

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 55 Issue 9 May 2026

www.ssssclub.com/about_ssss/news/newsletter

May Meeting: Check Our Web Site

We have planned to have representatives from the Department of Ecology share the agency's plans for the removal of the Capital Lake dam and restoration of the Deschutes estuary, but were notified today that they would prefer postponing the presentation until after they have more information about the sediment impacts to the Olympia Yacht Club and the marinas along Percival Landing. We concurred it made sense to postpone it, so we are exploring other Meeting topics and once a decision is made, we will post details on the SSSS Facebook page, add it to our web site, sssclub.com, and send information to our Members via email. At this point, we are NOT planning to have pre-meeting sessions

Doors of the Olympia Yacht Club at 201 Simmons St. NW will open at 18:45 and the Meeting will begin at 19:00. Free Parking is available in the lot south of the OYC main parking lot. Have your significant-other, friends, families, and crew members join you. Plus, we love to have guests..



Portsmouth Racing 2025 photo by Steve Worcester

Bob Butts, Emma Lee

Commodore's Corner: Live in the Moment

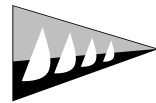
Throughout the cold, wet, and otherwise drab winter months, many of us engaged in the time-honored sailors' past-time of armchair cruising, often pouring through some colorful cruising guides with our favorite libation in hand, dreaming of those distant idyllic anchorages, or even those nearby, with ideal summer weather, and all the time one might need to get there and enjoy them. At last month's Meeting, 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 adventures: 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 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, pastime, or an

- OYC Opening Day
May 9
- Star Racing
May 11
- Dinghy Racing
May 14
- Spring Series Race 4
May 16
- Stretch Cruise Starts
May 16
- Star Racing
May 18
- General Meeting
May 19
- Visitors Welcome
Doors open at 17:45 meeting starts 19:00
- Dinghy Racing
May 21
- Star Racing
May 25
- Wednesday Racing Starts
May 27
- Dinghy Racing
May 28
- Star Racing
June 1
- 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
- Year End Meeting & Pot Luck
June 16
- Visitors Welcome
Doors open at 17:45 eating starts 18:30

Club Officers Needed : San Juans : Dues Due? : Note in Bottle : S-t-S Needs Photos



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 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

Bob Hargreaves,
Bright Angel

Dues Due?

If you have not paid your SSSS dues since last summer, they are due now. It is you, our Members, who make this Club run. We count on your support, money and time; nothing would happen without you.

You can pay in person at the Meeting. The speaker is interesting and we would like to see you.

You can pay on line. Go to our web site, www.ssssclub.com, and follow directions.

You can pay by mail. Download a form from our site and mail it in. Address on the form.

Questions? When did you last pay? See our Secretary at secretary@sssclub.com

LifeSling Clinic June 6

If you haven't signed up for this year's LifeSling Clinic, it probably is not too late.

The clinic will begin at 0900 on Saturday, June 6, 2026. There will be classroom instruction at the Olympia Yacht Club. Next, we will do dockside drills on the boats at Percival Landing, followed by actual rescues in Budd Inlet with volunteer victims in survival suits. Each participant will complete a rescue while in sole control of the boat, although under the watchful eye of an instructor. Depending on wind conditions, we usually finish in the mid-to-late afternoon.



The cost is just \$15 per person. The fee will be waived for skippers who bring two or more crew members.

Space is limited. Please sign up right away by texting me at (253) 732-2129 or by email at hsaller214@aol.com. I will be happy to answer any questions you have about the class.

Andy Saller, Liberty

Star Report

Why do you want to sail a Star? For me, the story goes back to 1962 when I got to crew for Rod Stephens, of Sparkman and Stephens fame with brother Olin. In those days there were no bailers except the crew with a stick and a can bailing upwind while hiking out. But Stars, an Olympic Class from 1932 -2012, have always attracted the best sailors in the world. At the local level, they were the elite class, always starting first because they were faster than any other class. This reputation still holds today. Championship regattas routinely attract 80-100 boats from all over the world. Being competitive in the big regattas is a challenge that requires a high level of attention to detail: the hull, the rig, sails, tactics. Everything counts.

So how does this translate to our local fleet. We set the bar high and constantly try to get better. Pretty much what they do in every Star fleet worldwide. We still have room to grow this fleet, so if you want to tell your grandkids about the time you raced Stars. You can reach us on the SSSS web site, Racing/Stars/Contact.us.

Dave Branch, USA 8184

Board Nominations

Greetings Members, It's that time of year when we share the slate of folks interested in serving in Club leadership positions. As you will see we have a few open positions. I would like to start by thanking the Members who have expressed an interest in continuing to serve and those that have served and are stepping down.

Leadership Positions: Bob Hargreaves will be moving into the Past Commodore role, Kim Turver will be moving from Vice Commodore to Commodore and his vacated position is an open opportunity. Mathew Peterson will remain in the Treasurer role. Kiandre Cleveland is stepping down from the role of Secretary and is happy to talk with any interested Members about the role. Bob Butts will continue on as Program Chair, Randy Richter will continue on as Cruise Chair and Alan Hoffman will continue as Outreach Coordinator. Tucker Smyth is stepping down from Race Chair and the role will be filled by Garner Miller. Richard Wells is continuing as Webmaster and Steve Worcester is continuing as Ship-to-Shore Editor. Kevin French is stepping down as House Chair and the role is open. Kevin is happy to advise on the duties of this role. Our Dinghy Fleet Chair is Jim Findley and Dave Branch is our Star Fleet Chair. Our OYC liaison is Marvin Young.

We are a small Club and need our Members to volunteer for these open roles to keep our Club running smoothly. Please consider stepping into one of the open roles. It has been a very rewarding experience for me.

Summary of SSSS Leadership Positions

Commodore - Kim Turver

Vice Commodore - Open

Past Commodore Robert Hargreaves

Treasurer - Mathew Peterson

Secretary - Open

Program Chair - Bob Butts

Race Chair - Garner Miller

Cruise Chair - Randy Richter

Outreach Coordinator - Alan Hoffman

Webmaster - Richard Wells

House Chair - Open

Ship to Shore Editor - Steve Worcester

Dinghy Chair - Jim Findley

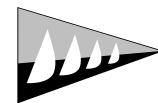
Star Fleet Chair - Dave Branch

OYC Liaison - Marvin Young

Nina Goodrich, Past Commodore.

Nina Goodrich

Nina will nominate the new Board at the May Meeting. We will take nominations from the floor in May. We vote at the June Meeting, as per our By-Laws. Ed.



First Cruise to the San Juans

Continued from last month

Motoring down from Matia Island through Rosario Strait, a low cloud became visible in the distance. As we got nearer my son turned on the running lights, and we entered some of the thickest fog I have ever been in. ...

All of a sudden, a massive horn thundered at 10 times the volume and resonance of all the others, coming from right behind us! I jumped in my boots, and quickly asked Vanessa to pull up the AIS tracking app on her phone. We soon learned that the tanker Pacific Coral was several miles behind us, going the same direction down Rosario Strait and bound for South Korea. We stayed well out of the shipping lane for as long as we could before cutting over at a perpendicular to enter the Strait of Juan de Fuca. I kept blasting the bugle behind us, and stood by the VHF as Vanessa tracked them on the AIS app. They didn't get any closer, and once we parted ways in the Strait the fog cleared, and we saw how massive a ship we had as a companion.

On our return home, we spent a night in Port Townsend. This allowed me to stop by Northwest Maritime and thank the man who sold me the boat, which was a unique delight. Boathaven Marina is strictly first come first serve so we made a reservation at Point Hudson; because our alternator is still not working and our water tanks were totally empty, we really had to visit a port and were damned if we were going to spend the night at anchor with a full holding tank. Point Hudson was expensive and far away from everywhere we wanted to go, but was located around many points of interest. The wind picked up to ~25kt the moment we arrived and ruined our

perfect entrance by pushing us off the dock and onto the neighboring boat, whose owner thankfully was gracious about the whole ordeal.

Having cleared the fog north of the Strait of Juan de Fuca, the return trip down the Sound was defined by consistent 10-15kt winds on either quarter and we covered the vast majority of the miles on an idyllic broad reach. Leaving Port Townsend, in the interest of making up for lost time we unfortunately had to skip a stop in Kingston,



heading straight for Blake Island. My son steered us through Elliot Bay on a Saturday afternoon, navigating through fishing boats, cruise ships, and tankers with calm confidence. We arrived at Blake Island and tied up to a mooring ball where finally we weren't by far the smallest and oldest boat at the moorage. A sure sign we were back in our home waters.

Finally, we sailed from Blake Island through the Narrows and back home. We glided into our slip on Sunday night, had dinner at Tugboat Annies, and got ready for work on Monday morning.

My son's favorite part of the trip was Roche Harbor. He enjoyed the expensive atmosphere, playing bocci ball, swimming in the pool, and eating at the restaurant. His lowest memory of the trip was cutting his hands climbing up a slippery rocky

shore, but says that he feels proud to have accomplished the climb.

My daughter's highest points were rafting on *Riffy* the catamaran, and her birthday at Matia Island: having her favorite dinner, eating cake, the kind people we met at the island, and swimming off the shore. Her least favorite part of the trip was capsizing off the Sunfish.

Vanessa fondly remembers the quiet magical fairyland that is Doe Island, where we made a seafood feast of crab, black cod, and steelhead. She remembers our daughter dancing with joy while catching crabs, and having the young man at Roche take our garbage off of the boat on arrival.

I will always remember the experience of poking our bow into new places every day, and the sense of exploration that we all shared as a family on what felt like our first real cruise. *Smitten* has already been a great boat for my family and I am sure she will continue to carry us to new and exciting places, teach us important lessons, and be the central character in many amazing memories. I look forward to my years with her.

Clifford Williams

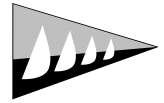
Photos: <https://photos.app.goo.gl/qKJaAwBFXXuetx69>

Note In A Bottle

Recently I ran across a magazine article about a boater who found a bottle with a note in it, washed up on a beach. It reminded me of event from our 2023 Dad-And-Daughter Cruise, and I thought I should share the story with the Club.

It began earlier in that year as I was walking along 4th Avenue, on my way to the deli counter at Bayview Thriftway for lunch. Since my enjoyment of the day was taking priority over my hunger, I took a detour over one of the wooden walkways at the lower end of the Bay and that's when I spotted a plastic bottle bobbing around by the shore. Feeling disgusted that someone would throw a plastic bottle into the water, I worked my way down to retrieve it.

The bottle was covered by enough algae that I couldn't see what was inside, but it felt heavier than an empty bottle should. Wiping away some of the green coating, I



S-t-S Report

Our Commodore suggested you share your “live worthy moments.” We agree. Send them to us and we will print them. We still want your longer sailing stories and photos of club events.

could see that there was a paper inside. Interesting. I removed the cap but couldn't drag the paper out since there seemed to be more than one piece of paper. However many there were made too much of a wad to come out easily. I wiped off some of the algae and took the bottle along with me.

Back at my boat, I used a utility knife to cut the bottle open [and yes, eventually put the plastic in recycle] and unrolled the papers. Six pages of lined notebook paper in all, they were covered front and back with writing. This was obviously more than just an experiment in where the tides would take a bottle.

The handwriting was that of a woman; the spelling, vocabulary and writing that of at least a high school graduate. The story that unfolded was of someone who'd made a number of bad choices in life and was now acknowledging the consequences they'd had for her. Worried that I was reading a suicide note, I pressed on ahead page by page. Then the mood brightened. The note was a repository for all of her troubles. She was writing them down and then consigning them to the expanse and depths of Mother Ocean. Her life was going to different from that point on.

Except that her troubles had actually been confined to the muck and debris at the bottom of Budd Bay. That struck me as pretty ignominious. She deserved better.

As it happened, one of the reasons I was at my boat that day was that I was preparing her for my daughter's and my annual trip North; up through the San Juan Islands and into the Canadian Gulf Islands. Moved as I was by the woman's note and her hope for redemption, I had the idea that I would help her. Back at my house I had a heavy glass bottle which at one time had held a very nice, rather old single malt Scotch. I saved the note out until my daughter, Susan, had arrived from Tucson and had the opportunity to read the note and appreciate the woman's situation. We then stuffed the note into the glass bottle and sealed the top with the base of a wax candle. The next step was to plan where to re-consign the woman's troubles to the sea. Using the Waggoner Current Atlas Tables, we timed our departure from Friday Harbor enroute to the customs dock on Pender Island to coincide with the beginning of the ebb current through Boundary Pass.

When the navigation plot showed us at the international boundary, Susan read a short prayer she'd written, expressing the hope that the woman's life truly was on a better course, and I tossed the note-bearing bottle in the direction of the outgoing current. May they now be gone forever.

unsigned

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.*

Board Officers Needed

Capt. Dennis Crowley AMS #1350

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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**

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

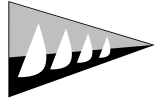
Deadline for submissions is the third Tuesday of the month.

2025-26 SSSS Board Members

Commodore	Bob Hargreaves	commodore@ssssclub.com
Vice-Commodore	Kim Tuver	vicecommodore@ssssclub.com
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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



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