

3/16 Islander 36 NEWS

Fall 2021 Volume 8, Issue #3

Hi Everyone... *from your commodore*

It's been an honor to serve as the Commodore of the Islander 36 Association the past 2 years, but it is time I step down from the position. During 2020 we were able to hold two rallies/races in the SF Bay, hold both our Spring and Fall meetings by Zoom which gave members who live outside the San Francisco Bay an opportunity to participate and keep our Association active. Due to COVID we weren't able to cruise out to yacht clubs. This year we had another rally/race and again held the Spring Meeting by Zoom. The Islander 36 Nationals were held with 8 boats participating for a total of 30+ people coming in for lunch at Golden Gate YC. We are planning to hold the Fall Dinner Meeting at Coyote Point YC giving our members an opportunity to get together in person.

This year the Board voted to join the Pacific Interclub Yachting Association giving all our members the opportunity to visit member yacht clubs in Northern California. There will be more information regarding PICYA for the membership in 2022.

Thank you for your support and best wishes to all the Association members.

Fair winds and following seas

Jocelyn Swanson

Commodore



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From the Editor... *(by Phillip Seaman)*

Hi Folks,
This is your friendly Newsletter Editor. This is my last newsletter, while it has been a lot of fun over the years, being out of state for part of the year and near Yosemite the rest of the year I have found it increasingly more difficult to find articles for each issue that is relative to SFB sailing. I hope you have enjoyed what I put together over the years. This final issue has an article that is close to my heart as it is about [Paul Wager](#), my nephew, who has been wheelchair bound for several years and still enjoys sailing and racing his sled.

I was always thrilled to get an email from a member thanking me now, but it's time for me thank all of you for supporting the I36A and especially your newsletter.

I am so looking forward to what David & Cora have to bring to the table. Changes in content, design and bringing their own touch to the I36News newsletter.

Phillip J. Seaman

Ex s/v Mouse Pad



Your Command Crew...

Office	2021	2022
Commodore...	Jocelyn Swanson	Rick Egan
Vice Commodore...	Rick Egan	TBD
Secretary...	David Book	TBD
Treasurer...	Mike Patterson	Mike Patterson
Measurer...	Kit Wiegman	Kit Wiegman
Race Chair...	Bill Hackel	TBD
Cruise Chair...	Liz Munnely	TBD
Membership Chair...	Steve Swanson	Steve Swanson
Newsletter Chair...	Phill Seaman	David Wadson and Cora Croves
Webmaster...	Rick Van Mell	Rick Van Mell
Staff Commodore...	Eric Mueller	Jocelyn Swanson

Your New Newsletter Editors...

David got back into sailing, and introduced Cora to the sport, in 2009 with the purchase of a 19-foot Lightning. While Thunder Bay has a very active Lightning fleet, upon trying out keelboat racing, they upgraded to a Mirage 27 and began cruising Lake Superior. In 2012, a friend and lifelong sailor, Bill Dunlop, whom we had been racing with invited David to be one of the crew delivering his "new" 1978 Islander 36, "Segler", from Milwaukee to Thunder Bay. While most of the delivery had minimal wind for sailing, the gusty sail past Mackinac Island showed off the sailing capabilities of the i36. The boat was renamed "Jubilee", after the road Bill grew up on in Halifax, where he started sailing. Sadly, in early 2021, Bill unexpectedly passed away and we had the opportunity to take ownership of Jubilee. While saddened by the loss of a dear friend and shipmate, the best way to honor the memory of diehard, passionate sailor was to sail the heck out of the boat! So Summer 2021 was spent exploring the north shore of Lake Superior with our 2 year old beagle, Harry (who

LOVES the "stairs" of the i36!). At 43 years old, Jubilee is starting to show her age so we've got plenty of maintenance projects and upgrades to keep us busy. Instagram users

can see follow our upgrading and sailing adventures at [ii36jubilee](https://www.instagram.com/ii36jubilee).



Red Bra Regatta *(by Jocelyn Swanson)*

The Red Bra Regatta, hosted by South Beach YC in San Francisco, is beginning to become one of the largest all women's race on the west coast. The regatta has grown from a very modest beginning of 3 boats to 21 boats this year with well over 120 women on the water. I've raced in 8 of the 9 regattas held (one year we were travelling to Europe) and have managed to place in the non-spinnaker division several times. The goal of the Red Bra Regatta is to give women sailors who don't normally race an opportunity to learn racing tactics. It's been very successful in this. We had two spinnaker divisions this year and 9 boats in the non-spinnaker division with a PHRF rating range of 138 to 246 making it a bit of a challenge as I had to give 6 of the 9 boats time! I ended up placing 5th. We had several women from the New York YC come out to join the regatta. And the RBR raises

money for Girls United, an organization that helps girls and young women attain education and work.

The RC is comprised of husbands and boyfriends who have RC experience and drinks at the bar at SBYC are served by men. It's all about the women racing!



Annual Trophy Awards 2021

We are very pleased to announce the winners of this year Trophy Awards. Unfortunately due to COVID the race season was almost non-existent but you did manage a couple of races as did the cruisers out there.

The trophies to be awarded are:

- Nationals Trophy: **"Windwalker" Rich & Tom Shoenhair**
- Commodore's Plaque: **"Zingara" Jocelyn Swanson Zingara**
- Schneider Trophy: **"Bella Luna" Bob DaPrato**

Not awarded this year:

- Ormand Cup
- Buster Hammond Trophy
- Perpetual Crew Award
- Winton Cruising Award
- HigdonRacing/Cruising Award



Trans Pac...

Vitesse finished in seven days and three hours!
 Second Overall in OOR.
 Second in Division Three.
 Eighth in Line Honors.



Trans Pac...

Lucky Duck is docked in Marina Village. Lots of I36's on B dock at Gate 8 along with Lucky Duck. The New Lucky Duck has been doing a lot of practice. The old one wasn't to shabby but the new one is much quicker. Best wishes to Austin and the crew of Lucky Duck.

BTW here is a picture of Tom and his daughter. Their boat is in the background. When she was about 9 or 10 she when up the mast of Luna Sea to fix something during an I36 event at Encinal YC.

--Dan

Paul Wager & Savvy Navy...

This is very much a personal homage to my nephew [Paul Wager](#) in New Zealand. I admire Paul for his reluctance to give up on anything, puts me to shame.

There is an English Podcast called Savvy Navy for sailors all over the world and of all types and sizes. Paul has had a spinal medical condition since birth and my sister, his mother, was told he would never make it past about 6... he just celebrated his 50th birthday. For the last few years paul has been chairbound but that has not stopped him from pursuing his passion for sailing.

Please read Paul's [Black Hornet](#) Facebook page. Paul and his brother (Laurie) have sailed Black Hornet competitively, Paul even entered a long distance single handed race a year or so ago, how many of us would attempt such a race? Go for it Paul!

Paul did a [PodCast](#) with Savvy Navy that I hope you will listen to as you will see that Paul is a leader in bringing sailing to everyone no matter you inconvenience!

Thanks

Phill Seaman



“Wanted Dead or Alive” *(alive preferably)*

Hi everyone,

I hope this e-mail finds you enjoying fall sailing and good weather. For those who live in the SF Bay area, an email was sent to you regarding the Fall Dinner meeting--please respond so we can plan for the event. The Association's Fall Meeting is important for the Association as your 2022 Board of Directors will be elected. This year we have several positions open which will give Association members who live outside the SF Bay area an opportunity to participate in the Association's Board of Directors.

Open Board positions are:

Secretary This is a position which can be filled outside the SF Bay area as we can meet by Zoom. The Secretary takes the minutes of the Board, Spring and Fall meetings and sends out the minutes to the Board. The minutes for the Spring and Fall meetings are distributed to the Association members.

Cruise Chair This position develops, with Board input, the SF Bay area cruise out calendar, then arranges with the appropriate contacts to schedule the cruise outs. Cruise outs can be to yacht clubs, Angel Island, the Delta, etc. We try to schedule 4-6 cruise outs depending upon availability and interest.

Race Chair This position oversees the racing schedule for the SF Bay racers. We are looking at joining the Inter-club Series as a one design group for the 2022 racing season which will make it easier on the Race Chair to coordinate the racing.

If you are interested in becoming a part of the Islander 36 Association's Board of Directors, please send me an e-mail. The Board meets 3-4 times a year so it's not a huge demand on your time. Your volunteering keeps the Association active and vibrant.

We have 3 Islanders, one from the mid-west, planning to race in the 2022 Pacific Cup and we have a membership of 128 active members worldwide with 25 U.S. states represented, Australia, England and Canada. We also have a boat that sails the Croatian coast.

Please consider joining the Board of Directors.

Fair Winds and Following Seas!

Jocelyn Swanson, Commodore

Zingara



Kind Words...

Our Newsletter Editor, Phill Seaman, is retiring from his position at the end of the year. His creative newsletter has been a joy to read bringing together the members of our Association. Phill's contribution to the Association has been critical in keeping our members informed and connected. It's not an easy job trying to persuade members (and the Board) to submit articles and Phill has done a great job in doing this.

We are fortunate that Phill will be able to pass along the newsletter to David Wadson and Cora Croves who live in Thunder Bay, Ontario, Canada. David and Cora are new members to the Islander 36 Association and volunteered to take on the position of Newsletter Editors. Thank you!

We wish Phill the very best in his new adventures and we look forward to hearing about them in the Association's Newsletter.

Jocelyn Swanson

Commodore



COVID made me do it...

I HAD TOO MUCH TIME DURING COVID TO REMEMBER TO SUBMIT MY ARTICLE OR ADVERTISEMENT...

*I reject your reality and substitute mine!
(c/o MythBusters)*

New Members

<i>Skipper</i>	<i>S. O.</i>	<i>Boat Name</i>	<i>State / Country</i>
Turner, James		<i>Scenario</i>	
Pearce, Norman		<i>Shooter</i>	
Raffa, Joe	Monica	<i>Sassy Girl</i>	
Milnes, Jeffrey	Yvonne	<i>Mambo</i>	
Fearon, Christopher		<i>Sorceress</i>	Australia
Rockliff, David	Merril	<i>Mystery Girl</i>	
Nierode, Mark		<i>Ukiah</i>	
Kraus, Robert H		<i>Gypsy</i>	Portland, OR
Callahan, Matthew C		<i>Evil Lynn</i>	Freemont, Ca.
John	Lynn	<i>Louis Wymer</i>	Galverston, Tx.
Wymer, Louis			

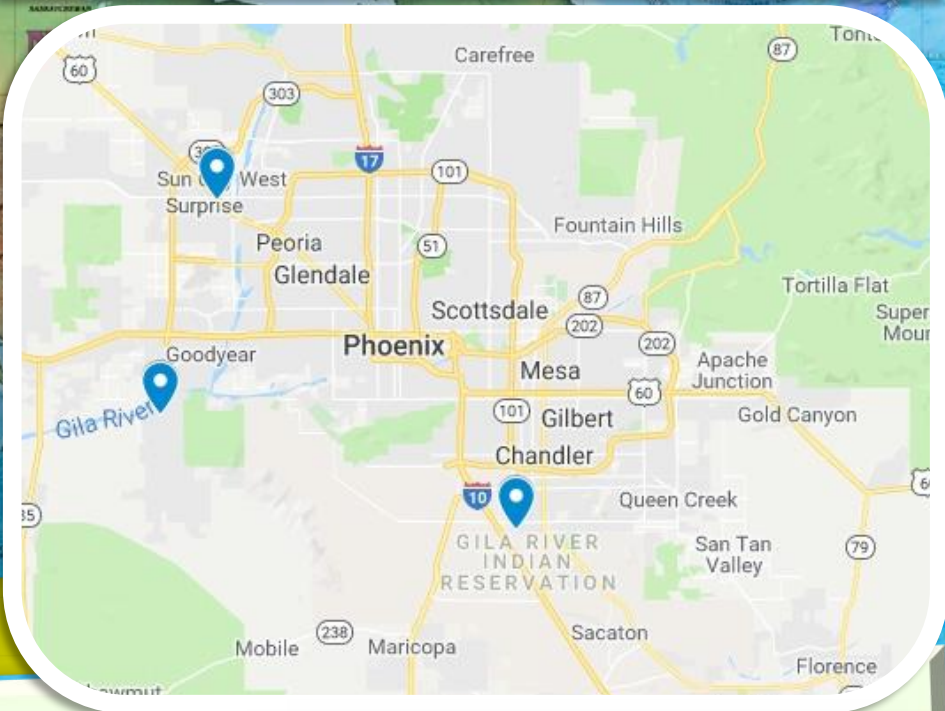
Members get FREE advertising

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



Mapping Members (from Mike Patterson)

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



From Big to Small boat... (from Gary Salvor)

My transition from Big boat to very small

We bought our '77 Islander in 1993 and joined the association the same year. Ophira became a big part of our lives as we met so many people in the sailing community and made so many great friends. Unfortunately we had to sell her a couple of years ago due to my continuing health problems. I can tell you that it was not a happy day for us. We miss the times we spent sailing and just hanging out with friends. So, how do I get my sailing fix now, living in Sacramento, 85 miles away from the Bay?

We went to the big island of Hawaii just after we sold the boat. While there, we visited a good friend who now lives in Hilo. Our friend is the one who taught me to sail back in the late '70's. He took me into his shop and showed me his new hobby. It was Radio controlled model sailing. What a surprise. Needless to say, I was very interested.

When we returned home I did an internet search and found out that Sacramento has 2 model yacht clubs. I contacted the secretary of the Elk Grove Model Yacht Club and he invited me out for a trial sail and to meet some of the members. I got to sail an entry level boat and was hooked.

The boat is called a Seawind and is made by Kyosho, a Japanese RC model producer. It is 1 meter in length and looks like the old



(Continued on page 9)

OCEAN MAP OF THE WORLD

SHADED RELIEF, BATHYMETRIC and CURRENTS CHART OF THE OCEANS



USCG 11th District News



[Coast Guard, Air National Guard conduct long-range joint rescue mission](#)
[Coast Guard receives application for bridge replacement near Butte City, seeks public comment](#)
[IMAGERY AVAILABLE: Coast Guard aircrew member receives award for Hurricane Florence rescues](#)
[MEDIA ADVISORY: Coast Guard aircrew member to receive award for Hurricane Florence rescue](#)
[Coast Guard rescues firefighter in Mendocino National Forest](#)
[IMAGERY AVAILABLE: Coast Guard Civil Engineering Unit Oakland holds change-of-command and retirement ceremony](#)
[IMAGERY AVAILABLE: Coast Guard aircrew receives awards for Middle Fire rescue](#)
[IMAGERY AVAILABLE: Coast Guard seizes](#)

New Owners...

Hello Islander 36 Members,

We bought an Islander 36 three weeks ago and are very excited to be sailing and socializing with you! My wife Monica and I have a 15-month old daughter, Sophia, and we hope to meet you soon.

I'm making a list of repairs and improvements, one of the most important of which is repairing the keel bolts, and several people have referred me to Mike Stone in Southern California who specializes in this work.

Does anyone in this group have experience working with Mike? I am checking references and would greatly appreciate any feedback you can provide about him, either privately or on this forum. My contact info is below.

Thank you!

Joe Raffa

joe@raffa.net

Big to Small cont...

(Continued from page 8)

Americans Cup 12 meter. It weighs about 8 pounds and is very easy to sail. I purchased one from one of the guys I had just met.

I joined both clubs in my area and started practicing with the group. I discovered that I didn't know as much about sail trim as I thought I did. It is critical. Once you launch the boat you have no foredeck or mainsail trimmer. Everything is set as you think the conditions warrant. If you want to adjust any tension like shroud, forestay, backstay, vang, etc, you have to do the adjustment between races.

Since I liked r/c sailing so much I purchased another boat called a Santa Barbara. It is 70 inches overall and weighs 22.5 pounds and has an adjustable backstay as well as sail and rudder control. Our clubs hold regattas every other weekend. It is one design racing and we use appendix E of the Racing Rules of Sailing so it is just like big boat racing.

If you are interested, do an internet search for model yacht clubs in your area and check it out. Call me if you have any questions.

Gary Salvo



Keel Bolts *(from Mark Wyatt)*

As a new owner I'm sure you're concerned about every ugly thing you see on your ancient boat but keel to hull join should be low on the list unless you're having saltwater intrusion or serious flexing of the hull from tack to tack. For example, this looks ugly but is fixable inexpensively:



I've never met Mike but live in So. Cal. and have seen his work. I believe he's the guy who drills new keel bolts alongside the failed ones (assuming you have a lead keel) and it's expensive, though cheap compared to dropping the keel and replacing the existing bolts.

If you haven't already done so have your local yard inspect the situation; it could be sisting new bolts in isn't necessary. 18 years ago (1973 production date) my keel nuts were in sorry shape due to decades of standing water in the bilge; you could hit the (bronze?) nuts with a chisel and pieces would fall off like peeling an onion! The repair involved a weeklong haulout where they removed the corroded nuts with a nutcracker, cleaned up the threads with a threadcutter, cleaned up the iron keel shoe around the bolts, then tightened on new nuts and washers using a lot of PB Blaster with a wrench with almost all the weight of the boat resting on the keel. They miked any bolt elongation the following day, looking for bolts that had thinned due to corrosion caused by saltwater intrusion at the keel to hull joint and could fail. A few bolts required a turn or two more but after five days they couldn't torque them up any more and declared the keel bolt/nut connection sound as they hadn't detected any bolts that simply couldn't be tightened and were slipping because of a failing bolt. A cheap (\$1,000) solution that has held for over 20 years now.

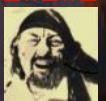
Mark Wyatt

S/V AXOLOTL

Here are some before and after pics of my bolts on a 1978 Islander 36. I had Berkeley Marine Center add one new bolt at the front of the keel (probably unnecessary) by cutting a notch in the keel from the outside. That was a backup to avoid the front keel to hull "smile" developing. After I cleaned them all up and cut off the rotted tops, I used Sabesto prep and their ridiculously solid frame paint. It stayed sealed and I overcoated with rustoleum in a light color to have the cleanest bilge in Christendom (Alameda, actually). Your bolts are probably better than they look.

Good luck.

John



Power Plant...

There is a YouTube channel, Sailing Uma, that has put in two electric motors in a 35 foot Person. They live on the boat full time and have sailed halfway around the world. The first was a DIY job that cost them just a few hundred dollars. They swapped it out after about five years and they ran it on car batteries. It still worked. The motor was probably 30 years old when they got it on eBay from an old forklift. They now have a commercial one that has regeneration and Lithium batteries. They have documented everything. It's worth checking out.

Best wishes. Stay safe.

—Dan

Luna Sea, #420

Just "A Bit" (from Eric Mueller)

I am moving to the northwest and am looking for other Islander owners who want to get together. The hope is to form a Northwest contingent of the Islander 36 association. It will be a little while until my boat will join me from the Bay Area but that will not slow us down. So if you are in the Pacific Northwest drop me a line so we can get this party started.

Eric Mueller

316 SV Serenity



San Diego

**ULLMAN
SAILS™**

Ullman Sails San Diego is located on Harbor Island Drive as part of Harbor Island West Marina and travels to all marinas from Chula Vista to Oceanside. Ullman Sails Pacific Northwest is located in the heart of Anacortes, which is the last stop on the way to the San Juan Islands, and visits all marinas from Seattle to Anacortes and some of the PNW islands. Both lofts are owned and operated by Chuck Skewes, a veteran sailmaker with nearly 40 years of experience.

Both full service sail lofts have other experienced sailmakers and we service all sail brands. Qualified Sailmakers repair, maintain, recut or clean your sails.

We also sell high quality new sails for racing and cruising for any boat type. Sails can be sewn with Gore Tenara thread for cruising in high U.V. areas.

Contact Chuck and his team in San Diego at 619-268-1404, sd@ullmansails.com or in Anacortes at 360-504-6640, pnw@ullmansails.com."



2021 Schneider Trophy

This silver plated champagne bucket was donated to the Islander 36 Association, Fleet One, San Francisco Bay, by John R. (Russ) Schneider, a past winner of several Islander 36 championships. This champagne bucket is awarded by the Commodore with the advice of the board of directors, in recognition to one or more individuals for their continued dedication and generous support of our Islander 36 Association. This champagne bucket is to be a perpetual trophy, to be awarded annually at the Islander 36 Association fall meeting.

The nominee for the 2021 Schneider Trophy is an 11 year member. Has been active in cruising and racing. Was Cruise Chair (at least) twice. Served as Vice-Commodore, and then Commodore.

(Continued on page 16)

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

Restaurant Review (by Jocelyn Swanson)

The trip is a blast (although when Steve took the boat back to CPYC he said he had never had such a wild ride across the slot)--it's been so windy this summer. There are really good restaurants in Petaluma--there is a Peruvian restaurant right at the turning basin that is soooooo good and you might be able to schedule a wine tasting at the winery at the turning basin too. The two Italian restuarants are also very good. The Petaluma YC is great--they were very welcoming to CPYC. You might want to think of having an American Graffiti contest as the film was made in Petaluma.

Chicago Racing (by Richard Van Mell)

I have just returned from my trip to Chicago to see my brothers and participate in Chicago Yacht Club's Old Guard Race -- the 25 most senior regular members are eligible for the race. This is the first year that I qualified to race (shucks, I don't think I'm that old. :-)) I had the great good fortune to have my brother Derrick and my brother Robert's daughter, Sabina, crew for me. They both sailed for Tufts where Sabina was team captain when they went to the Collegiate Nationals.

We had 5 boats in the race, which was held in CYC owned Sonars. Even though all 5 are still currently active racers, and one skipper/crew combination just finished 1st in section and 2nd overall in the 140 boat Chicago-Mackinac race, yours truly remembered enough to get a good start, tacked away into clean air and crossed the fleet to be first at the first mark. In the light 6 -7 knot winds it was slow going downwind in the twice around windward / leeward race. We held our lead to the 1st leeward mark, maintained about a 6 boat length lead at the 2nd windward mark, and held the lead to finish first. I had waited 36 years since leaving Chicago to race in this race, so it was pretty special stuff.



Never Boring Mooring (by Rick Egan)

My wife Kathy and I never tire of taking our I36 Kapai to Ayala Cove on Angel Island in SF Bay for an overnight. For those Islander 36 enthusiasts outside of the Bay Area, Angel Island is a State Park with a nice little cove equipped with a dock and a couple of dozen mooring buoys. Boats on the moorings are instructed to tie up fore and aft which serves to prevent boats from swinging and accommodates the maximum number of boats. Tying up is straight forward unless high wind and a fast current are sweeping through the cove. Things can then get pretty sporty for a short handed crew while providing endless entertainment for onlookers.

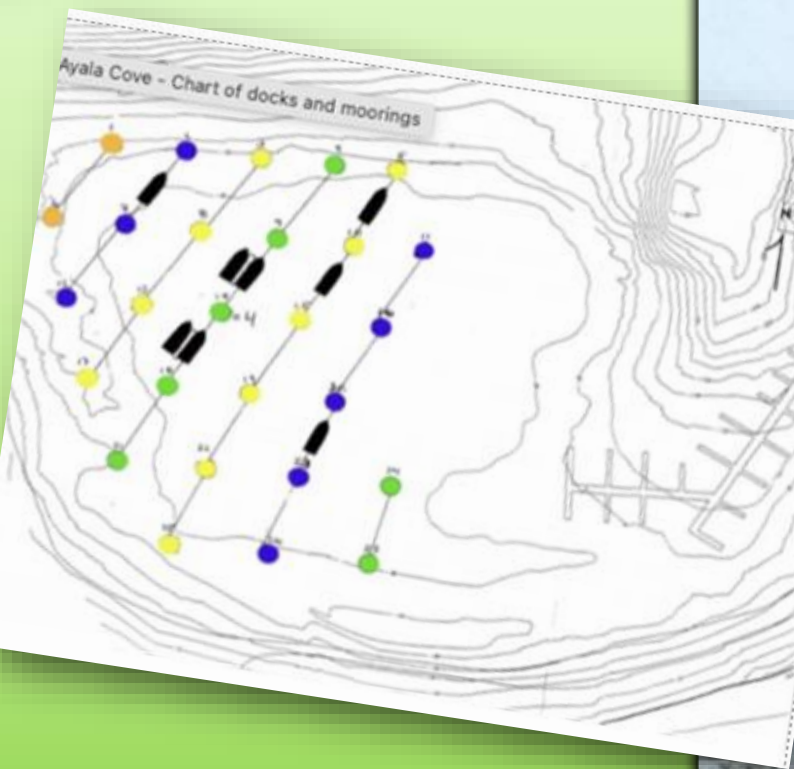
Methods to tie up vary greatly. Some boats grab the forward mooring ball with a boat hook and hang on desperately while they lean over and attempt to get a bow line through the ring. Once successful at the bow they then get to demonstrate the physics of prop walk as they attempt to motor back in a straight line to tie up to the aft mooring ball. Most sailboats are not optimized for going in reverse and with a bit of current running it can be quite a challenge to get close enough to snag the mooring with your boat hook. Go too fast and it is also quite possible to run over the aft mooring ball and get the mooring chain stuck between your keel and rudder. (some time over a drink ask me how I know this)

Others tie up to the aft ball first with the proviso that they have enough line to reach the forward ball and tie up the bow. Having some long lines aboard is paramount. (again ask me how I know this) From my observation few boats seem to get it done on the first attempt. Kapai may hold the Ayala Cove record of 5 attempts. Dan Knox and Myphi Alloy of I 36 Luna Sea fame can document this record.

Gadgets and Contraptions

In our youth we simply used the boat hook and lean over method to tie up. Gaining wisdom, grey hair and waist size we procured what turned out to be a standard product called the Happy Hooker. This device mounts to the end of a pole and allows one to easily pull a line through a mooring ring in a simple motion. All was happy with our gadget until the Hooker stopped performing tricks in late 2020 during a visit to the island and literally exploded into multiple pieces sinking to the bottom of cove.

Disappointed but not undaunted, a perusal of the Internet revealed myriad contraptions to make picking up mooring a little less interesting. Finally settled on the Easy Moor. Advertised as "saving knees, backs and marriages



(Continued on page 14)



Never Boring Mooring

(Continued from page 13)



since 1992" we mounted it on an old painters pole and set off for Angel. It worked great and we tied up the bow in one pass. The aft connection was a more challenging and we reversed wide of the mark on multiple occasions. Kathy suggested motoring up current at a 90 degree angle to the mooring and allow the current to cause us to drift back down toward the mooring ball and snag it. I naturally insisted we try it my way one more time before I relented and of course we nailed it on the first pass. ("you were right dear"). In the end the Easy Moor contraption worked great. We shut down the Perkins and poured ourselves a nice dry rose. Sitting back with libation in hand we enjoyed the rest of the afternoon on a rising flood watching all the other sailors attempt the Ayala mooring ball boogie. So what have you been doing with your Islander?

USCG Links...

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

[Light List Volumes](#)

[Navigation Rules - Amalgamated](#)

[Maritime Telecommunications](#)

[PAWSA](#)

[Public Notices for Bridges](#)

[Nav Pubs and Documents](#)

[Vessel Traffic Services](#)

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



Cruising to Petaluma (by Mike Patterson)

Dredging of the Petaluma River was completed in October 2020. The last time it was dredged was in 2003. No wonder not a lot of Islanders have made this trip recently. To get to the mouth of the Petaluma River, one crosses under the Richmond Bridge and sails 9nm NNW through San Pablo Bay until you see the narrow channel entrance marked by piles 1 and 2. We chose to spend the night before on a mooring ball at Ayala Cove on Angel Island so we could get an early start the next morning.



The channel curves inland 6nm through the shallow waters of the western shore of San Pablo Bay until you enter the Petaluma River itself. The surrounding farmlands and wineries dot both sides of the river as we sailed lazily along for the next 6nm, occasionally passing fishermen and paddle boarders along the way. The weather was beautiful.

We sailed another 9nm downwind on a broad reach until we reached Lakeville, never jibbing once. From there the river gets narrower, so we dropped the sails and motored our way the next 6nm as the river narrows. The farmland turns into cute cabins and homes with docks lining the river.

We had made arrangements to have the D street bridge opened for us at 2PM, but we needed to call ahead and delay until 4PM. The bridge tender was happy to do so, as he told us he was paid by the hour.

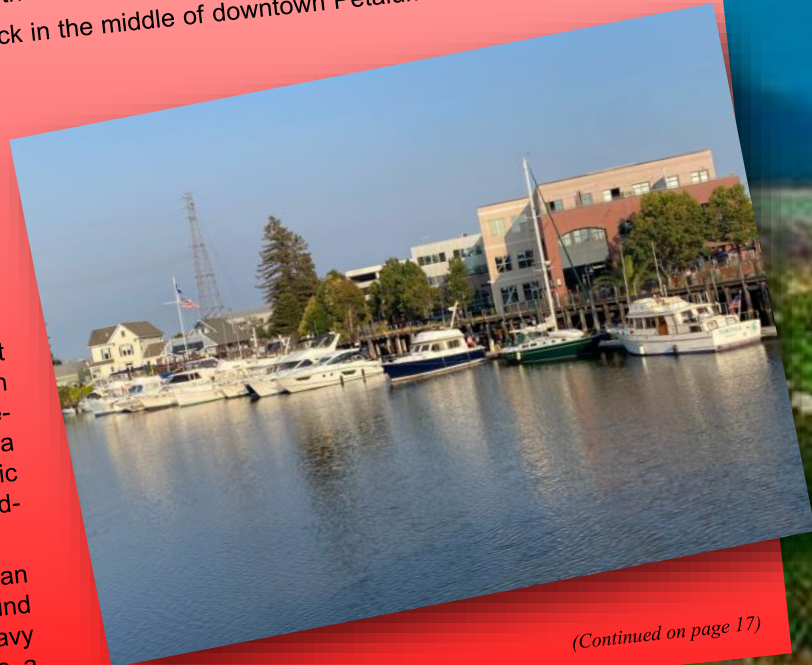
Upon arriving at the PYC dock, several other sailors were there to greet us and help squeeze in one of the last remaining spots. There was a large presence of motor yachts from the San Francisco Yacht Club, most tied Mediterranean style, occupying much of the dock.

Being docked smack in the middle of downtown Petaluma was fantastic. We enjoyed strolling blocks and blocks of outdoor restaurants and shops. It

seemed like there were musicians on every other street corner. We spent two nights enjoying all the sights, only smells and sounds.

Sunday morning came the time to head home. An early group of the SFYC contingent headed out at 9am, before the rising tide. We elected to leave with the second flotilla, more concerned about having adequate draft, which in retrospect was never really a concern. The first few hours were sunny and scenic as we sailed while we could, motoring when we needed.

As we left the mouth and entered the channel in San Pablo Bay, conditions began to change. We found ourselves motoring the narrow channel with the heavy winds right on our nose, eventually increasing to a



(Continued on page 17)



Cruise Schedule 2021

Sat, November 6	Fall Meeting & Winners dinner Coyote Point YC	Fall Meeting Details & Reservations.
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Race Schedule 2021

Date	Event Name	Races	Host	Notes
November 6	Fall Meeting & Winners Dinner	0	Coyote Point YC	Fall Meeting Details & Reservations.

2021 Schneider...

Participated in our COVID Rallies, sailed in the Great Vallejo Race, and raced in the Nationals Regatta this year.

And, he was the spearhead for getting us back into Golden Gate YC for the Nationals Regatta for our first in-person gathering since the Fall Meeting of 2019.

Please join us in congratulating the 2021 Schneider Trophy recipient, Bob DaPrato. *(Remove the blue tape from the trophy.)*

Now, it is just our misfortune that Bob and Maria happen to have had a long standing commitment to be in Hawaii this weekend, but we won't hold that against him.

Bob was Cruise Chair in 2016 and 2019, Vice Commodore in 2017, and Commodore in 2018. And, since he isn't here to defend himself, if no one else wants to step up, maybe we can nominate him to be Cruise Chair in 2021!





PACIFIC CUP 2022

We Want Your Pics

We want to see photos of your boat
[Click here to send us photos.](#)

Petaluma...

(Continued from page 15)

sustained 25 knots. With the still rising tide and increasing swells, it eventually was all we could do to maintain 1 knot speed over ground. Needless to say, the next six hours were a bit tense as we concentrated on balancing our attention between wind direction, SOG, wind speed, throttle control and engine temperature. We donned foulies and warmer clothes, and switched from beer to coffee. We finally reached the last two channel markers, let the sails out on a starboard reach, and headed out to the safe waters of San Pablo Bay. We tacked back and forth to return under the Richmond bridge.

At some point it became apparent that we would not reach our home port of South Beach Harbor until very late in the night. We elected to return to Ayala Cove and grab a pair of mooring balls for the evening. Fortunately we have practiced the routine a few days earlier, which made it a bit less stressful in the black of night. Once moored, at approximately 11pm, and our gear properly stowed, we were finally able to relax, have a beer and a glass of wine and warm up some supper. It was a very, very long day.



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

Islander 36 Association

Newsletter Editor

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

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 Steve 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.”

