

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 10 June 2026

www.ssssclub.com/about_ssss/news/newsletter

June Meeting: Annual Elections and Awards Potluck

Join your sailing colleagues and friends on the evening of Tuesday, June 16, for South Sound Sailing Society's Annual Summer Potluck on the sunny deck of the Olympia Yacht Club. *We will elect our new Officers, honor our racing winners*, and enjoy hamburgers and hot dogs, desserts, salads, and your favorite beverage.

To supplement the hamburgers and hot dogs, please bring a salad or dessert. It helps others if you place a label on your dish to warn of any allergens, such as dairy or nuts, if they are present. You may also want to label any gluten free dishes that you create. Please help us reduce waste and reduce plastic use by bringing your own place settings.

The Meeting will be in-person on the porch, weather permitting, of the Olympia Yacht Club located at 201 Simmons St. NW.

Doors will open at 18:00 and the potluck and Meeting will begin at 18:30. The potluck is open to both Members and non-Members, so invite your crew, dock mates, neighbors, and others who are interested in sailing.

Parking is available in the lot south of the OYC fenced parking lot. We hope to see you there.



Portsmouth Racing 2025 photo by Steve Worcester

Bob Butts, Emma Lee

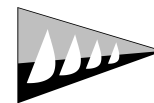
Commodore's Corner: Live in the Moment (Reprised)

This article is being re-published from the May edition of the Ship-to-Shore because an inadvertent omission left out a significant portion of the original article. Ed.

Throughout the cold, wet, and otherwise drab winter months, many of us engaged in the time-honored sailors' past-time of armchair cruising, often pouring through some colorful cruising guides with our favorite libation in hand, dreaming of those distant, or even those nearby, idyllic anchorages, with ideal summer weather, and all the time one might need to get there and enjoy them. And at last couple of Meetings, we stoked a lot of the fires under those cruising aspirations with some of our local experts' insights on many of our more popular cruising destinations.

Now that we are into Spring, the full-blown transition between Winter and Summer, which usually arrives shortly after January, what about those cruising plans? Some, of course, will materialize; some will even morph into grander adventure. A plan to visit the Gulf Islands may expand to include Desolation Sound, or a trip to the Broughton's might extend to Haida Gwaii, or even all the way to Alaska! Inevitably, though, some of those cruising dreams will die on the vine, due perhaps to unexpected Family or work commitments, critical boat projects that did not get finished, or worse yet, some gremlin that hopped aboard and ruined some critical component or important piece of gear, and with it, your plans. Even then, though, not all is

- Wednesday Racing
June 3
- Dinghy Racing
June 4
- LifeSling Clinic
June 6
- Harstine GT
June 6-7
- Star Racing
June 8
- Wednesday Racing
June 10
- Dinghy Racing
June 11
- Star Racing
June 15
- Elections and Awards Potluck
June 16
- Visitors Welcome
Doors open at 18:00 eating starts 18:30
- Wednesday Racing
June 17
- Dinghy Racing
June 18
- Star Racing
June 22
- Wednesday Racing
June 24
- Dinghy Racing
June 25
- Eld Inlet Cruise
June 27-8
- Star Racing
June 29
- Wednesday Racing
July 1
- Dinghy Racing
July 2
- Star Racing
July 6
- Wednesday Racing
July 8
- Dinghy Racing
July 9



lost! (And, no, that is not an intimation that you should watch one of Redford's worst, unless you were to gather some of your sailing friends together with a good bottle of bubbly and have fun picking out all the nautical flaws in that film!)

Whether your summer cruising plans are fully realized, or if they are truncated in some degree, or even if you end up just tied to the dock, you can put yourself in the right frame of mind by first realizing how very fortunate you are to be involved in sailing, with all of its history and its roots in antiquity, whether you view it as a sport, a hobby or pastime, or an addiction. And then, take the time to slow down and Live in the Moment.

What does it mean to Live in the Moment? It probably means something different to each one of us. Some common threads, though, might be to focus entirely in the present, rather than dwell on the past or worry about the future, detaching from the mental chatter about past events or future uncertainties to enjoy the Now. Or it might be to simply notice and pay close attention to your surroundings, to take in the sights, sounds, and sensations of your current activity, and then fully experience and enjoy the simple pleasures of what you are doing or what's happening around you.

What are some of the moments' worthy of living in while we are messing about on boats? Well, it could be the moment you turn your engine off and the wind fills your sails. Or when you settle into a peaceful anchorage after a day of sailing. We have a tradition on *Bright Angel* we call Anchor Down. After the anchor is down and set, we sit and relax in the cockpit together with a drink in hand; this is a variation on a theme we saw in New Zealand, where the locals would often have a 'Steiny', a Stein Lager beer, in hand even as the anchor was still on its way down! Or it could be the reverie that attends the meal you enjoy in the cockpit as the sun is setting, or that first cup of coffee in the cockpit as the sun is on its way up.

Even if your boat has not left the dock, there are still moments to savor. After a day of working off the to do list there is something cathartic about checking things off that list; that's a moment to enjoy! There are times I will simply stop by just to

visit the old gal and sit in the cabin or in the cockpit for a spell and just appreciate what she is and how she has enriched our lives with the experiences she has given us. Life can be very good on a boat, especially when you take the time to truly enjoy and really *live* in some of those grand moments.

How would you describe some of the live worthy moments on your boat, either to share with others what you have enjoyed, or to encourage them to find their own joy in such moments? Think about it; then write it down, and



Portsmouth Racing photo by Jim Findley

send it in to Steve Worcester so he can publish it in the Ship-to-Shore and share your story with the rest of us! And remember to *take your camera sailing*. Steve wants your pictures to share with us, too!

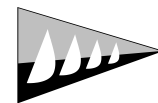
Enjoy your Summer on the water, wherever your boat may take you!

Bob Hargreaves,
Bright Angel

September Only Membership Renewals

Come September 2026, all annual Memberships will be back on a September-to-September renewal schedule. Those who have currently renewed their Membership on a May-to-May schedule will be notified in September of their options for extending their Membership until September 2027. The Board will be instituting this change back to a single Membership renewal date consistent with Article III, § 6 of our Bylaws which states: "Term of Membership: Membership for all annual members shall run from the date their dues are received until the general meeting in the following September." There are only two classes of membership in South Sound Sailing Society: Annual and Life, per Article III, § 1 of our Bylaws.

- Star Racing
July 13
- Wednesday Racing
July 15
- Dinghy Racing
July 16
- Salish 100 Dinner
July 16-7
- Star Racing
July 20
- Wednesday Racing
July 22
- Dinghy Racing
July 23
- Star Racing
July 27
- Wednesday Racing
July 29
- Dinghy Racing
July 30
- Star Racing
August 3
- Wednesday Racing
August 5
- Dinghy Racing
August 6
- Star Racing
August 10
- Wednesday Racing
August 12
- Dinghy Racing
August 13
- Star Racing
August 17
- Dinghy Racing
August 20
- Star Racing
August 24
- Star Racing
August 31
- General Meeting
September 15
- Visitors Welcome
- Doors open at 17:45 meeting starts 19:00



PHRF Report

As many of you may already know, I've agreed to step into the role of Race Chair for the South Sound Sailing Society, hopefully this will become official at the June Potluck and Awards Dinner Meeting. I'm honored by the opportunity and looking forward to helping continue the strong racing tradition that has made SSSS such a great organization over the years.

For those who may not know me, I started racing with SSSS in 1998 shortly after moving to Olympia aboard the Thunderbird *Aquarius*. Since then, I've had the opportunity to participate in PHRF racing both as crew and as an owner/skipper on several different boats over the years.

Our family's first race boat was the Santana 20 *Wahine*, followed later by our Beneteau 345 *Dash*, and most recently the Melges 24 *Take Off!*. One of the things I've always appreciated about SSSS racing is the incredible variety of boats, sailors, and experience levels that come together on the

race course. Whether you sail a cruising boat, a one-design racer, or something in between, PHRF gives all of us a chance to compete, learn, and have fun together on the water. SSSS racing has truly been one of the highlights of living in Olympia, and I'm excited to continue doing what I can to promote quality racing in the South Sound.

PHRF completed the Spring Series on May 16, and after a winter and spring of mostly light winds, Mother Nature finally delivered. The edge of a storm cell brushed the race course during the final leg and kicked up some serious breeze. Dave Elliott aboard *Flying Circus* reported 35 knots true wind speed along with some unfortunate gear damage, as their luff track split down the middle and detached the jib. Congratulations to *Rufus* for taking the win, and for having the guts to fly a spinnaker on that leg!

Wednesday Night Racing started May 27 with the first start at 18:30. If you're a new

racer, please be sure to email your boat and rating information to scorer@ssssclub.com prior to racing so the race committee knows who you are.

Changes are coming to the PHRF Notice of Race, they hopefully will be on the web site before the first Wednesday Night Race. Revisions are focused on eligibility requirements including how to obtain handicaps and sail numbers. SSSS is also supporting our future members, the kids at Olympia Community Sailing, by exempting their J/24 from race dues and PHRF-NW



Portsmouth Racing photo by Jim Findley

membership.

And as always: Please sign up to volunteer for Race Committee! There are still available spots on Wednesday nights as well as the Fall Series in September/October, check the SSSS website under PHRF 2025-2026 Current Season.

Our annual June Potluck and Awards Dinner is coming up June 16 on the deck at Olympia Yacht Club. Current Race Chair Tucker Smyth has been hard at work preparing awards for what has been a busy and exciting racing season.

Speaking of Tucker, I want to take this opportunity to offer a heartfelt thank-you for his service this past year as Race Chair, and for all the help he has given me while learning both this new role and our new boat. Your time, patience, and efforts are very much appreciated.

See you all at the picnic!

Garner Miller, *Take Off!*

Portsmouth Racing

Free. Free. Free! Come race with us this summer, no strings attached! Have a sailboat 20 feet or less without a fixed keel, come out on Thursday night at 18:30 and enjoy a couple of hours of laid back racing. We race just north of the Hearth Fire Restaurant. Just a short sail from the Swantown Boat Launch.

We race through August, with a regatta in September. Hope to see you on the water this summer.

Jim Findley

Star Report

Great first night of racing for those who made it out.

Welcome to the great new crew as well and thanks to everyone who came down even if they didn't have their boat ready to go yet.

[Tugs now closes before the racing finishes, but no problem. Ed.] ... I have a big cooler full of beers and refreshing drinks as well as lots of chips that should cover us for the post race dock drinks for the next few weeks too...

Chris Reitz

Photo of the racers in this S-t-S

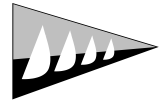
Congratulations to Derek DeCouteau and Max Miller for finishing 10th at the Star Western Hemisphere Championship at Gull Lake, Michigan.

Dave Branch

Last S-t-S

until September. We don't print the S-t-S over the summer. It's a time to sail. However if there are to be any photos and stories in the September issue I need to get them this summer. Summer gives you many photo opportunities. And should you go cruising, think about writing us from the boat while the experience is fresh.

Steve Worcester



Cruise News

Frye Cove County Park,

Eld Inlet: June 27 and 28.
Plan on a 18:00 Potluck on Saturday.

Stretch Cruise

The first week of the two-week Commodores Stretch Cruise proved to be an unforgettable Puget Sound adventure. Despite a stormy start, the fleet enjoyed perfect sailing weather, exploring historic maritime landmarks, hiking around Blake Island, and concluding the week with a legendary marina BBQ in Poulsbo.

Week 1: Cruising the Sound

Day 1-2 The Voyage Begins and Gig Harbor: The Cruise launched under a cold, relentless downpour, but the skies quickly cleared into warm, sunny days. First stop was the scenic Gig Harbor. The crew grabbed dinner at the legendary Tides Tavern, toured the Gig Harbor Museum, and stepped aboard the Virginia V, the oldest operational wooden-hulled passenger steamboat in the United States, where we were attended an interesting talk about the History of the fleet of steamships that were abundant in the 1800's Puget Sound.



Top left: Gig Harbor Museum Fisherman Statue: Wayne Lieb, Randy Richter and Kit Dahl. Top Right: Wayne Lieb sailing *Neko* to Blake Island. Bottom Left: Kit Dahl motoring to Poulsbo on *Music*. Bottom Right: BBQ on the barge at Poulsbo Marina: Diana, Karen Hoffman, Alan Hoffman, Kit Dahl, Randy Richter, and Wayne Lieb

Day 3-4 Blake Island Retreat: After motoring through Colvos Passage, the boats hoisted sails and caught a beautiful breeze before dropping anchor at the Blake Island Docks. The crew stretched their legs with a brisk 5-mile hike around the island's trails before gathering at the park's picnic benches to share well-earned potluck meals, wine, and cold



beers.

Day 5-6 Liberty Bay and Poulsbo: We motored peacefully to Poulsbo, exploring the downtown shops and the Poulsbo Maritime Museum. The highlight of the stop? A fantastic waterfront BBQ hosted by SSSS former Commodore Alan

Hoffman and his wife, Karen, right on the marina party barge.

Day 7 Agate Passage to Shilshole: Leaving Poulsbo, we motored north through Agate Passage and sailed smoothly under the Agate Bridge. Exiting into Port Madison, we were presented with brisk winds which pushed us across the Sound to Shilshole Bay at a 6-knot clip. The helpful Shilshole Marina staff kept the SSSS fleet perfectly grouped together on adjoining slips.

As we go to press Randy is still cruising. However the Cruise will be over by the time you read this. Ed.

Randy Richter

Season Championship

PHRF Racing, Fall Series through Spring Series

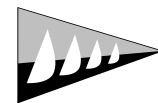
total points# Races Place

Div #1			
Rufus	11	11	1
Take Off!	31	9	2
Anarchy	8.75	7	3
Spirit	41	7	
Mako	11.5	6	
Flying Circus	23	6	
Angel Eyes	28	6	
Shaka	30	6	
Ziva	34	6	
Gru	31	5	
Raven's Haven 007	15.75	3	
No Room	19	2	
Peril	0.75	1	
Bodacious	2	1	
Redline	2	1	
Dogfish	9	1	
Div #2			
Jolly Rumbalow	21.5	9	1
Liberty	7.75	7	2
Kokeshi	13.75	7	3
Magic	19	5	
Echo	15	4	
Colour My World	16	4	
Reiff	4.5	3	
Emma Lee	12	3	
Kiva	7	2	
Puff	11	2	
Aurora	0.75	1	
Junior	0.75	1	
Solitude	4	1	
Magic	6	1	
Splitting Kisses	6	1	
Moon Shadow	0.75	1	

Spring Series

Division 1	rac	4/25	5/2	5/9	5/16	Total Pts.	Place
Rufus	4	0.75	0.75	0.75	0.75	2.25	1
Take Off	2	2.50	6	2	3	7.50	2
Flying Circus	3	3	3.67	3	5	9.67	3
Spirit	4	4	3	5	4	11.00	4
Mako	2	8	2	8	2	12.00	5
Ziva	2	5	4.50	4	7	13.50	6
Redline	1	2	6	8	7	15.00	7
Gru	2	6	4	8	7	17.00	8
Angel Eyes	1	8	6	6	7	19.00	9
Division 2							
Liberty	2	0.75	0.75	4	3	4.50	1
Magic	2	2	6	2	3	7.00	2
Jolly Rumbalow	2	3	3	4	3	9.00	3
Kokeshi	1	6	2	4	3	9.00	4
Junior	1	6	6	0.75	3	9.75	5
Moon Shadow	1	6	6	4	0.75	10.75	6
Color My World	2	4	4	4	3	11.00	7

RC assist: Take Off, Ziva and Flying Circus, 007, Angel Eyes



Reciprocal Moorage for Members

Reciprocal moorage is a major benefit of Membership in the South Sound Sailing Society. For some, it's their only benefit. Reciprocal moorage allows boaters to use the docking facilities used by fellow yacht clubs in return for hosting boaters from those same clubs for free, or for a nominal fee. Details vary between clubs, but the overall benefit can save us cruisers substantial moorage fees during our Salish excursions.

Our Club maintains reciprocity with 78 other organizations, in the Salish Sea, on the Columbia River, in Oxnard, CA and in Lahaina, HI (still rebuilding). To manage correspondence and provide details for all these clubs, we use

YachtDestinations.org, a web site hosted on Orcas Island by a guy named Bob Brunius. Hooray for Bob!

The SSSS web site maintains a Reciprocals web page with a listing and printable PDF files of our reciprocal clubs, and a slide deck that describes the Ins and Outs of Reciprocal Moorage for SSSS Members in excruciating detail. Here are a few tips from that presentation:

Call or radio around 1500 to check availability and possibly reserve slip. Double-check depths of channels and fairways at low tide! Make sure you can access your ... docks! A few marinas offer shuttles to shopping. Ask, nicely. You can create your own Yacht Destinations account, but the link at SSSSclub.com>Cruising>Reciprocals works.

Final tips: Fly your SSSS Burgee and carry your SSSS Membership Card!

Marvin Young, Pleiades

Rules Basics: The Zone

The mark rounding rules are not the best understood of rules, so they could be worth talking about. I have been asked what The Zone is. That seems like as good as any place to start.

Physically The Zone is the area two boat lengths around a mark or obstruction. It is defined in the Racing Rules of Sailing. It is often called the two length circle, as that is what it is when the mark is a buoy. That is two



Olympia Shoal Rediscovered photo by Dan O'Brien

lengths of the boat nearest the mark when applying the rule. You enter The Zone when your bow is two lengths from the mark, or when a boat you overlap enters The Zone.

It is the area in which the mark rounding rules apply. The right-of-way rules do not get boats around the mark unscathed. Too many overlaps established and broken in so little time, as sterns swing 90 plus degrees to round. Obligations need to be fixed, not changing in seconds, or it gets too wild. That is what establishing The Zone does.

Relationships get locked in when boats enter The Zone. If you were clear ahead when your bow got to The Zone, you will be clear ahead as far as the rules are concerned, even though you actually create last minute overlaps as you turn to round. Boats close behind you could claim room to round inside, if they were not required to keep clear and let you round.

Likewise, if you arrive at The Zone overlapped, you will get room, or owe room, depending on how you arrived at The Zone. That will not change even if the overlap(s) do. And they just might, as you make large turns to round.

Locking in rounding rights at two lengths, when boats are still sailing their proper courses to the mark, means no arguing over when overlaps are established; no last minute confusion as you turn the mark ... well, less at any rate.

Steve Worcester

Unexpected Stop

This is a reprint from a past S-t-S.

The wind was up. It was time to go. I had spent the morning walking the trails on Sucia Island, waiting for the wind. As expected on a sunny day, it came in around noon, like it had every day that week. It was time to go.

Sugar Magnolia was hanging from a State Park buoy in Fossil Bay. That is a narrow bay on the south side of Sucia. Cliffs on both sides block it off from the rest of the island. At the time there were only two buoys in the bay. Mine was the only boat there.

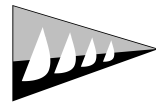
We had raced Son of Pitch, a Labor Day Regatta out of Everett. I was bringing the boat home to Olympia by way of the San Juans. It had been a week since I left Everett and I was out of ice. That was not an immediate problem however, as I was also out of fresh food. So it was time to go shopping. On to Friday Harbor.

The dinghy dominated the foredeck. Before I laid out the jib, I opened a couple valves and let some air out. Like something out of Harry Potter, the dinghy shrank to just the right size to fit. I closed the valves. Why do more pumping than needed?

The bay is well sheltered, but there was easily enough wind to sail out. As I raised the main the boat went head to wind. I let go the buoy and went back to the cockpit. Backing the main caused the boat to fall off and catch the wind. Sheet in to get moving, then out to bear off. And we are on our way. When out of the Bay I raised the jib. Force 3 wind with blue skies; it doesn't get a lot better.

It was a close reach to President Channel. I balanced the sails, loosely tying the helm. The boat held her course nicely, as she always does. I looked around; there was not an other boat in sight. Just the islands and blue water. A pretty day.

I went below to get lunch. Out of bread, but there are crackers. There was still plenty to eat, just nothing fresh. I put the crackers in the cockpit and looked around. Not a boat anywhere. Back below to find something to go with the crackers,



canned baby oysters would do. No opener needed. Up for an other look round. Below again to get something to drink.

Before I got lunch on deck, the boat came to a gentle stop. No lurching. We just gently slowed to a stop. Like running aground on a very soft bottom. I looked up the open hatch The sails were still drawing, but we were stopped.

I stuck my head out and looked around. There was Orcas Island in the distance. Sucia was well behind. Where they should be. We were on course. No boats around. Nothing for miles. The chart was open on the bunk. I had not missed anything; there was no shoal anywhere near. It showed it was far too deep to anchor.

What ever the cause, pulling and not moving was not good for the sails. To lower them I went to the mast. There it all became clear. Looking down into the water it was easy to see what held us firmly in its grasp.

The boat was in the middle of a large patch of floating weeds, maybe a couple of boat lengths in diameter. The current must have gathered it all together. A miniature version of the Pacificgyro.

With the help of a boat hook, it was easy to free the boat and continued on to Friday Harbor for reprovisioning.

Steve Worcester



Getting Ready to Jump to Fiji From the Archives

This article was written while at anchor in Fiji, on July 6, 2013; shared here to disabuse you of any notion that cruising to far of places is all play and no work! For some, you may also find mention of someone by inference that you remember as a former Member of SSSS (besides Linda and me)!

We spent most of April and May getting ourselves and the boat ready for the passage to Fiji. We got most of the items on our never-ending list of boat projects accomplished, and at a pace that did not leave us too breathless. That is the good news. The bad news is, the time spent on the boat kept us from seeing many of the places we had hoped to visit in New Zealand, including the South Island. Oh well, there is always next year (at least this time)!

Bright Angel was in the yard at Riverside Drive Marina in Whangarei for nearly three weeks. During that time, we had the genset removed, fixed, and reinstalled. I had been struggling with overheating issues since Bora Bora. We also had the Bimini lowered: the Mexico re-design did not allow the boom to come down low enough to get a decent in-mast furl on the mainsail, the bow pulpit straightened after we were hit by a boat that drug anchor during a squall in Moorea, and a crack in the Monitor wind vane bracket re-welded. Other projects included: replacing

the two remaining stainless steel water tanks that were beginning to leak with custom made plastic tanks; re-bedding the chain plates and deck prisms; re-sealing the cockpit lockers and the coach roof hatches that were leaking; waxing the hull; replacing the lettering on the boat name that had suffered some heat stroke from the tropical sun; and many, many more projects, too numerous to list here. The work was mostly done by the various marine trade businesses on premises in the yard, or by ourselves, but we also had some help from an old friend from Olympia, Dave Ames, who used to work on our boats back home, but lives here just outside of Whangarei now. It was like old times!

While the boat was on the hard we enjoyed the comforts of living in a nice, recently renovated motel room; the motel was immediately adjacent to the Riverside Drive Marina parking lot and a two-minute walk from the boatyard. We got our TV fix and Linda took advantage of the space she had to get some sewing projects done; with the aid of a transformer Dave Ames loaned us, different AC current here than at home!

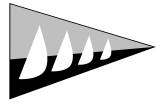
After we got *Bright Angel* back in the water, we had the rig professionally inspected and tuned, and then reinstalled the genoa, which we had taken to a sail maker for some re-stitching and new pennants. While all this was going on, and a few other projects of course, Linda was busy buying and stowing provisions for our trip to Fiji. Originally, we had planned to go back to Tonga, then on to Fiji, before coming back to New Zealand in

November. However, as we talked with more cruisers, many of whom had been to Fiji multiple times, they all said it was wonderful there, and impossible to see everything in one season. That convinced us to skip a return trip to Tonga with only an abbreviated season then in Fiji. (Update: we would end up going back to Fiji from New Zealand a total of three times before moving on to Vanuatu and New Caledonia.)

As we wrapped up our projects in Whangarei, we headed out to Marsden Cove, just “around the corner” from the Pacific Ocean, to await a weather window to jump to Fiji. There is a new, first-class marina at Marsden Cove, with a fuel dock, the only one in the Whangarei area, and it is also an official port of entry, so you can clear customs there before leaving New Zealand. All very convenient. There were several of our friends there, all doing them same thing, so it was anything but lonely (the one downside to Marsden is that it is so remote). A weather window and our last-minute preparations finally came together, and we took off for the 1200 nm passage to Fiji on May 30, 2013.

Bob Hargreaves, *Bright Angel*

If you read the stories above, you know it is stories that make this rag interesting. Like everything the Club does, it depends on you, our Members, to keep it happening. We want to hear from you. You don't need to report the whole cruise. Maybe the best day, or as our Commodore suggested, just the best minutes.



Star Fleet racers after the first night of racing. Photo by Chris Reitz

Volunteers Needed

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

Thursday Night Races May 21

Position	Sail	Skipper	Type	Race 1	Race 2	Race 3	Total
1	1542	French, Kevin	Harpoon 5.2	1	1	6	8
2	1386	Brown, Adam	Harpoon 5.2	4	4	1	9
3	816	Baldrige, Darris	Harpoon 5.2	2	3	4	9
4	195939	Rulla, Chris	Laser	7	2	2	11
5	763	Nordgren, Layne	Harpoon 5.2	5	6	7	18
6	106152	Muench, Krista	Laser	9	7	3	19
7	19146	Jones, Evie	Optimist	3	DNS 10	DNS 10	23
8	264	Beach, James	Harpoon 5.2	6	9	8	23
9	WESLIDO	Wes	Lido 14	DNS 11	8	5	24
10	2620	Taft, Peter	Thistle	10	5	DNS 10	25
11	166931	O'Sullivan, Jane	Laser Radial	8	DNF 10	9	27

Thursday Night Races May 14

Position	Sail	Skipper	Type	Race 1	Race 2	Race 3	Total
1	171059m	Visser, Mike	Laser	1	1	1	3
2	1542	French, Kevin	Harpoon 5.2	2	2	3	7
3	1386	Brown, Adam	Harpoon 5.2	4	4	2	10
4	816	Baldrige, Darris	Harpoon 5.2	3	3	4	10
5	786	Findley, Jim	Lido 14	5	5	6	16
6	763	Nordgren, Layne	Harpoon 5.2	6	6	5	17
7	170	Church, David	Hunter 170	DNF 7	7	7	21

Thursday Night Races May 7

Position	Sail	Skipper	Type	Race 1	Race 2	Race 3	Total
1	1542	French, Kevin	Harpoon 5.2	2	1	1	4
2	5008	Jones, Margaret	Lido 14	1	4	3	8
3	786	Findley, Jim	Lido 14	4	5	2	11
4	816	Baldrige, Darris	Harpoon 5.2	3	2	6	11
5	763	Nordgren, Layne	Harpoon 5.2	7	3	4	14
6	106152	Muench, Krista	Laser	5	8	5	18
7	2620	Taft, Peter	Thistle	6	6	7	19
8	170	Church, David	Hunter 170	DNS 8	7	8	23

Ditty Bag For sale

San Juan 28, 50% partnership \$5,000. To purchase \$9,600. Constant upgrades including electric propulsion, B&G VHF, AIS, Depth and Zeus Chartploter. Hull professionally maintained. Contact Jeff Hogan at sailorhogan@gmail.com For complete specifications

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

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

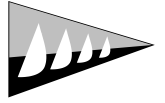
Deadline for submissions is the third Tuesday of the month.

2025-26 SSSS Board Members

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

PHRF Handicapper Rafe Beswick (360) 250-5252

D Class Handicapper Richard Bigley



Take Your Camera Sailing



Portsmouth Racing 2025 photos by Steve Worcester



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

