

# Ship-to-Shore

The South Sound Sailing Society's Newsletter

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www.ssssclub.com

## January Meeting: Summer Adventures

Do you have any summer sailing adventures planned? Are you one that likes to have stretch goals to keep you motivated and off the couch? The January 20<sup>th</sup> Meeting will feature Jesse Wiegler, NW Maritime's Race Boss, who will share how you and your crew can participate in the races and cruises sponsored by the center, including the Race to Alaska (R2AK); the Salish 100, which is a seven-day cruise from Olympia to Port Townsend; and the WA360, which is a human and wind-powered race that starts in Port Townsend, goes to Olympia, and returns to Port Townsend. In addition, we will hear about the Harstine Island GT sponsored by SSSS.

We will have 3-4 pre-Meeting skill and knowledge round-table sessions beginning at 18:00. The topics will be shared with you via email in early January.

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

Well, the Christmas tree may still be up, but the presents have all been unwrapped and put away, and the New Year's celebrations are over for another year. And whatever your hopes and aspirations, and resolutions, might be for the New Year, undoubtedly, some of them focus on *sailing!* And that is what your South Sound Sailing Society is all about! Now is the perfect time for Members to look ahead at just some of what SSSS has to offer in the coming year!

For the Racers, experienced, new at it, or just thinking about it, the Andrew Kerr seminar later this month, January 22, is a great way to sharpen your focus on what makes racing such an exciting part of SSSS's sailing repertoire.

If you have never done it, think about finding a small boat and see Jim Findley about joining the Dinghy Fleet when they crank up their race season later this year. If you own a bigger boat, there is nothing wrong with being the Admiral of your own fleet! There is no comparison between what it is like sitting high in the cockpit of your 25-30+ foot keelboat and being one with the water with your hand on the tiller of a dinghy!

And if you are so inclined, why not reach for the Stars? Our Star Fleet Racers certainly know this, but did you know this time-honored and venerable design, first produced in 1910, was an



Herron Island Race photo: Sean Trew

**Eld Inlet Race  
January 17**

**General Meeting  
January 20**

**Visitors Welcome**

Doors open at 17:45 meeting starts 19:00

**Andrew Kerr Seminar  
January 22**

**Henderson Inlet Race  
January 24**

**Board Meeting  
February 3**

**Toliva Shoal Race  
Weekend  
SSSS/OYC**

**Dinner  
February 13**

**Race  
February 14**

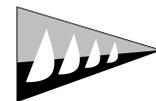
Southern Sound Series Race 3

**General Meeting  
February 17**

**Visitors Welcome**

Doors open at 17:45 meeting starts 19:00

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



Olympic class race boat from 1932 to 2012, the last year keelboats appeared at the Summer Olympics? Some of the famous Star Sailors include Buddy Melges (World Champion, 1978 & 1979), Dennis Conner (World Champion, 1977 & 1971), and John F. Kennedy (Nantucket Sound Star Class Championship, 1936). Talk with Dave Branch about signing on with this august class of Sailors right here in the South Sound!

In February, on Valentine's Day, no less, just as we have done for over 50 years, SSSS partners with the Olympia Yacht Club to sponsor the Toliva Shoal Race, one of the four Southern Sound Series Races that includes TYC's Winter Vashon Race in December, TTPYC's Duwamish Head Race in January, and concludes with CYCT's Islands Race in March. The Tolva Shoal Race is the longest race in the Series, and one that often provides the most challenging race conditions!

Even if you are not racing, there is plenty to do to help pull off what has long been considered one of the premier events in the in the Southern Sound Series! You can crew on the Race Committee boat, or on the Mark Boat, or on one of the Chase Boats. You can help sell T-shirts. You can help with set-up, and tear-down, of the clubhouse for the meal service: Friday night dinner, Saturday morning breakfast, and a post-race soup feed. Or better yet, dust off your favorite apron and join the effervescent Toliva Kitchen Crew who puts this whole gastronomic parade on the serving line! You can see me about that, as I am also the Kitchen Skipper! Even if all you have time for is to eat, come join us. Everyone is welcome to partake; and, it's for a good cause, proceeds benefit the Junior Sailors!

Close on the heels of Toliva is another program you for which you will want to mark your calendars to save the date! In recent articles I have been talking about the need to think about, and plan and train for, safety for cruising couples or, for that matter, any short-handed crew. On Saturday, February 21, OYC will be sponsoring a three-to-four-hour boating safety seminar by the U.S. Coast Guard Auxiliary entitled Suddenly in Command and SSSS is invited to attend! This program is a primer for passengers,

spouses, children, or anyone else on board who is not typically at the helm, and teaches vital actions to take if the primary operator, skipper, falls overboard, becomes ill, or is otherwise incapacitated.



Fall Series Racing photos by Peter Taft



The syllabus includes Emergency Procedures: How to call the Coast Guard and communicate your location. Basic Operation: starting the engine, simple boat handling at slow speeds, using radios. Equipment: identifying and using onboard gear. Anchoring basics: how to drop the anchor; Mishap Prevention: understanding common causes of boating accidents. This is essential information to prepare for emergencies and to ensure everyone on board can help if needed.

Please do not think this course is only for potential emergency captains. As the Skipper, you should also attend so you

will understand first-hand what your spouse, children, or other novice crew were taught, so that you will be better able to reinforce those lessons as needed. There will be a slight fee to attend, but it will certainly be inexpensive insurance for invaluable peace-of-mind!

And while SSSS will launch its usual slate of racing series, there will also be several cruises on tap. An idea that we will be exploring in the months ahead, is changing up the format for the Commodores' Cruise, which is typically on a weekend in September at Vaughn Bay with a pot luck on the spit. What we will be proposing is a summer Cruise of much longer duration to several destinations further north, where you could participate in its entirety, or join or leave en-route as your schedules or other plans dictate. Destinations would be selected for the opportunity to enjoy any number of off-boat activities for the crew; think Dock Street Marina in Tacoma, which is directly adjacent to the Glass Museum, where they also provide glass-blowing exhibitions, and the Washington State History Museum; and, within a short

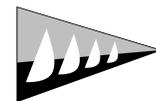
walk a boat museum, a car museum, some great restaurants, and a brew pub. Each stop will also have a dedicated host boat to serve as an activities concierge and to organize dock parties. If your summer cruising plans have not firmed up just yet, think about spending some time with your fellow SSSS Sailors in some great locations with lots of fun activities for the crew!

And while not SSSS sponsored events, there are other great sailing events coming up this year

that might interest you, such as the Swiftsure International Yacht Race in May, the R2AK, if you are seriously gutsy, in June-July; applications are open now, and close on April 15. For the smaller fleet, up to 20 feet with some slight fudge factor possible, the Salish 100 in July, that starts right here at Swantown; registration opens in mid-January.

No matter how you look at it, there is some great sailing out there in the New Year! Just get out there and go for it! We will see you on the water!

**Bob Hargreaves, *Bright Angel***



## Southern Sound Series

The 2025-26 Southern Sound Series opened with Winter Vashon December 6<sup>th</sup> hosted by Tacoma Yacht Club with a pre-race dinner and race day breakfast. This is the first of the four race Southern Sound Series. By the time you read this article, the second race of the Series will also have been completed, Duwamish Head in Des Moines. Results can be found at [ssseries.org](http://ssseries.org).

60 boats registered for Vashon. However, a Friday night gale interrupted deliveries and only 47 boats were on the line Saturday morning. The breeze was fresh and the rain had stopped setting up for a fast enjoyable race around the island. For many it was the best Winter Vashon ever!

An early start for the cruiser class saw a tight reach out from Tacoma to Colvos Passage. Followed by a reverse start in the PHRF and ORC classes. Hoisting spinnakers led to a fast run up Colvos Passage, the subsequent classes testing their handling skills! I heard from more than a few as they trimmed to the puffs coming over the Gig Harbor Peninsula.

Rumor had the Mark boat at top end of Vashon anchoring in close to 30! Course headed southeast to Des Moines. It was a long tack on starboard with the windward boats catching the lifting puffs passing Point Robinson with much room to spare for a sprint to the finish at TYC. The competitive 93 fleet led the charge; the Miller Family, less Dad who gave the keys to Max, in their new Melges 24 *Take Off* finishing 1<sup>st</sup> in Class. From our vantage point, we also saw Class 7 winner *Cherokee*, 2<sup>nd</sup> OA and Overall winner two years ago, head east for smoother water. Those going west had a little tougher go of it.

Finishing 1<sup>st</sup> OA in PHRF was *Equus*, giving top two places to the Des Moines crews. *Kahuna* from Tacoma 1<sup>st</sup> in Class 2, Port Townsend's *Sir Issac*, Class 6. In ORC, *Mako* from Olympia was 1<sup>st</sup>. Along with *Jolly Rumbalow*, CruisingNFS. Complete results can be found at [ssseries.org](http://ssseries.org). SSSS boats' scores are in this S-t-S.

This Series is sponsored by five clubs with representatives from each club organizing the event. Leading this council for a number of years and retiring is Jeff Johnson from SSSS. He has managed the details, Notice of Race and Sailing Instructions among other duties during an ever-changing regulatory, rule and safety environment. Special Thank You to Jeff for all his hard work and time.

**The Toliva Shoal Race, put on by us, SSSS and OYC, is next on February 14<sup>th</sup>.**

Derek Decouteau

## Cruise News

As many of you know, our Commodore introduced the *We Want You* initiative in the November Ship-to-Shore and at the November Meeting. This effort aims to expand opportunities for Members to become more involved in Club activities while helping distribute responsibilities more evenly. A key goal is ensuring that when Members step into a volunteer role, they can rely on the support of their fellow Members and never feel they are carrying the load alone.

Thanks to this initiative, several Members stepped forward with enthusiasm, and we are pleased to announce the formation of the Cruise Committee for the 2025-2026 SSSS Club year. The committee members are *Tanisha Jones, Daniel Danforth, Kirby McDonald, William Clay, and Dave & Aimee Opincarne*.

We extend our sincere appreciation to all who volunteered.

Other Business:

To allow our Members the opportunity to participate in the OYC Suddenly in Command Seminar on February 21, we are canceling the February Cruise to Gig Harbor, with the possibility of rescheduling it later in the year. Our first Cruise of 2026 will now be to Jarrell Cove Marine State Park on March 28. Details forthcoming.

Randy Richter



Herron Island Race

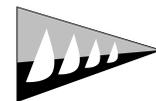
photo above by David Sanchez, photo below by Sean Trew



### SSSS Boats at the Vashon Island Race, TYC

1	38044	Mako	ORC
1	293	Take off!	PHRF 5
2	29718	Aurora	PHRF 7
3	61733	Ziva	PHRF 2
5	5165	Ravens Haven	PHRF 3
6	69708	Athena	PHRF 3
6	49589	Strider	PHRF 6
1	5421	Emma Lee	PHRF 9
1	50105	Jolly Rumbalow	unrated

If I missed someone please let me know



## Race Chair's Report

### *Inlet Series Begins Andrew Kerr Seminar Upcoming Toliva Shoal Race*

With the Hope Island race abandoned for lack of wind on an unusually warm and sunny day last December 13<sup>th</sup>, we marked the end of the Island Series and the 2025 racing year.

This January the Inlet Series begins with the Eld Inlet Race followed a week later by the Henderson Inlet Race. While we usually space winter distance races at least two weeks apart on the calendar, we have made an attempt to avoid days where strong, adverse currents occur at critical times during the race. Our goal is to improve the odds of completing a race and to finish as many boats as possible.

And in addition to all the racing this month, I suggest that you save the date of Thursday, January 22<sup>nd</sup> for our annual **Sailing Faster with Andrew Kerr** racing seminar from 10:00 to 21:00 at the ViewPoint room, West Bay Marina. We are keeping ticket prices the same as last year. That's \$20 for skippers and \$10 for crew.

At last count Andrew Kerr had won at least 28 National and North American Championships in a wide variety of classes ranging from the J24 to the J27 and J80, Santana 20, and others. But my apologies to Andrew if I have short changed him here. I think he's going to tell me that I need to update that number.

Andrew has been a full-time coach for the past 35 years with North U and Kerr sailing. His teams have won numerous major regattas as well as Regional, National, North American and World Championships in classes including the J22, J24, J27, J35, J80, J105, J109, J120, Farr 40, Beneteau 40.7, ID 35, T10, S27.9, Ensign, Melges 24, Mumm/Farr 30 and more.

So here's your chance to learn from a professional sailor who is, maybe more importantly, an awesome teacher and a very entertaining fellow.

Just around the corner on February 14<sup>th</sup>, it's our Club's turn, along with our friends at the Olympia Yacht Club, to host race number 3 of the So. Sound Series; the annual **Toliva Shoal Race**. If my 30 seconds of internet research is correct, the first Toliva Shoal race was in 1971, 55 years ago.

My observation in past years of the Toliva Shoal volunteers is that they know their jobs well. My involvement has been basically to eat, drink, and race. But I am so impressed and appreciative of all those Members who, year after year, take up their positions and make it happen.

Thanks in advance for all you do.

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

## Starting

Last month about ten of us met to talk about racing basics, an introduction to some of the subjects that help one sail smarter. Among other things we talked about how to find the fastest angles up wind and down, wind shifts and how to use them, how things from shorelines to other boats effect the wind, currents, starts, mark roundings ... The debrief showed the topic most people wanted more of was starting a race. Assuming our group is representative of others starting to race, this seems a good subject. Let's look at what happens at a start and some choices you make.

To get a good start you need to know which side of the course you want to play: right, left, or the middle. Which of course depends on what you expect the wind to shift. It helps to come out early to see what it has been doing, both in the starting area and over the course. You want to gather as much information pre race as possible. Go head to wind several times to see which end of the line is favored, which is more up wind. Have the forward most crew find some reference points you can line up with the boat, and others with the pin, so you can better tell where the line is even if you can't see both ends. Make timed runs of the line. Practice slowing and getting back up to speed in the current conditions; time the practice. Then decide where on the line to start.



Fal Series Racing  
photo by Peter Taft

A leeward end start has the advantage of clear air. Everyone but the boat at the pin is in the down draft of the leeward boat(s). However this start commits one to the left side of the course. Finding a lane to tack in can be hard with the whole fleet to weather.

If the right side of the line is favored, starting at the boat end you start slightly ahead of everyone. It gives you freedom to tack if the wind goes left. Of course if the left side of the course is advantaged the boat end starter will be out of position and in the fleet's back wind. This is the place to start should you want the right side of the course. If you want to tack as soon as you can clear the RC boat a second row start can work.

The ends tend to be crowded as it is easiest to see where the line is. It might be easier to find clear air starting mid line. Boats in doubt as to exactly where the line is tend to stay back. If you got a good line sight pre race, you can get out in front. You can pick a favored side by not starting in the exact middle, with less to gain/lose than those at the ends.

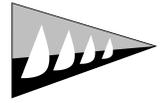
I tend to look to see what the fleet will give me, who is starting where, and try to figure out why.

The goal is to be on the line with speed when the "gun" fires. This

### **If the line is square to the wind, how can there be windward and leeward ends?**

Everything is relative. We assume the fleet is starting on starboard, in which case the right end, the boat end, is on their windward side. The pin end is on their lee side. Nor is the line always square. If it tilts, one end will be up wind of the other. The "leeward end" can be further to windward than the "windward end."

Confusing? Both make good sense for their intended use.



involves some version of a timed start. One sails away from the line for X number of minutes until X minutes before the start. At which point one turns around and sails back. It's not quite that simple as returning is slowed by dirty air from the fleet and other boats can get in your way. A variation dinghies often use is to stall out, or slow radically, until they have just enough time before the gun to get up to speed and be on the line.

What varies is the angle at which boats approach the line. The easiest is to barge: come in on a beam reach and run the line. Out and back are at the same speed, timing does not have to be exact. But a boat doing this has few rights. A boat barging can be forced up at any time, maybe forced over the line or blocked out at the RC boat. A better start is to come in close-hauled, with rights, or at least pointing high enough to cross. It is harder to time, but it puts you in control. You can force any bargers up out of your way and maybe clear out some room to leeward.

The race starts with the gun; you don't start till you cross the line. That is reason enough to be as punctual as possible. However it is most important to be in the first row. Boats behind those will be sailing in very disturbed air (a row of boats makes a barrier to the wind: a dense one when everyone is on the line). If you are on time you will be in the first rank. Still everyone is sailing in someone's down draft, except the leeward most boat. When the gun fires you need to clear your air, to put the bow down and go for speed. You give away a little distance to weather to gain a little distance on the boat(s) to weather. You need to get your bow ahead of those near you or they will roll you. It is better to give dirty air than to receive it. Ideally you picked a starting spot with room to leeward so you can crack off. Pre start you can create some room by luffing the boat to weather just before the gun, cracking off as it fires.

Hopefully you immerge with the boat to weather of you in your back wind and no one on your lee bow. However if you get rolled, or if the starting gun and finds in the second row, all is not lost. Do not sit long in the bad air. Look for a chance to tack. The starboard tack header the fleet is causing is a port tack lift. Your race is not over. You lost distance but you will have less disturbed air than most of the fleet. You can tack back to go left or continue on port. If there is an advantage to the right side of the course you are well positioned.

I hope this was useful. I could easily go on much longer. We just scratched the surface. But a good part of starting is boat handling. This is learned by practice, in your boat, not reading. Out for a sail? Slow the boat then speed her up. How long did it take, time and distance? How close dare you come to that buoy? How long does it take to get there?

**Steve Worcester**

## Bula Vinaka, Fiji

*Originally written August 13, 2013*

On our first Fiji cruise we visited Viani Bay, Taveuni Island, Fiji's third largest island, that included a hike to some beautiful waterfalls, Buca, pronounced Butha, Bay, where we performed our first sevusevu, and the islands of Kioa and Rabi, pronounced Rambi, where we expanded our vocabulary beyond our rudimentary Fijian to include a few words of Tuvaluan and Banaban because the residents of these islands are not native Fijians, but displaced islanders from Tuvalu and Ocean Island, in the Gilberts, respectively.

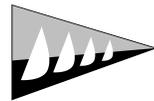
But before we take you on our cruise, let's backtrack a bit and mention a few of the things we did in Savusavu after our arrival from New Zealand and before we went out cruising. After clearing in to the country and getting our visitor and cruising permits, yes, there is bureaucracy in Paradise, and catching up on our rest, we set out to soak up some of the flavor of the country we would be visiting for the next five months. Savusavu, it turns out, is a great place to get oriented without too much culture shock! There are three marinas, two with only limited dock space for boats; most boats tie to one of the marinas' mooring buoys. The Copra Shed Marina is the crown jewel, with clean, modern facilities, a small chandlery, a handicraft shop, a currency exchange, a tour center, a café, and restaurant, both with great food at reasonable prices, and homemade ice cream, and a Yacht Club bar that is the local watering hole for cruisers and expats. There are several other restaurants in town, two rather well stocked supermarkets, a farmers and fish market, a couple of gas stations, and an assortment of other stores selling everything from hardware to underwear, all along one street. The stores are well stocked, as the supply ships from Suva, the capital of Fiji, call here several times a week.

One of the first things that struck us about Fiji is how friendly and outgoing the people are, especially the native Fijians. The population of Fiji is

comprised mainly of natives and Fijian Indians, who were brought here as indentured servants by the British to work the plantations and sugar cane fields. As you walk down the street, nearly everyone greets you with a smile and "Bula" or "Bula, Bula," Fijian for hello. In the villages, somewhat removed from civilization, as foreigners we are often greeted with a more formal "Bula Vinaka." One day, as Linda and I were sitting by the sidewalk in a café, a Fijian woman stopped to chat with Linda. They talked for about five minutes, and after the woman left I asked Linda if she had met her before; "No." The Indians, who run many of the shops and restaurants, are a bit more reserved, but still friendly. The population of Savusavu is predominantly Fijian. One day we took a bus trip to Labasa, pronounced Lambasa, the largest town on the island of Vanua Levu located on the north coast, where the population is predominantly Indian. Linda said "We don't need to go to India now; we have already been there!"

When we arrived in town there was a festival of sorts going on, complete with a Ferris wheel, food vendors, and live music and entertainment on an outdoor stage, including female impersonators. Too bad our knowledge of the Fijian language is so limited, because the songs accompanying the he/she acts were eliciting uproarious laughter from the crowd, especially from young ladies. But by far and away the best show in town was put on by the Fijian Police Marching Band! As musicians, these guys were nothing short of fabulous, and as they marched down the street they would stop and dance with people from the crowd, as they played their instruments, often rather suggestively! What fun!

We attended a cruising seminar put on by Curly Caswell, an Australian expat who spent many years sailing in Fiji. Navigation amongst the reefs and shoals in Fiji can be a bit tricky, so it was good to soak up some local knowledge. Another Aussie conducts tours of his Flora Tropic Gardens and we spent a lovely morning there with several other cruisers learning more



## Photos Needed Now for the S-t-S

We are pretty much out of current photos. I have been promised ... but your help is needed. Take photos of other boats, your crew in action, marine life ... Take your camera sailing; send us copies.

than we ever thought there was to know about rare and endangered palm species! We also spent time visiting the market, most of the shops in town, and many of the restaurants, where the fare varies widely, as does the quality, with some Chinese and an emphasis on Indian. The best food in any place we visit, though, is still served aboard *Bright Angel*.

When it was time to head out cruising, we took off along the south coast of Vanua Levu to Viani Bay, going through a pass in the reef with the aid of Curly's waypoints. When we got there, there were seven other boats at anchor or on a couple of moorings provided by Jack, the local Fijian dive, tour, and entertainment guide, and self-appointed Mayor of the Bay. It is interesting to note that we knew the people on all of the boats: three from the US, two from Canada, one from Great Britain, and one from Finland. We met two of them in Mexico, and the rest along the way across the Pacific last year. This is what we mean when we talk about the cruising community.

Viani Bay is a beautiful place, well protected from the prevailing weather, and large enough to accommodate many boats. Where we were anchored there are mangroves and dense jungle-like trees and vegetation along the shore, along with palm trees of course, and across the bay the most beautiful grass covered hills. Looking out across the reef and Somosomo Strait you could see Taveuni Island in the distance; a large, densely wooded island that always seemed to have a cloud cap and some of the most unusual rainbows radiated along the hillsides. Viani Bay had some awesome rainbows of its own as well.

There is no village in Viani Bay, but there are a number of Fijian families living in scattered settlements or individual homes along the miles of shoreline. There is also a primary school at the head of the bay with over 100 students. Every day the school boat, a 20+ foot punt with an

outboard, would go by with dozens of kids from around the bay and surrounding countryside, and not a life jacket in sight! We heard a drum beating early in the morning and throughout the day. Later, when we visited the school, we learned that the traditional drum, a large hollowed-out log at the school, was used to get the kids up, at 05:30, to remind them to brush their teeth, at 08:00, and for the start of school at 08:30. Throughout the day the drum was used to signal recess, lunch time, and when school let out for the day. During our visit to the school with some of the other cruisers, the kids were out of class and having PE: running relay races, playing rugby, and hoop ball, like basketball, but without a backboard. One of the teachers gave us a tour of the class rooms, and then some of the kids placed a large mat on a grassy knoll overlooking the playing field for us to sit and watch the games. After the relay races, the older kids sat and patiently waited for the younger kids to play rugby. When the older kids took the field, they were soon joined by several of the fathers, and the rugby game got exciting. These guys were good!

Jack Fisher's family once owned most of the land around the bay. His father, who was of mixed Fijian and European blood and had been a seafarer in his day, has passed away, but Jack continues the family tradition of welcoming cruisers to "his bay." Jack, who is something of a local legend, provides cruisers with several services: for example, he will take you on your boat out to any of the local dive and snorkel sites, then watch after your boat, either anchored or tied to one of the dive site buoys, while you are in the water. The reefs off Viani Bay offer some great diving and snorkeling; one of the sites, the White Wall, is among the top 10 dive sites in the world! Jack has a standard charge for his service: \$10 Fijian, per person about \$5.60 US. Our visit to Taveuni Island was a Jack trip: Jack piloted *The Rose*, a Kelly-Peterson 44, owned by a couple from Colorado, out the reef without waypoints and across Somosomo Strait to an anchorage off a town. And then stayed on the boat all day while the 15 or so cruisers, from most of the boats in Viani Bay, went to the local markets for provisions, and then took in some of the local sights. Linda and I went with a number of other cruisers in a van that met us on shore to the

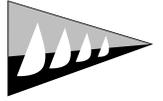
spectacular Tavoro Waterfalls, a Fijian National Heritage Park. Jack had arranged this. Jack's charge for his services \$10 per person. One night while we were in Viani Bay, Jack put on a *lovo*, a traditional Fijian feast with food cooked in the ground over hot rocks and covered in palm fronds. The cost: \$10 per person, and the food was delicious! Jack would also row out to the cruising boats in his dinghy and collect garbage, always a problem on a cruising boat away from port for any length of time, for free. The hook was, he would have fresh fruit, like a bunch of bananas or coconuts, for which he would ask for a donation to his daughter's nursing school fund. How could you refuse? Jack loves to talk, and is always ready with a story. On the way back from our trip to Taveuni, I engaged him in conversation about religion and politics; boy, did I get an earful!

One day Linda and I went on one of Jack's guided dive/snorkel trips to the Purple Wall with a New Zealand couple. The Kiwis, who are divers, went in their dinghy with Jack, and Linda and I, who snorkel but do not dive, followed in our dinghy. The plan was Jack would lead us to the site, the divers would go in first, then we would tie our dinghy to theirs and we would go snorkeling while Jack drove back and forth with the dinghies until we were all back out of the water. This was outside the reef, with no place to anchor and no dive site buoy to tie to. On our way out, we felt some misgivings about being outside the reef in the dinghy, as the waves and swell were up; but Linda and I agreed to stretch our comfort zone a bit and give it a go. The snorkeling was fine, but not the best. The Purple Wall is primarily a dive site. We had to work hard at times against the current to stay away from the shallow reef where the waves were breaking. On our way back in I remembered some discussion of Jack in Curly's seminar about things it was best not to let him do. When we got back to our boat, I checked my notes; Curly's advice was not to let Jack take snorkelers outside the reef, or dinghies outside the reef, or divers and snorkelers on the same trip. Wow! We hit the trifecta! But we survived.

*To be continued ...*

**Bob Hargreaves, *Bright Angel***

*Do you find that the stories make this rag interesting? Your turn now. We want to hear from you.*



## Holiday Food Bank Auction Surpasses Goal

On the evening of December 16, Members of the South Sound Sailing Society raised \$40,375 for the Thurston County Food Bank, surpassing our 2024 record of \$36,080 and exceeding this year's goal.

This was accomplished thanks to financial contributions and auction donations from more than 50 individuals, including Members, sailing instructors, marinas, local marine service providers, and others. It was a great evening for the Food Bank and the sixty Members and guests who attended. Thanks to you all!

If you were not able to attend, there is still time to contribute! Go to: <https://us.committchange.com/wa/olympia/thurston-county-food-bank/campaigns/south-sound-sailing-society-fundraiser>

Thanks again!

**Thera, Colin, Bob, the SSSS Board, and the Foodbank!**

## Fall Series

	9/6/2025	9/13/2025	9/27/2025	10/11/2025			
<b>Division 1</b> races	Fall 1	Fall 2	Fall 3	Fall 4	Total Pts.	Place	
Anarchy	4	0.75	3	0.75	0.75	2.25	1
Rufus	3	7	2	2	2	6.00	2
Take Off	3	4	8	3	3	10.00	3
Angel Eyes	4	3	5	4	4	11.00	4
Shaka	2	2	4	7	9	13.00	5
Peril	1	7	0.75	7	9	14.75	6
Gru	2	5	6	7	9	18.00	7
Ziva	2	7	8	5	7	19.00	8
Flying Circus	1	7	8	7	5	19.00	9
Raven's Haven	1	7	8	7	6	20.00	10
<b>Division 2</b>							
Liberty	3	4	0.75	0.75	0.75	2.25	1
Kokeshi	3	2	4	2	2	6.00	2
Jolly Rumbalow	2	0.75	2	4	6	6.75	3
Color My World	1	4	4	4	3	11.00	4
Puff	1	4	4	4	4	12.00	5
Solitude	1	4	4	4	4	12.00	6
RC assist	Penoziequah	Rufus	?	Folly			

## Toliva Shoal Next Month!

### 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](mailto: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](mailto: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

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

## PHRF Dues Due

Capt. Dennis Crowley AMS #1350



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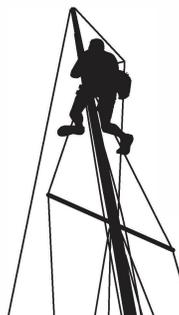


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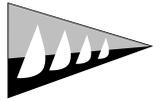
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(360) 352-9283 e-mail: [sts@ssssclub.com](mailto:sts@ssssclub.com)

Deadline for submissions is the third Tuesday of the month.

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**D Class Handicapper** Richard Bigley



# Take Your Camera Sailing



Our Holiday Potluck Auction  
Proceeds went to the  
Thurston County  
Food Bank

Pictured:  
Decorated bottles  
Live auction items  
Silent auction items

Photos by Steve  
Worcester

South Sound Sailing Society  
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