

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

Ship-to-Shore May 12 through June 2

S-t-S Changes And Changes Again?

Destination Vancouver B.C.

2020-21 SSSS Officer Nominations

SSSS Zoom General Meeting June 9

Meetings Archived

The Gulf Islands

Commodore's Corner: Fellow
Sailors

What's In a Name? *Bright Angel*,
Sailing to the Gulf Islands

Scorer's Report: Year's End

What's In a Name? *Gan y Dwr*

Sailing to the San Juans Other
Routes

Balder, Dash

Balder 2 turned in our first Hope Dash time of the year. She sailed around Hope Island and back to Olympia Shoal in 2 hrs. 10 min. 52 sec. That corrects to 1:43:34. Joe wrote, "... great breeze: Storm jib and full main. Easy ride, at times underpowered on the way out."

This is a respectable time but far from a record one. It is the best time to date.

You have a year to beat it

S-t-S Changes And Changes Again?

The plan has been to have something new every Tuesday: that means at least one post some time during the week between Tuesdays. So if you visit the site once a week, on Tuesday, there should be something new.

I am reviewing the number of viewers to see if it is worth continuing this schedule, now that we are no longer under the Stay at Home order. Maybe go back to monthly? If the changes come slower than they have been coming, we might even return to normal and go dormant for the summer? Much depends on you, our Members. If you keep looking, and keep writing ... The latter being the most important. It matters not how many want to look if we have nothing for them to see.

We will hopefully have some on the water Club events to report on soon. But we will still need other things, like your past cruise stories, that is stories *from* your cruises, not necessarily stories *of* the cruise, and advice you can pass on, from boat maintenance to cruising destinations. Maybe with a photo? We are hoping to hear the origins of more boat names. I am a bit shocked no one thought their pet special enough to send in a photo?!

For now, look here Tuesdays for a new post You can bookmark this address, the url will not change, new posts will be added. Or you can get here through the Club site: Newsletter/Current Issues/On Line.

Zoom General Meeting June 9

You need to register to participate in the Meeting. An e-mail was sent to Members with information on how to register. If you did not get one, see our [Secretary](#), Glory Dole, and make sure that our records and your Membership are up to date. Then join us on Zoom.

The Virtual Doors Open open at 1850 and the Meeting will begin at 1900.

We will elect the 2020-21 SSSS Officers. Nominees are listed in last week's S-t-S, three screens down.

There will be two speakers on two topics:

Status of US and Canadian Openings:
Mark Bunzel, Editor and Publisher of the *Waggoner Guide*.

Captain Meredith Anderson: Our Beloved Diesel Engines: Buying, maintaining, repairing, and treating your diesel engine with love.

For a more detailed description of the topics and speakers see last week's S-t-S

If you can not make the Meeting, it will be recorded and the recording posted at a later date.

Bob Butts, Emma Lee

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

Destination Vancouver

Back in 1993, with both of us “between careers” in Tennessee, Debbie and I began considering other places to live. Relatives in Steilacoom suggested we might like the Puget Sound area. We flew out just before Memorial Day, looked around for an hour or two and never considered any other place.

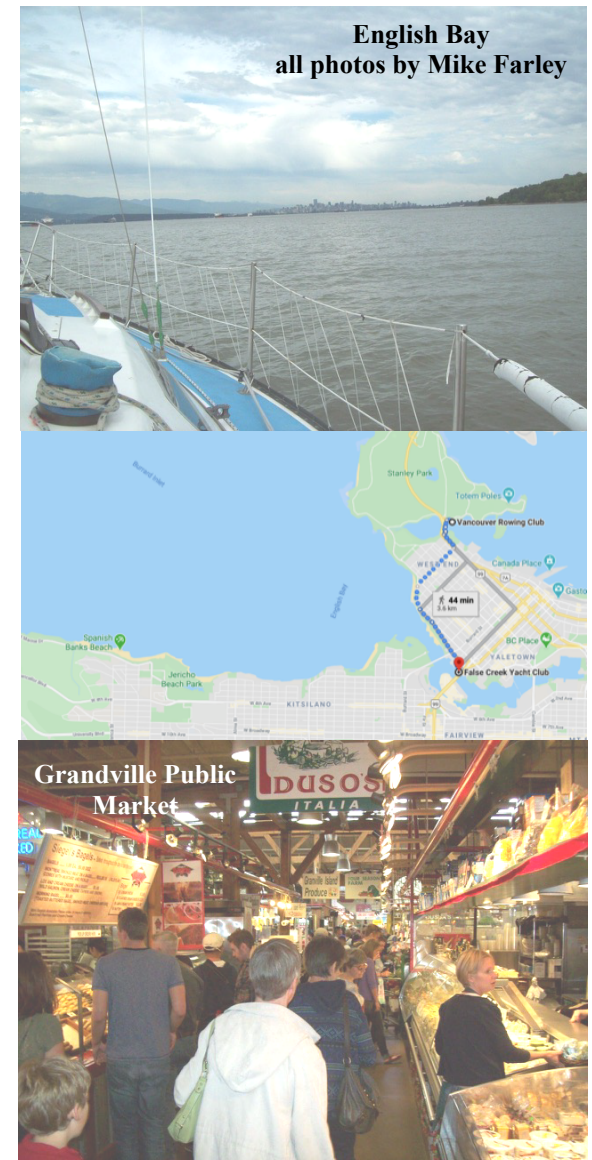
Part of that trip found us on a BC ferry from Sidney, through the Gulf Islands and across the Strait of Georgia to the mainland. Was there anything in the World as gobsmackingly gorgeous as the crystal blue skies above and the dark blue water below, dotted with pure white sails of boats skimming along the surface? “Some day,” I told Debbie, “I’m going to get a sailboat and be out there.” Fast forward to a few weeks after my retirement, the honey-do lists had been crossed off and the weather was getting nice. I was wondering what else to do with my time when Debbie, rather casually, said, “I thought you wanted to buy a sailboat.”

I didn’t know much about boats, but I did know that I could stand up straight in the cabin of a San Juan 28 that was for sale. I bought it, took some lessons from Kelly Coon, signed up to crew for Eric Dahl for a season, and considered myself good to go. It took a couple of cruises to the San Juans before I had the confidence to take on the Strait of Georgia. That was a good decision.

The *Waggoner Guide* devotes an entire page to Crossing the Strait of Georgia. The first sentence reads: “The Strait of Georgia is not to be trifled with.” We heeded the page full of advice they offered and had an almost boring journey from Friday Harbor to Vancouver. We’ve subsequently had equally boring trips from Point Roberts to Vancouver. Yet there were other trips where my only hope was that at least Gordon Lightfoot would write a song about me. Bottom line: don’t be frightened, but do be informed. Read the *Waggoner Guide*, use the Current Atlas, access as many weather forecasts as you can. Don’t be in a hurry to set out on a certain day. Be flexible.

Approaching Vancouver: While the U.S. has a number of ports on its Pacific coast, Canada has one: Vancouver. [see photo of English Bay] Consequently, English Bay is a proverbial obstacle course of container ships. Since most are just riding at anchor, they merely provide you with a bit of additional sport. Cruise ships, on the other hand, can be a different story. In the days before using AIS, I was surprised by one, way over the harbor speed limit, charging out from under the bridge over First Narrows.

There are currently five reciprocals listed for the Vancouver area. We’ve stayed at two of them; both went way beyond my most optimistic expectations. [see the map] Being both very upscale, I felt self-conscious on arrival; my boat



Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

and I both in serious need of a wash-down. Not to worry. However spotty Canadian hospitality may be, unfortunately is, I couldn't have felt more welcome at either of them. They're in different locations, so I'll frame my experience with Vancouver around each of them in turn.

The False Creek Yacht Club. Like it says, it's on False Creek. [see the photo of False Creek YC] So is Granville Island with its legendary market. [see the photo of the Grandville Public Market on the previous page]

You can take a dinghy across the waterway or walk to the cute little foot ferries that shuttle tourists over. And the whole galaxy of restaurants, food stores and shops in the West End is within a half-hour's walk. Hop in the Google car right now and take a drive down Robson Street, you can check it out yourself.

If you haven't cleared Canadian customs before your arrival, there's a telephone reporting site across the way at Fisherman's Wharf. Yes, it's that easy.

Anyway, visit the FCYC's web site and read how they describe their marina and clubhouse. Then forget it; everything they say is an understatement. The clubhouse is an award winning three story building with award winning chefs. [see photo: view from the deck] You can sit out on the balcony, sip a beverage of your choice, enjoy the lights and sights of the City at

night and bask in the knowledge that your SSSS dues covered your moorage.

Vancouver Rowing Club is at the edge of Stanley Park. [see the photo of Vancouver Rowing Club] It's a much more calm setting than False Creek, but even closer to Robson Street. Founded in 1886, it drips with tradition, has brass and dark paneling, and displays pictures of Olympic champions. Walking through the bar, Gilbert and Sullivan tunes were running through my head. I felt like I should be wearing a necktie just to go take a shower, but they treated me like an honored guest.

In the 1990s the S-t-S asked Members, Which is the Best reciprocal club? The winner? The Vancouver Rowing Club.

And again, if you haven't cleared Canadian customs prior to your arrival, there's a telephone reporting site on the other side of Coal Harbor, just past the Convention and Exhibition Center. (Watch for the @&*#! piece of rebar sticking out from the dock.)

For me, Vancouver began as a bucket list experience. But I couldn't do it just once; there's too much to see, do and eat. And of course I can still drive up there if need be, but then it doesn't feel like I really earned it. Know what I mean?

Mike Farley

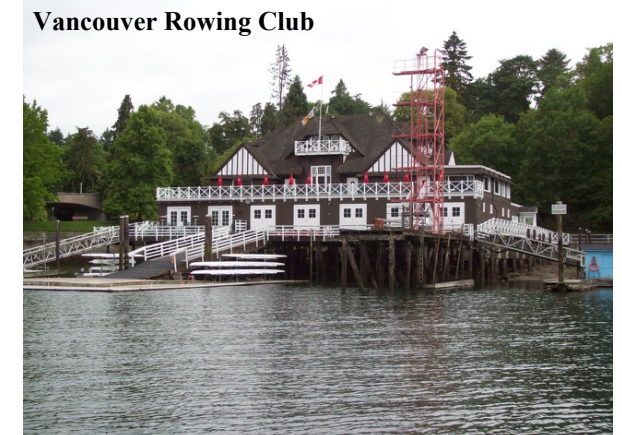
We started this series hoping to hear from other cruisers. What would you tell someone making their first trip to the islands?



False Creek YC



view from the deck



Vancouver Rowing Club

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

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Meetings Archived

Did you miss the April or May Zoom Meeting? You can still see them. Mary's PowerPoint, as well as last month's presentation by Jesse Osborne on the Northwest Passage, are available on the SSSS web site under Events / Meeting Presentations. Or the direct link at <http://www.ssssclub.com/meeting->

2020-21 SSSS Officer Nominations

It is time to publish our nominations for Club Officers for the 2020-2021 season of the South Sound Sailing Society. The following are the candidates for Club Officers for next year. **We will vote on these nominations at our June Meeting**, probably through a show of hands on the monthly Zoom call.

Commodore: Richard Wells
Vice-Commodore: William (Bill) Hutchinson
Secretary: Glory Dole
Treasurer: Beth Brownell
Program Chair: Bob Butts
Race Chair: Eric Egge
Assistant Race Chair: TBD
Cruise Chair: Rich Adams
Past Commodore: Casey Jones

Jim Larsen, TYA

Note most of the board is returning. New to the board are Bill Hutchinson, a long time Member who served as Secretary years ago, and Eric Egge who has been a Member most of his life.

SSSS Zoom General Meeting June 9, 2020

We will have two presenters at our June Meeting: Mark Bunzel and Meredith Anderson. An e-mail will be sent to Members with information in how to register and participate in the Meeting. The Zoom Virtual Doors Open will open at 1850 and the Meeting will begin at 1900.

Status of US and Canadian Openings: Mark Bunzel, Editor and Publisher of the *Waggoner Guide*, aka the bible for NW Cruising, will summarize the current status of marina and marine park openings in Washington, Canada, and beyond and requirements for entering Canadian waters.

Our Beloved **Diesel Engines**: Buying, maintaining, repairing, and treating your diesel engine with love

Captain Meredith Anderson will share with us how to keep our diesel engines trouble-free and if they become problematic, how to be prepared. Meredith is a heavy diesel mechanic and Marine Engineer who studied at the Massachusetts Maritime Academy. She was a diesel mechanic at Peterbilt and Cummins and is now the owner of Meredith's Marine Services, where she specializes in diesel and DC electrical systems.

Bob Butts, Emma Lee



Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)



Stuart Channel photos: Mike Farley



Princess Cove



Ganges Market

The Gulf Islands

As I said in a previous article, I'm big on cruising in the Canadian Gulf Islands. Compared to the San Juans they are much less crowded and are more fun for sailboats: more open water, fewer wind shadows, and not nearly as many power boats [see photo: Stuart Channel]. Okay, there are a whole lot of treacherous rocks just about any place you'll want to get near land, but that's what charts and chart plotters are for. And insurance.

A comprehensive listing of great destinations would take more space than Steve is going to give me for this article, so I'll once again recommend the *Waggoner Cruising Guide* which has about 40 pages of descriptions, maps and photos. Then I'll use my space here to describe some of my favorites and try to whet your appetite.

Portland Island would be a good first stopping point after clearing customs in the Sidney area. It's only accessible by boat and features a very nice four-mile walking trail around the Island. Princess Bay is a postcard like setting [see photo]. It's shallow enough to require very little anchor rode, but is exposed to southerly winds and the wakes from BC ferry boats.

Saanich Inlet is to the west of Portland Island; it's on the opposite side of the Saanich Peninsula from Sidney. It's a rather populated area, but at its southern end are several options for mooring or anchoring in order to visit Butchart Gardens.

Brentwood Bay has a marina that accepts reservations and has a shuttle bus to the Gardens. Butchart Cove itself only has four mooring balls, but there's more room further south in Tod Inlet. Both of those are within walking distance of the Gardens.

South Pender Island is another place to clear customs. From the tip of Stuart Island at the north end of the San Juans it's only three nautical miles to the customs dock at Poets Cove. There's not much else for the cruiser there; an upscale resort is the main feature. Otter Bay on North Pender Island has more amenities, although the marina manager was quite surly. My crew enjoyed tooling around the Island on a rented motor scooter.

Ganges on Saltspring Island, just 8 nautical miles from Otter Bay, is probably the most popular destination in the Gulf Islands. There are several marinas, a legendary farmers market, two grocery stores and over 40 artists' studios [see photo]. For myself, I'd stop there just to visit Mouat's Hardware, a place for hardware plus marine supplies, household goods, outdoor clothing, pet supplies, children's toys and so forth. As someone who grew up in the 1950s, Mouat's provides a warm feeling of familiarity just walking in the door.

I will emphasize that the entrance channel to Ganges Harbor demands close attention. It's been described as a minefield of rocks, reefs and crab pots. The fact that one hazard was named Money

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)



Makers Reef should tell you something about it [see photo].

As enjoyable as Ganges always is, it's a very busy place and will require an antidote.

The Gulf Islands provide it in dozens of anchorages scattered up and down the several channels. Wallace Island, in the Trincomali Channel, has two of the most scenic coves. The Wallace Island Marine Park has toilets, camping sites, picnic areas and wonderful walking trails.

Pirates Cove Marine Park, further north on De Courcy Island, is a spectacular little cove with access to walking trails, campsites and a pit toilet [see photos]. Getting in and out of the cove demands attention to both your depth gauge and the range markers, but it's well worth the few nerve-racking moments it takes. Despite my constant harping about rocks and reefs, I've never, knock on wood, yet hit one up there.

Ladysmith is another of our favorite stops, mainly because it's our absolutely favorite marina anywhere. Wonderfully clean and well maintained, it's run entirely by volunteers. As an additional plus, they have the guest moorage right up by the office/restrooms/showers/laundry. They also have a very pleasant coffee bar with an excellent breakfast.

The 49th Parallel grocery store is a mile away, but they do provide a free ride back to the marina.

Nanaimo, at the head of the Gulf Islands, is a major port city of around 90,000. As such, it has all of the stores and services, including repair and haul out, if it comes to that, you should need on a voyage. The Nanaimo Yacht Club is the only reciprocal moorage in the Gulf Islands, but I can't recommend it. Just checking in seemed to be an imposition on the staff's time, and all guest moorage is outside the breakwater where we spent the night bounced and buffeted around.

On our way back south out of the Gulf Islands, we often take the channel between Saltspring Island and Vancouver Island. With frequent wind shifts and wind shadows, it's challenging to sail the entire length of the channel, but the winding, fjord like passage between towering hills, thick with trees and sheer rock face, easily rewards your efforts. Plus the fuel dock at the Maple Bay Marina is the most convenient we found in the Islands, and has some excellent restaurants close by.

Besides the places I've mentioned above, we've visited a number of other coves and marinas in the Gulf Islands. I don't mean to short change them by leaving them out of this article, and they do get adequate coverage in the *Waggoner Guide*. I just wanted to give you a sampling of destinations we've enjoyed and encourage you to make the effort to try them for yourselves.

Mike Farley



Entrance to Ganges Harbor



Pirates Cove



Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

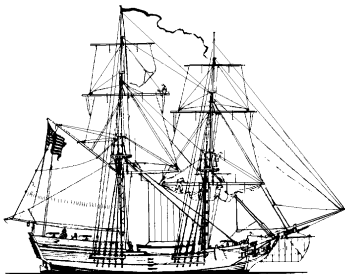
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Commodore's Corner: Fellow Sailors

Let me start by saying, thank you all for investing your trust in myself and the board to make decisions, hard ones recently, on behalf of us all.

As our situation is continuously changing, we will continue to do as we've done and stay on the cutting edge of new information regarding the pandemic and our State's plan to re-enter some semblance of normal life. We will continue to use that information to make decisions regarding our own reopening.

Washington's plan for reentry has opened up recreational boating, with guidelines, as an approved activity. If you decide to get out and enjoy some time on the water, please be diligent.

During our meeting last week the board decided to continue with our current course of action and cancel all Club events for the month of May. We are currently in the process of developing a plan for transitioning back towards normal Club function.

As for now, the transition plan is in its early stages and no official dates have been agreed upon. My personal assumptions are that we won't be operating as normal Club functions until August at the earliest. We have aimed to have June and July as our transition period where we will reinstate club activities, a small piece at a time, starting with our cruising sector.

I know this isn't the greatest news. It may not be what many of us want to hear. I do believe that it is

more important to be transparent and honest, especially when delivering unsavory news, than it is to sugar-coat the situation. I hope that you'll forgive the blunt tone of this message with that in mind.

At the end of the day, we are here to speak for you, our Membership. We volunteer because we love sailing and the camaraderie that this Club brings us. If you have questions, suggestions, or feelings that you would like to address please send an e-mail out to theboard@ssssclub.com

Thank you all for your continued support. I hope that you're happy, healthy, and getting to spend time doing things that bring you joy that you haven't always had the time to do.

Casey Jones

What's In a Name?

What is the story behind your boat's name? We would like to hear it. Write and send us a photo: cruiase@ssssclub.com and we will post it here. This week we learn about:

Bright Angel, Mason 44

I never look at a boat without wondering what the inspiration was for the name. I have even thought it would be fun to write a book telling the stories behind the names because without exception there is *always* a story.

Naming a boat is a very personal process. Once you decide, “this is our boat”, the bond begins. So the name is very important as it will separate her

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

from all others and provide a unique identity. The name often creates an instant impression, perhaps even more so than the appearance. It is common in the boating community to associate boat owners with their boat's name. Bob and I often struggle to remember the names of individuals we've just met, but we rarely forget a boat's name or some striking feature of the boat.

Bright Angel was a name we chose to honor my mother, Bernice Logan. She was truly an "imagineer" who loved to dream of traveling the world. She had a deep interest in people and places. It was not unusual for her to spread a map on the dining room table and take a mind trip to far off countries and oceans. Her Atlas was always close at hand and had a number of dog-eared pages and a well-worn cover. She also loved the wonders of the U.S. with the Grand Canyon on the top of her must see list. As a native Washingtonian no one appreciated the beauty of the Northwest more than my mother. She never failed to express her awe for the majestic beauty of Mount Rainier and the serenity of the San Juan Islands.

The opportunity for my mother to actually travel to places she had dreamed of did not materialize until she was 60 years old. For the first time in her life she was actually going to fly. Next stop Australia! At long last she was truly a world traveler. Her next trip was to Europe, then a cruise to Alaska. And then she

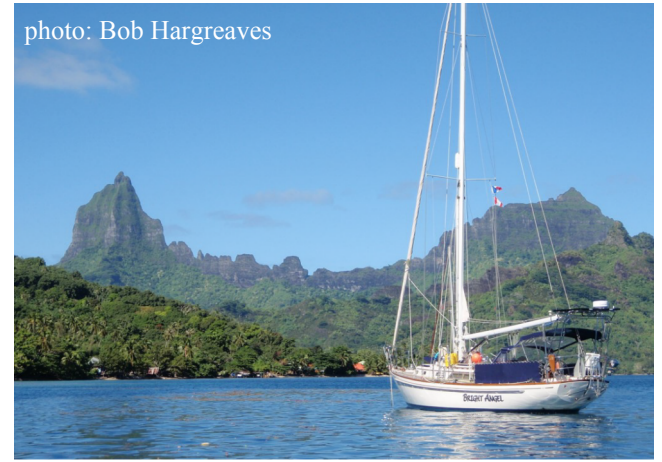
discovered white water rafting! Needless to say she was always the "senior" member of the group.

Sadly, at age 72, my mother was diagnosed with terminal cancer. And for whatever reason she had still not been to the Grand Canyon. Having been there myself I knew she just had to see it. Knowing her time was very short I booked the trip. As predicted, she was amazed and awed beyond words at the wonder of that sight.

As we were driving to each and every lookout we passed Bright Angel Lodge. I should mention here that my mother also had a great love of words. She loved how certain words flowed when spoken, how they looked when written, and we would sometimes just talk about what words we liked and why. As we passed the Lodge she said: "Bright Angel is such a beautiful name. I wish I had something I could name Bright Angel." It was just one month later that she passed away.

We bought our first boat two years after my mother passed away, an Ericson 29. When the subject came up as to what to name our new boat, immediately I knew it should be *Bright Angel*. I don't think Bob even uttered one possible alternative before agreeing. My mother would have loved sailing, and to experience the San Juan Islands from the water would have been an experience beyond belief for her.

photo: Bob Hargreaves



We sold our Ericson to a wonderful couple from Oregon, who in turn sold it to a resident of Poulsbo. They each chose to keep the name *Bright Angel* and so it is fitting that there will be one *Bright Angel* sailing Northwest waters and one cruising the world. I have no doubt my mother would have been the first to sign on as crew for this grand adventure we are about to embark upon. Her curiosity about far off places, her love of the mountains and water, and her sense of wonder for it all is my most coveted inheritance. Whether it was genetics or just environment, I believe my mother was the guiding force that influenced our decision to experience the world from the water powered by two beautiful white wings. Although my mother never realized it, she was and is a *Bright Angel*.

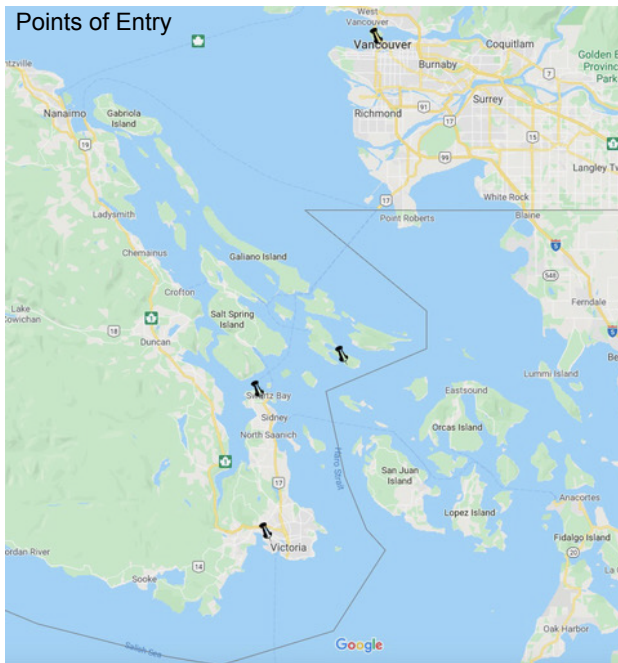
Linda and Bob Hargreaves, *Bright Angel*

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)



Sailing to the Gulf Islands

While the Gulf Islands are sometimes described as “British Columbia’s version of the San Juans,” they are much less crowded and are more fun for sailboats: more open water, fewer wind shadows, and not nearly as many power boats. The other difference is that you will be a foreigner; make sure that you have all the necessary documents before you leave home, familiarize yourself with the B.C. points of entry and the procedures to follow. Experience has consistently been that Canadian Customs is

a much easier, more pleasant process than clearing U.S. Customs on the return trip, although that’s been changing for the better in the past two years.

It’s also important ahead of time to note the differences between U.S. and Canadian charts, and to review the protocol for displaying the respective national flags on your boat.

Unlike in the U.S., recreational boaters in Canadian waters are required by law to carry paper charts no matter what kind of electronics they may have. On the other hand, enforcement of that law is somewhere between lax and non-existent. Still in all, I have to say that I get a certain amount of pleasure looking at those charts while sitting around the house in February....

It’s not unusual to see boats around Budd Bay flying a Canadian courtesy flag on a halyard. This is an improper use of the flag. As one official publication puts it: “It is not to be used as a badge of accomplishment for having cruised to another country.”

To be scrupulously correct, as soon as we cross the boundary into Canadian waters I have a grandson lower the SSSS burgee and replace it with a yellow Q flag, Quarantine,. As soon as we’ve cleared customs, it is lowered and the Canadian courtesy flag is raised, by itself, on the starboard signal halyard. On the return trip, the Canadian flag is lowered and replaced by the

Q flag at the boundary and remains there until we’ve cleared U.S. Customs. In all of this time, the U.S. flag should be displayed appropriately during daylight hours.

https://www.usps.org/f_stuff/etiquett.html.

If you’re taking advantage of one of the reciprocals in Canada, the Club burgee should be displayed on the port side signal halyard.

There are a number of points of entry to use, but the two quickest for getting into the Gulf Islands are just across Haro Strait: One is on South Pender Island, in season; ask first, and several around Sidney. There are others in or around Victoria and still more up the mainland coast and around Vancouver.

Crossing Haro Strait to either South Pender Island or the Sidney area means crossing a very busy shipping lane. The combination of a chart plotter for showing the exact location of each shipping lane and an AIS receiver for describing any traffic in those lanes is essential for safety. Also, once you’re inside the Islands you may encounter some of the BC Ferries. They seem to run faster than the Washington State ones, so, again, AIS information is valuable.

Do not be scared off. My skipper’s friend Mona lived, Summered, on North Pender, on the point opposite the resort. So we visited often and crossed Haro Strait a lot. Locals cross it all the time. I have raced through the Strait. In good visibility it only requires a good look out.

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)



Dodd Narrows photo: Mike Farley

But do take it seriously. Cross the shipping lane at a right angle. Use all the navigational tools you have. You will enjoy Canada.

Also, a B.C. Ferry schedule can help you avoid them. Ed.

Going up to Vancouver for a few days and then crossing the Strait of Georgia takes in two of B.C.'s finest attractions, but do your homework first. The Strait of Georgia can become very surly, very quickly. And if you then try to enter the Gulf Islands from Nanaimo you'll want to do your homework on Dodd Narrows first. Gabriola Pass at the North end of Valdes Island is much less crowded, but that's because it's so narrow and full of rocks. Even so, you can choose to go as slow as you want through Gabriola and with all of its

traffic, that's definitely not true through Dodd Narrows.

As for supplies, everything you need is pretty much the same as with sailing in the San Juans. On the other hand, don't bring along apples, potatoes, fresh corn, fruit with pits, or potted herbs. You are allowed to bring specified quantities of liquor, beer and wine, but no form of cannabis. Also, don't even fantasize about taking a firearm into Canada. Seriously.

You will also want to check with your cellular phone provider if you want to be sure of having service North of the border. Also do some homework on Internet connections. The only provider up there is Rogers.

Another important note: the Gulf Islands have very limited supplies of fresh water in the Summer. Because of their chronic water shortages there is an absolute ban on boat washing. Also, you'll want to plan on limiting your showers to three minutes.

Once you're across the border the range of destinations runs from the very cosmopolitan Vancouver (several reciprocals!) to the quaintly English Victoria, a number of small and friendly towns, and to spectacular coves and inlets in which to drop anchor. The town of Ganges on Salt Spring Island should definitely be in your travel plans, but I'll get into all of this in a subsequent article. Other inputs are still very welcome.

Mike Farley

Help Wanted

If we are to keep posting regularly we need to hear from you. While you are house bound, write us. We have a few suggested themes, but are open to anything sailing or marine related.

As you read Mike's article do you remember interesting places he missed? Lessons you learned cruising he did not mention? Or maybe he reminded you of a good story. Tell us about your experiences cruising.

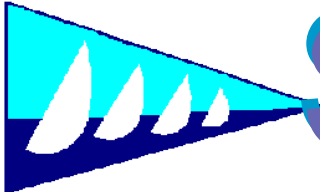
Introduce your boat. Tell us how she got her name. Send us a photo of her.

Introduce your pet. Send us a photo of them aboard. Brag on their adventures.

Last but not least **we need photos.** Photos with a story behind them, or just pretty images. Ed.



photo: Mike Farley



Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

Zoom Meeting Single-handed Sailing

1900 on Tuesday, May 12th.

To participate, click on:

<https://us02web.zoom.us/j/7408>

[756697](https://us02web.zoom.us/j/7408)

Or, dial: +1 253 215 8782

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. To do so, we need to hear from you. For now, the plan is to:

Have **something new every Tuesday**: that means at least one post some time during the week between Tuesdays. So if you visit the site once a week, on Tuesday, there should always be something new.

You can bookmark this address, the url will not change, new posts will be added. Or you can get here through the Club site: Newsletter/Current Issues/On Line.

If we do not get enough articles to keep to this schedule, the “something new” will be the announcement of a new plan. It all depends on how many of you have stories to tell and will take the time to tell them.

Scorer's Report: Year's End

Please Check My Work

Season Championship

This year half the races were canceled for lack of wind or the virus. A boat with Perfect Attendance did not have enough races to qualify for the Season Championship! So the RC Chair reduced the number of races required to qualify. This year only, we count your ~~eight~~ *six* best *finishes* September through ~~May~~ March.

That gives us two boats in each of S, A, and D classes that qualified. Congratulations to *Ruffis* and *Lightly Salted* S Class, *Altair* and *Spirit* A Class, and *Koosah* and *Jolly Rumbalo* D Class., taking first and second in Class in the Championship. See how many races everyone sailed, and their scores: see PHRF Results / [Season Championship](#).

I said everyone, but two classes raced so seldom I left them out of the Season results. In B Class *Djnn* and *Emma Lee* came out, but only for a couple races. And two tris raced a couple times: *Pax* and *Trickster*.

Perfect Attendance Award

It was a short Season so this award was easier to win than normal years. Still it was hard enough only two boats did it. Congratulations to the crew of *Jolly Rumbalow* for making every race in the

2019-2020 Season. Congratulations also to the *Koosah* crew for Perfect Attendance for the eighteenth season. That is 18 years out of about 25!

Awards in Class

There is a list of who won which Awards in Class in the 2019-2020 year, that is Wednesday Series through the ~~Spring~~ Inlet Series this year, It is organized by class. See PHRF Results / [Awards in Class](#).

Please check to see that I have not made a mistake and have given you credit for all you won.

Hope Island Dash

The Andy Jackson Trophy is for the fastest timed run around Hope Island that year, May to May. Details on line. This year five boats made a run. We have a winner, *PenOziequah*. with a near record time, the second fastest ballasted monohull. And as one year ends another begins. Records are there to be broken.

We still plan to have an awards ceremony, just do not ask when. Stay safe and we will see you then.

2019-2020 Hope Dash Times

Sail No.	Yacht Name	Yacht Type	Rating	Course Time	Correctd Time
2222	PENOZIEQUAH	NEWP 31	231	02:13:11	01:23:08
69927	BALDER II	ERIC 38	126	02:04:00	01:36:42
63337	DASH	BEN 345	135	02:07:02	01:37:47
22	KIND OF BLUE	CAT 30	210	02:35:34	01:50:04
59924	ECHO	CATA 38	156	02:39:40	02:05:52

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)



What's In a Name?

What is the story behind your boat's name? We would like to hear it. Write and send us a photo: cruise@ssssclub.com and we will post it here. This week we learn about:



Gan y Dwr, a C&C 121

Shari here, aka The Admiral, reporting for Justin Jones. I like to write because Captain Jones does not. After we sold our first boat, the sweetly named *Abrazo*, we looked for a boat that was slightly roomier, for me, and faster, for Justin. A C&C 121 fit the bill. After taking delivery in fall of 2018 we rechristened her *Gan*

Y Dwr, which is Welsh for “by the water” or “from the water”.

Our choice might seem obvious; she's clearly “by the water,” and Justin has Welsh ancestry. But the other reason for the name has to do with the fact that both Justin and I are *Lord of the Rings* fans. You might even call us fanatics ... or nerds. We went to see the first LOTR movie with friends and complained bitterly afterward about all the parts the movie got wrong, causing our friends to gently suggest we needed to *get a life*.

Anyway, in LOTR, there is a place called Bywater. According to The Tolkien Gateway: “Bywater was a village in . . . the Shire In T.A. 3018, the Shire was taken over by Saruman and his Ruffians. . . . At the return of Frodo and his companions, Bywater became the centre of the rebellion which ultimately ended with the Battle of Bywater and the liberation of the Shire.” (See my previous comment about being nerds.)

So Bywater Farm was an easy choice for our home when we left the city to live in the country, and the only question was how to keep the tradition for our boat while avoiding the somewhat uninspiring boat-name “By the Water.”

After finding the Welsh translation, and

listening to its dulcet pronunciation, we knew that we'd found the solution.

How do you pronounce *Gan y Dwr*, you might ask, and some of you have? *Gan* rhymes with man; the “g” is hard like in goat; *Y* is pronounced “uh;” and the “w” in *Dwr* is pronounced “oo” like in zoo.

I confess I have nightmares about trying to explain the name in the event of an emergency. I wrote a story for our nieces and nephew in which they and their chicken friend *Vi* take *Gan y Dwr* out on the Sound to try to save the Orcas, and when *Vi* gets in trouble, they hear this: “*Ganey... Goney... Gone All Day* oh hang it all, whatever your boat's name is, this is the Coast Guard. Over.”

Luckily, we have not needed to call the Coast Guard for any resident chicken or ourselves ... yet. Knock on wood.

We recently saw an article about Kashmir goats taking over Llandudno, a Welsh seaside town, whose non-goat population is on lockdown due to Covid-19.

In addition to sailing and LOTR, the Captain and I are very fond of goats, and this article confirmed for us that a Welsh boat name was the right decision for us.

Welwn ni chi ar y dŵr! (See you on the water!)

Justin Jones and Shari Lane

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

Sailing to the San Juans Other Routes

I made my first trip to the San Juans with less than a year's experience sailing. My only crew member was a teenage grandson who "didn't think he got seasick." (He was wrong.) By the time we got to Edmonds I was basically single-handed and my supply of self-confidence was getting low. Rather than facing twenty-odd miles of very open water and no handy places to tuck into, I decided to head up the East side of Whidbey Island. And although on the return trip I did make the straight run from Cattle Pass to Admiralty Inlet, I continued to use the East of Whidbey routes on about half of my trips to the San Juans over the subsequent years. Weather has been one factor, but visiting the towns along the "inside passage" is also a big consideration.

Both routes begin by hanging a right after Edmonds, avoiding the Clinton-Mukilteo ferries (it's why you always carry a ferry schedule), and heading up Saratoga Passage.

As it happened, Saratoga Passage was where I got my self-confidence back. I caught an absolutely sweet westerly and maintained hull speed for a glorious ten miles. It was just like Kelly Coon said it would be.

Anyway, roughly 30 miles later, you'll choose between taking Deception Pass out into the northern part of the Strait or going up the Swinomish Channel to Anacortes. In the meantime, there are some delightful places to stop along the way.

The first stopping place would be Langley Boat Harbor. The staff there are very friendly and always very accommodating: Motto: "We'll fit you in somehow. It's a great place to get fuel and a shower. The climb up to the village is steep but well worthwhile. We love the grocery/general store and across the way is a pizzeria with both excellent pizza and a spectacular view across Saratoga Passage.

By the way, if you're heading South toward Langley, keep an eye on your chart; it's a common mistake to just sail along with the shoreline on your starboard and end up wasting time down into Holmes Harbor before you realize it's a cul de sac.

Further up Whidbey Island and well down into Penn Cove is Coupeville. The Waggoner Guide describes it as "quaint, old, and friendly." The marina itself gets mixed reviews, but the galleries and restaurants more than make up for any deficiencies. I especially like Toby's Tavern because hey, as long as you're in Penn Cove you have to try the mussels.



Deception Pass State Park photo

Oak Harbor is another of our favorite stopping places. We've been able to get reciprocal moorage there on over half of our visits. And if you are a reciprocal, the Oak Harbor YC will ensure you get an invitation to join them that evening. The Waggoner Guide says it's about a mile and a half to the grocery store, but if you're retired, or active duty, military, it's a short walk to the commissary and exchange on the Naval Base.

Meanwhile, back on the water: Saratoga Passage ends at Strawberry Point. From there the navigable channel up Skagit Bay is about a quarter mile wide at best and usually devoid of good wind. Count on having to motor. Four miles up the Bay is your decision point. Going straight will lead you out through Deception

Ship-to-Shore

On Line Special : May 2020

May 12 to June 2

[home](#)

Pass onto the northern part of the Strait just five miles from the foot of Lopez Island. The other choice is the Swinomish Channel.

Deception Pass is definitely the more scenic, but also takes more planning. The window for safe navigation of the Pass is very, very brief. As the chart shows, a typical change in current can go from a strong ebb to slack then abruptly to strong flood.

Boats of all kinds collect at sheltered spots on either side of the Pass in order to join the charge at slack. The good news is that you don't need to calculate when to wait and when to go. You'll see the herd stampede. Finally, if you have any doubt how bad Deception Pass is outside of slack, view it from the Highway 20 bridge; it looks like good white water rafting.

The other route, the Swinomish Channel, avoids the Strait of Juan de Fuca altogether. In general, it's a safer route in bad weather but is very narrow in places, offers you a variety of places to run aground, either hard or soft — you get to choose, and the traffic can be intimidating. The Waggoner Guide provides an entire page's worth of guidance on how to safely navigate it, but I'd still recommend you check the Internet for

information on where dredging has been done recently and where it's badly needed.

The village of LaConner contains all the best features of the other towns and villages along this route: a full service marina with a very friendly staff, a short walk to showers and laundry, a charming downtown area with a grocery store, restaurants and excellent brew pub.

At the North end of the Swinomish Channel, it's a turn to the West to either stop at Anacortes or proceed on to your choice of islands.

There are seven marinas in and around Anacortes, but we generally stay at Cap Sante although it generally involves a long hike to the restrooms and showers. The town is a major boating center so if you need supplies or repair work, it's the best choice.

To get to the San Juan Islands, it's a short run down the Guemes Channel and across the Rosario Strait where there are two passes into the Islands. On the other hand, once restrictions have been lifted you could swing North up the Bellingham Channel between Guemes and Cypress islands and head for the Canadian Gulf Islands or to Vancouver.

Mike Farley

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We can not end a discussion of routes to the Islands without talking about the preferred route, across the Strait. It is the fastest; more time in the Islands. Port Townsend is a great stop, deserving its own article. And you can sail!

This is an easy route, but there is one hazard. Which is easily avoided. Tempted to follow the Whidbey shore? Do Not. Leaving Admiralty Inlet go NW until you are well clear of Partridge Bank and Smith Island. The waves, coming in straight from the ocean, build there where it shallows. In the summer it can get uncomfortably rough. In bad weather ... my friend Leo was pooped in a Cal 34 during a March storm. Go NW till clear and you will have no problem.

What ever route you take, double check your current tables. The currents are strong and you do not want to fight them. You might lose. Ed.