

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 7 March 2026

www.ssssclub.com/about_ssss/news/newsletter

March Meeting: Great Lakes/East Coast Adventures

Join your sailing colleagues and friends on March 17 for a presentation by Jeff Reiner on his East Coast sailing adventure. In 2021, Jeff bought a Jeanneau 49DS in Chicago with a plan to sail from the Great Lakes to the Caribbean, then, over four to five years, through the Panama Canal and on to Washington via Hawaii. As he'll tell you, even the best plans take unexpected turns...

Jeff will share stories from his journey out of the Great Lakes, through more than 100 locks, down the Hudson River to New York City, and down east to New England while dodging a hurricane. The following year, he headed south to the Chesapeake, visiting Washington DC, Annapolis, Baltimore, and Philadelphia. In 2026, he hopes to reach Boston for the 250th Independence Day celebrations before continuing north to Maine and Nova Scotia.

The doors at the Olympia Yacht Club will open at 17:45 and the pre-meeting sessions will begin at 18:00. The Meeting will begin at 19:00.

Jeff is the President of South Sound Honda Suzuki Polaris, a graduate of Aberdeen High School, and an experienced adventurer.

Before the main Meeting, our round-table discussions will feature local marine vendors offering advice and services to help you prepare for the summer sailing season. Invitations have gone out to diesel mechanics, bottom-paint specialists, gelcoat and teak refinishers, electrical and electronics experts, canvas installers, and more.

The doors at the Olympia Yacht Club will open at 17:45 and the pre-meeting sessions will begin at 18:00.



Toliva Shoal Race photo by DeWayne Enyeart

Bob Butts, Emma Lee

Commodore's Corner: Reflections on the Job

We are approaching that time of year when you, and each of your fellow Members, will be encouraged to give some serious thought to stepping up and making one of the more significant contributions to the good of the order in SSSS, service on the Board of Directors. The Board is comprised of each of our elected officers: Commodore, Vice Commodore, Secretary, Treasurer, Cruise Chair, Race Chair, and Member-at-Large, whom you would know as our Program Chair, and (by default?) our Immediate Past Commodore, as well as two "ex-officio" Board Members, who hold office not by election, but by virtue of the positions they hold: House Chair and Ship-to-Shore Editor.

The slate of candidates for each year's election of officers is typically announced at the Meeting in May, with elections then held at our annual Meeting in June, the BBQ on the deck! The terms of office are from July 1 to the following June 30. Often there is only one candidate running for any given position on the Board, so the election is by acclamation; however, there is no reason we cannot have a contested election with more than one candidate for any or all

**Star Spring Meeting
March 9**

**Dinghy Spring Meeting
March 11**

**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

**Jarrell Cove Cruise
March 28-29**

**McAllister Creek Race
April 4**

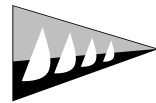
**Board Meeting
April 7**

**Hammersley Inlet Cruise
April 18-19**

**General Meeting
April 21**

Visitors Welcome

Doors open at 17:45 meeting starts 19:00



the positions on the Board, except, of course, for Immediate Past Commodore!). However, and sadly, it is also often the case that we have difficulty even finding any volunteers for open positions! Why is that?

I have no crystal ball to tell me which elected officer positions might be vacant at the end of this year's term, but even without a crystal ball I know of one that will likely be open, that of Vice Commodore. Kim Turver, your VC this year, has been busy learning the ropes for progression, and is looking forward to being elected as your next Commodore come June.

When I raised my hand and said I would run for Commodore last June, it was literally on the eve of the election, no one else had volunteered. There was no incumbent Vice Commodore to step into the role, and I had never served on the Board in any capacity before. After my election by acclamation, I spent the summer learning everything I could about the role I had just stepped into; I knew it was more than just being MC of our monthly Meetings! That was like drinking from a fire hose! But even though it was a challenge, I did finally get most of it sorted; I will never be able to say I have mastered it all, though, because it is a continual learning process, which in no small measure is what makes this job even more interesting and satisfying!

The role of Commodore, as set forth in our Bylaws, is to "preside at all meetings of the organization" and to "be responsible for the efficient operation and good order of the organization." Boy howdy, you can certainly read a lot into that job description! Besides being MC at our monthly Meetings, it also means helping to identify, or anticipate, and smooth out operational bumps in the road (of which most of you are blissfully unaware), set the agenda for Board meetings, and ensure all of our meetings run efficiently. The Commodore represents the Club publicly and in its dealings with OYC, and writes this monthly column for the Ship-to-Shore. In this latter journalistic role, as well as in my dealings with other Board Members, I have a bully pulpit from which to advocate for initiatives to better serve our organization, and to promote an agenda that serves the interests of our Members. For me, this is where creativity finds an outlet and often, but not always, produces satisfyingly good results; but, as Linda has been known to tell me: "It's okay to shoot for the stars, but sometimes you just need to be satisfied with a low earth orbit."

This might seem like heady stuff, but all it really means is the continued operation and direction of the Club is in the hands of your Commodore and the Board of Directors. Without question or hyperbole, being on the Board is one of more important roles you could undertake in SSSS, whether it would be to simply keep this ship sailing along on a comfortable and familiar course, or whether it might be to bear off or tack onto some new and exciting course, wherever your imagination and energies might take you. But the simple fact is, you cannot do either unless you kick lethargy out of your way, and stand up and raise your hand. Don't shy away from this opportunity to be a leader; your Club and your fellow Members depend on you to keep us going strong!

Bob Hargreaves, *Bright Angel*

Portsmouth Report Spring Meeting March 11

It's that time of year again, to scrape the fallen leaves off of the boat canvas and make sure all is in readiness for the coming dinghy racing season. Double check all the lines, cleats, blocks etc and make sure the mice didn't decide to make a nest in your sails. I know from experience that is not a good thing. To kick things off, we are going to have a meeting on Wednesday March 11 at 18:00 in the View Point Room under Tug Boat Annies restaurant at West Bay Marina to which any body interested in small boats in invited. We're talking 20 ft. and under and sail or human powered.

Summer is coming and there are lots of activities for you and your small boat. In June there is the Harstine GT6.0 and in July the Salish 100, both are sail and/or human powered adventure cruises. You could consider the Harstine GT, 2 days/26 mile round trip of Harstine Island, a shake down cruise for the Salish 100, 7 days/100

miles. Come to the meeting and we'll talk about it.

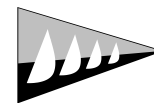
The first Thursday in May is the official start of our dinghy, Portsmouth, racing season. Eligible sailboats must be 20 feet or less, and not have a fixed keel. We sail over the mud flats, north of Hearth Fire restaurant, close to the Swantown boat ramp. Racing starts at 18:30 every Thursday night through August. We try to get in three or four short races so if you mess up on one race there is always the opportunity redeem yourself on the next one. If you come out, please report in to the committee boat before racing with your name and type of boat. Since we use the Portsmouth handicap system we usually have four to six different types of boats competing from Lasers to Hobie Cats to Ranger 20s and about everything in-between.

Come to the meeting in March and we'll talk about the HGT6.0, Salish 100, small boat racing and just about anything else small boat related that you can think of. If you have any questions about any of this or anything else small boat related, email me at dinghy@SSSSclub.com

Jim Findley *Lido 14, Star, Catalina 30.* (Or come to the meeting on Wednesday, March 11)



Toliva Shoal Race photo by DeWayne Enyeart



Race Chair's Report

Toliva Shoal: a competitor's account
 Toliva Shoal: the RC's account
 Wrapping up our winter racing

I am sorry to say that I didn't compete in this year's Toliva Shoal Race. So I can't give a first hand account of what happened on the water that day. But this is supposed to be a monthly report on SSSS racing and that has to include our Club's biggest annual event. If I am to report on it, I guess I'll have to do what a reporter does; go out and get the story.

My sources tell me that Race Day started out with surprisingly fair weather for mid-February and enough of a Southerly to get the Cruising Classes off the starting line without delay at 09:30. The remaining classes started racing at 10:00, and then again at 5-minute increments until a fleet of 32 boats were all heading north towards Dofflemyer Pt. and Dana Passage.

The local Ranger 33 *Aurora*, in the 10:00 start, managed to sail under spinnaker up Budd Inlet without gybing. She cut the corner fairly close across the mouth of Boston Harbor and into Dana. But coming up fast on a beam reach was her main competitor, the Cal 33 *Cherokee* from Seattle. The two boats paralleled each other leading their class and more or less sailing the rhumb line through Dana Passage towards Johnson Point.

Luckily the flood tide was at an early stage. There was just enough wind at this point for the fleet to get through Dana and continue racing. *Aurora* experienced the beginning of a convergence rounding Johnson Point. But as she headed towards the next mark, the Southerly prevailed with some of the fleet going to jib, while others were able to close reach on their spinnaker.

At the McAllister Creek mark the Northerly began to take over, and *Aurora* along with the rest of the fleet could close reach to Anderson Island, and then harden up through Nisqually Reach proceeding north towards Toliva Shoal.

Most of the fleet chose to cross over to Ketron Island for current help. But going too far to the east put *Cherokee* in the lee of the island and lighter wind. This is where making the tactical choice of wind over current paid

off for *Aurora*. She passed *Cherokee* by sailing directly for the Toliva Shoal mark instead of further to the east.

Earlier that day, decisions had to be made by the RC about shortening the race if the wind got too light to continue. With the benefit of several chase boats on the race course, information about wind conditions and the fleet's progress could be factored in. At each opportunity to set up an early



Toliva Shoal Race photo by DeWayne Enyeart

finish, the RC ordered the race to continue on. Until as the lead boat approached the Toliva Shoal mark, the situation became critical.

Judging the success of our annual event can be done in several ways. But no matter how good the SSSS is with the food and the hospitality, we can't control the weather. One year we may have perfect wind conditions, the next year a drifter. One measure of success is to get as many boats across the finish line as possible, even if the wind and current don't allow the race to run the full distance. This year's Toliva Shoal was a success.

Even though the wind was fairly steady, that afternoon the RC determined that the wind would go light again. And the outgoing tide would run at 2 kts. through Balch Passage making it difficult for even the lead boats to get back to Oly, let alone slower boats bringing up the rear.

Our guests from up north seemed grateful to finish at the Toliva Shoal mark.

S-t-S Needs Photos!

We need photos of current SSSS events. Canceled races seem to make for few photos. So we will need photos of events yet to happen asap.

Take your camera sailing. Send me copies.

Then they could simply keep sailing north to their home ports.

Congratulations to Derek

DeCouteau on *Aurora* for finishing 1st in Class 7, Ian Beswick on *Anarchy* for 1st in Class 5, and to all the other SSSS boats who participated in another successful Toliva Shoal race. And thanks to Bill and Vicky Sheldon *Transition*, and all their support people for great race management.

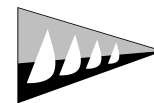
Winter distance racing concludes with the McAllister Creek race on April 4. As of this writing we are still in need of a Mark Boat and RC volunteers for this race. Then our buoy racing season begins with the Spring Series. Race 1 of this series is on April 25 and continues with the next three consecutive Saturdays into May.

Tucker Smyth,
rcchair@ssssclub.com

SSSS Boats at the Toliva Shoal Race, SSSS/OYC

1	Aurora	PHRF 7
1	Anarchy	PHRF 5
2	Flying Circus	PHRF 3
2	Take Off!	PHRF 5
2	Mako	ORC
2	Ziva	PHRF 2
3	007	PHRF 3
3	Spitting Kisses	PHRF 7
4	Ravens Haven	PHRF 3
5	Magic	PHRF 7
6	Angel Eyes	PHRF 3
6	Shaka	PHRF 5
7	Athena	PHRF 3
7	MoonShadow	PHRF 7
1	Emma Lee	PHRF 9NFS
1	Echo	FS Unrated
1	Jolly Rumbalow	NFS Unrated

If I missed someone please let me know



Cruise News

The SSSS Spring/Summer cruising season is shaping up nicely! Below is a look at our confirmed and tentative Cruises along with an exciting Stretch Cruise being developed for later this year.

Our upcoming *confirmed Cruises* include the following:
March 28&29 Jarrell Cove, Hosts Dave&Aimee Opincarne
April 18&19 Hammersley Inlet Hostes Will & Maggie Clay
Tentative planned Cruises include:
May 23&24 Penrose Hosts Randy Richter&Daniel Danforth
June 27&28 Frye Cove Eld Inlet, Hosts TBD

As many are aware, our Commodore asked the 2026 Cruise Committee to consider putting on a **Stretch Cruise** whereby we venture into the Central Puget Sound, north of the Tacoma Narrows. For this sailing event, we are planning for a 17 day Cruise within the months of May, June or July which includes the following ports of call: Longbranch, Gig Harbor, Blake Island, Port of Poulsbo, Port of Kingston, Shilshole Bay and Tacoma Dock Street Marina. Depending on the Stretch Cruise dates and availability of the various marinas, the tentative dated Cruises may change.

The plan is to allow for non-sail days such that SSSS sailors can explore the local area attractions.

While it is hopeful that Members will be able to enjoy the entire Cruise, we recognize that the entire Cruise may not be doable by all Members, However; we encourage our fellow sailors to meet up with us at any of the marinas or anchorages they are able to attend. Note that most locations are also reachable by car, and all are welcome!

Randy Richter



Photo by Jeremy Fair

Star Fleet Spring Meeting March 9

The Budd Inlet Star Fleet is holding its Spring Meeting at Tugboat Annies on March 9 18:00 to 20:00. We are looking forward to launching the fleet in late April with racing May thru August on Monday nights. The fleet is based at West Bay Marina. We still have a couple of boats up for adoption and are hoping to have 12-14 boats active. There are several boats that have novice skippers looking for experienced crew, or share the driving. We are also looking for Race Committee volunteers and anyone interested in crewing. We've had success in the last two years training the inexperienced and some of them are now boat owners. You can contact us through the South Sound Sailing Society web site, www.ssssclub.com/Racing/Stars.

David Branch

Current Comments

We took the RC boat straight out from West Bay. After crossing the main channel, we turned off the outboard and drifted, waiting to see what the wind was doing before setting a race course. It was an incoming tide, yet we did not drift south. We drifted east, even a little north, coming close to a No Wake buoy marking the secondary channel to Swantown. This surprised my companion, but not yours truly.

The current in Budd Inlet, as in all of Puget Sound, does not flow in straight lines like it shows on the government current charts. It flows in gyros that mesh with each other like gears. A gyro flowing clock wise, like the one we were in, meshes with gyros flowing counter clock wise. The U.W. built a large model of the Sound that shows the larger gyros, at one particular tide. LOTT did a study of Budd Inlet currents. They floated buoys around the Inlet to learn how the gyros meshed.

But while getting the big picture is useful, the best way to know the currents you're sailing in is to observe. As the man said, "You can see a lot by looking." Watch buoys and floating objects. Watch the tide lines; it is easier to see what opposing currents doing. Watch the wind on the water. If you have the electronics, compare boat speed, your knot log, with your speed over the ground, your GPS. Compare your compass course with your chart plotter.

Steve Worcester

Huge Shout Out to the Toliva Kitchen Crew!

The turn-out for the race, and hence for the food service, was light again this year. Blame that on what, a disappointing wind forecast for race day? Who knows? But that certainly did not hamper the energy or enthusiasm of the spectacular crew who turned out to don their Toliva aprons and serve up a fabulous Friday night dinner, a bright and early Saturday breakfast, and a warm and welcoming bowl of chili with all the fixins' for the returning racers and RC boat crews. There were 21 volunteers, staffing nine shifts, over a period of four days! Here they are, listed in no particular order of importance, because they all were important! When you happen to see any of them around, give them a hearty "Huzzah!" and thank them for their service and for making all of us proud!

Thera Black
 Barb Bergholz (OYC)
 Sheryl Baker (OYC)
 Art Johnson (OYC)
 Keith Youngblood

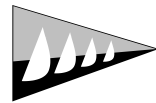
Linda Hargreaves
 Joyce Mercuri
 Deb Nickerson
 John Sherman
 Nina Goodrich

Bob Zdebski
 Peter Taft
 Richard Bigley
 Jill Floberg (OYC)
 Mike Farley

Gerard Birkhauser
 Danielle Ewart
 Roger Ewart (excused for illness)
 Dee Saller

Andy Saller
 Dave Knowlton

Bob Hargreaves,
Bright Angel
Toliva Kitchen Skipper



SSSS Woman's Program?

Yes, we did have one, once upon a time! I do not know many of the details (I was not invited to participate!), but what I understand was there were several seminars for women, taught by women who were expert in their respective fields, and that it lasted at least a couple of years. Apparently, the program died a natural death, but it did leave a sizable inheritance in one of our bank accounts that could be used to jump start a new Women's Program, if there is interest in doing that; otherwise, those funds will 'escheat' to our general fund and be used for other purposes.

So, what exactly are we talking about here? It certainly would not be for me to say what the particulars of such a program might be (and I probably would not be invited to participate this time, either!), but the concept might involve a group that can foster a supportive, empowering, and engaging community for our Women Sailors by focusing on education, confidence-building, and social connection, through developing skills and offering networking opportunities.

Some ideas along these lines for on-the-water training and skill development might be: Women-Only Skipper Clinics, dedicated sessions to teach boat handling, docking, and mooring specifically for women looking to take the helm; No Yelling Sailing Lessons, introductory and intermediate courses focused on fundamental sailing theory and practical skills; Technical Workshops, hands-on training for skills like diesel engine maintenance, electrical systems, knot tying, and sail trim; Navigation and Safety Courses, practical courses on coastal navigation, weather interpretation, and advanced safety at sea; and perhaps Racing Clinics, training focused on racing rules, tactics, and specialized roles like spinnaker handling.

Ideas for social and networking opportunities might include: Women-Only Regattas, hosting or attending women-only sailing regattas; Sail-and-Social Events, casual, low-pressure sails followed by social hours or meals at a local restaurant; Networking Lunches/Evenings, guest

speaker events, including women leaders in the marine industry; Informational Clearinghouse, establishing a Facebook group or online forum for members to share tips, ask questions, and coordinate crews.

These are just some of the many ideas that might form the nucleus of a new Women's Program, or whatever you might wish to call it. But none of this will happen without a Champion, either a committee or an enthusiastic and energetic individual, to drive the initiative. And any effort to get a



A fisherman and his friend, Katherine Bay, Rabi Island, Fiji

program like this going should probably start small; focus on two or three activities in the first six to 12 months, and then expand as interest and participation grows.

This short article is not necessarily a call to action, but more of a call to think about it and to talk about among yourselves. If you are interested in doing something like this, you will likely have your own ideas about how and in what direction to move, and under whose leadership. We will revisit this subject in a month or so, and if there looks to be any traction with it, we will look at taking next steps, like maybe turning over the checkbook! Cheers,

Bob Hargreaves, *Bright Angel*

Some history: The money came from putting on an annual women only week end event. There were three or four. They hosted speakers with regional reputations, like Carol Hausse, all most all women. They included food and did well financially. The group existed to put on the event so disbanded when they decided not to do it again. More details can be found in past S-t-S on line. Ed.

Bula Vinaka, Fiji

*Written August 13, 2013
Continued from last month*

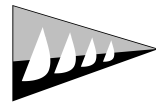
The next day we took the bus, well, a small truck really, with a covered bed and a bench seat on each side, into Nuku, the capital of Rabi, to check-in with the local Rabi Police. The ride to Nuku was a true cultural experience, that started out with our waiting for the hour and a half late truck in 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 no more than five minutes out of town on the way back, the other seat broke, and the end that I was seated on with a couple of other gentlemen fell to the floor. We all stood for a while, holding on to whatever we could, until the driver stopped at a construction site and borrowed a few concrete blocks to shore up the seat. All was well again! The truck was pretty much full when we left Nuku, but by the time we picked up a load of kids at the high school, there was barely room to breathe let alone move; and kids were standing on the bumper, hanging onto the tailgate. I kid you not!

A couple of days later, we were making plans to leave Katherine Bay and head up to Albert Cove on the north end of Rabi. There are a couple of thatched homes but no village at Albert Cove, just a picture-perfect anchorage with palm tree lined white sand beaches and great snorkeling on the fringing reef. But before we left,



we wanted to say goodbye to our friends from the Catholic church. We put together a few gifts, some cans of corned beef, a big favorite of the islanders, and Oreo cookies, in pretty cloth bag Linda had sewn, a *Bright Angel* baseball cap for the priest, and a \$50 donation for their church, in a sealed envelope. We went to their home where we had waited for the truck and presented our gifts, telling them it was a small token of our appreciation for their friendship, and for having so graciously invited us into their home and church. The matriarch was not there, but we asked that they express our thanks to her, as well. They then performed a traditional Banaban ceremony in accepting our gifts that involved a solemn recitation and clapping. It was quite moving. We told them we would be leaving later that morning for Albert Cove if the skies cleared. It was cloudy, and we wanted clear skies for better visibility entering the reef, or perhaps the next day.

Later that afternoon it was still cloudy, and we were still in Katherine Bay. Linda had decided to bake bread and was fully engaged in that task when an outrigger canoe approached with the priest and one of his brothers. We invited them aboard, and began making small talk. They gave us no express reason for being there which seemed a little odd. Maybe they just wanted a closer look at our “yacht” before we left. Ah, but soon it

all became clear. Another outrigger approached, bearing the matriarch, her daughter, the priest’s wife, and her daughter, the matriarch’s granddaughter. They were followed by yet another outrigger with two more men from the family. The matriarch had brought us gifts as mementos of them, she explained. She opened a cloth bag and took out not one, but four beautiful rugs, made with crocheted backings and knotted pieces of brightly colored cloth. We were speechless; we thanked them profusely and continued to entertain them for another hour or so before they left; me in the cockpit with the men, talking about boat stuff, and Linda with the women in the galley, as she tried to make the best of the bread baking exercise! Even without the rugs, we would not soon forget that wonderful family on Rabi!

We spent a few days at Albert Cove relaxing, beachcombing, and spending time with some cruising friends who joined us there before heading back to Savusavu. Now, with just over a week of being “back in the city,” we are ready to head out on another cruise. This time, the destination is Vulaga (pronounced Fulanga), a small island in the southern Lau Group about 200 miles south and east from Savusavu and by all accounts one of the crown jewels of Fiji, if not the South Pacific. Stay tuned for our account!

Bob Hargreaves, *Bright Angel*

First Cruise to the San Juans

Well, we did it. Last summer, in July and August of 2025, my wife Vanessa and I took our 9-year-old daughter and 12-year-old son away from it all for 15 solid days. In what felt at times like a jailbreak we managed to carve out a two week vacation sailing to and through the San Juan Islands. Vanessa and I had heard of the legendary cruising in the San Juans for years, and it was an amazing trip, everything we dreamed of and more. This was our first year with our 1971 Cal 33 *Smitten*, and this voyage was a great way to consummate all the hard work that went into getting the boat ready. We can’t wait to go back, maybe even farther next time into the Gulf Islands of BC! We set off ready with our Sunfish dinghy as a tender, a battery lantern for an anchor light, a lead weight on a string as a depth sounder, a smartphone as a chart plotter, and paper charts because they’re more fun anyway. We had just as much fun as if we had much fancier gear.

We left on a Saturday, taking all day Friday to pack and get ready. Of course the esoteric process of getting ready took longer than expected, with Vanessa at the top of the mast at 18:00 on Saturday replacing the anchor light bulb in a fixture we’ve since concluded doesn’t work. That was fine though, because we had already planned on leaving Olympia at 21:00, timing the tides to catch a massive outflux of water from the Puget Sound over 18 hours. We were super grateful to have the web site DeepZoom to look at during the entirety of the trip, allowing us to plan each passage

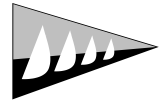


during the best current windows.

There was no wind on the trip up, so we motored the whole way at 2/3 throttle, traveling at about 4 knots through slack water; there is a weird oscillating noise under load at higher RPM whose cause I haven’t discovered. The 21:00 departure also allowed the night sailing to take place in the more familiar South Puget Sound, and so Vanessa and our kids slept below as I serenely sailed through Dana Passage, then Drayton Passage, the Tacoma Narrows and through Colvos Passage.

Seeing the sun rising over Seattle as we exited Colvos Passage, I handed the tiller over to Vanessa and retired below for some shut-eye. After a solid four hours I emerged to make breakfast, and facing strong contrary currents coming down through Admiralty Inlet, we sailed instead through Saratoga Passage between Whidbey and Camano Islands, managing to hit Deception Pass right at slack tide. We navigated through a subdued Rosario Strait to arrive at the last spot on the James Island State Park dock, right around sunset at 21:00. We had arrived after 24 hours of nonstop motoring during which we used ~7 gallons of diesel fuel. After devouring a dinner of hamburgers, we caught up on some much needed rest.

We had the entire following day to explore the pebble beaches and extensive hiking trails on James Island, and to reset our adrenaline glands after the rush of the passage. We had reservations at Roche Harbor on Tuesday, allowing us a buffer day in case we needed to break the passage up into two days due to crew fatigue. This was a



great way to arrive, and allowed us to not feel rushed while on vacation while also having the comfort of fresh provisions at only a day away. Our sail from James Island to Roche Harbor was also marked by an absence of wind, and so on Tuesday we motored ~25 miles through the islands instead of the slightly longer distance through the Strait of Juan de Fuca.

Roche Harbor was definitely worth the only-slightly-higher marina fees, \$100/33ft/night, and absolutely had the feeling of having arrived. The guide says to hail on VHF upon arrival, and we found that you have to be nearly on top of the docks to be within range of the handheld VHF's they use, and not nervously hang around the outskirts. This was the fanciest place Vanessa and I have taken our kids, so it was kind of cool being tourists in our own version of "How the Other Half Lives"; getting to see the expensive boutiques, massive yachts, priceless jewelry, and people who call it all home. The bocci ball court held me and my son's attention, and the swimming pool was all the kids wanted to do once they found it. The sculpture park was a nice touch of culture and Vanessa wishes we had the time to take the bus to see the sunset at Lime Kiln Lighthouse. One night was too short as we had only settled in when it was time to go, but I'm not sure I'd want to stay much longer than two nights.

Refueled and restocked with water and ice, we headed to Stuart Island. Arriving from the South put us in Reid Harbor, and though Prevost Harbor seemed attractive, I didn't feel comfortable going through Johns Pass without a depth sounder and the crew didn't feel like motoring all the way around Johns Island, so Reid Harbor was our destination! This became the first Washington Marine State Park we've visited to have no available moorage. In the sleepy South Puget Sound it is common to be the only boat at a mooring during peak season. No matter, our beefy Delta anchor held us just fine in the calm conditions that followed a Tsunami warning.

After a couple of days lounging and exploring the harbor, we headed to Friday Harbor where we had a reservation for one night at the marina. We timed our passage past Spieden Island, as the currents can get pretty intense through Spieden Channel. Turning Southeast to sail down San Juan Island toward Friday Harbor, the wind picked up, so we raised sail and covered some miles with the motor off for the first time on the trip! The wind was right on the nose, so we had the sheets hardened and were making nice clean tacks toward our destination, when I heard a loud pop/bang, and felt the rig jump with sudden slack. I instantly leaped back and looked up, thinking a shroud had broken and we were losing the mast! However that was not the case, and the luffing jib showed me that the problem was not with the standing rigging, so I rolled up the jib and sailed on under main alone.

We pulled into Friday Harbor, and got off the boat to check in and get some ice cream. Returning to the boat, I started wiggling lines and educating myself on how the top of my furler works. Fortunately the halyard had not broken; rerouting it through the mast would have been a pain. What had broken was the nylon webbing attaching the head of the sail to the shackle on the top roller drum, so we unfurled the sail and lowered it off the foil. The top furling drum did not want to slide down the foil however, so it was back up the mast for Vanessa, providing amusement and edification for the marina at large.

I had noticed a canvas shop right by the marina, and walked over to ask if he could fit in an emergency sail repair. 2 hours and \$200 later, the head of my sail was stronger than it had been since it was first made. *to be continued*

Photos at <https://photos.app.goo.gl/oqKaJAwBFXXuetx69>

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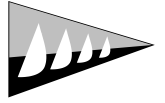
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