

Ship-to-Shore

The South Sound Sailing Society's Newsletter

Volume 54 Issue 7

March 2025

www.ssssclub.com

March Meeting: Sailboat Skills and Information

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

The March Meeting of the South Sound Sailing Society will provide our Members and guests with information on a plethora of topics pertaining to the world of sailboats and sailing. Instead of one presentation, we will have opportunities to meet with different experts sharing information informally around tables. Topics that we are recruiting experts include: Introduction to sailboat racing, knot tying, bottom paint basics, gel coat maintenance, electronics, sail purchase and repair, canvas projects, and more. In most cases, the informational discussions will be based on the specific questions that participants have.

The Meeting will be on March 18, the third Tuesday of the month, at the Olympia Yacht Club, 201 Simmons St. NW. Doors will be open at 18:15 for a social "three quarter hour" with the Meeting beginning at 19:00. Please bring your significant other, your crew, and guests.



photo: Bob Butts

We hope you will join us!

Bob Butts, Emma Lee

Commodore's Corner: SSSS Board

Let's hope March brings some fair weather for sailing. The days are getting noticeably longer and Spring is in the air. Look for details in this issue on our Sailing 101 course. In addition to helping new sailors, it's a great refresher for those who haven't been on the water in a while and those new to the PNW.

I want to come back to the conversation I started in February and talk about SSSS Board positions. We need you. In February I outlined the responsibilities for Vice Commodore and Commodore. In this issue I would like to outline the responsibilities for the Secretary.

From the Bylaws: The secretary shall keep minutes of all membership, Board and special meetings and shall maintain and preserve all records, reports and documents of the organization.

Key Duties include:

- Maintaining and updating the Membership database
- Serving notices required by law or the bylaws of the Club
- Greeting and helping with name tags at the start of general Meetings
- Producing minutes of the monthly Board meetings and distributing them to the Board
- Posting approved minutes to web site
- Assisting the Treasurer in collecting dues and race fees
- Recording and issuing Membership Cards (most are electronic)

Please join us at our next Board Meeting on April 1st to learn more about the open Board positions: Secretary, Vice-Commodore, and Commodore. 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.

Nina Goodrich, commodore@sssclub.com

**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

**Frye Cove Cruise
March 22-23**

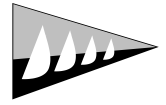
**Dinghy Meeting
March 27**

**Board Meeting
April 1**

**General Meeting
April 15**

Visitors Welcome

Doors open at 18:30 meeting starts 19:00



Portsmouth Racing

Well it's that time of year again. Time for all you dinghy sailors to come out of hibernation, dust off that beloved small boat, and prepare for the racing season. To get things started we are having our usual Spring Dinghy Fleet Meeting on March 27th in the View Point Room, under Tug Boat Annies, at 18:00. If you want, get something to eat up stairs and bring it to the meeting. We'll have introductions, talk about last year's good and bad, and see if we can come up with ideas for a better year to come. Anybody interested in small boat racing is invited to come.

To race with us you need a sailboat that is not over 20 feet long and doesn't have a fixed keel. It would be good to know the very basic rules of sailboat racing: starboard has right of way, leeward has right of way, round marks with the mark on your port side. We would like you to report to the committee boat before the race so we know who you are and what you are sailing; as we use the Portsmouth handicapping system you will at least have a fair chance at a good outcome. There are no fees or dues. You don't have to belong to any club. Just show up with a sailboat and have fun. We race every Thursday night from May

1st to August 28th starting at 18:30 and usually have 3 or 4 short races each night. We race just north of the Hearth Fire Restaurant, very close to the Swantown boat ramp making it handy for launching your boat.

Come to the meeting, ask questions and meet up with other sailors that like small boats.

Jim Findley *Night Wind / Lido 14 / The Flag Ship (Star)*

Harstine GT 5.0

During first full weekend in June, a dozen or more intrepid adventurers will set off on a two day circumnavigation of Harstine Island. They will start at Boston Harbor Marina and travel by sail and/or human power in their small, 20 feet or less, boats to the north end of the Island to stay overnight at Jarrell's Cove State Park. There they will be served a sumptuous hamburger and fixin's dinner and a beverage and have a chance to sit around a fire B.S.ing with their fellow travelers. The following morning they will be served a hot and tasty breakfast prior to the start of the return trip to Boston Harbor Marina.

If you are interested in joining us, or just want more information, email skaga@turbotek.net And to make life easier for you we will even transport your gear up to Jarrells Cove and back again. In case you want to participate but your boat is so big you can't get under the Harstine Island Bridge, you can accompany us for half the race and still enjoy the festivities. And if you *really* want to help and have a runabout we would love to have you join the chase boat crew and follow the group all the way around. In the past we've had everything from kayaks to race ready Thistles. It's not so much who gets there first as who does it while having the most fun.

Jim Findley



Toliva Shoal Race Photo by Carole Mathews

Cruise News

Frye Cove March 22-3

The March Cruise location will be easy to reach by boat or car, so mark your calendars for March 22-23. We will be convening at 16:30 on Saturday at Frye Cove, in Eld Inlet, for happy hour, followed by a potluck at 17:00 in the picnic shelter that we have reserved. Come early so that you can enjoy the many hiking trails around the picnic area. There is a rest room with running water, and plenty of parking.

This will be a celebration of the March equinox, so we can look forward to the days being longer than the nights for the next six months.

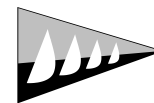
Frye Cove is a lovely spot, with a good anchorage in the bight north of Flapjack Point. Bring your dinghy so you can row ashore. There is no need to worry about the currents in Dana since we will be heading west from Boston Harbor but do be mindful of the shallow spit off the end of Cooper Point both coming and going. It probably won't be an issue for anyone since low tide on Friday is at 17:30 at Boston Harbor, but still ... you don't want to be the one who goes aground there.

Please email me if you plan to attend. Then we will know your name if we have to cancel.

Mary Campbell

SSSS/OYC Boats Sailing Toliva Shoal

- PHRF4: 1st *Rock Paper Scissors*
- PHRF5: 1st *Redline*
- PHRF1: 1st *PAX the Space Spider*
- PHRF7: 2nd *Aurora*
- PHRF6: 3rd *Bodacious,*
- PHRF5: 3rd *Anarchy*
- PHRF6: 4th *Folie `a Deux*
- PHRF4: 4th *Athena*
- PHRF3: 5th *Ravens Haven*
- PHRF5: 5th *Shaka*
- PHRF5: 6th *Magic Dragon*
- PHRF3: 7th *Ziva*
- PHRF Cruising: 1st *Emma Lee*
- NonPHRF Cruising: *Yonder Star*
- Non-PHRF NFS: 1st *Jolly Rumbalow*
- NonPHRF Commodore: 2nd *Chinook*



Race Chair's Report

At this writing, exactly one week after the start of the Toliva Shoal Race, the Editor is screaming at me "get your article done". So here I sit at my laptop with a cup of coffee, looking out the window

I was reminded once again of just how well our volunteers do to put on this annual event where the SSSS and the OYC welcome racers from all over the Puget Sound. Those who make the long trip to Olympia to participate in this Race are following a tradition which dates back to the early seventies.

Commodore, Gary Ashcraft, as bartender for the Friday dinner.

On the subject of booze, the Editor has asked me to conduct an informal survey as this subject does relate to future Toliva Shoal races. Question: Should we continue the tradition of serving our guests free beer at the Friday Toliva Shoal dinner? Or should we have the OYC tend bar and serve spirits, including wine and beer, as was done this year? Apparently the OYC's Washington State liquor license does not allow us to offer free beer, if we want the full complement of beverages. So there's our choice; free beer or hard liquor. Please email me your comments on this or any other Toliva Shoal Race related issue.

Tucker Smyth -
rcchair@ssssclub.com



across Eld Inlet, pondering my subject matter. I see weather typical for a February morning, no rain, at the moment, with a steady Sou'westerly blowing at about 10 kts. And the forecast is saying the wind will continue to build to 15 kts. by this afternoon. I think to myself what a perfect day for a race!

Alas, one week earlier, it was not to be. With only about 3 kts. of wind at the start, conditions appeared to improve as boats reached Dana Passage. But the fleet compressed as the wind lightened and boats slowly made their way through Dana on the outgoing tide. With the lead boats approaching, the RC waited at Johnson Point and considered the circumstances. A chase boat who had gone ahead reported 0 kts. at the government mark off of Nisqually. So the decision was made to shorten the course and the RC began accepting finishers.

Congratulations to the Moore 24 Bruzer who was First to Finish and First Over All Corrected PHRF. And congrats also to SSSS boats *Rock, Paper, Scissors* and *Redline* for winning 1st place in their respective classes, and to *Aurora* for her 2nd place OA finish.



Toliva Shoal Race photos by Kim Turver

Many thanks to Bob Hargreaves and his kitchen staff for their excellent pulled pork dinner enjoyed by our guests on the Friday night before the race. Thanks also to the PRO and the Race Committee along with their volunteers who ran the several chase boats monitoring the course throughout the Race. And to our scorer and the other volunteers who worked on shore, we are grateful. You all make the SSSS look good.

Finally, thanks to the Olympia Yacht Club for once again providing their clubhouse facilities and also their

S-t-S Needs sailing stories and photos

OYC Swap Meet

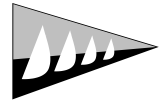
Saturday, April 19 OYC Parking Lot
 Sales 0900-1200

Sellers arrive 0800-0900 for set up.
 Public Welcome. No fees

Sell *anything nautical*, from dinghies to sails to nuts and bolts. Someone can make use of items you no longer need

For registration and details, contact Fran Williams

(360) 584-2952 franwil@comcast.net



Toliva Kitchen Thank You! Thank You! Thank You!

As we put our Toliva Kitchen adventure for 2025 in the rear-view mirror, Linda and I would like to recognize and publicly thank those who stepped up to help make this another successful year in the annals of "The Best Party of the Southern Sound Series." Without the Toliva Kitchen Crew volunteers who selflessly give of their time and talents, this time-honored adjunct of the Toliva Shoal Race would run aground and founder, much to the chagrin of those sailors from throughout Puget Sound who look forward to the OYC/SSSS hospitality that comes wrapped up with a good meal and a bowl of hot soup!

We had our share of challenges this year, everything from learning to work with new kitchen appliances and revised recipes and menu items, to the disappointment of an unusually low turnout of racers, most likely weather related. But none of that detracted from the quality of the meals we produced, nor of the camaraderie we shared in producing them.

So, when you see any of these folks around, listed here in no special order, give them a hearty "Thank You!" and high praise for all they do in helping make the Toliva Shoal Race such a shining jewel in the crown of both of our Clubs:

Thera Black (SSSS) who has worked in the Toliva Kitchen for almost 30 years, and for 15 years as the Toliva Kitchen Skipper; her dedication knows no bounds! She also prepares the meals for all the RC boats, separate from her duties in the Toliva Kitchen.

Barb & Rick Bergholz (OYC), who this year brought Barb's sister *Joanne Gilman* along for the ride. Rick and Barb are one of four Husband-and-Wife teams on the crew this year!



Mary Campbell (SSSS, and formerly OYC), who also serves as the SSSS Cruise Chair!

Joyce Mercuri (SSSS) who has been at this for many years!

Mike Farly (SSSS) who has also been at this for many years!

Jill Floberg (OYC) is the matriarch of our crew, which is why she is entrusted to handle our dinner and breakfast ticket, plate, sales and keep track of the proceeds.

A couple of fun factoids about Jill: she has been an OYC member for 49 years, joined in '76, and when she signals the start of

meal service on Friday night by ringing the bell that hangs in the Clubhouse in memory of CW Bud Tucker, OYC Commodore in 1987, it is a special moment for her, because "Buddy" Tucker was her Husband!

Dee & Andy Saller (SSSS), another of our Husband-and-Wife teams, who have long helped in the Toliva Kitchen, even back when the doffed their aprons to head out on the race course on *Liberty!*

Danielle Ewart (OYC) one of our newest members of the crew, and youngest; great to have her on board (and if you need any boat detailing, look her up – she is a pro!).

Alison Pride (SSSS), a perennial favorite in the kitchen, and a tireless worker!

Colleen Carbery (SSSS), who also serves as SSSS Treasurer, and this year as crew on *Transition*, our Race Committee boat.

Cheryl Rogers (SSSS), who is a big help in the kitchen, but no stranger to the race course (she used to crew on *Koosah*.)

Art Johnson & Sheryl Baker (OYC), another of our Husband-and-Wife teams, and also first time Kitchen Crew volunteers, although they are no strangers to volunteer work at OYC. They were a big help on our early morning breakfast

shift this year, and we hope to lure them back again next year!

Connie Lane (SSSS), another of our stalwart volunteers who can always be counted on to help when and where needed!

Steve Worcester (SSSS) – wait – Steve in the Kitchen? Well, not really, but he always shows up to help set up the clubhouse with tables and chairs, and helps put them away again and clean up the when the event is over, and what would a Toliva meal service be without a place to sit down and eat your food?

Thanks, Steve! Oh, and he does a few other things for the Club, too

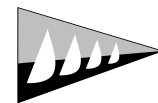
One other crew member who for years has shown up regularly to run the vacuum cleaner during the all-important Sunday morning kitchen spit-polish and clubhouse clean-up,

is one of our SSSS *Life Members*, *Dave Knowlton*. Dave was unable to join us this year, as a terrible bout of flu knocked him on his stern end. We all wish you a speedy and full recovery, Dave. But do not worry, Worcester took over for you on the Hoover, and did a good job, too!

There are others, like *John Sherman* and *Deb Nickerson* (OYC), who could not join us this year due to conflicting commitments; we hope to see them again next year. But with this list, and I hope I did not miss anybody, you get the picture; to borrow a phrase, it takes a village! One thing I learned from my time in the Army, is that an officer is nothing without Soldiers; and when I hear you thank me and Linda for taking the helm in the Toliva Kitchen, and we do appreciate that sentiment, what I really hear you saying is "Thanks" to these kitchen 'soldiers.' I would just ask that you thank them directly, when you can!

Bob & Linda Hargreaves
OYC/SSSS
Bright Angel
Toliva
Kitchen
Skipper(s),



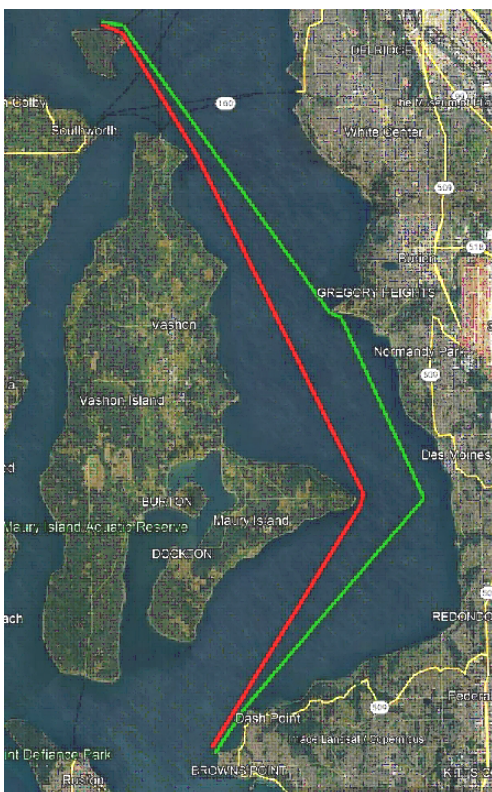


Toliva Shoal Race

Southern Sound Series Race 3, SSSS/OYC's Own

Toliva Shoal is probably the most variable of the Southern Sound Series Races in terms of shortened courses and sailing conditions. Over the years we've seen seven hour drifters just to get through Dana Passage for a finish at Johnson Point. But then again, we've also seen full on gale conditions with gust to fifty knots and the full 38 plus nautical mile course finished by mid-afternoon. There has even been a race finishing with four inches of snow on the decks! Early on the forecasts for this year covered nearly all these conditions!

A week out, racers were looking at winds in the lower teens with gusts to the upper twenties and lots of rain. Then the snow hit mid-week and forecast winds dropped to nearly zero. On Friday before race day, forecasts "improved" to at least a little bit of wind and no rain until late afternoon. The Friday night pre-race feast at OYC was a hit with chowing down crews. Hey, got to get that energy for tomorrow! A huge thanks to Bob and his crew for putting together that feast!



Prepping the boat to head out, everyone was pleased to see some actual breeze and a light cloud cover, cold but dry! Motoring out for the start it is always good to see the collection of boats converging on the start area with crews busy hoisting sails and finishing up rigging any necessary lines. With a relatively light turn out for this year's race, the race committee wisely combined pairs fleets to help shorten the start sequence. At 09:30 the cruising classes were off with a nice south easterly wind. Those with flying sails quickly hoisted their chutes while others chose big genoas with some going wing on wing.

The rest of the PHRF classes and the new this year ORC class jockeyed for starting positions as they watched the cruisers making good time up Budd Inlet. At 10:00 sharp the PHRF 6 and 7 fleets started. Quickly the spinnakers went up on a starboard tack and the race was on. While there was wind in the 4 to 6 knot range, it was shifting thirty or so degrees on an irregular basis keeping the spinnaker sheet and guy crews busy. With the southeasterly wind and outgoing tide the parade of racers headed north provided quite a show for those on Budd Inlet's shores. Race spirits were rising as the wind picked up a bit approaching Boston Harbor. But those were short lived.

Closer to Boston Harbor you could see genoas being hoisted and spinnakers dropping. Once clear of the Boston Harbor lighthouse it was a bit of a disappointment. Though we all had the current going with us it was clear that the wind was dying and the rain was arriving early. Some boats went wide trying to ride what was left of the wind while those hugging Boston Harbor came to a near stop. Riding the current and the slight breeze it was a bit of a job to avoid being push north toward Brisco Point. Fortunately as we neared the point we could watch the slightly ahead *Jam*, a big J-160, being pushed sideways into Dana Passage by the outgoing current. With actual boat speeds in very low single digits, speed over ground was still in the fours, we were making progress! Looking at the conditions and in anticipation of the turning currents, the race committee on *Transition* wisely announced that the Race was being ended at Johnson

Point. A good call by a much appreciated RC and another Toliva Race in the books. While sailing in a good breeze is easy, sailing in our light winds can be a real challenge keeping the boat moving!



Toliva Shoal Race

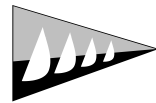
photo by Kim Turver

New Islands Course Wraps Up Series

Next up is the newly sponsored CYC Tacoma Islands Race on March 15th and a very different course to sail. Here is a map of CYC's new Islands Race Course. The start will now be west of the Browns Point Light House heading north up the east side of Vashon Island leaving *all* traffic separation buoys, Three Tree Point VTS TB west of Des Moines, and the TTPYC "C" mark (a permanent white 6 inch cylinder rising 8 feet above the water located approximately 1,000 feet SE of the Three Tree Point Light) to port. The race then proceeds the turn mark located to the north of Blake Island, turned to port, and back to Browns Point now leaving the traffic separation marks VTS TA and TB off Three Tree Point and Des Moines to port. The new course has an approximate distance 35.2 nm.

Though the Islands Race involves a transit north for SSSS/OYC racers, we are usually rewarded with a race with warmer weather and longer days! Check out the details in the Series sailing instructions at the Series web site, ssseries.org. Hope you'll join us for the final race of this year's Series and a good time on the water!

Jeff Johnson, Folie `a Deux



Handicap Basics

With the variety of boats in our Club, it is handicapping that makes our racing possible. I have been told some would like to know more about handicaps, including how to figure time allowances. So ...

SSSS uses two handicap systems: the Portsmouth Yardstick to handicap the dinghies and PHRF for the keel boats. They are both *performance handicaps*; which means ratings come from comparing boats' times in races. This was a new idea in the 1970s, when we started producing a lot of identical hulls. A performance based system works best when there are a lot of similar boats. One-ofs are a problem.

Measurement handicaps have been traditional: a handicapper measures the boat at various points to predict boat speed and produce a handicap. Nationally/internationally recognized handicaps are measurement ones. Design becomes a part of the game, building boats to "beat" the rule. This tends to make racing more complicated, read expensive in time and money.

The Portsmouth creators collect times from multi class regattas. They compare the finish times of the class winners: the first place Laser to the first Thistle for example. They then come up with a rating, which is for all boats in a given class. They compile a rather long list of different boats/classes and update it regularly, then they distribute it, with the help of US Sailing. More information can be found on the US Sailing web site. They do not handicap one-ofs; those without a listed handicap are the problem of the race committee. Not an insurmountable problem for us.

The Pacific Handicap Racing Fleet originated California. Racers were dissatisfied with the measurement handicapping system, IOR. The idea of performance handicapping spread north and PHRF of the NW was founded in the 1970s. Eventually the idea spread across the country and there are now many

many PHRFs, with "Pacific" replaced with "Performance". Each modifies handicaps for local conditions and handicaps are good only for their area. PHRF NW handicaps are good from Alaska to Oregon, Idaho to Hawaii

PHRF handicaps individual boats, not classes. It starts with a base rating for the design, which is most of the rating. If she varies from the PHRF standard boat, the type and size of the sails and/or the means of mechanical propulsion, modifications are made. There is a four digit code on the rating certificate that tells you the size of



Toliva Shoal Race Photo by Carole Mathews

your sails and prop drag compared to the PHRF standard boat: spinnaker, jib, main, and prop. 5555 or 555m indicates a standard boat, the "m" means she has an outboard. More details can be found on the PHRF NW web site.

Pretty much all keel boats can be handicapped, though one-ofs and new boats are still a challenge and will often have their rating adjusted as we see their race results.

Because the system handicaps individual boats and takes all comers, you need a handicapper. Ours is Rafe Beswick. You need a system for resolving disputes. PHRF NW has a Handicappers' Council where one can appeal the decision of their local handicapper. All are volunteers, PHRF is run by racers for racers. It is paid for with members annual dues.

PHRF handicaps the boat, not the skipper; the same boats rate the same. Some would like a "golf handicap" system that would handicap the skipper. Sounds interesting, however the problem is getting in enough races to be meaningful. At a race or two a month how long until you get a meaningful average? For all boats?

How to Use our Handicaps

The Portsmouth system is *time-on-time*. That means that you multiply *your* course time by your rating, each boat uses her own course time. That gives you a corrected time. The Thistle is the base boat; so if you are sailing a Thistle your finish time is your corrected time. If you are sailing a boat rated faster than a Thistle, the math will add to your finish time; if rated slower it will subtract from your time. This is easy for the computer, but too complicated for most to compare times on the water.

This has an advantage over the other way of computing race handicap, *time-on-distance* where your rating is multiplied by the distance. You need not know the race distance. That frees the RC to start races quickly without complications. And is a mile with the current really the same as a mile against it?

PHRF uses "time-on-distance". Your rating in seconds is multiplied by the distance in miles. If you rate 60 PHRF and the course is two miles, then 120 seconds, two

minutes, will be subtracted from your time. What people like about this is that places can be determined on the water. If you rate 60 PHRF and I rate 100 PHRF, there is a difference of 40 seconds per mile. You would owe me 80 seconds over that two mile course. You can hang out after finishing to see.

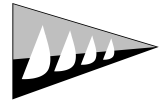
PHRF does have a time-on-time version. One summer we scored all the races both ways. After 12 races we found only two differences large enough to change race placing. Who is to say which results are the true and correct one? The three series scored the same either way.

No handicap system perfectly compensates for all different types of boats. But ours give us, despite all our different boats, a way to play the game. It gives times that are close enough that if you start well, have good crew work, get the shifts right, you can see your improvement relative to other boats. You might even correct out over a boat you would never race boat for boat. Game on.

To get a Portsmouth handicap, see the RC in the yellow run-about before the race.

To join PHRF and get a PHRF handicap, see Rafe Beswick, our handicapper.

Steve Worcester



Cruise News March 1975

Spelling is as in the original and in the spirit of seamen of old.

March 1975 Cruise News

If one is going to age a year overnight, I recommend the following method:

First of all, your spouse must enthusiastically propose an impromptu cruise "a deux", having ascertained that the weather forecast for the weekend is a gloomy one. Then you must respond with equal enthusiasm and, taking your lighthearted, unsuspecting self to the nearest supermarket, load up with all sorts of goodies for two, preferably non-spoilable, since you won't get to eat them anyway.

Upon arriving at your destination, you should carefully pick a safe and private moorage, since, you will be thinking, this is turning into a sort of "honeymoon" cruise. Settled snugly for the evening, the kerosene lamps burning cheerily, your dotting spouse will mix the cocktails while you arrange the few hors d'oeuvres you so carefully chose. After a toast to each other and an exchange of congratulations on trading civilization for such cozy seclusion, you must then BE ALERT!

Because, it is at this point, that this "method" I am recommending will turn into "madness".

Boats will start appearing out of the darkness and friends who normally avoid winter cruising like the plague will surround you, extolling the virtues of this particular wet and chilly weekend for a cruise.

Later, you will find yourself packed, along with thirteen (more or less) others in someone's smoky cabin, eating chocolate cake with your scotch (this must be done on an empty stomach in order to be properly appreciated), singing "Happy Birthday" to yourself and feeling 20 years younger than you will the next day. However, if you are as fortunate as I in having thoughtful friends, they will take pity on you, waking you bright and early later on that morning to fill your complaining stomach with a big breakfast and large doses of champagne.

Now, if you should try this and survive, I can guarantee you one thing: You won't feel as old as I did the next day!

---P. Byrd

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.

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.

Sailing Stories Sought



Capt. Dennis Crowley AMS #1350
Crowley Marine
 vessel surveyor
 www.crowleysurvey.com
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 dennis@crowleysurvey.com

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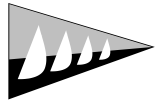
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Deadline for submissions is the third Tuesday of the month.

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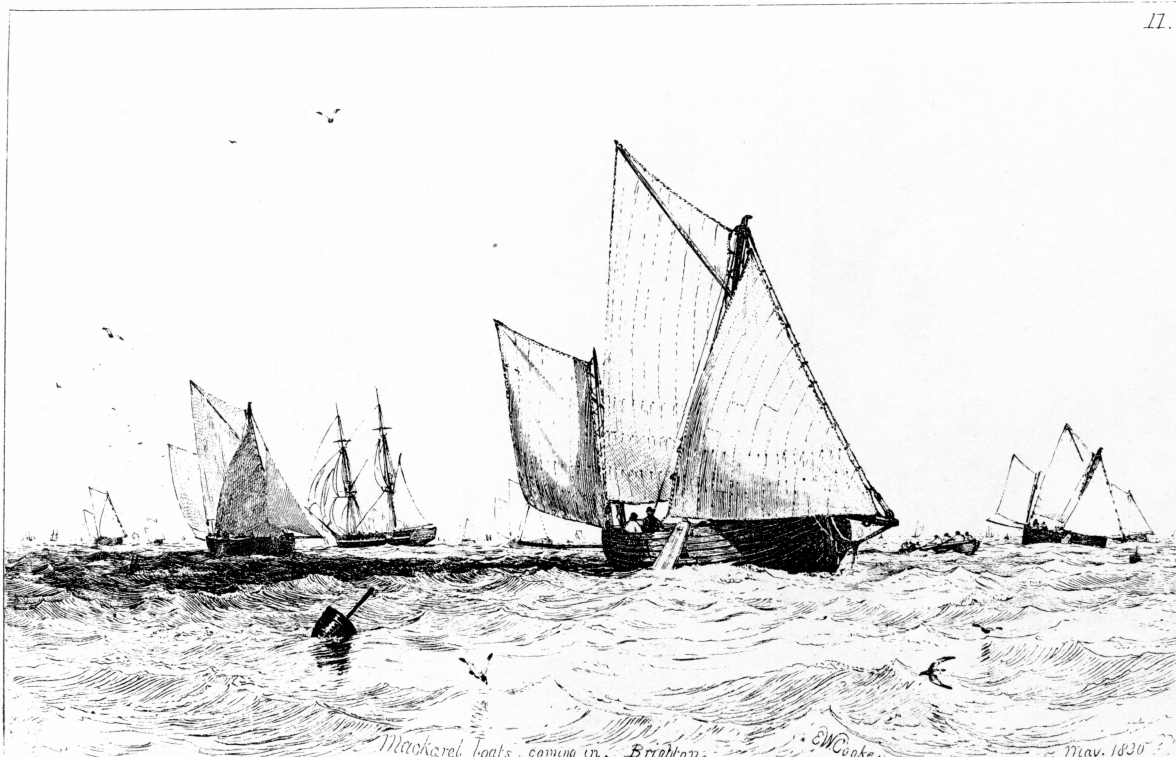


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Toliva Shoal Race photos by Kim



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