

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 4 December 2025

www.ssssclub.com

December Meeting: Annual Holiday Potluck / Auction

Our holiday potluck and fundraiser auction for the Thurston County Food Bank is on Tuesday, December 16th. *Doors open at 18:00 and the food line gets going at 18:30.* You are welcome to bring a main dish, salad, or dessert for the potluck. There are some great cooks throughout our Club, as evidenced by the wonderful spread that graces our table every year. You can help us reduce plastic waste by bringing your own plate and utensils. And as always, we'll have a range of beverages on hand.

After dinner winds down, we'll get the auction started. This is our annual fundraiser for the Thurston County Food Bank. Last year we raised over \$36,000. Let's see if we can beat \$40,000 this year. Like last year and all the years before, small donations and large add up to something much greater than the whole. It's our way of giving back to our community and helping out our neighbors and Members in need. You get the tax donation, the food bank benefits, and we have a good time in the process.

There's a fun array of items lined up for this year's event. You'll find marine services and gear, artwork, gift baskets, trips and experiences, logowear, and more. And then there are the decorated wine bottles, hand-crafted treasures that often live on long after the wine is gone. Some have even been through multiple auctions. All items are donated by local businesses and Members. You'll receive a catalog of items we know of as of December 3rd, but expect to see some additional things that come in after the catalog goes out. Especially decorated bottles. We know those can take some time to get just right.

Got a decorated bottle or something else for the auction? Wonderful! If possible, email Bob at programs@sssclub.com before the event so we know it's coming and can plan for it. Otherwise, just bring it. We'll make it fit.

Thank you for your generous support and helping to make this a fun annual event. Remember, doors open at 18:00 and dinner starts at 18:30. See you there!

Thera Black

Commodore's Corner: Holidays and Giving Thanks

By the time you read this the day we celebrate as Thanksgiving will have come and gone. I truly hope yours was memorable, with Family, Friends, and everything else you might be thankful for in abundance! But as the Holiday Season now gets into full swing, for me reflecting on and giving thanks for what makes life fulfilling is part of why this time of year so special. My Wife, Family, and so many good and dear Friends are always atop my list. But, like many of you I am sure, Sailing is right up there, too!

Sailing can mean many different things to different people. In my case, it means a history of racing and ocean cruising, and now the all-too-infrequent voyages throughout the Salish Sea, with a special emphasis on the San Juan Islands. All of these have created memories that bring joy and contentment, and God willing will last a lifetime. Sailing to me also means belonging

Passage to Remember : Sailing Not Football : Halloween Cruise : S-t-S Report



Fall Series photo: Peter Taft



Hope Island Race
December 13

General Meeting
December 16

Visitors Welcome

Doors open at 18:00 eating starts 18:30

Duwamish Head Race
TTPYC

January 3

Southern Sound Series Race 2

Board Meeting
January 6

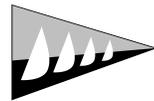
Eld Inlet Race
January 17

General Meeting
January 20

Visitors Welcome

Doors open at 17:45 meeting starts 19:00

Andrew Kerr Seminar
January 22



to South Sound Sailing Society, with so many ways to learn, share, and give back. Please bear with me as I share why Sailing provides me so many reasons to give thanks; perhaps it will spark the same sort of reflection on your part!

Racing was where I really and truly learned how to sail, and perhaps just as importantly, learned the value of teamwork in handling a boat. Through SSSS I grabbed a spot as a member of the crew with Dave Knowlton on his beloved *Koosah*, something I held onto for over 20 years! Dave was the Prince of Skippers, and always found a place for anyone who wanted to get out on the water and race. His motto was "Be Safe, Have Fun, and Win!" and we did all that! Along the way I made many great Friends while on Dave's crew, some of whom have since 'crossed the bar' but there are others who are still active in the Club today. For all that Dave and sailing on *Koosah* did to enrich my life, I am eternally grateful. I hope each of you has found or will find your own Dave.

As Linda and I each approached retirement, we made plans and prepared for what she hoped would be our Grand Adventure in life, sailing over the horizon to distant lands and islands on distant oceans. When we left the Strait of Juan de Fuca and made the left turn at Tatoosh Island, we left our comfort zone behind. But we tackled it one wave at a time and after eight years and 34,000 nautical miles, we arrived home safely with an abundance of souvenirs to adorn our boat and home, and even more memories to fill our hearts and enliven our minds for the rest of our lives. We also made many Friends along the way, from literally all corners of the Earth, some of whom we keep in contact with to this day. To call that a Grand Adventure now borders on understatement, but in any event, we are more than thankful for the whole experience. You may notice the occasional article appearing on these pages that we wrote describing some of our off-shore cruising adventures. We publish those now not only in the hope you will find them interesting, but that perhaps you will also find some inspiration to follow your own blue water dreams.

These days our cruising is on waters much closer to home, and for much shorter periods of

time. But that does not detract from the joy we experience when we head out to spend a day, a week, or a month, or more, on one of the most beautiful bodies of salt water on the planet. Time permitting, we inevitably head for the San Juans. Sucia Island is a Happy Place for us, where we can always find a place to drop the hook, relax, read a book, kayak, explore the beaches, or hike the many trails with their awe-inspiring vistas. If



Halloween Cruise

photo by May Campbell

you have not been there just GO! Like us, you will surely add that to your list of things to be thankful for! And then there is the South Sound Sailing Society, what an almost poetic alliteration, one of the most significant adjuncts to our sailing experience, and we hope to yours, too. Here we enjoy not only the comradery of fellow Sailors, the thrill of racing, the joy of cruising, and the entertainment and lessons to be learned from myriad

presentations and programs, but we also find any number of ways to give back to our community: such as with Soldier Sailing, the Lighted Ship Parade, the Toliva Shoal Race where proceeds benefit the Junior Sailors in Olympia Community Sailing, and our upcoming auction at the December Meeting that benefits the Thurston County Food Bank. For all that SSSS has provided us through the years, Linda and I find much for which to be thankful.

And on a personal note, this year I am thankful for the opportunity to give back to SSSS by acting as your Commodore. I hope you will also find ways to give back to your Club, by participating in any of the volunteer activities for which we have been advocating of late, and/or by considering running next Spring for elected office to serve on the Board.

On behalf of the SSSS Board, I wish you all the very best this Holiday Season, and extend our sincere hope that you enjoy a very merry Christmas, or however else you celebrate the Season!

Cruise News Halloween Cruise

This year's Hallowe'en Cruise happened on the Day of the Dead at Longbranch.

Boaters who did not let the forecast deter them were rewarded with a sunny, dry, and some even said warm, sail with following winds all the way to the marina.

Sailors included Jim and DeeAnn Larsen on *TTY*, Wayne and Roxanne Lieb on *Neko*, and Fran Williams and Marvin Young on *Pleiades*.

Jim and Diana Findley, Loren Ferro, Kate Mullins, and myself drove in. I was acting Cruise Chair since Randy Richter had been in a bad car accident and was incapacitated.

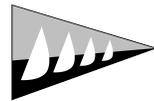
With the warmer, dry weather, we only had one heater going in the covered pavilion. All agreed it was the warmest Halloween Cruise that they could remember. The pot luck offered the usual feast, with much conviviality around the decorated tables.

As lifetime Members Jim and Dians were appointed as judges for the decorated boats and after much deliberation, decided that *TYA* and *Neko* each warranted a prize, one for Most Ethereal and one for Most Grounded. Jim Larsen, as past past past past Commodore, led the judging of the costumes by applause meter; despite the threatened wet weather, four brave souls, Wayne, DeeAnn, Loren, and I came attired for the event. Loren won by acclamation for the second year in the row.

Jim Larsen wrapped up the evening's events with some lovely strumming on his banjo, as the drive-ins gradually left for their warm beds at home.

Mary Campbell

Bob Hargreaves, *Bright Angel*



Ocean Passage to Remember!

This was written shortly after the passage and is reprinted here as written. Ed.

We made it! We arrived in Savusavu, Fiji, on the island of Vanua Levu (16 46.68S, 179 19.69E), at 11:30 on Monday, June 10, 2013 - 11 days out of Marsden Cove, New Zealand. With a slight detour for weather, we covered about 1300 nautical miles, or nearly 1495 statute miles. We spent almost a day and a half hove to, so that averages out to about 125 nm per day, at a little over an average of 5.2 knots; no speed records here!

To say this passage turned out to be Mr. Toad's Wild Ride would be an understatement; it was every bit of that, and then some! The weather window that looked so good when we left New Zealand soon collapsed with the blossoming of a new, unpredicted low that formed in the Coral Sea (NE of Australia) and tracked SE to New Zealand. We had sailed west of the rhumb line the straight line from NZ to Fiji, to avoid a predicted 998 mb low that formed near Fiji and tracked SE, well out of our way, with the expectation that we would experience some peripheral effects in the way of enhanced trade winds in the *squash zone* between the Fiji low and the high that was then parked over New Zealand. The Coral Sea low quickly displaced the high, and instead of enhanced SE trade winds, in the 25 knot range, we ended up with N then NE winds in the 30-35 knot range with gusts over 40, as we were far enough west to be on the fringe, but not far enough north to escape the new low. Within about three days the winds had veered to the SW then back to the SE, and decreased to a manageable 25-27 knots as the low moved over New Zealand, but the heavy seas, at times as much as 6 meters, near 20 feet, took some time to settle back down. During the worst of it, we hove-to, basically parked the boat, for 22 hours; the reduced motion was quite a relief, but still short of comfortable. We were able to get some much needed rest; things were getting pretty tired out before we hove-to, and Linda at one point had been thrown across the cockpit when we were hit by a big wave, so her ribs and rump, she landed on a cleat, were sore and she needed some R&R.

A little over a day later, when we were sailing north again in SE winds of about 27 knots, the bar that holds the rudder on our Monitor self-steering wind vane broke. We did not lose the rudder, as it is tied to the boat with a control line, used to raise it when stowing the wind vane, and the 2 foot long stainless steel bar that broke is called a breakaway bar, designed to give way if the rudder hits something, before damaging the rest of the wind

vane, and as such, is actually a spare part that we had on board. We certainly could not effect repairs under the conditions, and we did not want to hand steer the boat, which is very difficult and tiring in heavy seas, and, because we did not want to run the risk of damaging our hydraulic auto pilot by motoring in those rough conditions, we hove-to again. This time for 12 hours, until the seas settled down enough to motor without concern for the auto pilot. About 14 hours of motoring later, the wind and sea conditions were calm enough to try fixing the wind vane. With Linda tethered to the cockpit, she wriggled under the stern push pit and hung out over the back of the boat about 3 feet, while I dropped her some tools, with their own tethers, so she could

remove the nut and bolt holding the broken end of the breakaway bar, then she attached the new bar and bolted it on, then we slipped the rudder back on, and bolted it in place, about 45 minutes of work, with Linda hanging over the back of the boat the whole time. Even though it was relatively calm the boat was still bobbing up and down and rolling back and forth in the swell. Do I need to tell you that Linda is my Hero?!

Things got much better after that, and we had some great sailing for several days. Then the fleece came off, and the

shorts, t-shirts and sun screen came out! Nevertheless, this was one of the most challenging, and tiring, passages we have made yet; several people we know who have made this trip between NZ and Fiji many times all have said this was the worst. All in all, we did quite well; just short of 11 days total, and other than the wind vane, nothing broke. We know several people whose sails ripped, one whose bow sprit broke, and one who took salt water into his fuel tank through a vent line and turned his diesel to mayonnaise. You can imagine what that did to his injectors and injector pump when he tried to start his engine! So, we did okay; and, we continue to admire and have great confidence in *Bright Angel*. She is truly a great blue water boat, and she does so much better at this passage-making than we ever will!

When we arrived in Savusavu the sun was out, and it was hot! Soon thereafter, though, a front moved through and it rained for a couple of days. But we are certainly not complaining, as the rain washed all the salt off the boat! We spent several days catching up on our rest, and putting the boat back into cruising order. We are anxious to start exploring Fiji, which promises to be worth the tough passage from NZ!

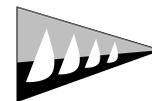
Bob Hargreaves, *Bright Angel*

Is Bob really our only Member that has gone cruising? You need not have crossed an ocean to have cruising stories. Ed.



Halloween Cruise

photo by May Campbell



Race Chair's Report

Island Series finishes up
Southern Sound Series begins
Andrew Kerr Seminar in January

After a very stormy and sparsely attended Eagle Island Race, the Herron Island Race in early November went light with the course having to be shortened. Many thanks again this year to David Brooks for being mark boat on *Quest*, and for setting up a finish line at the half way point. This made it possible to complete the race which had turned into a drifter at the end. *Congratulations to Ian Beswick on Anarchy for correcting to 1st OA.*

On November 22nd we had better conditions for the Squaxin Island Race with more than enough wind for both Classes 1 and 2 to round the Island and get back to the finish line in good time. *Kyle Reese-Cassal at the helm of Mako easily took 1st OA.* But the 2nd, 3rd and 4th place boats were separated by 13 and 22 seconds respectively. Finishes this close always make me wonder what could have been done better over a 20 nm race to save that small amount of time. At this writing the remaining race to be run in our club's Island Series is Hope Is. on December 13th.

But before that, the first Saturday in December always marks the beginning of the Southern Sound Series with Tacoma Yacht Club's Vashon Island Race, December 6th this year. This race goes back some 48 years if my research is correct. The Series includes the Duwamish Head race in January, hosted by Three Tree Point YC in Des Moines, and then our Club's Toliva Shoal Race in February. It finishes up



Fall Series photos by Peter Taft



Ship-to-Shore Report

If this rag is to reflect the Club, we need your help. I have printed most of the photos I have and the remaining are dated. We also need stories: cruising, racing, your adventure in the boat yard ... Now is the time, while it's dark and cold outside. We want to hear from you. Ed.

in March with the Islands Race now sponsored by the CYC Tacoma.

In other race program news, our annual Andrew Kerr seminar is coming up in January, 2026.

In my teens I attended a North U racing seminar held in a lecture hall on the UW campus in Seattle. My dad thought it would be worth the fee for me to get some legitimate instruction, and then maybe be a better crew member on his boat *Cygnat*. The two day course had several noteworthy speakers, many who were winning racers of that era. It included two spiral bound text books which covered the racing fundamentals. I definitely benefited from that seminar. And I think I still have those course books stored away somewhere.

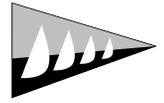
Years later, our friend Andrew Kerr signed on as one of these notable North U instructors. He has the racing and coaching resume. But most importantly, he is known for his unique ability to teach this sport to people. Having moved to the Olympia area several years ago, Andrew joined the SSSS and has since shared his considerable knowledge of racing with our local sailing community in a variety of ways.

I invite you to attend Andrew's racing seminar this coming January 22nd at the ViewPoint room, downstairs from Tugboat Annie's restaurant at West Bay Marina, from 18:00 to 21:00.

Tucker Smyth, Rufus,
rcchair@ssssclub.com

Andrew has a very impressive resume. His list of class championships

is way too long to print. It includes many different classes as well as many repeat wins. As importantly he has taught in about every program you have heard of. Tucker mentions North U, but also Colgate, and J World. He now coaches race programs, helping people get their boat and crew ready for major races. Make sure to save the date. You do not want to miss this. Ed.



Sailing is Not Football

Going into the last race of the regatta *7-Maccaw* was at the top of the reader board. She could throw out this last race and still win the regatta, unless *Gemini* took first in the race. As they approached the finish on the final beat, it looked like that is what would happen.

7-Maccaw was ahead and leeward with *Gemini* a little more than a length behind. However *Gemini* could lay the pin, *7-Maccaw* could not. She had to tack twice to get to the finish, but couldn't make that first tack without fouling. She tacked anyway, deliberately fouling *Gemini*, who had to duck and then could no longer lay the pin. When she tacked on to port she had to duck two boats before she could tack again for the finish line. She finished third. *7-Maccaw* did her turns and finished in the middle of the fleet.

When a defensive back intentional fouls a wide receiver to keep him from catching a scoring pass, he is the crowds hero of the moment. In basketball it is expected that, late in a close game, the coach of the trailing team will tell his players to foul who ever gets the ball. That is the way those games are played. Fouling deliberately, then taking a penalty, to gain advantage. A proper Englishman will tell you "That's not cricket." Nor is it sail racing. That is not how our game is played.

Deliberately fouling someone is not part of our game. It runs counter to the Basic Principle, stated in the Racing Rules of Sailing, a prelude to the rules. It is a violation of the Fair Sailing rule, the second rule in the book (Safety is the first rule). In our hypothetical, *7-Maccaw* would be protested and disqualified from the race. She would be scored DSQ for series scoring, that is a couple points more than the last finisher, depending on what the Sailing Instructions say. That score could not be thrown out and could easily knock her out of the top three in series.

One is not suppose to gain from fouling, even when the foul is not deliberate. If you clearly gain more from fouling than two turns can compensate for, the thing to do is retire. For example, if the fouled boat retires with damages from the foul, the fouling boat should do the same.

Steve Worcester

Ditty Bag For sale

Coronado C-15 and galv. trailer, needs TLC, but ready to sail. \$400. for boat and original sails.

Newer C-15 sails (North, 3 years old) \$500., or \$400 if purchased with boat. Joe Downing at joedowning@aol.com

San Juan 28, San Juan 28, 50% partnership \$5,500. To purchase \$13k. Constant upgrades including electric propulsion, B&G VHF, AIS, Depth and Zeus Chartploter. Contact Jeff Hogan at sailorhogan@gmail.com For complete specifications.

Spinnaker: multicolored asymmetric 41'SLU still available. If you would like to look at it or talk about modifying it contact Jim Lengenfelder (360)-790 2521.

Heavy Dacron main: w/ bag, like new, fits Hobie 33 (33' luff, 12' foot), will deliver, \$500. Jon Knudson (206) 463-6711

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

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Capt. Dennis Crowley AMS #1350

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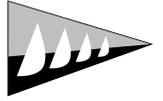
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
(360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the third Tuesday of the month.

2025-26 SSSS Board Members

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Halloween
Cruise

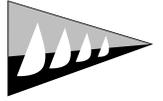
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