

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 54 Issue 10 June 2025

www.ssssclub.com

June Meeting: Annual Potluck and Awards Ceremony

(Note that it is the *third* Tuesday of the month)

Join your sailing colleagues and friends on the evening of Tuesday, June 17, for South Sound Sailing Society's Annual Summer Potluck on the sunny deck of the Olympia Yacht Club. We will elect our new officers, honor our racing winners, and enjoy hamburgers, chicken skewers, salads, and your favorite beverage.

To supplement the hamburgers and chicken skewers, please bring a veggie dish, salad, or dessert. Please help us reduce waste and reduce plastic use by bringing your own place settings.

Meeting Details

The Meeting will be on the porch, weather permitting, of the Olympia Yacht Club located at 201 Simmons St. NW.

Doors will open at 18:00 and the potluck and Meeting will begin at 18:30. The potluck is open to both Members and non-Members, so invite your crew, dock mates, neighbors, and others who are interested in sailing.

You may park in the parking lot on the corner of Simmons and 4th Ave, which is to the immediately south of the OYC parking lot. Please do not park in stalls that are "Reserved".

We hope to see you there.

Bob Butts, Emma Lee



Star RC at work, photo: Patrick McLaughlin

Commodore's Corner: Marina Thefts

SSSS facilitated a meeting on April 23rd with the Olympia Police Department, Thurston County Sheriff's Department, Marina Owners, Marina Tenants, and the Port of Olympia to discuss the increase in vandalism and thefts in Olympia area marinas. Credit goes to Bob Butts, Brian Kennedy, and Dave Opincarne for leading this effort.

The basic problem is individuals with minimal boating experience acquire boats, anchor them improperly in Budd Inlet. They often lack proper anchoring gear, sanitation systems, and/or propulsion. These boats have been used to steal from boats in the marinas resulting in theft, damage and a decreased sense of personal safety. Several boats have also dragged anchors and collided with marina docks on the west side of the peninsula.

It can be unclear as to who has jurisdiction between the Olympia Police Department, Thurston County Sheriff's Office, the Port of Olympia, and Department of Natural Resources. Law enforcement reported on a recent joint effort to arrest an individual who had stolen a boat and used the boat to steal from boats in local marinas. The meeting clarified how the agencies work together. Several challenges including limited transportation options for law enforcement were discussed. Attendees emphasized the need for better coordination and clearer jurisdiction to address ongoing issues effectively.

Current Tools and Strategies: Marina owners can request no-trespass orders for problematic individuals. Once issued, law enforcement can act swiftly when notified by marina staff or tenants that the individual is on the property.

The Sheriff's Office has a marine patrol boat and dedicated staff from Memorial Day to Labor Day, but presence is limited off-season, especially with the boat under repair.

LifeSling Clinic

June 7

Harstine GT

June 7-8

Star Racing

June 9

Wednesday Racing

June 11

Dinghy Racing

June 12

Star Racing

June 16

General Meeting

June 17

Visitors Welcome

Doors open at 18:00 eating starts 18:30

Wednesday Racing

June 18

Dinghy Racing

June 19

June Cruise

June 21-2

Star Racing

June 23

Wednesday Racing

June 25

Dinghy Racing

June 26

Dinghy Clinic

June 29

Star Racing

June 30

Wednesday Racing

July 2

Star Racing

July 7

Wednesday Racing

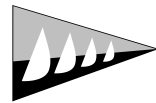
July 9

Dinghy Racing

July 10

Star Racing

July 14



The Department of Natural Resources (DNR) regulates anchoring in sub tidal waters, prohibiting stays longer than 30 days, with the Sheriff's Office being responsible for enforcement. The Port is responsible for ensuring boats are not anchored in the Marine Terminal Turning Basin.

Best Practice Solutions
Several cities (e.g., Vancouver, BC; Oakland; Tacoma; Seattle; Port Townsend) have implemented comprehensive anchoring policies to address similar issues.

Patrols: The consensus was that these are very effective. I noted that an anchored boat cannot be charged but that a conversation with law enforcement was often very effective.

Communication chain: Marina owners expressed a desire for better communication. One marina's solution often becomes another marina's problem. We, SSSS, will work on some suggestions.

Derelict boats: I noted that the Sheriff's office would like to be the default for dealing with derelict boats

Reporting Incidents: Attendees were advised to report incidents immediately via 911 or the non-emergency line. The 911 dispatcher assigns jurisdiction, and records are shared among law enforcement agencies.

Next Steps: The group agreed to meet again in May.

Nina Goodrich,
commodore@ssssclub.com

If you have not paid your SSSS dues since September they are due now.

If you pay now, they will be due again next May.

SSSS Board Elections

The nominations for next years SSSS Board were announced at the May Meeting, as required by the SSSS Bylaws. At the time of the announcement, the position of Secretary did not have a candidate. However, I am happy to say we have a full slate. The nominations are as follow:

Commodore	Bob Hargreaves
Vice Commodore	Kim Turver
Secretary	Kiandre Cleveland
Treasurer	Matthew Peterson
Program Chair	Bob Butts
Race Chair	Tucker Smyth
Cruise Chair	Randy Richter

Members present at the June Meeting will have an opportunity to vote on these candidates. As there are no contested seats, the vote will be by acclamation. The new board members will begin their term on July 1, 2025 and serve through June 30, 2026.

Safe Sailing,

John Martens, Past Commodore

Dinghy Races

As you read this, this years Harstine GT is over and hopefully a great success.

The dinghy racing is going fantastic into it's fifth or sixth week of racing.



Star clinic photos: Chris Rulla

We had 8 and 9 boats out for the first two weeks so it will probably expand from there. A very good start to the season.

We will be racing every Thursday night through August and if you have a sailboat that is 20 ft or less and doesn't have a fixed keel, come on out and sail around some buoys with us. This is very laid back racing. . We'd rather help you than yell at you. So if you are new to racing, this is the place for you and if you've raced a long time, you'll enjoy the friendly atmosphere, while you are beating most of us.

What ever you do, get that boat out on the water!



Wednesday Racing
July 16

Dinghy Racing
July 17

Star Racing
July 21

Wednesday Racing
July 23

Dinghy Racing
July 24

Star Racing
July 28

Wednesday Racing
July 30

Dinghy Racing
July 31

Star Racing
August 4

Wednesday Racing
August 6

Dinghy Racing
August 7

Single-handed Races
August 9

Double-handed Races
August 10

Star Racing
August 11

Wednesday Racing
August 13

Dinghy Racing
August 14

Star Racing
August 18

Dinghy Racing
August 21

Star Racing
August 25

Dinghy Racing
August 28

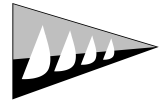
Board Meeting
September 2

Dinghy Regatta
September 7

General Meeting
September 9 or 17?

Visitors Welcome

Doors open at 18:30 meeting starts 19:00



Cruise News

McMicken Island Cruise June 21-22

While yours truly will be caravanning to Alaska in June and July, the summer cruising season is just kicking off. We have one more Cruise scheduled on June 21-22, or you can start on Juneteenth and make it a four-day weekend. At the May Meeting, I will be asking for a volunteer to host the Cruise, which will be at McMicken Island, another SSSS favorite.

Plan to arrive in time for the Saturday evening potluck. If the picnic table is still there on the west side of the island, that might be a good place to gather for happy hour at 17:30, followed by a 18:00 potluck.

For those who have not yet been there, McMicken Island is in Carr Inlet on the east side of Hartstine Island. At very low tides, it is connected to Hartstine by a drying tombolo, a great place to stretch you legs and walk the dog. The anchorage is large and shallow and fairly well protected, with several mooring balls.

One legend goes that the Island was named after a surveyor who was hired by a new arrival to survey the island so that the aspiring homesteader could register it in his name. But the surveyor filed the survey under his own name, thereby claiming the property. We do know that William McMicken was Washington's surveyor general from 1873 to 1886, so he did know his trade, but I have not been able to confirm this legend. What I did find was that in the 1890s, Charles Lundquist, a Swedish immigrant to the United States, claimed the 11-acre island under terms of the Homestead Act. When he tried to register his claim, it was discovered that the island was not shown on the survey map. A supplementary survey was ordered and completed in May 1894 by Deputy Surveyor David B Ogden. Lindstrom received the patent for his homestead on August 15, 1898, by which time McMicken had been reappointed as Surveyor General, so perhaps the legend was a bit of an exaggeration. The Lundquists sold the island in 1901, and in 1974, the Washington State Parks and Recreation Commission purchased McMicken Island from the descendants of a subsequent owner, as a boat moorage site with limited onshore facilities. In turn, their existing vacation residence was leased back to them for their lifetimes. There was still a private home on the island the last time I visited, so please respect their privacy if you go ashore.



Dinghy Racing May photos: Jim Findley

May Cruise

The weather was perfect for a weekend Cruise to Penrose Point State Park on Memorial Day weekend. Adventurers by boat included Yvonne and Mark Fish on *Petrel*, Steve Thompson on *Duet*, Marvin Young and Fran Williams on *Pleiades*, Renee and Tom Brooks on *Barquinho*, Kit Dahl on *Music*, and Kimberly

and Dennis Crowley on *Ethereal*. Loren Ferro and Mary Campbell came by car and camped in the State Park.

It was great to see some new and some familiar faces and we filled two picnic tables with pasta salads, enchiladas, fresh cut fruit, Little Debbies and west coast trail cookies. Tom hailed three

young adults passing by as we were packing up and they were thrilled to take the rest of his crème filled Little Debbies off his hands.

We all shared stories of past sailing adventures and tips for summer cruising.

From the state park dock, it appears that the docks at Lake Bay Marina have all been removed, leaving only the building, the pilings, and the jetty. The road to the jetty is closed to prevent exploring.

Volunteer Sought

The next cruise will be at McMicken Island on the weekend of June 21st and 22nd. Normally, we gather around the picnic table on the Island for potluck and happy hour. I am still looking for a volunteer to be the Cruise Host just to help round up people for the potluck and get the festivities started.

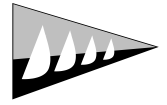
Mary Campbell

As she goes off the Board, we want to thank Mary for coming back for yet another year on the Board to get our cruising program back on its feet. That she did. Cruisers, it is now up to you.

Last S-t-S Till September

As SSSS finishes another year, I want to thank those who contributed to this newsletter: those who wrote and/or took photos. Their names are on their work. When this rag special, it is because of them. I also want to thank the businesses that ran ads. Give them a chance to earn your business.

One year leads to another. We still need photos, for the September S-t-S. Summer is when most live their cruising stories. Share one while it is fresh. Email me from your cruise. Give your friends a good story to come home to in September. Ed.



Cape Scott

The day started with a white sail reach along the top of Vancouver Island. It was a pretty morning, sun breaking through the clouds in places to spotlight the mountains below. We were making good time. It was a good sail and life seemed good, but things were not going as planned. The plan had us motoring with little wind. And any wind there might be should not be coming off the Island.

We probably should have listened to the weather forecast the night before and considered modifying the plan. However we met a couple of nurses that worked at the hospital. They agreed to show us the town, er, village. The highlight being the cemetery, the mortuary poles.

The plan was to get around Cape Scott early in the day, before the usual northwest wind got going. If the wind did kick up early, at least we would be going through Scott Channel with the wind and the current (the note on my chart says 3 kts.).

The weather had other ideas. The wind was out of the southeast. Low pressure had invaded the high that usually dominates the Island coast in July/August. So when we got to the Channel the wind was against the tide.

I am not sure what alternatives we had. Going around the Scotts would have meant an additional 40 nm. One of the lesser channels might have been better, but does anyone but a local know?

We could have stayed put and waited out the low. Had we waited a week for the high, our trip down the coast would have been dryer with more sailing. But that is the kind of decision one makes before turning back seems as much of a challenge as keeping on.

As we got to the channel we hardened up. The wind picked up. It became apparent that we needed a smaller jib. As we were discussing the sail change the boat fell off a wave!

She probably only dropped about a foot or two, though we feared it might have been as much as a five foot drop. *Nama* is a thirty foot Cal so there was energy released in the fall. We were

bounced around. Everything inside was shaken, but nothing was broken. Keel still attached.

We quickly changed helmsmen. The waves were steep and the troughs narrow. You had to steer up them, then down them. Being over powered did not make steering any easier. So I went forward to take the jib down.

Crossing the foredeck, from the shrouds to the bow pulpit, was a matter of timing. There was a lot to hang on to at either end of the crossing, but not in between. Pick your time and it was easy.

Securely wedged in the bow pulpit, I got used to sudden four of five foot dips. I helped the sail down, freeing it to be pulled aft and stuffed below.

The new jib was already out by the time I returned to the shrouds. With the tack in hand, it was back to the bow.

The sail went up with only a minor hitch. My Swiss Army knife was in my pocket, under my rain gear. Once I got it out, the problem was easily solved. Sail up, we finally had *Nama* under full control.

I went below to check the chart. What a mess. The oven door was open. Pots and pans, cushions, cloths, all over. The chart was in the chart table locker, so easy to find. There were no rocks or other charted obstacles in front of us. It looked like we would get through without tacking.

Staring at the chart as it bounced around was beginning to get to me. I put it away and went back on deck. Sitting on the rail I soon revived. As I said, it was a beautiful day. A good day for a sail.

There was no point in turning back. We were making good time so would soon be through the channel. We anchored that night just inside Quatsino Sound.

In none my other trips to the west coast have we felt a drop of rain. That year it stayed with us all the way to Hot Springs, where who cares if it rains? It finally cleared going to Barkley and stayed clear for the rest of the cruise.

Steve Worcester

Letter: Doing RC Duty

This takes us back to a time before Transition when the racers took turns as RC boat, not just supplying help, the advice to the racers is still good.

We are race committee boat on a blustery rainy day. We have the wind from the south. Using the book, we decide on the course down to #5, up to A, Boston Harbor, and back to the committee boat, with the possibility of a second lap to A and back.

Time is tight. Fortunately, Rod really knows the starting sequence and is telling us what to do. I am the timer, doing the count downs. Katie has the gun. Rod has the flags, and Thera is focused on taking pictures, and trying to get boat names or sail numbers for everyone out there.

Watching the white caps, and feeling *Pax* dance around at anchor, part of me is very glad that I am on the cozy committee boat, instead of racing. During the starting sequences, we are totally focused on figuring out who is out there racing. When that is done, we start to relax. Thera has brought a beef curry over rice for lunch. How can we not love our Commodore and sailing companion?

As the wind increases and the waves build we begin to wonder if we should stop the race at the first lap. We don't want to deny sailors good racing, but it really does feel nasty on the water. We monitor the conditions, and put up the "ready to receive finishers" flag, it is the all blue one. As boats start to finish, their comments let us know that we made the right choice.

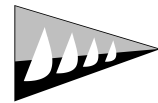
Race committee is a once a year opportunity to learn the administrative side of racing. There are many variables to consider. Each race committee boat works hard to do their best. We are all volunteers, and we are all juggling many factors.

One of the things that we noticed was that racers could help the race committee boat by flying their class flags. We tried hard to figure out when we should be firing the gun [for first in class] and when the horn was more appropriate.

Also, it would really help if the boats that drop out communicate with the race committee boat. We waited for boats that started but did not finish. Some boats did call in, and communication with other boats helped us choose DNF for others.

Congratulations for all of you out there this challenging day. *McSwoosh*, which does not have reefing lines, called it a short day and retired to Boston Harbor. *Slither* had a knock down, lost a person over board, recovered him, and finished the race. We talked with *Pandora's* crew after the race. They talked about the gusts, their double reefed main, and the fact that they were short handed. They were second over all. Wow. As far as I can tell, this was a good day on the water.

Susan McRae, *Pax the Space Spider*



Is Sailing Expensive?

At the America's Cup level it certainly seems to be, unless you look at it as a chance to be paid to sail. The truth is there is no upper limit, you can spend however much you want/have to spend on boats. The same is true of most things. But you need not spend \$400k for a 40 footer. The question is not how much you can spend, rather how much do you have to spend to enjoy sailing. I have found the smaller the boat the more fun per dollar.

With luck you can find a regular crewing spot on a boat. You will need to have/buy clothes to stay warm and dry. Clothes are the bottom line cost. You need to stay warm to enjoy sailing.

Here in Olympia, you can own a used boat and trailer for under \$2k; examples blow. What did your phone cost? Granted it would not be a world cruiser. But you could race with the dinghy fleet. That is the absolute best way to learn to sail (which would be nice to know if you get a bigger boat). And it is a fun group of people.

A trailerable boat is not limited to Budd Inlet. You can day sail Hoods Canal, the Nisqually delta, Black Lake, ... Load a cooler and your sleeping bag and you are ready to cruise. A night at Hope Island, or launch at Anacortes and cruise the San Juans, State Park to State Park, or head east and explore Lake Chelan; ...

Not ready to set off alone? You can go with others by joining an Adventure Cruise like the Harstine GT, or one of the longer ones.

This obviously takes more money than a pair of running shoes or Pickle Ball paddles. But less than a set of good golf clubs. So if you have been sitting on the couch thinking sailing is for rich people, take another look. If you have a steady job, you can probably afford a boat and join us on the water.

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.

1981 New York 36 Desperado. Racer/Cruiser OBO. 10' Dinghy, Volvo 17hp Diesel, New Standing Rigging 2013, Recent Bottom Paint Oct 2023. \$24,000 Call , text for more details Jerry @ 503-360-3989, desperado.jerry@gmail.com.

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

Dolly trailer w/dolly: Right-On trailer / Dynamic aluminum dolly. Never been in water! Accommodates up to a 16 foot dinghy. Registered. \$750 (360)269-6282

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

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

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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

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(360) 352-9283 e-mail: sts@ssssclub.com

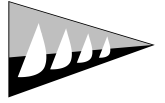
Deadline for submissions is the third Tuesday of the month.

2024-25 SSSS Board Members

Commodore	Nina Goodrich	(360) 972-4526
Vice-Commodore	Kim Tuver	
Secretary	Colleen Carbery	(609) 284-6745
Treasurer	Mathew Peterson	(360) 529-2263
Program Chair	Bob Butts	(360) 951-6234
Race Chair	Tucker Smyth	
Cruise Chair	Mary Cambell	(360) 491-8990
Past Commodore	John Martens	(360) 561-2822

PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley



Take
Your
Camera
Sailing



Star Racing May
photos by Patrick McLaughlin



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