

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 51 Issue 8

April 2022

www.ssssclub.com



April Meeting: Northwest Maritime Center Races, Classes, and Festivals

Our April Meeting will feature the Northwest Maritime Center based in Port Townsend, which historically been known for its Wooden Boat Festival and more recently, the Race to Alaska. In recent years, its courses, events, and offerings have grown exponentially.

Public Engagement Manager, Angela Hewitson, will share the menagerie of activity during this year's Spring kick off including up to 30 different adult and youth maritime education programs, robust activity happening in their working boat shop, this year's Wooden Boat Festival, largest in North America, small boat cruises out of Olympia, sailing journalism at its best, and much more! In addition, Race Boss Daniel Evans will make a cameo appearance in the presentation and discuss this year's adventure races across the Salish Seas including the audacious Race to Alaska and maximum effort SEVENTY48!

Join us and learn how you can be involved in the bustling activity across the region from student to boater, racer, presenter, and volunteer! Visit the NWMC website at nwmaritime.org to get your initial whiff of the action!

The Meeting will be a hybrid Meeting via Zoom and in-person at the Olympia Yacht Club. Doors at the OYC will open at 18:30. The link to the Zoom call will be emailed to Members in early April.

As with all our Meetings, guests and non-Members are encouraged to join us.

We hope to see you in the clubhouse or on Zoom..

Bob Butts, Emma Lee



Angela Hewitson at SEVENTY 48.21

Portsmouth Racing

The start of dinghy racing isn't too far off. **May 5** is the first race of the season. It starts at 18:30 on Budd Inlet, just north of the Hearth Fire Restaurant, and then every Thursday night all summer. Look for the yellow runabout RC boat and if you are new please register with them before the race. Any sailboat that is 20 feet or less and doesn't have a fixed keel can race. No fee, just show up. It is a very mixed group with Lido 14s, Harpoon 5.2s, Tazars, Tanser's, Lasers, FJs, 420s C-Larks, and many more. We use the Portsmouth handicapping system to make the scoring as level as possible.

Our dinghy racing is a great place to try out sailboat racing. The racing is a little more laid back and if you foul somebody, they usually will try to explain what you did wrong instead of yelling and screaming. We try to have 3 to 5 races a night depending on the weather, so there are lots of starts and mark rounding, so if you mess up one race there usually is another one coming up and with luck, you'll do much better.

Another date to remember is **June 4th and 5th**. That is the Harstine GT. Grand Tour. where we plan to race dinghies around Harstine Island with an over night stop in Jarrell Cove. More on that in Joe's article.

I hope to see you on the water.

Jim Findley. Night Wind, Lido 14, Star #30

McAllister Creek Race
April 2

Board Meeting
April 5

General Meeting
April 12
Visitors Welcome

PHRF Spring Race 1
April 16

PHRF Spring Race 2
April 23

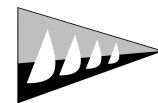
April Cruise
April 29- May 1

Board Meeting
May 3

Dinghy Racing
Starts
May 5

PHRF Spring Race 3
May 7

General Meeting
May 10
Visitors Welcome



Harstine GT-2

Announcing the 2nd annual Harstine GT-2 dinghy regatta. So named because it is a two-day race around Harstine Island, with a nice cookout and camp over Saturday night at Jarrells Cove State Park. The race will take place June 4th and 5th. It will be styled after the Race to Alaska, with a First with Overall with the lowest time for the two days being the winner. Handicaps are not used. Race is open to human-powered craft as well. We are busy with the planning of this race ... developing sailing instructions, determining the exact course, the exact start and finish lines, etc. Not sure yet what the winner will be awarded but you can be sure a set of steak knives will be presented to the 2nd place finish!! So, plan your calendar for this fun event, either as a support boat or a contestant. More on the race as we get closer.

Joe & Myra Downing

Star Fleet

The Budd Inlet Star Fleet is getting ready for a new season. The fleet is based at Westbay Marina and races on Monday nights from May through August. Last year with Covid restrictions we managed to get 4 boats in the water by July and held two months of races. This year we are hoping for a much bigger fleet of 10-15 boats. We are also looking for a new generation of participants. The Budd Inlet Fleet was started by Bill Brosius and the fleet joined the Star Class in 2006. We've had as many as 26 boats active over the years. The Budd Inlet fleet consists of boats that are older and hence cheaper. They also have bottom paint which is not typical of most Star fleets that are dry sailed.

If you are interested in becoming a part of this as skipper, crew or volunteer for Race Committee please contact Cheryl Rogers, cherylkrogers@hotmail.com, or David Branch, dbranch75@comcast.net.

The Star is 22 feet 9 inches with a 2-person crew. It came into existence on Long Island Sound in 1911 when 22 boats were built. It has evolved over the years into one of the most technically challenging boats to master. It was an Olympic Class boat from 1932 to 2012 when World Sailing decided that racing was a spectator sport. The Class has remained strong. There are over 2200 boats and 38 fleets worldwide. Our District includes active fleets in Seattle and Vancouver BC. It continues to attract the world's top sailors to regattas and this year it will hold it's 100th World Championship in Marblehead, MA in September.

David Branch

Welcome New/Returning Members!

Welcome to these new Members who recently joined SSSS.

Sean Barden followed the recommendation of his friend Jeff Reiner, who encouraged him to join SSSS. Sean sails *Je' T'aime*, a Jeanneau 34, as well as an American 16.

Joel Fedak and Em Roberts find their solitude cruising South Sound on *Solitude*, their C&C 34. They've raced in the past and have friends in SSSS. Looking for them out on Cruises.

Dave Henry sails *Occam*, a Capri 22 TM. He likes to race and

cruise and is looking for crew opportunities on some bigger race boats.

David and Katherine Hess turned to the Internet to find a local sailing community. The SSSS website pointed them in the right direction. They are looking for crew opportunities for racing and cruising.

Chris Krieb

reached out to the captain of a local

charter vessel to offer his services as crew and found himself connected with SSSS. Get in touch with Chris if you need crew for racing or cruising.

Brian McTeague and Alison Hannukaine are long-time Olympia residents and sailors. Find them cruising South Sound on *MoiMoi*, their Hunter 450.

David and Darlene Steele learned about SSSS from a local book author. They are liveaboards in Poulsbo and sail *Grace*, their Nauticat 43. You can find SV Grace on Instagram.

Debbie and Christ Wilcox learned about SSSS when they bought their new boat, a Catalina 28. They'll settle on the right name as they cruise South Sound waters.

Eddy Zer was researching boat information and found the SSSS Facebook page. He reached out with a question about boat buying and connected with Joy Johnson, who soon had him crewing with her and Jeff on *Folie 'a Deux*. Eddy is looking for additional racing and cruising crew opportunities until he has his own boat on the water.

Find contact information for these and other Members through the Member Login portal at sssclub.com.

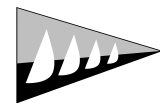
Thera Black

Southern Sound Series Over

The 2021-2 Series came to an end with the Islands Race. SSSS boats' scores, in Series and in the Islands Race, are in this S-t-S. Full results are on the Series web page, sssseries.org; where you will find information about next year's Series, when we have it.



Henderson Inlet Race photo by Bob Butts



RC Report

Spring is officially underway! Buoy races starts Saturday April 16th. Get the details at the SSSS web site at [Racing>PHRF>SailingInstructions](#).

We enjoyed a good winter of distance races, except the Henderson Inlet Race canceled due to a remarkable lack of wind. Remember to thank our Members David Brooks, Dave Knowlton, David Brooks (again!), Alan Hoffman with Grant Tibbetts on his boat, and Darris Baldrige who volunteered for mark boat duties. Thanks for providing the racers a destination. Also continued thanks to Bill and Vicky on their committee boat *Transition*, and Steve Worcester for processing and posting race results.

Get out and sail. That's why you have a boat!!

Eric Egge, Fjord,
rcchair@ssssclub.com

Handicappers Met

On Sunday February 28th the PHRF-NW handicappers met, 10 of us anyway, at CYC at Shilshole. For those of you haven't been there, it's a unique floating clubhouse in the marina near the north end right next to the dingy dock and dry storage yard. The main floor where we met is actually the second floor and has a view out over the breakwater of Puget Sound and the Olympics. I love hanging out there, and it was great to have an in-person meeting. But I digress.



Eld Inlet Race photo by Dave Knowlton

an unstayed carbon rig with a massive sail plan. It's scaldingly fast in under five and any time off the wind, but it fares poorly upwind in everything but ghosting conditions. After a rating adjustment a year or two ago it went from the mid-20s to 57 where it still stands as the appeal was denied. There was no compelling evidence presented to merit further adjustment, and the owner of *Gray Wolf* made a persuasive argument about the weaknesses in the performance of his boat.

The second appeal was brought by the owner of *Freja*, an Aerodyne 43, interestingly another Rodger Martin design.

This is a production boat, but made in very small numbers. There are quite a few of its smaller sibling the Aerodyne 38. His handicap had been 18, but due to an effective presentation evidence supported by his handicapper he was granted most of the relief he sought. He had requested a change in rating to 30 and the council granted him a rating of 27 with a T appendix that allows his handicapper to *sui sponte* change the rating up to 9 seconds per mile every six months.

SSSS boats in the

Southern Sound Series

Trickster	1 PHRF1
Pax	2 PHRF1
Mako	9 PHRF2
Rock paper sc...	5 PHRF4
Peril	6 PHRF5
Lightly Salted	6 PHRF5
Korina Korina	7 PHRF4
Angel Eyes	8 PHRF4
Intrepid	11 PHRF4
Folie `a Deux	8 PHRF7
Bodacious	9 PHRF7
Flying Circus	13 PHRF4
Zig Zag	14 PHRF4
Strider	14t PHRF7
Aurora	14t PHRF7
Willie Tipit?	15 PHRF4
Koosah	1 NFS
Jolly Rumbalow	3 NFS
Blown Away	10 NFS
Emma Lee	3 Commodore
Echo	5 Commodore

The only substantive matter we addressed in the morning was something that many of you may have interest in, converting to a sprit-mounted asymmetric without a huge penalty if your boat didn't come with that originally. The Council agreed to a protocol crafted by Alan Grim who goes way back as a handicapper and was at one point for quite a while the Chief Handicapper. I won't get into the weeds, but it gives the local handicapper the flexibility to work up a fair handicap for the mods proposed without imposing the big penalty that the rules that we've been using call for. End result is if you don't get too crazy, you'll be able to use an asymmetric on a modest sprit without penalty. Contact me if you want to do so and we can work out the details.

After lunch we heard two appeals. The first was an appeal to decrease the handicap of, rate faster, *Gray Wolf*, a custom Rodger Martin 40. It's a very unique boat built on the East Coast by a very good yard out of wood using the cold molding process. It has

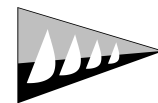
During the meeting Eric Nelson, PHRF-NW president, floated lots ideas. Some may be implemented at some point, but so far they're just ideas. I'll let everybody know if anything significant changes as time goes on.

Finally, just a plug for the model sailors. I sailed one of my brother's RC boats a couple weeks ago and had a blast. I'm borrowing it again this weekend. He is quite besotted and has now purchased two boats with extra sails for each and even driven down to Portland for an event. I encourage anyone with the slightest interest to give it a try. Just show up at one of the events and someone will have an extra boat you can give a whirl. Try it; you'll like it.

Rafe Beswick, Trickster,
 SSSS Handicapper

Shortage

It seems that this virus is causing shortages of everything, and that seems to include a shortage of photos and stories for this rag. We are counting on you; tell us a sailing story.



Cruise News

McMicken Island April 29 - May 1

Come join the SSSS for a fun Cruise to one of the gems of the south sound,. Options include anchoring in the cove or tying to a park buoy. A dinghy, or a friend with a dinghy, will be required to get to shore. There will be a potluck on the island at 18:00 as we celebrate the new relaxed Covid restrictions.

This part of Case Inlet is known for great wildlife viewing that can include whales, porpoise, dolphins, eagles, and more. Stories are told of great clam digging in season. The island has short walking trails to take you around the park.

In an effort to boost family attendance we will be offering special prizes to those who bring children or grandchildren to the event.

Dana Passage flows east from 05:30 until noon. It flows east on Saturday from 06:00 until 12:30. The current flows west for a trip home on Sunday from 13:30 until 18:30. If you miss the tide, there are eastbound back-eddies on

the southern shore of Dana Passage, and one large westbound back-eddy along the north shore.

Jarrell Cove Cruise

The weather was cold, clear, dry, warm, breezy, calm, or wet, depending on when you arrived. Four boats and three carloads of Members attended all or part of the Cruise. We were joined on Saturday by ten model sailboats from the Olympia Model Sailors for a demonstration of how to sail when the wind refuses to blow. (I was there for 5 days, and the day of the race was the only windless day!) We would like to thank Dan Shier for accepting the invitation to join us at Jarrell Cove. The park provided an excellent setting for model boat racing along the utility dock near the marina.

TYA started her adventure on Wednesday. The morning temperature was in the low 20's, and we had to wait

until noon for the ice to clear in the marina. We were bundled up like snow skiers and enjoyed a pleasant dry day with sunshine for much of the trip. We spotted a large pod of sea lions feeding in the distance. As we watched them we saw a humpback whale breach with them near the north end of Harstine Island. We had heard reports of a humpback in Case Inlet for several weeks. Kevin and Alina French saw the whale on Friday, and David Brooks also saw the whale on his trip north on Saturday. We had a whale of a time!



Star Fleet is preparing for summer

photo by Thera Black

Jim Findley receives the award for sailing the most boats. He sailed *NightWind* across the lagoon from the marina to the park dock, then sailed his Walker Bay 10 around the bay and out into Pickering Passage, then sailed his DragonForce 65 with the Olympia Model Sailors.

The Saturday bonfire was canceled on account of the rain and the cold. Groups huddled with their friends and family aboard the four boats at the dock for conversation in small groups of friends.

The worst part of the weekend occurred when we woke up Sunday morning and Kevin and Alina discovered their dinghy had been stolen in the night. Someone boarded their boat as they slept and disconnected the towing harness and took the dinghy. So, if you are thinking of selling a dinghy, Kevin is looking for you!

Jim Larsen, *TYA*

Crossing

The NW Maritime Center is just one of the many reasons for visiting to Port Townsend. Whether you stay at Port Hudson, the public marina, or anchor off, it is a good place to stop on your way to the islands, and/or on the way home. There is enough to do there you might even want to take a lay day. Of course this means crossing the Strait of Juan de Fuca. Some find this intimidating. They fear fog, big waves, and big ships. While this can be a worry, I have good memories of crossing the

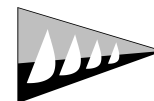
Strait: of dolphins escorting us home; of sitting against the mast, helm tied, trading tacks with a Hunter 30; and of other good sails.

Crossing is much more fun than the other routes.

Powering through the ditch into Bellingham Bay is interesting, the first time. To get to the islands you may still have to cross Rosario Strait in the fog. I have sailed through Deception Pass, in fog, and do not need to do that again. Crossing the Strait is easier and the problems that worry people can usually be minimized or avoided.

The large waves can, and should, be avoided. Go west, get well clear of Whidbey, Smith Island, and the shoals. It may look deep there to you, but it is a lot shallower than the waves are use to. They have come uninterrupted since Japan. It doesn't take any wind to get large short swells. When it does blow ... my friend Leo, sailing his Cal 34, was pooped off Whidbey in a storm one March. Have not heard of anything near that drastic happening in the summer, but it is not the most comfortable ride. So avoid the area by going west before crossing.

This may also reduce fog. In the summer in the North East Pacific, fog tends to collect in a band along the shore. Go through it and there is sunshine on the other side. This is also common in the Strait. Fog will pile up at the eastern end of the Strait. It may form along the north and south shores. But it usually it will be sunny in the middle. Further, the fog tends to burn off as the day progresses. I may be lucky, but the only



time I remember fog all the way across was one Swiftsure short course, when the wind and fog came in just as the sun was leaving. The fog was not a problem; the Strait is not a hard place to navigate, even with just a compass and paper. There's not much to hit. With GPS it should be no challenge to finding your way to your destination.

OK, there's nothing to hit, but there are things that could hit you. As long as the fog clears in the middle there should be no problem with traffic. You can see and be seen. As I said, this is what I would expect on a sunny day in July or August and how I am use to crossing. But the fog can persist and give you an adventure. At least you know where the ships are, in the shipping lanes. Know where those are and cross them at a right angle to minimize your time in them (as you should always). Make sure your radar reflector is mounted (which it should have been already). If you

have a VHF you can call Marine Traffic and tell them when you cross: location, course, and speed.

This has gotten boats safely across for decades, but now there are more aids available. I do not know what cell service is like in the Strait, but you might be able to see the Seattle Traffic web site with their charting of traffic. If you have radar or AIS this is what you bought it for. It's not much use in Budd Inlet. But if you do not have these aids, do not let that spoil your fun. Go. Boats crossed the Strait before they existed.

I always look forward to crossing the Strait. Sailing for a couple of hours in sunshine with a steady wind can be a high light of the trip.

Steve Worcester

SSSS boats at GHYC Islands Race		
Last Southern Sound Series Race		
Rock paper sc...	4 PHRF4	15 OA
Intrepid	7 PHRF4	18 OA
Folie `a Deux	7 PHRF7	24 OA
Korina Korina	8 PHRF4	23 OA
Koosah	2 NFS	

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Skookum Inlet Race March 12

Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
Div. Green Start Time: 10:41 Distance: 11.5 nm						
0.75	12	PAX		10	14:55:19	14:53:24
2.00	35	ANGEL EYES	J99	78	15:22:43	15:07:46
3.00	64996	WILLIE TIPIT?	C&C SR33	78	15:25:24	15:10:27
4.00	18324	ROCK PAPER SCI	EXPR 37	72	15:25:47	15:11:59
5.00	69051	SPIRIT	BENE 36.7	81	15:34:17	15:18:46
6.00	79	RUFUS	MEL	93	DNF	
6.00	175	TRICKSTER		46	DNF	
Div. Pink Start Time: 09:30 Distance: 7.5 nm						
0.75	29718	AURORA	RANC 33-1	156	14:17:58	13:58:28
2.00	79182	FOLIE A DEUX	BENE 35 S5	132	14:18:35	14:02:05
3.00	63337	DASH	BEN 345	135	14:20:18	14:03:26
4.00	50105	JOLLY RUMBALOW	C&C 34	135	15:10:00	14:53:08
5.00	39110	KOOSAH	PEAR 36-1	177	15:18:02	14:55:55
6.00	394	MAGIC	CAP 25	186	15:22:41	14:59:26
7.00	59924	ECHO	CATA 38	156	15:29:28	15:09:58
8.00	5421	EMMA LEE	CATA 30	207	15:39:23	15:13:31
9.00	69825	GRENDDEL	CASC 36	195	15:38:34	15:14:12
10.00	2222	PENOZIEQUAH	NEWP 31	231	DNF	

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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**
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Deadline for submissions is the second Tuesday of the month.

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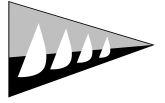
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Toliva Shoal Race

photo by Joe Downing



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