

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 52 Issue 5

January 2023

www.ssssclub.com



Happy New Year

January Meeting: *Mako* to Hawaii in the Pacific Cup

For our January 10 Meeting, join Reese Cassal and Jason Vannice for a discussion on racing *Mako* in the 2022 Pacific Cup. The Pacific Cup is a yacht race from San Francisco, California to Kaneohe, Hawaii on the island of Oahu.

Their process started in 2019, originally to be sailed on Jason's J/35 *Altair*. After the 2020 Race was canceled due to COVID-19, Reese and Jason decided to step up the program a few notches and purchased *Mako*, a Sydney 38 with a winning history in the Bay Area.

With the help of the combined *Redline/Altair* crews and their supportive families, they set to work getting the boat and crew ready for an offshore campaign. This included updating aging systems, stripping the old failing bottom paint, racing over 600 Salish Sea miles in the first year of ownership, and going through the lengthy safety equipment requirements.

Reese and Jason will provide an overview of the highs, lows, and challenges overcome to get to the starting line. They'll discuss the race itself with midnight squall's, whale sightings, epic surfing on hurricane remnant waves, catching garbage on the keel, the finish reception in Kaneohe Bay, and the trip home.

The PacCup race team consisted of: Jason Vannice, Kyle "Reese" Cassal, William "Bill" Kelly, Tom Keehan, and Scott Schoch. Additional delivery crew: Kuba Bednarek, Joshua Hansel, Matt Powers, and Em Jones. More pictures and stories at <https://www.makosailing.org/>

Jason is a local rigger and owner of Aloft Marine LLC. A lifelong cruising sailor, familiar with the Washington/Oregon coast and the Salish Sea, he discovered the joys of racing only about 12 years ago (at Dave Knowlton's urging).



Reese is the Chief Demographer for Esri. After growing up on Midwest lakes he moved to Olympia in 2004. He got his start racing with Dan O'Brien on *I-5* and has been on the water as much as possible ever since.

Meeting Details

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 west of the Oyster House.

We hope to see you there.

Bob Butts, Emma Lee



Canoe Journey : Little Norway : Auction Total : PHRE Dues Due : Whale Tale

Board Meeting
January 3

Duwamish Head Race,
TTYPC

January 7
second Southern Sound Series

General Meeting
January 10

Visitors Welcome
Doors open at 18:30 Meeting starts 19:00

Andrew Kerr Seminar
January 18

Eld Inlet Race
January 21

Fun Sail
January 22

Cruise
January 27-9

Henderson Race Briefing
February 1

Henderson Race
February 4

Board Meeting
February 7

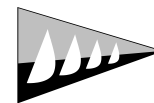
General Meeting
February 14

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

Toliva Race Briefing
February 15

Toliva Shoal Race
SSSS and OYC
February 17-8

third Southern Sound Series



Sailing Tips with Coach Kerr

The Andrew Kerr Racing Seminar, will be held Wednesday evening **18:00-21:00, January 18th** at Westbay Marina's **View Point Room**, located below Tugboat Annie's Restaurant. Great way to start out the New Year. Skippers, Crew, Racers or Cruisers, *all* will benefit from the rich information provided by Andrew.

There will NOT be a Zoom option this year.

Andrew Kerr will return for a **one night only** seminar on **Sail Trim, Racing Starting Tactics and Strategy**. Experienced advice on for optimum performance in any sailing condition. Andrew is a full-time racing coach for the past 35 years at North University and Kerr Sailing. Andrew has a calm demeanor in his approach to maximize every team's performance. He has helped many Teams win championships from local club races to World Championships.

All Members, Non-members and their crew are invited.

Admission: \$10 An amazing value. Cash or Check at the door.

Food and beverages: Available by ordering upstairs at Tugboat Annie's for "curb service" delivery in the Viewpoint Room. *Arrive early to order* and socialize.

Topics and Questions: If you have specific areas or subjects you'd like Andrew to address at the seminar, email him at Kerrsailing@aol.com

If you have any questions about the event, contact Race Committee Chair Eric Egge at rchair@ssssclub.com

After a few decades of sailing, I always leave the seminar with helpful advice for the race.

Derek DeCouteau, Aurora
Assistant RC Chair

Toliva Race Weekend Events Return!

After a pandemic-induced hiatus, the Best Party of the Southern Sound Series is back! The Toliva Shoal Race in mid-February is more than just a race, it's an excuse for sailors up and down the Puget Sound to come together around good food and sailing camaraderie over a weekend of events.

Toliva Race Weekend is jointly sponsored by SSSS and OYC, an enduring partnership for



Hope Island Race

photo: Bob Butts

over 50 years. It kicks off Friday evening, February 17th with a hearty dinner party for the sailing community, racers and non-racers alike, hosted by the indomitable Toliva Kitchen Crew. This is followed by a hot breakfast at 07:00 on Saturday morning for racers, who will return hours later after an invigorating day on the water to vats of hot soup, beer, and lots of tactical reviews and story swapping. Out-of-town sailboats and race crews add a fun dynamic to the weekend, with many returning year after year for the whole weekend. Sometimes the racing is epic and other times not, but Race Weekend events never disappoint.

As you can tell, it takes a good-sized shore crew to pull this off. If you want to be a part of the renowned Toliva Kitchen Crew and lend a hand in staging this event, please get in touch with me at thera.black@comcast.net or by phone at (360) 878-0353 and I'll get you plugged in. OYC members, this is an easy way to rack up a lot of service hours for the year and have fun doing it!

We are using this restart of Toliva Race Weekend events to make a change to the dinner

menu. It'll be a wonderful meal and still just \$10 per person, but it won't be the barron of beef that starred in the Toliva dinner menu for more than a quarter century. This year we're featuring pulled pork, macaroni and cheese, cornbread, slaw and salads, and of course our beer and wine bar. After you long-timers get over your disappointment at the end of an era, I encourage you to embrace the beginning of a new one. It'll be awesome.

There's another update we think you'll like, too. All proceeds from the Toliva kitchen and bar will go to support Olympia Community Sailing. This includes support for youth sailing as Toliva has supported for decades but also for the adult learn-to-sail programs, too. We're proud of what the Supporters of Olympia Community Sailing have accomplished and are pleased to support OCS through Toliva proceeds.

Be a part of 2023 Toliva Race Weekend events that not only boast the undisputed Best Party of the Southern Sound Series but also nurture our local sailing community.

Thera Black

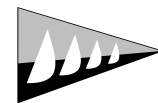
Auction Total

Thanks to your generosity and the support from our auction donors this year we raised \$27,465 for the Thurston County Food Bank. More than 30 donors provided goods or services to be used in the auction. The professionals who donated their goods and services represent the highest quality service providers in the local maritime industry. As we engage with these professionals in the future we can trust that they care not only for the boating community, but for the hungry people around Thurston County,

Special thanks to the auction team. Donations were coordinated by Bob Butts and myself. Also helping with the potluck and the auction were Dee Ann Larsen, Allen Hoffman, Darris and Joleen Baldrige, Eric Egge, and Thera Black. A special thanks goes to Kevin French for arranging for beverages and filling in as the House Chair.

The generous contributions from everyone enabled us to pass our goals and set a new fundraising record this year. Thank you everyone for your participation and your generosity.

Jim Larsen, TYA



RC Report

Have you noticed the daylight hours getting longer? I haven't either but trust our days will get longer. Celebrate by using your boat!

Andrew Kerr Seminar scheduled for Wednesday January 18th, details in this newsletter.

Another short distance race is next up, our annual race into Eld Inlet. As the winter season continues, the Inlet Series will present longer races to match growing daylight hours. Spring is just around the corner!

A gradual orderly transfer of power will happen this winter. Assistant Race Chair Derek DeCouteau of *Aurora* will replace me as Race Chair. He'll be a good influence on our racing program!

Ongoing thanks are due for Bill, Vicky, Bob and others on *Transition*. These volunteers provide professional quality race management for the racers enjoyment. Notice the volunteer efforts of Mike Visser for the racing bouys, Steve Worcester for the race results, and webmaster Richard Wells. Express your appreciation of their contributions to our racing program.

I'm correcting my misprint in the Notice of Race. The correct PHRF rating break for Class 1 is 130 and lower. Class 2 is 131 and higher. The official addenda will be posted on the web site under Racing>PHRF>Notice of Race.

Race Fees are still due. As I write, only half the fleet has paid race fees. Please pay up, so your finishes will appear in the results. Only \$35 for the 2022-2023 season, September thru August. PayPal on the SSSS web site at Home>MemberLogin>QuartermasterStation, then the pulldown 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. Non racers are also welcome to volunteer

Eric Egge, Yamaha 33 that should be named by the time you read this....

Dream Boats

If you are to sail, you need a boat. Books and classes are good as far as they go, but to learn to sail you need to sail. Crewing on other's boats is fun and can teach you a lot, but it too has its limits. You need a boat. And once you know how to sail, you need a boat. So, if you do not already have one, why not?

The most common answer seems to be money, the lack of. However, if you look for boats other places than boat shows and

glossy magazines, you find there are good boats for sale for a couple thousand or less. There are dinghies like Lasers, ultra responsive making them fun to sail and learning easier; larger more stable dinghies with a designed for crew of two or three and room to carry gear for boat camping, maybe even take an outboard; catamarans with power and speed that is exhilarating and gives them an extended range day sailing; Stars, the ultimate race boat; even some older smaller "race/cruisers," as they were advertised in their day, in the 20-25 foot range.

The catch with the larger boats is that it cost to keep a boat in a slip, quickly adding up to more than the cost of the boat. However boats that sit on a trailer can sit in your yard for free.

Further, with a trailer you can day sail Nisqually Reach, Hoods Canal, Grays Harbor and the Pacific Ocean, and

more. If you car camp or with a motel stay, there are so many more places for a weekend sail. I spent a week boat camping up Lake Chelan with the Hobie.

Not that Budd Inlet is a bad spot to sail; the opposite is true. Further you can race every summer Thursday night with the friendliest SSSS Fleet. You might even race the Harstine GT. Racing regularly is the way to truly learn to sail, as the other boats give you something to measure your progress against. You can learn from watching what the others do and by talking to them.

You may have to hunt a little to find a boat. Craig's List has had good boats; club bulletin boards some times have boats for sale. Even if you are not going to race, the dinghy fleet members can help you find a boat. I have not yet been to a fleet meeting where people did not talk about boats they had seen for sale. She may not be the boat of your dreams, but if she is your boat, you could dream less and sail more. I repeat, to sail you need a boat.

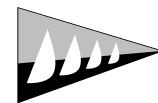
Steve Worcester



December Meeting
photos by Steve Worcester

Thera with
auction items
below





Southern Sound Series Report Winter Vashon: Playing in the Sun! Next Up, Duwamish Head

What a surprise after several days of western Washington gloom, the sunrise for Winter Vashon was a brilliant red to the east with Mt. Rainier casting a shadow on the bottom of the few lingering clouds. However, the old saying, red sky in morning, sailors take warning, was true to a degree. 55 boats headed out to the start line with winds 6-10 and the promise of steady winds with higher gusts. This year the cruising classes, non-flying sails and flying sails classes, are divided into respective classes with or without PHRF ratings and memberships. Those without memberships race boat for boat with no rating adjustment for finish places. Keep that in mind for the Toliva Shoal Race in February!

The four cruising fleets headed out at 09:30 on a nice northerly breeze. *Folie* managed to pull off a great start crossing the line a few seconds after the gun. We were all smiles aboard as we led the fleets up Colvos Passage. With sunshine and a plenty of wind, *Jam*, a J 160, was the first of the fast boats to catch us about two thirds of the way up Colvos. As the boats beat their way toward the north end of Vashon Island, everyone could see the darker



water and array of white caps ahead. The wind was picking up! In preparation for the bigger blow, smaller head sails were hoisted and mains were reefed. With the long fetch, the fleets beat their way through the 4 to 5 foot waves with an occasional 6 footer thrown in for fun. The predicted 10 knot winds turned into 18 to 20 knots steady with gusts a

good bit higher. The more blue water boats were in their element big time!

Rounding the north end mark, what a surprise, it was not even one o'clock yet, but boy the boats were rocking and rolling. With gusty and sometimes shifty winds and big surf, helmsmen were kept busy controlling their boat and crews wisely delayed setting spinnaker. As the fleets headed south down the east side of Vashon, the winds eased a bit and spinnakers started appearing for those who dared, reefs were shaken out and larger head sails set. Minimizing the chance of an accidental gibe, *Folie* held a line to Three Tree Point, before gibing and setting her chute. A mistake on my part but so it goes, you do what you think is both the fastest and safest. However, the boats that headed down closer to Vashon snuck past staying close to Point Robertson. What a show we must have given those watching the water from shore, brightly colored boats up and down the sound flying along in the sunshine!



Vashon Island Race photos: Jeff Johnson

Approaching the south end of Maury Island, we watched as boats began to struggle to control their spinnakers. When we saw *Cherokee*, a very experience racer, round up hard, we knew it was time to drop the chute and make the final beam reach to the finish off the Tacoma Yacht Club clubhouse. For a long race in mid-winter, it was great to see all boats finish in daylight!

SSSS sailors for the race included *Balder 2*, first in the non-PHRF cruising flying sails; *Mako*, 8th in the PHRF-2 the fast boats; *Intrepid*, 4th and *Korina Korina* 5th in PHRF-4; *Aurora* 4th in PHRF-8, *Emma Lee* 2nd and *Folie `a Deux* 3rd in PHRF Cruising flying sails.

A bit of a light turn out for southern sound sailors, let's get out there for the next Series race!

Next up, the second of the Southern Sound Series Races, the **Duwamish Head**

on January 7th.

Like Winter Vashon this race requires a pre-race transit from Olympia to TYC guest dock is available, Gig

Harbor, or possibly on to Des Moines Marina. The Race itself starts just outside the Des Moines Marina, heads north into Elliott Bay, around the Duwamish Head dolphin, across the Sound to Blakely Rocks and back to the finish line at Des Moines. This Race often draws the biggest fleet of boats for the Series and often has the best winds. The link for more race information is: www.sssseries.org. Give it some thought, and round up your crew and sail it! The PHRF and Non-PHRF Cruising fleets are a bit different and make for an interesting variation this year. Hope to see you out there!

Jeff Johnson, *Folie `a Deux* SS Rep.

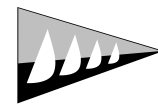
Cruise News

January Cruise: Woodard Point Park in Henderson Inlet

The Salty Sailor Cruise is traditionally a winter outing to a nearby anchorage destination. Crank up your cabin heater and come join us as we venture into Henderson Inlet for the weekend of January 27, 28, and 29. We will anchor near the Woodard Bay Conservation area. There is a public beach with benches and walking trails. The conservation area does not accommodate dogs. This area is known to be rich in wildlife with large colonies of Yuma Myotis bats and harbor seals.

The bottom is soft mud. The anchorage area has good protection from all but north winds. It is about a two-hour trip from Olympia to the anchorage. We can raft our boats together if the weather is calm. There will be a potluck on Saturday evening, and some fun times to enjoy the favorite games that we keep on our boats.

Jim Larsen, TYA



Awakening the Canoes

After a two year Covid hiatus, Rod and I had the good fortune to be invited to support another Tribal Canoe Journey. This was not a traditional journey. Instead of canoes starting from their points of origin and gradually converging, culminating in a final landing of perhaps 70 to 100 canoes, this journey started with three canoes from Shell Beach, Ladysmith Harbor, was joined by three or four more from Duncan, Cowichan Bay to Tsawout, East Saanich, and back to the original three as we traveled into the United States. Another difference was that there were no vehicle support crews, as two of the landings in the San Juans, Johns and Waldron Islands, had no public access. A third major difference was that many of the landings were not hosted. This meant that support boats needed to carry all of the camping and cooking gear. Fortunately, the tribes had received grant money for this Journey, so one support boat carried the food and cooks and another carried the equipment. Our canoe leader's wife Nooks was hired as one of the chefs. She has always before been shore crew and was able to experience the Journey in a new way. Because of the grant money they were also able to rent cabins at Camp

Orkila on Orcus Island so that the elders could sleep in beds. A major focus of this and other Journeys is the young people. Studies show that involvement in culture and history increased graduation rates and decreased suicides. On our first day we had two boys under 10 and three young women under 16 as paddlers. The canoe from Nanaimo had to withdraw after their leader suffered heat exhaustion on the way to Johns Island, and the Nanaimo young people were incorporated into the other two canoes. The young people did much of the singing and drumming. Their confidence and poise was truly moving.

A canoe family from Portland Oregon joined us at Camp Orkila, paddled with us to Lummi near Bellingham, then to Waldron Island, where the islanders hosted a wonderful potluck on the beach, and then the Portland canoe was towed back to Camp Orkila to catch the last ferry to the mainland.

A Canoe Journey support boat may do many things. The canoe we primarily support is *Pink Paddle*, a canoe with a focus on cancer awareness. But we also keep our eyes out for other canoes that may need help. As we were leaving Cowichan Bay, Rod noticed a canoe with 6 pullers, no support boat, no radio and no life jackets. He radioed the safety boats and one delivered life jackets to the canoe. We picked the canoe up in Satellite Channel where they were pulling against a strong current, suggested that they take a lunch break, and towed them alongside with *Pink*



Susan at the helm of *Pax*, canoes behind

photo by Canoe Leader Harry Moon

Paddle behind until after Schwartz Bay and the ferries. They didn't have lunch so we shared ours. They were from the West Saanich Peninsula. After we anchored in Saanichton Bay I noticed that *Pink Paddle* was still ashore, though the other canoes were gone. I paddled over in my keowee and found that because of the low tide in the morning, *Pink Paddle* should be tied to *Pax* for the night. I towed her back to the boat, one stroke at a time, and Rod secured her alongside. The next day, our canoe leader gave us a blanket that the West Saanich tribe had gifted us in thanks for our support with their canoe the previous day.

We had one minor crisis as we prepared to cross Haro Strait. We had slowed the boat to tie the canoe alongside and get the pullers aboard before crossing the shipping lanes. The pullers climbed out of the canoe onto the port side net. Then Raymond, our canoe leader's son who must weigh at least 350 lbs, stepped onto the edge of the net, tearing a six foot gash, and dropping directly into the water below. I handed our LifeSling to Rod and reversed the boat to reach Raymond. Rod deployed the LifeSling, pulled Raymond to the boat and hoisted him out of the water with the block and tackle in a matter of minutes. While I knew that this was a critical moment, I also knew that we would recover Raymond

quickly and safely. Rod has been a LifeSling instructor for many years. The LifeSling is a life saving device that every sailboat should have aboard and every sailor should know how to use. We put one of our keowees over the tear for the duration of the journey and spent some of our spare time lacing the tear back together.

It was wonderful being back on the boat for an extended period of time. Being on the water completely changes the rhythm of my life, in a very good way. And it is a tremendous honor to be able to support a Tribal Canoe Journey.

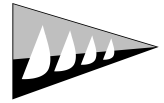
Susan McRae, *Pax*

PHRF Dues Due

Dues were due the first of the year. Here at SSSS we give you a grace period. We will start checking with Toliva and at local races there after. If you are racing in a PHRF class make sure you are current by then.

The Pacific Handicap Racing Fleet of the NW is what makes it possible for us to race keel boats. It is a volunteer organization of racers, but it still costs to maintain it. That cost is paid by the racers, your dues. Pre pandemic SSSS had the second or third largest PHRF membership of any club in the NW. PHRF needs our support.

Steve Worcester



Commodor's Corner: Uff-Da! A Little Sail to Little Norway

One of the benefits of sailing in the Pacific Northwest is that it's never *really* too cold to be out on the water. If you're willing to invest in a propane heater, thermal underwear, and foul-weather gear, you can reap the benefits of off-season cruising: less busy waterways, more open and less expensive moorage, often better wind (for *actual* sailing) and lots of wonderful local areas to explore. One of our favorite long-weekend excursions any time of year is Poulsbo.

Dubbed Little Norway for its charming Norwegian style buildings and its original citizens many of whom were, and still are, of Scandinavian extraction. Poulsbo sits on Liberty Bay, the main port marina behind a protective breakwater which makes winter docking fairly easy and safe to navigate, even at night. There is plentiful guest moorage at Port of Poulsbo. Moorage from October through April is \$1.25/ft/day for under 16' beam boats. But, if you can also stay in a 30' slip for four hours or less for just \$5, or \$10 for four hours in a 30'+ slip.

There are also reciprocal slips available at the Poulsbo Yacht Club to Members, however space is tight. Also, please note: while the Port of Poulsbo Marina is located squarely in the center of town, next to a local park and a stone's throw from Front Street, the PYC is about one-third of a mile up the road, in a more residential area.

In the winter going north, you can ride the ebb through The Narrows and catch a flood through Rich Passage for a one-day trip. On the way home, we stopped over at a Tacoma Yacht Club reciprocal slip. Other times, we'll just anchor in Gig Harbor to wait out the tide. Beware of the Poulsbo Pirate Fleet anchored all over Liberty Bay. We almost hit one fine specimen anchored with no lights in the center of the channel.

Once you arrive in Poulsbo, even the experienced South Sound cruiser is likely to be impressed with the plethora of options for eating, entertainment and shopping. Just up the gangway from the

Port of Poulsbo guest dock, you'll find yourself in the small Muriel Iverson Williams Waterfront Park, which overlooks the marina and is a great place to walk your dog. This is also where the toilets, showers and laundry facility for the port is located, to the right of the gangway.

After several hours on the water, and a leisurely stroll through the park, you probably want to grab a latte. If you've already signed in at the guest dock, you'll likely have received a 50-cent-off coupon



for Hot Shots Java, located at 18881 Front Street NE. Aside from an abundance of coffee drinks and smoothies, Hot Shots features ice cream, small sandwiches, and other local treats. And there's outdoor seating if you're still strolling with your pooch, or just want to people-watch.

Other local coffee shops include: Viking Brew Coffee at 18990 Front Street NE, with indoor seating (right next to the British telephone box), which also has a grab-and-go storefront across the street next to Apollo Nails (if you want to stop for a manicure to soothe your sail-worn hands); and Poulsbohemian Coffeehouse, at 19003 Front St, right next to the Sons of Norway hall.

Coffee in hand, let's stop in a few

shops... And any sailor worth their salt is going to want to stop first at Longship Marine, a marine consignment shop located at 18969 Anderson Pkwy, facing the main town parking area, in the row of shops behind Front Street. Longship Marine is a treasure trove of used and new boating items from sundry décor and clothing items to chain, lines, tools and equipment, dinghies, and all sorts of nautical hardware. A friend recently scored a radar mast in good condition for \$400.

Her latest find was a mint caulking hammer, price undisclosed. Owners Aaron Wenholz and Nico Jensen are boaters themselves, who have recently been renovating the notable Northwest sailing vessel Red Jacket. This store alone is worth the trip to Poulsbo. Please note: Longship is closed on Sundays; and if you are visiting in the summer, or want to sell any items, it's best to call ahead to make sure they aren't on vacation and that they are interested in your potential consignment.

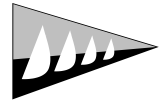
If sailing up and hitting the marine consignment were not *quite* enough to satisfy that nautical need, fear not: There's also a small local Maritime Museum, visitor center and gift shop on Front Street, open 10-4 every day. On the other end of Front Street, which is not a long walk, you'll find the SEA Discovery Center, open 11-4 Fridays and Saturdays, and a terrific experience for mariners of all ages to touch and see marine life, and learn about the local waterways.

Alan and Karen Hoffman

Hope Island Race December 10

RC Boat : *Transition*.

Points	Sail No.	Yacht Name	Yacht Type	Rating	Finish Time	Corrected Time
Div. Green Start Time: 10:00 Distance: 13 nm						
0.75	12	PAX		10	11:49:42	11:47:32
2.00	79	RUFUS	MEL	93	12:18:31	11:58:22
3.00	73392	BODACIOUS	BENE 35 S5	129	12:33:02	12:05:05
4.00	38044	MAKO	SYD 38	30	12:13:11	12:06:41
5.00	5165	RAVEN'S HAVEN	ARCONA 380	66	12:23:12	12:08:54
6.00	18324	ROCK PAPER SCI	EXPR 37	72	12:26:26	12:10:50
7.00	69399	FLYING CIRCUS	EXPR 37	72	12:26:54	12:11:18
8.00	007	007	J 99	81	12:30:27	12:12:54
9.00	35	ANGEL EYES	J99	78	12:30:15	12:13:21
10.00	69051	SPIRIT	BENE 36.7	81	12:48:22	12:30:49
Div. Pink Start Time: 09:35 Distance: 13 nm						
0.75	69927	BALDER II	ERIC 38	144	12:13:21	11:42:09
2.00	63337	DASH	BEN 345	135	12:13:59	11:44:44
3.00	29718	AURORA	RANC 33-1	156	12:19:04	11:45:16
4.00	50105	JOLLY RUMBALOW	C&C 34	135	12:22:05	11:52:50
5.00	39110	KOOSAH	PEAR 36-1	177	12:34:31	11:56:10
6.00	5421	EMMA LEE	CATA 30	225	12:57:52	12:09:07
7.00	59924	ECHO	CATA 38	156	12:45:02	12:11:14
8.00	69667	SASSY	C&C34	129	12:47:23	12:19:26



Whale

I smelled it. There is no mistaking that smell. We were on my Hobie 16, out for the afternoon, sailing around the upper half of Budd Inlet. I thought I heard something. The smell confirmed it. Nothing smells like whales breath but whales breath.

Looking around we saw it, a gray whale maybe 30 feet long. It headed toward town. We followed. It was faster, but we figured

we would catch up. It could only go so far south. The whale would soon have to turn around.

As we got to the mouth of the river that last thought changed tone. It was twice as long as we were and so many times heavier I did not want to think about it. There we were between it and open water. Discretion being the better part of valor, we gave up the chase. We waited its return where it had room to pass around or under us. So much to see without leaving our home waters.

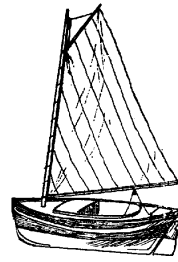
Steve Worcester

Island Series

RC Boat : *Transition.*

No Over All in Series as the Divisions sailed different courses.

place	Sail No.	Yacht Name	Skipper Name	Rating	No.	Heron	Hope	Total
Div. Green								
						Strt 10	Str 10	Str
1	79	RUFUS	Tucker Smyth	93	2	2.00	2.00	4.00
2	12	PAX	Rod Tharp	10	2	4.00	0.75	4.75
3	69399	FLYING CIRCUS	Dave Elliott	72	2	3.00	7.00	10.00
4	18324	ROCK PAPER SCIS	Hans Seegers	72	2	5.00	6.00	11.00
5	175	TRICKSTER	Rafe Bewswick	46	1	0.75	11.00	11.75
6	73392	BODACIOUS	J Rosenbach	129	1	11.00	3.00	14.00
7	38044	MAKO	Vannice/Cassal	30	1	11.00	4.00	15.00
8	5165	RAVEN'S HAVEN	Aaron Schofield	66	1	11.00	5.00	16.00
8	007	007	Scott Rowley	81	2	8.00	8.00	16.00
10	79089	LIGHTLY SALTED	Mel Schaefer	84	1	6.00	11.00	17.00
11	69432	SUNNISU	Matt Niles	96	1	7.00	11.00	18.00
12	35	ANGEL EYES	Tim DuMontier	78	1	11.00	9.00	20.00
12	64996	WILLIE TIPIT?	Charles Norman	78	1	9.00	11.00	20.00
14	33	GRU	Drew Phillips	48	1	10.00	11.00	21.00
14	69051	SPIRIT	Steve Jones	81	1	11.00	10.00	21.00
Div. Pink								
						Strt 8	Strt 8	Strt
1	69927	BALDER II	Myra Downing	144	2	3.00	0.75	3.75
2	29718	AURORA	Chery Bideman	156	2	2.00	3.00	5.00
3	39110	KOOSAH	Dave Knowlton	177	2	0.75	5.00	5.75
4	63337	DASH	Garner Miller	135	2	4.00	2.00	6.00
5	50105	JOLLY RUMBALOW	Richard Bigley	135	1	8.00	4.00	12.00
6	5421	EMMA LEE	Bob Butts	225	2	7.00	6.00	13.00
7	241	INDIGO	Chris Snyder	147	1	5.00	9.00	14.00
8	69667	SASSY	Mike Gowrylow	129	2	6.00	8.00	14.00
9	59924	ECHO	Steve Miller	156	1	8.00	7.00	15.00
10	51496	PANDORA	Bob Connolly	188	1	7.00	9.00	16.00



QUODDY BOAT OF 1873 HERRING FISHER

SSSS boats at TYC's Vashon Island Race

First Southern Sound Series Race

Emma Lee	2 PHRF9	41 OA
Folie `a Deux	3 PHRF9	44 OA
Aurora	4 PHRF8	29 OA
Intrepid	4 PHRF4	32 OA
Korina Korina	5 PHRF4	34 OA
Mako	8 PHRF2	26 OA

Aloft Marine llc

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**

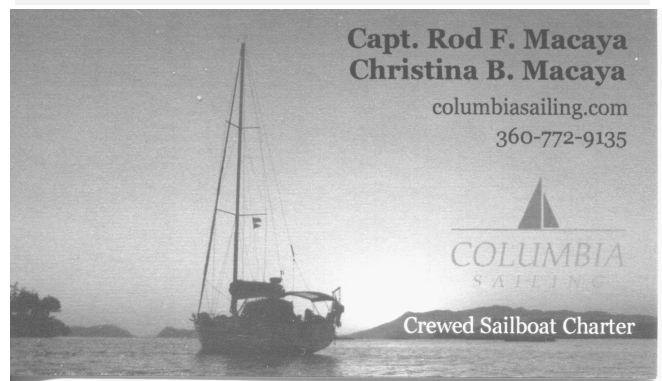
2425 Otis Olympia WA 98501 (360) 352-9283 e-mail: sts@sssclub.com
Deadline for submissions is the second Tuesday of the month.

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



Capt. Rod F. Macaya
Christina B. Macaya

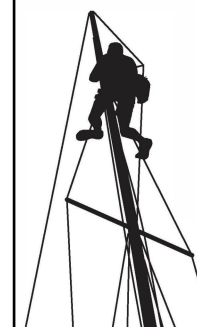
columbiasailing.com
360-772-9135

COLUMBIA SAILING

Crewed Sailboat Charter

C

EVERGREEN RIGGING



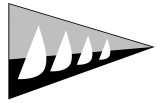
Cliff Hennen

(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



Hope Island Race Photos:
right and bottom left by Bob Butts
top left and bottom right by Paul Paroff



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



Take Your Camera Sailing

