

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 54 Issue 3

November 2024

www.ssssclub.com

November Meeting: Olympia Community Sailing: Time to get serious about a Small Boat Center?

(Note that it is the *third* Tuesday of the month)

Our November Meeting will feature the Olympia Community Sailing organization, which is expanding youth and school-based sailing teams, providing increased opportunities for sailing to all members of our community, and striving to create Olympia's first small boat/sailing center.

As an example of the program's excellence, the Olympia High School Sailing Team won the High School Sailing Fleet Race State Championships in Anacortes this May and then went to the National Regatta in Chicago and tied for third!



Vaughn Bay spit, Commodores' Cruise photo by Jim Larsen

The design and construction of a center for small sail and other boats is a high priority for OCS and they are having

conversations with Port of Olympia officials regarding possible locations. Such a center has the potential to benefit SSSS dinghy sailors by providing boat storage and easier access to the water.

Joining us will be Sarah Hanavan, the OCS Executive Director; Erin Timms, OCS President; and other members of the organization.

The Meeting will be on November 19 (the third Tuesday of the month) at the Olympia Yacht Club. Doors will be open at 18:30 with the meeting beginning at 19:00. Bring your significant other, your crew, and other guests.

We hope you will join us!

Bob Butts, Emma Lee

Commodore's Corner:

Jasper and I had a great cruise to Vaughn Bay. Five dogs joined the festivities. On my return I prepped my boat for winter. I took home all the cushions and stripped it down for winter sailing. The first year I had the boat I used a dehumidifier but neglected to notice I have louvered cabin doors. Many hours of mold removal later I learned to put on my version of a storm door and check the boat frequently to stay ahead of the consequences of very damp weather. I also put any clothing in ziplock bags and that seems to keep them fresh. I also have my zinc checked and replaced if required every October. What routines do you have for keeping your boat ready for winter sailing?

The board had a great discussion last night about education ideas. Many of you are familiar with the excellent sailing 101 program put together by Bob Butts. What additional types of education would you like to see? Would you like to help with the next 101? Please send me your thoughts at commodore@sssclub.com.

Nina Goodrich

**Happy
Thanksgiving**

**Herron Island Race
November 2**

**Squaxin Island Race
November 16**

**General Meeting
New Day**

November 19

Visitors Welcome

Doors open at 18:30 meeting starts 19:00

**Board Meeting
December 3**

**Vashon Island
Race, TYC**

the Series Starts

December 7

Southern Sound Series Race 1

**Hope Island Race
December 14**

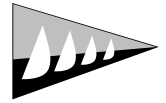
**General Meeting
Holiday Pot Luck and
Fund Raiser**

December 17

Visitors Welcome

Doors open at 18:00 eating starts 18:30

Departing Fiji : Foulies : Star Fleet : Cruise Report : Donations Sought : PHRF Dues



Southern Sound Series Report

Get Ready, The 2024-25 Southern Sound Series is Coming Up Soon and will see some changes! The four South Sound regional distance races that make up the Southern Sound Series include:

- Tacoma YC's **Winter Vashon, December 7**, 30.7 nm
- Three Tree Point YC's **Duwamish Head, January 4**, 30.8 nm
- South Sound Sailing Society/ Olympia YC's **Toliva Shoal, February 15**, 38.4 nm
- CYC Tacoma's **Islands Race, March 15**, Approx. 30 nm

Being the largest races in the southern Sound these races routinely see more than sixty boats heading out for a day of sailing. The 2024-25 series sees two major changes. First, the Island's Race will now be sponsored and managed by the Corinthian Yacht Club Tacoma; and second, the race Series will now include an ORC class.

Corinthian Yacht Club Tacoma (CYCT),



should be available by googling Southern Sound Series Racing, off the SSSS web site link under PHRF racing, or via the public events at the TYC web site at www.tacomayachtclub.org.

If you have a current PHRF rating you can sail in the PHRF class for your rating. PHRF rating classes are determined Friday night before the Winter Vashon race and apply for the four race series. If you do not have a PHRF rating and would like to get a PHRF rating please contact Rafe Beswick at rafebeswick@hotmail.com, for a PHRF rating.

If you have a PHRF rating but want more relaxed racing you can join in with the commodore flying sails or non-flying sails cruising classes. If you do not have a PHRF rating or just want to go out for a simple boat for boat sailing race you can race in the non-PHRF flying or non-flying sail classes. Finally as noted above we have added the new ORC class for boats with current ORC ratings.

With the growth in popularity of the ORC (Offshore Racing Congress) rating system, many sailboats, especially larger ones are choosing that rating

system over the PHRF system. To recognize this growth in ORC rating usage and encourage ORC boat participation in the Southern Sound Series, the series will now include an ORC class. We all welcome ORC boats to the series!

Back to the Series itself! The first race, TYC's **Winter**

Vashon will be held on

December 7th. The race starts just off the TYC Clubhouse, heads north up Colvos Passage, around the mark boat above the north end of Vashon Island, and back down the east side of the island to the finish line at TYC. If needed, the race can be shortened at the mark boat off the north end of Vashon Island. Free moorage is available at the TYC guest dock on Friday and Saturday nights with only a minimal charge if electrical hook-up is used. Registration for the Race will open November 1st on Regatta Network. Links



Photos by Jeff Johnson

with many active racing sailors, stepped up to take over the Islands Race after Gig Harbor Yacht Club saw only one Series participant. A big Thank You goes out to the CYCT for supporting this long standing race. There will be some changes for the race! Though not finalize, the course will likely start off Brown's Point and head up the east side of Vashon Island, round a turning mark near Blake Island and back. Careful consideration of tidal currents and wind patterns will be key to doing well on this new race course!

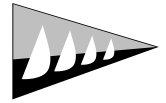


Whether you are a hard core racer or simply want to experience a day on the water with many other boats, we have a class for all!

Finally, check the Southern Sound Series web site for the Notice of Race and Sailing Instructions which should be posted by early November. The Ship to Shore and web site www.ssssclub.com/ssseries will also have updates as the Series progresses.

Hope to see you on the water!

Jeff Johnson, Folie `a Deux



RC Report

Congratulations to *Anarchy* in Class 1 and *Liberty* in Class 2 for winning first place in the Fall Series.

By the time this S-t-S is published we will be half way through the Island Series with the Squaxin Island Race on November 16 and the Hope Island race on December 14 remaining for the calendar year. And the Southern Sound Series begins on December 7 with the Winter Vashon Race being sponsored, as always, by the Tacoma Yacht Club.

Thanks to John Glanville for his help as RC crew on Eagle Island and Mary Campbell on Heron Island. Gaute Syversen, *Coral*, was mark boat on Eagle Island and David Brooks, *Quest*, was mark boat on Heron Island. A

reminder that we still need RC volunteers for many upcoming races. So please go to the RC Duty roster on our web site and help us fill these positions.

Also on our web site, in the Member's section, is the Find Crew / Find a Boat page where boat owners can hopefully find Members looking for a boat to crew on. I have used this resource in the past with some success. I think it's a good idea. But there is need for updating the listings and improving this feature. Your suggestions on how to make this work better are welcome.

At the October Meeting we announced that the board is working on ways of getting more boat owners to come out and race. We are asking interested Members to tell us what would make this easier for them? We discussed the idea of getting a person with racing experience to come aboard a boat and help the owner get started. After the Meeting, I had one Member express interest, with enthusiasm. We are now looking for Racing Mentors and other boat owners who might like to participate.

Finally, we have scheduled another **Andrew Kerr Racing Seminar** for January 16th, 2025 from 18:00 to 20:00 at the View Point Room, below Tugboat Annie's at Westbay Marina. Andrew is a professional sailing coach with an impressive racing resume and a long career with North U, formerly a division of North Sails.

Here is another opportunity we are providing our Members to learn the basics of racing so you can venture out on the race course with confidence.

Tucker Smyth, rcchair@ssssclub.com

S-t-S Report

I received a lot of photos this month, thank you everyone. More than I can print, so I posted those I didn't have room for on our site. Of course they are now dated and I need more. I am hoping for some good photos from the Halloween Cruise.

You do not have to go to the south seas to have a good cruising story. With the long dark upon us, you may be sailing less. That gives you time to think about where you have been. When you do so, write us about it. We want to hear from you.

Steve Worcester

Star Fleet

The Budd Inlet Star Fleet looking for... Sailors that appreciate one-design boats where you don't need a watch or calculator to let you know how you finished.

Sailors that appreciate sailing a boat that doesn't require a second mortgage.

Sailors that are tired looking for crew. You only need 1 crew to participate.

Sailors that have Monday nights open from 17:00-20:00 from May thru August

The Budd Inlet Star Fleet was created in 2001 by Bill

Brosius. This Star Fleet is the only one in the International Star Class that consists of older boats, in the water, with bottom paint. In its heyday there were 25 Stars in the water at Westbay Marina. Over the years, the group has aged and when Covid hit we were down to 10 boats. This past summer we had 7 boats. There are at least 4 boats in the area that up for adoption—free. There are others that are for sale.

The Star is an iconic racing sailboat, which

was the Olympic two man keelboat until 2012. If you looked at a who's who for sailing, you would find that most of the world's top sailors in the last 75 years at some point raced Stars. The 2024 Worlds just completed last month in San Diego with 64 competitors from 14 countries. The boat is 22'9", weighs 1475 lb (900lb keel). Draft is 3'. The mast is 31' and weighs 30 lbs. Sails are main and jib.

So, what's involved to get going?

- ❖ You need to know how to sail and basic racing skills. We can assist in the details of Star racing.
- ❖ You need to have a place to store a Star – most park them and cover with tarps in the winter.
- ❖ Having a tow vehicle is a plus.
- ❖ Financial:

Annual slip (Apr-Sept) fee at Westbay is \$180

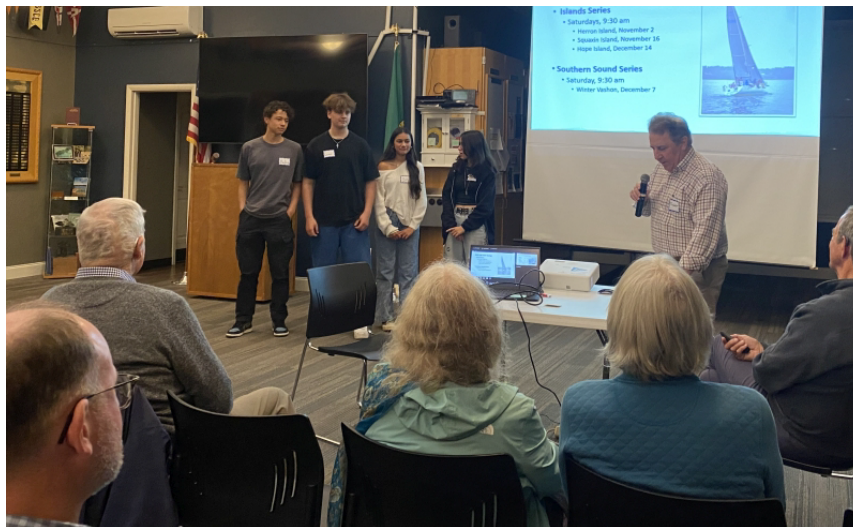
Shop fee to paint bottom \$50/day which can take 1-2 days.

Star Fleet dues \$50

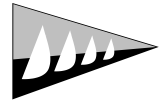
Annual Launch/Haul out at Zittels \$50/lift (or \$7 at Swantown ramp)

If you are interested or have any questions, please contact the Star Fleet by filling out the form found under the SSSS web site Racing->Stars->Contact Us

Dave Branch



Team Karden Kim collects a Crew Award at our October Meeting, for placing first in the Commodore's Series. Photo by Wendy Eklund



Cruise News Vaughn Bay Cruise

The Vaughn Bay cruise is a SSSS Tradition. It takes place every September. This year some of the fleet gathered early visiting nearby locations on the way. Saturday morning saw a number of sailboats pushing through Dana Passage trying to get through before the current changed. It was an off again on again sail to Herron Island when the wind shifted from the east to the south and provided a leisurely run to Vaughn Bay. It was fun to see so many boats headed in the same direction. Most arrived near high tide which made the tricky entrance around the sand spit that protects the bay a bit easier.

Did you ever wonder if the spit is a natural feature? Wendy Ekland, traveling with me on *Marianne* did. She called up the Key Peninsula Historical Society to find



Photo top by Jim Larsen
Bottom right by Loran Ferro
Bottom left by Marvin Young
Other three by Nina Goodrich



out. She spoke with a lovely woman who confirmed the spit was indeed natural and sent us a blog on the local history of Vaughn Bay and other communities boaters might want to visit. More information



can be found at www.keypeninsula.museum.org.

We started the pot luck a bit early to make the most of the daylight. Marvin Young built a fire on the beach and a table from driftwood for the beach. We had

10 boats, 5 dogs and some special appearances over land. The food was amazing. In addition to delicious casseroles, salads and deserts Kevin French brought salmon that he caught and smoked the week before. He also taught us how to eat it by smearing a cracker with cream cheese and placing it face down into the salmon. A different type of fishing for salmon. I noticed most seasoned participant wore rubber boots. A really good idea if you want to have dry feet landing a dinghy.

The setting is spectacular and we had a rainbow and a sunset just before the light disappeared. It was lovely to see all the mast lights. Sunday morning was chilly and many of us opted for an early start before low tide. The wind was from the south so it was a zig

zag sail home. I opted for a motor assist. The wind changed to the west for our trip through Dana Passage and then back to the east when we were through. It was a wonderful sailing adventure and I am looking forward to the Halloween Cruise to Longbranch in October.



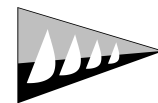
Members attending

by boat: Joleen and Darris Baldrige with crew Conner and Sydney and Lucy on *Sans le Sou*, Margi and Mike Carlson on *DawnCloud*, Kit Dahl on *Music*, Leeanne and Eric Egge on *Kokeshi*, Diane and Jim Findley on *Nightwind*, Alina and Kevin French on *San Souci*, Wendy Ekland, Jasper, and myself on *Marianne*, Dee and Jim Larson on *TYA*, Sam Richie, Dave Stewart and JoJo on *Goodmorning* Fran Williams, Marvin Young and Lucky on *Pleiades*.

Members attending by cars: Karen and Alan Hoffman with Fin McCool and Lauren Ferro.

Nina Goodrich





Departing Fiji

We received a series of emails from Judi, starting with the one below.

Ahoy! I'm aboard *Captain Musick* sailing West to Port Resolution (Tanna island, Vanautu). Adam's wife and kids have flown to Brisbane. Adam weighed anchor yesterday morning while a sea snake wished us safe travels. Emilka and I arrived in Denaru Marina (Nadi, Fiji) last Saturday to help provision and get the boat ready. We've seen several sea turtles and beautiful sunsets, all good signs for safe sails. We're looking forward to visiting the active volcano on Tanna.

After departing Denaru Marina in Nadi Fiji, we sailed for 72 hours and dropped anchor in Port Resolution, Vanautu. We sailed on a broad reach most of the time. We were gifted a beam wave, too, making it a little uncomfortable at times. No squalls or rain.

We checked in with customs, but since it's a national holiday, we will do immigration and bio security tomorrow. We will tour the active volcano this afternoon and stay after sundown a bit to witness the lava glow. Dang, we forgot to bring our marshmallows!

Judi

We're enroute to Noumea New Caledonia from Port Resolution (Tanna Island) Vanautu. Our Vanautu visit was swift. We checked in with customs in at Port Resolution, toured the active volcano until well after dusk, and got a full night sleep. The next day we set out on a two hour road trip up to Lenakel to finish our immigration check in *and* promptly checked out. While there, we enjoyed a lemon sauced reef fish and chips for lunch, provisioned at the open produce market, learned more about the local culture and the Chinese road project. The two hour ride back was fabulous. The other half of our group, French yachties, welcomed the cab seats we had enjoyed on the way into town. We eagerly jumped in the pickup bed. The open views is exactly what we wanted. The pickup truck transportation had a steel cage in the back with wooden benches. The view of the lush tropical forest was stunning along with scenic coastline. Our guide is Johnson, son of a village Chief. Upon arrival at the yacht club, we expressed our gratitudes and bid our goodbyes. We weighed anchor as soon as we got back on the boat. It was a fantastic island. Lush forest, beautiful coastline, very nice locals. This island isn't a tourist trap. We're sad we only stayed 36 hours. We are stoked that we decided to stop and visit. We hope to visit again and explore more.

Currently, we are motor sailing to keep minimum 6 knots. Higher winds are headed our way and we'd prefer to be in port



when the new front arrives. We should arrive in Noumea at 17:00-ish tomorrow (add 6 hours to get Seattle time. Then we wait for the next weather window to sail to Australia. It may be six days before that window arrives. In the meantime, there are new adventures in Noumea.

Cheers! Judi

We've been docked in Noumea, New Calendoncia since 08:45 (Seattle time) Thursday night. We are 6 hours earlier, but in the next day.

We arrived with a 15 minute dousing rain squall, which is a welcomed here since it hasn't rained in months. It hasn't rained since, either. Very windy, big seas, and we're waiting for good weather to sail to Port Coffs (South of Brisbane). We need to wait for the lows to move more south (low pressure lows on the weather map; windy.com is free) and the sea state to calm down (we like flat calm, but 4 swells are doable; we don't like sailing in 7 foot swells; the period between long is better, though). Like tides, we must wait. There are several boats that will depart together when its time.

After some rest we have been exploring our new community. We met up with other crews that are heading to Australia as well. Adam and another skipper bicycled over to the chandlery (4 km) only to find it was closed on a Saturday just after noon. They

peddled a little farther and saw burned cars, burnt blockades, and the University of New Caledonia in pile of ashes. The protests in May 2024 were violent and deadly.

Last night, we met up with USA sailing friends and had drinks and dinner. We connected us to Adam's brother's best friend from high school in Alaska. Small world. It turns out Jorey's new boat

is moored at the same pier we're docked.

This mornings breakfast and the market was delish, followed up with shopping. Near the end of this market visit, I stood near two elder Kanak women in a long embrace with tears. I felt their grief. Granted I don't know their story, but this community is in crisis. A moment later Hallelujah filled the market circle by a woman busking with a amplifier. Her beautiful voice. So beautiful I cried. Hope. May the this country find it's way to a better future.

We're headed off to go visit the cultural center.

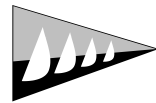
Judi

It was a nice visit to Noumea. We visited museums, cultural centers, parks, and bakeries! We ate way too much and had great adventures together.

May the local communities find their way to a peaceful and honest future together.

We're headed to Australia!

Judi Kruller



Foul Weather – Good Gear

I was once told that if you want to stay warm sailing in winter, don't get wet! But we all know this is easier said than done. In fact, if you are cruising or racing any time of the year in the PNW, other than perhaps July or August, you have probably learned the importance of good foul weather gear. When it comes to being warm, dry, and safe from hypothermia, good foul weather gear is essential to the sport of sailing.

This is anecdotal, as I am no authority on the subject. So maybe learn from my mistakes. I am presently shopping for new rain gear and I need to review what has worked for me in the past and what has left me "out in the cold". For more details search the *terms* shown here.

I put foul weather gear into two categories; *Inshore and Offshore*. The first category will be where most of us live. Sailing in the South Sound, inshore, including going north up to Admiralty Inlet and even the Straits of Juan de Fuca and the Inside Passage, this level of warmth and quality should fill the bill.

If however, you're planning on doing an ocean passage, like a Victoria to Maui or Pacific Cup race, you will probably be investing a considerable sum for the second category of gear referred to as an *ocean suit*.

About 20 years ago, I scored a one-piece jump suit at the Helly Hanson factory outlet for only \$350. It wasn't fashionable, but I was never cold. I think most people sailing in the South Sound would consider this overkill. (One can get too hot, sailing is an active sport. Ed.)

For the inshore category of gear, sailors usually seek out a two part set consisting of waterproof pants, *sailing bibbs* and/or *Salopettes*, to be combined with a good jacket. In my opinion finding the first part of this combo is easy to do. But I have had problems with the jacket part which I will explain.

Since you usually buy your gear as a set, I would choose the brand based on the quality of the jacket. There are many good brands of gear. Most have a range of quality and price from the budget conscious, entry level, to the super premium pro level. You shouldn't have to break the bank to stay warm and dry.

But the first topic to address is the *base layer*. Anyone who pursues any type of outdoor recreation in winter knows the importance of layering. This is the concept of using really good quality under garments that lay close to the skin.

While I hesitate to focus on brand names, I must mention *Patagonia* and their product they call *Capilene*. Years ago, when this synthetic fabric hit the market (supposedly made of recycled plastic bottles), it became the standard for under garments in alpine and most other outdoor sports including sailing. You need these layers.

A person could write a whole article on the subject of feet: socks, dinghy boots, sea boots, etc. One of the best products I have ever purchased are *Gill midweight socks* which work amazingly well with my dingy boots. But they might be a bit too

lightweight for the wettest and coldest winter conditions where you would want a thicker, longer sock used with a tall seaboot.

When it comes to footwear, you absolutely can keep warm and dry with the right pair of socks, *waterproof socks* are an option, and the right kind of boots. I like *dinghy boots* for maneuverability. But, while dinghy boots are flexible and nimble, they are not waterproof. In the cold of winter, *insulated seaboots* are better. They may be harder to move around in, but they will keep water out, especially if you cinch the gasket in the cuff of your rain pants.

Hats are super important to avoid hypothermia. You may have done everything right to keep your extremities and your core warm. But if you don't have the right hat, body heat escapes from the top of your head. I have always preferred a brimmed hat for UV protection. But a 2023 article titled *Best sailing hats in Yachting World* describes the beanie as being better for sailing in winter.

And sailing gloves provide little warmth because of open fingers. This design is necessary to tie and untie knots. I usually keep a second, dry pair available. In extreme conditions, and as the helmsman, I can use close fingered gloves.

I am disappointed with my latest foul-weather jacket because it lacks insulation. Today's designs are basically a shell to keep the water out with a minimal liner on the inside. My jacket has a vent along the bottom seam to give condensation a route to escape.

Because I get cold in this jacket, I end up adding what is called a *down sweater* worn underneath. To me the concept is less technically valid than it is a form of "shrinkflation". In the past you would buy a jacket which had insulation. Now it seems you need to buy an outer shell, and then spend additional on the inner part of the jacket.

Please email me your questions, comments, and ideas to rchair@ssssclub.com. Maybe you can help me choose my next set of foul weather gear.

Tucker Smyth

Holiday Fundraiser

Our Annual Holiday Potluck and Fundraiser for the Thurston County Foodbank will be on Tuesday evening, December 17. Mark your calendar!

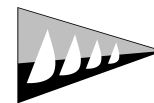
In December 2023, thanks to your purchases of donations from our local marine vendors, Members who decorated exquisite wine bottles, and donations from many other individuals, we raised \$30,460 that was provided to the Foodbank.

We need your help. Decorated a bottle and bring it to the Meeting. Do you have a cabin on the beach, a timeshare in Bermuda, a marine service, or other high-value item you would like to donate for this year's auction? If so, please send an email ASAP to programs@ssssclub.com with your contact information, a short description of the item, and the estimated value.

We look forward to another fabulous evening with good food, friendship, and supporting a good cause. We hope you will join us.

Bob Butts





Dressing for Success i.e. warmth

The basics of dressing for winter sailing are the same as all out door activities in the NW: layers. You want to be able to adjust, to cool off when you over heat or add a layer if cold.

You want a thin skin-tight inner layer. That includes your feet. It holds a lot of body heat and will wick moisture off your skin. Of course you want a waterproof outer layer, one that seals and vents.

In between ... Well how cold is it? This is the layer(s) that keeps you warm. There can be an advantage to two lighter middle layers rather than one warmer one. A long race that starts on a cold morning and ends on a cold evening may warm up considerably at midday. Layers give you options. They allow you to keep your body temperature more constant. Over heating can make you cold.

It is important that your middle layer keep you warm even if your outer layer does not keep you dry. After all your first goal is to stay warm. Wet and warm is not all that uncomfortable. You even enjoy it in the summer. Cold, wet or dry, will make you uncomfortable and much worse. For centuries sailors have relied on oiled wool sweaters to stay warm when wet. Now there are synthetics that do an equal job. As a bonus the new fabrics do not soak up water like the wool does, so they are not heavy wet and dry much faster.

You want to avoid cotton. When cotton gets wet, it absorbs heat. It makes you colder. A wet blurb thermometer is a thermometer wrapped in wet cotton. Meteorologists twirl it around on a lead to measure humidity. They compared it to a dry thermometer to see how much colder evaporation made the wet one. Take a hint.

Steve Worcester

PHRF Dues Notices should be sent this month. Watch your email.



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Ditty Bag

For sale

1981 New York 36 Desperado. Racer/Cruiser OBO. 10' Dinghy, Volvo 17hp Diesel, New Standing Rigging 2013, Recent Bottom Paint Oct 2023. \$24,000 Call , text for more details Jerry @ 503-360-3989, desperado.jerry@gmail.com.

Spinnaker: North, Asymmetric, downwind design, like new, Measurements: SLU41.5'; SGF 19.75' SGM 20.17'; ¾ oz. Color: Yellow, Green & blue trimmed in red. **Ground Tackle:** 40 ft 3/8 chain; 140 ft. ½" nylon rope; 24 lb. fluke anchor with 31" shank. **Bike Rack:** Yakima Big Horn, 4 bikes, fits 1-1/4" or 2" hitch. Items above are yours for donation to OYC or OCS Foundations. Contact PC Jim Lengenfelder, (360) 790-2521

Catalina 34 mainsail. Leech 38'-6, Luff 36'-11, Foot 11'-3. It is serviceable, but has two rips that were repaired and a small one (6") needs repair. \$100 Gary Wilson gw62469@gmail.com

Portable fuel polisher/tank cleaner - Algae-X model TK-180 XY \$500/obo, More info at <https://static.webshopapp.com/shops/078208/files/093549440/tk180xt.pdf> Gary Wilson gw62469@gmail.com

Heavy Dacron main: w/ bag, like new, fits Hobie 33 (33' luff, 12' foot), will deliver, \$500. Jon Knudson (206) 463-6711

Dolly trailer w/dolly: Right-On trailer / Dynamic aluminum dolly. Never been in water! Accommodates up to a 16 foot dinghy. Registered. \$750 (360)269-6282

Cal 25 1975 with Honda 9.9 ob, skiff, and four sails. \$2,000 or b/o. Interested? Contact (360) 456-3339

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

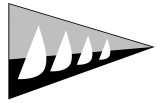
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If you are having a problem receiving the Ship-to-Shore, would like to submit a letter, article, or photo, run an advertisement, or have other questions or concerns contact the **Editor : Steve Worcester**
(360) 352-9283 e-mail: sts@ssssclub.com

Deadline for submissions is the second Tuesday of the month.

2024-25 SSSS Board Members

Commodore	Nina Goodrich	(360) 972-4526
Vice-Commodore		
Secretary	Colleen Carbery	(609) 284-6745
Treasurer	Darris Baldrige	(360) 561-5100
Program Chair	Bob Butts	(360) 951-6234
Race Chair	Tucker Smyth	
Cruise Chair	Mary Cambell	(360) 491-8990
Past Commodore	John Martens	(360) 561-2822
	PHRF Handicapper Rafe Beswick	(360) 250-5252
	D Class Handicapper Richard Bigley	

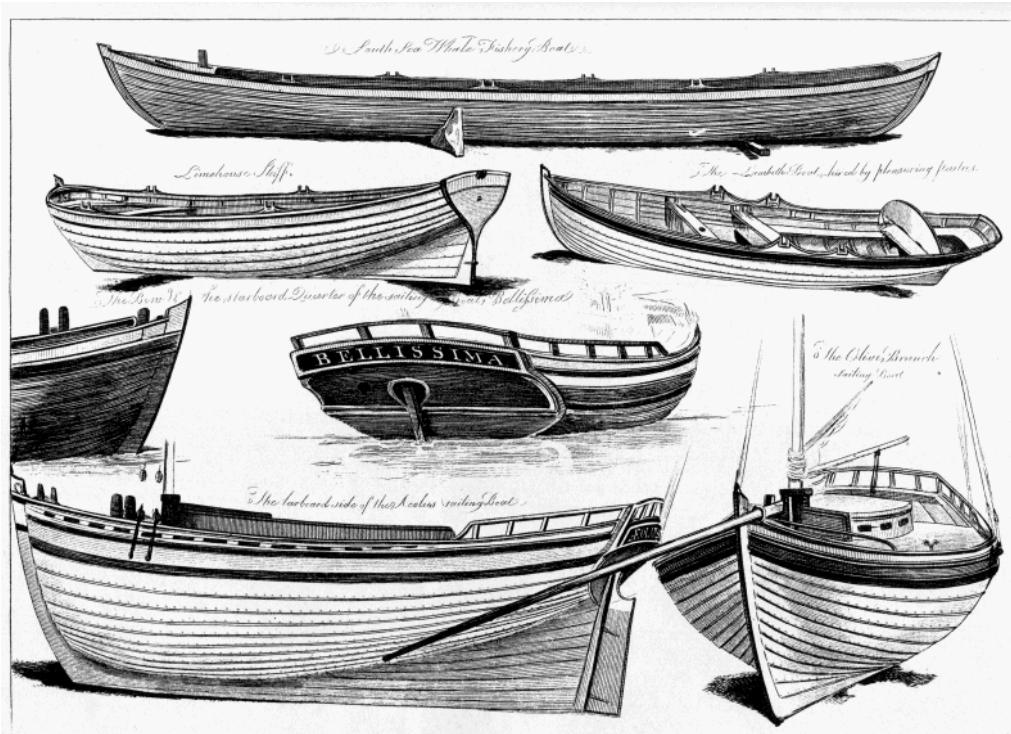


Eagle Island non Race
Photos by John Gianville

Take Your Camera Sailing



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



[Small boats.]

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