

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 52 Issue 1

September 2022

www.ssssclub.com



September Meeting: Sharing Summer Adventures

Join your fellow sailors to share cruising stories, summer racing adventures, and learn more about the South Sound Sailing Society's cruising and racing programs. The Meeting will provide opportunities to meet other Members and guests, learn from each other, and inspire you to take your sailing to the next level.

The Meeting will be in-person at the Olympia Yacht Club located at 201 Simmons St. NW. Since there will not be a speaker, there will not be a Zoom option.

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.

Weather permitting, we will meet on the OYC porch to minimize COVID-19 exposure. If we need to meet indoors, feel free to bring your favorite mask.

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 you will join us for what promises to be an enjoyable evening. Please come prepared to share a story or two from your summer racing and cruising experiences, including good moments and those that were challenging.

Bob Butts, Emma Lee



Star races photo: Cheryl Rogers

Commodore's Corner: Summer is Way Too Short

We finally got the *Seabird* moving under her own power, but then decided in early July to haul out and get some paint on the keel. Of course our two-day paint job turned into three weeks in the yard: thru-hulls, packing gland, motor mounts, alignment, new prop, and of course, a new bilge pump. At least I had time to get the hull all shiny above the water line. Thank you to Hans Seeger of *Osprey* for squeezing us in and doing excellent work, when he was more than ready to go cruising in his own boat!

So, a late start to our northern loop: San Juan Island via Langley, Deception Pass, and Anacortes, then back south via Port Townsend, Poulsbo, and Blake Island. We also got to shadow the Salish 100 fleet for part of their run.

While the rebuilt motor ran like a champ, I wish I could say the same for the transmission. Over the course of two weeks, we blew 2 ½ gallons of transmission fluid into the bilge through the failed output seal. First day back the marina, the transmission came out for a week in the "hospital" in Everett.

There are always lessons learned when I go cruising, and this summer was no different:

1. Boat yard will always take longer, and there is always one more project
2. "Cruising means fixing your boat in unfamiliar marinas," says Mary Campbell
3. Crossing the Strait of Juan de Fuca in two knots of current against five knots of wind means **big** rips

**Board Meeting
September 6**

**Fall Series Race
September 10**

**Dinghy Regatta
September 11**

**General Meeting
September 13
Visitors Welcome**

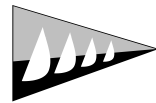
**Fall Series Race
September 17**

**Commodores' Cruise
September 30 -
October 1**

**Board Meeting
October 4**

**Fall Series Race
October 7**

**General Meeting
October 11
Visitors Welcome**



4. A 20,000 pound boat can literally become airborne

5. Transmission fluid is surprisingly cheap

But as they say in the aviation world, any landing you can walk away is a good landing. Any landing when you can use the airplane again, now that's a great landing!

Now, on to fall. Our first Meeting is coming up fast. Discussion will be all about summer cruising and racing adventures. I told you mine, now you tell us yours! Please also join me and my new transmission September 30 to October 1 for the Commodores' Cruise to Vaughn Bay, way up into Case Inlet almost to the shallow water. If its not raining, maybe we'll dinghy across to Allyn for a Big Bubba Burger and milkshakes.

Alan Hoffman, Seabird

Budd Inlet Star Fleet

Star racers have been out racing on Monday nights all summer. We are very excited to have eight boats in the water this year. We had all new crew including a youth sailor and hope to encourage more youth to join us. The wind conditions varied from super-light to challenging!

Several Star boats are on still on the hard but we plan to try and arrange some maintenance time/space this Fall as an encouragement to get more boats out next year. We have one new Star owner who will join us next year so we hope to get twelve Stars out racing!

Many thanks to all the help from Chris Reitz, Race Committee Chair, Dave Branch and Derek Decouteau for technical/ tuning advice and assistance with repairs and Norm Smit for keeping track of our race results.

There is a Star available for you if you want to join us. We hope to run a Black Star Regatta next year, possibly the last weekend in April to launch the season.

Cheryl Rogers, UpStart

Renewing Membership for a New Sailing Year

For many of us, September is the time to renew our Membership for another year. You have a variety of ways to renew or join.

Renew Online: Go to our web site www.ssssclub.com/how-to-join/ and Click Here to Pay Annual Dues. It's simple and straightforward. It entails a minimal service fee (~\$2.50) but it's really convenient.

Renew by Mail: You can return the form



Star races May photo:Cheryl Rogers

in this month's S-t-S or print it from our web site at www.ssssclub.com/how-to-join/. Fill it out then drop it in the mail and make Steve's day when he checks the PO box.

Renew in Person: Yes, you can renew in person at September's Meeting. Cash or check only, no credit cards. Fill out your form at home and just bring it with you.

Either way, you'll get into the Membership database so you continue to get the information, programs, and camaraderie that SSSS is all about.

I've heard of several new boat acquisitions over the last several months. Don't forget to update your boat information when you renew.

Dues are still \$55, PHRF race fees are \$35 (\$90 total), and if you're going out cruising you probably want a burgee for \$25. Let us get you set up for a fresh year of South Sound Sailing Society.

Thera Black

RC Report

As we enter the 2022-2023 racing year, some of our pre-covid traditions will return. Details are yet to be finalized but Season Champion scoring, awards in some form, and nominal race fees will return. The Class breaks will remain as our recent racing, meaning only two classes. If participation warrants in the next racing year, more classes could be added.

After the Fall Series buoy racing our distance races begin in late October. I'm asking for volunteers and their boat for stakeboat duties for Eld, Eagle, Herron, Henderson, and McAllister races. Check the racing schedule and dates and see the race descriptions in the Sailing Instructions. Contact me if you'd like to serve.

Join me and fellow racers at the September Meeting. After the break, racers will gather to discuss our racing program. We want your questions and input, so if you can't attend please contact me at rcchair@sssclub.com

**Eric Egge, unnamed
Yamaha 33**

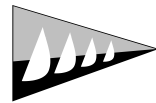
Portsmouth Racing

The Dinghy Fleet had a great summer of racing. Sometimes too much wind and sometimes not enough wind, but that's sailing in southern Puget Sound. We got in 17 nights of racing, of course a couple of nights the committee boat was the only boat out there, but you still had your chance. And the **Dinghy Fleet Fall Regatta** is still to come on **September 11 at 1500.**

At the time of writing this article, Joe Downing in his Coronado 15 and Kevin French in his Harpoon 5.2 are duking it out for Season Championship with four races to go.

If you have any questions about Portsmouth dinghy racing in the Olympia area email me at dinghy@sssclub.com

**Jim Findley, Catalina 30 Night Wind,
Lido 14 786, Star The Flagship**



LifeSling Clinic Good Start to Summer

With the easing of pandemic restrictions and no Percival Creek sewage spill we were able to resume our annual LifeSling Clinic last June, just in time for summer cruising. More than 20 participants, instructors and survivors gathered at the Olympia Yacht Club on a Saturday morning to learn or refresh the skills necessary for proper use of the LifeSling for saving someone who goes overboard.

The LifeSling was developed by the Sailing Foundation and is recognized as a very effective tool for getting someone back to the boat and, more importantly, onto the boat when there are not enough crew available to hoist the waterlogged survivor. The clinic provides classroom instruction, dockside drills and actual rescues, simulating the worst-case scenario where there is only one person on board to save someone who has fallen overboard. These drills are done under the watchful eye of our instructors and the survivors are equipped with survival suits, but the participants find the experience quite realistic.

This year's participants were: Dawn and Thom Hooper; Elizabeth Long, Lydia Zepeda, Noreen Light and Myron Hotinger; Jeff and Dee Marroni; Jim and Dee Ann Larsen; Stephany Hoskinson, Rachel Game, Darris and Joleen Baldrige; Tanja Godecke and Nina Goodrich. Thank you to Grant Tibbetts, Carol Elewski, Alan Hoffman and Jochen Wissman who volunteered to don the survivor suits, fall off the boats repeatedly and wait patiently to be rescued. Also, special thanks to instructors Rod Tharp, Judi Kruller, Alex Broman and Dee Saller.

**Andy Saller,
Liberty**

New Life Member

At the June Meeting, the Membership agreed with the Board and voted to recognize Jim Findley's contributions to the Club by making him a Life Member.

Jim has been active in about all SSSS activities for many years, going back into last century, including some programs that have come and gone. The



Jim Findley



Cruisers know him as a regular, particularly at the Harstine Cruises. He has raced on PHRF boats, Stars, and dinghies. As you can see by the boats listed with his signature on the dingy report, he is approaching admiral status and he uses them.

He was one of the early Star owners. He took prospective Fleet members sailing to help get that Fleet going. He help run the Black Star Regatta.

Most notably he has headed the Portsmouth, dinghy, program all century and still does. The program was at a low point when he took over, after loosing racers to the new Star Fleet. He built it back up better, adding the Race to Somewhere and the Fall Regatta/BBQ. The Harstine GT was his idea and it seems to be catching on (see article in this S-t-S).

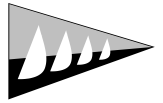
It is the Members like Jim who make this Club great. Thank you Jim.

Steve Worcester

Second Wednesday Series

Transition was the RC Boat. Thank you.

place	Sail No.	Yacht Name	Skipper Name	rating	#str	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Div. Green	Races: 1 to 6, 1 throw out * = throw out					8 Strt	8 Strt	7 Strt	5 Strt	6 Strt	5 Strt	
1	60	PERIL	Mike Visser	111	4	9.00*	9.00	0.75	0.75	0.75	0.75	12.00
2	79	RUFUS	Tucker Smyth	93	4	9.00*	0.75	2.00	6.00	2.00	2.00	12.75
3	18324	ROCK PAPER SCIS	Hans Seegers	72	5	0.75	5.00	4.00	2.00	3.00	6.00*	14.75
4	69399	FLYING CIRCUS	Dave Elliott	72	4	5.00	2.00	3.00	3.00	8.00*	6.00	19.00
5	007	007	Scott Rowley	81	4	2.00	6.00	8.00*	4.00	5.00	6.00	23.00
6	35	ANGEL EYES	Tim DuMontier	78	4	7.00*	3.00	5.00	6.00	4.00	6.00	24.00
7	69051	SPIRIT	Steve Jones	81	5	4.00	7.00*	6.00	6.00	6.00	4.00	26.00
8	12	PAX	Rod Tharp	10	2	3.00	4.00	8.00*	6.00	8.00	6.00	27.00
9	69432	SUNNI SU	Matt Niles	96	4	6.00	10.00*	7.00	5.00	8.00	3.00	29.00
10	64996	WILLIE TIPIT?	Charles Norman	78	1	8.00	10.00*	8.00	6.00	8.00	6.00	36.00
11	7		Drew Phillips	48	1	10.00*	10.00	8.00	6.00	8.00	5.00	37.00
12	69315	BLASTER	Justin Hinchcliffe	120	1	10.00*	10.00	8.00	6.00	8.00	6.00	38.00
Div. Pink	Races: 1 to 6, 1 throw out * = throw out					9 Strt	9 Strt	11 Strt	8 Strt	8 Strt	8 Strt	
1	3220	CHEAP THRILLS	Paul Paroff	186	6	0.75	0.75	0.75	2.00	5.00*	0.75	5.00
2	4157	KATANA		186	4	10.00*	10.00	4.00	0.75	0.75	2.00	17.50
3	64985	LIBERTY	Andy Saller	141	6	3.00	5.00*	5.00	4.00	3.00	3.00	18.00
4	59128	FEVER	Jeff Hogan	212	6	6.00	7.00	6.00	8.00*	4.00	4.00	27.00
5	51496	PANDORA	Bob Connolly	188	3	7.00	10.00*	3.00	3.00	9.00	6.00	28.00
6	61959	HUEVOS RANCHEROES	Eric Egge	162	6	8.00	4.00	10.00*	6.00	6.00	5.00	29.00
7	50105	JOLLY RUMBALOW	Richard Bigley	135	2	11.00*	2.00	2.00	10.00	9.00	6.00	29.00
8	63337	DASH	Garner Miller	135	2	4.00	3.00	12.00*	10.00	9.00	6.00	32.00
9	69927	BALDER II	Myra Downing	144	5	5.00	8.00*	8.00	7.00	8.00	6.00	34.00
10	210	SANS SOUCI	Kevin French	237	4	11.00*	10.00	7.00	5.00	7.00	5.00	34.00
11	394	MAGIC	Henry Brooks	186	3	2.00	9.00*	9.00	10.00	9.00	6.00	36.00
12	2222	PENOZIEQUAH	Richard Wells	231	4	9.00	10.00	11.00*	10.00	2.00	5.00	36.00
13	79128	COLOR MY WORLD	Mark Holt	225	1	11.00	6.00	12.00*	10.00	9.00	6.00	42.00
14	1026	OCCAM	David Henry	213	1	11.00	10.00	12.00*	10.00	9.00	5.00	45.00



Cruise News

As I write this, *TYA* is underway heading for Bedwell Harbor where we are staging for an early morning run to Victoria. We left Swantown almost two months ago and will be out for another four weeks. I am looking forward to our fall meetings where we can all share stories of our summer adventures, racing and cruising.

Our next Cruise is the Commodores' Cruise to Vaughn Bay September 30 to October 2. There will be a potluck on the spit Saturday evening. Enter the bay at half tide or better, and watch your charts for a shoal inside the entrance channel.

Coming up soon is the Halloween Cruise to Longbranch Marina in Filucy Bay October 28-30. This is one of our most

popular Cruises. There will be games, prizes, a costume contest, a decorated boat contest, pumpkin carving, and more!

I am recruiting Cruise helpers. I hope to find a person or couple to help coordinate each Cruise event. If you are looking

for a way to get involved with the club, please give some thought to helping coordinate a cruise event. Contact me at cruises@ssssclub.com.



Jim Larsen, *TYA*
Jarrell Cove

Spectacular summer weather arrived just in time for the June cruise to Jarrell Cove. The wind was light, but the lack of rain and plentiful sunshine raised our spirits. And, the camaraderie was full on! Throughout the weekend, a merry band of Members and non-members enjoyed games on the dock. Small groups gathered in cockpits of the boats on mooring balls, sharing snacks, stories, and laughter. There was hiking in the shady woods, and

kayaking and dinghy exploration in the sun.

On the long, park dock, light jazz was pleasantly drifting from *Chronos*, Scott's Pearson 10 meter racer/cruiser. Bill and Cathy had their chairs and sunshade set up on the dock in front of polished and pretty *Karen Ann*, a solid and seaworthy Pacific Seacraft Dana 24. Also adorning the dock was *Ireland*, a beautifully-appointed and spacious Willard Vega Voyager 30, skippered by her friendly owners Chris and Paul.

Out on the mooring balls was a flotilla of three, *A'huvati*, *Soundhaven*, and *Music*,

who buddy-boated from Swantown. The largest in the cruise fleet, *A'huvati* (my love, in Hebrew), added a stately elegance with her deep blue hull and ocean-going lines. *A'huvati* is a Tayana 42, owned and skippered by Terri and Rob, along with Mo, their salty dog. Myron and Noreen, skippers of *Soundhaven*, an Island Packet 32, sailed their home to the cruise. They liveaboard at Swantown.

And, *Music*, a beautiful Pacific Seacraft 31, was on her first foray out of Swantown, and first SSSS Cruise. Kit Dahl is her new owner and skipper. Welcome to the South Sound, Kit and *Music*!

Saturday evening, five more Members, Alan, Meredith, Loren, Jim and Diane and three more dogs, arrived by land to join in the fun. We had more food than we could possibly eat, lively conversation, and lots of fun. The evening wrapped up with making s'mores over a small fire, while sharing sailing stories. Our potluck began at 17:00; Myron and I were the last to leave at 22:00!

All together, we had 15 people, 6 boats, and 4 dogs in attendance. The consensus

was that we should return to Jarrell Cove in pleasant weather, and make plans for future SSSS gatherings and Cruises, whether formally or informally-organized, in the summer months.

See you on the water!

Noreen Light



Photos by Noreen Light

S-t-S Report

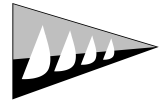
As we start the new SSSS year, we need material for this rag. It is at its best when it reflects the Members. To do that we need your help. We need photos that show those that do not come out what they are missing. We need your stories to give new Members some ideas of the things one can do with a boat.

We have photos of this summer's dinghy and Star races, even some from the June Cruise (to see them go to our web site, ssssclub.com, choose Newsletter, then Current Issues, then S-t-S Photos). But *no photos of PHRF racing* this summer, because no one took any. Next race take your camera. Note phone cameras can get good shots of the action on your boat.

This month's Meeting is going to share some summer cruising stories. If you are reluctant to speak to the group, or they just do not have time for you, share the story with rest of the Membership by writing about it. We have had few cruising stories the last two years. Now that you were free to go where you would, where did you go? You do not need to recount the whole trip. Write us about the best day of the trip, or the worst. What you learned. You should have some stories. Share.

It is your club, your newsletter. It will be as good as you make it.

Steve Worcester



Death of a Sailor: George Hansen

I received the following email: Steve, Just a short message to the Club about a founding Member. George has joined his beloved first mate Betty to sail the Salish Sea for all eternity. So if you are out on a race or a cruise and you catch a glimpse of the *Tinka* or *Vela* coming in and out of the mist with their little dog Willie standing on the bow, please give a wave to George and Betty. Here's wishing the three of them, fair winds and following seas.

Erik Hansen

It is truly the end of an era. SSSS without George and Betty is a different place. We lost a Founding Member, one who has been a Member ever since. He and Betty were awarded a Life Membership for all they did for the Club. They did everything from board officer to

official greeters. They participated in everything and usually got involved in making it run better. I find myself saying again much of what I said just over a year ago when Betty died. That is because they were truly a team.

When I first met George, 30 years ago he was an active cruiser, both with the Club and on their own. He pooh-poohed racing and racers, even as he was starting to race *Vela*. He became a convert as he realized racing is as much about knowing the wind and currents as it is about going fast. Light air days often saw *Vela* creep up on those starting five minutes earlier, even pass them. All the while trailing wood smoke as Betty baked sausage rolls when not trimming the jib. She would toss you a roll if you were close enough. They were good.

The racing bug bit enough he started reading about high performance sailing. He and Betty joined the Star Fleet, racing a Star until they had to admit that the body ages even if the spirit does not. They still helped run the Black Star Regatta, with meetings held in the shop.

George was an engineer by profession and temperament. Want a knot log? Take a junk yard speedometer, carve the propeller, and all he had left to do was calibrate it. Sail high down wind for speed, or low because it is the shortest distance? He made simple analog calculators to tell



you if the speed was worth the distance. He and Betty were regulars at the S-t-S mailings, prompting him to build a device to fold several S-t-S at a time. To get up and down the path between the house and the boat with gear, he had small cart powered by a lawnmower motor, which did not come standard.

He had a shop that would be the envy of any home shop. It was a wood shop, it was machine shop, and who knows what else. For years he invited Members to use the shop to fix their boats, cost of materials only. He had cards printed reading Gudenuph Boat Works and a standing ad in the S-t-S. George long maintained that good enough is all you wanted, more than that was a waste. As often as not, he ended up doing much of the work. He did not always follow that philosophy though; most of his work was high quality.



photos: Thera Black

First CV Wednesday Series

Transition was the RC Boat. Thank you.

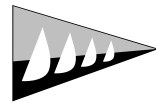
place	Sail No.	Yacht Name	Skipper Name	Rating	#Str	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Div. Green Races: 1 to 6, 1 throw out * = throw out												
1	12	PAX	Rod Tharp		10	6	0.75	0.75	4.00*	0.75	3.00	7.25
2	18324	ROCK PAPER SCIS	Hans Seegers		72	6	2.00	4.00*	0.75	2.00	2.00	9.75
3	69315	BLASTER	Justin Hinchcliffe		120	3	4.00	2.00	3.00	4.00	8.00*	21.00
4	79	RUFUS	Tucker Smyth		93	3	6.00	3.00	8.00*	4.00	0.75	21.75
5	60	PERIL	Mike Visser		111	3	10.00*	8.00	2.00	4.00	7.00	21.75
6	10115	ZIG ZAG	Aaron Schofield		75	3	5.00	8.00*	5.00	4.00	4.00	26.00
7	79089	LIGHTLY SALTED	Mel Schaefer		84	2	3.00	8.00	8.00	4.00	8.00*	27.00
7	69051	SPIRIT	Steve Jones		81	4	7.00	5.00	6.00	4.00	8.00*	27.00
9	69399	FLYING CIRCUS	Dave Elliott		72	1	10.00*	8.00	8.00	4.00	5.00	33.00
10	35	ANGEL EYES	Tim DuMontier		78	2	8.00*	6.00	8.00	4.00	8.00	34.00
11	007	007	Scott Rowley		81	1	10.00*	8.00	8.00	4.00	6.00	34.00
11	69432	SUNNISU	Matt Niles		96	1	10.00*	8.00	8.00	4.00	8.00	34.00
Div. Pink Races: 1 to 6, 1 throw out * = throw out												
1	3220	CHEAP THRILLS	Paul Paroff		186	5	0.75	4.00*	0.75	0.75	0.75	3.75
2	394	MAGIC	Henry Brooks		186	4	6.00*	4.00	2.00	3.00	2.00	13.00
3	63337	DASH	Garner Miller		135	3	6.00	4.00	4.00	2.00	11.00*	19.00
4	69927	BALDER II	Myra Downing		144	4	2.00	4.00	11.00*	6.00	5.00	21.00
5	51496	PANDORA	Bob Connolly		188	4	6.00	4.00	3.00	7.00*	3.00	22.00
6	59128	FEVER	Jeff Hogan		212	6	3.00	0.75	5.00	9.00*	8.00	23.75
7	64985	LIBERTY	Andy Saller		141	3	6.00	4.00	11.00*	4.00	7.00	26.00
8	61959	EGGSTRATION	Eric Egge		162	5	6.00	2.00	6.00	8.00*	6.00	28.00
9	381	YONDER STAR	Gam Tibbett		171	2	6.00	4.00	7.00	5.00	11.00	33.00
10	50105	JOLLY RUMBALOW	Richard Bigley		135	2	6.00	4.00	11.00	10.00*	4.00	34.00
11	2222	PENOZIEQUAH	Richard Wells		231	5	5.00	4.00	9.00	9.00	9.00	36.00
12	210	SANS SOUCI	Kevin French		237	2	4.00	4.00	8.00	10.00	11.00*	37.00
13	4157	KATANA			186	1	6.00	3.00	11.00	10.00	11.00	41.00

Suspended high over the table saw was a box that could be easily lowered to sit on the table saw. On the top of the box was a working model train layout, complete with tunnels and landscaping.

One of the last times I saw George and Betty they were on their lawn sitting in the shade, happy hosts. Of the Race to Somewhere BBQ/potluck. The racers were getting ready for the race back.

George and Betty will be missed. It sounds trite, but we may not see their likes again.

Steve Worcester



Harstine GT Wrap-up

The second annual Harstine GT, a two day dinghy race around Harstine Island was completed June 4th and 5th, and it was a blast! This article hopes to illustrate the fun had by all and also to note lessons learned. First lesson: Nine boats

participated, and one of those was a kayak. Our question for next year, Should we have two classes given that it is not a long race and a light wind weekend would significantly favor the kayak? The race began off of Boston Harbor at 09:00. The wind was very light, and paddles replaced sails. The boats headed toward the pass between Hope Island and Squaxin, hugging the shore to avoid adverse current.

Grant Tibbets on the kayak did really well on Day 1, finishing about two hours ahead of the other boats, as well as Jim Findley's Hobie Trimaran equipped with a pedal-paddle system. The time is significant because there is no handicap. The boat who completes the race over the two days in the fastest time wins. As you will see later in this article that things were different on the second day. But all in all, everyone arrived in Jarrell Marina by 15:00 and were dry.

Our second lesson: Most sailboats can't get under the Harstine Bridge. Everything worked great because we had great volunteers who went around the other side and could meet the boats after they passed under the bridge. We are noting that it would be great to get at least one more boat without a mast for the first day.

Third lesson: There is a lot of gear, supplies, and food that needs to be transported. We knew it would be critical for those racing to have dry clothes when they got in, given our history of rain. We also knew that, again the rain challenge,

that we needed awnings, chairs, and firewood, in addition to food and camping gear. We thought we were set when Joyce Mercuri volunteered to assist Myra. We sadly learned our ability to gauge the amount we could carry was skewed so thank God for Michelle Wells who came to the rescue with her vehicle (she gave up breakfast for us too).

Fourth lesson: Do not buy cheap beer.

We came home with 27 cans of Budweiser, (which was used for the June Cruise). Luckily we had one case of Amber Ale and some pretty good box wine.

The fifth lesson was unfortunate. Saturday



GT photos by Joe Downing

night, after everyone set up their tents, we had a nice dinner, exchange of stories at the campfire and everyone warm and toasty because of six awnings that had been set up. We all went to bed feeling pretty good and dry given that the torrential rain

was about to set in. Ah, this is the lesson: When you have had to drain the rain many times that gathered on the top of one particular awning, it might be a good idea to take that one down before you go to bed. This would have prevented the poles from breaking because of the amount of rain that accumulated on the top during the night.

Next morning, breakfast was provided (the menu will change next year) and to-go snack bags were given to the racers. Tents were taken down and cars and boats were loaded with gear and supplies.

The rain let up for the second day with a freshening breeze. The start was right off of the mouth of Jarrell Cove at 10:00., to coincide with favorable current. All boats got going pretty quick, with the two Thistles in the lead at Dougall Point. After the turn south into Case Inlet, the wind was 8-12 knt., a perfect day of sailing. The Flying Dutchman really showed what it could do with the crew out on the trapeze!! It was fun to watch each type of boat deal with the wind and now adverse current through Dana Passage.

The finish line was set up just east of Boston Harbor to take finishers. The Flying Dutchman held their lead from east of Dana Passage, and finished first. Dave Shanley on the Thistle got 2nd place with an elapsed time of just one minute slower.

Sixth and final lesson. The Downings personally want to thank South Sound Sailing Society for sponsoring this event because it did greatly in covering costs. We now can set a more accurate budget for the coming years and SSSS will have an amazing event each year.

In closing, we want to thank the people

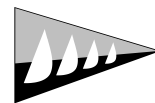
who took the time to be chase boats, assist in set up and take down, transport gear, design the T-shirts and prepare food. Land side help: Joyce Mercuri, Michelle Aguilar Wells, and Kevin French. Chase boat skippers: Darris Baldrige, Noreen Light and Myron Hotinger, Glen and Irene Hunter, SSSS Commodore Alan Hoffman, and Jim Slosson. Committee

Boat: Alex Broman.

We want to thank South Sound Sailing Society for helping to sponsor this event. The event went well, and we hope to have even more participants next year. Billed as the South Sound version of Race to Alaska, the winner got a trophy and the second place boat got a set of steak knives!! Please consider coming out for the fun next year if you have a dinghy or kayak.

Joe and Myra Downing





Scorer's Report: Come Race

If you have been thinking of starting to race your boat with us, now, the beginning of the season, is a good time.

If you want to learn to sail, you have to sail. Books and classes are good, but to really learn to sail, you need to spend time on the water *sailing*, in a wide variety of conditions. Racing gets you out on a schedule: you go regardless of the weather, which is usually better than predicted. You *sail*. Light wind is no excuse for powering. Heavy wind is no excuse for powering. You sail to weather. To judge your performance there are other boats to compare to. It is hard to know how you are doing when you are the only one there. You need to see how other boats handle the conditions. And you can learn from what they do. Further, if you like to sail, racing is fun.

If you have questions about how to get started, ask: your handicapper, the RC Chair Eric Egge, or yours truly.

To Register: First you need to get a handicap: see Rafe Beswick for an official PHRF handicap good anywhere on the Salish Sea, or Richard Bigley for a local no spinnaker handicap. The former costs. If you do not have numbers on your sail, you will need some. This can be black tape, store bought numbers, or a sail maker can attach them. We reinstated the Race Fee, \$35, this year, so remember when you pay your dues.

Then you need to tell me your **Boat Name, Sail Number, and Handicap**. The computer needs that to score you. I would like to know your **Name** and the **Type of boat**. Before you race please. You can email me from the water.

Once you are scored for a race, you know you are in the system. The boat is registered next race, next year, until ... we change the app. Just come out; you need do nothing more unless/until you do something to change your handicap.

Steve Worcester

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@ssssclub.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 Baldridge	(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

Single Handed Race August 6

An unnamed Yamaha 33 was the RC boat. Thank you.

Drew Phillips took first with his new multihull. As was said when the *America* first won the Cup, there is no second.

Double Handed Race August 7

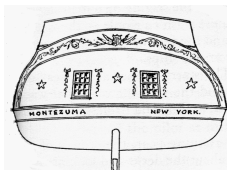
An unnamed Yamaha 33 was the RC boat. Thank you.

Start Time:	15:23	Distance:	1.9 nm	Finish	Correctd
Points	Sail No.	Yacht Name	Yacht Type	Rating	Time
0.75	69432	SUNNISU	HOB33	96	16:03:08 16:00:06
2.00	007 007	J 99	81	16:19:27	16:16:53
3.00	59128	FEVER	SJ 28	212	16:51:15 16:44:32

Harstine GT

Total elapsed time for two days:

Mark Boydston, Flying Dutchman	6:47:09
Dave Shanley, Thistle	6:48:03
Grant Tibbetts, Kayak	7:00:19
Grant Gridley, Thistle	7:16:09
Jim Finley, Hobie Tandem Mirage	8:38:55
Ben Cornett, Daysailor	8:54:02
Garner Miller, Laser	9:01:27
Adam Brown, Boston Whaler Harpoon	9:35:28
Kevin French, Boston Whaler Harpoon	DNF



Aloft Marine llc

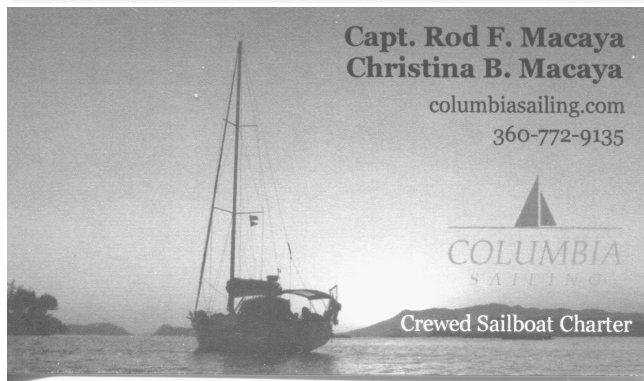
Rigging - Electronics - Maintenance

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



EVERGREEN RIGGING

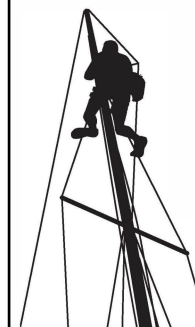
Cliff Hennen

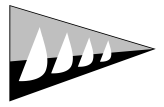
(360) 207-5016 · (206) 718-5582

evergreenrigging@gmail.com
www.evergreenrigging.com

Splicing • Swaging • Inspections • Furlers • Repairs

FULL SERVICE RIG SHOP NOW BASED IN OLYMPIA





Portsmouth Races June



photos by Steve Worcester

More photos on our site
Newsletter/Current Issue/ S-T-S Photos



Take
your
Camera
Sailing



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

FIXED BRIDGE
HOR CL 21 FT
VERT CL 16 FT
Fair Harbor
Piles
PA

FIXED BRIDGE
HOR CL 22 FT
VERT CL 14 FT
OVHD PWR CAB
AUTH CL 30 FT
Grapeview

