

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 3 November 2025

www.ssssclub.com

November Meeting: Restoring a 1935 Sailboat Pre-meeting Skill Sessions

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

On November 18, join your sailing colleagues for Danielle Ewart's story of inheriting *Draiodoir*, a 1935 Ed Monk Sr. sailboat, at the age of 12. She restored it and sailed it to the Wooden Boat Show in Port Townsend. She also will share the history of the classic boat's past.



Danielle grew up in Grapeview and graduated from Shelton High in 2013. She has worked various jobs, including at an antique store, West Marine, an Eye Clinic, and at a marine shop, but always returned to working on boats. She is currently work for herself doing boat detailing and varnishing.

She learned how to sail on her dad's 34 foot Skookum Pilothouse sailboat. Danielle and her sister always helped their dad work on his boats and



various projects, which is where she got her passion for boats and hard work.

In addition to Danielle's presentation, we will have a number of the Pre-Meeting sessions for new and experienced sailors. The topics will be included in an email distributed before the Meeting.

Doors at the Olympia Yacht Club, 201 Simmons St NW, will open at 17:45 and the pre -Meeting sessions will begin at 18:00. The Meeting will commence at 19:00. The Meeting is open not only to Members, but also sailors who think they might be interested in joining our group, crew members, significant others, and others who want to hear a great speaker.

Free parking is available in the lot south of the main Olympia Yacht Club parking lot. There is no need to pay, but please do not park in slips that are Reserved.

Bob Butts, Emma Lee

Commodore's Corner: A Couple of Silver Linings

As many of you know by now, Randy Richter, our SSSS Cruise Chair, is in the slow and painful process of recovering from several cracked vertebrae he suffered in a serious automobile accident over a month ago. Since he must drive over a hundred miles (each way) from his home in Battle Ground just to attend our meetings in Olympia, we will not likely see him again for at least a couple more months. We certainly wish him well in his recovery!

So, what are the silver linings here? Well, the first and most important one is that Randy is still with us; yes, the accident was really that bad! And secondly, it serves up the perfect opportunity to highlight the importance of getting Members, *like you*, to sign up to serve the Club as committee members assisting our various program chairs: Cruise Chair, Race Chair, Program Chair, House Chair, Ship-to-Shore Editor, Toliva Race Chair, and Vice Commodore (whose duties include SSSS 'Swag Chair').

When Randy was injured in his accident, he was mere weeks away from hosting the annual Halloween Cruise to Longbranch he had spent considerable time planning as a solo effort. When his doctor told him he had to stay put to heal, he was left to shake the proverbial tree for



**Herron Island Race
November 8**

**General Meeting
November 18
Visitors Welcome**

Doors open at 17:45 meeting starts 19:00

**OCS Dinner/Auction
November 20**

**Squaxin Island Race
November 22**

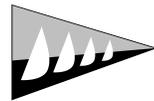
**Board Meeting
December 2**

**Vashon Island Race
TYC
December 6**

**Hope Island Race
December 13**

**General Meeting
December 16
Visitors Welcome**

Doors open at 18:00 eating starts 18:30



help to pull off the Cruise. He managed, of course, and we trust those who showed up enjoyed the Cruise, but it was a scramble, and the effort involved reaching out to disparate quarters to pull everything together.

Now just imagine how different it might have been if Randy had had a committee of several Members working with him, each of whom had some role in planning and executing the various aspects of the Cruise. A simple phone call would have been all it took: "Sorry, I'm out of commission; you've got the con."

And I can tell you from personal experience that serving on a committee like that can be an absolute blast! Once-upon-a-long-time-ago, when OYC could not coax a power boater to step up to be Fleet Captain Power (who was then responsible for most of the OYC cruises), I took on that role, along with about six other sailboat couples who agreed to serve with me as a committee, with each one taking the lead for one of the cruises. We met monthly, ate pizza and drank beer (some of the more sophisticated sipped wine), and planned and executed some of the most fantastic cruises OYC ever experienced! The good ideas flowed, the energy was electric, and the comradery was palpable. The following year, a power boater volunteered and was elected to the post, but she followed suit with a committee of her own, with equally fine results. And that could be *your experience* as a committee member here in SSSS. At the November Meeting, we will give you the opportunity to express your interest in serving your Club in any one of several different ventures. So be thinking about how you would like to broaden your horizons, share your good ideas and energy, and enjoy the comradery of your fellow SSSS sailors. We will see you then!

Bob Hargreaves, *Bright Angel*

In Need of South Sound's Bounty

In December we will cap off the festive holiday potluck with our annual fundraiser for the Thurston County Food Bank. Last year's drive raised \$36,080! Sadly, this year's need is greater. Reductions in federal assistance to women with children living in poverty and the soaring cost of living in the South Sound increase demand for Food Bank resources at the same time federal funding support for food banks has been cut. As I step into the role of auctioneer for this year's fundraiser, I'm optimistic SSSS will make another meaningful contribution to this vital community service that supports our neighbors in need.



To do that, I need your help please. I am looking for donations of goods and services to stock our auction offerings and swell our contribution to the Food Bank.

A long-time favorite continues to be decorated wine bottles. Bedazzled, bejeweled, bewilderingly creative affairs captivate bidders and bring in big bucks for the Food Bank. We've auctioned an incredible array of bottles over the years, some with light systems, others robed in papier mâché, still others outfitted in knitted cardigans and hats or incorporated into sumptuous gift baskets. Unleash your artistic forces looking for a productive outlet. Get the kids involved. Host a decorating party over Thanksgiving weekend. Have fun knowing you're doing good.

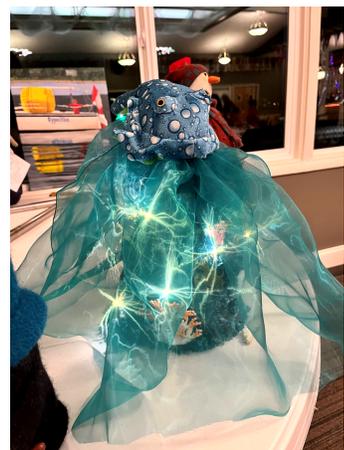
Not handy with a glue gun and beads? Decorated bottles are popular, but other items spark interest too.

In recent years we've auctioned off artwork, marine services like haul outs and surveys, experiences like sunset cruises and sailing lessons, as well as marine gear and other goods and services. There's almost no limit to what we can use. Maybe you enjoy cooking and are willing to host a dinner for four; that would fetch a pretty donation. Or perhaps you have a connection with a favorite eatery that would be willing to donate a gift certificate for a good cause. We're almost certain to raise more for the Food Bank than its face value. Think about what you might be able to offer up that we can then turn into another major donation to the Food Bank from our sailing community.

Wondering how this got started? Before there was a wine bottle auction, there was a food drive. In 2007, Don Waterhouse challenged us to "fill the Tahoe" with non-perishable food as a part of our December potluck. Around the same time, the Thanksgiving Wine Tasting Cruise moved indoors and soon began featuring wine bottles decorated by Members. In 2010 someone had the brilliant idea to combine the two efforts, auctioning the bottles and launching what has become a SSSS tradition.

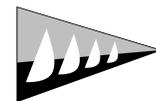
Many in our club see this as a fun way to make an end-of-year tax-deductible contribution to the Food Bank. No one can stretch a buck further than the Food Bank! In recent years anonymous donors have challenged us with matching funds that take the stakes even higher. This generosity of spirit among our Members is what enabled us to top our \$35,000 goal last year and is an outward symbol of SSSS's commitment to community.

Do you have something to contribute to the auction, but you can't attend? Let me know and I'll pick it up. Got some creative ideas to bounce? Get in touch. Email me at thera.black@comcast.net or phone/text at (360) 878-0353. Or contact Bob Butts at programs@ssssclub.com. Thanks in advance for making a difference! And be sure to join us on December 16th for the fun.



photos by Thera Black

Thera Black



PAN PAN! PAN PAN! PAN PAN!

Hello All Stations! Hello All Stations! Hello All Stations!

This is the Toliva Kitchen Skipper with an urgent message for all OYC and SSSS members, and not just those with a mast on their boat! To avoid running aground and foundering on the rocks, the Toliva Shoal Race food service, better known as The Best Party of the Southern Sound Series, needs a Volunteer, or Volunteers, to step up for training in 2026, to take over the helm in the galley for Toliva 2027 and beyond!

When Linda and I took over from Thera Black for Toliva 2024, Thera had been our Toliva Kitchen Skipper for 15 years; no wonder



Star racing photo by Colin Machado

she was ready to retire! Of course, we had no intention then or now of hanging in there as long as she did (which if we did would put us into our 90's!). Next year, 2026, will be our third year on the helm, and we think that is about right. We will continue to volunteer in the Toliva Kitchen, just as Thera has, but not as Skipper; that is, if someone picks up that role and keeps the party going!

We found when we set sail on our cruise to Mexico, the South Pacific, and New Zealand, even if you study up on every conceivable aspect of offshore sailing before you leave the dock, the real learning takes place one wave at a time out on the ocean. We believe the same principle applies to taking over as Toliva Kitchen Skipper; you can read all about it, and there will be lots to read, but the real learning takes place in the actual planning and shopping for the event, and in recruiting and then supervising the volunteers who work for you in the kitchen. It would be disingenuous to say it is a simple task; but on the other hand, it would be an understatement to merely say it is a rewarding adventure.

So, we are offering our future Toliva Kitchen Skipper (or co-Skippers – redundancy is always good on board!) On the Job Training this coming year, before taking the helm in 2027. Think it over; recruit your co-Skipper if you are so inclined; and then, next month, when we ask you to raise your hand, prove that Volunteerism is not dead in our clubs! You, and all those you serve, will be richly rewarded by your efforts (and if you are an OYC member, the full measure of CSP comes in handy, too!).

That is all. Toliva Kitchen Skippers,

Bob & Linda Hargreaves, *Bright Angel*, out

Cruise News

The Halloween Cruise was the last one in 2025. We have not scheduled any Cruises for December and January.

Monthly Date	Location
February 21 & 22	Gig Harbor
March 28 & 29	Jarrel's Cove Marine State Park
April 18 & 19	Hammersley Inlet
May 23 & 24	Penrose
June 27 & 28	Eld Inlet - Frye Cove County Park

All Cruises are now on the SSSS Calendar of events.

We kick off 2026 Cruises with a voyage to Gig Harbor. As this will be a cold-weather event, we will select an indoor location for a get-together.

Of particular interest to Members may be that Gig Harbor is home to the Harbor Peninsula Museum that exhibits several boats that were built in Gig Harbor, including the first Thunderbird racing and cruising sloop which was built in 1958. The success of this original Thunderbird led to the subsequent development of the International Thunderbird Racing Class.

The Thunderbird was originally built of Douglas Fir, native to the Northwest, plywood and restored in 2003. Later The Thunderbirds were fabricated of aluminum and fiberglass reinforced plastic.

This exhibit may be worth considering a look.

Randy Richter

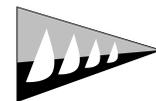


the Star Fleet

To keep this rag interesting we need your stories and photos. We need to hear from you.

OCS Dinner/Auction

This is a fund raiser for Olympia Community Sailing. OCS teaches sailing to kids and has a racing program through high school. They also teach adults. Having out grown OYC, they are looking for a space of their own. One they can share with other boaters. See the attached flyer for more information.



Race Chair's Report

*Racing in Heavy Weather; Find Crew/Find a Boat;
Andrew Kerr Seminar*

The Eagle Island race was held on October 25th this year, during a weekend of especially stormy weather in the PNW. And while I am not going to revisit the tragedy that happened on this race back in 2014, I will say that those of us who were racing back then experienced how conditions can go from good to very bad in mere minutes. And in that instance a boat was sunk, a life was lost, and others were put in great danger.

This year the forecast looked a little scary to me. The possibility of being out in wind conditions gusting over 30 kts. in my little 24 foot open boat made me think that maybe the *Rufus* should sit this one out. I kept watching the forecast as race day grew closer and I talked with the other Melges 24 owner in our club. He was also concerned about too much wind.



Fall Series Race 4 photo: Peter Taft

That Friday evening, all forecast models were showing a system headed for Olympia with the potential of gusts to the high 30s in early to mid-afternoon on Saturday. We decided not to race.

If you have the boat that can handle it, and many of our Members do, sailing in heavy weather is a skill set worth having. It can be exciting and even enjoyable provided that the skipper, the crew, and the boat are prepared for it.

Anyone who has ever done Swiftsure knows that the skipper and at least 1 crew are required to have attended a Safety at Sea Seminar. And even racing in the relatively protected waters of the south Puget Sound warrants the same basic safety measures as racing in the Strait of Juan de Fuca. [The South Sound has several places to hide if need be: Boston Harbor, Longbranch, Zittles, among others. Ed.]

The boats that did go out that Saturday were all capable, in my judgement, of racing in very windy and rough weather. They

were mostly larger boats. And knowing a system was due to arrive, they were likely prepared for that eventuality. But after the start and for the first few hours of the race, the winds were light. At around 13:00, I decided to call Gaute Syverson on his Beneteau 38 *Coral* who was at anchor off of Anderson Island. He reported a wind speed of 0 kts.

with no boats in sight of the mark.

At that point I was second guessing myself, thinking that the forecast had been wrong and we should have raced after all. But only a short time later, the RC reported that one boat had retired. Matt Niles with his Hobie 33 *Shaka* being the first to round Johnson Point, later told me that they experienced the wind coming up very suddenly.

Starting in the low single digits, he said that in only a matter of minutes wind speeds increased to where he felt it was unsafe for him to continue. He turned back at that point and properly notified the RC that he was retiring from the race.

All the other boats in the race continued on to safely finish in the face of this oncoming storm which later in the day caused downed trees and power outages all across Western Washington.

Congratulations to Scott Rowley 007 and Richard Bigley Jolly Rumbalow for finishing 1st in Class 1 and Class 2 respectively.

We are considering some changes to how we help people Find Crew/Find a Boat. At present Members who login and go to that page on our web site can fill out the form and later receive a reply from the Race Chair. But this manual process is a little tedious and brings mixed results. We want to create a forum like CYC Seattle's Crewfinder. For the SSSS to provide this forum for free, users need a Gmail address (also free and takes about 30 seconds to acquire). If you don't have or want to use a Gmail address, we will continue to offer our existing Find Crew/Find a Boat web page. Not a Member and want to crew? Just email me directly.

Our annual Andrew Kerr racing seminar has been scheduled for January, 22nd, to be held at the View Point Room once again. And last year we filled the room to capacity. Please go to our web site calendar for more details.

Winter Vashon

The 2025-26 Southern Sound Series starts in Tacoma, December 6th. Hosted by Tacoma Yacht Club and part of the four race Southern Sound Series. Open to all sailors. This has been an annual event for over 50 years. Historically, boats from Port Townsend to Olympia attend this event to celebrate a common love of sailboat racing, catch up with old friends, and compete together with one lap around Vashon Island

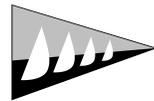
Regatta Notice of Race, Sailing Instructions and general information can be found at ssseries.org.

Make sure you don't miss this one before the holidays.

Derek Decouteau

Note that our Toliva Shoal Race is the third race in the Series.

Tucker Smyth, rcchair@ssclub.com



The Motion of the Ocean

The following is a letter to friends written by Linda Hargreaves after she and I, her husband Bob, made the passage from Mexico to the Marquesas in April – May, 2012. But for those who have ever dreamed about sailing the oceans the contents are informative, entertaining, and timeless!

The Pacific Ocean is by far the largest ocean on the planet. It is more than twice the size of the Atlantic and covers almost one third of the earth's surface. At 64 million square miles, its area is greater than that of all the earth's land masses combined. There are approximately 20,000 islands in the Pacific Ocean.

It's never still, it never rests, it's never predictable and has many moods. When I pondered the reality of spending 23+ days crossing the largest ocean on the planet I knew of the possibility of days with mild to no winds where we might just float around

and get nowhere fast or just the opposite, days of sit down, hold on heavy winds and rough seas. I knew the Pacific would try our patience, challenge our sailing skills, and test the seaworthiness of our boat. I did not think much about the never-ending motion of the ocean because one of the things I love so about sailing is the changing state of the water. I love the mesmerizing movement of waves and swells, the ever-changing patterns and colors of the water and the

many ways wind affects them. I didn't give much thought to NEVER having ONE still moment for the duration of the twenty eight hundred mile trip! You sleep in motion, you make meals in motion, you eat in motion, and you do all those private things in motion. Quite frankly sometimes you just shout out loud . . . PALEEEZE S T O P!

Sometimes the motion is subtle and consistent and you get into a rhythm of subconsciously moving with it. Other times it sneaks up and knocks you sideways. I have a few large Technicolor bruises from being caught off guard by that motion and being thrown across the cabin!

You manage to sleep while being tossed from side to side because you've figured out which limb to "T" out from your body to brace yourself. You cannot eat more than you can grasp so unless you devise a system of using underarms and thighs you pretty much never have more than a one plate meal. One hand for the plate the other for the silverware, a pocket for the napkin. No, your lap is not a stable platform. We do have cup holders in the cockpit so eating there allows you a beverage with your meal; or, as I mentioned, thighs are good substitutes for cup holders. Fixing meals on the ocean could qualify as an Olympic sport. A must is your ability to hold the crouching Sumo wrestler pose for lengths of time so you aren't thrown off balance by the boat suddenly healing thirty degrees or by the gimballed stove

swinging the same arc. I have a rubber colander with extension handles that bridge the sink. This is one of my most coveted kitchen utensils. I put all my ingredients for a meal in there and I don't have to chase them back and forth on the counter. If we're having sandwiches or hamburgers all the condiments are gathered in the colander. I also have skid proof (ha ha!) dishes that sometimes work to stop the sliding, but if the boat heels too far, they just tip over and dump their contents. I trusted a can of peaches (in heavy syrup) to stay put but just as I filled my hands with other stuff it took a slider. It's bad enough the can leaves a dent in the teak floors but the mess is compounded by juice dripping through the cracks in the floorboards . . . there's an engine under there (and a place Bob keeps pristinely clean!). A friend skid proofed her countertops by lining them with cut up yoga mats; wish I had done that.

I use sponges, plastic bags, paper cups, etc., to quiet all the

things in the cupboards. You would be surprised at how irritatingly noisy even cardboard boxes can be when they are constantly bumping into each other. The smallest sound is the one that will keep you awake while you try to sleep, even with earplugs, which are an essential part of sleeping gear on a passage. I do try to buy as many items in non-glass containers as possible, but sometimes that works against me. I was happy to find soy sauce in a plastic bottle.

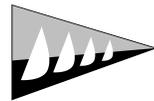
Once when I opened the

cupboard the soy sauce jumped out and during that nano-second of time I was thinking thankfully it won't dent the floor or break when it hits. No . . . it hit the floor, bounced, dislodging the lid, spewing "beetle juice" on the ceiling and floors, bouncing once more to include the nav station and salon (basically our office and living room) in its line of fire, and then down the floorboards into Bob's pristine engine compartment. Not good! I was discovering soy sauce spots for weeks thereafter.

At day twenty two it already seemed like a very long time since we left Mexico. Twenty two days on the ocean is nothing like twenty two days on land. There is only one kind of scenery, miles and miles of water, endless sky and amazing cloud formations. I have never seen such enormous clouds! I saw every size, shape and color of cloud imaginable, and some you just couldn't dream up in your mind. If you like to play the game "what does that cloud look like" the ocean is the place to be! As far as ocean wildlife goes, we saw no whales, no Manta Rays, no turtles, only a few dolphins and birds. We had about nine Boobies ride with us for a day but we were glad when they left because they do not clean up after themselves. Yuk! I poked them with a boat hook a few times and they just teetered a bit and squawked at me. I finally walked right up to them and swatted them on their backsides and they still would not fly away. And then there are the flying fish and squid that litter the deck during the night in



Photos by Bob Hargreaves



rough seas. We have friends who have a Pug onboard their sailboat and he walks the deck in the morning during passages and eats all the squid and fish. The dog's name is Sushi, I bet he has really bad breath!

We had calm winds and rolling seas; we had squalls with winds over 32kts; we had big swells with blinding rain. One wave washed over the top of the lifelines and filled the cockpit up to my ankles. That was a bit of a surprise. We got caught in numerous squalls as we got closer to the equator. They showed up on the radar as big yellow blobs spanning miles. We would be soaked to the bone, change into dry clothes and a few hours later get drenched again. We finally just resigned ourselves to shorts, T-shirts and bare feet. We spent many hours hand steering the boat in wild waves, high winds and lightening . . . Yikes! It was a little unnerving but exciting. The sky was black, the ocean was black, the wind was howling, and the raindrops were so big and falling so hard they eventually flattened the waves. Fortunately, the boat handles beautifully in rough weather. And during all this time the wind was coming from an unfavorable direction so for all that effort we did not make much progress that day.



We did have one day we motored all day because there was no wind and a countercurrent was taking us east, the wrong direction, at two knots. Great if we were heading for Panama! It was really nice to have some calmer time. Our auto pilot did the steering in exactly the direction we wanted to go at exactly the speed we wanted to go. What a concept! I did laundry, cleaned the boat and just enjoyed the day. Bob and I both needed the break. There was just simply no such thing as down time during this passage.

We crossed the equator on May 1, so we now have the distinction among mariners of being shellbacks. Not sure what it truly means, but I think it is jbrighter. I have always loved night watches during a full moon but at the equator it was extra bright and seemed so much larger. It was amazing! Sunrises and sunsets are beyond beautiful at the equator - a magnificence we could not capture with our cameras.

I thought a lot about explorers of past centuries who sailed these waters with big heavy boats, no charts, no electronics, no refrigeration, no contact with the rest of the world. If there was no wind, they simply stayed in one place unless moved by currents. And yes, the world does look flat when there is nothing but water below and sky above.

We were asked during the crossing if we were having fun. I truly never expected this to be fun and my expectation was met. I thought it would be challenging, life changing, thrilling and difficult (especially at age 65); and, most of all, an adventure. I was right on all accounts. I compare it with climbing a world class mountain or doing an Ironman Race. You plaust a title of accomplishment. The sun is hotter at the equator and the moon is

n and prepare (mentally & physically) to meet all the situations you will be faced with and hope you focused on all the right things. You accept the risk of being far from any kind of help in an emergency. I've never heard anyone say that climbing Mt. Everest or competing in an Ironman was fun but I have heard all the above-mentioned adjectives used. In conversations with other cruisers who crossed the Pacific with our group no one described it as fun. However, we are all glad we did it and would not give back the experience. Spending twenty eight days on the biggest ocean in the world, constantly in motion day and night, in less than 300 square feet of living space, floating on a forty four foot platform, navigating from Mexico to French Polynesia, crossing

the equator, and making landfall on a tiny Marquesan Island with the boat and Bob and me in good shape was definitely the pinnacle of our sailing life.

We have become better sailors, we have a new appreciation for the life we have lived, and we have a different perspective on the life we have left to live. This is not an easy lifestyle we have chosen. It is way beyond what we thought would be demanded of us both physically and mentally. However, the jaw dropping, breathtaking, mind blowing, beyond amazing sights we have seen and experiences we have had make it undeniably worth the

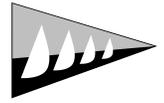
effort. And, we are just at the beginning of this South Pacific chapter of our grand adventure. Life is Good!

Linda Hargreaves, *Bright Angel*

Changes

The South Sound Sailing Society is one of the most active clubs on the Salish Sea. We hold 28 PHRF races a year, both buoy and point to point race. They are run by a race committee that is second to none in experience and expertise. All for less than you might pay for one race down Sound. We host an invitational race, the Toliva Shoal Race, that is part of the Southern Sound Series, drawing boats from Tacoma and points north. We have an "old boat" Star Fleet that ran 52 races last year. Before the pandemic it was one of, if not the largest in the country, now in the process of rebuilding. We have an active Portsmouth, dinghy, fleet, one of the few on the Sound. We hold monthly Meetings interesting enough that they are actually attended by our Members, unlike most clubs. We host "classes" to improve Members' knowledge of boats and sailing. We hold Club Cruises to various places in the South Sound. Yet we are still one of the least expensive clubs on the Salish Sea.

We do this with volunteers. Members step up to make things happen. Or at least they have. Our long time Members are aging out. Many of these programs are in danger of closing if we do not get some new, and younger, people involved in running them and the Club. This is an opportunity to reshape the programs as you would like. Or to create new ones. Now is the best time, while the old guard is still around for help and advice. Ed.



Rain

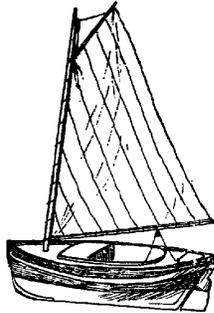
Looks like the winter and rain have arrived. The Moss Back says: "If you don't like the rain, you can go to hell. I hear it never rains there."

PHRF Dues Due

Star Season Star Results

52 races sailed with 9 discards
scoring based on Low Point Average

Place	Sail	Sailor	Boat	Total
1	75	Dave Branch	Puffin	1.391
2	35	Tim McClure		2.828
3	30	Jim Findley	The Flag Ship	3.258
4	4	David Geeraerts	Rubicon	3.465
5	19	Luke Wolcott	Brewster	3.777
6	11	Richard Wells	Northern Sky	3.977
7	3	Vickie Lau		4.767
8	33	Chris Reitz	Corvus	5.023
9	27	Cheryl Rogers	UpStart	5.047
10	24	Ty Norsworthy		5.419
11	35	Casey Pruitt	Blue Puffin	5.581
12	75	Perry Sparks	Puffin	5.837
13	75	Reianna DaRosa		5.93



QUODDY BOAT OF
1873
HERRING FISHER

Portsmouth Regatta

Overall	Sail	Skipper	Type	Race 1	Race 2	Race 3	Total
1	208831	Queen, Chuck	Laser	1	1	5	7
2	195939	Rulla, Chris	Laser	2	2	3	7
3	2984	Downing, Joe	Thistle	4	3	1	8
4	1542	French, Kevin	Harpoon 5.2	3	4	2	9
5	816	Baldrige, Darris	Harpoon 5.2	5	6	6	17
6	786	Findley, Jim	Lido 14	7	5	7	19
7	1386	Brown, Adam	Harpoon 5.2	6	8	9	23
8	5008	Jones, Margaret	Lido 14	10	10	4	24
9	170	Church, David	Hunter 170	8	9	8	25
10	763	Nordgren, Layne	Harpoon 5.2	9	7	11	27
11	106152	Muench, Krista	Laser	12	11	10	33
12	380	Takamagi, Ken	Harpoon 5.2	11	12	12	35

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

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

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

Capt. Dennis Crowley AMS #1350

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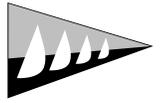
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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
(360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the third Tuesday of the month.

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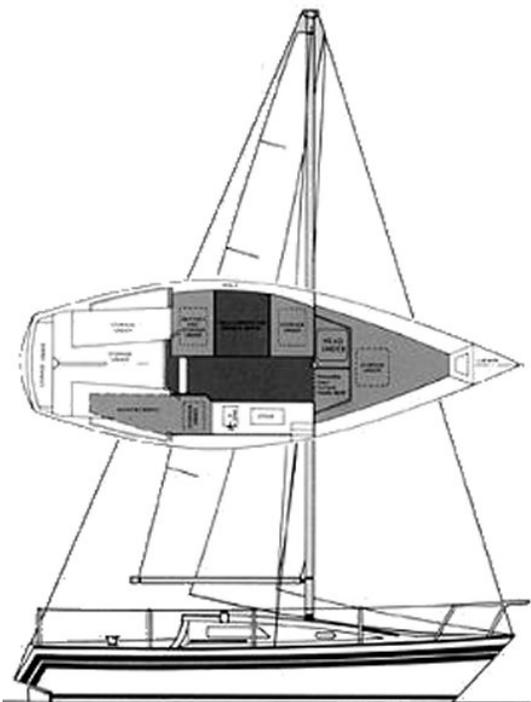
Star Fleet

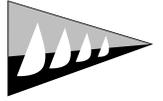


Star Races photos by Collin Machado, except where noted



South Sound Sailing Society
P.O. Box 1102
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Olympia
Community
Sailing

CELEBRATE THE YEAR DINNER AND AUCTION

November 20, 2025

Celebrate the Year with Olympia Community Sailing at our 2025 dinner and auction. This year's event will take place November 20th, starting at 6:00 p.m. at The Heritage Room in Olympia. Funds raised will support maintenance and replacement of our aging fleet and equipment, allowing us to continue offering high-quality sailing experiences for current and future generations of youth sailors.

**Visit our
event
website
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