

## March Meeting: Budd Inlet Restoration: the Plan?

For those of us who have the good fortune to spend time on the waters of Budd Inlet, we know how beautiful it can be. However, we also experience many days when the waters are dark red or swarming with smacks of jellyfish, and we warn our children and grandchildren do not wade in the waters off Squaxin Park.

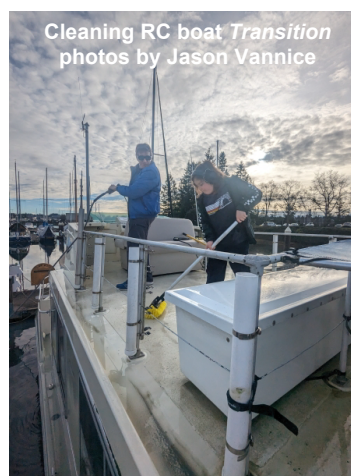
The Olympia harbor has a history of shoreline industrial development, primarily related to the timber industry. These companies dumped timber waste, creosote, and other contaminants that continue to plague the inlet's water quality and sea life.

At our March 12 Meeting, we will hear from Jonathon Wolf who will share information about the Port of Olympia major dredging and cleanup project to restore the waters in southern Budd Inlet. He will share the history of the port as it relates to legacy contamination, how we got to this point, the port's Agreed Order with the Washington Department of Ecology, and how the port intends to fund such a massive project. There will also be time for questions and answers.

Jonathon is the Budd Inlet Project Manager for the Port of Olympia. For the previous 19 years he was the Deputy Director of Natural Resources for the Skokomish Indian Tribe. In this role, he helped oversee the Skokomish River and Estuary restoration project. He has lived in the Olympia area for 35 years and has close ties to Budd Inlet.

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.

We hope to see you there.



Bob Butts, Emma Lee

Cleaning RC boat *Transition*  
photos by Jason Vannice

Board Meeting  
**March 5**

Skookum Inlet Race  
**March 9**

OYC Classes  
March 9-10

Star Meeting  
**March 11**

Carl Buchan 17:00  
Planning Meeting 18:00

General Meeting  
**March 12**

Visitors Welcome

Doors open at 18:30 meeting starts 19:00

Islands Race GHYC  
**March 16**

Last Southern Sound Series race

Dinghy Meeting  
**March 21**

Tug Boat Annies 18:00

Board Meeting  
**April 2**

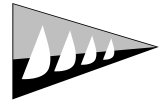
McAllister Creek Race  
**April 6**

OYC Solar Class  
April 6

General Meeting  
**April 9**

Sailing to New Zealand  
Visitors Welcome

Doors open at 18:30 meeting starts 19:00



## RC Report

Late Winter Racing  
Inlet and Southern Sound Series

As I am sitting here the day before Toliva writing about upcoming race events in March. The sun is shining through the windows and I'm getting an early case of Spring Fever. By the time you read this newsletter we would have had a full weekend of Toliva Shoal Events with at least a 25% increase in racers. Rumor has it we have more race boats coming to town.

Henderson Inlet had no wind, but 18 boats showed up in the fog. All good signs we are getting the racing bug again! If the numbers continue to increase, we have had

interest in starting up a casual race division. This division would not fly spinnakers and would still start and be scored with Division Two, but would also have an additional score for a non -flying sails division. Just give me some feedback. Or better yet, just sign up for racing and show us on the course.

Our local March Schedule we will continue with the Inlet Series, check the Season Standings, with two races to go and only one completed there is plenty of opportunity to get on the scoreboard. Or just have a great sail with your friends.

On the Southern Sound Series schedule, Gig Harbor Islands Race is always a nice up and back on Colvos Passage next to Vashon and Blake Islands, last in this great winter series. I always feel this is the turning point for our racing season.

The other Club fleets, Star class and Dinghy Fleets will be meeting and planning their activities for the season. Check the calendar for times and locations. I know Carl Buchan is going to do a Zoom meeting with the Star Fleet for tuning questions. If you can master a Star mast, you can sail anything! Visitors welcome.

Hopefully this enough to keep you busy in March! If not, there is always Spring Cleaning on the boat!

**Derek DeCouteau, Aurora and Misty**



Port Townsend Cruise photo top right by Jim Findley others by Jim Larsen

## Land Cruise to Port Townsend

Wow, what a difference three weeks makes. Our first ever try at a Land Cruise, ie. drive to someplace warm and cozy for a winter Cruise, was suppose to be on January 5 to 7 and as you might remember it was 20 degrees with the wind chill in the low teens. So we postponed it to January 26 to 28 and what a difference. 50 degrees and no rain!! But lots of wind. Turns out Port Townsend is sometimes in the rain shadow of the Olympics



and this weekend was one of those times.

Many of us arrived on Friday, got settled in to our rooms, did a little

window shopping and excursions, then went to dinner at the Sirens Pub. After dinner some stayed and played some of the games that they have on hand.

Saturday was more excursions and shopping, with trips to a boat yard and an attempt to fly kites; almost got my arms pulled out of their sockets. Then dinner at Doc's Marina Grill at Point Hudson. We had 13 people representing 7 different boats. Great turnout for a winter cruise!

**Jim Findley: Night Wind / The Flag Ship (Star) / Lido 14 / and The Green**

## Star Fleet Meeting

March 11, View Point Room  
The Budd Inlet Star Fleet, One

Design, is also waking up after the long winter. We will be having a meeting on Monday March 11 at the View Point Room starting at 17:00. From 17:00 to 18:00 we will have a presentation via

zoom from Carl Buchan, a legendary Star racer. He will be giving us hints on how to make our boats go faster. Then from 18:00 to 20:00 we will have the general meeting.

Come if you are the slightest bit interested as there are skippers that need crew and word has it that there might be a turn-key boat available at a very low price.

**Jim Findley**

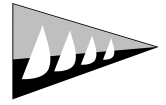
## Spring Dinghy Meeting

The small boat racing season is just around the corner. If you have a sailboat that is 20 feet or less and doesn't have a fixed keel, think about bringing it out this summer and sail around with some

fellow sailors on a Thursday nights.

If you are interested, try to come to our Spring Dinghy Fleet meeting in the View Point Room under Tug Boat Annies at West Bay Marina on March 21<sup>st</sup> at 18:00. Everybody is welcome so come and meet the gang and ask any questions you might have.

**Jim Findley, Night Wind / Lido**



## Toliva Shoal Wrap-Up

This year's Toliva Shoal Race, co-sponsored by the SSSS and OYC, is now in the books. In many ways, it was classic Toliva. Snow on the ground? Check. Fluky winds? Check. Mix of mist, rain, and sunbreaks? Check. Awesome Friday night pre-race party? Check.

Bob and Linda Hargreaves took over this year's food preparation, with Thera Black, who has assumed this responsibility for years, backing them up. This year, 96 people attended the dinner, up from 68 last year. And what a meal it was! Racers enjoyed pulled pork, mac and cheese, beans, salad and more. Breaking bread together is one of the joys of this event, with participants exchanging tales of past glories and checking weather reports in anticipation of the next day's race.

52 boats entered this year. In addition to



Toliva dinner and quilt photos by Lisa Mighetto

racers from the Olympia area, participants came from Des Moines, Gig Harbor, Tacoma, and Seattle. Joe Downing and Richard Wells won the long-distance

## OYC Electrical and Solar Classes

The Olympia Yacht Club is presenting four Marine Electrical classes during the weekend of March 9-10 that will be taught by Jerry Budelman. The classes are open to all Puget Sound boaters and will be at the Yacht Club. In addition, classes on Solar power for boaters will be taught on April 6.

Cost is \$30 per class. Visit web sites below for details and registration

### Saturday, March 9<sup>th</sup>

Introduction to Marine DC Electrical Systems (08:00 to 12:00) - <https://oyc-intro-to-dc-electrical-systems.bpt.me>

Introduction to Marine AC Electrical Systems (13:30 to 17:30) - <https://oyc-intro-to-ac-electrical-systems.bpt.me>

attendance award, flying in from Tucson just for this event. 2024 marked the 14<sup>th</sup> Toliva for both of them. "it's a great and challenging course," Joe commented. "You can't race in Arizona like this."

Comparing notes over soup and bread at the after party, many racers seemed pleased that the course was shortened at the Toliva Shoal marker.

It takes many people to put on a successful race like this. Huge thanks go to Bill Sheldon, *Transition*, PRO, and the committee boats and their crews: Eric Hurlburt, *Patina*; Bill Ruecker, *Andalan*; and Bill Wilmovsky, *True North*. Susan McRae once again handled the registration, a task she has taken on for many years. Alex Bromen served as race social chair and stayed until the very last minute before boarding a plane to Hawaii. Bob and Linda Hargreaves and their galley crew, including Thera Black, provided dinner, breakfast, and post-race soup.

Jill Floberg collected money for the meals, while Steve Worster kept the race finances straight. Frank Mighetto had the fun job of

getting the beer and bartending. Jan Anderson permitted her sailboat photo to be used on this year's striking red tee shirts. The City of Olympia Percival Landing provided complimentary moorage to race participants.

Paying homage to past Tolivas, John Sherman and Debra Nickerson created and donated a quilt made of Toliva tee shirts dating back to 1997, which drew \$400 for youth sailing.

Thanks to all who assisted, participated, and contributed, ensuring that this Race will continue as the South Sound's best party and most challenging race.

**Lisa Mighetto**



## The Pirates of Budd Inlet

*Lately our Meetings have started with Jim Larsen leading the singing of this song, which he wrote. It is sung to the tune of The Wellerman*

Chorus: Hey hey we're here to say, "Starboard has the right of way" Make room at the mark, get out of my way. We're the Pirates of Budd Inlet.

*Koosah* is a boat that you must fear. Watch your women when she is near. She'll steel your crew and then she'll jeer, "We're the Pirates of Budd Inlet!"

There once was a sickness shared by two, the name on the side was *Folie A Deux*. Now she's out in front of you. The Pirates of Budd Inlet.

Some of them pirates, they see Stars. They sail so fast they sail past Mars. Faster in boats than they are in cars, they're the Pirates of Budd Inlet.

Skippers hang their heads down low, when they're passed by *Jolly Rumbalow*. He just smiles 'cause don't you know, they're the Pirates of Budd Inlet.

Don't you worry now, just relax. Everyone's gonna get passed by *Pax*. Sorry to say it's just the facts. They're the Pirates of Budd Inlet.

*Yardbird* is a boat that likes the beach. She can reach the beach in just one reach. Even if the beach is out of reach. They're the Pirates of Budd Inlet.

Toliva Shoal is a really big race. People-come-from all over the place. They come down here 'cause they want to race the Pirates of Budd Inlet.

### Sunday, March 10<sup>th</sup>

Intermediate Marine Electrical Systems (08:00 to 12:00) - <https://oyc-intermediate-marine-electrical.bpt.me>

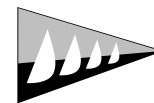
Electrical Troubleshooting for Marine Electrical Systems (13:30 to 17:30) - <https://oyc-electrical-troubleshooting.bpt.me>

### Saturday, April 6<sup>th</sup>

Introduction to Solar Power for Boats (8:00 to 10:00) - <https://oyc-introduction-to-solar.bpt.me>

Intermediate Solar Power for DIY Boaters (10:00 to Noon) - <https://oyc-intermediate-solar-power.bpt.me>

Lithium Batteries for Boaters (13:30 to 15:30) - <https://oyc-lithium-batteries.bpt.me>



## Death of a Sailor: Eight Bells, Tryna Norberg

We lost our dear friend and crew Tyrna Norberg on February 7. We met Tryna at a Meeting in the early 1990s, shortly after we decided to start racing *Dark Star*. When she raised her hand as interested in crewing, I noticed she was very fashionably dressed and had long, impeccably manicured fingernails. We had some doubts about whether she would enjoy racing but we took a chance and forged what became a decades long friendship with an incredibly determined, strong woman.

Tryna introduced her two children, Tara and Josh, to sailing while they were still babes in arms. She told us of sailing out of Shilshole Marina and cruises in the San Juans with Tara tethered in the cockpit while Tryna tended to the needs of Josh, who was still an infant.

Her local knowledge of the waters off Shilshole came in handy when she joined a group of SSSS ladies to compete in the Adams Cup in 2000. Despite no experience with

the Etchells 22 used in the regatta, Tryna and the rest of the crew were undaunted, remembering that we were there for the fun!

Tryna always brought joy, a radiant smile and twinkle in her eye to everything she did. She cruised on several SSSS boats in addition to racing with Roger Edwards on *Kaitlin* and us on both *Dark Star* and *Liberty*. She was a constant volunteer for SSSS events, including many years in the Toliva Kitchen.

Off the water she had strong compassion and convictions for helping others. She worked with at-risk youth while teaching in Chehalis. She was instrumental in getting funding and setting up a daycare program to enable young mothers to finish their education. She also volunteered at the Olympia Senior Center.

Tryna loved to travel. She had several blue water adventures, including crewing on a boat that sailed the South Pacific. She rowed with O.A.R., painted in watercolors, hiked in Ireland, Scotland, Spain, and Portugal and joined a group of educators traveling to Cuba.

She passed away peacefully at Garden Court Memory Center where she resided for her last days with us on earth.

Fair winds, my friend.

Dee Saller, *Liberty*



Toliva Shoal photo by Mike Gowrylow

## Season Championship Standings, as of Henderson Inlet

	total points	Number of Races
<b>Division 1</b>		
Mako	5.25	4
Pax	9.00	4
Rufus	2.75	2
Bodacious	7.00	2
Spirit	9.00	2
Gru	9.00	2
Sunnisu	0.75	1
Angel Eyes	2.00	1
Flying Circus	3.00	1
Rock, Paper Scissors	3.00	1
McSwoosh	4.00	1
Raven's Haven	5.00	1
<b>Division 2</b>		
Aurora	6.50	4
Koosah	16.00	4
Jolly Rumbalow	11.00	3
Folie A Deux	12.00	3
Liberty	1.50	2
Reiff	2.75	2
Kokeshi	9.00	2
Dash	2.00	1
Balder 2	3.00	1
Emma Lee	5.00	1
Color My World	7.00	1
Dreamtime	7.00	1
Echo	8.00	1
Junior	8.00	1

You need to *finish* eight races to qualify, Fall Series through Spring Series. Only your best eight count, except to break ties. See our Sailing Instructions for the details.

## SSSS boats at the Toliva Shoal Race SSSS/OYC

Third Southern Sound Series Race

Pax First to Finish

1	Aurora	PHRF 7	6 0A
2	Rock, Paper,...	PHRF 4	7 0A
3	Redline	PHRF 5	13 0A
3	Balder 2	PHRF 6	14 0A
3	Flying Circus	PHRF 4	16 0A
4	Bodacious	PHRF 6	18 0A
4	Angel Eyes	PHRF 4	24 0A
5	Shaka	PHRF 5	19 0A
5	Folie `a Deu	PHRF 6	20 0A
6	Strider	PHRF 6	27 0A
7	Ravens Haven	PHRF 4	31 0A
9	Magic Dragon	PHRF 5	41 0A
10	007	PHRF 4	40 0A
1	Koosah	Cruising NFS	
2	Emma Lee	Cruising NFS	
3	Echo	Cruising NFS	
4	Yoner Star	Commodores'	
1	Jolly Rumbalow	nonPHRF	
2	Moku Lea	nonPHRF	

### SSSS Teams

SSSS 1, Mako, Aurora, Strider

3<sup>rd</sup> 77/247 pts.

SSSS 2, Ravens Haven, Magic Dragon,

Folie a Deux 5<sup>th</sup> 92/276 pts.

## Boating Safety

You start talking boating safety and right away people start talking about things you can buy, many of which has little to do with being safe. If you are using your PDF for its intended purpose, you are not safe but in danger. You do not fire off a flare to tell the world you are safe. The fire extinguisher will not prevent a fire. Emergency equipment is good to have, you need to plan for emergencies. However safety is about not ever having to use that equipment.

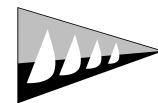
A well built and well maintained boat is your primary safety gear. It will go a long way toward keeping you safe. Checking the rigging is more of a safety check than counting PDFs.

Emergency planning is important. But you should not confuse buying emergency gear with planning for being safe, for avoiding emergencies. As they say, safety is no accident.

There is equipment that can help you stay safe. Like radar reflectors, lights, and charts and other navigational aids, from binoculars to AIS. But safety begins with, and depends on, a sound well maintained boat.

## Holiday Auction a Success

At the December Meeting we raised \$30,460 for the Food Bank. That is three thousand more than last year! More than double what we raised in 2018! Thank you SSSS!



## Gone South

Oh! The places you sail, when you have a trailer!

*Sweethaven* is a 1983 Pacific Seacraft Flicka 20, sailed by Members Noreen Light and Myron Hotinger. Essentially, she is our escape from the winter weather of Washington State. Of course, we still enjoy the seductive summers of the Salish Sea on our mothership, *Soundhaven*, a 1990 Island Packet 32.

We spent two summer-like winters (2021-22, 2022-23) in the Sea of Cortez, followed by an outstanding summer of 2023 in Washington and British Columbia, buddy-boating with Members Kim Rose and Cabot

Thomas on *Fair Wind*, an electric Rawson 30. In Fall of 2023, we packed *Sweethaven* up, loaded her on her trailer, and took her on a road trip from the Sea of Cortez across all of the southern U.S. Just before Thanksgiving, we launched her in Indiantown, Florida.

Heading west along the Okeechobee Waterway, *Sweethaven's* 3.5' draft was greatly appreciated, as we quickly learned that depths in the waterway were usually under 10'. We learned how to get through locks and request bridge openings, yes even for our little 35' mast, and tie up to pilings without finger piers. We learned that 7' of water is plenty for an anchorage, if you only draw half of that, and the tidal exchange will be 1'.

We learned to call approaching power boats zooming up behind us and ask for a "slow pass" in the narrow, shallow channels. And we affirmed that crab pots and, now, lobster trap floats are, indeed, the bane of our existence.

About the waters of Florida, we learned:

Brown, brown, you'll go aground.

White, white, you might.

Green, green, nice and clean.

Blue, blue, sail on through.

We also learned that wandering even a few feet outside of the marked channel means going aground. Fortunately, the bottom is sand, and it doesn't take much to move our little boat. Still, we were glad to have Towboat US coverage. Sadly, we also learned that we would be motoring much of the way until we were in less constricted waterways.



And we learned that Florida weather can be fickle and furious. Yes, we check the weather reports, watch the radar, and monitor the barometric

pressure. But sometimes, you just get caught with more wind, bigger waves, current, pouring rain, and hail. Then the sun comes out and you forget all about the wicked weather moments.

We thoroughly enjoyed the small towns and relaxed feel of libraries and coffee shops along the Okeechobee. We appreciated the warm welcome from Floridian boaters and fellow cruisers along the way.

As we approached the Big City of Fort Myers Beach, boating traffic picked up. We were getting waked. A lot. Sometimes on both sides at the same time. Sheesh!

Still, Fort Myers Beach had lots to offer. New mooring balls, hot showers, buses, white sandy beaches, happy hour specials, and grocery stores. We enjoyed these and other luxuries but were yearning for quiet places again.



We headed up to Cayo Costo State Park, where, lo and behold, we met another Flicka! Again, our shallow draft allowed us to snug up to a quiet corner, surrounded on three sides by mangroves, with just enough wind to keep the bugs away.

Next, we headed south, along the less-populated west coast

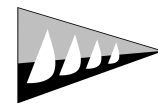
of Florida, spending some time in solitude tucked into anchorages in the Everglades National Park. Because we were further offshore (10-20' of water), we had room to sail again. It was heavenly.

Along the way, wildlife sightings included manatees, dolphins, storks, pelicans, alligators, butterflies, a sea turtle, crabs, and more.

Our last leg of the southbound trip was planned from Little Shark River to Marathon. An engine complication, and a change in routing to Bahia Honda State Park, resulted in a 12.5 hour day with navigation around a large shoal area, through a segment of bridge, and into a narrow entrance to the park marina; the entrance having a controlling depth of 4'. We arrived at low tide on a +.11. We went for it and apparently those few inches or so were just enough. We made it.

We are currently exploring the Keys. From quiet anchorages to an ooh-la-la marina with a pool, we're having a grand adventure. Stay tuned for further reports from *Sweethaven*.

**Noreen Light**



## Jedediah Island

*This is the first of two parts. John will finish the story from his visit to the Provincial Park next month.*

It was not an auspicious start to our first visit to Jedediah Island Provincial Park, tucked away in Sabine Channel between Texada and Lasquiti Islands in the center of the Strait of Georgia.

Part of Jedediah Island's charm is that it is not easy to reach. After celebrating Canada Day with a seriously Paleo-meal at the Saturna Island Lamb Festival, we meandered our way through the Gulf Islands, avoided grounding in and out of Pirate's Cove, and spent several delightful days eating our way through Nanaimo's bars, restaurants, and ethnic grocery stores.

Then came some careful northbound piloting, skirting the infamous Area Whisky Golf where the Royal Canadian Navy likes to blow up torpedoes and other instruments of nautical destruction. Once past Ballenas Islands, however, it's a straight shot due north past Squitty Bay on Lasquiti, then traversing Bull Passage to approach Jedediah Island from the west.

Deep Bay on the Northwest corner of the Island was our chosen destination. There are several other bays available, however Deep Bay was recommended in the cruising guide as the best all-weather anchorage. So why not sleep soundly? And while we arrived in the late afternoon, there were still a few places to drop anchor and stern tie despite the half-dozen or so boats already moored in the anchorage.

Deep Bay, it turns out, is small but appropriately named, surrounded by a steep, rocky shore which plunges straight into the water. Your typical South Puget Sound skipper doesn't get much practice stern-tying, but among the small, rocky bays of the Canadian islands, it is necessary to master the practice in order to fit as many boats as possible into limited real estate.

Picking a likely spot, we dropped our 45 lb CQR in the center of the bay and



*Grendel* at anchor, finally, in Deep Bay photo: John Sherman

backed carefully toward shore. Once the anchor arrested stern way, I held the boat in position with the engine on low RPM while Deb clambered into the dink, paid out our floating stern line, beached the dink, reeved the stern line through a thoughtfully-placed eyebolt buried in the rock, and retraced her journey back to *Grendel*, tying the bitter end of the stern line to a stern cleat.

So far, so good, earning a possible 8/10 score from the several onlookers refreshing themselves on their sun-decks with umbrella drinks.

After putting the engine in neutral, however, *Grendel* sprang forward toward the center of the bay, threatening to block ingress and egress for the few boats anchored near the head of the bay.

Clearly, I had underestimated the depth of the bay and put out insufficient rode.

No problem, merely go forward and pay out some additional rode while crew backs down slowly toward shore under power, then take up the floating stern line to tuck in closer to shore. This worked well...for about ten seconds...whereupon a sudden silence descended upon Deep Bay as *Grendel's* engine came to an abrupt and unceremonious halt with the stern line securely and thoroughly wrapped around the prop. Didn't I say "floating" stern line? Yeah, well...it floats...until it doesn't.

As the onlookers were all busy revising their scorecards, and flushed with embarrassment at my own ineptitude, I grabbed mask, snorkel, and a sharp knife and leaped into the water as if I were merely refreshing myself after a long, hot passage. Fortunately, the line was not tightly bound around the prop shaft, and with a couple of trips to the surface for gulps of air, I managed to untangle the mess until the stern line floated freely. Thereafter, *Grendel's* stern was snuggled up some 30 feet from shore by alternately releasing the anchor rode and taking up the stern line by hand. Much to recommend for that method, in retrospect. "Hand-bombing", as Canadians call vessel re-location sans-engine.

The rest of the evening passed uneventfully. After dinner and drinks, and carefully monitoring our depth against the predicted tide levels, we retired, secure in the knowledge that we wouldn't ground in the middle of the night and spoil our peaceful sleep in this "all-weather" anchorage. The tide was rising, after all, and wouldn't go low until mid-morning the following day.

All was fine as we drifted off to sleep after a long and eventful day. Until it wasn't....

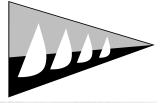
**John Sherman, *Grendel***

## S-t-S Report

Don't you find this rag better with stories like Noreen's and John's? We need more. If you have been using your boat, you have at least one good story. We want to hear from you.



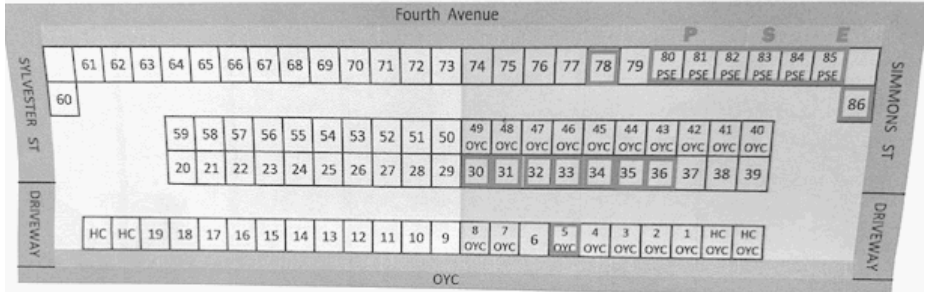
Toliva Shoal Race photo by Mike Gowrylow



## Harstine GT 4.0

Last years Harstine GT 3.0 was such a rousing success that we decided to try it again. In case you've never heard of the Harstine GT, it is a race/adventure cruise around Harstine Island starting and finishing at Boston Harbor with an overnight stay at Jarrell's Cove State Park. Your cost of admission includes a hamburger dinner, a beautiful tee shirt, some gorgeous scenery and a chance to sleep on your boat or in your tent on the ground. So, mark June first and second on your calendar for a weekend load of adventure fun. There is a 15 boat limit so don't delay. Any questions, email dinghy@ssssclub.com.

**Jim Findley.**



### Parking at Meetings

Above is the OYC parking map for the lot between the fence and the street. Spaces on the left are rented by the Oyster House. Spaces heavily outlined are also leased. You can park in the others.

*Note: the status of the spaces may change.*

## 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

Custom 36' 2008 **Gaff Ketch Motorsailer**. AK veteran. Spacious, seakindly, efficient family fun. Sleeps 6. NWSWB-built. Easy to maintain, all silicone bronze fastened woody. New 12" electronics. Achilles RIB. At Martin's A. \$279.5k. Call (503) 490-5407

**Passport 42, Sidetrack**, for sale - \$159,500 OBO Details on yachtworld.com/yacht/1985-passport-42-9184539/ Gary Wilson gw62469@gmail.com

**Caliber 28 1986** Well maintained cruiser, 160% genoa; cockpit cushions and bimini, AGM batteries, 16 HP Yanmar 900 hours. \$11,750 or BO. Call (206) 437-2385

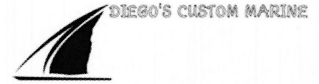
**Cal 25 1975** with Honda 9.9 ob, skiff, and four sails. \$2,000 or b/o. Interested? Contact (360) 456-3339

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

### Diego's Custom Marine

Best Upholstery and Canvas

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CEO

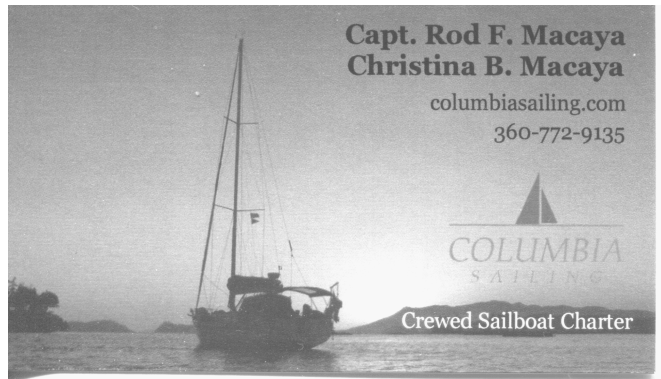


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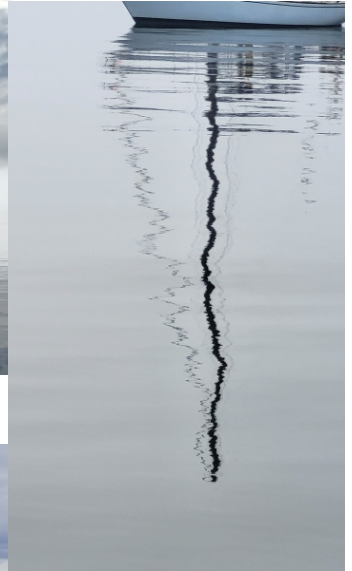
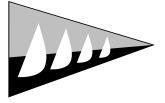
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## Take Your Camera Sailing

top three photos from the Henderson Inlet non Race by Marvin Young  
bottom two photos from the Toliva Shoal Race by Mike Gowrylow



More Toliva photos on line, links at [ssseries.org](http://ssseries.org) and with the S-t-S Photos page which has more Henderson photos too

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*The Coast of Tago, from The Thirty-six Views of Fuji, Katsushika Hokusai*