Ship-to-Shore

The South Sound Sailing Society's Newsletter

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November Meeting: WA 360, Salish 100, Pre-Sessions

Our November 17th Meeting will feature Jesse Weigel, the Race Boss at Northwest Maritime in Port Townsend. Jessie will share how to participate in this summer's WA360, a 360-mile race around Puget Sound, and the Salish 100, which is a summer adventure cruise from Olympia to Port Townsend. He'll also regale us with stories from this year's Race-to-Alaska. Jesse is an entertaining guy who is good on his feet …

We also will have pre-Meeting sessions for newer sailors; seamanship; dinghy, Star and PHRF racing; sailboat maintenance; and cruising. Check your email before the Meeting for specific topics.

Doors at the Olympia Yacht Club (201 Simmons St NW) will open at 17:45, the pre-Meeting sessions will begin at 18:00, and the Meeting will commence at 19:00. The Meeting is open to Members, sailors who might be interested in joining our group, crew members, and significant others. Free parking is available in the lot south of the main Olympia Yacht Club parking lot.

Bob Butts, *Emma Lee*



Eagle Island Race photo: Garner Miller

Commodore's Corner: The Joy of Club Sailing

Sailing is about much more than getting from one place to another. It's about the freedom of the open water, the challenge of working with wind and tide, and the friendships built along the way. For a small sailing club like South Sound Sailing Society, monthly cruises and races bring all these elements together, creating opportunities for sailors of every experience level to learn, compete, and enjoy time on the water.Monthly Cruises are a wonderful way to explore local waters, discover new anchorages, and enjoy the scenery from a different perspective. Whether sailing in company to a nearby harbor for lunch or spending a night at anchor, these outings encourage camaraderie and give newer sailors a chance to build confidence alongside more experienced skippers. The destination matters, but the shared experience is what makes a cruise memorable.

Club racing adds a different kind of excitement. Reading the wind, choosing the right tack, trimming sails, and anticipating competitors' moves challenge both skipper and crew. Racing can be as casual or competitive as the fleet desires. The real rewards are improving sailing skills, learning from one another, and enjoying a friendly contest where good sportsmanship matters as much as the finish.

Across the United States, sailing traditions reflect the remarkable diversity of our waters. The Pacific Northwest offers challenging currents, protected passages, and spectacular scenery. San Francisco Bay is famous for its strong winds and demanding conditions, while the Great Lakes support thriving racing and cruising communities. On the East Coast, sailors enjoy historic harbors and coastal passages, and the annual Newport-to-Bermuda Race stands among America's best-known offshore sailing challenges.

Auction Items Sought : One Sail : Halloween Cruise : Women, Stars of Stars

Herron Island Race
November 7

General Meeting
November 17
Visitors Welcome
Doors open at 17:45 meeting starts 19:00

Squaxin Island Race
November 21

Board meeting
December 1

Vashon Island Race
TYC
December 5
First Race of the Southern Sound Series

Lighted Boat Parade
OYC
December 5

Hope Island Race
December 12

General Meeting
Pot Luck/Food Drive
December 15
Visitors Welcome
Doors open at 18:00 eating starts 18:30

At South Sound Sailing Society, we don't need an ocean crossing or a major regatta to experience the best of sailing. A pleasant afternoon breeze, a close race, a shared meal in a quiet anchorage, or a helping hand from a fellow sailor can make an ordinary day extraordinary.

As commodore, I encourage every member to join a Cruise, enter a race, volunteer as crew, or invite a prospective sailor along. Experienced sailors can share their knowledge, and newcomers can bring fresh enthusiasm. Together, we keep our Club active, welcoming, and connected to the traditions of sailing.

Fair winds and following seas!

Kim Turver, T*angent*

Vashon Island Race
December 5

This is the kick off of the Southern Sound Series, a four race series, each race put on by a different club. Our Toliva Shoal Race is the third in the Series. Between them the courses cover most of the Sound between here and Seattle.

As the name suggest, the Vashon Race is a race around the Island, put on by TYC. This is a chance to see and race with the Seattle boats, a taste of Puget Sound racing, with only a short delivery to Tacoma.

Information about the Race is on line, including registration.

Auction Items Needed
for the
20th Annual Food Bank Fund Drive

It's a little hard to believe, but next month will be our twentieth fund drive for the Thurston County Food Bank!

For those new to our Club, we dedicate our December Meeting to two things: a bountiful holiday potluck and a fun, feel-good, fund-raising auction with all proceeds going to the TCFB. Our Food Bank has been working to ensure everyone has access to food since 1973. Its services include two food pantries, 18 satellite locations, deliveries for home-bound seniors, and youth and veteran nutrition programs. South Sound Sailing Society is proud to be a partner in their mission.



Eagle Island Race photo: Garner Miller

Through many dozens of Member donations, small and large, we raised over $42,000 for the Food Bank last year! SSSS is one of their largest sponsored fund-raising events. Our little sailing club. Think about that. What we do when we lean in together like this is inspiring.

Bob Butts, Colin Machado, and I are working together again to bring you this year's event. There will be a hybrid silent-live auction, like last year. We are also working to have an online element for those who can't attend in person but want to lean into this with the rest of us. And as always, there will be the opportunity to simply make a donation of any size that is credited to this event, too, for those with enough stuff but who want to help out as they can. We are getting a QR code you can use to ensure your donations get credited to this SSSS effort.

I'm reaching out now because we need your help.

What makes this event possible are the generous donations of marine items and services, experiences, and art that Members and area businesses donate to this event. This includes the somewhat renowned Decorated Wine Bottles that helped launch this tradition many years ago. The creativity and craftsmanship of our Members is truly amazing! What you all do with papier mache, string lights, gingerbread, doll parts, shells, glue guns, knitting needles, and more is remarkable. You've turned many a $25 bottle of wine into treasured keepsakes that in turn have helped to feed our neighbors in need, sometimes more than once. I hope your creative juices are already simmering with ideas for 2026 bottles!

If you have an item to donate to this worthy cause and you haven't heard from one of us yet, please get in touch with Bob or me as soon as possible. This includes decorated wine bottles and wine baskets. Even if you don't know just yet what that bottle will look like, let me know you have something in the works so we can include a placeholder for it in our planning. There's a fair amount of coordination logistics that goes into this. The sooner we know what we're working with, the better.

It's been a hard year for lots of people and 2027 is shaping up to be tougher still. What do you think? Can we meet or even beat what we did in 2025? It will be a stretch, but when we lean in together, we make things happen. I hope you'll join us in this endeavor.

Thera Black, thera.black@comcast.net

S-t-S Report

If you wanted to read about a Member's sailing adventures, this month you're out of luck. No one stepped forward to send us any, so there is nothing to print. We depend on our Members, like you, to keep this rag interesting. [We do have a couple paragraphs about a local destination to be printed next month.]

We know there are Members who've had experiences worth sharing, cruising to places far, near, and even on Budd Inlet. Some have raced down Sound and even further from home. Some Members have had learning experiences when in the boat yard others buying a boat. We want to hear from you.

Steve Worcester

Race Report

Winter racing is upon us! This Super El Niño may not have been great for Fall Series wind, but we all enjoyed a very delightful breeze for the Eagle Island Race on October 17, our first winter Island Series competition. The breeze allowed us to sail the full 25 mile course. The beautiful sunny days on the water continue!

Fall racing ended with a challenging two-lap Race 4 that Jose Medina and I could observe from the flybridge of *Transition*. It started with 5-6 kt. out of the NE coming in perpendicular waves down the course from Gull Harbor. Those who connected the dots of good pressure on the first beat made out very well, which allowed *Rufus* to jump out to an early lead and not look back. The wind faded on the second lap with the notable exception of along the eastern shore, allowing *Liberty* a significant comeback and a shot at the Class 2 long horn just behind winner *Aurora*.



Eagle Island Race photo: Steve Waddell

At the Meetings I am hosting a crew corner at the break between the business Meeting and the program to give current racers an opportunity to meet potential new crew, and instructions on how to join the crew list. ere are the instructions again: https://www.ssssclub.com/findcrewfindboat/ Your information will be added to our google groups page https://groups.google.com/g/sosoundsailingsociety There is also the option of emailing me direct at rcchair@ssssclub.com would love to hear from you. There are currently a large number of sailors interested in crewing on both racing and cruising boats, many with strong resumes, and I strongly encourage skippers to reach out to fill out your rosters. Lack of crew should not be a reason for not racing!

My skills as a web developer have been increasing with this new position. If you have not been on the Racing section of the web site lately, the PHRF 2026-2027 Racing Information is updated with all things PHRF for the current racing season. Dates for all races are set. Note at the top, in big blue letters, you will see Volunteer to help Race Committee link to sign up, or you can email me direct at rcchair@ssssclub.com. You don't have to be a racer to help with Race Committee, it's a great experience for anyone who wants to help out and see what sailboat racing is all about. No experience required. We are doing well for the rest of 2026 and Summer Series, but we need volunteer commitments for the 2027 winter series races. Please pick a date as soon as you can.

Just a friendly reminder, for flying sails boats, PHRF NW membership dues must be paid by the end of the year, you can pay here: https://phrf-nw.org/.

Starting with the October Meeting, we are hosting Pre-Sessions before the Meeting covering Racing Topics for PHRF, Star and Dinghy sailors. This is an opportunity for smaller groups to discuss all things racing, make connections, and hopefully learn from each other. The October session was on the racing rules pertaining to starts, mark roundings and finishes, and correct protest procedure on an off the water. Hope to see you at the next one, and on the water!

Garner Miller

Women of the Water Stars of Stars

The Budd Inlet Star Fleet has been active since about 2001 and currently has the highest rate of women participants of the SSSS racing groups. This number has been supported by several dazzling non racers as well …

The fleet was started by Bill Brosius when he acquired several boats from the recently disbanded Tacoma Star Fleet and pushed as many of them onto others as he could. The first year saw seven boats on the water, and for four of those races his crew was his wife Cecilia Greenberger. The Cecilia recollection of these races: "like many partners of competitive sailors, I got on the boat and said, 'I don't know who this is.'" She stopped racing but has remained an integral part of the fleet for the past thirtytwo years. The race committee boat shared by both the Stars and the dinghies was acquired by Cecilia and Bill from a neighbor at West Bay; a woman who got her ex-husband's fishing boat in the divorce and sold it to them for $1. Thank you, unnamed woman, for your contribution to the Star fleet.

Cecilia had lived on and loved the water for twenty six years, thirteen on a houseboat on the Columbia River, and thirteen at West Bay Marina with Bill, before the need for a consistent storage and shop space for the fleet took her and Bill off of the water, out of West Bay, and to a property on land. Although neither Bill nor Cecilia race with the Stars anymore, the shop remains what it was intended to be: a Star Haven, as noted above the shop door, and very much continues Bill's original vision for the fleet: a way for people to get into sailing without spending a lot of money.

Diana Findley became involved in the Eleet around 2001 or so when her husband Jim, of dinghy fame, got his first Star. Diana has never set foot on a Star and, in general, has no interest in competing with mother nature. Her interest in the South Sound water revolves more around not going in it, it's too cold, and the life inside it. She grew up as the child of a reef researcher and learned water by learning the creatures. Her favorites in the Puget Sound are the Giant Pacific Octopus and the nudibranchs. Perhaps her greatest contribution to the Budd Inlet sailing community has been aided by her Subaru; she says, "someone has to have a car," in reference to both the ability to deliver a hot dish to a race and to drive several people to the emergency room.

Myra Downing became involved with the Stars in 2006 or so, when she and her husband Joe were putting their San Juan 21 in the water, met Bill Brosius at the launch, and got talked into buying a Star. Myra is best known for starting the

Black Star Regatta, a late April event intended to get the season underway [and raise money for the Fleet. Ed.]. The name references the ISCYRA's honor awards ranking system, with gold Star being world champion down through green Star being novice. No mention of black Stars anywhere but Budd Inlet [We stole the name along with the concept of an old boat fleet from a group in California. Ed.]

This author unfortunately did not get to talk to Vicky Sheldon as she was busy celebrating her 80th birthday, but has been assured by everyone around her that Vicky is full on and a damn good sailor. She joined the Stars for one race this summer, skippered the fleet captain's boat, and kicked everyone's ass.

[Vicky has been sailing all her life. She comes from a sailing family; her dad's old Star was in our Fleet for a while. She has helmed their, her and her husband's, PHRF boats for many years in races all over the Salish Sea. She owned a Star and raced with our Fleet for a couple of years, including the year we hosted the Regionals. She is running our PHRF races now. Ed.]

Cheryl Rogers has been a member of the fleet since 2017 and a sailor since childhood. Cheryl was bravely fleet captain during COVID and is best known for her impeccable sailing abilities in spite of her, at times, barnacle encrusted hull.

All this to say, the Star Fleet has been shaped and carried by many women over the years and these women are keen for more to get involved. Give Dave Branch, Cheryl Rogers, or anyone on the fleet a call if you are interested.

Camryn Darragh

Halloween Cruise
Skeletons, Sharks, and Severe Lack of Breeze

For our final cruise of 2026, the local weather demigods decided to celebrate Halloween by completely removing the wind from the atmosphere. But did a total absence of moving air stop us? Of course not. Because we are sailors, a unique breed of humans who firmly believe that sitting on a motionless piece of fiberglass in the freezing water is vastly superior to any logical landlubber activity, such as sitting indoors near a furnace.

When we arrived at Longbranch, we were greeted by Dockmaster Katie. Or was it? It is a little-known historical fact that in the 17th century, demons frequently disguised themselves as helpful marina staff to steal your dock lines and your sanity. They are sneaky that way.

Speaking of maritime terrors, Darris and Joleen Baldridge, and their dog, Fido, arrived disguised as the most terrifying apex predators known to modern parents: Daddy Shark, Mommy Shark, and Baby Shark, doo-doo, doo-doo, doo-doo, good luck getting that out of your head before November. They sailed in on their haunted sloop, *Sans Le Sou*, which was heavily guarded by actual plastic skeletons. This included a full-size mermaid skeleton surrounded by two bouquets of eyeballs, a traditional nautical decoration dating back to the era when Christopher Columbus forgot to bring regular flowers and had to improvise.



Halloween Cruise photos: Randy Richter

Also braving the windless abyss by boat were Jim Findley on *Nightwind,* Frenchs on *Sans Souci*. Meanwhile, aboard my own vessel, *Bastiat*, my sister-in-law Patti Hayner crewed masterfully, for fear of being marooned on a desert island, accompanied by my granddaughter, Miri Richter, who came dressed as a Hellcat Pirate. For those unfamiliar with 18th century maritime history, Hellcat was the official technical term for legendary female outlaws who could out-sail, out-fight, and out-curse the Royal Navy. I, of course, assumed the identity of the Dread Pirate Roberts, a historical figure best known for his bedtime counsel with his crew, typically saying: "Goodnight, Sleep Well, I will most likely kill you in the morning."

Not everyone trusted the high seas. Arriving by land via the Highway of Common Sense was Diana Findley, and Kathy Richter, who came as a broomless witch. Both ladies chose driving in lieu of sailing using the La Niña Defense: A rational refusal to participate in the traditional Pacific Northwest Autumn Ritual of getting rained on sideways.



Once the fleet was assembled, we engaged in the traditional maritime ritual of stabbing innocent pumpkins with sharp knives. Awards were handed out for Best Pumpkin, Best Costume, and Best Boat Décor, though as I am sure you will all agree, the award for Best Use of an Eyeball Bouquet should probably become a permanent category.

Our Sunday return trips featured a remarkable combination of cold air and relentless spitting rain. For regular humans, this is called miserable weather. But for us all-weather sailors, it was the perfect end to a perfect weekend, because nothing says romance of the sea quite like mild hypothermia.

Randy Richter

Fall Series

Division 1	races	9/15 Fall 1	9/19 Fall 2	9/26 Fall 3	10/3 Fall 4	Points	Place
Rufus	4	2	0.75	2	0.75	3.50	1
Bandit	3	3	3.7	3	5	9.67	2
Take Off	2	5	4	0.75	7	9.75	3
Angel Eyes	3	5	2	4	4	10.00	4
Rock Paper Sissors	2	5	9	8	2	15.00	5
Ziva	1	5	3	10	7	15.00	6
Ravens Haven	2	5	5	6	7	16.00	7
Gru	1	0.75	9	10	7	16.75	8
Peril	2	5	7	5	7	17.00	9
Shaka	1	5	9	10	3	17.00	10
Spirit	2	5	6	7	7	18.00	11
Division 2							
Liberty	3	5	0.75	0.75	2	3.50	1
Jolly Rumbalow	3	0.75	6	3	5	8.75	2
Magic	2	5	3	2	8	10.00	3
Duet	3	2	4	8	4	10.00	3
Kokeshi	3	5	2	4	6	11.00	5
Aurora	2	5	6	6	0.75	11.75	6
Color My World	1	5	6	8	3	14.00	7
Corellian	1	5	6	5	8	16.00	8
Moon Shadow	1	3	6	8	8	17.00	9
OSC 1	1	5	6	6	8	17.00	10
Dragonfly	1	5	6	6	8	17.00	11
RC assist			Music	Bandit	Emma Lee	N/A	

Sail Trim Basics: One Sail

How many sails do you fly at one time? Two, a main and a jib or spinnaker? Three, you keep the jib up? *TC*, a Seattle Hobie 33 that raced to Hawaii, carried two stay sails with their chute. Think of a clipper ship, with moon and sky sails, studding sails on every yard; it's almost too many to count. Or so it seems. However the wind "sees" only one sail. The entire sail plan is one big sail, one circulation around it all. One sail with many holes in it. Counter intuitively, those holes can make for a better sail than if it was all one continuous piece of canvas.

When I started racing a lot of emphasis was put on the slot between main and jib and keeping it clear. I was told that the wind was accelerated through the slot giving the main more pressure. However my foredeckman told me he was standing in/blocking the slot to light his cigarette, less wind. Observe and learn.

Common knowledge got the physics wrong, but it did get the action part right: pay attention to the slot. It is important. It can improve the performance of the main. However it does not do so by accelerating the air, it is slower in the slot, but by keeping the air flow over the main attached longer.

That is bottom line, to get the most out of your sails you need to think of them as one sail. How they work together, how the wind is funneled through the gaps between.

Steve Worcester

Ditty Bag

For sale

San Jua**n 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

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

Volunteers 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@sssclub.com**
Deadline for submissions is the third Tuesday of the month.

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Portsmouth Regatta
Photos by Ryan Miller



Take Your Camera Sailing



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