

Ship-to-Shore

The South Sound Sailing Society's Newsletter

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www.ssssclub.com

October Meeting: Port Commissioner Candidates Pre-meeting Skill Sessions

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

Join your sailing colleagues to hear from the candidates who are running to serve on the Port of Olympia Commission. Three positions on the five-member Commission are open, and they will share their views on the creation of a small boat center, the future of the marine terminal, the Port Peninsula's Master Plan, and the Swantown Marina and Boatworks.

Prior to the Meeting, we will have several Skill and Information sessions, including perfecting essential sailing knots, currents and tides for Southern Sound Racers, and other topics.

Doors at the Olympia Yacht Club (201 Simmons St NW) will open at 17:45 pm and the Skill and Information sessions will begin at 18:00. The Meeting will commence at 19:00. The Meeting is open to Members, sailors who might be interested in joining our group, crew members, significant others, and anyone who wants to hear from the Port Commission candidates. Free parking is available in the lot south of the main Olympia Yacht Club parking lot. Please do not park in slips that are Reserved.

We hope you will join us.

Bob Butts, Emma Lee

Commodore's Corner: A Potpourri *But not the smelly kind!*

We will start out with an explanation (excuse?) why your Commodore will miss the October Meeting. Twenty-seven years ago, on October 24, 1998, my wife Linda and I each said "I do" on Freeman Island, just off the northwest coast of Orcas Island (48° 41' 55" N, 122° 57' 3.6" W). To celebrate our anniversary, we return each year to Orcas and spend a week in the same cabin on the beach we have stayed in for over thirty years, and from which we launched the row boat to take us out to Freeman Island to launch our married life together. That is where we will be when you meet on October 21! But you will be in good hands with Vice Commodore Kim Turver at the helm that night!

While Linda and I spent a very enjoyable, but all too short, three weeks cruising in the San Juans this summer, I spent some time thinking about a subject we should all think about: safety for a cruising couple (and you could expand that to include race crews, or any folks regularly on your boat). On passage during our eight years at sea, I always slept well off-watch, when conditions allowed, that is, knowing Linda could handle the boat and its systems, keep an eye on weather conditions and a lookout for other vessels, and respond appropriately to keep us on course and moving safely. But as I thought about the myriad issues she might face now if something drastic were to happen to me even in our inner coastal waters, I realized I have some work to do. The rest of you skippers probably do, too! Ask yourself some of these questions, and see how you fare: If you are seriously injured or otherwise incapacitated, how would your First Mate, or another crew member, handle the situation? Would she or he know how to use



**Board Meeting
October 7**

**Fall Series Race 4
October 11**

**General Meeting
October 21**

Visitors Welcome

Doors open at 17:45 meeting starts 19:00

**Eagle Island Race
October 25**

**Halloween Cruise
November 1-2**

**Board Meeting
November 4**

**Herron Island Race
November 8**

**General Meeting
November 18**

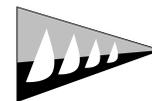
Visitors Welcome

Doors open at 17:45 meeting starts 19:00

**PHRF Race Fees
Due, \$35**



Portsmouth Regatta, photo: Steve Worcester



the radio to call for help? Remember, this is a panic situation; you are lying unconscious in the cockpit because the boom just took you out on that accidental gibe, or you just went down with a heart attack. This is no time to rely on that glossy commercial tri-fold that explains how to turn the radio on, and how to make a DSC Mayday or other emergency call. What about using a phone? Is the USCG number in your, or their, contacts? What if they had to move the boat? Would they know how to use the navigation system to get to a safe harbor or anchorage? If they got there, would they know how to get the boat docked, or anchored? If the boat is anchored and they need to move, would they know how to weigh anchor and get underway? If you are bleeding out from major trauma, or you suffered third degree burns when your shirt caught fire as you reached across the lit burner on your stove, do they know where the first aid kit is, and how to address your injuries with it? And

consequences devastating. Communication and practice are keys to overcoming these potential problems. Explain to your First Mate or novice crew how to use the VHF, including proper channel selection, and let them use the radio to make some routine

Club members, and to take pride in knowing you are helping to keep the Club sailing on an even keel! How about helping to plan, promote, and execute a Club cruise; or helping plan, arrange, and present a guest speaker; or, if you have never done it and even if you are not a racer, how about learning to help as crew on the Race Committee boat? Do you have some experience in merchandising? If so, would you like to help stock and sell SSSS merch on-line and at our



Portsmouth Regatta, photo above by Peter Taft, below by Steve Worcester



calls; familiarity will make use of the VHF practically second nature in an emergency. Show them how to chart a course on whatever navigation system you use, check it together to ensure it is safe, make sure they can start the engine and get underway, then let them navigate the course. Go over the basics of AIS, how to use the radar, and

Meetings? Are you a techie? If so, would you like to help set-up an on-line version of the Ship-to-Shore? Think about this, and we will take a deeper dive into these ideas soon.

Are you a journalist? Well, every one of us can be by writing an article for the Ship-to-Shore. Share with us something about that great cruise you had, or that new anchorage you explored, or that lesson you learned we should all know about (and there is no judging here!), or that new piece of gear you would recommend. And, for extra credit, be a photo journalist! As Steve always tells us, "Take your camera sailing!"

I look forward to seeing you in November!

Bob Hargreaves, *Bright Angel*

if there is a fire on board, does your First Mate or crew know how to respond with fire suppression in the few seconds necessary to avoid catastrophe?

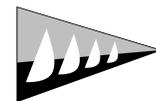
I do not mean to be the prophet of doom here, and many, if not all, of you will sail your entire lifetimes without ever being confronted by any of these scenarios. But if your number does come up, would you be prepared? It really does not take much effort to get there. These are situations a good Skipper does, or should, know how to handle, but for a First Mate or crew member who has never thought about or practiced some of the skills necessary to respond in an emergency, the confrontation can be daunting and the

lights and what they mean at night. Take the time to go over the other safety concerns we mentioned, or any others you can think of, but do not overdo it by trying to cover everything at once. No need to make them feel like they are drinking from a firehose! Something I learned in the military about teaching skills might help here: Tell them what you are going to tell them; tell them; then tell them what you told them. This triad helps implant the message. We will talk more about safety for cruising couples in the year ahead!

Let's tack here, and talk about some things you might be able to do to get more involved in Club functions, to meet and get to better know some of your fellow

Note that Freeman Island is a tiny island in the San Juan Islands. It is part of the San Juan Islands National Monument (Bureau of Land Management). The name was given by Charles Wilkes during the U.S. Exploring Expedition of 1838–1842, originally as *Freeman's Island*, in honor of J.D. Freeman, the sailmaker on one of the expedition's sloops-of-war, the *Peacock*. If you have not read about the Wilkes Expedition, check out *Sea of Glory* by Nathaniel Philbrick – it is a great read on a fascinating subject!

Bob



Race Chair's Report

With the conclusion of our Fall Series this month, South Sound Sailing Society's 2025-2026 racing continues with the Eagle Island Race on October 25th. This is our first distance race of the season and has been well attended in recent years by boats in both of our existing classes. The 26.5 nm long course sailed by Class 1 will round a mark boat anchored off Anderson Island near the western end of Balch Passage, ie. Eagle Island. The 20+ nm short course which is sailed by Class 2 will round a drop mark placed off of Devils Head. Please remember to read the sailing instructions ahead of the race.

In addition to acknowledging 1st, 2nd, and 3rd place finishers in Classes 1 and 2, there is the Sibold perpetual trophy for 1st overall on Eagle Island. Check out the Notice of Race for perpetual trophies awarded for our other distance races.

Members who raced in the years prior to the pandemic of 2020 will remember the class breaks we had in those days. We had more boats racing back then and hence more classes. And I think we all want to get our racing program back to where we can sustain more classes and hopefully get more of our members to join in on the fun.

All of these former classes raced the long courses on the distance races. The short courses were reserved for our No Flying Sails class, formerly known as the D-Fleet.

The D-Fleet had a set of rules created for the SSSS which said they must comply with PHRF NW for No Flying Sails ratings, but that they didn't need to have a PHRF membership. This made it very easy for boat owners who didn't want to fly a spinnaker to come out and give Club racing a try.

I have been approached by several Members who think this might be a good time to return to having a NFS class once again. I asked the question of several boat owners who presently race their boats without spinnakers, and are rated accordingly: **Would you want to race in an NFS class?** And now I am asking all our Members here in the S-t-S. **Is it time to reinstate the D Class?** (Probably calling it the NFS Class).

I caution that this may not be easy to do. You might say let's just make Class 2 the NFS class. But some of our boats in Class 2 do use a spinnaker with a rating that reflects that fact. So where would we put those boats who intend to fly a chute but rate slower than 135, the rating break which divides Class 1 and Class 2 boats?

If there are only 2 or 3 boats presently in Class 2 that use a spinnaker and intend to sail this way for at least some of their races, that wouldn't be enough boats to have a class of their own. You might remember the B Class from pre-pandemic times. They had their own start with sometimes only one boat crossing the starting line. Out of respect for the RC, I think it's important to keep the number of starts to two regardless of changes made, if any, to our existing class divisions.

So, there's the proposal. But I am mentioning only a few of the complications that this proposal entails. Your co-race chairs, myself and former D-fleet captain Richard Bigley, welcome your thoughtful comments and input on this matter. I suggest you email us at rcchair@ssssclub.com. We both receive email at this address.

Making changes to our class divisions is certainly something all of us who race have a stake in. And maybe the best thing to do right now is to keep things the way they are. Whatever we decide, the goal should be to attract more people to come out and race.



Thursday Night Racing, photo by Jim Findley

Budd Inlet Star Fleet

Our regular season ended on August 28 with another successful night of racing. This was the last of 16 Monday nights and 52 races. With 10 boats in the water, we were averaging 8 boats towards the end of the season. New faces brought new excitement to the Fleet. It was fun to see the improvement

in starts and tactics as the season progressed.

On Saturday September 4 we wrapped up the season with 8 boats getting out for the Fall Regatta and completing three races. It was a classic day on Budd Inlet with a nice westerly at about 8-10 and enough holes to make it interesting. On the last race, that all ended after the second upwind leg where the wind did a 180 and came in from the east.

This decided the

regatta for newcomers Vickie Lau/Murray Buckman who were leading the regatta and the race. They just needed to finish the last leg but were on the wrong side of the shift. We've all been there right? After the race we had a cookout on the Westbay dock followed by getting four of the boats out of the water at the Swantown ramp.

We are already working on next year and hope to expand the fleet to 15 boats and another 15 skippers and crew.

Results can be found at: <https://www.sailscores.com/D6BISF/Series>

Anyone interested please let us know through the SSSS web site:

<https://www.ssssclub.com/2024/04/stars-contact-us/>

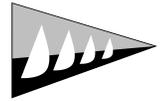
Dave Branch

Photos Needed

I have photos of the dinghy races, as you can see, and of the Stars, coming next month. But with their season ending, I have no photos of current SSSS events. Any one have photos from the Commodores' Cruise? The Halloween Cruise presents some good photo opportunities. Racing take photos of other boats and your crew.

Take your camera sailing.

Tucker Smyth, rcchair@ssssclub.com



Cruise News

Halloween Cruise, November 1

Our October Cruise to Longbranch will actually be on November first, the Day after Halloween. But don't put your cobwebs, spiders and skeletons away yet! You will be needing those for the Scariest Boat Contest and to complement your entry into the Best Halloween Costume Contest.

Longbranch Marina is a 15 mile cruise from Olympia, up the Filucy Bay Inlet, West of McNeil Island.

The guest moorage rate is \$1.25 per ft. This moorage rate applies after four hours and includes electric, 30 amp shore power, fresh water, free Wi-Fi, grill and pavilion use, waste containers, and restroom amenities.

At the time of this writing, SSSS is the only yacht club visiting this marina for the weekend which includes seven hundred sixty feet of dock for transient boats; so there should be plenty of dock space. However, be advised that if rafting up is needed, each boat still requires moorage payment. Alternatively, if you choose, this area is known to have good holding ground with a thick mud bottom for anchorage.

On Saturday, a pot-luck dinner will be held at 1700 followed by games and prizes. Wear your costumes!

On Sunday morning we will provide a pancake breakfast furnished by the yet to-be-named Members.

What to bring:

- Potluck dish & beverages
- Plates/Utensils and Cups
- Treats for trick-or-treater, if we get youngster sailers
- Costumes and boat decorations
- Lawn chairs

It helps us with our planning if we know how many are coming. Please RSVP to cruises@ssssclub.com to let us know if you are coming, and to let us know if you are bringing children.

Here is our plan for docking at Longbranch Marina. Back into the main dock and stern tie. We will try to put those who can't get off their transoms on one of the side-tie positions. We will be monitoring VHS Channel 72 to assist incoming boats.

Commodores Cruise

Our annual Commodores Cruise was held on September 20th at Vaugh Bay. Our voyages were greeted with brisk winds, making for a lively afternoon sail, calming a bit just in time for our potluck dinner on the Vaughn Bay Spit. Good food, great company and an ideal location resulted in a good-time for all.

Randy Richter, cruises@ssssclub.com

Portsmouth Report

Our dinghy racing season is all wrapped up and most of the boats are put away for the season. We have a new Season Champion, Alden Visser in his Laser. It's been fun watching Alden grow and improve over the years.

The Fall Regatta was well attended with lots of races in light to medium air and RC'd by Steve Worcester. Afterwards we had a great potluck/picnic next to the Swantown boat launch where racers got to chat with their competitors and friends.

Next year's season starts with the first Thursday in May and then every Thursday through

August. If you are interested and have a sailboat that's 20 feet or under and doesn't have a fixed keel, come out and join in the fun. It's relaxed, low pressure racing.

Jim Findley. *Night Wind, The Flag Ship (Star), 786 (Lido 14)*

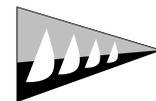
If you do not have a boat under 20 feet, now is the time to buy one so you are ready to sail next May. Ed.



Thursday Night Racing, photo by Kris Rulla

Thursday Night Races Series 4

	Sail	Skipper	Type	July 31	Aug 7	Aug 14	Aug 21	
Total								
1	multi	Andre	Multiple Boats	DNC 13	2	7	6	28
2	multi	Queen, Chuck	Multiple Boats	DNC 13	14	1	1	29
3	170402	Siri	Laser Radial	DNC 13	8	3	7	31
4	multi	Jones, Evie	Multiple Boats	5	10	12	5	32
5	86	Connie	420	2	1	DNC 15	DNC 22	40
6	multi	Visser, Alden	Multiple Boats	DNC 13	5	2	DNC 22	42
7	186539	Talus	Laser Radial	DNC 13	6	DNC 15	8	42
8	multi	Sophia	Multiple Boats	3	16	8	16	43
9	1542	French, Kevin	Harpoon 5.2	1	DNC 18	DNC 15	10	44
10	86C	LeClair, Cameron	FJ	DNC 13	DNC 18	DNC 15	2	48
11	220904	Kirkbride, Graham	Laser Radial	9	11	10	18	48
12	2620	Taft, Peter	Thistle	DNC 13	7	DNC 15	13	48
13	8859k	Cayden	420	DNC 13	DNC 18	DNC 15	3	49
14	210109	Beach, Ava	Laser Radial	DNC 13	9	11	17	50
15	218876	Reck, Simone	Laser Radial	DNC 13	DNC 18	DNC 15	4	50
16	multi	Arthur	Multiple Boats	6	DNC 18	DNC 15	11	50
17	5008	Jones, Margaret	Lido 14	DNC 13	12	4	DNC 22	51
18	216554	Ireland, Jaydon	Laser Radial	DNC 13	3	DNC 15	DNC 22	53
19	72961	Ingrid	420	12	DNC 18	DNC 15	9	54
20	USA457	Ireland, Esther	29er	DNC 13	4	DNC 15	DNC 22	54
21	816	Baldrige, Darris	Harpoon 5.2	8	DNC 18	DNC 15	14	55
22	763	Nordgren, Layne	Harpoon 5.2	10	DNC 18	9	20	57
23	3033	Beach, James	Lido 14	DNC 13	DNC 18	DNC 15	12	58
24	7296A	Alisa	420	DNC 13	DNC 18	5	DNC 22	58
25	1386	Brown, Adam	Harpoon 5.2	DNC 13	DNC 18	6	DNC 22	59
26	162244r	Bolts, Rolan	Laser Radial	4	DNC 18	DNC 15	DNC 22	59
27	181855	Nicholas	Laser	DNC 13	DNC 18	DNC 15	15	61
28	2165541	Ireland, Rahab	Laser Radial	DNC 13	13	14	DNC 22	62
29	786T	West, Travis	Lido 14	7	DNC 18	DNC 15	DNC 22	62
30	106152	Muench, Krista	Laser	DNC 13	17	13	21	64
31	380	Takamagi, Ken	Harpoon 5.2	DNC 13	15	DNC 15	DNC 22	65
32	6931	O'Sullivan, Jane	Laser Radial	DNC 13	DNC 18	DNC 15	19	65
33	170	Church, David	Hunter 170	11	DNC 18	DNC 15	DNC 22	66



Book Review: *Never, Ever Give In!* And then some!

One thing I really enjoy, whether on a cruise or at home, is to get up early, brew a pot coffee, and, if I avoid getting hoovered by emails and social media, settling down for an hour or so with a good book! You might think with all the ocean cruising Linda and I have done I would steer clear of reading about other people's cruising adventures, *au contraire!* There is nothing quite like a good sea story to make you better appreciate your passion! This summer I grabbed a hold of a really rousing yarn about the trials, tribulations, and triumphs of ocean sailing, published this year, entitled by an Aussie named Tony Mowbray. Before I tell you more about the book, allow me to indulge in a bit of back story.

In an anchorage off a native village in the Yasawa Island Group of Fiji in 2014, we had just dropped anchor when a fiber (what the Fijians call a long, open fiberglass boat with an outboard, used for everything from fishing to ferrying kids from local villages to and from school) pulled up alongside with a native and a white guy aboard. The white guy introduced himself as Tony Mowbray, said he admired our 44-foot sailboat, and then mentioned he had sailed around the world on a 42-footer. I

missed a great opportunity by not following up and asking him questions about that feat. It was impressive, of course, but not too out of the ordinary, as we had met several folks in the South Pacific who had either done it or were doing it. He also mentioned that he and his son ran a sailing charter operation out of Ushuaia, and took people from Cape Horn to Antarctica; okay that was different, so I asked questions about that! When the fiber finally motored away, I noticed a name painted on the side, *Tai Tony*, which is Fijian for Grandfather Tony. So I figured he must be something of a local celebrity. It turned out he was helping the

Fall Portsmouth Regatta

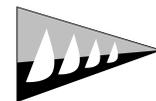
Sail	Skipper	Type	Race 1	Race 2	Race 3	Total	
1	208831	Queen, Chuck	Laser	1	1	5	7
2	195939	Rulla, Chris	Laser	2	2	3	7
3	2984	Downing, Joe	Thistle	4	3	1	8
4	1542	French, Kevin	Harpoon 5.2	3	4	2	9
5	816	Baldrige, Darris	Harpoon 5.2	5	6	6	17
6	786	Findley, Jim	Lido 14	7	5	7	19
7	1386	Brown, Adam	Harpoon 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

Thursday Night Races Series 3

Sail	Skipper	Type	6-26	7-10	7-17	7-24	Total	
1	216554	Ireland, Jaydon	Laser Radial	3	DNC 13	6	3	25
2	171059	Visser, Alden	Laser	DNC 13	DNC 13	4	2	32
3	195939	Rulla, Chris	Laser	5	1	DNC 22	6	34
4	8859k	Cayden	420	DNC 13	DNC 13	5	4	35
5	218876	Reck, Simone	Laser Radial	2	DNC 13	1	DNC 21	37
6	218314	Ireland, Esther	Laser Radial	6	DNC 13	3	DNC 21	43
7	1386	Brown, Adam	Harpoon 5.2	4	5	14	DNC 21	44
8	1542	French, Kevin	Harpoon 5.2	DNC 13	2	10	DNC 21	46
9	8860	Cameron	420	DNC 13	DNC 13	12	10	48
10	7296	Taylor, Liam	420	DNC 13	DNC 13	DNC 22	1	49
11	5f	Queen, Chuck	Force5	DNC 13	DNC 13	2	DNC 21	49
12	19146	Jones, Evie	Optimist	7	8	DNC 22	12	49
13	816	Baldrige, Darris	Harpoon 5.2	DNC 13	4	11	DNC 21	49
14	763	Nordgren, Layne	Harpoon 5.2	11	6	18	18	53
15	86	Connie	420	DNC 13	DNC 13	DNC 22	5	53
16	505	Power, Liam	Hobie 16	DNC 13	DNC 13	7	DNC 21	54
17	186539	Talus	Laser Radial	DNC 13	DNC 13	DNC 22	7	55
18	786	Findley, Jim	Lido 14	DNC 13	DNC 13	8	DNC 21	55
19	1	Roland	Laser	DNC 13	DNC 13	9	DNC 21	56
20	31	Lilly	420	DNC 13	DNC 13	DNC 22	8	56
21	86orange	Arthur	FJ	9	DNC 13	13	DNC 21	56
22	GRAHAMK	Kirkbride, Graham	Multiple Boats	10	DNC 13	16	17	56
23	3187kn	Navarrette, Kimber	Lido 14	1	DNC 13	DNC 22	DNC 21	57
24	162244r	Bolts, Rolan	Laser Radial	DNC 13	DNC 13	DNC 22	9	57
25	162243	Siena	Laser Radial	DNC 13	DNC 13	DNC 22	11	59
26	210109	Beach, Ava	Laser Radial	DNC 13	DNC 13	17	16	59
27	467	Cassal, Reese	Harpoon 5.2	DNC 13	3	DNC 22	DNC 21	59
28	170	Church, David	Hunter 170	DNC 13	DNC 13	20	14	60
29	216541	Ireland, Rahab	Laser Radial	DNC 13	DNC 13	DNC 22	13	61
30	3	Sam	420	DNC 13	DNC 13	15	DNC 21	62
31	5008	Jones, Margaret	Lido 14	DNC 13	7	21	DNC 21	62
32	22	22	420	DNC 13	DNC 13	DNC 22	15	63
33	3510	Muench, Krista	Laser2	DNC 13	12	19	19	63
34	3c	Hopkins, Claire	420	8	DNC 13	DNC 22	DNC 21	64
35	Stuff	Elliot	Optimist	DNC 13	9	DNC 22	20	64
36	106152j	O'Sullivan, Jane	Laser	DNC 13	10	DNC 22	DNC 21	66
37	380	Takamagi, Ken	Harpoon 5.2	DNC 13	11	DNC 22	DNC 21	67
38	158715b	Bolts, Brolin	Laser	12	DNC 13	DNC 22	DNC 21	68
39	106152	Muench, Krista	Laser	DNC 13	DNC 13	DNC 22	DNC 21	69

villagers build a few cabins on the outskirts of their village with the object of encouraging tourists to rent them and "experience native Fijian village life." Ahhhh. . . was not too sure how I felt about that!

A year later, while in a marina near Lautoka, Fiji, we met another Tony from Australia, Tony Purkiss. Tony and his mate had been hired by an American cruiser we knew to deliver his boat, a Shannon 37, to Nouméa, New Caledonia. Don was flying home to be with his wife who had some serious health issues, and was selling his boat. He had a potential buyer in New Cal, but if that deal fell through, Tony and his mate were to take the boat on to Australia, and it would be put up for sale there. Tony, who was in his forties when we met him, was an accomplished yachtsman who basically grew up sailing. (I use the term 'yachtsman' here advisedly, because in the parlance of Australia and New Zealand, any boat with a mast and sails is a yacht and everything else is a launch.) However, when we met him, Tony had what many would consider a serious impediment to double-handing a boat on an ocean passage, he was blind. Several years earlier, while on holiday in Bali, Tony was in a tourist bar that was struck by terrorists. The bomb killed a few of the patrons; Tony got out alive, but left his eyesight in the rubble. It was impressive to hear how Tony was learning his way around Don's boat. For example, one night while having dinner with him in the marina restaurant, he told us he had memorized the



function of all the breakers on the electrical distribution panel!

I have kept up with both Tonys on Facebook through the years, but I never realized there was a connection between the two, until I read Tony Mowbray's book. Tony Purkiss (with a funny nickname) figures large in Tony Mowbray's story!

If I had asked Tony Mowbray about his circumnavigation when I met him in Fiji, I would have learned it was no ordinary trip around the globe. But I certainly would not have been privy to all the gripping details spelled out in his book about his six-month solo, non-stop, and unassisted voyage past all the great southern capes, with a detour in the Atlantic to cross the Equator and then head south again to carry on around! But wait, there is more, and the story about how, and why, he even got to the start line off Newcastle, NSW in 2000 is just as gripping!

Tony had sailed since he was knee-high, and had some impressive voyages under his belt, including a circumnavigation of Australia, when he got the notion to sail the globe and then purchased and began laboriously refitting the boat he would need for the voyage, which he christened *Solo Globe*

Challenger. After untold hours of work, and seriously in debt for the effort, as a shakedown Tony decided he would do another 628 nm Sydney-Hobart Race. One of many for him, and the same for most of his crew. He gathered seven of his mates, including Tony Purkiss, and set off in *Solo Globe* to race the 1998 Sydney-Hobart. You may recall, especially if you have read Rob Mundle's account of that race in his book *Fatal Storm*, this was nothing short of tragic: an unpredicted storm with hurricane force winds and nearly 100-foot waves hammered the fleet in the Bass Strait. Six sailors lost their lives, five boats were sunk, and 55 sailors were rescued, including two of the more seriously injured on *Solo Globe*. Tony's account of their ordeal will leave you breathless. As he has written, "On our boat, for 15 hours we thought that we had found out how we were going to die."

After getting his battered and dismasted *Solo Globe* back to Australia, Tony at first gave up on his idea to circumnavigate. But that dream had a strong hold on him, and he eventually relented and began rebuilding his boat and his courage for the challenge. As they say, the rest is history, and it is well and

thoroughly documented in *Never, Ever Give In*. But this is much more than a story about a sailing journey, it is about perseverance and as Tony says "a journey of the human spirit." It is not Pulitzer Prize material, but it will grab you nonetheless, and you will relish reliving Tony's many ordeals and triumphs from the comfort of your cockpit or your easy chair. The book is available on Amazon, or I have a copy you are welcome to borrow.

Bob Hargreaves, *Bright Angel*

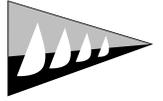
Did you enjoy Bob's story? It's your turn now. If you've been sailing much you have more than one good story. You needn't have sailed the high seas. Share.

Thursday Night Races Series 1

Sail	Skipper	Type	5-01	5-08	5-15	5-22	Total
1	1386 Brown, Adam	Harpoon 5.2	3	5	1	4	13
2	763 Nordgren, Layne	Harpoon 5.2	6	4	2	2	14
3	786 Findley, Jim	Lido 14	DNC 10	1	DNC 3	1	15
4	1542 French, Kevin	Harpoon 5.2	2	3	DNC 3	DNC 9	17
5	816 Baldrige, Darris	Harpoon 5.2	5	2	DNC 3	DNC 9	19
6	2620 Taft, Peter	Thistle	4	7	DNC 3	5	19
7	195939 Rulla, Chris	Laser	1	DNC 10	DNC 3	DNC 9	23
8	106152r O'Sullivan, Ryan	Laser	DNC 10	DNC 10	DNC 3	3	26
9	3033 Beach, James	Lido 14	DNC 10	6	DNC 3	DNC 9	28
10	3510 Krista	Laser2	7	9	DNC 3	DNC 9	28
11	170 Church, David	Hunter 170	DNC 10	DNC 10	DNC 3	6	29
12	Ezra Church, Ezra	Hobie Holder 12	8	DNC 10	DNC 3	8	29
13	46616 Christian	Hobie 16	DNC 10	DNC 10	DNC 3	7	30
14	5008 Jones, Margaret	Lido 14	DNC 10	8	DNC 3	DNC 9	30
15	Sean Bull, Sean	Passage Maker	9	DNC 10	DNC 3	DNC 9	31

Thursday Night Races Series 2

Sail	Skipper	Type	Night 1	Night 2	Night 3	Night 4	Total
1	7296 Taylor, Liam	420	DNS 22	DNS 13	3	1	39
2	170402 Siri	Laser Radial	2	DNS 13	6	DNS 18	39
3	195939 Rulla, Chris	Laser	4	DNS 13	4	DNS 18	39
4	171059 Visser, Alden	Laser	DNS 22	DNS 13	2	4	41
5	1542 French, Kevin	Harpoon 5.2	5	1	DNS 18	DNS 18	42
6	19146 Evie	Optimist	13	6	10	16	45
7	3033 Beach, James	Lido 14	15	5	7	DNS 18	45
8	505 Power, Liam	Hobie 16	14	4	11	DNS 18	47
9	86 Connie	420	DNS 22	0	DNS 18	7	47
10	8860 Cameron	420	DNS 22	DNS 13	5	8	48
11	763 Nordgren, Layne	Harpoon 5.2	9	DNS 13	12	15	49
12	786 Findley, Jim	Lido 14	DNS 22	3	DNS 18	6	49
13	816 Baldrige, Darris	Harpoon 5.2	6	DNS 13	DNS 18	12	49
14	8960 Leong, Alyssa	420	DNS 22	DNS 13	9	5	49
15	3187 Queen, Chuck	Lido 14	1	DNS 13	DNS 18	DNS 18	50
16	158715 Bots, Janice	Laser	12	DNS 13	8	DNS 18	51
17	2620 Taft, Peter	Thistle	8	7	DNS 18	DNS 18	51
18	170 Church, David	Hunter 170	17	0	DNS 18	17	52
19	216554 Ireland, Jaydon	Laser Radial	3	DNS 13	DNS 18	DNS 18	52
20	218876 Reck, Simone	Laser Radial	DNS 22	DNS 13	1	DNS 18	54
21	106152 O'Sullivan, Jane	Laser	10	DNS 13	DNS 18	13	54
22	3 Sam	420	DNS 22	0	14	DNS 18	54
23	8859k Kaydin	420	DNS 22	DNS 13	DNS 18	2	55
24	3187kn Navarrette, Kimber	Lido 14	DNS 22	DNS 13	DNS 18	3	56
25	KA806 Luke	Laser	7	DNS 13	DNS 18	DNS 18	56
26	1386 Brown, Adam	Harpoon 5.2	DNS 22	2	DNS 18	DNS 18	60
27	5008 Jones, Margaret	Lido 14	11	DNS 13	DNS 18	DNS 18	60
28	380 Takamagi, Ken	Harpoon 5.2	20	9	15	DNS 18	62
29	3m Visser, Mike	420	DNS 22	DNS 13	DNS 18	9	62
30	162244 Kirkbride, Graham	Laser Radial	DNS 22	DNS 13	DNS 18	10	63
31	8715 Vance	Laser Radial	DNS 22	DNS 13	DNS 18	11	64
32	3510 Krista	Laser2	21	8	DNS 18	DNS 18	65
33	7813 Unknown	Unknown	16	DNS 13	DNS 18	DNS 18	65
34	8859 Vannice, Adi	420	DNS 22	DNS 13	13	DNS 18	66
35	197053 Gamble, Haley	Laser	DNS 22	DNS 13	DNS 18	14	67
36	Yellow Matt	Sunbird	18	DNS 13	DNS 18	DNS 18	67
37	Ezra Church, Ezra	Hobie Holder 12	19	DNS 13	DNS 18	DNS 18	68
38	162243 Unknown	Laser	DNS 22	DNS 13	16	DNS 18	69
39	46616 Christian	Hobie 16	DNS 22	DNS 13	17	DNS 18	70



Portsmouth Regatta, racing and Picnic, photos by Steve Worcester



Race Fees are Due

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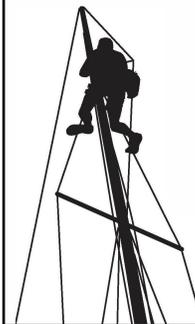
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San Juan 28, San Juan 28, 50% partnership \$5,500. To purchase \$13k. Constant upgrades including electric propulsion, B&G VHF, AIS, Depth and Zeus Chartploter. Contact Jeff Hogan at sailorhogan@gmail.com For complete specifications.

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.

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

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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@sssclub.com

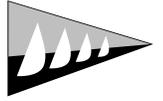
Deadline for submissions is the third Tuesday of the month.

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Take Your Camera Sailing



upper right, Thursday Night Racing,
photo by by Kris Rulla
Other photos of the Portsmouth Regatta
by Steve Worcester



South Sound Sailing Society
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