

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 1 September 2025

www.ssssclub.com

## September Meeting: Tightwads Cruising the World Pre-meeting Skill Sessions

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

I have two books on my sailboat for when I want to relax and enter into another world. The first is *The Curve of Time*, which chronicles the adventures of M. Wylie Blanchet and her five children as they explore the inland waterways north of Vancouver in the 1920s. The second book is *Tightwads on the Loose*, a fabulous book written by Wendy Hinman that recounts her seven-year journey across the Pacific with her husband in their 31-foot sailboat. They covered 34,000 miles and learned the most essential ingredient aboard is a sense of humor

Wendy will be our featured speaker at the September 16 SSSS meeting. She's published articles in a variety of publications and is the award-winning author of two hit books: *Tightwads on the Loose* and *Sea Trials*. She grew up sailing and has cruised and raced in venues around the globe in all sorts of boats as skipper and crew. She and her husband are currently building and outfitting a boat for more cruising adventures. She'll share photos and lessons from these adventures. For more info, check out [www.wendyhinman.com](http://www.wendyhinman.com).



Portsmouth Racing, photo: Steve Worcester

Prior to Meeting, we will have a number of Skill and Information sessions, including *Rules of the Road* presented by Past Commodore Alan Hoffman; *Introduction to Blue Water Cruising* by Wendy Hinman; *Preparing for a race in terms of tides and weather conditions* with Dave Elliot, and *Dinghy and Star Racing Roundtable* facilitated by Dave Branch and Jim Findley.

Doors at the Olympia Yacht Club (201 Simmons St NW) will open at 17:45 and the Skill and Information 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.

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: New Kid at the Helm

Well, not exactly a kid, by the time you read this, I will be within a month of my 77<sup>th</sup> birthday, so the headline should probably read Senior Citizen at the Helm. Nor, for that matter, am I new to SSSS; my wife Linda and I have been members since 1995, when we bought our first sailboat, an Ericson 29. Loved that boat! So, after 30 years, it is about time I stepped up to give smething back to this great Club! Oh, wait, two years ago I took over from Thera as the

September Dues Due : Sailing Expensive? : Salish 100 & SSSS : Racing Poleless

## Welcome Back

Board Meeting  
**September 2**

Fall Series Race 1  
**September 6**

Dinghy Regatta  
**September 7**

Fall Series Race 2  
**September 13**

General Meeting  
**September 16**

Visitors Welcome

Doors open at 18:30 meeting starts 19:00

Commodores' Cruise  
**September 20**

Fall Series Race 3  
**September 27**

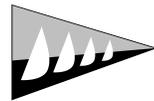
Board Meeting  
**October 7**

Fall Series Race 4  
**October 11**

General Meeting  
**October 21**

Visitors Welcome

Doors open at 18:30 meeting starts 19:00



Toliva Kitchen Skipper, so I guess that counts as ‘giving back’ too. More on this whole volunteer business in a moment.

For those of you who do not know me, I would like to take this opportunity to introduce myself as your new Commodore. And then, as a newly minted officer of the Club, I would like to share with you some of the lofty goals I have for my year at the Helm. (Go grab a beer; this could take a while!)

At my age, of course, I am retired: I practiced law for 30 years as an Assistant Attorney General for the State of Washington; I also wore an Army uniform for 30 years as a commissioned officer, retiring from the Washington Army National Guard, after 4 years on active duty right out of college. No, I was not a JAG officer, the bulk of my time was in the combat arms, Infantry and Armor. I also spent three years in the Coast Guard Reserve. After Linda and I both retired, we started another career: Blue Water sailing! We sold our beloved Ericson and bought a Mason 44, a solidly built, well equipped boat with an ocean pedigree. We slipped the lines at the Olympia Yacht Club in August 2010, and after cruising Mexico, the South Pacific: French Polynesia, Tonga, Fiji, Vanuatu, and New Caledonia, and New Zealand. We sailed home from New Zealand via Tahiti and Honolulu, and made landfall at Neah Bay in August 2018, after logging over 34,000 blue water nautical miles in the eight years we were gone. So why do I call that “another career” because of the all the studying and hard work involved! It was well worth it, though, but it was not easy! If you would like more details on that adventure, a pint of ale will get you an ear full!

That all borders on way too much about me, so let us look at some of those “lofty goals”, perhaps I should say ‘initiatives’, I would like to work on this coming year. First off, I would like to see about strengthening our bond with OYC. We share a good number of our Members with OYC, me included. We jointly sponsor the Toliva Shoal Race in the Southern Sound

Series. We sometimes jointly participate in various boating activities, like opening day, the holiday lighted ship parade, etc., and sometimes jointly sponsor or invite the other to participate in classes or programs of mutual interest. And of course, we meet in their clubhouse. Over the years, the relationship between our two clubs has waxed and waned; sometimes it seems as if the welcome mat is worn a bit thin; I would like to try and turn that around.

And this may be a fortuitous time to



Portsmouth Racing, photo: Steve Worcester

strike out in that direction. The new Commodore of OYC, Brennan Philips, a great guy, is an old Army buddy of mine. The OYC Bridge is responsible for their social activities, to include cruises, so we might find ways to tighten our bond in that arena. The OYC Board recently proposed several bylaw changes, which were approved by a vote of the membership, to include adopting a new class of ‘affiliated’ membership, for non-profit organizations that share the same goals as OYC. The particulars, to include the benefits, of this new class of OYC membership are a bit vague just yet, but this might be worth looking into.

Another initiative I would like to pursue is fostering a greater spirit of volunteerism among our newer and younger Members. Last year, we had no one on the Board as Vice Commodore to accede to the role of Commodore, and I only stepped up at the last minute to fill the position because no one else had (the same was true with Toliva Kitchen Skipper!). But let’s face facts here; the old guard, the

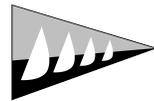
septuagenarians with white hair, like me, are not going to be around forever. It is the newer, younger Members who will be the lifeblood to carry this great Club into the future!

And what better time than now, while many of the old guard are still around to learn from, to get on board! You can anticipate plenty of new opportunities to do so. In addition to signing up to run for elected positions on the Board, opportunities that will allow you to roll up your sleeves and get involved in planning, organizing, and executing any number of Club activities, all while enhancing your knowledge and understanding of what keeps this Club running, and getting to better know, and sharing what you have to offer with, your fellow Club members; all of whom are great people, because they are all *Sailors*! I will first need to get buy-in from our Board for many of the ideas I have for this initiative, so stay tuned!

Finally, let’s look at our race program. Without a doubt one of the strong and enduring functions of SSSS. And you cannot have a race program without both racers, and a race committee, with a boat, to run and score the races. We have quite a few racers, but we rely almost exclusively on one RC boat. Bill and Vicky Sheldon on *Transition* have earned our eternal gratitude for all they have done in that role, but neither they nor *Transition* are eternal. And what professional football team has only one quarterback? We need a solid program in place to transition, pun absolutely intended, even on a moment’s notice, to a backup RC boat when and if necessary. This will take some work, but we need to do it.

And speaking of racing, that is where you *really* learn how to sail! I crewed for Dave Knowlton for over 20 years, and I can honestly say that without that experience, it would not have been prudent of me to venture out onto Big Blue! So, polish up your sailing skills and get out there and go racing!

**Cheers, Bob Hargreaves, *Bright Angel***



## Portsmouth Racing

We had a very good racing season this summer. Maximum boats out for an evening was 23 with an average around 18. Skippers from 11 to 82 in age. Boats from Opti's to Hobie 16s with 420s, Fjs, Harpoon 5.2s, Lasers, Laser 2, Lidos, a Thistle, a Hunter 17,0 and a Passage Maker in between. As you can see it covers the gamut. If you have a small, 20 feet or under, sailboat you should come out and join us.

For more information email me at [dinghy@ssssclub.com](mailto:dinghy@ssssclub.com) or come to the SSSS Meetings and look me up. I'm always happy to talk about boats.

**Jim Findley Lido 14 #786**

## Star Fleet

The Budd Inlet Star Fleet is alive and well. This year we got 10 boats in the water at Westbay Marina. By the end of the season, we will have raced 16 Monday night races and a Fall regatta on Saturday September 6. The total number of races will be about 60. The Fleet is getting younger with the addition of new skippers and crew under 40. We also have a good percentage of female skippers and crew. What's encouraging is that there is the potential to get the fleet to 15 boats next year. We still have two boats for sale or adoption.

The Fleet operates under South Sound Sailing, but we are also a member fleet in the International Star Class and District 6 (Pacific Northwest). The fleet is unique in the Star Class because we are the only ones with bottom paint and in the water. All other fleets typically reside at yacht clubs with hoists and are dry sailed. Our fleet, started by Bill Brosius twenty years ago, at its peak had 26 boats. Several of those boats are still in the fleet. The oldest boat is from 1959, and the newest boat was built in 1998. A new Star with sails and mast today would cost north of 100K. Our boats run from free to about \$2000. Westbay charges us \$180/season (April-Sept). Fleet dues are \$50.

The Star has been around since 1911. It's rare to find a sailor at the very highest levels of competition worldwide that has not raced a Star. It's still going strong. The Worlds are in Split, Croatia this year with 110 entries. The basic draw to one design sailing is that you know exactly where you stand in a race. Ahead is ahead and behind is behind. That translates at some level down to our fleet as newcomers try to figure out how to tune the rig for various wind conditions. They find that ½" here and there can make a difference. Stars are very responsive, and you can get really close and still be in control.

If you are looking for a competitive sailing experience for not much money or just want to crew, please contact us. <https://www.ssssclub.com/2024/04/stars-contact-us/>

**Dave Branch, Budd Inlet Fleet Captain**



Star Racing, photo: Dave Branch

## Dues Are Due for Many!

If your Membership is due for renewal in September it is time to re-up! PHRF race fees are due for all.

Some Members are due in May; so if you have paid then you are good till next May. If you are not sure when you renew, check on our web site or with the Secretary.

For all you get with Membership in this great Club: fantastic programs during our Meetings, a super and well-stocked drink bar by our ever-popular House Chair to liven up the social hour and get you through the business part of our Meetings, great cruises throughout the year to some of your favorite local destinations, reciprocal privileges in numerous locations throughout the Salish

Sea, vibrant year-round racing opportunities in numerous genres i.e., PHRF, Star, and Dinghy fleets, and on numerous race courses, around the buoys, around local islands, and into and out of local inlets, the privilege of flying a really cool burgee and wearing some great swag, to say nothing of the camaraderie of some of the greatest people in the South Sound (*your fellow Sailors!*) – the mere pittance of \$70 in annual dues, plus race fees, if you race your boat, is by far the best deal around, *on or off the water!* But remember, even though we do not tug very hard

on your wallet, without the contribution of your dues, none of what SSSS has to offer would continue to be on the menu. So, *ante up*, and let's keep this show on the road, and on the water!

Respectfully submitted,

**Bob Hargreaves, Commodore, *Bright Angel***

Fill out the Membership form in this S-t-S, or download one from our web site. Then bring it and your check to the next Meeting, or mail it in. Or pay on line. **\$70 annual Membership/ \$35 race fee.**

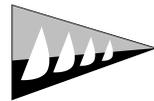
## S-t-S Report

SSSS starts a new year with new officers, new ideas, and *no new photos*. This rag looks boring without photos. We need photos of current SSSS events, including summer racing. Take your camera sailing and send us copies.

We also need sailing stories. Did you go cruising this summer? Tell us about it. You do not have to write multi volume account of the entire trip. We are interested in the stories you tell over a beer at a Meeting. Maybe you had a particularly "interesting" day? Or one that seemed special? For example, I have been promised the story of the three bears (for which we wait).

You do not have to go to Alaska, or even the San Juans, to have a cruising story. Nor do you need to go cruising to have a sailing story. Maybe you went to Race Week or some other regatta? Or spent time in the boat yard? Share. We want to hear from you.

**Steve Worcester**



## Race Chair's Report

Our Fall Series is now underway and this marks the beginning of South Sound Sailing's 2025-2026 season. We had a great summer of Wednesday Night Racing with consistent westerly winds along with very warm weather for some of the best buoy racing conditions in my recent memory. There wasn't a single drifter or abandonment for lack of wind all summer long.

If you love this kind of racing as much as I do, we keep it going in fall with three Saturdays in September and one in October, see the SSSS calendar for exact dates. These Fall Series races start at noon and have a six hour time limit compared to the two hour limit for the Wednesday night races in summer. And where we almost always get wind out of the west in summer, a southerly wind is more typical in fall.

This means instead of repeating the same short course with one mile legs going east/west every week, the RC can set up a course running in the long direction of Budd Inlet, south then north and back. And when they set a Start/Finish line in the middle, this is my hands down favorite buoy course we do. And this year the RC has the option of throwing in a wing mark on the first lap.

Because of the noon starts and longer time limit, it's feasible during the Fall Series for the RC to exercise its code flag Tango prerogative. Our round-the-buoys racing, usually confined to Budd Inlet, will then become a quasi-distance race out to Istami Ledge and back.

While it's important for me to read the sailing instructions ahead of the race, I try to remember to keep a copy of Appendix A, Buoy Racing on the boat. But every year there will be one race where we'll hear the frantic question, right before the start, "WHAT DOES THAT FLAG MEAN?!!" Then we scramble for the instructions to figure out where we are supposed to be going while trying to avoid crashing into another boat

that's probably busy asking themselves the same question we are.

After the Fall Series completes, the Island Series begins with the Eagle Island Race on October 25<sup>th</sup>. And then my thoughts turn to the problem of how to stay comfortable racing a 26 mile



PHRF Racing this summer, my apologies to the photographer, I lost their name in a computer crash,

course in a 24 foot open boat in Winter weather. I guess I'll have the memories of last summer's Wednesday night racing to keep me warm.

The Editor reminds me to remind all of you who plan on racing this season, that now is the time to pay your 2025-2026 race dues. This of course requires you to first pay your Membership dues, if they are due in September.

And if you attended the general meeting last June, you know that our new Assistant Race Chair is Richard Bigley. He may be new to the board, but he's not new to racing. And he is a long time SSSS member who owns the familiar, red-hulled, C&C 34 *Jolly Rumbalow*. Thanks in advance for your help this year Richard.

**Tucker Smyth,**  
rcchair@ssssclub.com

## Cruise New

### Commodores' Cruise, Vaughn Bay September 20

Keeping with tradition, the first Cruise of the Fall, will be to Vaughn Bay for the annual Commodores' Cruise. This location is less than 20 miles from Olympia, in Case Inlet. During the afternoon, this bay is ideal for Jet Ski and water skiing. At night, it provides a tranquil location to be at anchor. Orca whales were sighted in the bay two years ago and again in July of this year, where nine Orcas were spotted. Wouldn't that be a treat! Plan on a potluck at 1800, at a beach location to be selected at a later date.

The Waggoner Guide describes this bay as one for shallow draft vessels at high tide. According to a previous S-t-S, to avoid shoals, it is best to follow the north shore for 200 yards after entering in midchannel off the end of the spit, then cross the bay parallel with the spit at a distance of 200 yards, heading toward the south shore, then follow the south shore at a distance of 200 yards. We will have club members monitor VHF Channel 72 to assist with navigation if needed. Good protected holding but Limited swing room may necessitate rafting up.

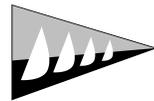
**Randy Richter**

### McMicken Island Cruise

McMicken Island Cruise was a success! Six vessels, *Sans La Sou*, *Duet*, *Nightwind*, *Cascadia Dream Endurance*, and *Jolly Rumbalow*, made it out to celebrate the first weekend of the summer at McMicken Island June 21-22. The traditional Happy hour was accompanied by the most informal, i.e. Lamest, knot tying contest ever! Everyone won a book or other door prize for their efforts. The minus 2-foot tide Sunday morning revealed the spit in all its glory; several clam diggers took advantage of the exposure. I hiked *all* the trails at the Harstine State Park, and found them well maintained and varied. Check them out! Lots of locals were out enjoying the park. The Findley's sailed up on Saturday and shamed a couple of us into sailing all the way back on Sunday! It was great to make and renew friendships and share our enjoyment of cruising. Come out and join a SSSS Cruise next time you have a chance.

**Richard Bigley, Jolly Rumbalow**





## Is Sailing Expensive?

*Last issue, June, I asked the question. I pointed out that one can buy a trailerable boat that can teach you to sail, allow you to join the racing, and open a world of places to cruise, for less than the cost of a month's rent of an apartment. Still there are reasons to want a bigger boat. One with a cabin. to extends your cruising season. One that will take you anywhere on the Salish Sea. One that is easily accessible as it lives in the water. Michael Farley approaches our question from that prospective.*

Okay, time for my lecture. Main point: If you're that worried about money you have no business buying a boat, much less a sailboat.

Details: Adjusted for inflation, \$19,000 is probably what I paid for my 28 foot San Juan: \$11,000 in 2008. I easily could have haggled the guy down but didn't. As it turned out, that was a good decision since his knowledge plus the extra sails, etc. he kept finding in his attic helped a great deal.

Once I owned the boat, I had to pay moorage fees. In a sellers market good luck finding a slip. They're significant. My accumulated moorage fees for the first three-and-a-half years equaled the purchase price. Eventually, the purchase price became less and less significant compared to all of the other costs.

Consider: A haul-out every two to three years, hull washing, time on the hardstand, and most of all bottom paint. Check out the cost, for example, of SeaHawk's Sharkskin, which is what I settled on. For a 34 foot boat you'll need two gallons per haul-out. Time-change parts: oil filters, fuel filters, sea water impeller blades, protective zincs, injector servicing, etc. The shaft seal lasts a long time, but still needs to be replaced after some years of use. Whether you get the more well-maintained boat for \$19,000 or the "pretty much as is" one for \$10,000, you'll still be getting an older boat and there are an amazing number of parts that can fail: alternators, starters, exhaust elbows, engine mounts ... And those are just the ones I experienced.

(Important note: In shopping for parts, you'll note the huge price difference between parts you buy at an auto supply store and those at a marine supply store. Don't be tempted, as a previous owner of *Nauti Dog* was, to use the ones from Auto Zone. They aren't made for a salt water environment. They corrode, fall apart, etc. Always at a highly inconvenient time. Hoses that work for cars create problems eventually, always well away from home.)

Again: looking back over the years of owning *Nauti Dog*, the purchase price was not all that significant. Over-all I spent a butt-load of money. Looking back at it, it was money well-spent. If I hadn't spent it on the boat, I'd have put in savings or something. I don't get nearly as much joy looking at my bank account as I do at pictures of the times my family and I had over the years.

Mr. Best, one of the first English footballers to make big money, ended up broke. When asked where the money went he said, "Most was spent on wine, women, and fast cars. The rest I just squandered."

Anyway, those are my thoughts. Good luck.

**Michael Farley**

## Racing Poleless

It was broken, no question. It had got us through the race, but the spinnaker pole was bent at a 135 degree angle. I had a week to get it fixed.

First I had to find our rated pole length. The PHRF handbook said standard length equals the J measurement. Our J was eight feet. Next I pulled the jaws off; they were undamaged. Then off to Ziglers to cut it off at the bend and weld on a replacement tube.

But Friday night it was not finished. We raced the next day. So we were going to be flying the chute without a pole. The pole downhaul became the tack line. It would help control the position of the tack; as the wind pushed the sail out it would keep the tack down. Or so it was suppose to work. And it kind of did.

We had a good start. We increased our lead on the windward leg, rounding the first mark ahead.

The next leg was a spinnaker reach from the Olympia Shoal to a SSSS mark near Burfoot. The chute was not happy sailing that high. The leach was too tight and hooked. We needed to raise the clew and flatten the entry, but ... Our

competition, a J24, was gaining on us.

We were both gaining on a larger boat from the first start. It was not long before we over took her, to be slowed to her speed by her dirty air. However an obstacle is also an opportunity.

We went below her. If the J went low there was no way she'd get through our combined lee. We would all three proceed at the same speed, the J's advantage wasted. So as expected, when she caught up she went above the other boat, to try to get through her back wind.

As soon as she was overlapped and could not follow, we dove off. Going deep for clear air we let the sail choose our angle and it flew better. There was more pressure as we got away from the shore. Soon we had crossed the inlet to where it was a jib reach to the mark. We rounded well ahead of the J.

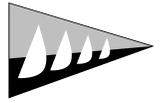
The rest of the race played to our strengths. From there it was a jib reach back along the shore to a SSSS mark off the DNR dock. Followed a beat to the finish. We never looked back.

I picked up the pole Monday and installed the ends.

**Steve Worcester**



The Star races had a visitor photo: Dave Branch



## Vice Commodore

As I am writing this note I am sitting on the boat in the Canadian Gulf Islands enjoying a cup of coffee and a beautiful sunny morning. I have been a boater most of my life starting with fishing with my dad. Our longest trip was in 2014 when we took our 38' Hershine to SE Alaska. In 2022 I decided it was time to try something new and we bought our 46.1 Beneteau. With that purchase came other new adventures like sailing lessons and joining South Sound Sailing Society. I have enjoyed learning more about sailing and how great the people in this Club are by going to the Meetings, volunteering on the race committee boat, and hosting a Cruise to Jarrells Cove. Now I'm looking forward to serving the Club as your Vice Commodore. I am excited to work with our new Commodore, Bob Hargreaves, and help him with the ideas he has to keep this club vibrant and running efficiently. I hope your summer has been filled with many wonderful memories of sailing the waters of Puget Sound and enjoying that time with family and friends!



May you have Fair Winds and Following Seas! See you at the September Meeting.

Kim Turver

### 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.*

## Dues and Race Fee Due

Capt. Dennis Crowley AMS #1350



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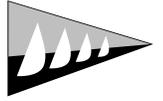
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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**  
(360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the third Tuesday of the month.

**2025-26 SSSS Board Members**

Commodore	Bob Hargreaves	(360)
Vice-Commodore	Kim Turver	
Secretary	Kiandre Cleveland	( )
Treasurer	Mathew Peterson	(360) 529-2263
Program Chair	Bob Butts	(360) 951-6234
Race Chair	Tucker Smyth	
Cruise Chair	Randy Richter	(360)
Past Commodore	Nina Goodrich	(360) 972-4526
	<b>PHRF Handicapper</b> Rafe Beswick	(360) 250-5252
	<b>D Class Handicapper</b> Richard Bigley	



Portsmouth  
Racing

photos by  
Steve  
Worcester



Take  
Your  
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