

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 54 Issue 6

February 2025

www.ssssclub.com

February Meeting: Ice Breaker USCG *Healy*

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

Join your friends, crew, and colleagues for our February 18 Meeting at which we will learn about the mission and adventures of the US Coast Guard Cutter *Healy*. It is the largest and most technologically advanced polar icebreaker and is designed to conduct a wide range of research activities, providing more than 4,200 square feet of scientific laboratory space, numerous electronic sensor systems, oceanographic winches, and accommodations for up to 50 scientists. It is designed to break 4.5 feet of ice continuously at three knots and can operate in temperatures as low as -50 degrees F. At a time when interest in the Arctic Ocean basin is intensifying, *Healy* substantially enhances the United States' Arctic research capability.

The Meeting will be on February 18 at the Olympia Yacht Club. Doors will be open at 18:15 for a social three quarters hour, 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: Thinking of Next Year

It's time recruit new officers for the Board. John Martens our Past Commodore is leading the effort to recruit new Board members. Please look for his article in this issue. We will be writing a series of articles to introduce everyone to the different roles. This article is on the role of Vice Commodore and Commodore.

As a volunteer organization South Sound Sailing Society relies on its Members to volunteer for Board positions. There is a document describing all Board positions on our web site under the about section titled Board Handbook Being Commodore has been a privilege for me. It's a great way to give back to the Club. It's now time to move over and let someone else step in. Typically, one would volunteer for Vice Commodore, become Commodore the next year and then serve as Past Commodore. We do not have a Vice Commodore this year. The role of the Vice Commodore is mainly to assist the Commodore and learn the role. From the handbook, "The Vice Commodore shall assist the Commodore in carrying out his/her duties and preside in his/her absence. Generally responsible for Membership boosting, publicity of Club events, media relations, provision of club burgees and embroidered clothing."

The duties of the Commodore include: Setting agendas for Board Meetings, Coordinating with the Program Chair to set the agendas for the Meetings, conducting Board and General Meetings, contracting with the OYC for our Meeting space and assisting in setup and/or cleanup of the OYC at all SSSS events. The Commodore also works with the Cruise Chair and Race Chair to coordinate the calendar of events. I will be available to help the new Commodore learn about the role and am happy to chat with anyone who is interested in learning more.

You can also attend our next Board meeting February 4 to get a feel for how we operate. The Board meets on the first Tuesday of the month at Tugboat Annie's downstairs in the banquet room. The meeting starts at 18:30 and ends by 20:00. Food and beverages are available to bring downstairs and some of us gather a bit earlier upstairs for dinner. Please let me know if you would like to attend.



2024 Toliva Shoal Race photo:Mike Gowrylow

Nina Goodrich, commodore@sssclub.com

Toliva Shoal Race Weekend

SSSS & OYC

February 14

Dinner

February 15

Breakfast

The Race

Southern Sound Series Race 3

General Meeting

February 18

Visitors Welcome

Doors open at 18:30 meeting starts 19:00

Salty Sailor Cruise

February 21-23

Board Meeting

March 4

Skookum Inlet Race

March 8

Islands Race
GHYC & TCYC

March 15

last Southern Sound Series Race

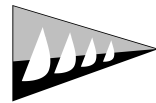
General Meeting

Skills Sharing

March 18

Visitors Welcome

Doors open at 18:30 meeting starts 19:00



Club Officer Nominating Committee

As you probably know, the SSSS has a board of directors who fill various positions that keep the Club running and allow us to meet our responsibilities as a non-profit organization. Each year officers are elected to fill these positions. According to the by-laws, the Immediate Past Commodore presents



Jeff Causey at the January Meeting
photos: Steve Worcester

candidates for these offices to the General Membership at the Clubs May Meeting and Elections are held at the June Meeting.

However, the Past Commodore does not vet this slate on his or her own, but rather, “shall be Chair of the nominating Committee.” (handbook capitalization, not mine)

Although this article will appear in the February S-t-S, May

will arrive rather quickly. For this reason, I am putting out a request for volunteers to serve on the Nominating Committee to assist in the recruitment process. I know there are many Members who have previously served on the Board who might not want to do another term, but who understand how it works and would be able to help potential candidates determine whether they want to take the plunge.

Anyone interested in doing some research on the Club bylaws, the board, its responsibilities, etc., should check out the About South Sound Sailing Society tab on our web site, ssssclub.com.

John Martens, Past Commodore

New Web Store

The SSSS now has a web store through which you can purchase various items of apparel that are embroidered with the South Sound Sailing Society and the Clubs burgee. The link is located under Member Only > Quarter Master Station. The SSSS Web Store is being hosted and managed by Creative Inks, embroiders we have used in the past.

The SSSS board is not involved in the day to day running of the store but will make suggestions concerning items Members might want to see offered through the store. Creative Inks will gather requests through out each month and do batch embroidery at the beginning of the following month. Items should be available for shipping or pickup within a couple of weeks.

Burgees will not be available through the web store for a couple of reasons. The first is that we obtain those through a separate canvas works company. The second is that since the burgee is often used as evidence of club membership when securing reciprocal moorage the club feels it should maintain some control over who purchases one.

Please check out the store and if you see something, make a purchase.

Safe and comfortable sailing,

John Martens



Cruise News

Jarrells Cove, February 22-3

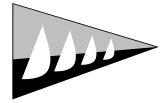
In past years we have done a Salty Sailor cruise in February to a destination where a bit of winter roughing-it was required. But, after surveying some of those same salty sailors, the consensus was “been there, done that! So we will be living it up with power and water at Jarrells Cove State Park from February 22-23. If you don’t have a boat with heat, or don’t have a suitable boat, like yours truly, you can also drive in to the park. Unless there is a fire ban, we will do a fire in the fire pit, roast marshmallows and tell stories. Since this is the month of Valentine’s Day, bring a story about the most romantic thing that happened to you on a boat. (Children may need to cover their ears).

It looks like the currents in Dana will be favorable for a Saturday departure basically anytime after a leisurely breakfast at home. Check the tides and the bridge height and compare it with your mast so find out if you can take the short route up the west side of Hartstine. On Sunday, you will most likely need to power home because, you know, the winds seem to always be on the nose on Sunday afternoon! Coming in to Jarrells Cove, watch your depth sounder and don’t try to shortcut across the inner cove to get to the dock unless you are *very* sure of your draft and the depth. Fortunately we will be on a rising tide, but it’s not worth risking, especially if there is an onshore breeze to push you onto the shallow spit. Happy hour will start once we have a quorum ... we will plan for an early potluck at 17:00 in the shelter nearest the fire pit at the top of the ramp. See you then!

March Cruise, March 22-3

For the March Cruise, we are planning to go to Frye Cove, where there are regular toilets and covered areas to meet. Mark your calendar for March 22-23.

Mary Cambell



Southern Sound Series

Duwamish Head Kicked Off New Year

The Duwamish Head Race kicked off the New Year's "best of winter" sailing in the northwest! Often the largest race participation of the Southern Sound Series, racers agree this is a great race with the expectation that almost any conditions can appear on race day except warm weather! This year 53 boats signed up for the race, including seven from SSSS and OYC. A bit down from last year's 12 participating boats in the race.

With race day approaching forecasts were quite varied even up to race day. Some called for very light winds with some increase to the low tens by late in the day along with the incoming forecast rain. Others

forecasted winds around ten at the start and building well into the twenties along with the rain later in the day. Turned out the first was more accurate. The cat-in-the-hat

pennant was hoisted before the start of the cruising classes at 09:30 as boats floated on glassy water. Skippers were wondering if a race was possible. With a slight SE breeze at least moving boats, the cruising class finally began the race at 10:45 with the PHRF classes following starting at 11:00. The race was on!

Those with flying sails quickly hoisted their spinnaker for the run north. With the northbound current, the course to sail was the big question considering the light SE winds. Racers quickly spread across the sound, some hugging the shore for better current eddies while others headed nearly due west to catch the main current flow.

The best early route became clear by the time the main body of the fleets reached Three Tree Point. Those that chose the east shoreline were parked with sails hanging like big curtains, those that went furthest west were moving better but had more distance



Duwamish Head Race photo: Jeff Johnson

to cover, while those in the eastern side of the main channel benefited from the current and still had wind. Further north those in the western side of the main channel took advantage of the best currents available, were the first to pick-up the now increasing winds, and lead to a condensing of the fleets.

Alas, off of Fauntleroy, with the delayed starts and slow going till well after noon the race committee broadcast the news that the race would be shortened at the Duwamish Head Mark, a relief for most crews even though the wind and now rain was picking up. For *Folie* and crew we were trapped sailing northeast by a leeward Olson 40. Being unable to gybe without fouling the Olson we watched as our prime competition, *Les Chevaux Blancs*, another twin *Beneteau 35S5* closed and slowly moved ahead of us in the main channel. Such is the game of racing!

As the fleets approached Alki point the winds had arrived bouncing well over 10 kts. Turning Alki spinnakers were dropped and the beam reach race was on to the Duwamish Head Dolphin. Rounding the finish mark, Seattle boats proceeded north to home while the south bound boats beat through building waves. The Tacoma bound boats picked Colvos Passage for a smoother trip home and all were tucked in by 20:00. Fortunately, the rain had let up for everyone's trip back to their berths. Turns out both forecasts were partially correct, the really light winds for the start and heavier winds for the finish.

Next Up: Our Toliva Shoal

The SSSS and OYC sponsored Toliva Shoal Southern Sound Series Race is next up on February 15th! This race starts at Olympia Shoal, proceeds through Dana Passage, leaves the Nisqually #3 mark and Anderson Island, Toliva Shoal, the #1 mark NW of Eagle Island to port, and back to Olympia Shoal, 38.4 NM.

Toliva is special with the Friday night pre-race feast at the Olympia Yacht Club, great sailing, and post-race gathering at OYC. An early huge thanks to the many volunteers who make this a special event! Let's show those volunteers our respect by getting out there and racing!

Jeff Johnson, *Folie `a Deux*

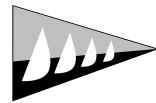
Last race of the Series, TCYC & GHYC, the new Islands Race March 15

Bibs, Not Just Part of Your Foul Weather Gear

... they might just come in handy when you chow down on the delicious offerings from the Toliva Kitchen during this year's Toliva Shoal Race! However, unless you are a particularly messy eater, you probably will not need a bib, which won't be provided, anyway, and can get by with just a paper napkin, which will be provided. Either way, with or without a bib, you are invited to partake of a pre-race dinner and breakfast, and a post-race soup fest; which this year will feature a mouth-watering, piping hot, made from scratch choice of chicken vegetable soup and chili! This year dinner will again feature a fabulous pulled-pork entrée with various BBQ sauces, be sure to grab an extra napkin or two, and choice of sides: mac & cheese, baked beans, and coleslaw, or, some of each! And of course a selection of yummy dessert items.

SSSS/Oyc Boats at Duwamish Head

PHRF4: 5th *Athena*
 PHRF5: 3rd *Anarchy*, 8th *Magic Dragon*
 PHRF6: 4th *Folie `a Deux*
 PHRF7: 2nd *Aurora*
 PHRF9: *Emma Lee*, Retired
 Non-PHRF NFS: *Jolly Rumbalov*, Retired



For breakfast, look forward to freshly scrambled eggs, perfectly grilled hash browns, along with bacon and/or sausage, with coffee, orange juice, and yogurt. If you are partial to breakfast sandwiches, grab a croissant at the end of the line and build your own!

Dinner starts at 1800 on Friday, February 14, for a mere \$15. Breakfast is served from 0700-0830 on the day of the Race, Saturday, February 15, for a measly \$5; the best deal in town, possibly including from your own galley! Soup service, which costs a whopping \$0, starts when the first finishers arrive back at the Clubhouse on Saturday afternoon, or evening, or night, or, Heaven forbid, on Sunday morning! And, as always, you are more than welcome to join us whether you are racing or not!

As you undoubtedly know, none of this would be possible without the hard working, dedicated, competent, and fun group of Toliva Kitchen volunteers, some of whom have been donning their aprons for years! And if any of the rest of you have even the slightest inclination, we would love to have you join us; the experience is guaranteed to give you a warm fuzzy and put a smile on your face, or your money back!

On behalf of the entire Toliva Kitchen crew, we look forward to seeing you at the best party in the Southern Sound Series, whether you are a racer, or would just like to rub shoulders with racers from around the Sound, or even if you are just hungry. Come to your party, and bring your appetite, and your bib, if needed!

Bob Hargreaves,
Toliva Kitchen Skipper,
Bright Angel
svbrightangel@yahoo.com;
(360) 561-8144

Race Chair's Report

Even though the abandoned Eld Inlet Race started off the new year with a whimper, we finished off 2024 with a bang. Someone with an anemometer said they saw wind speeds gusting to 30+ kts. on the return leg of the Hope Island race. And it sure felt like it to me, beating back up Budd Inlet in my little 24 foot boat.

The Race began with moderate breeze and then picked up quickly. We got up on a steady plane about half way through the downwind leg.



"Start" of the Eld inlet Race photo by Dan O'Brien

And then, I am ashamed to say, we had a little accident right before reaching Hunter's point where we (I), rounded up and watched several boats pull away as we struggled to get up and running again. Damn, I hate doing that!

But we quickly got back up and planing and soon were in Squaxin Passage. We decided to keep flying our chute as long as possible. So we cut inside the channel marker on a tight reach to round Hope counter clock-wise, as per usual.

To my surprise I saw several boats way to the West and sailing slowly in the lee of the land. I thought they were simply playing it safe and staying on the correct side of the red channel marker. But no. Several boats were exercising their option to go around the island clock-wise.

We, on the other hand, were in wind and sailing fast, still flying our spinnaker while close behind the lead boat going between Squaxin and Hope. I thought to myself "boy are they making a big mistake rounding the island the other way".

When we sailed by the first boat going the opposite way on the North side of the island, it was still looking like rounding counter clock-

wise was the better choice. But when we finally made it around, I saw to my dismay that we were more or less even and basically starting the race all over again at Hunter point.

Now it was time for our upwind punishment. People who race heavier sailboats with displacement type hulls probably don't understand just how uncomfortable it can be for an overpowered Melges 24 to go upwind in heavy chop. Because of the forecast, we had prepared for this likelihood by tightening the rig and having max crew weight on the rail.

I had the backstay on as hard as we could go, and I pinched the boat up to keep from heeling too much. But it was miserable. Especially for the skipper, having to watch his newish carbon fiber mainsail flogging away. But we worked hard to keep the boat on its feet, and headed for the West shore of Budd to short tack the beach and get some relief from the wind and waves.

When we finally crossed the finish line in 3rd place, I wasn't disappointed. Because after a very tough day, I felt good about the crew's performance and the fact that

we all kept working to make the boat go, even though it wasn't easy.

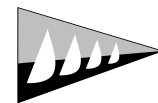
A big thank you to Andrew Kerr for another successful racing seminar held in January. I counted at least 50 attendees including some of our local high school racers. Andrew is an excellent teacher and a good story teller. I learned a lot and I also got much positive feedback from those who were there.

The Toliva Shoal Race, our Club's big event of the year, is coming up **on February 15th**. I went looking for some history on this event and came up with an interesting Sailing Magazine article from 1979 buried in the SSSS archives at <https://www.ssssclub.com/wp-content/uploads/a/tol1979.htm>. Enjoy.

Tucker Smyth, rchair@sssclub.com

PHRF Dues Past Due

PHRF dues come due at the first of the year. We give you a grace period, until Toliva, when we start checking. The Pacific Handicap Racing Fleet of the NW is the organization that handicaps our boats, making our racing possible. It is run and supported by the racers.



Another Epic Winter Vashon Race

Racing the Southern Sound Series has been a highlight of the cold rainy season for a long time. Winter Vashon hosted by the Tacoma Yacht Club occurred on December 7. The TYC was a fantastic host, providing evening and morning gatherings before the race and, critical to us out of towners, moorage. As usual the



Approaching the finish and enjoying the parade of boats with later starts catching up. photos: Richard Bigley

TYC dock master was super organized.

With 55 boats starting, participation was down from the recent past, but the sailing was excellent, finishing in the daylight with dry foulies! There have been races in the past with light air when one wonders if we will be clear of the start line before the next start. No worries about clearing the start line this year! A 15 knots southerly wind got the race off to a good start. On a broad reach for the starting line to the south end of Covas Passage, everyone was humming along at hull speed. A very enjoyable time to take in the spectacle.

The following wind and current made short work of the Colvos Passage leg of the race for all the fleets. Then the work begins. The winds slowly built thought the afternoon, On *Jolly Rumbalow* the first reef went in at the north end of Vashon and second reef went in once we cleared

Point Robinson. The winds were blowing 25-30, in-between the gusts for the last 8 nm to the finish. As the wind waves increased the lighter racing boats were slowed to the cruiser pace. It was fun to sail alongside several other boats of various lengths and vintages, for the final sprint. Six South Sound Sailing Society vessels started: *Athena*, *Anarchy*, *Aurora*, *Jolly Rumbalow*, *Magic Dragon*, and *Redline*. View the results at https://www.regattanetwork.com/event/28846#_newsroom

They say boats don't sail themselves. For many of us it's the crew relationships that help make the event. Hats off to the 250-300ish crew that sailed the race this year. One of the highlights is always to see fellow competitors for a dockside catch up on sailing and the rest of life. Its always great to see new boats and crew members joining the event. A big shout out to the Olympia area High School Sailing Team members that participated in Winter Vashon this year, Ryan Solie joined *Anarchy*, Adi Vannice joined *Aurora*. Next year let's put a High School sailor on each SSSS boat! On *Jolly Rumbalow* there were seven souls aboard. As usual we ate our way around the course, a veggie egg bake soon after the start, a monstrous turkey noodle casserole heading south, and endless baked goods. We had an awesome sail and I am sure everyone gained valuable experience.

Next in the four race series was the Duwamish Head Race January 4th, a great way to start the new year. In February Southern Sound racers will be headed to Olympia and the **Toliva Shoal Race on the 15th**. In March there is a new venue for the Islands Race, now hosted by the Corinthian Yacht Club of Tacoma. The race will start near the Browns Point Light House.

So, you are wondering how you can join the fun? If you are a racer, start gearing the crew up for

Toliva, and use it for practice to do the Islands race in March. If you are a cruiser, just read the Notice Of Race and Sailing Instructions and grab a couple friends. Make sure you meet the safety regulations and the crew and vessel are ready for a possible couple hours of night operations. You can sail the Non-PHRF class if you don't belong to PHRF Northwest. The deliveries to and from the races can be half the fun. There is often a coordinated flotilla of boats from the Olympia the day



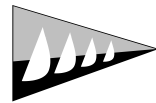
Cruising Class competitors soon after the start

before the race that gathers at a restaurant that evening. Same coordination with the return trip. Crews usually carpool from Olympia the morning of the race. If it's your first time, find a Southern Sound Series veteran to be your buddy boat. I would be great to have you along!

Richard Bigley, *Jolly Rumbalow*



The well-fed crew of *Jolly Rumbalow* safely back in Tacoma, in the daylight!



Adventures of a Reluctant Racer

“I don’t try to dance better than anyone else. I only try to dance better than myself.” Mikhail Baryshnikov

The idea of racing for racing’s sake holds less than no appeal for me. As a learning experience it sounds useful, and as a social event it sounds like a hoot; but the actual racing puts me off. So I haven’t done any. Yet there’s one race that got my attention instantly because of the wild, awesome adventure of it.

Somewhat like a late-blooming John Denver, I was born in the springtime of my 51th year, coming home to a place I’d never been before. After previously living in nine states from Michigan to Florida, New Jersey to California, I moved to Washington in November 2013. In 2018 my employer insisted I move on-site, and I chose Utah on the grounds that Dallas is topographically boring. It’s been an interesting but difficult and unpredictable life. In early 2020 the company laid off a lot of people, but I became a remote worker, as soon as they closed the Utah office. Enter COVID and I got to move back home to Washington sooner than expected. In my quest to find a place to live, sight unseen, I happened onto the Race to Alaska. It’s just my kind of crazy, and I immediately bought plans for a Ross Turner Jarcat 6 I would build just for the purpose. As with everything in my life it didn’t work out like I’d planned.

The thing that got me home early also canceled the R2AK in 2020. Something to do with the border being closed. Didn’t seem like a big deal to me, but if they’re not having the race, you can’t be in it! That and we moved to Yelm without help and I changed jobs twice. In the midst of all that I was rejected by the race committee on the grounds that while they admired the chutzpah reflected in my adventure resume, I had no tidal water experience, and was building a boat they’d never heard of. They wanted information I couldn’t provide. In 2021 they came up with the Washington 360, a sail-and-human-powered race from Port Townsend, around Olympia Shoal, to Skagit Bay, to Bellingham, on to Point Roberts, and back to Port Townsend. I still didn’t have a boat.

At the 2023 Wooden Boat Festival I found a 1976 Pearson 26 for sale in Port Townsend with a 125% genoa and T9.9 outboard. Perfect, I just have to surrender the R2AK goal of Best Solo time because this boat is tough but not fast. No worries, my real goals were to survive, experience, and finish.

My daughter and I sailed, and motored some because sailing on a schedule, her home to Olympia. What a grand adventure for a first day sailing since one day out on a Sunfish in the 70s! That journey is a story in itself, but I started going out in all weather to learn all I could. Making half a knot in 2 knots of wind or heeling 50° just 35° off the wind, just to learn how that works. A few more degrees up and the boat stops and bobs like a cork. In a squall, all my main cars decided to go elsewhere. *Blue Sky* doesn’t have lazy jacks. Need to make some. By the time I got that under control I’d floated more than half a mile across the inlet. Start the engine and head for home. It quits just as the squall passes, about a mile from home, and I have to try to get my 5,500# boat in using a canoe paddle. Fortunately, sailors are nice people and I got some help.

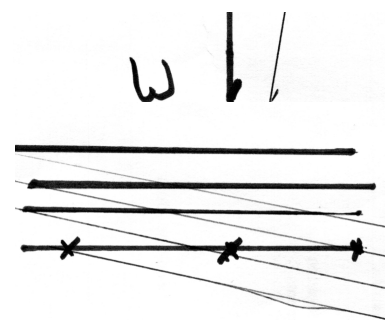
In 2024 I took *Blue Sky* back up to Port Townsend and actually but unofficially crossed the R2AK start line. The weather by Seattle was for the books with a king tide current opposing 15-20 knots of wind. There was only some black-sailed 50 footer out there with me, appearing over the steep waves when I rode high enough to see. And what the frell, Colvos Passage! With that wind and the current always going north, I almost lost my glasses as an accidental gybe swept the main sheet across my face. The main boom must have grazed my hood. It was supposed to be my fourth short tack in what seemed like as many yards of progress, but it was turned into near-death by a moment of indecision. I realized my miscalculation and returned upwind to find a protected spot to anchor for the night. I was feeling ready for R2AK 2025.

In 2024 they made the R2AK a biennial event, and in the odd years would run the WA360. It sounds like a good time, and good practice to show to the R2AK committee. For both races, I’m not racing anyone but Baryshnikov. I like to say that I don’t have a competitive bone in my body, and couldn’t find one in a super villain graveyard! I don’t care how fast Susie or

Miss Wormwood are. Team Spaceman Spiff is here for the adventure. Getting to this point has been an adventure in itself. Now my little red spaceship, masquerading as a little white sailboat, is ready to explore Planet Zog, conveniently masquerading as Puget Sound. And a little bit of the Strait of Juan de Fuca. Or is that Planet X-13? I’ll find out when I get there!

Find Team Spaceman Spiff on Facebook, or on the WA360 site: <https://nwmaritime.org/wa360-2025-teams/team-spaceman-spiff/>

Grieg Pedersen, *Blue Sky*



Climbing the Ladder

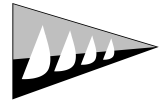
The ladder is a rhetorical device to help you think, and talk, about making progress up wind, including the effects of wind shifts. Imagine a line across the course perpendicular to the direction of the wind. All boats on that line are equally far up wind. The starting line is, hopefully, one such line. Now imagine a series of these lines, equally spaced, as far up wind as you are going. This resembles a ladder, each line a “rung”. You “climb” up the ladder to go up wind. You can also climb down the ladder to go down wind.

George Hansen used this idea to build an analog calculator to answer the question: if I fall off x degrees, how fast must I sail to make up the extra distance and climb a rung?

Now suppose the wind shifts ten degrees to the right. The ladder tilts until it is perpendicular to the new wind. You see that the boat to your left is now down wind of you. You gained on the shift.

You gain by being on the side of the course that the wind shifts to. How big the gain depends on the distance between boats, “leverage”: the greater that distance the greater the gain/loss. These are lessons one and two in managing shifts.

Steve Worcester



Dinghy and Star Racers

Green shoots are coming up in my garden. Time to start preparing the boat for this summer's racing. And *if you do not have a boat, now is the time to buy one*. You can buy a boat and join the fun for less than you can rent an apartment!

Steve Worcester

Hello from Olympia Community Sailing!

Olympia Community Sailing's youth sailors have participated in several late-fall and winter sailing events so far this season, invigorating our slower season for High School Sailing. This January, we sent a record-setting 20 youth sailors to the Rose Bowl Regatta in Long Beach, California. Sailors represented Olympia High School and Capitol High School, and traveled to California with three coaches.

OCS had two amazing sailors, Esther Ireland and Alan Timms, participate in the ISSA Cressy Singlehanded Championship on November 16-17, 2024, in St. Petersburg, Florida. Alan finished 12th in the boy's division, and Esther finished 10th in the girl's division. Congratulations, sailors!

In late November, OCS sent eight sailors to the Turkey Bowl at Corinthian Yacht Club in Seattle. It was a very cold and windy weekend, but our youth sailors persevered, with Siri Biswas placing first in the ILCA 4.7 class, Alden Visser placing second in the ILCA 7 class, and Jaydon Ireland placing third in the ILCA 6 class.

In early November, Olympia Community Sailing hosted the Trick or Treat Team Race Regatta. This Team Race Regatta is a highlight for many local youth sailors. Fifty-six races were held over two days in a 2 v 2 format. This regatta also includes a highly contested costume competition, and was a great weekend for all!

Looking ahead, High School sailors will all be back on the water in high gear for the start of the spring season. We're looking forward to our first spring regattas in early March. See you on the water soon!

Ditty Bag For sale

Spinnaker: multicolored asymmetric 41'SLU still available. If you would like to look at it or talk about modifying it contact Jim Lengenfelder (360)-790 2521.

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.

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

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Deadline for submissions is the third Tuesday of the month.

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