sails raised, there was a real mix of reefed and unreefed mains, head sails from full genoas to storm sails. No one was really sure what conditions would be once we rounded the bend into Colvos proper.

This year *Folie* raced Commodore Flying Sails rather than PHRF and along with eleven other boats got the half hour head start on the PHRF fleets. Shortly after the start, it was clear that skippers had very different ideas of the best course to sail, mid channel or hugging either shore line. Initially, it looked best to sail to mid channel, tack back to the west, and back out to mid channel again, avoiding the larger chop along the eastern shore. Once in the open passage, those with unreefed mains and larger foresails had an interesting time controlling their overpowered steeds. Regardless of sail

continued on the second page following



Vashon Island Race photo: Jeff Hogan

## Cruising the San Juans

The article, *Cruising in the San Juans and Gulf Islands*, in the April S-t-S invited comment [as we still do, Ed.]. I can’t tell how many times I’ve cruised the San Juan Islands since bringing *Grendel* up from Portland in the summer of ’78. She’s been a permanent resident of Puget Sound since ’79, and even if the San Juans haven’t always been her ultimate destination, it’s hard to go anywhere north without at least passing through.

Still, every time I go to the Islands, there’s something new to discover. In 2018, for example, I spent a lot of time in and around Bellingham Bay and the eastern Islands: Cypress, Lummi, and Vendovi. Cypress/ I can’t boast the deepest, most protected anchorages in the islands, but I was delighted to discover a set of DNR buoys off Pelican Beach on the northeastern shore, and spent several pleasant afternoons hiking the trails in the adjacent Natural Resources Conservation Area.

continued on the third page following

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## Summer is Calling Are We Ready to get Underway?

The sun is finally shining here in Washington and we are getting things ready for the summer sailing season! For most of the winter, many folks have left their boats unattended and when they climb onboard to start their motor and get away from the dock, nothing happens...the engine is dead, doesn't want to start easily, won't run right, plans are canceled, or well.....you get the point.

I get this phone call a lot. This is my busiest time of year as boats are started up after several months of sitting and things have gone wrong. Three pieces of advice will help to avoid a few of the situations I see most often!

1) Changing fluids on a regular basis will protect your engine! Regular oil, reverse gear and coolant changes are necessary to protect the inside of our engines. Oil is designed specifically for lubrication, cooling and cleaning. It has detergents in it to help keep sludge to a minimum and keeping metallic parts moving smoothly. Coolant has properties that protect against corrosion, cavitation (if applicable), and is mixed with water to prevent overheating. Check your manual and use exactly what type of fluid the manufacturer recommends. Mixing fluids or using the wrong types can cause just as much damage as not having the fluid changed at all. Oils and coolants break down in time, so even though the engine has not been running, the oil will lose some of its important properties – hence the regular change intervals.

2) What's growing in the fuel?! Diesel fuel is the perfect environment for algae growth and other crud. When it begins to warm up in the spring and summer months, algae growth can be prevalent and when the engine is started up it can get sucked into the filters, injection pump, and injectors causing the engine to stall

or run poorly. Every time you top off your fuel tanks, you should also add a biocide to help fight against the crud that can accumulate. Make sure both primary and secondary fuel filters are changed and always carry spares as sailing can cause algae to break loose and get sucked up into the engine. Keeping the tank(s) topped off will also help to prevent condensation and the introduction of excess water into the diesel. For the most part, the fuel/water separator will take care of this, but if the tank has been half full and the Racor never changed or drained, water will also cause problems.

3) Are the batteries dead? Most of us have our batteries on a charger on a regular basis, but for those of us with lead-acid filled batteries, have you been good about topping off water levels every month? Lead-acid batteries work fine as long as they are maintained, however require maintenance every month or so. Neglecting to top off and inspect your batteries will result in exposed lead plates as the electrolyte inside the battery evaporates quicker when on a charger. Once the lead plates are exposed, the battery suffers permanent damage and is unable to hold the charge it once was able to. It also becomes a huge safety risk as the hydrogen gases they emit are still inside the case and it only takes a spark to turn that battery into a bomb. Many of us also have ancient battery chargers that overcharge batteries and destroy them despite what chemistry they are. If your charger looks like it's from the 70's, it probably is. These chargers have one charge rate: bulk. What this means is any and all batteries that are hooked up to it will eventually become fried because once a battery is fully charged, it just needs to be on a maintenance charge (0.1-1v). Consider buying a modern smart charger that will actually protect and maintain the batteries. Nowadays, every marine charger on the market is a smart charger and they are quite affordable.

As with any marine engine, a variety of things can go wrong, but being prepared with spare parts and staying on top of general maintenance will do the most to prevent more serious and expensive repairs, especially as we get ready for the summer!

**Meredith Anderson**

Meredith has promised us more, possibly with some regularity.





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[Southern Sound Series site  
ssssclub.com/ssseries/index.htm](https://ssssclub.com/ssseries/index.htm)  
has full results and photo links



Toliva Shoal Race  
photo: Lisa Mighette

Southern Sound Series continued configuration, beating into the wind and the chop everyone got doused with spray on a regular basis, even standing at the helm. Larry, our foredeck, really got regular showers as the most forward “rail meat”.

As the fleets headed north, the chop increased along with the see-sawing of the boat through the waves. With plenty of wind, *Folie* took advantage of the “calmer” waters on the western half of Colvos. It must have worked as we pulled away from the other boats and the lead heading north. As we approached the northern end of Vashon the sea state became very confused. Four foot plus waves from every direction with no real pattern. If there had not been decent wind it would have been very tough sailing!

Slipping by the north end of Vashon, we also passed off the lead as Jam, a J-160 grabbed it. We were both surprised and pleased that we had managed to stay in the lead for so long knowing that the sleds would be charging north and big boats would be in their realm with the wind and sea state. Heading up Blake Island, everyone was

pleased to see that GHYC had moved the course’s north end mark to the east rather than hiding it behind Blake. It really did not matter this year with the northerly winds, but often the old mark position sat in a very dead spot. Boats would pile up drifting in the current with little or no steerage. Good move GHYC!

After rounding the mark third overall (smile, smile) we, and many other following boats, considered the wind and sea state and decided to delay setting the spinnaker. If they had not previously done so, with the wind steadying and the wave patterns more stable nearly all spinnaker boats popped their chutes by the time they again reached the north end of Vashon. From there south it was a sleigh ride down Colvos. Still getting comfortable in those winds with a chute up and surfing down waves, we tried to minimize gybes for fear of serious round ups or broaches. Looking back up Colvos revealed a Christmas tree’s worth of brightly colored spinnakers. Looking around also revealed a mix of steady boats as well as a collection of unsteady boats, spinnaker hour glasses, struggles to control those big sails, and an occasional knock-down.

As we neared the final gybe point for the finish line we watched as an un-named J-130 laid herself over for what seemed ten minutes. When she finally came back up, her bright yellow spinnaker was seriously wrapped around the forestay resulting in a big yellow “ball” about halfway up the stay. Try though they may, the crew could not get the chute down. With a chase boat nearby, at first she thought about withdrawing from the race, but found that her engine would not start. Having been over so far and so long, air had gotten in the fuel lines. As part of the crew worked to bleed the air from the fuel system the rest of the crew continued to sail the race with the spinnaker ball a flying. Finally they got their engine going but at

that point asked the RC, we have not used the engine for power, any issue with us just finishing the race. RC’s response, go for it. Needless to say after watching this show and hearing the radio conversations, nearly broaching ourselves, *Folie* decided it was time to douse the chute.

After finishing and mooring in Gig Harbor for the night, we watched as the J-130 slowly motored in circles unwinding the chute. After many 360’s they were finally able to bring the damaged chute down.

In the end we and all the racers had a great day on the water. A fitting way to go into the then unknown of the coronavirus and moratorium on racing.

South Sound boats did well in the Islands Race. Once again, J and the crew of *Bodacious* showed their sailing skills with a first in PHRF-7, and second overall for the race. Places were also taken by *Demi Moore*, third in PHRF-8, *Jolly Rumbalow* and *Koosah*, first and second respectively in Non-Flying Sails, and *Folie `a Deux*, second in Flying Sails.

For the series, J and his crew on *Bodacious* led the way for SSSS racers, finishing with first in PHRF-7 and third overall out of 62 PHRF boats. Very well done! *Redline* finished third in PHRF-5, *Djinn* took third in PHRF-8, while *Folie `a Deux* took third in Flying Sails. SSSS had a clean sweep in the Non-Flying Sails fleet with *Koosah* first, *Jolly Rumbalow* second, and *Echo* third. Well done all. Other than a drifter for Winter Vashon, all the races had plenty of wind. Some would say too much, but it was a good Series this year. Already looking forward to next year!

For now Stay Safe and Healthy. Hope to See You on the Water Before too Long,

**Jeff Johnson, *Folie `a Deux*  
Your Series Rep**



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## Cruising the San Juans continued

There are, by the way, no pelicans to be seen; the beach got its name from the fleet of small sailboats, “San Francisco Bay Pelicans” (kind of an El Toro on steroids), and the sailing club that initially encouraged DNR’s conservation efforts.

Other lesser known but useful anchorages are, in no particular order, Inati Bay on Lummi Island, Matia Island, Watmough and Aleck Bays on the south end of Lopez which offer protection from strong westerlies that often blow up the strait in the summer. Also, Prevost Harbor on Stuart Island, Garrison Bay south of Roche, and my all-time favorite, Fisherman Bay also on Lopez, a hurricane hole if there ever was one. Oh, and a tiny bay, Royal Cove on the north end of Portland Island, southwest of Chad’s Island is spitting distance from the Canadian border and Bedwell Harbour. But the Gulf Islands and Canada is a whole other kettle of Bouillabaisse.

Still, if you haven’t cruised in Canada during Canada Day, July 1, you haven’t really tasted the Salish Sea! Making the Saturna Island Lamb BBQ in Lyall Harbour is a good place to start, followed by Ganges, Montague, and the legendary Stonehouse Pub in tiny Canoe Cove just southeast of the Swartz Bay BC ferry terminal. Ah, so many places, so little time!

The initial pair of articles on San Juan cruising offered recommendations about what to carry, and why. I’ll just make a couple of comments that occurred to me while digesting their sage advice. For those tempted to take the inside passage up (or down) the east side of Whidbey Island, OK, there are times when no one in their right mind would venture out in the straits, but I’ve found that the highlight of most trips to/from the San Juans is the passage from Port Townsend to Cattle Pass, or Rosario or Haro Strait, and vice versa. Frankly, the most consistent

winds in the summertime are found in the Strait, and it’s generally the most reliable sail to be had during an entire vacation. It’s usual to make the entire northbound passage on one tack, close-hauled on exiting Admiralty Inlet, and gradually footing off until you’re approaching the islands on a broad reach. When the weather and wind are good, the passage is absolutely spectacular! I remember a night sail southbound with *Grendel*’s wake a bio-luminescent carpet stretching out behind us as far as the eye could see. And another night crossing of the Strait is the only time I’ve seen the Northern Lights dancing in our skies.

That said, it’s prudent to time your northbound passage to catch the ebb at Admiralty Inlet, which, I grant, can seem like a washing machine with an opposing westerly, but it smooths out soon enough, and you’ll typically arrive in the Islands on a flood that can carry you all the way to Roche in a day.

Regarding equipment, by far the most useful piece of gear for extended cruising is a decent autopilot. Inevitably, much time will be spent motoring, and having a reliable crew member that keeps a good course, doesn’t talk back, and drinks very little beer is a godsend. *Grendel* also carries an AIS transceiver and a VHF/DSC integrated into the chartplotter(s). Don’t forget to get an FCC-issued MMSI for legal use in Canada, and check afterwards with the ITU MARS database to ensure the FCC has done their job and forwarded your MMSI for use by international SAR authorities (e.g. the Canadian Coast Guard).

Finally, a couple notes on electronic charts. *Grendel* has a fine, and costly, MFD with C-Map charts that is reliably weatherproof and visible from the helm on the sunniest day. But my go-to platform for route planning and navigation is a cheap PC at the chart table running OpenCPN. a free, open-source chartplotter for which

there is also an Android version. OpenCPN uses free NOAA electronic, ENC and RNC, charts that are updated constantly, so you can be assured of having the most recent and accurate USA cartography. And it is amazingly feature-rich and easy to use, better by far than my proprietary MFD. Someday, there will be a sunlight-readable, IP68-waterproof tablet PC that can be reliably mounted in an open cockpit and doesn’t cost an arm and a leg. When there is, you’ll hear the plop of my MFD as it hits the water ...

Canadian electronic charts are a bit more problematic. Unlike the US, the Canadian government charges plenty for electronic charts, so you’re best bet is a third party vendor. As it happens, OpenCPN has recently developed “o-charts” which offer downloadable Canada/Pacific ENC charts for 20 Euros. For their ‘phone nav app, Navionics offers an annual subscription that provides Canadian charts as well as USA charts for under \$25. When you discover that C-Map charges you north of \$200 for the same thing, that’s not bad to ensure you have the most up-to-date Canadian cartography each season.

BTW, *Grendel* also carries many, many paper charts assembled over the years for the most dire emergency. But they are quite dated, and I don’t rely on them much except to locate things like mountains that don’t change much (St. Helens is an exception). I understand that NOAA is moving to support a “print-on-demand-at-home” facility for paper charts. Good luck with that. All you need is an expensive color laser printer, waterproof paper, and plenty of free time. Welcome to the 21<sup>st</sup> century.

**John Sherman, *Grendel* (Cascade 36)**

I agree, crossing the Strait is my preferred route. So why ever go east of Whidbey? La Connor, Deception Pass, ... and just to see what the hell is there. Ed.

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## S-t-S Changes

The S-t-S as you have known it is gone for the duration. With the print shop closed we can not mail, even if we wanted to. And our needs have changed.

Rather than come out once a month a week before a Meeting, we will post as we get contributions. How often will that be? That depends on your response. Right now, I am trying for something this length at least once a week. To do so, we need to hear from you.

Next post: I have in hand a very good article on engine maintenance. Maybe the first of many? I have been promised several other articles. Come back and see.

## Northwest Passage and Beyond

SSSS Webinar in lieu of the April 14<sup>th</sup> face-to-face Meeting

In an effort to stay connected and to hear a great saga, we invite you to join a South Sound Sailing Society Webinar that will feature Jesse and Samantha Osborn's sailing journey from Alaska to Greenland through the Northwest Passage.

In 2010, Jesse read a book called *North Into The Night* by Alvah Simon and learned of the Northwest Passage. Discussing the subject with some of his sailing students while training one day, one of them put the question to him: "When are you going to go?"

Since sailing instructors do not make much money and he had a great deal of learning ahead, he gave himself some time: "2012" he responded. With the date set, he immediately began the difficult, rewarding, life altering path to Greenland.

Their presentation will be about the process of "departure" and the journey. How to go about it. How to

prioritize time, money and effort both in outfitting as well as at sea. There will be lots of ice footage as well as stories from the people they met in the Arctic, and admissions of the mistakes they made.

For the past five years, Samantha and Jesse have run a small company called Seven Seas Sailing Logistics, where they provide vessel transport; sailing and docking lessons; "Keel to mast" refits; and other marine services. Their current project is a Sparkman and Stevens 47 refit that is near completion.

Below are the details for the Zoom Webinar:

**Date:** Tuesday, April 14, 2020

**Time:** 19:00 – 20:00

**To Join the Zoom Webinar:** Click on the link below:

<https://us04web.zoom.us/j/7408756697>

**Meeting ID:** 740 875 6697

You will see a meeting hosted by Elizabeth Brownell.

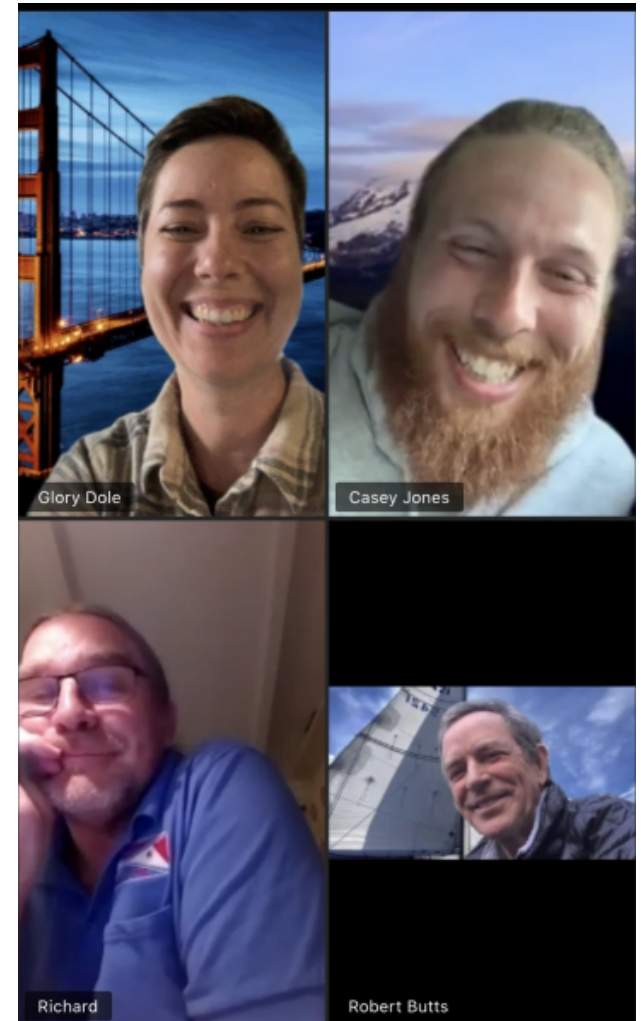
You will be able to participate via a desktop computer, laptop, tablet, or smartphone.

We hope you will pour yourself a soothing libation and join your fellow sailors in what we hope will be an enjoyable evening.

**Your SSSS Board**

## Zooming Around

While we can't get together in person, we are still finding creative ways to meet. Our SSSS Board Meetings on Zoom look like the Brady Bunch at happy hour, but we are getting a lot done! More than anything, we want our community to feel connected even during this time of social distancing. If you need anything, reach out. We are a strong community. We are here for each other, and we will get through this together.



Glory Dole

SSSS Board Meeting screen shots by Glory Dole

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## Maskmaker, Maskmaker, Make Me a Mask!

What can you do with a bit of sewing skill, some leftover Sunbrella canvas, and a high-thread-count pillow case? Help fight the spread of Covid-19!

With a simple pattern, obtained for free from Masks of Love and printed by a wonderful Swantown Marina staff member, Mallory, and a bit of scrounging through my sewing and canvas kit, I was able to make some fine face masks for our boat household and others in our marina community.

We are also using this time of stay-at-boat confinement to completely replace all of our hoses and clamps, install a new macerator and a new waterlock//muffler, and find that our old water heater does, indeed, still leak.

A new water heater is next on our project list. But why replace it in the same location, when we can get a slim line water heater, reroute the plumbing, and fit it under the galley sink, much closer to the faucet that needs it most, therefore using less water to get hot where you want hot. And, also, making this project take longer than it "should." Which seems to be our modus operandi.

We also rerouted our waste holding tank hose which originally was routed through our electrical compartment behind the panel beside our nav station. Who designs these things? We moved it. (Okay, Jason Vannice cut the new deck fill/pumpout hole. Freaky to cut a hole in the deck!)

And, we added a vented loop to our head pump system, because all the seagoing gurus seemed to think it was a good idea. You know, people like Don



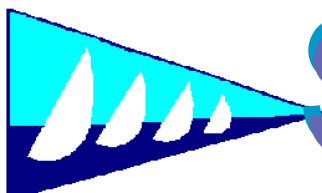
Casey, the Head Mistress (I've forgotten her real name), Nigel Calder, and...Jason.

Back to the canvas, er, sewing project. Having a way to contribute is satisfying, and sewing masks has been satisfying for me, but there are many ways we can help each other stay safe and relatively sane during this crisis. We wear masks, stay a dock's width (6'!) apart while chatting, and we check on on each other by text and phone. We walk The Trail maintaining distance. People pick up items at the store for others. Those of us who are liveaboards check on others' boats.

What else can we do? Stay safe. Stay home. Do all those boat maintenance projects you were going to do "some day." We will be out and about again, cruising and racing, and gathering at OYC, as soon as it's safe to do so.

\*\*\*Mary Campbell has offered to make masks for Members. Please reach out to her at [sailmaryc@gmail.com](mailto:sailmaryc@gmail.com) if you need a mask\*\*\*

**Noreen Light**



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## Wading Through Uncharted Waters

Notice I didn't say sailing through uncharted waters, as we aren't sailing at all. The sailing Education Program is still being active but in different ways. All practices, regattas, and training has been canceled. Our wonderful coach and Director Sarah has been working hard to get some lessons online for the kids through Zoom or some other computer program. She had over 30 kids try to log into her first lesson and crashed her home Internet. But now she has it up and running with a schedule of lessons and workouts for the kids who are as enthusiastic as ever. Some of the lessons she has planned implement the U.S. Sailing STEM program (Science, Technology, engineering and math). They are very informative and exciting. Check out the Olympia High School Sailing web site to see what is happening.

Ongoing maintenance and repairs continued up until the stay at home order. Several weeks ago, we were taking two of our baby whalers in for annual maintenance on the Honda engines. When we were exchanging boats onto and off of the trailer at the launch ramp at Swantown I notice some paint scratches on the Baby Blue Whaler... Upon closer inspection, I noticed that large sections of the bottom of the boat hull appears to have been broken out. I have never seen anything like it. Almost as if the boat has been sitting on rocks with a lot of wave action to damage it. and Sarah had just motored it over from OYC. The Styrofoam flotation in the boat was visible and kept it afloat. So Kudos to Boston Whaler company as, other boats would have sunk with her in it. So, if and when we get going again for the summer program, we will need

another chase boat. The outboard is still good, but does anyone out there have a boat that our 15 hp Honda outboard would fit on? The replacement would have to at least be able to handle the weight of the outboard, so we couldn't use anything smaller than 14 foot. And it would need to have bottom paint on it. Let us know.

SEP and SOCS

The OYC Sailing Education Program is working closely with SOCS: Supporters of Olympia Community Sailing, a non-profit group that the parents of our sailing team have set up to support our program. They are putting together all types of fund raising efforts, short and long term for our program. They are applying for grants and taking over several of the fund raisers that the Sailing Education Program, SEP, started such as the dinner auction, wreath sales to name two. All profits are funneled into the SEP with an eye at growing the program to reach out to the broader community.

We are fortunate that our team fees have been paid through June for Sarah's salary. No one knows how long the virus will keep us on the shore. If Summer Sailing doesn't go forward, we may be asking for donations to keep our one full time employee, Sarah engaged. She is currently doing lots of planning for continuing our summer sailing season. The children's sailing classes and adult sailing classes are listed with Oly parks and Rec and we are getting registrations and questions about classes. We realize that Plan A and B may not be enough so we are trying to remain as flexible as possible.

If we were sailors in an earlier era, the chart we would be using right now may show the edge of the known world and we would be tacking into a void and teetering on the brink of falling off the edge. That is where we are now, uncharted waters,....*but* what we do know for sure

is that we still have boats, we still have enthusiastic sailors, summer classes with Oly parks and rec are filling up, and eventually we will have things returning to normal. With that we will be able to get out on the water again, shake off the shack wacky blues and feel the wind blowing as we venture full steam ahead. Stay safe.

**Mary Fitzgerald Sailing Education Program**



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## Sailing On a Screen

The Covid-19 pandemic blew in like a Force 10 when the skies were bright and blue, spring blossoms just on the cusp of emerging, and there we were, caught unaware. *If we can't control the wind, we can adjust our sails*, the feel-good saying reminds us. In this case, a mere adjustment wouldn't do, it would require an all-out immediate hove-to until further notice and you better hope you stocked up on TP because today's currency is now measured in rolls! Perhaps a digital ditch bag is needed and here are ideas from members for what to put in it:

On Amazon Prime:

*Following Seas* Fantastic story about a family who sailed in the 1950's

*Maidentrip* Laura Dekker's story of being 14 and sailing around the world

*Weekend Sailor* Feel good story about the 1973 Mexican team who enters the Whitbread Race

*Coyote: The Mike Plant Story*: Story about Mike Plant's sailing career with actual footage

*Go Fast, Go North* Follow Team Hot Mess on their R2AK journey

*Icebound: The Final Voyage of the Karluk* 1913 High arctic expedition

*The Mercy* Movie with Colin Firth playing Donald Crowhurst

*Abandoned* True story about a former SSSS member and his overturned trimaran

*Cape Horn* Windsurfing Cape Horn

*Disko* Man takes homemade wooden boat from Virginia to Disko Bay

*The Last Adventure of the Gandul* Adventure from the Canary Islands to Barbados. Subtitles.

On You Tube:

Fantastic documentary about Donald Crowhurst with actual footage:

<https://www.youtube.com/watch?v=r9NS6Uq9-zk>

Beyond the West Horizon-archival story about the Hiscock's 3-year circumnavigation

[https://www.youtube.com/watch?v=g\\_RHHIV4u1k](https://www.youtube.com/watch?v=g_RHHIV4u1k)

Alex Thomson's story about the 2016/2017 Vendee Globe

<https://www.youtube.com/watch?v=puIgYu7q7ck>

Alluring Arctic-Sailing and skiing above the arctic circle <https://www.youtube.com/channel/UCDpg-x8jI4T5Kk4h2jE00mQ>

If fixing stuff is your entertainment, how about checking out Marine How To. So many videos on how to properly do things boat related. <https://marinehowto.com>

And, if the lack of racing is making you more than squirrely, hop on over to Virtual Regatta where you can jump aboard the quickly growing e-racing scene and yell starboard! <https://www.virtualregatta.com/en/>

We all sail to get away from the digital world, but during this pandemic the digital sailing world is there to remind us of what we have waiting for us, when we finally get to release the hove-to and be on our way again. See you on the other side.

**Joy Johnson, *Folie à Deux***

What sailing videos are you watching? I can add a couple TimeLine documentaries that are on YouTube. One is about Joshua Slocum, the person who started solo voyaging. If you have not read his *Sailing Alone Around the World*, you might look for it as an e-book. The others are a set of four under the title *Setting Sail* about the development of sailing craft from four distinct traditions.

What are you watching?

Ed.

