

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 6 February 2026

[www.ssssclub.com/about\\_ssss/news/newsletter](http://www.ssssclub.com/about_ssss/news/newsletter)

## February Meeting: Adventures on a State Ferry

Our February South Sound Sailing Society Meeting will feature Captain Michael Edwards, who works for the Washington State ferry system. He has been asked to share good stories about serving on a ferry boat, including stormy weather, rescuing individuals in the water, navigating when sailboats are in the area, and other stories he tells his family and friends. He also will share the VHF channels ferry boat captains listen to, letting us know ferry horn signals, including five short blasts, and who has the right of way when a sailboat and a ferry boat are on a collision course. Captain Edwards has been with the Washington ferry system for seven years. He also worked for the Western Towboat Company and Edison Chousest Offshore.

In addition, we will have 3-4 pre-meeting skill and knowledge round-table sessions. The topics will be shared with you via email in early February.

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 pm on Tuesday, February 17.

The General 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 have a good time.

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 Fabulous February Un-Folds

Sorry, but that is my best shot at an opening triple alliteration! In any event, the message is on point, we do have a great February in the offing!

First up, its Toliva time! This Valentine's Day, Saturday, February 14, will be the 55<sup>th</sup> annual Toliva Shoal Race, one of the four Southern Sound Series Races, and the only one jointly sponsored by a yacht club (OYC) and a sailing society (SSSS)! The Series begins in early December with the Tacoma Yacht Club sponsored Winter Vashon Race, followed in early January with the Three Tree Point Yacht Club sponsored Duwamish Head Race [SSSS boats' results in this S-t-S]. Toliva, the longest race in the Series, is followed in March with the Corinthian Yacht Club/Tacoma sponsored Islands Race. Together, this series of races, along with all the other races SSSS and others up-Sound conduct throughout the winter months, seems to makes a mockery of what is dubiously dubbed Opening Day, which seems like just an excuse for a boat parade and a party; but there is nothing wrong with that, is there? I digress.

The Toliva Shoal Race has earned the moniker The Best Party of the Southern Sound Series, and for good reason. Not only do we run a great race course with a Race Committee that really knows what it is doing, with a cadre of OYC volunteer mark and chase boats, and competent score keepers, but also the dedicated and vivacious Toliva Kitchen Crew, made up of



2025 Toliva Shoal Race photo: Kim Tuver

**Board Meeting  
February 3**

**Toliva Shoal Race  
Weekend  
SSSS/OYC**

**Dinner  
February 13**

**Race  
February 14**

Southern Sound Series Race 3

**General Meeting  
February 17**

**Visitors Welcome**

Doors open at 17:45 meeting starts 19:00

**OYC's Suddenly in  
Command Seminar  
February 21**

**Board Meeting  
March 3**

**Skookum Inlet Race  
March 7**

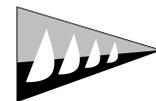
**Islands Race, CYCT  
March 14**

Southern Sound Series Race 4

**General Meeting  
March 17**

**Visitors Welcome**

Doors open at 17:45 meeting starts 19:00



## Summer Racers

Specifically dinghy and Star racers, but really all summer sailors. Spring is here; green shoots are beginning to come up. Time to start getting the boat ready, or to buy one. Racers remember to watch for the preseason meeting.

volunteers from SSSS and OYC, puts on a great pre-race meal on Friday night for a measly \$15, a full up hot breakfast the morning of the race, for a mere \$5, followed by a gratis bowl, or two, or three . . ., of hot, made-from-scratch soup and/or chili for the racers when they return! And let us not forget about the House Chair with all the libations! Even if you are not racing, we welcome one and all to the dinner and breakfast, where you can mingle with fellow sailors from as far north as the San Juans, and where you can feel

good about dropping all that money for the victuals, and maybe even for a T-shirt or two, when you realize that proceeds benefit our local junior sailors!

And speaking of T-shirts, the inspired design for this year's offering was created by Jessica Sabatura, who at our November Meeting filled out one of our We Want You volunteer sign-up sheets, indicating she would like to do some graphic design work for us. Check them out; they are awesome. You will want one of those shirts! Great job, Jessica! Thanks!

And for those of you who did not get a chance in November or January to sign-up to lend a hand in keeping SSSS sailing on a reach, you will have yet another opportunity at our February Meeting. We all need to do our part to support our Club!

Before we get off the subject of Toliva, I would like to circle back to the Toliva Kitchen Crew for a moment. Most of you know that I am the Skipper of that Crew, and it is a real pleasure to work with such fantastic folks, who role up their sleeves, put on their aprons, and work hard to make

SSSS and OYC proud of their Toliva Race program! You, too, can be a part of that Crew; we have any number of shifts you can sign-up for, from Thursday through Sunday. Just let me know if you would like to join us. Call me at (360) 561-8144, or drop me a text, or send me an email at svbrightangel@yahoo.com. (And if you are an OYC member, think CSP!)

Okay, back to what February has in store for us. Our esteemed Program Chair, Bob Butts, always puts together great programs for our Meetings, and the February



2025 Toliva Shoal Race photo: Kim Tuver

Meeting will be no exception! We have all seen them out on the Sound and up in the Islands; we try to stay out of their way, and we certainly do not want to get caught too near in front of them or in their wake! They are big, they move fast, and the last thing you want to hear is five blasts on their horn if one is bearing down on you! Of course, I am talking about Washington State Ferries, an integral part of our marine highway system. We all know what they look like from behind the helm of our sailboats, but have you ever wondered what the view is like from the bridge of a ferry boat and what their concerns are about us? Well, in our February Meeting, a WSF Captain will tell you all about it! Should be interesting; you will not want to miss it!

Finally, the month will wrap up with a seminar sponsored by OYC, to which we have been invited. In the Commodore's Corner in the October edition of the Ship-to-Shore, I asked all of you Skippers to think about several potentially dire situations:

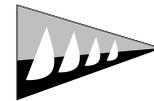
Ask yourself some of these questions, and see how you fare: If you are seriously injured or otherwise incapacitated, how would your First Mate, or another crew member, handle the situation? Would she or he know how to use the radio to call for help? Remember, this is a panic situation. You are lying 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? 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 offered a few suggestions then about what you could do to help train a novice crew member to step in, if necessary, in one of those "Oh no! What do I do now?" situations. Whether or not you have done anything yet to follow-up on this, the seminar OYC has invited us to attend should be high on your agenda for Saturday, February 21, in the OYC Clubhouse. It is a three to four hour program, taught by the US Coast Guard Auxiliary, entitled Suddenly in Command, and it is on all fours with this issue. Please see the separate article in this edition of the Ship-to-Shore further describing the particulars of this program, and then make plans to attend with your First Mate or other novice crew members. I will see you there!

**Bob Hargreaves, *Bright Angel***



## Race Chair's Report

Toliva Shoal this week  
Inlet Series continues  
Find Crew/Find a Boat forum

The Toliva Shoal Race is February 14<sup>th</sup> and there is plenty in the S-t-S detailing everything from the status of the Southern Sound Series to the Friday dinner menu at the OYC. So I don't need to elaborate further on the subject, other than to say come out and race this weekend.

We have been encouraging Members who might want to give our racing program a try, by informing them of the basics. Things like how to get a temporary PHRF rating for their boat, and maybe even a sail number if they don't have one. And where to find the race instructions on our web site, and the list of safety gear that's needed. We do have some new boats racing this season.

Many boat owners who cruise extensively, even in winter, are likely well equipped to go out on our distance races in the South Sound, perhaps as a No-Flying-Sails competitor. And there are even more of our Members who don't own a boat yet, and are eager to find a position as crew.

Unless the forecast predicts some extreme wind and weather, a distance race like Toliva Shoal can be considered a fun and interesting day sail around the South Puget Sound regardless of your standings at the finish. If your new to racing, here is the best opportunity we can offer you to challenge yourself and your boat, considering it an adventure. The risk/reward ratio is very good.

As of this writing, it looks very likely that 2026 will tie the record for the most consecutive January days of zero precipitation in the PNW. This prolonged high pressure turned out to be bad news for our race calendar with the first two Inlet Series races being abandoned for lack of wind.

This year, we planned Henderson Inlet to coincide with ebbing current through

Dana Passage to increase the odds that the fleet could get out, even in light winds. But if we had scheduled Henderson a week later as in years past, we could have had a change in the weather pattern and possibly enough wind to overcome the flooding tide through Dana on that day. Someone once told me Wind over Current.

Hopefully we will have better luck with the remaining Inlet Series races which are Shookum Inlet on March 7 and McAllister Creek on April 4.

I want to remind all racers about our newish **Find Crew/Find a Boat** forum. You are going to get tired of me repeating this announcement. But if a boat owner



Eld Inlet Race photo by Dan O'Brien

says the reason they didn't race was because they were short on crew, I want to see that they at least posted on our crew-finder forum. The success that CYC Seattle has had with this concept suggests to me that it's worth a try for our South Sound racing. And it's super simple to use. Just go to the Racing tab on the SSSS home page, click on the drop-down menu, join the forum and post your boat info or tell us a little about yourself and why you want to crew.

*We need mark boats for both the Skookum Inlet Race and for the short course on the McAllister Creek Race. We also need crew for the RC boat on those dates. Please contact myself or Vickie Sheldon if you can provide assistance.*

We had another successful Andrew Kerr seminar this last January 22<sup>nd</sup> with about 39 attendees. That pretty much fills up the View Point Room. As in past years, Andrew covered topics useful to experienced racers and also those new to the sport. Thanks again Andrew. And we'll see you again next year.

**Tucker Smyth, Rufus,**  
rchair@ssssclub.com

## S-t-S Report

*Help! The S-t-S needs photos!! I have no current ones.* I would particularly like some of Toliva. And we always want your sailing tales, cruising, racing, or at the boat yard. We want to hear from you.

There is a S-t-S policy on mistakes: "From time to time you can find mistakes in a S-t-S. This is part of our policy to have something for everyone, as we know some like to find mistakes."

**Steve Worcester**

## Where is She Now

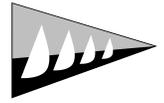
I received an update on PAX. As many know, last summer PAX tss found a new home. In fact escaped the US and moved to eastern Canada. She is now in the Bahamas. The new owner, Ben, sent me this update.

It is short as I think he had a long night sailing. He has a friend sailing with him.

**Rod Tharp**

Rod, We decided on a whim at 1500 yesterday to just go for it and sail from Ginn Sur Mer, West End, Grand Bahama to Great Harbour Cay. Arrived dawn this morning Bullocks Harbour after a very *sporty* upwind beat into 15-20 knots and 4-7 ft waves. Bow underwater more than a few times, and we tested the strength of your forward hull lots of times as we flew off one and landed on the next wave: Bang! I got a track captured but haven't figured out how to share yet. Laptop died, using a tablet for nav and everything now. I added shroud tensioners to keep leeward shroud from being too sloppy and thus reduce dynamic and shock loads on rig. PAX, as the boat is now known in Canadian registry, performed like a champ.

We started out with both reefs rigged in the main, so we could shake out as needed. Routed another reef line, and figured something for tack. Might play with tack some more. First damage done. Ripped the aft little reefing-hole a bit right at the start when I had forgotten the reefing-line brake, so it took load not intended. Fixed with black tape at around sunset and proceeded. Will inspect later. Tired. **Ben**



## Cruise News

### February Cruise Canceled

so that Members can attend the Suddenly in Command event on that day, February 21. More information on it on this page.

### Season Opening Cruise Jarrell Cove March 28–29

Join us for the first Cruise of the 2026 season to Jarrell Cove State Park, located at the north end of Harstine Island. Jarrell Cove is a favorite early-season destination, offering protected moorage, quiet beaches, forested trails, and easy access by both boat and car. It's also our teen daughter's favorite location because the cove is calm enough for paddling and exploring with a dinghy.

The park provides twelve mooring buoys and dock space for boats 45 ft and under with power on a first-come basis. There is water available near the camp showers, year-round pump-out service, and toilet facilities available.

Campsites are also available for those arriving by land. Once ashore, enjoy beach walks, forest trails, and great company!

Approach to the cove is straightforward via Case Inlet. Please keep in mind that the Harstine Island Bridge in Pickering Passage has limited clearance and is not suitable for most sailboats.

Cruise hosts Dave and Aimee Opincarne, aboard *Cascadian Dream*, will be monitoring VHF channels 9, 16, and 72—give us a hail when you arrive.

Planned activities for Saturday include a ranger guided park tour beginning at 1500, followed by a social hour at 1700 and a group potluck dinner at 1800. If interest and conditions allow, the weekend may include a skills-building docking workshop.

Watch the SSSS Facebook page for additional cruise details, and visit the Washington State Parks Jarrell Cove page for mooring and park information.

We hope you'll join us for a relaxed and social start to the cruising season.

**Dave and Aimee Opincarne, *Cascadian Dream***

## “OH NO! NOW WHAT DO I DO?”

### Suddenly in Command Seminar, February 21

Perhaps we can change that to “Oh No! This is bad, but I know what to do!” As a responsible Skipper, you have at least thought about instructing your First Mate, or any other novice crew who is typically on board, how to deal with emergencies that might take you out of the picture. But you can take that a step further on *Saturday, February 21*, from 09:00 to noon, in the OYC Clubhouse, by attending, with them, the *U.S. Coast Guard Auxiliary's Suddenly in Command seminar*. This is a boating safety seminar primarily for passengers, spouses, children, or anyone else who is not typically at the helm, or even new boat owners, and teaches vital actions to take if the main Skipper becomes

incapacitated: falls overboard, becomes ill, or is otherwise unable to command or steer the boat. The objective is to cover basic knowledge and skills necessary for anyone on board to help, if needed, to stabilize a situation and protect life and property until help arrives.

The program covers: *Emergency Procedures*: how to call the Coast Guard and communicate your location; *Basic Operations*: starting the

engine, simple boat handling at slow speeds, navigation rules, using radios; *Equipment*: identifying and using essential onboard gear; *Anchoring Basics*: how to drop the anchor; *Mishap Prevention*: understanding common causes of boating accidents. The course will cover situations such as man overboard, grounding, fire and collisions.

So why should you, as a season Skipper, also attend this seminar? You already know all this stuff, right? Well, maybe not everything. At a minimum, you will know what was covered in the seminar, and what you can reinforce later as needed. There may well be safety issues you are concerned about that are not covered, so you will then know where you need to pick up the slack.

This program is sponsored by the OYC Women's Group and Safety and Education Committee, who have graciously extended an invitation for SSSS Members to attend. The cost for the course is \$15 per person, or \$20 per couple, cheap insurance, to say the least! Payable at the door with cash or by check made payable to USCG Auxiliary Flotilla 33. There is no pre-registration required, but at the February Meeting we will try to get an estimate of how many of you plan to attend, to assist the sponsors with their set-up for the course.

The SSSS will provide coffee, pastries, and a fruit plate for the event, so you will not be able to use the need for breakfast as an excuse not to attend! I will see you there!

**Bob Hargreaves, *Bright Angel***



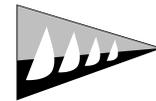
Toliva Shoal Race Dinner 2023  
photos by Lisa Mighetto  
Come to dinner, even if you don't race



### SSSS Boats at the Duwamish Head Race, TTPYC

PHRF 7	1	Aurora
PHRF 3	4	Athena
PHRF 5	4	Take off!
PHRF 5	7	Magic Dragon
unrated	1	Jolly Rumbalow
NFS		RET Emma Lee

If I missed someone please let me know



## Bula Vinaka, Fiji

*Written August 13, 2013*

*Continued from last month*

We spent about 10 days in Viani Bay before moving on to Kioa Island, off the SE coast of Vanua Levu. There is one decent anchorage in a small bay on the south coast of Kioa off the only village on the island; the anchorage is open to the south, but generally protected from prevailing SE winds. We anchored quite near the shore at the head of the bay, as the depths were quite deep and there were reefs along the east and west sides of the bay; we dropped anchor in 60 feet, and were lying in 20 feet at the end of our scope, the amount of chain we had out.

The residents of Kioa are Fijian citizens now, but were originally from the island of Vaitupu in Tuvalu; they moved to Kioa in December 1947, because of population pressures on their home island. Thirty-one people made the move in 1947, only one of whom survives. Today there are over 700 residents of the island, and most are descendants of the original displaced settlers. The island was purchased with funds Tuvalu earned from the US military in WWII. The residents of Kioa maintain their Tuvaluan culture and language, but they also speak English. They fish from dugout outriggers, and the women of the village are known for their handicrafts, mainly weaving. There is a primary school in the village (taught in English, as required by Fijian law), but for compulsory secondary education most students go to Taveuni, about 15 miles away by boat. There is small clinic in the village, staffed by a Fijian nurse. The village is governed by an elected council and an elected council chairman. When we arrived, we paid a courtesy visit, as is expected, on Chairman Tai Tai, and offered a small donation for the school fund, and some tea and cookies for the council staff. The Chairman graciously accepted our gifts, and welcomed us to his village. We then had permission to use the anchorage, to walk around the village, and along the beaches

We were fortunate to be on Kioa for the opening of a new community library, located in the school. The dedication ceremony was conducted in the traditional village longhouse and included orations and skits by the school kids. Lots of fun! Linda and I, along with the other cruisers in the bay, a couple from Victoria, BC, were invited Special Guests for the ceremony; the Honored Guest was the village nurse. After the ceremony, we were invited to lunch with the council in their



The "school bus" referred to last month

offices, fish curry with a huge pile of rice. Quite good, really. Then it was off to the school for the ribbon cutting ceremony at the new Community Library. The next day, the ladies of the village set up their craft shop for Linda and me. We bought some weavings, a tapa, painted cloth made by pounding wood, and a couple of placemats; the quality was fair, but not as nice as what we had seen in Tonga.

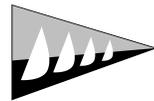
The third night we were at Kioa, the wind came up to about 20 knots and was blowing out of the south southeast, so the anchorage got quite bumpy. I let out some more anchor chain, only to find we were then lying in 10-12 feet of water. Not good, there are coral heads, known as "bommies" around. So, I took the extra anchor chain back in, and early that morning we weighed anchor and headed for a more secure anchorage a little further to the west off Vanua Levu. We regretted cutting short our visit to Kioa, but the weather was predicted to get even snarlier

in the next few days. Such is life on the water!

We next dropped the hook at the head of Buca (pronounced Butha) Bay, off a Seventh Day Adventist school and church and just down the road from Loa Village. It was mid-afternoon on a Saturday and the singing from the church was absolutely beautiful. We just took it easy that day, and on Sunday, too, Fiji, for the most part, takes the day off on Sunday, before launching the dingy on Monday to head

into the village to do sevusevu. This is a ceremony very much ingrained in Fijian culture, and is expected of any visitor to a village or area (including waters) overseen by a village with a hereditary chief. In sevusevu, visitors offer a gift of yanqona, kava root, to the Chief and ask permission to visit, anchor in the bay, walk the beaches, or whatever one intends to do. The degree of formality with sevusevu varies from village to village. In Loa it was thankfully quite informal, thus making our first time less stressful. But it always follows basic protocols: visitors seek out the Turanga-ni-Koro,

village mayor, or second in command, to act as a representative in dealing with the Chief, and visitors always dress appropriately, which includes wearing a sulu, a mid-calf wrap-around skirt (yes – that includes men! Linda made my first sulu while we were still in New Zealand, from a tropical floral print fabric; before we left Fiji, I purchased a couple of sulus from a men's clothing store in the capital Suva, one is blue, and the other dark grey with vertical pin stripes, and both have pockets, "pocket sulus," very upscale, and frequently elicited complimentary comments from the Fijians! I still have those sulus; should I wear one to a Meeting sometime?) The Turanga-ni-Koro takes the visitors to see the Chief in either his house, or a meeting hall, or wherever the ceremony is usually conducted in the village. Then, when everyone is seated in their designated place, cross-legged on the floor on mats, women sit with their legs to the side, the ceremony begins. The Turanga-ni-Koro introduces the visitors to



the Chief, or the Chief's representative if he has one, and explains why they there and what they want to do, etc. Then he presents the gift of kava by sliding it across the floor to the Chief, or his representative. If it is picked up and accepted, you are "in." The Chief responds with a formal speech, that includes granting permission to do whatever the visitor has asked to do: anchor in their bay, go fishing, walk the beaches of in the village, etc.. With each permission granted, there is a formal clapping of hands a certain number of times, and the

Turanga-ni-Koro responds with "Vinaka," thank you. The entire ceremony is conducted in Fijian, and in some more formal ceremonies involves preparing the traditional kava drink, kava root, a mild intoxicant, that is ground up and strained through a cloth with water. Usually men only then participate in drinking, until it is gone. Sometimes more than one batch is brewed up, heaven forbid! When the ceremony is over, the visitors are considered members of the village, and, for us, anyway, the conversation reverts to

English. For our seveusevu in Loa Village, we asked a friendly lady, Tia, to take us to the Turanga-ni-Koro, but he was unavailable. He had gone to Savusavu. So she took us to another gentleman who agreed to act as our representative. He took us to the Chief's house where the ceremony took place, without kava drinking. I can tolerate kava, but would much rather drink beer!

During the remainder of our stay in Buca Bay, we visited the Seventh Day Adventist School, another village further down the road, and a beautiful medical and dental clinic provided and operated by a wealthy California couple. The clinic is fully equipped for surgery, optometry, and dental work. The services, performed by practitioners from around the world who donate their time and who are put up in grand resort-like style while there, are provided free to Fijians, who come from all over Fiji when services they need are being offered. It was quite inspiring. If you

are interested, check out their web site at <http://www.natuvu.org>.

After leaving Buca Bay, we visited Rabi (pronounced Rambai) Island, just north of Kioa. Like Kioa, Rabi is populated not by native Fijians, but by displaced Pacific Islanders; on Rabi the people are Banabans from Ocean Island in the Gilbert Islands, now a part of Kiribati. In the early 1900's, the British started mining phosphate on Ocean Island. By 1945 the island was pretty chewed up by the mining and the Banabans had suffered horrible atrocities at the hands of the Japanese during WWII.



The survivors, about 400 all total, were relocated to Rabi after the British Phosphate Company purchased Rabi Island from the Fijians. Today, there are several thousand Banabans on Rabi living in a number of villages and settlements around the island.

We first dropped anchor in Katherine Bay, on the south side of Rabi, near the village of Baukoniki, where there is a most impressive, huge, church on a man made plateau: literally a hand-made plateau, carved out of a hillside with pick and shovel over many years. Near the mangroves at the head of the bay where we anchored there was a small clearing with an open tin roofed meeting hall. It was a Sunday afternoon, and there were about two dozen people in the hall singing beautifully. As we sat and listened from the cockpit of *Bright Angel*, two men rowed out in an outrigger canoe and asked us to join them. It turns out this simple meeting hall was the Catholic church, the

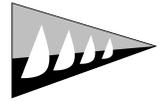
huge church overlooking Baukoniki is a Methodist church, and the man who invited us to join them was the priest. They were done with their service, he said, and were now just socializing, singing and drinking kava. We had a delightful time that afternoon, talking, they were all quite curious about sailing so far to get there, singing, they taught us to sing several songs, including one that involved clapping and tapping your neighbors, dancing during one of the songs, accompanied by a very talented guitar player in the group The matriarch of the

group asked me to dance, and one of the handsome young men was quick to follow suit with Linda. And, yup, drinking kava, even Linda drank some! We had learned a few words of Banaban from some cruiser friends who had just recently visited Rabi, and our hosts were duly impressed. They taught us few more words, they also speak English, before we headed back to the boat, flush with such a grand welcome to Rabi.

The next day we took the bus, well, a small truck really, with a covered bed and a bench seat on each side, into Nuku, the capital of Rabi, to check-in with the local Rabi Police. The ride to Nuku was a true cultural experience, that started out with our waiting for the hour and a half late truck in the home of the Catholic priest. Actually, it was his mother's home, the matriarch, but it appeared that most of the brothers and sisters lived there, too, at least, most of them were there while we waited for the truck.

When we finally got on the truck for the hour long ride to Nuku, the cab and the back was already full; by the time we made it to Nuku, it was grossly overcrowded with people that had gotten on along the way. It was somewhat disconcerting that one of the bench seats had come loose, and as the truck bounced along the rutted dirt road and went up and down the hills, the seat full of people went on a walkabout. During the layover in Nuku, before the return trip to Baukoniki later that day, the seat was welded back into place. However ... *to be continued*

**Bob Hargreaves, *Bright Angel***



## Nationals

Several years ago John, a friend and former crew, took his Catalina 25 to the Catalina 25 Nationals in Portland. While the competition was not on the level of a Star National, there is much to be learned sailing one design. He returned with the following story:

The last lap of the last race was down wind and up river. Typical Portland sailing; cool wind blowing up the river and through the Gorge, drawn by the heat in eastern Oregon/Washington. The fleet was running along the shore trying for relief from the current. Progress was slow.

## Island Series

	Eagle	Herron	Squaxin	Hope	Total Pts.	Place
<b>Division 1</b>						
Mako	2	6	2	0.75	8.75	1
Anarchy	2	6	0.75	2	8.75	1
Flying Circus	2	6	3	4	13.00	3
Rufus	2	6	5	3	14.00	4
Double O Seven	2	0.75	11	7	18.75	5
Take Off	2	6	8	5	19.00	6
Raven's Haven	2	2	4	13	19.00	7
Shaka	3	4	6	11	21.00	8
Spirit	2	6	7	9	22.00	9
Ziva	2	3	11	8	22.00	10
Angel Eyes	1	6	11	6	23.00	11
No Room	2	6	9	10	25.00	
<b>Division 2</b>						
Jolly Rumbalow	3	0.75	5	4	9.75	1
Echo	3	2	3	5	10.00	2
Kiva	2	5	5	2	12.00	3
Kokeshi	1	5	7	0.75	12.75	4
Reiff	2	3	0.75	9	12.75	5
Emma Lee	2	5	5	3	13.00	6
Magic	2	5	4	6	15.00	7
Liberty	1	5	2	9	16.00	8
Color My World	1	5	5	9	19.00	9
Puff	1	5	7	7	19.00	10
RC assist		Kokeshi	Quest	Koosah	Transition	

John tried heading it up, reaching out into the current, then gybing and reaching back. He passed several boats doing so, yet no one copied him.

There are several things we can learn from this. It demonstrates again that pressure is often more important than current, be that from more wind or a hotter angle. Particularly when going slow, as in light air or in this case adverse current, just a little more pressure can double or triple boat speed, or more. That can make up for a lot of extra distance. (Once you are going hull speed current becomes the only way to go faster, and so a bigger factor in the decision process.)

The other lesson here is to go to school on your competition. If it works for them ... I am surprised no one copied John when the move was so obvious. If your competition is going faster look for differences: in sail trim, how high they point, weight placement, and anything else you see that might make a difference. Try it.

Steve Worcester

## Race Toliva Shoal

Or at least come to dinner

Capt. Dennis Crowley AMS #1350

**Crowley Marine**  
Vessel Surveyor

www.crowleysurvey.com  
360-310-0421  
dennis@crowleysurvey.com

www.crowleysurvey.com

- \*Damage Appraisals
- \*Pre-purchase Surveys
- \*Thermal Image Inspections
- \*Insurance and Financing Surveys

Commercial, Recreational, and Cargo Surveys





# Aloft Marine llc

Rigging - Electronics - Maintenance

Jason Vannice - owner      aloftmarine@gmail.com  
Serving Olympia sailors since 2002      360 556 5200 (text ok)



## EVERGREEN RIGGING

**Cliff Hennen**  
(360) 207-5016 · (206) 718-5582

evergreenrigging@gmail.com  
www.evergreenrigging.com

Splicing • Swaging • Inspections • Furlers • Repairs

**FULL SERVICE RIG SHOP NOW BASED IN OLYMPIA**

The Ship-to-Shore is published monthly, except July and August, by the South Sound Sailing Society, PO. Box 1102, Olympia WA 98507. Opinions expressed do not necessarily reflect the policies of SSSS. Mention of products or trade names shall not constitute an endorsement by the S-t-S or SSSS of their use.

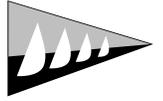
If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**  
(360) 352-9283 e-mail: [sts@ssssclub.com](mailto:sts@ssssclub.com)

Deadline for submissions is the third Tuesday of the month.

**2025-26 SSSS Board Members**

Commodore	Bob Hargreaves	<a href="mailto:commodore@ssssclub.com">commodore@ssssclub.com</a>
Vice-Commodore	Kim Tuver	<a href="mailto:vicecommodore@ssssclub.com">vicecommodore@ssssclub.com</a>
Secretary	Kiandre Cleveland	<a href="mailto:secretary@ssssclub.com">secretary@ssssclub.com</a>
Treasurer	Mathew Peterson	<a href="mailto:treasurer@ssssclub.com">treasurer@ssssclub.com</a>
Program Chair	Bob Butts	<a href="mailto:programs@ssssclub.com">programs@ssssclub.com</a>
Race Chair	Tucker Smyth	<a href="mailto:rcchair@ssssclub.com">rcchair@ssssclub.com</a>
Cruise Chair	Randy Richter	<a href="mailto:cruisechair@ssssclub.com">cruisechair@ssssclub.com</a>
Past Commodore	Nina Goodrich	<a href="mailto:pastcommodore@ssssclub.com">pastcommodore@ssssclub.com</a>

**PHRF Handicapper** Rafe Beswick (360) 250-5252  
**D Class Handicapper** Richard Bigley



# Take Your Camera Sailing



Toliva Shoal Race  
2023

Photos:  
above left by  
Jeff Johnson  
right by Lisa  
Mighetto  
drone photos  
by Jim Larsen



**South Sound Sailing Society**  
**P.O. Box 1102**  
**Olympia WA 98507**

