

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 52 Issue 8

April 2023

www.ssssclub.com



## April Meeting: Why is Budd Inlet So Sick?

For those of us who have the pleasure to venture out into Budd Inlet in the spring and fall, we often find that the water is a baby-poop brown, there are no sea urchins or starfish clinging to pilings, and at times, there are thousands of jellyfish drifting with the tides.

How did Budd Inlet get this way? Why does it not seem to be getting any better? What plans are underway to improve it?

The April 14<sup>th</sup> General Meeting will feature three professionals who understand why Budd Inlet is so polluted and who are taking steps to clean it up. Paris McClusky, Executive Director of the Puget Sound Estuarium, will provide a historical perspective and current status of water quality and marine life. Lisa Parks, Executive Services Director at the Port of Olympia, will share what the Port is doing to control pollutants on Port property and their plans for a major dredging operation to cleanup contaminated sediments. Ben Watson of Department of Ecology's Water Cleanup section will summarize the recently approved water quality cleanup plan for Budd Inlet that includes critical next steps, including removing the Capitol Lake dam.

The Meeting will be in-person at the Olympia Yacht Club located at 201 Simmons St. NW. 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 east of the Bayview parking lot.

We hope to see you there.



Scum at Swantown photo: Bob Butts

Bob Butts, Emma Lee

## Commodore's Corner: the Board

I'm proud of what we have achieved while I was Commodore. Each of these accomplishments took many hours of behind-the-scenes work. I wish I could take all the credit, but in reality, it's the Board that gets things done. I want to take this opportunity to thank them for their service, and for the many ways they have made this Club a better place.

So why bring this up now? Because it's time to start building a slate for next year's Board; without a Board we don't have a Club. And yes, even this task is a Board responsibility!

Most of our Board is stepping down next year after many year's of service to the Club. We need Members to step up for the following positions:

**Vice Commodore.** John Martens will move into the Commodore role as I become Past Commodore. We are in great hands. John brings his passion for sailing and a wealth of leadership experience. But who will follow him the year after?

**Secretary.** This vital position keeps us legal with the state, ensures our Member statuses are kept up-to-date, and keeps a record of everything we decide. Thera Black has done a fantastic job!

**Southern Sound Series : Summer Racing Starts : Predictions : Cruising in a Star**

**McAlister Creek Race  
April 1**

**Board Meeting  
April 4**

**General Meeting  
April 11**

**Visitors Welcome  
Doors open at 18:30 eating starts 19:00**

**Spring Series Race 1  
April 15**

**Spring Series Race 2  
April 22**

**New Owners Class  
April 24**

**McMicken Island Cruise  
April 28-30**

**Board Meeting  
May 2**

**Dinghy Racing Starts  
May 4**

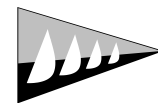
**Spring Series Race 3  
May 6**

**Diesel Maintenance Class  
May 6-7**

**Star Racing Starts  
May 8**

**General Meeting  
May 9**

**Visitors Welcome  
Doors open at 18:30 eating starts 19:00**



Treasurer. All these great programs cost money. Our Membership dues are put to good use, but only because Darris Baldrige and those who have gone before him have managed our resources so carefully.

Cruise Chair. Jim Larsen jumped in two years ago to bring new life to our Cruises. He has provided a rally point to help new and not-so-new Members out in their boats year round.

They are all ready to move on and need replacing. But they will still be around and be glad to help you get started.

When I started as Vice-Commodore three years ago, I was worried I hadn't been around long enough, and didn't know enough. Well guess what? We have four past-Commodores on the Board. There's plenty of mentoring.

We have a new Race Chair, Derek DeCouteau currently our Assistant Race Chair, replacing Eric Egge. We will be looking for a new Assistant Race Chair.

Staying on the Board are Bob Butts Program Chair/Member-at-Large, and John and I.

Those are our elected positions, but there is always a need for extra help. This is an all volunteer club, if it's to get done Members have got to do it. I'd love to bring someone on who can learn some of the details of the other jobs to provide a second set of hands when needed.

I'm proud of what we have achieved together. After June, I look forward to continuing to serve the Club as Part Commodore and supporting its growth and mission in whatever way I can. Thank you for this wonderful opportunity.

Best,

**Alan Hoffman, Seabird**

*Between the writing and the printing we may have found a volunteer for Secretary. Ed.*

## RC Report

Spring is a relief! Spring Series buoy races begin Saturday April 15<sup>th</sup> with first start at noon. Remember Class 1 boats start first for bouy races. Review the detailed Sailing Instructions on the SSSS web site at [Racing>PHRF>SailingInstructions](#).

We had a good winter of memorable distance races. Some racers even admit enjoying the abandoned races as well. Remember to thank our Members Jack Schinke, Dave Knowlton, Alan



Toliva Shoal Race

photo by Lisa Mighetto

Hoffman and Darris Baldrige who volunteered to mark boat duties. They provide the racers a destination. Also continued thanks to Bill, Vicky, Bob and other volunteers on their committee boat *Transition*, and Steve Worcester for processing and posting race results. It's hard to overstate how fortunate our Club is to have such knowledgeable and dependable volunteers.

For the Skookum Race, Rod of *Pax* was out of town so I considered racing my boat. The weather predictions indicated cold and rain, so by Thursday evening the "rational decision" was made to stay home. Guess what, race day was a very nice day. Once again, I learned if you don't go out, you miss the good ones.

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

**Eric Egge the Yamaha ...  
rchair@sssssclub.com**

## Budd Inlet Star Fleet Announces the Summer Racing Season!

Join us as a crew member, a skipper of your own Star, or as a race committee volunteer from April to September.

The Budd Inlet Star sailboat fleet is kicking off its *2023 Summer Racing Season* at the end of April 2023! For more than two decades, Star skippers and crew have enjoyed spirited racing in the two-person, 22 foot open vessels. The supportive fleet atmosphere cultivates improved sailing and racing skills on the beautiful waters of

Budd Inlet.

Experience the thrill of these former Olympic class boats and the camaraderie of the Star sailors on **Mondays from 17:30 to 20:00, starting May 8**. For more information, please visit <https://www.ssssclub.com/stars/> and submit the brief Budd Inlet Star Fleet Interest Form to join the fun.

**Cheryl Rogers**

## Portsmouth Racing Starts May 4

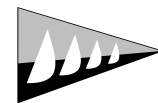
If anybody wants to learn to sail the quick way, come out and crew on one of our dinghies during the one of the races. Or maybe you could dip your toe in the water by coming out on the Race Committee Boat and watch how it works. Either way it's a lot of fun.

We race every Thursday night starting at 18:30 just north of the Hearth Fire Restaurant. If you want to come out and watch, or come out and race your dinghy email me at [dinghy@sssssclub.com](mailto:dinghy@sssssclub.com)

**Jim Findley**

## S-t-S Report

I am out of photos. After getting a lot of Toliva photos, thank you to the photographers, I did not get any in March. As the days get longer and you spend more time on the water remember to take your camera, and to send us copies. This rag is only as good as you, our Members, make it.



## Southern Sound Series

There was not enough wind for the Islands Race, GHYC, the fourth and final race of the Series. So this Series ends with just three races. Full results are on line, [ssseries.org](http://ssseries.org). SSSS boats' scores are listed in this S-t-S.

## Cruise News

### Cruise Chair Position Opening

I have decided to step down from the Cruise Chair position as the Club reaches the end of its fiscal season in June. Dee Ann and I have thoroughly enjoyed the last two sailing seasons with you and hope to join you on many more outings in the future.

This means the board is actively recruiting for a new Cruise Chair to start coordinating events beginning with the Commodores' Cruise in September. If you would like to volunteer for the position, or nominate a friend, please contact any of the board members and let them know.

The Cruise Chair is a voting member of the board for South Sound Sailing Society. The duties of the Cruise Chair include:

- Planning Club Cruise events for the fiscal year, September through June.

- Writing a monthly newsletter column.

- Attending board meetings and Club Meetings on the first and second Tuesday of the month.

- Assist with clubhouse setup and teardown for Meetings and events.

- Updating the web site cruising calendar.

Many of the events for next year are already scheduled and on the web site calendar. The new Cruise Chair can make modifications to the schedule as inspiration dictates. I will help the new Cruise Chair "learn the ropes" and assist in any way necessary to provide any training and mentoring needed by the new volunteer.

### Spring Fling Cruise to McMicken Island

Come join us for a fun Cruise to one of the gems of the south sound, McMicken

Island April 28 – 30. Mooring 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 Saturday at 18:00.

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. McMicken

Our coordinators for the Memorial Day Cruise this year are Marvin Young and Fran Williams.

### Tolmie State Park Cruise June 16-18

Come with us and enjoy a fun weekend at Tolmie State Park on Nisqually Reach. Our coordinators for the Tolmie Cruise are Darris Baldrige and Kevin French.

We have reserved the kitchen shelter for the whole day on Saturday June 17. Bring your favorite board games or card games and enjoy your time on shore. The Saturday evening potluck will be in the kitchen shelter.

Tolmie State Park has 3 miles of shaded walking trails, 154 acres of park land, and 1,800 feet of shoreline. Looking to dig up some dinner? Bring your muck boots and permits, check the tides and get out on the flats, because clamming is big here, as are crabbing and saltwater fishing.

The park web site indicates there are five mooring balls at the park. (That number has yet been confirmed.)

Standard park moorage rates apply. Space for

anchoring is plentiful.

**Jim Larsen, TYA**



March Meeting, Members at each table swapped sailing stories, then some presented their's to the whole group. If you have since remembered another sailing story, or have one you did not get to tell, write us. photo by Steve Worcester

Island is connected to Harstine Island by a land bridge at low tide, and this makes for fun beach combing and nice long walks.

### Memorial Day Cruise to Penrose Point State Park May 26 – 29

Please join us for the annual Memorial Day Cruise to Penrose Point State Park May 26 – 29. 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.

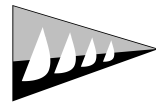
The park offers a large grassy area for recreation and games, beach combing, and restrooms. If you have games that play well on the lawn, like Corn Hole, please bring them along. This is a great destination for kids and grandkids. We will gather on shore for a pot luck on Saturday at 18:00.

## Star Cruising Around Bainbridge Island

*This is a reprint of a letter published in the S-t-S in 2000 about events that happened years earlier.*

This is about a cruise many years ago. The people are real. The names, however, are borrowed from Arthur Ransome's crew of the Death and Glory, who were pirates in the Norfolk Boards until they discovered salvage paid better.

One summer we expanded upon the racing by cruising the Stars a bit. Overnighting anyhow. It was late May when Bill and I decided to sail around Bainbridge Island. His friend Joe, from Ohio was coming to visit and to go sailing. My boat had an outboard bracket so we rented a small motor for the



occasion. We drafted Pete, who raced with us often, to come along as my crew.

All three guys had been in the Navy, so I left the navigation to them, forgetting they were all from the Midwest. Supplies? No problem they said. We will just go to restaurants. To be on the safe side, I took along a big bag of apples, tucked under the deck with our sleeping bags, air mattresses, and change of clothes each, in case of falling overboard.

From Leshi, we sailed up Lake Washington and powered under the Montlake Bridge. We set sail again through Portage Bay, Lake Union. Then, the motor on and towing Bill's Star, we charged the Fremont Bridge. Of course they would want a signal. So I dug out the battered trumpet I had thought to bring. Standing on the after deck I blew the appropriate blasts, absolutely all I could play on the instrument. The bridge tender tooted back. Lights flashed and warnings jangled. Up went the bridge while our masts, just a mite too tall for the bridge, paraded through.

Motoring up the Ship Canal didn't take long. We were waved right into the lock, alongside the Navy Reserve's little submarine Puffer. The sub had lots of lumps and rails to hang onto, so we didn't even have to produce lock lines as we were lowered to the level of Puget Sound. Puffer went ahead. Soon we were motoring into Shilshole Bay. We dropped Bill's towline and hoisted the mainsail. Ohhh! It was torn right across, just above the star. Down came the sail. As Bill and Joe sailed by they threw us the towline and we pulled close to decide what to do.

I dug into the parts drawer. A palm, sail needles, waxed thread; I would mend the sail. Bill towed and Pete steered and trimmed our jib for a bit of added power. Thus we set off for Port Madison. We never considered using the motor. All was under control except I had forgotten patching material. Nothing in our dry clothes bags seemed appropriate. Then under everything an old red raincoat came to light. Heavy twill, rubber coated, probably would work. Minutes later I was settled on the floorboards, busily installing a knife-cut patch across the sail. Stars move easily. The sail power of one, plus a jib, seemed quite adequate to propel the boats across the miles from Shilshole to Port Madison. We were just coming onto the wind, entering Agate Pass, when the

sail was finished. We dropped the tow, let the jib luff, and set the mainsail once more.

Here, luck was with us, rather than good planning. We enjoyed a fine beat through Agate Pass and south, toward Bremerton. We would have liked some lunch, but didn't see any promising place to stop. Apparently in the east there are resorts on the lakes, where you can put in for a meal. Here we saw nothing inviting, so sailed on. Bill had tucked a couple of packages of cookies in his duffel bag. We rafted the boats momentarily, swapped apples for cookies, and sailed on munching as we went.

The wind was steady, out of the south, the tide, I now realize, was rising, carrying us forward. We made splendid time right to the entrance to Rich Passage. The channel was like a millpond. Slack tide was better than we deserved. No current, no wave action, but plenty of wind for the tall sails of a Star boat. We wended our way through the dog leg channel, rounded the spit at the end of Bainbridge, slipped north past Blakely Rock to the entrance to Eagle Harbor and past Creosote, which in those days was easily identified by the permeating odor. As we ghosted up the bay, side by side, we discussed where to moor.

We discovered a float beside a long legged pier, right at the end of a street lined with business buildings. That got my vote. Since there was no one to welcome or repel us that Saturday evening, we tied up and walked up the street searching for dinner. One restaurant, obviously Chinese, a tavern, offices, Winslow was not yet a "cruising destination". Dinner was fine, ample I thought until the guys decided ice cream sundaes sounded good. Egg drop soup, chow mein, fortune cookies, chocolate sauce and ice cream! We had sailed hard all day with nothing but apples and cookies!

As we were finishing the last drops of dessert, the floor show came on!! Well, the bus boy came galloping out of the kitchen, leaving the swinging doors flapping. Close behind charged the cook, waving the sharp and businesslike cleaver that Chinese cooks favor. They bounced through the restaurant, slammed out the door, and vanished into the night. The waiter brought our check without comment. We assembled the appropriate funds and paid the bill. No explanation from the waiter, or

the cashier. Neither looked concerned. As we were leaving, the cook marched back, carrying his cleaver at his side. It was not dripping blood.

We returned to the dock. After inflating air mattresses we decided they were inadequate to pad the frames of the Stars. So, leaving the boats tied to the float, we spread our bedding on the dock above and settled in, by the light of my little kerosene lantern. Pete smoked a final cigarette. We told a few sailing stories soon were all asleep.

Morning came with thick mist. The outsides of our sleeping bags were damp, although we found we were under a partial roof. Over our heads, on metal stands, stood a row of drums marked kerosene, gasoline, oil, etc. We considered Pete's cigarettes, my lantern, and thanked our lucky Stars that we had not blown the whole pier right off the map.

The Stars! Where were they? We were sitting up, startled by the danger overhead, but the boats and the float they were tied to were gone. When we got to our feet we could see over the edge. Oh Oh! They floated below, still securely moored to the float, some 15 feet lower than the evening before. Three sailors from Ohio and one who should have known better, learned something about tides. Bill took advantage of the situation by hanging over the end of the dock and adjusting the spreaders, which had been sagging below their usual jaunty angle.

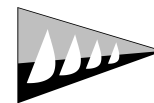
No one came to collect moorage or to order us off the fuel dock. The janitor cleaning a tavern up the street let us use the wash rooms. We soon made sail despite the persistent drizzle.

The wind against the tide provided a bouncy reach across the sound to Shilshole Bay where we powered into the locks and down the Ship Canal. Having cleared the Fremont Bridge with the aid of the trusty trumpet, and the Montlake Bridge with a few paddle strokes, we sailed triumphantly back to Leshi. It was possible to cruise in a Star. Next time we would take a map, maybe even a real chart, a compass, a stove, some food, and perhaps we would consult the weather forecast too.

Good Sailing.

**Jean Gosse**

*Jean passed away several years ago. She was a regular Thursday dinghy racer, despite living in Shoreline. She had lots of tales to tell.*



## Predictions

You should remember that tide/current charts are predictions based on a sampled past. When it is close, you need to check the prediction against reality.

The fine print will tell you that just a few of the locations predicted for are based on actual observations. Predictions for most locations are extrapolations of data from those few points.

### SSSS boats in the Southern Sound Series

Pax	1	PHRF1
Aurora	2	PHRF8
Rock, PS	5	PHRF4
Intrepid	6	PHRF4
Raven's Haven	7	PHRF4
Bodacious	8	PHRF8
Korina Korina	8	PHRF4
Angel Eyes	10	PHRF4
Mako	10	PHRF2
and also	11	PHRF3
Lightly Salted	11	PHRF5
Flying Circus	12	PHRF4
Dash	12	PHRF8
007	13	PHRF5
Cruising Classes		
Koosah	2	PHRF10
Folie `a Deux	2t	PHRF9
Emma Lee	2t	PHRF9
Echo	3	PHRF10
Jolly Rumbalow	9 non	PHRF NFS

And we are seldom at exactly one of the locations predicted for. Pressure systems and river flow effect the tides in ways the tables can not know. Obviously a flooding Nisqually River will make the ebb at the Narrows stronger and longer than predicted.

Also the tide will be higher when the atmospheric pressure is low. 40 years ago Westbay Marina was floated away by a low pressure system coupled with a king tide. Tide height effects the current. The current can effect tide height.

In my experience, the biggest problems with

## Skookum Inlet Race March 11

Transition was the RC Boat. Yard Bird was Mark Boat. Thank you.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Correct Time
<b>Div. Green Start Time: 10:00 Distance: 10.4 nm</b>						
0.75	60	PERIL	V460	111	13:41:40	13:22:26
2.00	38044	MAKO	SYD 38	39	13:42:04	13:35:18
3.00	69399	FLYING CIRCUS	EXPR 37	72	13:48:27	13:35:58
4.00	69432	SUNNISU	HOB33	96	13:56:51	13:40:13
5.00	35	ANGEL EYES	J99	78	13:57:00	13:43:29
6.00	64996	WILLIE TIPIT?	C&C SR33	78	14:07:57	13:54:26
7.00	69051	SPIRIT	BENE 36.7	81	14:22:24	14:08:22
<b>Div. Pink Start Time: 09:35 Distance: 7 nm</b>						
0.75	63337	DASH	BEN 345	135	13:12:19	12:56:34
2.00	79182	FOLIE A DEUX	BENE 35 S5	132	13:21:08	13:05:44
3.00	69141	JODY V	C&C 29	189	13:38:38	13:16:35
4.00	2222	PENOZIEQUAH	NEWP 31	231	13:48:27	13:21:30
5.00	39110	KOOSAH	PEAR 36-1	177	13:42:23	13:21:44
6.00	50105	JOLLY RUMBALOW	C&C 34	135	13:41:11	13:25:26
7.00	59924	ECHO	CATA 38	156	13:43:46	13:25:34
8.00	381	YONDER STAR	CAT 320	171	13:51:05	13:31:08
9.00	5421	EMMA LEE	CATA 30	225	OCS	

misinformation from the tables comes from operator error. Often off by 12 or 24 hours.

All good reasons to check the prediction against reality.

## Aloft Marine IIc

Rigging - Electronics - Maintenance

Jason Vannice - owner  
Serving Olympia sailors since 2002

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

## 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

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

The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. Box 1102, Olympia WA 98507. Opinions expressed do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-t-S or SSSS of their use.

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

2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: [sts@sssclub.com](mailto: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	John Martens	(360) 561-2822
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

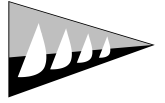
**D Class Handicapper** Richard Bigley

**Capt. Rod F. Macaya  
Christina B. Macaya**  
columbiasailing.com  
360-772-9135

**COLUMBIA SAILING**  
Crewed Sailboat Charter

**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**



Toliva Shoal Race  
Photos by Jeff  
Johanson

More photos on our  
web site, links  
Newsletter/ Current  
Issue/S-t-S Photos

# Take Your Camera Sailing

**South Sound Sailing Society**

**P.O. Box 1102**

**Olympia WA 98507**

