

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 51 Issue 9

May 2022

www.ssssclub.com



May Meeting: Boat Detailing Tips From An Expert

Natalie Sears, the owner of Deckhand Detailing and author of *The Insider's Guide to Boat Cleaning and Detailing*, will share some time-tested tips and techniques you can put to good use whether you're a do-it-yourselfer or you prefer to hire a professional to clean and detail your boat.



Natalie Sears

She originally started her boat detailing business in 1990. Having never cleaned a boat before and afraid of water, it made perfect sense to her at the time to start a boat detailing business. (Gotta love the blind ambition of a 19-year-old!) Now many years later and many lessons learned, she has built one of the largest detailing companies in the greater Seattle area. Her company employs between 15 and 20 detailers depending on the season and they wash an average of 75 to 90 boats per week year-round, ranging from 25 feet to 150 feet.

She feels like after all these years, she has seen it all. From boats green with mildew to heavily oxidized gel coat, she and her dedicated crew have taken thousands of boats from dirty to clean and faded to glossy again. In doing so, she has learned a lot about the best products and techniques to use for many cleaning and detailing tasks. Natalie has been working with a product manufacturer to make a better polish and one of her employees worked with DeWalt to make a better buffer.

Natalie will cover the main topics of boat cleaning and detailing in her talk, which includes exterior cleaning and washing, cleaning canvas, caring for plastic windows, treating mold and mildew, polishing your boat and more. She'll recommend products to use and provide a list of her favorite products and where you can buy them. After her talk, she'll be happy to answer any questions you may have.

We will meet at the Olympia Yacht Club (201 Simmons St. NW) on May 10th at 19:00. We also will have a Zoom option for Members who are not vaccinated or would prefer to attend remotely. The link to register in advance for the Zoom option will be sent to Members in late-April.

Our General Meetings are open to guests, your crew, and everyone who is interested in sailing. We hope you will join us.

Bob Butts, Emma Lee

Harstine GT-2

Our Harstine GT-2 race is fast approaching. It is a two-day race around Harstine Island, with a nice camp-over Saturday night at Jarrell Cove. Date of race is June 4th and 5th. Modeled after the R2AK, it is a race where the winner is determined for the shortest overall time for the two days. Also, no handicaps!! Given the varied wind, waters, and current management, all entrants, even a stand-up paddleboarder, have a chance to win!!

**Star Racing Starts
May 2**

Board Meeting
May 3

**Dinghy Racing Starts
May 5**

PHRF Spring Race 3
May 7

Star Races
May 9

General Meeting
May 10

Visitors Welcome

Dinghy Racing
May 12

PHRF Spring Race 4
May 14

Star Races
May 16

Dinghy Racing
May 19

Star Races
May 23

Wednesday Race 1
May 25

Dinghy Racing
May 26

Memorial Day Cruise
May 27-30

Wednesday Race 2
June 1

Dinghy Racing
June 2

**Harstine GT-2
June 4-5**

Star Races
June 6

Board Meeting
June 7

Wednesday Race 3
June 8

Dinghy Racing
June 9

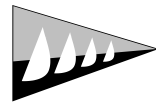
LifeSling Clinic
June 11

Star Races
June 13

Potluck/General Meeting
June 14

Visitors Welcome

Harbor Hopping : Summer Racing Starts : SSSS Elections : Meet New Members



This race is also well-supported. The plan is to have one support boat for every two participants. There is an entry limit this year of 12 boats.

Your entry includes support boats, T-shirt for skipper, campsite, and a nice barbeque get together Saturday night. First day's racing ends at 17:00., so plenty of time to get your boat to Jarrell Cove Marina, and join the festivities.

Awards given for first and second place. Crew can purchase T-shirts to prove you completed this test of sailing skills and endurance! We welcome you, and hope to see you on the water. Notice of Race, Sailing Instructions, and Application will be e-mailed to you if you inquire at joedowning@aol.com

Joe and Myra Downing

RC Report

Hope your busy spring schedules allows time to use your boat. Come out and race, or at least sail around some buoys with friends and family! It will make you a better sailor.

Speaking of sailing better, in mid March about 20 sailors, in person, and that many more via zoom, benefited from Andrew Kerr's coaching seminar at the ViewPoint room. It was an entertaining and informative evening. Several teams will be improving their results and fun quotient this spring and summer!

Spring Series racing continues, Saturdays, May 7th and 14th. Get the details at the SSSS web site at [Racing>PHRF>SailingInstructions](#).

Mark your calendar for Wednesday Night Races beginning May 25th

Reminders: Our Casual Racing format is continuing through the summer. This means no race fees, no physical awards, no season championships, and only two classes. Class 1 is for boats rating 130 and faster. Class 2 is for boats rating 131 and slower.

Be safe and have fun!

Eric Egge Fjord,
rcchair@ssssclub.com

LifeSling Clinic Returns

Hoping that the pandemic will not worsen, we have scheduled our LifeSling Clinic to be held at the Olympia Yacht Club beginning at 0900 on Saturday, June 11, 2022. This is a fun and challenging way to learn the proper use of the LifeSling so you will be able to get an overboard victim back to and onto the boat without needing anyone else to help you.

The clinic will begin with classroom instruction. Next, we will do dockside drills on the boats. Once the dockside drills are finished, we will take the boats out to do actual rescues with volunteer victims in survival suits. Each participant will complete a rescue while in sole control of the boat, although under the



Cheryl Rogers helming *Koosah* photo: Dave Knowlton

watchful eye of an instructor. Depending on wind conditions, we usually finish mid to late afternoon.

This is an opportunity to build confidence in your ability to rescue an overboard victim as you learn from your own mistakes and those of others in the class. If you have taken the class before, it is a good idea to take it again to refresh your skills.

The cost is just \$15 per person. Please consider bringing your boat and crew. It is especially helpful to learn how to use the LifeSling on the boat you sail. The fee will be waived for skippers who bring two or more crew members.

Plan to bring your life jacket, lunch, basic sailing skills and all your questions. Space is limited so advance registration is encouraged. Please sign up by calling or texting me at (253) 732-2129 or by email at hsaller214@aol.com. I will be happy to answer any questions you have about the class.

Please also contact me if you would like to volunteer to be a victim for the on the water rescues. We will provide a (mostly) dry survival suit, along with much praise and gratitude for your contribution to this worthwhile effort.

Andy Saller, Liberty

Welcome New / Returning Members!

Welcome to these Members who recently joined SSSS or are returning after some time away.

D.G. Fire Starter and Charles Barrow checked all the boxes on the SSSS membership form: liveboards, racers, cruisers. Look for them out on the water on *Magnolia*, their Columbia 50.

Tycho and Kathy Hunter are returning Members of years past. They still live aboard *Penguin*, their 28' Bristol Channel Cutter, and are calling Anacortes home for now.

April Johnson and Chris Girard learned about SSSS from ThurstonTalk, a great local publication. They are interested in crew opportunities on upcoming cruises.

Jeff and Dee Marroni heard about SSSS from Noreen Light and Myron Hotinger and knew they'd find kindred spirits here. You'll find them out cruising on *Osprey*, their Island Packet 350.

Deb McKenzie heard about SSSS from our boating community over at West Bay Marina. Deb is a cruiser, interested in crewing opportunities. She's also interested in boat maintenance!

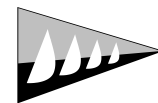
Richard Roberts and Pennie Pickering got a tip about SSSS from a friend and decided to join the best sailing community on Puget Sound. You'll find them cruising on *Fyna Lee*, their Camano 30.

Todd Stedman joined SSSS in March. Todd is looking for racing or cruising opportunities. We hope he takes his camera with him out on the water.

Jeffrey Woods lives aboard his Mercator 30, *Dirty Sheets*, up on Vashon Island, when he's not out cruising. He is looking for crew opportunities, either racing or cruising.

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

Thera Black, Secretary



Portsmouth Racing

Come celebrate Cinco de Mayo with us on our first race of the 2022 season. Yes, first race is May 5th. If you have a sailboat that is 20 ft or less and doesn't have a fixed keel, come out and join us at 18:30 just north of the Hearth Fire restaurant. Check in with the yellow runabout that is the race committee boat. Tell them who you are and what kind of boat you have and you are set. The sailing instructions are at the SSSS site under Portsmouth racing.

This month's sailing tip to the dinghy fleet; if the wind is strong enough that you want to cleat the mainsheet then you *shouldn't* cleat the mainsheet. If need be, use a ratcheting mainsheet block to take up some of the load.

Again in strong, gusty wind, don't cleat the main, unless, of course you really do want to go for a swim. Almost all of the capsizes in the dinghy fleet were caused by a sudden gust of wind and a cleated mainsheet.

Don't forget, we race every Thursday night from May 5th through August 25th. Come out and join the fun.

Jim Findley *Nightwind*,

Star Fleet

The Stars are in the water! The Fleet launched Saturday April 23rd. We depart from Zittels and motored over to West Bay Marina, A Dock.

The Star Fleet is planning on a full season of racing May through August. We will race every Monday night starting May 2, except for Memorial Day and 4th of July. Those dates will bump to Tuesday, if we have interest.

This is a re-building year so there are new boats getting sanded, painted and repaired. We will have a volunteer crew list. Contact me, if you would like to sub in as crew. We also need a roster of Race Committee volunteers, contact Chris Reit. Or gather below the Tugboat Annies porch at 17:00 Monday to see if you can get on as crew or help with Race Committee.

We are going to be back racing on Budd Inlet-come join us!

Cheryl Rogers

SSSS Officer Elections

May is the month our By-laws tell us to nominate next year's Board, so we can see who we voting for before we vote on them in June (our officers serve July 1 through June 30). Our nominating committee, consisting of our Vice Commodore, will present a slate of candidates at the May Meeting, as per our By-laws.

As I write, there may still be a position open. If you might be interested in serving on the Board, contact Richard Wells.

Cruise News

Memorial Day Cruise May 27-30

Please join us for the annual Memorial Day Cruise to Penrose Point State Park. Penrose Point State Park offers several mooring buoys and lots of anchoring space. There is a dock inside the inner bay that can accommodate shallow draft boats, but we generally anchor in the outer bay. Watch your charts and give a wide berth to the shoal point at the entrance to the park bay.

The park offers a large grassy area for recreation and games, beach combing, and restrooms. If you have games that play well on the lawn, like Corn Hole, please bring them along. This is a great destination for kids and grandkids.

We will gather on shore for a potluck on Saturday at 18:00.

Oro Bay Cruise June 24-26

Our June destination is Oro Bay. This is primarily an anchoring destination. There is an 82 acre park that can be accessed by dinghy. There is a nice write up about this anchorage and park available online.

This may be a great spot to try the wagon wheel raft up! Be prepared for a Saturday potluck onshore at the park or afloat in a raft of boats.

If you find yourself needing to navigate out through Dana

Passage against the tide, hug the south shore to play the back eddies in the small bays.

Gig Harbor

The Gig Harbor Cruise was attended by 7 boats, 12 sailors, and 3 drivers. The weather was mostly clear. Those who arrived early on Thursday reported a significant wind chill as they motored against a 15 knot wind in the Narrows. There was some sailing to be had on Thursday for those departing from Olympia. We were joined by Rich Adams, or former Cruise Chair, who made the trek down from Bremerton in *Mutable Fire*. The rain showers were brief and light over the weekend. Participants enjoyed walking, shopping, and restaurants in and around Gig Harbor. David Brooks celebrated his newly repaired oven by providing us with baked treats throughout the weekend. At least four of the boats took advantage of the spring outing to scrub and polish the winter growth from their decks.

The traditional potluck was replaced by a trip to The Tides Tavern on Saturday night. We managed to score a space on the deck and enjoyed a wonderful time of dinner and stories of the sea.

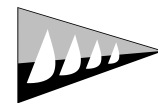
We were able to accommodate all of our Club boats at the dock with only one boat needing to raft out. It was a very nice event. Look for it on the calendar again next year!

Jim Larsen TYA



Eld Inlet Race

photo: Dave Knowlton



Harbor Hopping San Francisco Bay to Puget Sound

WE DID IT! Two months and 800 nm from San Francisco Bay to Neah Bay, the entrance to Puget Sound. 134 total hours in nine legs, six of which were overnight passages to time bar crossings. This was a big deal for us because Darlene gets very seasick on the ocean and any medication knocks her out, which means she was sleeping most of the time while I singlehanded, but we made it to our cruising grounds and new adopted home.

In researching our harbor-hopping trip North from S.F. Bay to Puget Sound, most comments on the Internet were dire warnings about how hard it is to go against wind and current, how the weather could be dangerously severe, and how difficult and hazardous the bar crossings are.

We found only *one* guy who posted a positive experience harbor-hopping North, saying that it can be pleasant if you don't have a deadline, choose your weather windows carefully, and time your bar crossings for slack tide before flood. Here's his article, which we found very helpful
<https://www.passagemaker.com/channels/a-trip-up-the-pacific-coast-part-2>

We originally planned to break up the trip into thirteen legs, expecting to take two to three months. We left S.F. Bay on April 23, 2019 and arrived in Neah Bay on June 17, 2019, making the trip in nine legs, each one day or less apart. We took our time, planned our weather windows carefully, and spent a total of 47 days in port resting and exploring cool coastal towns.

On April 22nd we left our guest berth in Marina Village, Alameda, to anchor in Richardson Bay, planning to leave the next day. Here's our itinerary with some comments on each passage and stop:

Leg #1: April 23, 2019: 60 nm, 8.5 hours, from Sausalito to Bodega Bay: Raised anchor at 05:00 to catch ebb tide out of S.F. Bay and encountered a stretch

of 8-12 foot swells until we passed the Potato Patch created by the ocean swells meeting the ebb tide. Even bashing into these waves we made 9 knots all the way out of the channel. We re-fueled then tied up in Spud Point Marina. This was our first time in beautiful Bodega Bay and we loved it. Some friends from San Jose Sailing Club surprised us by arriving the next day and we enjoyed hanging out with them, an unplanned, warm send-off for our trip.

Leg #2: May 1, 2019: 88nm, 15 hours



Eld Inlet Race photo: Dave Knowlton

from Bodega Bay to Fort Bragg: Our first overnight passage to time entry into the Noyo River for high tide to make it past the short but shallow channel to the marina. Weather conditions were great and it was an easy passage except for the wind and waves picking up around Point Arena, which ended up being the most severe weather of our trip, with winds up to 30 knots and 4-8 foot short period waves causing lots of bashing and water over the bow. Spray reached as high as our solar panels and main boom over our high center cockpit cover, which was a first for us. Later we discovered the anchor jumped the bow roller and gouged the hull area underneath. Easy entry through Noyo Bay in settled conditions and as soon as we passed under the Highway 1 bridge we felt transported 100 years back in time. Quaint, scenic, historic, small town and marina, mostly a working harbor of fishing boats created by a breakwater along Noyo River. We walked 15 minutes to a nearby shopping center and had breakfast to celebrate and after catching up on sleep we

enjoyed exploring this beautiful spot on the CA coast.

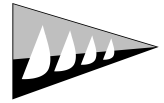
Leg #3: May 4, 2019: 97 nm, 19 hours from Fort Bragg to Eureka: We carefully chose a good weather window to get around Cape Mendocino, which we heard was even more challenging than Point Arena. While it's a huge cape and took us 5 hours to get around it, the weather and wave conditions were great and it was a comfortable passage. We had to slow down to time our entry into Humboldt Bay

for slack tide, and getting over the bar was easy. Eureka is a lumber town and looks very industrial from the waterfront area. We refueled at Englund's, right next to our guest berth at Eureka Public Marina, which was a challenge because it was a high pier that mostly accommodates commercial boats, with a small floating dock, no more than 25 feet wide for smaller recreational vessels. The good news is that we discovered Englund's, a fantastic marine supply store with locations along the CA and OR coast that we would visit again and

again. During our stay we walked to re-provision at Costco and Target, and enjoyed the scenic waterfront and historic downtown area.

Leg #4: May 12, 2019: 68 nm, 9 hours from Eureka to Crescent City: We were the only boat on the transient dock in Crescent City Harbor. Walked into town to re-provision at Safeway and enjoyed exploring this scenic, final CA stop on our trip. Looking ahead to our next leg to Coos Bay, OR, the weather window was a week away or more, so we decided to cut our stay short to hop 20 miles to Brookings, OR. While we liked Crescent City, we didn't want to stay there that long if we had a choice.

Leg #5: May 15, 2019: 22 nm, 3.5 hours from Crescent City, CA to Brookings, OR: We were excited to finally leave California and be in Oregon. We timed our entry into Chetco River for slack tide and it was an easy passage and entry to the Port of Brookings Harbor, another marina created by installing a breakwater along the river. Beautiful, scenic, friendly, we were the only transient and on a mostly empty dock of 30 slips. This particular dock didn't



have power, a first for us, but not a problem as we have 1200 amps of battery capacity and our solar panels, wind generator, and genset if needed (we typically can anchor 3 days at a time before turning on the generator). We loved Brookings and the locals were great, one guy even offered to lend us his truck for our stay, which wouldn't be the first time we received such a generous offer on this trip. Lots of wind and rain as multiple weather fronts came and went, which made us appreciate the occasional clear day for drying out and exploring without our foulies.

Leg #6: May 28, 2019: 88 nm, 15 hours from Brookings to Coos Bay: An overnight passage timed to cross the Chetco River bar and enter Coos Bay at slack tide. Smooth passage and easy crossing of both bars. We had a favorable weather window to continue North so decided to stay for a couple of days, long enough to catch up on sleep and explore a bit. Coos Bay is scenic and interesting and we would have liked to stay longer, but we were told our next stop, Newport, is "not to be missed," so we were excited to see what was meant by that and were not disappointed.

Leg #7: May 30, 2019: 82 nm, 15 hours from Coos Bay to Newport: Another overnight passage timed to exit Coos Bay and cross the Yaquina River bar into Newport and both bars were crossed easily under settled conditions. Forecast was favorable but this was a challenging, long, wet slog. On this leg we learned that when making the trip North, the wave heights, direction, and periods are far more important than wind speed and direction. We can motor sail against 30 knot winds without slowing down, but even 3 foot swells can be challenging when they come from different directions, cross swells, and are short periods of 4 seconds or less. A long trip is easy when the autopilot does the work, but with cross swells and occasional larger waves, I had to take over when the autopilot couldn't keep up and had steer quite a bit. But it was worth it, we *loved* Newport! I geeked out with the Pacific NOAA headquarters, one of five worldwide, with two huge research ships

visible from our transient dock. Then we took a walk and five minutes later discovered the University of Oregon Hatfield Marine Science Center, a very cool mini-version of the Monterey Bay Aquarium. And speaking of aquariums, the Pacific Coast Aquarium, one of the ten best aquariums in the U.S. was a 15 minute walk from our boat and we were excited to



Grace underway

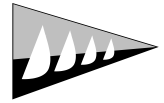
go there, but ended up skipping it to catch a short weather window to continue North and the long term forecast didn't show another one for 10 days or more. We were at South Beach Marina, across the Highway 101 bridge from the scenic waterfront area and downtown Newport, so we took the bus and enjoyed exploring, finding another Englund's Marine Supply and picked up a few more essentials.

Leg #8: June 5, 2019: 113 nm, 22 hours from Newport to Astoria: Great conditions, very comfortable overnight passage timed to cross the Yaquina River bar out of Newport and enter the infamously dangerous Columbia River bar at slack tide, but being a 5 mile long bar, it wouldn't be slack for long. We ended up surfing much of the way across the bar. Required concentration and hand steering, but was uneventful. We loved Astoria, a very scenic town with a lot of maritime history and an amazing maritime museum. I was shocked to discover that the few

gouges in the bow created by the anchor jumping the roller in heavy seas around Point Arena had expanded by further upwind pounding into a 14-inch gash that went all the way through the hull into the anchor locker. I was able to find a local guy to repair it and made multiple trips to Englund's (love that place!) for screws, tools, and parts to fix some loose stanchions: had to drill out and extract stainless screws that were fused to the aluminum supports. We planned to stay for a couple of weeks to rest up, enjoy the town, and get mail/packages forwarded, so we had time for some boat work. The Columbia River is huge, interesting, and excellent cruising to Portland and beyond, which we would like to do someday. The locals seemed very proud of their town and again, one friendly liveaboard on our dock offered to lend us his truck during our stay.

Leg #9: June 16, 2019: 180 nm, 27 hours to Neah Bay: Our final and longest passage, we decided to skip Gray's Harbor/Westport and go all the way to Puget Sound. After two months we were both ready to get out of the ocean and reach our destination. Long, but very comfortable passage. Neah Bay was a very pleasant surprise- beautiful, scenic, friendly locals, great general/grocery store just across the street, small but nice selection of restaurants, and a highly regarded museum that we regretfully decided to skip to make it to Puget Sound for Darlene's birthday. Surprisingly, despite the guide books, there are no designated transient docks or berths at Makah Marina, but the harbor staff always have empty spots for visitors where permanent berthers, mostly fishing boats, are out to sea for extended periods. The bay itself has plenty of room to anchor and during our visit only one boat was anchored in the whole bay. We could have anchored and stayed longer, but we preferred to rest up in the marina and have easy access to re-provisioning so we could finally reach our new home and cruising grounds in the San Juans, Puget Sound, and British Columbia.

Stats:



Distance Traveled: 798 nautical miles
 Total Legs of Trip: 9
 Total Days: 55
 Average Speed: 5.95 knots: Hours
 Underway: 134 Engine Hours Used: 134
 Total Fuel Used: Approximately 105 gallons
 Total Cost of Fuel Used: \$378.00
 Percentage Under Sail: 0%
 Percentage Motorsailed: Close to 100%
 Average Wind Speed/Direction: NW 10-15 knots
 Average Wave Height/Direction: NW 2-5 feet
 Highest Wind Speed Encountered: 32 knots (Point Arena)
 Highest Wave Height Encountered: 12 feet (exiting S.F. Bay)
 Total Days in Port: 47
 Total \$ Spent for Transient Moorage: \$1,816.60

What We Learned Going the “Wrong Way” Up the Pacific Coast:

1. One day harbor-hops from S.F. Bay to Puget Sound can be very comfortable if you take your time and choose weather windows carefully.
2. Wave heights, periods and direction matter much more than wind speed and direction for a comfortable passage. Favorable conditions are wave heights less than 3 feet, periods 6 or more seconds apart, with little or no cross swell.
3. River bars are not a problem if crossed at slack tide in settled conditions.
4. If you don't/can't catch the river bar at slack tide, always cross on a flood tide in either direction, never on an ebb tide (see leg #1).
5. Often repeated guidance is to contact the Coast Guard for the bar report before crossing, which we did, but they will give you the same information available online or by radio. So the green light to cross the bar is that it is open as they will close it if dangerous, but they won't provide navigational advice other than facts to avoid liability problems. Here's the online bar report-

<https://www.wrh.noaa.gov/pqr/marine/BarObs.php>

6. Cell reception is available along most of the coast except the most remote regions. We traveled 5-10 miles offshore and had cell reception most of the time.
7. Weather forecasts are not an exact science, but with judgment and interpretation you can pretty reliably know what to expect. Always assume the reported gusts might be

the sustained winds, with possible higher gusts, same with wave heights.

8. For weather forecasts we used Predict Wind's departure planner extensively and was happy with the results-
<https://forecast.predictwind.com/> but also double checked with NOAA, Sail Flow, and Bouyweather. Sail Flow is great for easily getting a wind/wave



David and Darlene Steele

forecast for a specific area, as does Bouyweather, but the latter provides a long-term 16-day forecast that we found useful.

9. Coastal harbors in Northern California, Oregon and Washington go out of their way to accommodate transients and the locals tend to be proud of their town and are very welcoming, helpful and friendly if you are friendly and appreciative of their town as well.

10. When beating into wind and waves for long periods, securely close all hatches, vents, ports, etc. We had water entering through the forward solar vents and a clamshell vent we use for our shower. One solar vent is toast from the salt water. If we didn't close a hatch or port securely we would find leaking later. Sailing S.F. Bay for 35 years and trips to Monterey didn't adequately prepare us for ocean passages!

To follow our further adventures cruising the Pacific Northwest:
https://www.instagram.com/sv_grace/

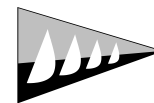
David Steele, Grace

We want to thank David for his story. It's your turn now. Tell us a sailing story. Every sailor has at least one. Ed.

Inlet Series

RC Boat: *Transition*

place	Sail No.	Yacht Name	Skipper Name	Rating	#Strt	Eld	Skook	McAl	Total
Div. Pink Races: 1 to 3						9 Strt	10 Str	6 Strt	
1	29718	AURORA	Chery Bideman	156	3	0.75	0.75	0.75	2.75
2	63337	DASH	Garner Miller	135	3	2.00	3.00	2.00	7.00
3	79182	FOLIE A DEUX	Jeff Johnson	132	2	11.00	2.00	3.00	16.00
4	394	MAGIC	Hebry Brooks	186	2	3.00	6.00	8.00	17.00
5	50105	JOLLY RUMBALOW	Richard Bigley	135	2	6.00	4.00	8.00	18.00
6	59924	ECHO	Steve Miller	156	3	7.00	7.00	5.00	19.00
7	5421	EMMA LEE	Bob Butts	207	3	5.00	8.00	6.00	19.00
8	69804	REIFF	Tom Nelson	123	1	4.00	11.00	8.00	24.00
9	69825	GRENDDEL	John Sherman	195	2	8.00	9.00	8.00	25.00
10	39110	KOOSAH	Dave Knowlton	177	2	11.00	5.00	9.00D	25.00
11	210	SANS SOUCI	Kevin French	237	1	11.00	11.00	4.00	26.00
12	51496	PANDORA	Bob Connolly	188	1	9.00	11.00	8.00	28.00
13	2222	PENOZIEQUAH	Richard Wells	231	1	11.00	10.00	8.00	29.00
Div. Green Races: 1 to 3						12 Str	7 Strt	7 Strt	
1	12	PAX	Rod Tharp	10	3	5.00	0.75	0.75	6.50
2	79089	LIGHTLY SALTED	Mel Schaefer	90	2	0.75	7.00	2.00	9.75
3	69399	FLYING CIRCUS	Dave Elliott	72	2	3.00	7.00	3.00	13.00
4	69051	SPIRIT	Steve Jones	81	3	2.00	5.00	9.00	16.00
5	18324	ROCK PAPER SCIS	Hans Seegers	72	2	4.00	4.00	9.00	17.00
6	175	TRICKSTER	Rafe Bewswick	46	3	7.00	6.00	4.00	17.00
7	10115	ZIG ZAG	Aaron Schofield	75	2	6.00	7.00	6.00	19.00
8	35	ANGEL EYES	Tim DuMontier	78	2	9.00	2.00	8.00	19.00
9	69432	SUNNISU	Matt Miles	96	2	10.00	7.00	5.00	22.00
10	64996	WILLIE TIPIT?	Charles Norman	78	2	12.00	3.00	9.00	24.00



Wanted: Old Sails

any size, shape or condition

Doing a little spring cleaning? Please donate your old sails to the Olympia Community Sailing Program. We send them to the SeaBags company in Maine and they trade us the sails for some beautiful totes, purses, backpacks etc. We then use these in our auctions as part of our package deals. SeaBags pays postage there and back and I will pick up. Please call or email Mary Fitzgerald (360) 250-1230 or olympfitz@hotmail.com.

Spring Series Race 1 April 16

Transition was the RC Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
Div. Green Start Time: 12:00 Distance: 7.5 nm						
0.75	60	PERIL	V460	111	13:43:40	13:29:48
2.00	79089	LIGHTLY SALTED	BENE 10R	90	13:43:35	13:32:20
3.00	18324	ROCK PAPER SCI	EXPR 37	72	13:42:26	13:33:26
4.00	38044	MAKO	SYD 38	30	13:37:40	13:33:55
5.00	12	PAX		10	13:36:43	13:35:28
6.00	69051	SPIRIT	BENE 36.7	100	13:49:03	13:36:33
7.00	35	ANGEL EYES	J99	78	13:47:07	13:37:22
8.00	64996	WILLIE TIPIT?	C&C SR33	78	13:52:10	13:42:25
Div. Pink Start Time: 12:05 Distance: 7.5 nm						
0.75	39110	KOOSAH	PEAR 36-1	177	14:05:19	13:43:12
2.00	59128	FEVER	SJ 28	212	14:13:24	13:46:54
3.00	50105	JOLLY RUMBALOW	C&C 34	135	14:05:43	13:48:51
4.00	4157	KATANA	J24	186	14:15:37	13:52:22
5.00	99	BLOWN AWAY	HUNT 31	213	DNF	

McAllister Creek Race April 2

Transition was RC. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correctd Time
Div. Pink Start Time: 09:30 Distance: 17.4 nm (adjust for moved mark)						
0.75	29718	AURORA	RANC 33-1	156	12:57:36	12:12:22
2.00	63337	DASH	BEN 345	135	13:07:52	12:28:43
3.00	79182	FOLIE A DEUX	BENE 35 S5	132	13:10:48	12:32:31
4.00	210	SANS SOUCI	CAPRI 26	237	14:03:49	12:55:05
5.00	59924	ECHO	CATA 38	156	13:41:49	12:56:35
6.00	5421	EMMA LEE	CATA 30	207	14:31:31	13:31:29
9.00	39110	KOOSAH	PEAR 36-1	177	DNF	
Div. Green Start Time: 10:00 Distance: 23.5 nm						
0.75	12	PAX		10	13:35:56	13:32:01
2.00	79089	LIGHTLY SALTED	BENE 10R	90	14:29:08	13:53:53
3.00	69399	FLYING CIRCUS	EXPR 37	72	14:22:07	13:53:55
4.00	175	TRICKSTER		46	14:14:14	13:56:13
5.00	69432	SUNNISU	HOB33	96	14:36:52	13:59:16
6.00	69051	SPIRIT	BENE 36.7	81	14:48:54	14:17:11
7.00	10115	ZIG ZAG	TART 101	75	14:49:31	14:20:09

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.

2021-22 SSSS Board Members

Commodore	Alan Hoffman	(360) 471-2275
Vice-Commodore		
Secretary	Thera Black	(360) 878-0353
Treasurer	Darris Baldrige	(360) 561-5100
Program Chair	Bob Butts	(360) 951-6234
Race Chair	Eric Egge	(360) 586-6806
Cruise Chair	Jim Larsen	(360) 481-2269
Past Commodore	Richard Wells	(360) 490.1147

PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley

They never built a boat too light
 They have built boats too weak
 They have never built a boat too strong
 They have built boats too heavy
 Old saying

Aloft Marine llc

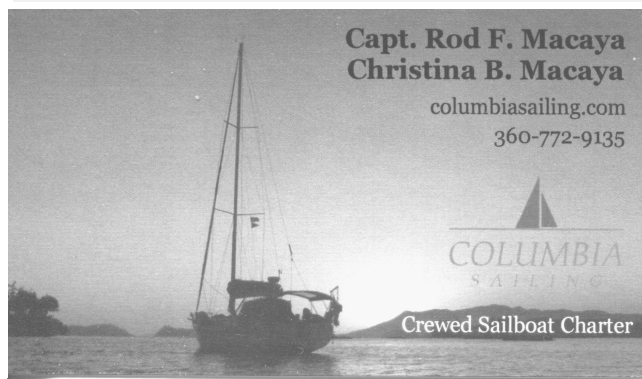
Rigging - Electronics - Maintenance

Jason Vannice - owner
 Serving Olympia sailors since 2002

aloftmarine@gmail.com
 360 556 5200 (text ok)

Capt. Rod F. Macaya
 Christina B. Macaya

columbiasailing.com
 360-772-9135



Crewed Sailboat Charter

Yachtfinders/Windseakers Inc

Ofc. & fax: 360-867-1783

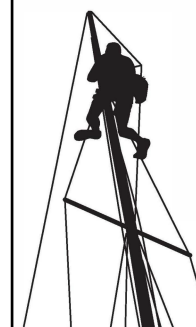
Cell: 831-247-6162

Dan O'Brien

Home Office:
 4226 Leavelle St. NW
 Olympia WA 98502 USA

for Listings:
www.yachtfindersbrokerage.com
 e-mail: dan@fastisfun.com

EVERGREEN RIGGING



Cliff Hennen

(360) 207-5016 · (206) 718-5582

evergreenrigging@gmail.com
www.evergreenrigging.com

Splicing • Swaging • Inspections • Furlers • Repairs

FULL SERVICE RIG SHOP NOW BASED IN OLYMPIA

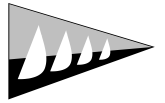


photo below by Jim Findley other photos by Steve Worcester



Thursday Night racing starts again this month

Take Your Camera Sailing



South Sound Sailing Society P.O. Box 1102 Olympia WA 98507

