



Ship-to-Shore

The South Sound Sailing Society's Newsletter

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April 2021

www.ssssclub.com



April Meeting: Jeff Causey From El Toros in Olympia to America's Cup Challenger

Jeff Causey will return to the April Meeting to share his recent sailing adventures, including being an Oracle USA team member in their successful 2013 defense of the America's Cup and most recently, as the Captain of the Ineos Team UK in New Zealand. Check out: https://www.ineosteamuk.com/en/moving-parts/260_Meet-Britannia-s-Boat-Captain-Jeff-Causey.html



Jeff was born in the City of Destiny, Tacoma, and grew up sailing in Olympia with the Maritime School and with Jan Visser's Youth Program, racing Lasers and Laser IIs. He raced keelboats with the SSSS through high school on such infamous local boats as *Graffiti*, *Gadzooks*, *Uproar*, and the *Red Scare/Gayle Force* Melges 24 program. He also taught sailing

in El Toros on Capitol Lake for a time through Olympia Parks and Recreation.

His entry into professional sailing grew through an apprenticeship in yacht rigging. He began his formal education in the trade working for Butch Bogun in Portland while also sailing as Captain of the varsity team at Portland State University. Jeff moved to San Francisco after college and continued to work under riggers and began racing as a professional in Grand Prix classes like 1D35s, IRC 40s, and TP52s.

Since then, he has continued to race in a range of classes in venues all over the USA, from Newport, RI, to Newport Beach, California, and around the World in Sydney, Saint Tropez, Dubai and the Isle of Wight, and in many places in-between. He has participated in three America's Cups

While he has lived in San Francisco, Bermuda, Italy, England and New Zealand, he and his family still consider Olympia home.

Join us to hear Jeff share his incredible sailboat racing adventures and respond to questions from Members.

We will also share the latest news regarding club cruises, races, and sailing education. The Zoom Doors will be open at 18:50 on April 13 and the Meeting will begin at 19:00.

The link to register for the Zoom call will be sent to Members two weeks before the Meeting. We hope you will join us.



Bob Butts, Emma Lee

Spring Series Race 1
April 3

Board Meeting
April 6

Andrew Kerr Seminar
April 7

Spring Series Race 2
April 10

General Meeting
April 13

Visitors Welcome

Doors open at 1850, Meeting starts 1900

Spring Cruise
April 16-18

Spring Series Race 3
April 24

Andrew Kerr Seminar
April 27

Board Meeting
May 4

Dinghy Racing
Starts
May 6

Spring Series Race 4
May 8

General Meeting
May 11

Visitors Welcome

Doors open at 1850, Meeting starts 1900

SSSS passed the Half Century mark and we're still counting

Founded in 1971 the Club started our 51st year this January!

Sailboat Owners Course 101

Have you purchased a sailboat, or are thinking about it, and are not confident when docking? Are not sure how to bleed your fuel system? Change your impeller or fuel filters? Or, whether you or the fast approaching powerboat has the right-of-way as you motor toward her? If so, you might be interested in a new course offered by SSSS designed to assist sailboat owners in safely operating and enjoying the many benefits of having a sailboat.

The course will include four evening Zoom sessions and opportunities for experienced boat owners to spend time with you on your boat.

We plan to structure the course based on the needs of the attendees but will likely include such topics as: Inspecting and identifying issues with your sailboat; understanding the mechanical and other systems in your boat; rules of the road; basic engine maintenance and troubleshooting; basic sail trim; basic navigation; docking and maneuvering in marinas; anchoring; and great destinations in South Sound and further north. There will also be plenty of time for questions and answers.

Subject to availability, we will match the participants with an experienced skipper who will assist in the on-water portions of the course.

There will not be a fee for the course, but participants must be Members. To become a Member or to renew your Membership, go to ssclub.com

Experienced skippers who participate in the Zoom sessions and on-water activities will receive a boatload of thanks and knowledge that they have helped create the skills and knowledge needed to safely enjoy one's sailboat.

Zoom sessions will be on Monday evenings at 19:00-20:30 on: April 5, April 19, May 3, and May 17

The in-person on-water sessions will be scheduled on days that are convenient for participants, subject to COVID-19 restrictions and safeguards.

If you are interested in participating as a sailboat owner, or prospective sail boat owner, or as an experienced skipper, or want to join one or more Zooms, please send the following information to programs@ssclub.com before April 4 to get the Zoom link. Name. E-mail address, Cell phone/telephone number, and Whether you are a new sailboat owner or an experienced skipper:

If you have questions or need additional information, please email programs@ssclub.com

We hope you will join us.

Bob Butts, Emma Lee

RC Report

Spring has sprung! Scrub the green spots on the deck and rinse the salty #3 jib you stuffed away after Eagle Island Race! Our Casual Spring Series is under way, with two more Saturday buoy races remaining. Check the SSSS calendar.

Our favorite race committee boat is back: Bill and Vicky on *Transition* are providing start lines, courses and finish times. All registered racers need to do is show up and sail the course. As usual, the details (i.e. addenda) for the Casual Spring Series are posted on the SSSS web site under Racing>PHRF>Sailing Instructions.

Eric Egge, Fjord,
rcchair@ssclub.com

Scorer's Report

As Eric tells us, now is a good time to start racing.

However if you are new to our racing, or have a new boat, to be scored you need to register. At minimum we need your sail number and your handicap. Without one the program will not work. Without the other the time produced is meaningless. If

we go back to having divisions based on something other than handicap, we will then need to know which division you are in. We would like to know your boat's name and type, as well as your name. Once registered you are good to go, forever or until something changes.

Your handicapper, either Rafe Beswick if you are racing PHRF or Richard Bigley if you want a SSSS only handicap, will help you get started should you have questions.

To get results out fast, I need to know your information before the race. You can e-mail me from the dock before you leave:

Steve Worcester,
scorer@ssclub.com



Skookum Inlet Race photo by Lisa Luvejoy & Bev Utt

Portsmouth Racing Starts

May 6th: That's the first night of Dinghy Racing.

If you have a sailboat that is 20 feet or less and doesn't have a fixed keel, you can come out and race with us. We meet out in front of Hearthfire Restaurant on the water at 18:30. There will be a yellow runabout anchored and if you will come around the boat a little early and sign in: we need your name, type of boat, and your e-mail address. if we don't already have it.

Then go racing. No money. No joining any group. Just come out and race and enjoy your boat on the water. We are a pretty laid back group. We try to follow the rules but also try to not yell when things go wrong. It's much better to show somebody how to do it right than just yell.

Harstine Island Race

Our next big day is June 5th which might be the start of our first ever race around Harstine Island. We hope that COVID19 is tamed down enough by then *and* that we can get enough entrants to make it worth while.

This is a sail and/or human powered race from Olympia, our usual starting area, to Jarrell Cove at the north end of Harstine Island. Then a new start on Sunday morning, June 6th to race under the bridge and the rest of the way around the Island, and back to Olympia for the second finish.

The sailboats must follow the Dinghy Fleet rules for size etc. I guess if you are pure human powered entrant you're on your own for rules for size etc. However, you do have to fit under the Harstine Island bridge.

There will be more emphasis on having fun and less on hard core racing. Please spread the word

Jim Findley

SSSS: First Decade

First decade SSSS reorganized itself, becoming a little more formal than our founders planned. We went from collecting money on the water, with a net, to dues. From having mimeographed race results mailed to you, to having a regular newsletter. A first class news letter as Bill Sheldon managed a print shop. Our racing got a little more formal. We started scoring the races with a computer, before most clubs. And we worked to get recognized by the sailing community.

Starting the Southern Sound Series got us on the sailing calendar. Toliva started with a reputation for a good pre race party; lots of beer. 1979 saw the high point: 150+ boats, a photo spread in a national magazine. Mid decade CYC Seattle agreed to reciprocal moorage.

Others have been around longer than yours truly. What do you remember? Write us. We want to hear from you. Ed.

Andrew Kerr Seminar Schedule Note!!

The last session is *Tuesday April 27th* evening from 19:00 to 21:00. In previous newsletters I incorrectly stated this was a Wednesday. Please check your calendar.

In this Covid influenced year, SSSS board has decided to offer this event free of charge. Instead of the usual four hour face to face format, the seminar has been offered in

three two hour evening Zoom sessions, with *one more session remaining*. This is an amazing opportunity to learn from one of the best. This third sessions may focus on racing strategy, tactics, starting, boat handling and more. Input from attendees will help select which subjects to focus on.

Zoom: A few days before the seminar, watch your email for a Zoom link to register.

Eric Egge, Fjord

Star Sailors

This pandemic makes me realize how awesome it was to race Stars on Budd Inlet every Monday night May to August! I hope you are missing racing too and will come back when it is safe.

Although I would like to have a plan for getting Stars back out on the water, it is not possible right now. My best informed guess is that we will be approaching

normal by the fall. Bill reports he has four Star boats left on his property and the former storage area behind the shop is cleaned out. It is now a garden! Bill does not want any visitors or shopwork until the pandemic is behind us.

I hope you are doing well and staying safe. If you are willing to help with organizing Stars once we have the green light to resume activities that would be much appreciated. It seems prudent to wait until we are all vaccinated.

Star sailor Beth Brownell is planning a move back to Michigan to be with family. We are losing an enthusiastic racer and our Star Treasurer. Beth crewed with Dave Branch in our 2019 Black Star Regatta and they won! We will miss you!

Cheryl, UpStart



Skookum Inlet Race photo by Lisa Luvejoy & Bev Utt

Cruise News Frye Cove Cruise

Sunny But Cold And A Beautiful Beach To Play On

We departed Swantown for Frye Cove about 16:45 on Friday Feb. 19, riding a falling tide to gain about half a knot of current. Tiny puffs of wind notwithstanding, we didn't bother with the sails. The diesel was running strong and we wanted to get there before midnight!

There was not another boat on the water, unfortunately including other Members. Maybe people needed better connectivity for Superbowl weekend. The good news was we had our choice of anchorage. A quick bottom survey found us in 20' of water near with good holding mud on a flat bottom, close in by the southern end of the park. Avoiding the unlighted dolphin and staying out of sunken pilings parallel the beach was a challenge in the fading light.

Frye Cove Park was originally a private estate on the shore north of Flapjack Point which Thurston County acquired in 1973. It is not included in the *Waggoner's* guide so it was relatively unknown to us. But what a beautiful setting for a club cruise!

After a quick trip to the beach for the dog, we settled in for the night. It was so quiet we could have been tied up on the dock. The only motion all night was when the dog jumped up on the couch. But oh man, we need a better furnace. By morning we had rain showers in the v-berth due to condensation.

Saturday was sunny and calm in the morning, allowing us to stretch our legs around the one-mile park loop with some easy elevation change. The park is very dog-friendly, and we enjoyed some friendly interaction with the caretaker and an impromptu play date with another water dog on the beach. We returned to the boat muddy, wet, and tired. After lunch and a few boat chores, we decided to take advantage of the seven knot Northerly to sail home, broad reach is where Catalina 30s love to be.

Alan Hoffman,



photo by Karen Hoffman

Rules Review: Rule 16

Did you watch the America's Cup? There was a protest just before the start of the last Prada Cup Race that left some sailors scratching their heads. Nothing is really controversial as their electronics show the judges everything: exactly where the boats went and can project out where the boats would have gone if ... All in real time. It's that people did not understand the rule. Wasn't it simply a port-starboard incident?

In case you did not see it, both boats were early, on starboard tack at the pin end of the line. Neither was laying the pin. The British, ahead and to leeward, tacked, crossing the Italians to start on port. When they tacked the Italians came up 11 degrees (I said the judges know *exactly* what happened). They then had to fall off to miss the Brits, which was when they protested. They had come up enough that they managed to clear the pin to start, early, on starboard.

The ruling: protest denied. Ken Read interviewed a judge to understand the ruling, and show off the software. The judge said that the Brits would have crossed without incident, had the Italians not come up. To put it another way, the burdened boat was keeping clear before the right of way boat changed course.

The judge also said that there was no way the British could respond to the luff by the Italians. He reminded us that Rule 16, Changing Course, tells us that when a right of way boat changes course she needs to give other boat the chance to continue to keep clear. This the Italians did not do. Had there been contact, they would have been at fault. But of course there was not, so no foul.

The take home: having right-of-way is not a hunting license. One can not go chasing the burdened boat when she is keeping clear; she must have time to respond.

Steve Worcester

Skookum Inlet Race February 27

Kind of Blue was mark boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
Div. Pink Start Time: 09:30 Distance: 16.6 nm						
0.75	29718	AURORA	RANC 33-1	177	14:28:48	13:39:50
2.00	79182	FOLIE A DEUX	BENE 35 S5	132	14:24:51	13:48:20
3.00	5421	EMMA LEE	CATA 30	207	14:47:02	13:49:46
4.00	63337	DASH	BEN 345	135	14:30:35	13:53:14
5.00	59924	ECHO	CATA 38	156	14:43:36	14:00:26
6.00	39110	KOOSAH	PEAR 36-1	177	14:51:18	14:02:20
7.00	50105	JOLLY RUMBALOW	C&C 34	135	14:45:36	14:08:15
8.00	99	BLOWN AWAY	HUNT 31	213	15:41:	14:42:04
Div. Green Start Time: 10:00 Distance: 23.4 nm						
0.75	175	TRICKSTER		46	15:07:00	14:49:04
2.00	8044	MAKO	SYD 38	21	15:02:35	14:54:24
3.00	69315	BLASTER	MERI 28	120	15:43:23	14:56:35
4.00	69399	FLYING CIRCUS	EXPR 37	72	15:28:28	15:00:23
5.00	69051	SPIRIT	BENE 36.7	81	15:39:21	15:07:46
6.00	64996	WILLIE TIPIT?	C&C SR33	78	15:39:17	15:08:52
7.00	18324	ROCK PAPER SCI	EXPR 37	72	15:38:06	15:10:01
8.00	214	KID A	I550	138	16:10:01	15:16:12
9.00	10115	ZIG ZAG	TART 101	75	15:51:18	15:22:03

Race to the mark

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
Div. Pink Start Time: 09:30 Distance: 8.3 nm						
0.75	5421	EMMA LEE	CATA 30	207	12:44:00	12:15:22
2.00	29718	AURORA	RANC 33-1	177	12:41:54	12:17:25
3.00	79182	FOLIE A DEUX	BENE 35 S5	132	12:42:40	12:24:24
4.00	39110	KOOSAH	PEAR 36-1	177	12:49:08	12:24:39
5.00	63337	DASH	BEN 345	135	12:43:42	12:25:02
6.00	59924	ECHO	CATA 38	156	12:47:45	12:26:10
7.00	50105	JOLLY RUMBALOW	C&C 34	135	12:47:00	12:28:20
8.00	99	BLOWN AWAY	HUNT 31	213	13:19:	12:49:32
Div. Green Start Time: 10:00 Distance: 11.7 nm						
0.75	8044	MAKO	SYD 38	21	13:19:00	13:14:54
2.00	175	TRICKSTER		46	13:24:23	13:15:25
3.00	10115	ZIG ZAG	TART 101	75	13:33:09	13:18:32
4.00	69315	BLASTER	MERI 28	120	13:41:58	13:18:34
5.00	69399	FLYING CIRCUS	EXPR 37	72	13:34:59	13:20:57
6.00	18324	ROCK PAPER SCI	EXPR 37	72	13:35:39	13:21:37
7.00	69051	SPIRIT	BENE 36.7	81	13:37:31	13:21:43
8.00	64996	WILLIE TIPIT?	C&C SR33	78	13:37:04	13:21:51
9.00	214	KID A	I550	138	13:51:58	13:25:03



Southern Sound Series Report

The 2020/21 Southern Sound Series is now in the history books. This year's Series included two drifters, Winter Vashon and Duwamish Head, a heavily snowed out Toliva Shoal, and wrapped up with a pull every sail in your inventory and have it ready Islands Race.

Weather forecasts for the Islands Race were "interesting" with several days, pre, race day, and post showing gusty winds and at least periods of rain. With that in mind, SSSS racers brought their boats north on Wednesday, Thursday, or Friday, guessing which would be the most comfortable transit. Take your pick, better weather and adverse currents or better currents and iffy weather. *Koosah* headed north the latest on Friday and had gusts to 30+ through the Narrows. All awaited the uncertain conditions for race day.

At the race start on Saturday, southerly winds were in the 15 to 25 range and gusty. The decisions on what sails to use turned out to be the rule for the day. Some reefed and hoisted smaller head sails while others prepped for a spinnaker start and so would be the game for the day. Those boats that hoisted spinnakers mostly handled the early wind well though there were some round-ups. Those who hesitated decided to see how the day would settle in. On *Folie*, since we were double handing, we picked the latter, a reefed main and #3, and still were sailing at hull speed.

A third the way up Vashon the wind eased a bit as it also steadied and most cruisers went wing on wing with those yet to set spinnakers doing so. Once the chutes were up the typical multi-colored parade

headed north, the big A-sim boats working their way through the fleets. With an easing wind and clouds threatening promised rain squalls foulies were donned all settled in for the run to the north end of Blake Island. Fortunately the rain was brief and the sun broke up the clouds toward the north end of the island. The wind was lessening and all were wondering, are we doing the full course or

As the day progressed so did the wind, it was looking like the normal Islands Race, lots of wind for the lower third of Vashon and work maneuvering to the finish line. While some boats stayed with their big head sails, *Folie* decided it was time once again for the #3. We were glad we made that call as gusts reached into the low 30s and many boats were knocked pretty hard in those gusts. The final call for the day

was whether to take the big circle route toward Point Defiance and use the current for an assist to the finish or work the west side against some current. For most the big circle route proved better though the west side was doable as well.

As boats crossed the finish, I think all knew that they had a true sailing workout. Multiple sail changes and location decisions were the rule for the day. So wrapped up the 2020/21 Southern Sound Series. This was an odd year with COVID limited boats and crews, and this

year's COVID driven special single/double handed fleet seems to have been a success with seventeen boats sailing in the class. No decision yet on that fleet for next year yet, but if retained, let's all hope it is not still COVID driven! As we all move to summer buoy races, start planning for next year! Transits and all, this Series gives us the chance to sail some long races with large fleets. This year SSSS was represented by ten boats, let's do better next year. A snowless Toliva Race would help!

Jeff Johnson, *Folie`a Deux*



Islands Race photo by Jeff Johnson

ending it at the Blake Island?

While flying our heavy chute, the question was answered when we saw the first boats to round beating into the wind headed south; it was going to be a long full day. And so it was, as boats rounded the Gig Harbor Yacht Club placed buoy and worked their way back to the north end of Vashon Island.

That north end proved to be a renewed race start as the wind died and opposing current compressed the entire fleet into a half mile area. Now it was full mains and the biggest head sail a boat carried while playing any wind you could find and working to find the least current. Those of us who worked the west side seemed to have found the sweet spot and slowly worked past most of the fleet. When the wind started to return it was unexpectedly from the north! Up went the light chutes as crews worked to keep them flying. The fleet began to spread again, only to merge again as the wind dropped again and began to move to a southerly again. Chutes came down and big headsails were once again hoisted. At least we were all moving steadily again.

SSSS Boats at the Islands Race, GHYC	
Rock Paper Scissor	6 PHRF 3 15 OA
Korina Korina	11 PHRF 3 21 OA
Folie `a Deux	2 S/D
Zig Zag	3 S/D
Jolly Rumbalow	6 S/D
Willie Tippit	7 S/D
Koosah	4 NFS
If I missed someone. Please tell me.	

SSSS Boats in the Southern Sound Series	
Rock Paper Scissors	5 PHRF 3
Strider	7 PHRF 7
Korina Korina	11 PHRF
Folie `a Deux	2 S/D
Zig Zag	3 S/D
Willie Tippit	10 S/D
Jolly Rumbalow	13 S/D
Koosah	4 NFS
Emma Lee	4 tie Commodore's
and	6 NFS

What's In A Name? Galapagos

After weeks of perseverating, we finally have a name for our boat. We know some people have been a little, eh, frustrated at our delay in naming this vessel. More than one reader has commented to us that we really need to get around to the business of naming the boat. And it would be a lie if I said we didn't feel a certain amount of internal pressure to get it done. But we couldn't rush the process. That's not how we roll around here. We wait for epiphanies to come. We may have to wait awhile, but we're generally not disappointed in the end and this time is no exception.

All this time Mike and I have been bouncing all kinds of words and names around, hoping one would have that certain ring to it. We played word games in the car on the way to Astoria. We created lists on our iphones. Mine had, oh, about 40 word combinations. In the mornings we texted each other names that came to us in the night. We cast our nets far and wide for this. But we just couldn't agree on one. The ones Mike came up with left me saying, Hmmm. The ones I came up with left Mike flat.

Finally I decided we better get more serious about this naming business. When all else fails, reach for logic and organization, right? We would get out the large paper easel and sit it on the table. We would make our word cloud of our favorite words and write all the combinations we loved. Then we would each make a list of our top 10 names and see where the lists overlapped; like a Venn diagram. Except we never got that far.

I cleared the table and got out the magic marker. Surely some of its magic would bleed into our process. We made our word cloud and our lists. I picked my top 10, and when Mike could come up with only six I knew we were in trouble, especially since my two not-so-secret top names were not even on it. Only one name was common between our lists ... Saucy Swan. We both heaved great sighs. Neither of us really thought that was the right name for the boat. Logic had failed us yet again. For the non-boaters among you, naming a boat is harder than naming children. This is especially true if the boat is a Coast

Guard documented vessel. Take a look at the completely scientifically accurate chart for: Child Name /Vessel Name

Can be complex, named after ancestors/

Must be simple, one word is best

Unique names likely to attract bullies/

Unique name is best

Name said x3 = kid in trouble/

Name said x3 = radio use



Galapagos photo by the Whites
You will remember they spoke at a Zoom Meeting

We also wanted the name to remind us of why we have the boat; to bring up feelings we associate with the boat and with the trip we want to take. The name needed to generate the right kind of emotional tone, so that makes it all a little more complex. While it's important to us to go through the motions of choosing a name logically, kind of like we went through the motions of choosing a boat logically, you know, making lists and all that, in the end it is the gut that chooses the name. And it is some kind of boat name sorcery that brings the name into conscious awareness. Just like choosing a boat. You know it when it comes to you and only in hindsight will it make sense.

This name arrived through fabric. That's right. You'll recall that I bought fabric to cover the cushions in the salon. I knew the

minute I saw this fabric that it was perfect. It had all the colors I love, and just looking at it made me happy. It's the kind of fabric that took me exactly 30 seconds to choose. All the cells vibrated when I saw it. I wanted to touch it, clutch it tightly to me. This was a fabric of blue water, of bright colors, of fantasy. I would not be leaving the store without it regardless of cost. So I simply could not believe it was only \$5/yard. At that price, the universe was practically giving it to me. I should have known then there was more to this fabric than met the eye.

I got 10 yards of it, but I needed a few more. I had bought all the stock the store had, so I had to rely on the web. I knew the designer name as it was on the selvage of the fabric. But I didn't know the name of the pattern. FabricGuru.com carried this design house and I matched it quickly. The name of the design? ... Galapagos.

My heart gave a little flip-flop. My mouth opened on its own.

"Hey Mike! You will never believe what this fabric design is called!" I shouted from across the house.

"What?" he yelled.

"Galapagos"

"You're kidding!"

"No, I'm not. Can you believe it?"

"Wow! [pregnant pause] That would be a great name for a boat," he said.

We exchanged knowing looks, energy fields crackling as one.

The name had announced itself. It had presence in the room. After that, the name would not leave my head. I don't know how Mike's head reacted, since I'm not in there and he doesn't tend to focus as minutely on these things as I do. But each time I asked if he still liked the name Galapagos, he looked at me in that way he does when he is confused by the question. So there it is.

Yes, hindsight is certainly 20/20. Some people dream of circumnavigating, and when we dream of this big trip imagine going to the Galapagos Islands and then down the coast of Chile. The rest is up for grabs. We've talked about this many times. Mike has always wanted to see that part of the world. I studied the biogeography of



the Galapagos Islands back in the day when I had planned to become a marine biologist. I only this year gave away all my research papers, written on erasable typewriter paper back in the late 1970's; carefully footnoted and annotated. I wrote about the marine iguanas. There was another one about the Darwin's finches. Then there was one about the tortoises. I gave the papers to my neighbors who were preparing for a trip to those islands. Maybe they didn't read them, but somehow I couldn't throw them away. I wrote a lot of research papers during my undergraduate years. I didn't keep them all. Only those.

When we were looking at boats, my mantra was that I wanted a boat that could take us to the Galapagos Islands and down the coast of Chile safely. And she appeared. How dense are we that we didn't know her name all along?

So she is named. Maybe I'll ask my neighbors if they still have those papers I wrote. If they do, I will put them on the boat as a

special talisman. I also have a picture somewhere of me sitting on a real Galapagos Tortoise back in the early 1960's, before animal rights was a thing. I need to find that. I have had the special champagne for her christening for many weeks, waiting in the boat for her baptism. We're planning to bring her up to Washington over the 4th of July holiday, gods willing. We think having the naming ceremony out on the Pacific Ocean would be just about perfect.

Melissa White, Galapagos

Ditty Bag

For sale

Jabsco twist n lock manual head - free Great working condition and clean appearance. Needs only a new joker valve. Contact Martin Raphael (360) 561-5468

Danforth anchor with chain and heavy rope in a bucket
Mastmate-(heavy canvas rope ladder for climbing the mast) with attachments for both slot and mast track . Both items are in good shape and **Free**. Call (360) 736 4595 .

J/35 Altair. Race/cruise ready, many upgrades. Asking \$36,500 see web site olypaccup.wixsite.com/j35altair (360) 556-5200

Yanmar 3GMD Parts: replaced mine, the block was cracked. There are many perfectly good parts including a completely resurfaced head with new valves, the rocker assembly and valve cover. Many many spares: gaskets, copper gaskets, belts, alternator, starters, etc. If you are interested in any or all e-mail me. I really want to get this out of my garage! Mary Campbell @ sailmaryc@gmail.com

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

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.

If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@sssclub.com
Deadline for submissions is the second Tuesday of the month.

2020-21 SSSS Board Members

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Treasurer	Beth Brownell	(208) 596-8848
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