

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 52 Issue 3

November 2022

www.ssssclub.com



November Meeting: Cruising to Desolation Sound / Beyond

It was probably 10 years ago that Dee Ann and I were sitting on the beach at Fort Worden State Park. We watched with envy and admiration as several sailboats cruised out of Port Townsend and disappeared north into the Strait of Juan de Fuca. We looked at each other and both agreed that someday that would be us. And the first few times we crossed the Strait, it felt like stepping off the planet into a great adventure. The Strait was one of those intimidating barriers that we wanted to learn how to tame so that we could expand our cruising horizons.

I have been a dinghy sailor and a windsurfer most of my life, and in recent years we have taken to cruising. Dee has learned to sail, and it is now our favorite way to spend time together. We came to this point through many incremental steps. We stepped through several boats, starting at 16 feet and ending at 36. When we started cruising, we went from dock to dock. Then we learned how to catch a buoy, which meant we could now go to more than two places! Once we gained confidence in our ability to set an anchor, we had no limits on where we could go or how long we could stay out.



Anchored at Kakaekai Point, Malaspina Inlet, Desolation Sound

We have taken similar incremental steps as we explored further and further from Olympia. First we cruised the South Sound. Then we got real adventurous and went under the Narrows Bridge to explore the central Sound. And then one day we found ourselves back in Port Townsend, sitting on the deck at Siren's Bar and looking out at our boat anchored in the bay, knowing that we were about to cross the Strait of Juan de Fuca.

The progression continued from cruising the San Juan Islands, to the Gulf Islands of Canada, to cruising the Straits of Georgia, Desolation Sound, and the Discovery Islands. Our latest achievement in 2022 was mastering the tidal rapids of the inside passage and cruising north to the Broughton Islands and Queen Charlotte Strait.

In our presentation to the Club, we want to show you some of the highlights from the trip and discuss some of the different skill sets we had to master over the years to feel safe and confident in our adventure cruising. I will show you our favorite routes to the San Juan Islands, to Desolation Sound, and our route to the Broughton Islands. We can discuss how we prepared the boat and the galley for a 12-week trip. And I will discuss the three books every cruiser should have on board in the Salish Sea.

There are many seasoned sailors in the Club who made this trip before we did. We learned to call on them for their experience and advice. Our experiences cruising with the SSSS and the friends we made here definitely contributed to the success of this recent journey.

The Meeting will be in-person at the Olympia Yacht Club located at 201 Simmons St. NW. We will have a *Zoom option only if the COVID-19 infection rate increases.*

Doors will open at 18:30 and the Meeting will begin at 19:00. The Meeting is open to both Members and non-Members, so invite your crew, dock mates, neighbors, and others who are interested in sailing.

Non-OYC members may park in the parking lot on the corner of Simmons and 4th Ave, which is to the west of the Oyster House.

Jim and Dee Larsen, TYA

Grounding : Volunteers Needed : PHRE Dues : Dave at the Star Worlds

**Halloween Cruise
October 28-30**

**Board Meeting
November 1**

**Herron Race Briefing
November 2**

**Herron Island Race
November 5**

**General Meeting
November 8**

Visitors Welcome

Doors open at 18:30 Meeting starts 19:00

**Squaxin Race Briefing
November 16**

**Squaxin Island Race
November 19**

**Vashon Race, TYC
December 3**

first Southern Sound Series

**Lighted Boats, OYC
December 3**

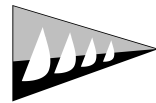
**Board Meeting
December 6**

**Hope Island Race
December 10**

**Holiday Potluck
December 13**

Visitors Welcome

Doors open at 18:00 eating starts 19:00



2022-3 Southern Sound Series Coming Soon!

The Southern Sound Series, four regional long distance races, are scheduled as follows: get them on your calendars!

Winter Vashon, 30.7nm

December 3rd, TYC
Duwamish Head, 30.8 nm

January 7th, TTPYC
Toliva Shoal, 38.4 nm

February 18th, OYC and SSSS
Islands Race, 29.5 nm

March 18th, GHYC

The races in this Series are some of the largest racing events in the southern and mid Puget Sound area attracting racers from across the Sound. Last year, over the Series, 93 boats competed in 9 different fleets. For the 2022/23 Series the normal PHRF and Cruising Class fleets will return post COVID (no single/doublehanded fleets). Fleets will be assigned based on boats that register to race the Winter Vashon.

The Tacoma Yacht Club sponsored Winter Vashon Race, starts just off the TYC Clubhouse, heads north up Colvos Passage, around the mark boat above the north end of Vashon Island, and back down the east side of the Island to the finish line at TYC. If the winds are light the race can be shortened at the mark boat off the north end of the Vashon Island. Free moorage is available at the TYC guest docks for racers Friday and Saturday nights with only a minimal charge for power if connected. Registration for the Winter Vashon Race will open on November 1st via the Regatta Network. The link will be posted on the Series site, ssseries.org.

Note that to participate in the Series you must be a member of PHRF NW with a rating for your boat for PHRF racing fleets, or if sailing in the cruising classes or single/double handed fleets a rating from your local club's rater. If you are new to racing or do not have a PHRF rating please contact Rafe Beswick at rafebeswick@hotmail.com, for a PHRF rating, or if sailing in the Cruising or Commodore fleets contact Richard Bigley at bigleyre@gmail.com for a series rating. Check the Southern Sound Series website for not only the Notice of Race and Sailing Instructions, but also any COVID-19 precautions that may need to be observed by each boat, skipper, and crew.

Watch for any up-dates in the Ship-to-Shore, or the Series web site at ssseries.org. Hope to see you on the water!

Jeff Johnson, Folie 'a Deux
SSS Rep.

RC Report

After this fall it seems windy days will never return, but I'm sure it will.

We all need to focus on safety on the water, especially during the winter season. Strong winds and cold rain can make minor incidents into big problems. Have you practiced man-overboard procedures

with your crew this year? See safety requirement #4.2. Review the Safety requirements on the SSSS web site at

Racing>PHRF>AboutPHRF>SSSS_SER.pdf, the pdf link is half way down the page. Be prepared with planning, good rain gear and warm layers. Warm and dry crew are safer, and they have more fun!

Save the date for the **Andrew**

Kerr Seminar. January 18th 2023. Andrew's interactive style is guaranteed to get you and your team sailing at their best. More details next month.

Race Fees are due. \$35 for the 2022-2023 season, September through August. PayPal online at Home>MemberLogin>QuartermasterStation, then the pull down below the burgees and hats, OR pay at the Meeting (no cards), OR by check via snail mail.

Volunteer. Volunteer yourself or a crew member, Covid vaccinated only, to assist Bill and Vicky on their committee boat *Transition*. They need at least one person for

each race. The sooner you volunteer, the better chance of getting your preferred dates. For the racers, serving as, or on, the committee boat is a requirement at least once a year. See NOR 2.2 and Sailing Instructions 16.7.

Participate. if you don't go out you'll miss the good ones!

Eric Egge, soon to be named Yamaha 33

PHRF Dues Notices

The Pacific Handicap Fleet of the NW sends out dues notices in November. They come via email, so watch for yours. Dues are due January 1, but why wait?

If you are thinking of joining PHRF and getting your boat an official handicap, what better time? See Rafe Beswick, our handicapper, handicapper@ssssclub.com. He will get you rated.

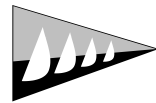
PHRF makes our racing possible; we need handicaps. It allows us to race here on Budd Inlet, and to invite boats up to race with us. The handicaps are good all over the Salish Sea. Our unofficial handicaps work only because we can "borrow" from PHRF.

PHRF is run by sailors for sailors. It is an all volunteer organization, but it still needs money to operate. This comes from the racers: your dues. It needs our support.

Steve Worcester



Fall Series non race photo: Paul Paroff



Commodore's Corner: Alan's Day at the Beach

"It's a longstanding South Sound tradition that the Commodore does not show up at the Commodores' Cruise. Alan really gave it his all to keep that tradition alive." Mary Campbell.

Many people got a chuckle from my October 1 Facebook post about running aground on the tidal flat north of Rocky Point during the Vaughn Bay Cruise. I thought I would break from my normal mirthful tone to discuss what happened and review some of the lessons learned.

We decided to run up to Allyn on Saturday morning to refill our potable water after repairing the burst water line that emptied our tanks the day before. We figured it would be fun to try docking on the city dock and enjoy lunch at Big Bubba's Burgers. While we were cleaning up tools, our friends left in their kayaks to meet us there.

As we were leaving Vaughn Bay, we got a call from our friends. "The wind is blowing us back onto the beach and we can't get across. Can you come pick us up?" They paddled out as far as possible and we met up in about 25 feet of water. We quickly had one kayak secured while the other waited, but the rough water created a challenge for them to get up onto the swim platform.

We noticed right away we were getting blown into shallow water. At first, I wasn't concerned as my full keel only needs about four feet of draft. As the depth sounder passed through 10 feet, things became a little more urgent. I couldn't back up because of the mess of unsecured kayaks, lines, and humans hanging off my transom. So I went forward with full left rudder, attempting to pivot around the keel.

Big mistake. The wind hit my broadside and thumped us right up onto the beach. We touched down at about 1300 while still showing 6.8 feet on the sounder. I guess its probably a good idea to calibrate these instruments before you can really trust them.

We tried all the usual things: backing off, rocking the boat, even trying to push the bow around with the dinghy but we only managed to rotate the boat about 15 degrees. By 1315 or so, the tide had already dropped six inches. It was amazing to see the nearly level bottom shoal all at once. The boat was down hard. I called "all stop" and suggested we might as well get comfortable for the next few hours.

The homeowner whose back yard we now occupied waded out into chest deep



water to try and help. He offered to call the Coast Guard for us. "No thanks. We're good! He later brought us two pints of Ben and Jerry's while we were sunning ourselves on his beach.

One last task before we fully laid down was to orient the boat toward the beach and away from potential surf. We walked our small anchor abeam as far as it would reach, stomped it into the bottom, and used the starboard winch to warp the boat upright then gently lean to starboard. As the boat lay down, we deployed fenders to protect the hull just in case it went over; turned out not to be an issue with my shallow keel.

According to the tide chart, we planned to refloat between 1900 and 1930 so we

had lots of time to make a plan. When the water got low, we walked the shoal behind the boat looking for any high spots or obstructions and carried both anchors straight back from the stern as far as they would reach. We passed the rodes over the transom to a winch on each side. And for good measure, used an oar to dig a trench behind the boat for a clear path out.

Just as the sun started to set at 1845, we positioned everyone back on the boat. We winched in a little tension on both anchor rodes, then waited and watched the inclinometer gently rise from 30 degrees to fully upright. At 1915, both rodes went slack and we started grinding. Within five minutes, we were back out in 15 feet of water. Engine start, anchors aboard, and off we went.

What we learned:

Don't get in the same situation as the people you're helping. Throw a line, deploy the dinghy, or make them come to you. The *skipper's only job is safely managing the vessel*; assign your crew to rescue duties.

Tide tables are accurate but depth sounders are not.

You can right the boat using a tiny Danforth and a winch.

The tide will rise and the boat will float; all you need to do is wait.

(But if you run aground at the peak of a king tide it might be a long wait.)

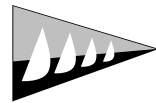
People will try to help, give them a job to do.

Upcoming program notes

Speaking of cruising adventures, please join us Tuesday Novovember 8 for a recount of Jim and Dee Larsen's picturesque summer cruise aboard *TYA* through the Broughtons and up the Inside Passage. And don't forget the fan-favorite Halloween Cruise and Scary Boat Contest, 28-30 October at Longbranch marina!

Alan Hoffman, Seabird

The cheapest depth sounders are very



Cruise News

Commodores' Cruise

The Commodore's Cruise to Vaughn Bay was attended by 13 boats, 23 people, and 2 dogs! The wind was light, and the sun was warm. High temperatures were forecast to be near 80 degrees on Saturday and Sunday. Everyone was successful in navigating the narrow channel into and out of Vaughn Bay. Those who stayed over until Monday were treated to some pea soup fog that dissipated around noon.

Noreen and Myron hosted a Friday Happy Hour aboard *Sound Haven*. Ten people were able to enjoy drinks, snacks, and boat stories that afternoon.

A group of adventurous souls took a side trip on Saturday. They boated an additional 3.6 nautical miles to the public dock at Allyn and walked across the highway for world famous hamburgers and shakes at Big Bubba's Burgers. If you haven't had a Big Bubba's Burger by boat, add it to your list of things to do in Puget Sound.

November Cruising

There will be no official Club cruise in November. If you would like to take your boat out cruising with friends in November, please post your interest on the South Sound Sailing Society Facebook page. That is a great place to find like-minded sailors who might meet you for a weekend on the water. In years past, we gathered on land in November for a "Cruise" to taste wine and judge the decorated wine bottles. This year the wine bottle judging will happen at the Meeting in December, right before the auction.

December Lighted Boat Parade

The Olympia Yacht Club will present the Parade of Lighted Ships on Saturday December 3. We like to encourage Members to team up, decorate a boat, and enter the event. The boats gather near Percival Landing near 18:00 and then make a circle around Budd Inlet. This is a local Olympia tradition that brings people to the beach for bonfires and parade watching. The best viewing of the parade is from Percival Landing, where you may also find Santa Clause, hot chocolate, or hot apple cider. Alex Broman is the Fleet

Captain Sail for the Olympia Yacht Club and is our liaison to them. See Alex for additional information.

Decorated Wine Bottles Charity Auction

Our December Meeting will include a potluck dinner and a charity auction benefiting the Thurston County Food Bank. We are keeping with our tradition of asking Members to decorate wine bottles for sale in the auction. We will also be auctioning goods and services donated by local businesses and service providers in the maritime industry. If you would like to



donate an item or a service to the auction this year, please contact Jim Larsen or Bob Butts. And start decorating your wine bottle!

Jim Larsen, TYA

SSSS Needs You

We have many Volunteer Opportunities. We need a volunteer to act as **host for the Memorial Day weekend Cruise** to Penrose Point State Park, May 26-29, 2023. Our Cruise Chair will be out cruising next summer and will be somewhere in Canada during the month of May. We need someone to fill in as host for this event. The host coordinates the potluck and lets people know where and when to show up. They also take a head count so we can report on the event participation later. There is a small budget available if you wish to run a game or provide prizes. Please contact Jim Larsen, cruises@ssssclub.com, if you can help.

We also need a volunteer to act as **host for the Club cruise** happening in the month of **June**, 2023. The date and location for this event has not been

selected yet. It will likely be the last weekend in June so that it does not conflict with the race schedules. Please contact Jim Larsen, cruises@ssssclub.com, if you can help.

We are also looking for volunteers to serve in leadership positions on the board. **We have immediate needs for a Secretary and a Vice Commodore.** These positions are not just for our long-time Members. We welcome new Members to participate in Club leadership. The Vice Commodore position is an in-training position. After a year as Vice Commodore you get to be Commodore, and then Past Commodore. The Club Secretary manages Memberships and burgee requests, as well as participates in monthly board meetings.

We can also use **volunteers to work alongside our current leadership.** If you have skills in secretarial work, community organization, event planning, book keeping, cruising, or racing, we can always use the help. The South Sound Sailing Society is a 100% volunteer organization. We can't do this without your participation!

Jim Larsen, TYA

Star Worlds

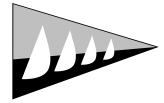
Dave Branch raced in the Star Worlds in Marble Head Massachusetts last month. He sent us email "post cards," the first two, and the photos, were printed last month.

Well it's a rap. Last night's awards dinner was fun. Amazing the camaraderie which developed at all levels. My crew, Anton from Ukraine spent the week working the room until pretty much everyone knew him.

Day 5 racing was the lesser evil cousin of the previous day. Lots of wind and huge wind shifts. All the suspect wires had broken the previous day so there were no major issues in the fleet. We did ok until the last downwind when the wind left the fleet and really spread things out. We ended up going from the middle to the back.

Day 6, yesterday was forecast for 6-8 which is what we got until the finish downwind when the trailing boats got 10-12 and caught up.

I started in the middle next to a couple of Gold Star contenders. It didn't take long before they were ahead so we tacked onto port and managed to cross most of the



boats that were coming off the pin end. We had good boat speed and played the shifts. Pretty soon it was apparent we were near the leaders and rounded the weather mark in 5th. It was so much easier to get around without all those other boats in the way. We were 12th around the leeward mark. The second weather leg, the boats going left made out and we were about 20th at the mark. The building following breeze made for a crazy finish. We were crossing the line with seven other boats. I don't know how they figured out who got what place. We ended up 30th which was a big win for me.

Today we are packing up for a leisurely drive home. I've got four more jibs that were donated to the fleet. I've also talked to Arthur who repairs Stars. His shop is in Florida and he says he has 3-4 F section masts in a container. At some point we may need them. I will probably be in Miami for the Bacardi Cup in March so I can bring back whatever...

Dave Branch

Fall Race 3 October 1

Transition was the RC Boat. Thank you.
Pink Division race abandoned

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
0.75	69399	FLYING CIRCUS	EXPR 37	72	13:20:19	13:18:09
2.00	64996	WILLIE TIPIT?	C&C SR33	78	13:21:50	13:19:30
3.00	79089	LIGHTLY SALTED	BENE 10R	84	13:23:00	13:20:29
4.00	79	RUFUS	MEL	93	13:23:40	13:20:53
5.00	18324	ROCK PAPER SCI	EXPR 37	72	13:26:55	13:24:45
6.00	60	PERIL	V460	111	13:49:02	13:45:42
7.00	35	ANGEL EYES	J99	78	DNF	
7.00	69051	SPIRIT	BENE 36.7	81	DNF	

Ditty Bag For sale

Cal 25 1975 with Honda 9.9 ob, skif, and four sails. \$2,000 or best offer. Interested? Contact Thom (360) 456-3339

These 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.

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

S-t-S Needs Stories

Do you find the Members' stories in the S-t-S interesting? Now it is your turn. If you have been sailing long,

you will have at least a couple good stories: experiences cruising, racing, day sailing, in the boat yard? Share. We want to hear from you.

Fall Series

Transition was the RC Boat. Thank you.

place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Race 1	Race 2	Race 3	Total
Div. Green Races: 1 to 3						5 Strt	5 Strt	8 Strt	
1	79	RUFUS	Tucker Smyth	93	3	0.75	2.00	4.00	6.75
2	64996	WILLIE TIPIT?	Charles Norman	78	3	4.00	5.00	2.00	11.00
2	79089	LIGHTLY SALTED	Mel Schaefer	84	2	2.00	6.00	3.00	11.00
4	69399	FLYING CIRCUS	Dave Elliott	72	1	6.00	6.00	0.75	12.75
4	60	PERIL	Mike Visser	111	2	6.00	0.75	6.00	12.75
6	35	ANGEL EYES	Tim DuMontier	78	3	3.00	4.00	8.00	15.00
7	18324	ROCK PAPER SCIS	Hans Seegers	72	1	6.00	6.00	5.00	17.00
8	38044	MAKO	Vannice/Cassal	30	1	6.00	3.00	9.00	18.00
9	69051	SPIRIT	Steve Jones	81	1	6.00	6.00	8.00	20.00
9	33		Drew Phillips	48	1	5.00	6.00	9.00	20.00
Div. Pink Races: 1 to 3						4 Strt	6 Strt		
1	64985	LIBERTY	Andy Saller	123	2	0.75	4.00		4.75
2	4157	KATANA	Bill Meulink	186	1	5.00	0.75		5.75
3	79182	FOLIE A DEUX	Jeff Johnson	132	2	2.00	5.00		7.00
3	394	MAGIC	Henry Brooks	186	1	5.00	2.00		7.00
5	50105	JOLLY RUMBALOW	Richard Bigley	135	1	5.00	3.00		8.00
6	2222	PENOZIEQUAH	Richard Wells	231	2	4.00	6.00		10.00
6	381	YONDER STAR	Gam Tibbett	171	1	3.00	7.00		10.00

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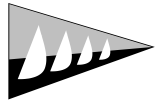
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Commodores' Cruise photos by Jim Larsen

Fall Series non-race photos by Paul Paroff



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