

36 Islander 36 NEWS

Summer 2019

Volume 7, Issue #2

Calling All Islander Owners *(by Eric Mueller)*

We have been having fun this year [racing](#) and [cruising](#) although we haven't seen nearly enough of you out there.

We have had a few boats sold over the last few years and a few more of the die-hard sailors ending up on other [vocations](#). The truth is that we have an older generation that bought the boat when they were young and it was new and those people are starting to age out of the boat. There are a few like me who have rebuilt boats and are interested in having fun. There are also a bunch of new owners out there who are not participating yet.

- ◆ Are you one of those? If so, my question is why not?
- ◆ Do you need cheaper cruise destinations?
- ◆ Do we need shorter cruises or some quick day trips because of the crazy number of things going on outside of boats?
- ◆ Are you interested in racing but are afraid or don't know how to get started?
- ◆ Do you want to do some cruising but don't know where to start or think it requires too much money (it doesn't)?
- ◆ We want to hear from you about what would help you come out and join us.

There is an incredible resource of information from our longer time members and incredible energy out there in some of our newer members. One thing that I can say for certain is that it is much more fun to sail with a group of friends and those who have islanders are some pretty wonderful people. So, what do you want to do in your boat?

[Plastic Classic Write up.](#) Our latest adventure was the ever-popular [Plastic Classic Regatta](#). This race is only open to boats designed at least 25 years ago. Since the Islander 36 first came off the line in 1970 that makes us eligible (WooHoo!). The race is sponsored by the [Bay View Boat Club](#) which had the distinction of being called by my father when I was quite young "[a drinking club with a sailing problem](#)". He was the first person I heard use the phrase and it is still in use to this day. If you have ever been there you would immediately understand why he called it that. It is a bar for serious drinkers that happen to like to play around in boats. Over the years since they have done more boating. Dave who is a member was saying that things are changing to a more active sailing group.

The race start was late enough that we could leave at a reasonable hour. While we were

(Continued on page 6)

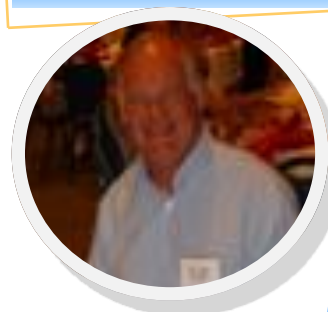
Annual Fall Dinner *(by Jocelyn Swanson)*

Our annual Fall Awards Dinner Meeting will be held on Saturday, November 9 at [Coyote Point Yacht Club in San Mateo](#). A no host bar opens at 5:30 p.m. with a buffet dinner at 6:30 p.m. The main dishes are [Chicken Marsala](#) and [Braised Short Ribs](#). If anyone is a [vegetarian](#), please let Jocelyn Swanson know so she can arrange a vegetarian meal

for you. Awards for [cruising](#) and [racing](#) will be given at this dinner meeting. If you are out of the [San Francisco Bay](#) area and planning a trip to San Francisco during this time, we would be delighted to welcome you to join the SF Bay area members for dinner that evening. Cost of the dinner is \$40 per person.

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Commodore [Eric Mueller](#)



2019 Race Schedule

Sept 14	Coyote Pt. Destination Race/Rally	1	Coyote Pt.	With Cruisers!
October 6	Nationals Regatta	2+	GGYC	Confirmed.
Nov 9	Fall Meeting & Winners Dinner	0	TBD	

For the latest updates & rules please [click here](#).

Race Roundup *(from Roger Anderson)*

Two more race events to go for 2019. Its not over yet and everything is up for grabs!

The [Bay View Boat Club](#) ran the latest event, the [Plastic Classic](#), on 7/13. Our Commodore promised to provide a run down on that.

Before that the Sailstice Race, held by [Sierra Pt YC](#) on 6/22, started at the North end of the San Bruno Shoal Channel, then went around TI and finished at the Sierra Pt Channel entrance. Those that did show up at Sierra Pt. YC had a great time! *“Green Flash”* and *“Vanishing Animal”* made the cruise in there. Mike, Liz invited Rick V. and Roger A. to sail on *“Green Flash”* to the start line, crossed it and headed at good speed for the first mark, [Yerba Buena Island](#). We were able to sail higher and stayed ahead of the rest of the Sierra Point competitors. Never mind that we did not sign up! We started 8 minutes early to see how long we could hold off the fastest boat actually in the regatta, and to insure we did not disturb the folks in the race. We made it to about the ferry crossing line South of the Bay Bridge heading for the span West of the Island when

we stopped with no wind. The faster boat from the SPYC fleet passed us heading for the Eastern Span at that time, you could round either way. No harm no foul! We turned around and headed back to SP Marina for refreshments aboard *“Vanishing Animal”* with gracious hosts Rick and Sandy.

Sept. 14 is the next race, a “destination rally” to [Coyote Point YC](#) from the S. side of YBI.

Then it’s the Nationals at GGYC 6 Oct.

So far we have the following results

Three Bridge Race:

1st Kit Wegman/Dan Primus, *“Cassiopeia”*; 2nd E Mueller/R Anderson, *“Serenity”*; 3rd Bill and Paul Nork, *“Zenith”*; 4th Steve and Jocelyn Swanson, *“Zingara”*; 5th Richard and Blaine Egan, *“Kapai”*; 6th Dan Knox/ Alex Hofsteede, *“Luna Sea”*

Great Vallejo Race:

Frank Burkhart in *“Island Girl”* and Steve Douglass in *“Renaissance of Tahoe”* each got a 1 and a 2



Sailstice 2019



Winner receives a spanking!



2019 Cruise Schedule

Aug 10	Giants Baseball Game vs Phillies	Ferry from Alameda Terminal to AT&T Park at 11:50 am. Suggested docking at Marina Village. Will need some cars to reach the Ferry. Questions? Contact Cruise Coordinator John Melton .
Aug 31 - Sept 2	Labor Day Half Moon Bay Cruise	Expect to coordinate with the annual Encinal cruise to Half Moon Bay. It's a great chance to sail outside the Golden Gate in the Pacific Ocean along with others for added comfort and safety. Great festivities at HMB Yacht Club too. Questions? Contact Cruise Coordinator TBD .
Sept 14 - 15	Coyote Point Destination Cruise	This is another great Racer/Cruiser event which counts for the season for the Racers, but can be a blast - and a test to see if you can go as fast as the racers - sailing down to Coyote Point. To join the fun, sign up, then rendezvous just south of Yerba Buena Island. Plan on a fun pot-luck dinner and spend the night with freinds. Hear stories of how the racers navigated the course -- or how the cruisers got their tans. Questions? Contact Cruise Coordinator Eric Mueller . Coyote Point Rally Details & Reserva-
Sun Oct 6	Nationals Regatta - GGYC	Nationals Regatta at Golden Gate Yacht
Nov 9	Fall Meeting & Winners' Dinner at	Vice Commodore will conduct event

“Melody”—Boston *(by David Smookler)*

We're a good distance from all of you on the west coast but will have had “Melody” for 25 years this August. Bought her because I liked the lines of the boat. We race competitively in the Boston area / also cruised NE. The I-36 remains a great boat.

A few photos from racing included. One was taken at the finish line - finishing first in Hull YC Great Chase Race 2016. Had the bird in the photo guiding us.

(More photos of Melody can be found in this issue...)



The Cruiser *(from Phillip Seaman)*

This is a list of sites that I found informative and useful in getting **Mouse Pad** ready to cruise Southern California and now The South Pacific. I hope that you "young pups" and "salty old dogs" will find some new ideas and products in your ongoing effort to get your boat ready for your dream cruise.

From my experience I found the use of some of these companies, as use you must, to be a budget buster. Unfortunately the old saying "A boat is just a hole in the water in which to throw your money" is very true. Getting a boat ready for cruising IS very expensive.

Even when you think you have it all you must go on a **shakedown cruise**. While you are out you will find some of the things you have designed wrong, some you forgot, or didn't know about. When you get back you start your list of projects all over again.

When you actually leave for your cruise, as leave you must, you will find that you forgot something or didn't design enough of this or that.

What you must do is make your vessel seaworthy and read every thing you can about cruising and the areas of the world you will be visiting, plan well, try to consult with others who have been cruising.... THEN GO.

Do not wait until the boat is 100% ready. As any cruiser out here will tell you "the boat is never 100% ready". Ready is a subjective word. I have been told by some old salts that "any boat straight off the production line could be ready for a cruise it's the people who are not ready". They are just about right. It is "we" who are not ready, we need hot water, we need a water maker, we need 110v ac on demand, we need The list goes on.

What the boat needs is a good sailor or who knows how to navigate and take care of her.

Useful Links for the Cruiser *(from Phillip Seaman)*

We Want Your Pics

We want to see photos of your boat

[Click here to send us photos.](#)



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100% OFF Corporate members get 1 FREE advertisement per issue

Submit your art or have us create it for you

We have readers targeted to your business

FREE

Tel: 555 555 5555 Organization

Expiration Date: 00/00/00 Expiration Date: 00/00/00



Vanishing Animal Varnish *(from Rick Van Mell)*

Continued from Vol 7 Issue #1...

Eventually, the sun's [UV rays](#) and [water fade](#) the surface and moisture seeps under the varnish. Cracks and bubbles appear, with dark spots on the wood. Depending on your tolerance level, you can cheat for a season or two and chip out some rough stuff, [feather sand](#) it with [180 grit](#) (dry) and try to build back several layers. But eventually, it's time to admit defeat and take it back down to bare wood. Time for the heat gun, a 1" putty knife, a shop vac, and LOTS of patience. Heat about a 3" section until it bubbles, then with the heat still on it, scrape with the [putty knife](#). The temptation is to get impatient and try to move faster, but the result is only partially removed varnish and you



have to go back and reheat the area again, just slowing you down even more. Hopefully you have started working in the morning with little wind which both cools the work surface and blows the removed varnish overboard. That's where the [shop vac](#) comes in handy.

This is a slow (and boring) project. Once most of the varnish is removed, it's sanding time. A good ¼ sheet



electric sander with 60 - 100 grit (dry) works well for a first pass, followed by a second pass with 120 grit. Because there will always be some varnish left behind, it's easier and overall faster to make two full passes with the two grits than trying to do it all with 120. Hand sanding will be required around cleats and at the bow, and all of the undersides of the [monkey rails](#).



You should plan your day so that you can get a first coat of varnish on any section you take down to bare wood. Once I left the fully stripped and sanded forward [toerails](#) overnight, expecting to come back the next morning and apply varnish. However, the dew had neatly left an artwork of several thousand round circles along every inch of the toerails. Had to

sand it all over again! It took about 4 hours to strip the forward toerails, plus 4 more to sand it and get one coat of varnish on. Similar for one of the long monkey rails on the cabin-top.

Realizing it's a big commitment to strip down to bare wood, extend the time until the next one by putting on at least 5 coats of varnish – again leaving a day in between coats. One



way to work that is to strip the port side one day, then the starboard the next. Then the following day you can put coat #2 on the first side, and alternate after that. On new varnish, I lightly sand with dry 220 for at least the first 3 or 4 coats, before switching to wet/dry for the final coat.

We use a spreadsheet to keep track of what gets done when. The "Yes/No" column tells if the particular piece was taken down to bare wood. The date columns are coats of varnish, the last column is the total number of coats since the piece was last taken down to bare wood. Ours is currently at 11 pages long dating back to 1999. Here's a sample section from this spring:

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MEMBERS GET FREE ADVERTISING

Submit your camera ready art (jpeg, png, gif) – [click here](#)



Islander Owners

(Continued from page 1)

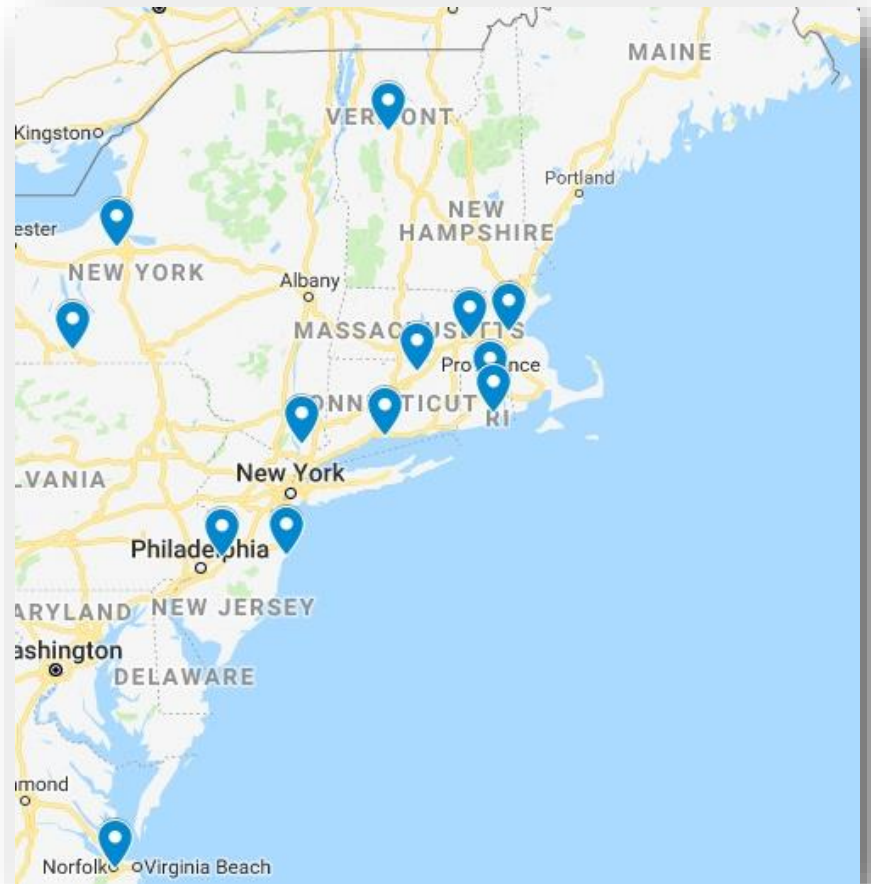
setting up “Sweet Grapes” next to us was setting up to do the Interclub race in the same area!! Mark, one of the owners of “Sweet Grapes”, was rather irritated that the races had been planned for the same day as they like to do the Plastic Classic but was committed to the interclub. With Dave, Greg, and Doug there to have some fun we set up the boat with the small jib after the previous Wednesday clocking above 30 knots. “Sweet Grapes” had an earlier start and beat us out of the marina. We were fighting a flood so kept inside. We motored up keeping inshore to stay out of the current feeling very good about the sail choice and decision to rig up for a double reef as the wind clocked up over 30 knots by the airport.

We split up the helm duties with Greg, Doug, and Dave taking most the fun. We took the chance to grab a snack and plot out the start. We actually cut it so far in that we ended up inside the entrance to [Brisbane](#). We put up the sails just past the entrance and sailed up towards [Hunters Point](#) then the start. Once around the corner it wasn't looking as heavy as the hurricane by the airport would have indicated, but I was sure it would pick up. We found the W mark which is a race committee set mark and sailed by it to add it to the chart plotter. We ended up in the start area with a small jib and a double reef staring at 12-17 kts of wind? That couldn't hold up with that huge amount of wind down south so we started with what we had keeping our fingers crossed. We got an OK start in fleet four just behind the main line of boats. “Windwalker”, “Kapai”, and “Renaissance of Tahoe” had bigger jibs up and took off. It soon became apparent that it wasn't going to fill in fast so half way up the first beat we shook out the reefs to give us a little more power. I did not want to kill us by trying to swap jibs and having the wind fill in. My mistake. The entire race except for one point going up wind we were underpowered. By the time it was apparent it would never fill in I figured screw it lets just go with what we have and enjoy the sail. There was a huge wind shift with about 2/3rds the way up the first beat that we were able to take advantage of and catch up a little bit even with

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Mapping Members (from Mike Patterson)

This issue of the I36News has a map showing the location of our members living in the North Eastern Seaboard of America. Each of the flags shown is, one or more, Islander 36 Association member.



Welcome New Members

Please reach out to these new members of the [Islander 36 Association](#). Drop them a line and show the friendly nature of all Islander owners.

Ed Aaron	“Free Time”
Portland, Or.	
John Caruba	“Panache”
Chicago, IL.	
Keith Kennedy...	
James Hughes...	
John Shaffer	“Lady Love”
Virgin Islands	
George Koch	“The OffShore”
Galveston, Tx.	

We have 243 records on the roster, 125 active or honorary members.



The “Cali” News *(by Kerry Scott)*

All the news that's fit to print.

We left Friday night for a moon lit delivery from [Vallejo Yacht Club](#) to [Richmond Yacht Club](#), in preparation for “Cali’s” participation in the [OYRA Farallon Islands race](#).

On board was myself, Captain Kerry, Chris Mendonca, and friends Jimmy and Tracy Verrett, along with their visiting friend Hans from Vienna. Fun was had by all! Hans, who had never been sailing before, took the helm and held a fine course to [Point Pinole](#) where the wind died and the iron wind took over.

Saturday morning (6:45a) Captain Kerry and mates Chris M and Jeff J headed out to do battle! On the way over to the

race start, the captain was occupied tightening the rudder gland, as to our dismay it was gushing bay water each time “Cali” [hobbyhosed](#).

I came up from below to help us in the race pre-start mayhem, as we tried to hit one boat racing to his start but we missed.

I'm guessing there were 25 to 30 boats in 4 divisions racing. We only had one boat in our sights. “Island Girl”, an Islander 36. In our minds, it was her we'd come to race...

“Islander Girl” got us on the start and working out from the Golden Gate, developed a good lead. The wind rose

and things started to get very lumpy, as 6 foot waves (measured at sea level, meaning 12 feet from trough to crest). Going into the cabin became vary hazardous! We noticed “Island Girl” had reefed, as did some other boats. We kept full sails and slowly worked our way up to her and passed. She was again even with us as we neared the Island and passed us for a bit. We ducked under her on the turn (yes, playing it safe) and had the lead again. The ride back was a handful for the driver, as keeping on course down those same waves we'd just spent hours bashing into was some serious work! Things on the boat were much calmer now as we

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Crew

If you are like most race or even a few [cruise skippers](#) you are always looking for extra crew or just some [rail meat](#) to balance the boat.

Let me know ahead of time and I will place your notice here for all to see.

“Island Girl”, based in [Sausalito](#), is looking for a couple crew for some upcoming races - mostly [OYRA](#). Looking for crew with some experience, [foredeck](#) would be wonderful but not necessary. “Island Girl” is rigged and ready to race. We did the Lightship race and the Vallejo race. The ocean races are our priority as the Islander36 is an amazing ocean boat.

Frank Burkhart



USCG 11th District News

[VIDEO UPDATE: Coast Guard transfers rescued fishing crew to Ecuadorian vessel](#)

[VIDEO AVAILABLE: Coast Guard, Marin County Fire Department rescue 4 in Tomales Bay](#)

[Coast Guard’s newest national security cutter seizes more than 2,100 pounds of cocaine](#)

[Oregon-based Coast Guard cutter returns home after \\$311 million cocaine seizure](#)

[U.S. Coast Guard Cutter Munro returns home to Alameda following 98-day counterdrug patrol, more than \\$467 million worth of cocaine seized](#)



Corinthian Sailing (Courtesy Kame Richards)

Continued from Vol 7 Issue #1...

Participation: Over the course of the year we had 296 registrations covering our various youth classes, after school sailing club, and adult/family programs.

Scholarships offered: We gave out nearly \$22,000 in full and partial scholarships. We are particularly proud of this because we can share the joys of sailing with youth who have fewer resources, and try to change the stereotype that 'yachting is for the wealthy.' For 2019 we will endeavor to increase funding for our scholarship program and look to further diversify our youth.

2018: Year in Review

Boats added: We added 3 more CFJ's so we now have 9 of these great sloop-rigged dinghies. We also added a Topaz

Omega, somewhat larger at 15.5 feet long, and capable of carrying up to 7 (smallish) crew. At the end of the year we were able to add another 13 foot Boston Whaler to our safety boat fleet.

Change ground cover: This year we were able to buy used artificial turf, complete with yard line markers and numbers, and cover our entire site, changing it from blue (and weeds) to green, and making an excellent surface for cartwheels and summersaults.

Increase in Dry Storage Membership: In an effort to develop an ongoing funding stream, we have a program called Dry Storage Membership by which people can store dinghies in our yard. We now have

25 Dry Storage Members helping to keep the price of our programs as low as possible.

After 6 years of development, our armada consists of the following: Sailing (for training program) Safety/power boats

24 SailCubes / JY Trainers 2 8' Caribe RIB's

9 CFJ's 3 13' Boston Whalers

4 Capri 14.2's 2 16.5' Zodiac 500 RIBs

3 Lasers 1 21' Zodiac 650 RIB

2 Bytes

1 Topaz Omega

43 total sail boats 8 total safety boats

And as always, we provide wet suits and life jackets for all our youth participants.

What are our current limitations?

Even though we expanded our site (by 130%!) a year and a half ago, we are already feeling the pinch of needing more space. We will be holding more classes this summer than ever before, and we need another "class room."

We will likely be sawing up some of our oldest boats to make a little more space. Anybody out there want to buy an 8 foot long JY Trainer cheap?

And our future?

Controlled growth is always front and center in the view of the Board. To add more students, we also need to add more sail boats, wet suits, and lifejackets. But we also need to add more safety boats to watch over everyone.

Couple this with the knowledge that during any given week, some percentage of the motor boats will not be operational, and it means we need to add even more safety boats! And we need more qualified instructors. We have a program which encourages our teens to consider becoming CIT's (Counselor in Training), get credentialed with USSailing, and then become instructors with us. It is a good plan, but it will take some time.

There is a possibility that we may be able to move to Seaplane Lagoon. This will be a long and circuitous process involving permits from government agencies and getting support from the City of Alameda. If we can get past all that, great things can happen. The water depth in the lagoon is much deeper than at our current site, so launching and sailing at all tides will be possible. And if we can move to Seaplane Lagoon, the greater Bay Area community will benefit because Alameda Community Sailing Center will be there to provide boats and lessons to the public, and everyone can have low cost access to San Francisco Bay waters. Even people who choose not to go out on the water will have an enhanced experience provided by the view of the boats and sails and kids moving across the lagoon.

Thank you all so very much for what you have helped to make possible. We feel fortunate that through broad support, ACSC has developed into a community asset that is bringing more people out onto the water each year.

NOTICE: All members of the [I36A](#) are encouraged to spread the word to juniors at your local schools.

Get out there and let your juniors know that they and their friends can come sailing with you.

The [I36A](#) has an open invitation to any junior sailor to come out and race with us on race days.

The world needs more sailors.



“Panache” *(by John Caruba)*

Thank you for a warm welcome to the [Islander 36 Association](#). I am happy to become a new member and I look forward to joining this eclectic community.

I have attached a few pictures as requested. My sailing resume is a rather short one; I owned and sailed a 14 foot [sunflower](#) back in the 1970's and would occasionally get together with a group of friends and rent a small catamaran we sailed off the [Evanston](#) shores on [Lake Michigan](#).

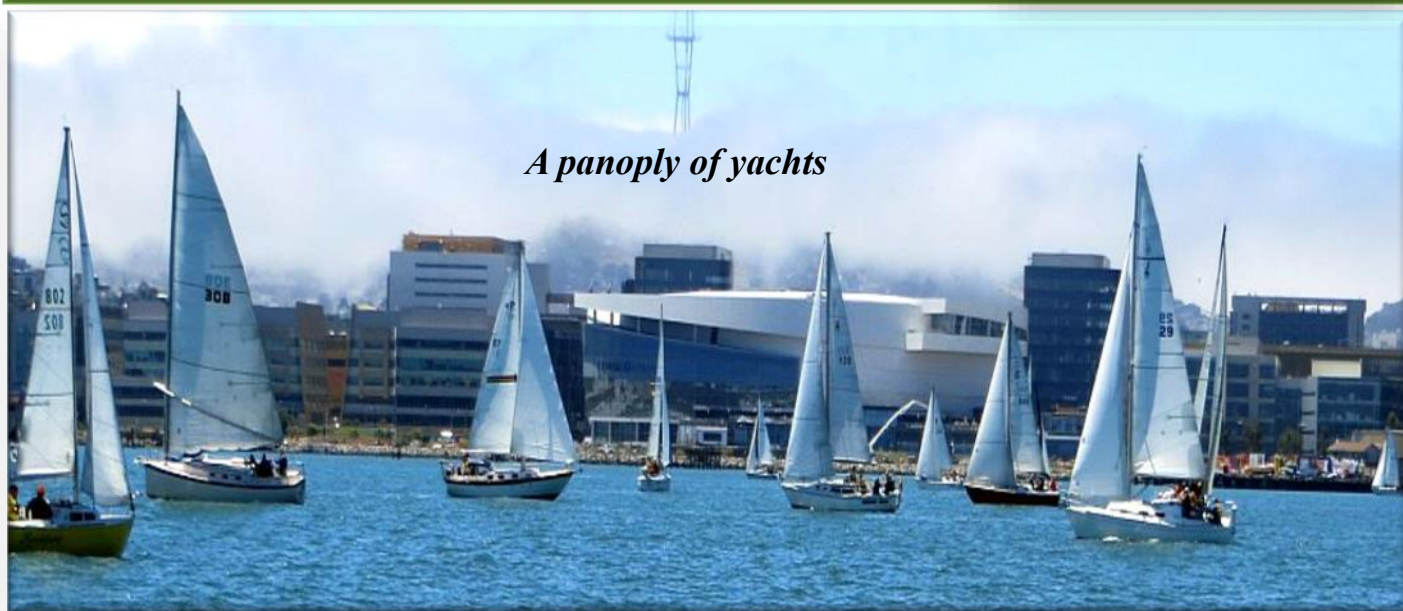
I had the privilege of sailing back from [Mackinaw](#) on an Islander 36 back in 1981. It was “*The Vanishing Animal*” yes, it is truly a small world. I retired a few years ago and decided I needed a hobby to keep active. I got the bug to buy a sailboat, remembered my experience on the “*Vanishing Animal*” and was delighted to find a freshwater Islander 36 that had been well cared for and well maintained and with some valuable upgrades, namely the [yanmar diesel](#) with less than 700 hours, sails that are not very old and in great shape and updated [ray marine electronics with GPS and autopilot](#).

This is my first full season of owning the “*Panache*” and I’m progressing well and safely along the learning curve. Thank you once again for welcoming me aboard.

I know I will find a lot of helpful advice here and I look forward to becoming knowledgeable and experienced enough in the future to become resource as well.

Sincerely,

John Caruba



Canadian Winter Sailing *(by Bert Vermeer)*

Here's a photo for you; a [Canadian sailor](#) preparing to [sail north to Desolation Sound](#) this summer, prepared for the warm waters and pristine icefields!

Bert

Ps; there is actually a place in [Toba Inlet](#), just north of Desolation Sound, called Snow Bay (a local name, not listed on any chart). There is a small creek that runs downhill through a dense forest cover. Climbing up the creek bed an intrepid sailor will find an ice cave, large enough to walk into and chip some ice for the afternoon cocktails.

There is no anchorage, 300 ft deep only yards from shore. We've hiked up the creek bed with a five gallon pail and axe to fill up the icebox. This cave is on the north side of a steep mountain, never sees the sun. Enough snow falls during the winter that it seldom disappears during the early summer months. Cool!



Dave steering straight for the 'T & A' mark



Sailstice



Spring Cruising on “Green Flash” *(by Mike Patterson)*

We enjoyed participating in several of the I36 sponsored cruise-outs earlier this year.

April 27 – 28 we sailed to [Clipper Cove on Treasure Island](#) and went to the [Treasure Fest Flea Market](#). We entered Clipper Cove at low tide, and had to hug the extreme north end of the harbor to get in. The harbormaster was friendly and we had a slip



front and center at the main dock. Guest fees were only \$1/foot per night, so we stayed two nights. The flea market was a short walk away and we enjoyed exploring the many vintage, arts and food booths.

This was also the first time on our boat for our new kittens, [Luke and Leah](#), who we adopted back in December last year. They quickly adjusted to the boat environment, their new life jackets, and the sounds of motoring, tacking, and sailing in 25 knots through the slot.

April 29 – May 2 we sailed over to Sausalito to have a [raw water pump](#) replaced, on our Beta Marine Diesel, at H&M Marine. They allowed us to berth in their guest slip adjacent to [Clipper Yacht Harbor](#) for three nights. What a wonderful location, with luxury facilities.

We were going to join the race to and from Vallejo on **May 4 – 5**, but we decided to stay in the heart of the Bay and watch the [SailGP competition](#).

May 10 – 12 we caught up with friends aboard “*Catcher*”, (a Tar-

tan 35), at [Ayola Cove on Angel Island](#). We arrived at midday on Friday and had our choice of mooring balls, as only one boat was there.

We enjoyed a couple more nights, in our home port at [South Beach Harbor](#), before driving with the cats back to [Portland, Oregon](#). It was a “Purrfect” vacation but after almost three weeks in a relatively small space, everyone was happy to be home again.

In **June** we flew down to the Bay Area again. **June 21** we joined “*Vanishing Animal*” at [Sierra Point Yacht Club in Brisbane](#). The next morning, Roger Anderson (Race Chair) and Rick Van Mell (Web Master) joined us as we shadowed the “[Round Treasure Island](#)” race starting at the channel marker outside Brisbane Marina. We “held our own” for the first half of the event, until we hit the [doldrums](#) against an [ebbing tide](#) on the weather side of TI. Our fate was sealed when a freighter turned in front of us to enter the [Oakland Estuary](#). We returned to SPYC and enjoyed a great dinner at the race awards banquet.

On **June 23** we sailed back to Angel Island and enjoyed another epic day with friends before flying home again.

Mike & Liz
Luke & Leah
“*Green Flash*”



The “Cali” News

(Continued from page 7)

were on a reach instead of heading to weather, and we enjoyed lunch and cookies, all the while keeping an eye on Island Girl.

Island Girl had shaken out her reefs and was keeping pace with us. This was the horse we’d come for! As we entered the Golden Gate approach, with the Marin headlands on our port side, the winds dropped to 5-7 mph and we found ourselves in a pissing match with a container ship. To be honest, we’d seen it coming and went back to racing “*Island Girl*”. Now with little wind and a container ship directly on our stern, a [hard](#) left was the only safe choice and our race was over.

The day was great fun, the boats were evenly matched and the course was challenging. We on “*Cali*” could not have asked for more.... but the WIN. We look forward to next time Island Girl.

Maritime Safety

[Maritime Safety Information Distribution Local Notices to Mariners](#)

[Light List Volumes](#)

[Navigation Rules - Amalgamated](#)

[Maritime Telecommunications](#)

[PAWSA](#)

[International Ice Patrol \(IIP\)](#)

[Public Notices for Bridges](#)

[Nav Pubs and Documents](#)

[Vessel Traffic Services](#)

[USCG Homeport Website](#)

[Coast Guard Safety Alerts \(uscg.mil\)](#)



FEATURED ISLANDER

“Sorceress”—Tasmania *(by George)*

We are far and wide, [Tasmania Australia](#) in fact, we bought our Islander “*Sorceress*” locally 12 months ago. Still as novice sailors we have much to learn and love reading the newsletters and articles within the [I36News](#) newsletter.

My daughter and wife are off to Kingston Ontario mid July for the [world laser radial youths](#) 2 weeks thereabouts.

We would also welcome contact for any members that are visiting Tasmania Australia

We are always keen for a chat and to learn more about “*Sorceress*”, she’s a lovely example of the class and we intend to contribute with photos and an article or 2 in the near future.

We love our Islander 36 “*Sorceress*”, so far she has given Myself and my wife Rowena much pleasure when we get to sail her out on a day sail or overnight.

We are the first to admit that she is sitting in the pen at the [RYCT sailing club in Hobart Tasmania](#) like a caged tiger! All too often due to many other competing commitments including us both working and two teenage kids...In fact as I type this Rowena and Adele are in Canada, Kingston for the Laser Radial World championships which Adele is about to compete in.

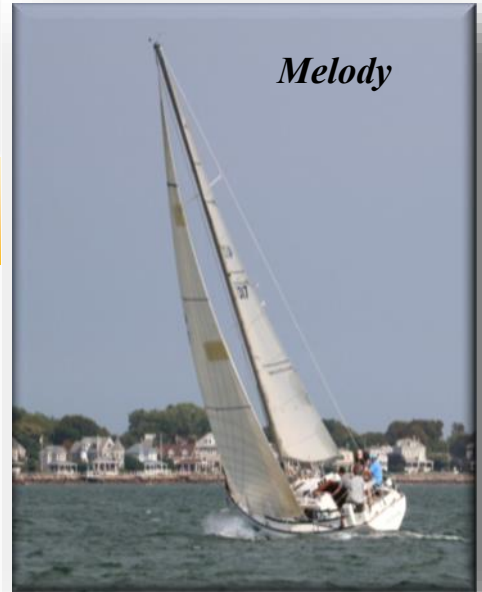
Getting back to our I36...she was recently slipped by myself for the first time since we bought her some 18 months ago from a Broker in nearby Kettering, I was very surprised how clean she came out and all the lovely comments from old salts walking thru our slip yard, I think some of them admired her with great background sailing knowledge saying how lovely she was and what great lines she had. I spent 2 days polishing the hull before dropping her back into the pen.

We have had a couple of 2 day overnight cruises in her so far and feel very comfortable in her offerings, we are going slowly slowly taking each trip as another step forward in our learning of how to sail a lovely cruiser such as “*Sorceress*”. The plan is to sail her up the East Coast of Australia in 2022 and explore all that our great country waterways have to offer.

We love reading about your exploits in the US and Canada and love to be apart of your tight knit I36 sailing community, for now its great just being a distant social member as I can see us sailing her across the Pacific in the near future!!

I extend this welcome to any members that own an I36 that may, one day visit Australia and then south where we are...Tasmania, to make contact with us. We would love to meet other I36 owners and share stories and our love for the class, We live 20 Mins out of Hobart, our capital city where “*Sorceress*” is moored.

Cheers for now



Basic Boating Safety Tips

- Be Weather Wise
- Follow a Pre-Departure Checklist
- Use Common Sense
- Designate an Assistant Skipper
- Develop a Float Plan
- Make proper use of lifejackets
- Avoid Alcohol
- Learn to Swim



NATIONAL WEATHER SERVICE

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Vanishing Varnish...

Spring 2018

Used heat gun to wood; used belt sander and George's Makita 1/4 sheet sander, plus hand sanding with 60, 100, and 120. Took 4 hrs to wood on 3/28, plus 3 hrs to sand and tape; 1 hr to varnish 1st coat. Stbd side winch block sanded to wood.

Toerail - Port	Yes	3/29/18	4/1/18	4/9/18	4/14/18	4/20/18	5
Toerail - Stbd	Yes	3/29/18	4/1/18	4/9/18	4/14/18	4/20/18	5
Cabin edge trim - Port	No	3/26/18	4/1/18	4/9/18	4/14/18		16
Cabin edge trim - Stbd	No	3/27/18	4/1/18	4/9/18	4/14/18		16
Cabin fwd. Monkeyrail - Port	No	3/27/18	4/9/18	4/14/18			10
Cabin fwd. Monkeyrail - Stbd	No	3/27/18	4/9/18	4/14/18			14
Cabin aft Monkeyrail - Port	No	3/27/18	4/9/18				13
Cabin aft Monkeyrail - Stbd	No	3/27/18	4/9/18				13
Mainsheet winch block	No	4/20/18	4/23/18				21
Cabin hatch rail - Port	No	3/27/18	4/9/18				14
Cabin hatch rail - Stbd	No	3/27/18	4/9/18				14
Hatchslide	No	3/27/18					22
Main hatch handhold	No						3
Main hatch inside trim - Port	No						3
Main hatch inside trim - Stbd	No						3
Main hatch outside trim - all	No	3/26/18	4/1/18				38
Engine Controls trim - all	No	3/26/18	4/1/18				37

In May, all 13 winches cleaned & greased. Took 3-4 hrs each on 3-speed; 1.5 hr each on 2-speed; 30-40 min each on 1-speed. Worked 4 different days on project.

But, get into the groove and it becomes a rewarding project that you will be satisfied with. And, you'll leave the boat

Islander Owners...

(Continued from page 6)

our small sails, but we were still a bit behind the majority of the fleet. Coming up to mark AS is an adventure as you have to stay far enough off the Navy ROLO ships at the end of the pier and still make it around without tacking. The wind hole found us a little bit. We went around AS and headed by the T mark and a bevy of folks cheering us on from the boat serving as the mark. It was a reach to W then a deeper reach to downwind to NAS2 on the other side of the bay. We rigged a second line to the rail to open the throat of the jib which helped a lot! All in all pretty good considering we had a small jib and elected not to go spinnaker (haven't yet for the season so why start now :). The jobs were passed around with Greg taking the main a lot and Doug, Dave, and Greg switching off the human reaching strut duties. We were shadowed through the changing winds and light air by of all things a dingy with 4 or 5 people on it and an Olson 25. Once we got around the mark there was enough wind for us to go fairly well and we were out pointing most of the boats around us. The wind went light in a couple of places (all right I SHOULD have switched to the 135). But we were still having fun. We ran across "Kapai" who had ran into light air to the north and took a tack to the south in to an area that unfortunately for them went dead. They went right by us. We managed to play the shifts thanks to the amazing crew work by Dave, Doug, and Greg. Doug was acting as photographer and the wonderful shots you see are his. We finally got close to the windward mark and saw "Windwalker" going the other way. Our

avoidance of the wind hole was much better and we had a great line on the AS mark. A big Beneteau First 42 Savoir Faire was coming in on Port at the mark and we called starboard. They tacked in front us about a boat length and a half from the mark forcing us to have to head up to avoid them. I informed them that it was a rather rude maneuver and would be protested in a real race. They ignored us completely. I made a note to keep an eye out for them in the future as they obviously do not understand the rules. Well we cleared AS and then by T mark on our way back to NAS2. The lovely people on T mark lived up to their reputation as they obviously had more to drink and were using the opportunity to express their freedom. With another nice downwind with variable wind causing us to jibe back and forth and more human poke work. Once around NAS2 started back up towards the finish in variable winds. I kept expecting "Kapai" to come roaring by is but we never did see them. We made our final run past AS and the T mark finish with their adventurous displays still going strong. From there it was a nice trip home with the winds picking up (where were they the rest of the day?). Beers were opened and remaining snacks distributed. The wind hole south of Hunters point was there and once we were through it we saw those 30 knots of wind until we got home. Greg was having a blast at the helm in the heavy winds. All in all a great day of racing where having fun was the rule of the day thanks to the amazing crew work of Dave, Doug, and Greg who were amazing the entire day.

Remember the Coyote Point Rally on September 14th. We would love to see you there.



I-36 Clothing

Several versions and sizes of the Islander logo are available to be embroidered on shirts, hats, etc. A wide variety of colors and styles is available. [Click here](#) to see the basic design.

Islander 36 Association

E-mail: Phill@AnalogGoesDigital.com
<http://Islander36.org>
San Francisco, Calif.

Islander 36 Association


Islander 36 Association Member Information Update Form

We're on the web
Islander36.org

CORPORATE MEMBERS GET FREE ADVERTISING
Submit your camera ready art (jpeg, png, gif, pub) for the next issue to: Phill@AnalogGoesDigital.com

MEMBERSHIP

For membership information please contact our Membership Chair Jocelyn Swanson [click here](#)



I36 Shoppe

Being a proud Islander owner means flying the Islander flag and wearing the clothes. Stop by our I36 Shoppe and buy some goodies [click here](#).

Islander 36 Association Mission Statement

“To promote ownership and use of Islander 36's via a one design racing fleet, cruising group and to provide valuable resources for the Islander 36 owner.”

