

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 50 Issue 7

March 2021

www.ssssclub.com



## March Meeting: Puget Sound Pilots

### Helping to keep our waterways safe

Day in and day out, pilots board and disembark ships in the Strait of Juan de Fuca off of port Angeles to guide the ship's crew in safely navigating the waters of Puget Sound. At times the waters are calm and climbing the ladder dangling from the ship is relatively easy. At other times, the swells are large, the wind is howling, snow is falling, and it is in the dark of night.

Join us for a presentation by a Puget Sound pilot to learn about their responsibilities, hear stories of near misses with sailboats and other watercraft, and tips for avoiding being left in their wakes.

The Zoom Doors will open at 18:50 and the Meeting will begin at 19:00 on March 9. At the Meeting we also will discuss upcoming races, cruises, and seminars. There will also be time to interact with other sailors in the Club.

The link to register for the Meeting will be e-mailed to Members in late-February.

We hope you will join us..

**Bob Butts, Emma Lee**



## Andrew Kerr Seminar: Three Nights Zoomed

In this Covid influenced year, our board has decided to offer this event free of charge. Instead of the four hour face to face format, the seminar will be offered in three two hour Wednesday evening Zoom sessions. This is an amazing opportunity to learn from one of the best.

The first session will focus on sail trim in normal conditions, a segment for high wind setup and trim. Cruisers can also benefit from this segment by using more efficient sail trim in varied condition. The second and third sessions will focus on racing strategy, tactics, starting, boat handling and more. Input from attendees will help select which subjects to focus on.

Schedule: Wednesday evenings from 19:00 to 21:00 on March 24, April 7 and April 27. A few days before the seminar, watch your e-mail for a Zoom link to register.

## Introducing Andrew Kerr

Andrew has won 28 National and North American Championships in a wide variety of classes ranging from the J24 to the J80, J27, Santana 20 and many more. A full time teacher/coach for the past 35 years with North U and Kerr Sailing. His goal is to maximize every teams performance and help them accomplish all of there goals.

He was born in Plymouth, England and graduated from the London School of Economics with a Bachelors degree in Government and Politics.. He is resident of Olympia, Washington and his wife Stephanie is a former America's Cup Sailor with the all woman's team America 3 in the 1995 America's Cup.

Eric Egge, [Fjord rcchair@sssclub.com](mailto:Fjord rcchair@sssclub.com)

Board Meeting  
**March 2**

General Meeting  
**March 9**

Visitors Welcome

Doors open at 1850, Meeting starts 1900

Islands Race GHYC  
**March 20**

last Southern Sound Series Race

Andrew Kerr Seminar  
**March 24**

McAllister Creek Race  
**March 27**

Spring Series Race 1  
**April 3**

Board Meeting  
**April 6**

Andrew Kerr Seminar  
**April 7**

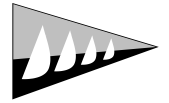
Spring Series Race 2  
**April 10**

General Meeting  
**April 13**

Visitors Welcome

Doors open at 1850, Meeting starts 1900

**Meetings are on Zoom  
Racing is casual**



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

Founded in 1971 the Club started our 51<sup>st</sup> year this January!

### Cruise News

#### January Cruise, Jarrell Cove

I was unable to make it to the Cruise at Jarrell Cove, but Dave Brooks stepped up and provided the following roll-up of the weekend. Sounded like a great turnout even though activity might have been limited due to COVID restrictions. It's good to see the Club getting together out on the water despite all that is happening. This is Dave's take on the weekend:

#### **Rich Adams Mutable Fire**

I began the weekend leaving Swantown Marina at 17:00 Friday with a planned over night anchor in Coon Cove on Squaxin Island. Woke up Saturday morning to a very clear but tranquil setting, then a thin layer of fog set in. By 11:00 we had weighed anchor and started motoring through Dana passage. The water was smooth with no wind in sight. As we entered into Case Inlet we enjoyed spotting porpoise rising and diving around the boat. By now the skies were clear, the sun was out, and we were rewarded with spectacular views of the Olympic mountains, but still no wind in sight.

When we pulled into the dock at Jarrell Cove State Park we were greeted by the captain and crew of the *Fairwind*, Cabot and Kim and there four-legged crew member Minion. Also greeting us was the captain and crew of the yacht *Soul Catcher*, Barry and Gloria and Jim on *Nightwind*. Soon to arrive was the *Noel*, captained by Darris and Joleen. And later came the *Endurance* skippered by Jim States. Along with Tami and I on *Quest*, we totaled six boats with crew representing South Sound Sailing Society.

Saturday was a spectator day; the sun was out, and the skies were clear. A nice day to walk around the park, explore the shoreline and chat with other Members. Saturday night was quiet with each boat doing their own thing and hunkering down for a chilly night.

And then came Sunday. Sunday was raining when we left Jarrell Cove. As we motored out into Case Inlet the wind had picked up to 8-10 knots making the icy rain feel even colder as it pelted my storm jacket and gloves. The wind was, of course, blowing from the south; the direction we wanted to go. Needless to say, we didn't feel like raising sails and beating into the wind so we motored back to Swantown to end a good wintertime weekend on the water.

**Dave Brooks, *Quest***

### Portsmouth Racing

March and April are usually our planning months and this year is no exception. One new *Big Thing* we are planning for this summer is a two day race/cruise around Harstine Island with an over night stop at Jarrell Cove. *If* we can get enough participants and *If* Covid will allow it. We will have a start on June 5<sup>th</sup> leaving our usual starting area and keeping Harstine Island to port. Chase boats will follow the fleet and tow stragglers in so they won't miss the evening festivities which will mainly be sitting around a fire at Jarrell Cove Marina, eating dinner, drinking beer, and telling lies.

Sunday we get up bright and early, have breakfast etc and leave Jarrell Cove to sail the rest of the way around Harstine, going under the formidable Harstine Island Bridge and eventually return to the Olympia starting area for the finish and a complete circumnavigation of the Island.

The rules are still evolving but so far sails and human power are ok. Running a motor will be discouraged by use of some arbitrary punishment that we will dream up later. This will be a little like a mini version of the Salish 100 so we are calling it the Harstine GT: The grand tour of Harstine Island. Any boat that meets our Dinghy Fleet rules is invited to join

the 'race' and of course we would love others to follow the group and be chase boats.

We are plowing ahead as if it were a normal year, which of course it's not. Our regular Thursday night racing starts May 6 and then every Thursday night through August 26. We start at 18:30 on the water out in front of Anthony's Hearth Fire. If you are new and want to join us, and have a boat that is 20 feet or less and doesn't have a fixed keel, come out a little early and register with the yellow committee boat and go racing. There are no fees. Just come out and enjoy racing small boats on Budd Inlet.

**Jim Findley, Dinghy Fleet Chair**

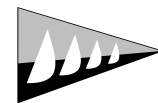
### RC Report

Spring is just around the corner and the McAllister Creek Race on March 27<sup>th</sup> is up next. This is our last distance race this year! If you enjoy racing that includes enough time to enjoy lunch, snacks and hot or cold beverages, this is the race for you! Another sure sign of spring is the return of Saturday buoy racing. As usual, the details, i.e. Addenda, for each casual race will be posted on the SSSS web site under Racing>PHRF>Sailing Instructions. Sail safe!

**Eric Egge, *Fjord***  
rcchair@ssssclub.com



Jarrell Cove dock photo by Dave Brooks



## Toliva Shoal Hopes Buried in Snow

Each Toliva Shoal Race has been memorable in its own way. Throughout the years, racers have navigated all kinds of conditions: strong winds, light winds, fluky winds, no winds, fog, rain, sleet, and yes, even snow. 2021 will be remembered as one of the few years that the Race was canceled owing to a winter storm warning. The Race Committee reached the difficult decision to cancel after closely monitoring the forecast and talking with many longtime Toliva participants, who explained that it is not only snow on the water but also icy docks, slippery decks, and blocked roads that led to the last cancellation.

"I was on a Race 35 years ago," recalled Erik Carlson of the Gig Harbor Yacht Club. "We took the boat to Oly on a day much like today only to have the blizzard come through late Friday night, as is forecast for tonight. Everyone was assembled at the OYC on Saturday morning when they decided to cancel that year." For all the disappointment, Erik described himself as one of the lucky ones who got to drive home rather than deliver the boat back to Tacoma in freezing conditions.

By all measures, this was a year of challenges. The pandemic prevented scheduling the usual social events that the Toliva Shoal Race is famous for, including the Baron of Beef dinner, breakfast, and post-race soup, beer, and camaraderie. In the end, Old Man Winter ensured that the race in 2021 just was not meant to be.

It would have been interesting to see how the new rules about double-handed sailing and use of automated steerage played out. Covid guidelines prompted a reduction in crew size. Past races have included boats with a crew of 10+, so this would have been quite a change. Equally interesting would have been seeing how the duties between the committee boats, with a crew of only 2-3 on each vessel, would fare in comparison to the usual crews of 4-8.

In many ways, a canceled race turns out to be even more work than a successful race, in part because the enjoyment of preparing for an event like this lies in seeing the efforts of volunteers pan out. In any case, numerous well-laid plans had to be undone. Many volunteers devoted a great deal of energy to this race, including Susan McRae, who worked diligently on registration, and the committee boat captains: Rick Panowicz, Glen Hunter, and Bob Rueckers and their crews. Lenora Tanaka, OYC's Fleet Captain Sail, contributed much enthusiasm and excellent ideas in the planning process. Thom Abbott, Bob and Beth Connolly, Joe Downing, Bill Hutchinson, Bill and Vicky Sheldon, Norm Smit, Mark Welpman, Bill Wilmovsky, Steve Worcester, and others provided their considerable expertise. Thera Black, always organized and gracious, began preparing the meals for committee boat crews in advance. And a big thank you to Commodore Richard Wells whose calm leadership guided this process. Many others not named also contributed. The OYC and SSSS owe you all a debt of gratitude.

Nearly 30 boats had registered for this year's race before it was canceled, indicating its strong appeal even in the most challenging of years. 2022 will mark the 50<sup>th</sup> year that this race has operated (now that the 2021 event did not take place). Here's hoping that next year will bring twice the joy and energy to the race and social events. We will have so much to celebrate!

**Frank and Lisa Mighetto**

## Treasurer Needed

Every year our wonderful community grows, changes, and becomes a more encompassing group of passionate boaters. Some of us stay here in the comfortable protection of the South Sound, while others inevitably move on to new chapters in life.

I'd like to take a moment to thank Beth, our Treasurer, for her hard work and thoughtful leadership on our board over the last few years. We successfully restructured our business, overcame many accounting struggles, and streamlined new systems for keeping up to date and on-track through her diligent bookkeeping and communication.

As Beth ventures on towards the Midwest, we will be seeking a member of our community to fill her shoes. We are excited to welcome a new member to our board and are looking for an individual who is familiar with bookkeeping, is passionate about serving our wonderful community of South Sound sailors, and overall, someone who is excited to become a part of the team.

If interested, please email: [pastcommodore@ssssclub.com](mailto:pastcommodore@ssssclub.com) and/or [treasurer@ssssclub.com](mailto:treasurer@ssssclub.com). Until next time,

**Casey Jones**

## 50 Years Back

Richard, our Commodore, wrote a series of articles wondering what sailing will be like in 2070 when SSSS turns 100. That got me thinking back to what Puget Sound sailing was like 50 years ago when SSSS was new. That was when my best friend's father started racing. They needed crew and introduced me to the racing scene at Edumds and Shileshole.

Fifty years ago the sailing scene was changing. Like lots of things in the 1970s, changes that had been experiments in the 1960s were becoming the norm. The biggest change was, as the guy in *The Graduate* says, plastics: GRP hulls and sails made of plastic thread. GRP boats were/are cheaper to build and maintain, same for plastic sails. My skipper grew up with boats; after every race he would mumble "You just hose it down and walk away," like he couldn't quite believe it.

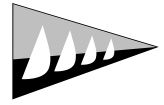
## Henderson Inlet Race February 6

*Quest was mark boat. Thank you*

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
<b>Div. Green</b> Start Time: 10:00 Distance: 16.5 nm						
0.75	18324	ROCK PAPER SCI	EXPR 37	72	12:37:10	12:17:22
2.00	175	TRICKSTER		46	12:34:00	12:21:21
3.00	64996	WILLIE TIPIT?	C&C SR33	78	12:59:36	12:38:09
<b>Div. Pink</b> Start Time: 09:30 Distance: 13 nm						
0.75	29718	AURORA	RANC 33-1	177	12:00:42	11:22:21
2.00	69804	REIFF	J35C	123	11:55:00	11:28:21
3.00	50105	JOLLY RUMBALOW	C&C 34	135	12:05:31	11:36:16
4.00	39110	KOOSAH	PEAR 36-1	177	12:18:00	11:39:39
5.00	59924	ECHO	CATA 38	156	12:23:30	11:49:42
6.00	22	KIND OF BLUE	CAT 30	210	13:04:26	12:18:56

### Race to the mark

<b>Div. Green</b> Start Time: 10:00 Distance: 8.1 nm						
0.75	175	TRICKSTER		46	10:59:07	10:52:54
2.00	18324	ROCK PAPER SCI	EXPR 37	72	11:10:50	11:01:07
3.00	64996	WILLIE TIPIT?	C&C SR33	78	11:15:55	11:05:23
<b>Div. Pink</b> Start Time: 09:30 Distance: 6.5 nm						
0.75	29718	AURORA	RANC 33-1	177	10:31:04	10:11:54
2.00	22	KIND OF BLUE	CAT 30	210	10:35:09	10:12:24
3.00	50105	JOLLY RUMBALOW	C&C 34	135	10:31:10	10:16:33



GRP boats were/are mass produced from molds, making them cheaper to build (more so then with the lax environmental regulations of the time). The more stable sail cloth was making sail design less of an art and more an industrial process. When mass producing a good, the money is in volume sales. Boat builders needed buyers; they needed to advertise. The lower cost meant there were many more potential customers. 1970 was near the start of a decade long boating boom.

The small boats took off first. Hobies and Sunfish democratized one design racing by running races off the beach, no expensive yacht club membership or dues required. The manufacturer supported the classes. These were truly one design, pulled from the same mold. They eventually sold millions of boats world wide. Hobie Cats NW was holding regattas at various sites in the NW. Before the decade was over Laser followed; Dick Rose was the NW dealer and race organizer.

A Cal 40 had raced the Transpac and not only survived but won. With that GRP was not just for little boats. GRP boats were ultra light, compared to wood, and light is fast. If a plastic boat made it to Hawaii and back in one piece, one should hold up on the Sound. That glass boats had more interior room than the same size wood boat did not go unnoticed by cruisers either. By 1970 plastic was taking over, if it hadn't already.

The result. more people had boats, new boats, up and down the Salish Sea. There was a desire for more racing and that took an organization, a club. We were not the only club formed then. There was strong push to democratize racing by keeping the cost of club membership down. Our founders were very much in that camp. We are a Society and not a yacht club because they did not want the formality and/or expense that goes with a traditional YC

However our founders were quick to plug into the larger racing scene. To be invited one had to host: for club members be eligible to race other places, the club has to host a race. Making the Toliva Shoal Race an invitational race in 1972 was our entry to join PIYA. OYC, wanting to be in PIYA too, made it a joint venture run by a joint committee. We also start the Southern Sound Series about this time.

The invitational races drew boats from here to Vancouver. Most were out of

Seattle. Boats from here regularly went north for "serious" racing. In 1971 the International Offshore Rule was the premier handicapping system and used at all major events. It calculated a projected speed from hull measurements.

With multiple boats from the same mold and different skippers, we had enough information that performance handicapping became possible, that is handicapping based on the observed performance of a hull. That made handicaps cheap, as you do not have to haul the boat to measure or pay an official measurer to measure the boat.

In California, they developed a handicapping system, the Pacific Handicap Racing Fleet, PHRF, based on observed performance. Walt brought it north. It was used for club racing and for the less serious boats at major regattas. US Sailing did not like it and tried to discouraged its use. But by 1980 it would replace IOR on the Sound. US Sailing would have its own version, the Performance Handicapping Racing Fleet. It would change boat design. But in 1971 that was still to come.

Plastics were not the only major change happening in 1971. We were in the middle of another and much had already happened by then. Large sailboats had pretty much ceased to exist. All most all large boats had an engine, making them all powerboats. Check the registration. In 1971 most engines were gas. A lot of Atomic 4s. That an engine was standard equipment was still considered a new idea, but it was the reality.

An engine changes traveling radically, whether one is going down Sound to a race or on a summer cruise. One can go further in a given time and still keep a schedule. One need not even know how to sail.

More people were cruising the Inside Passage, some all the way to Alaska, others just to the San Juans, Gulf Islands, or the classic cruising destinations in between. People were already complaining how crowded the San Juans were. But there were still wild places within a couple days travel. For example few went west. As late as 1976, when we went around Vancouver Island we were a curiosity. Ten years later SYC has a club cruise to Barkley and there are regular float plane trips to Hot Springs Cove.

If George Hansen is to be believed, our cruising program stated early with the New

Year's Cruise to Squaxin Island, then a State Park. There was a county personal property tax, based on where your boat was moored January 1. Squaxin Island is in Mason County, which had no such tax.

For the first 25 years our Club did not schedule races in August as Members went cruising. We tried to find reciprocal moorage partners early, but clubs were unsure about a Sailing Society. It was not until 1975 that anyone, CYC Seattle, said yes.

Putting an engine in starts a string of changes. It needs a starter, which needs a starting battery, which needs an alternator, which produces more electricity than you need to start the engine. Electricity comes with the engine. In 1971 it was used mostly for a radio and lights: running lights, cabin lights, and to light the instruments. Old timers wondered about the sense of that.

Instruments were of course analog, but gave the same basic the information one gets today: heading, speed through the water, wind speed and direction, depth. ... but there were few navigational aids other than binoculars and compasses. Radar was very expensive and drew too much power to be practical on a sail boat. LORAN could be used off shore, and commercial fishermen did use it. But it was of no help on the Salish Sea. Some how we managed well without.

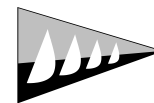
If you look at the fleet today and compare it to 1971 you will see more variation in designs now. Then most everything was a racer/cruiser, designed for a mass market. They were designed with the IOR in mind, and the Rule encourages a certain type of boat. That included large overlapping jibs with a small main. That is how it would be for most of the decade.

The other major difference is that there were smaller boats racing and cruising. Particularly here on Budd Inlet. Thirty feet was considered big. There was an active San Juan 24 fleet at major events. We had a couple 24s racing here along with some smaller boats. Not many boats that size are in our racing fleet now.

I am not the only sailor who was alive then. We want to hear from the rest of you. What did I get wrong or leave out? What can you tell us about SSSS's early years? We want to hear from you

**Steve Worcester**





## S-t-S Report

No Toliva Shoal Race means no Toliva photos for next month's S-t-S. So we need photos of SSSS events more than ever. Take your camera sailing and send us copies.

Also I am out of Members' stories. I am told that it is those stories that really make this rag interesting. I agree. Members, your friends and potential friends, are interested in how others use their boats. Share your sailing stories.

This has been a strange year with the promise of more to come. Strange things often lead to good stories. Did you go cruising this summer? How different was it from other years? Maybe you decided last year was the year to stay home and fix up the boat. Any stories from the boat yard? We want to hear from you.

Steve Worcester  
sts@ssssclub.com

### Ditty Bag

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**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](mailto: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@ssssclub.com](mailto:sts@ssssclub.com)  
Deadline for submissions is the second Tuesday of the month.

#### 2020-21 SSSS Board Members

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Vice-Commodore	Alan Hoffman	(360) 471-2275
Secretary		
Treasurer	Beth Brownell	(208) 596-8848
Member-at-Large	Bob Butts	(360) 951-6234
Race Chair	Eric Egge	(360) 586-6806
Cruise Chair	Richard Adams	(360) 259-8498
Past Commodore	Casey Jones	(360) 878-3324

**PHRF Handicapper** Rafe Beswick (360) 250-5252

**D Class Handicapper** Richard Bigley

## Hope Dash

Reese started the year sailing. On New Years Day *Redline* did the Hope Dash. It was not a great run, 2:46:23 correcting to 2:26:53, as the winds were on the nose. Still an auspicious start to the year.

I was expecting there would be more runs in this year of virus, as it is something to do with a small crew. Still there is time left in this Dash year, that is May to May, for you to do the Dash.

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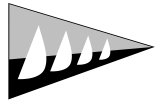
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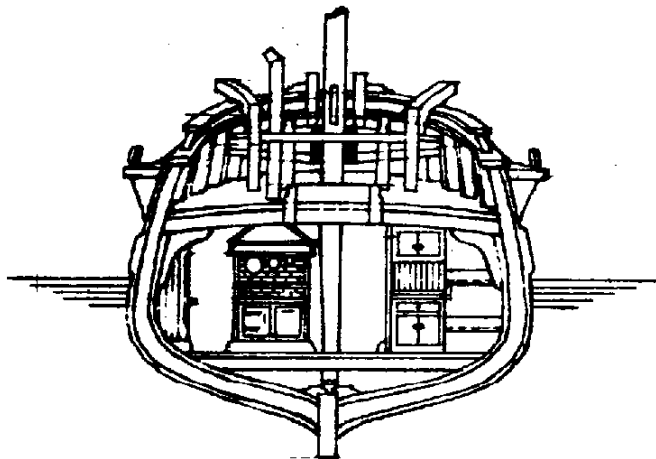
photos top left and bottom right are from the Henderson Inlet Race by Dan O'Brien

the other three photos are of from the Eld Inlet Race by Richard Bigley

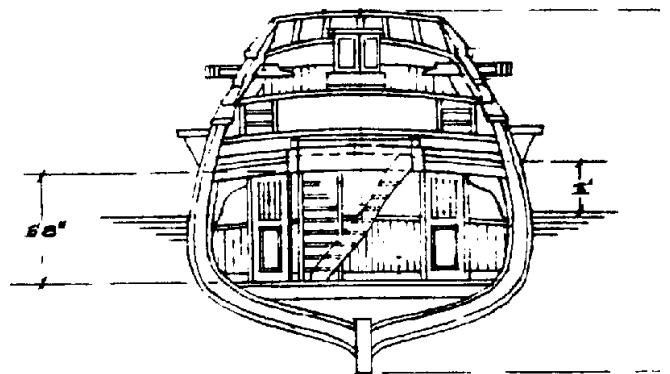


# Take Your Camera Sailing

South Sound Sailing Society  
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Olympia WA 98507



**SECTION THRU FORWARD**



**SECTION THRU THE WAIST**