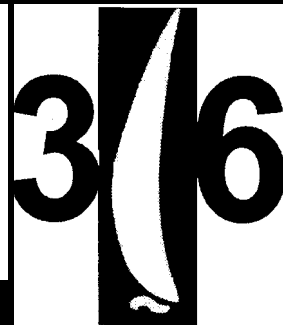


Islander 36 Newsletter



February 1998

Issue 1

HULL NUMBER ONE

by Mike Sharp

**S p r i n g -
Meeting
March 14
at
San
Francisco
Yacht
Club
11:30am**

I volunteered my Islander thirty-six "Sammy Jo", to set the marks for the 1997 "Newport to Ensenada race". After setting the marks, I spent some time just putting around looking at the other boats. As another I-36 passed by me (port to port) I noticed she had a full wood toe rail. I had never seen one all wood so I asked the skipper what year she was. He said "1971. This is hull number one". By that time we had passed one another and all I could see was the transom that said the boat was from Naples. The Newport to Ensenada race is the second largest international race in the world, so with five hundred and seventy five boats in the race, once he disappeared I never found him again.

When the people from NOSA ((Newport Ocean Racing Association) sponsors of the race) returned from Ensenada, I went to a friend in NOSA, and asked for a list of Islander thirty-six's that had raced. On that list I found the name of Hugh Lamson, from Naples and a member of the Long Beach yacht club. I knew this had to be my man. I called Hugh and told him about the Islander 36 Association of San Francisco Bay. I told him I would like to share my find with the other members of the association. He was willing to talk to me and we set up a meeting. Boy this was fun. I got to be a detective and now I'm going to be a

writer!

Hugh used to race an L-40 and did very well with it. When they came out with the Islander 36, Hugh was impressed that the Islander thirty six was designed by Alan Gurney, the same man who designed the world famous "Windward Passage". This and Hugh's love for ocean racing caused Hugh to choose the Islander thirty-six. Because of Hugh's reputation with the L-40, Hugh was offered a great deal on the Islander.

Hugh tells me the boat performed very well in the ocean racing classes, proudly collecting a lot of silver. After three years of racing rule changes for boat and sail design, he went to the Pacific handicap rating system and continued the silver collecting.

In 1985 Hugh decided to take on the big Cabo San Lucas race. He rigged the mast with internal halyards and replaced much of the standing and running rigging. He took 1st in class B and 3rd overall! With his brand new spinnaker and close reaching in 45 MPH winds the boat was knocked down fifteen times and at times had a true sat nav speed reading of 16+ MPH. Hugh described the sensation of going that kind of speed as trying to ride down Niagra falls, with

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Commodore's Corner

By Rick Van Mell

Welcome to the 1998 Season. Even when we can keep our boats in the water all year long, there is something about the turn of another year to get you thinking about the coming season. Perhaps this is the year you will move up into first place in the fleet. Perhaps you will try racing for the first time. Or, will this be the year you extend your cruising range to Monterey or Tamales Bay – or take your first week long cruise. What about those new sails you've promised yourself? Maybe it's the electronics, dodger or even paint job that's new. Learning a new skill like piloting, celestial, or a brush up on Coast Guard regs might sound interesting too. On the other hand, this could be your year to do a swap charter with another member a thousand miles away. It is one of the wonders of our sport that we can begin as juniors in a little pram and spend a lifetime with friends, family, children and grandchildren learning and enjoying the treasures of a life on the water.

The first step is to immediately mark your calendars for Saturday, March 14th for the Spring Meeting at the San Francisco Yacht Club in Belvedere. Your Association was founded there and it's a great place to start another year. Sail over, drive over or fly in for the luncheon which begins with Attitude Adjustment at 1130

hours, lunch at 1200, and our meeting at about 1:30. That's the time to review the racing and cruising schedule, welcome each other from winter's hibernation, and enjoy our guest speaker. A few hearty souls stay on for Saturday night too - a good chance for anyone from out of town to pick up a sail on the Bay. Call Tim Koester at 510-521-4452 and tell him that you're coming and how many of your crew will be there.

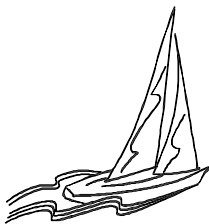
I won't steal the thunder from Frank's article on this season's racing, or Tim's on the cruising schedule which was made from your responses to the cruising survey. But you will enjoy reading them both. Something new is a joint cruise/fun-race weekend April 18th - 19th where you can cruise in to Angel Island on Saturday, spend the night and then join an informal race on Sunday morning. Racers who don't think it's fun to be out overnight, or swap stories, eat and drink while tied up, can come over Sunday morning to join the fun.

But it's your year, so make the most of it. I look forward to seeing as many of you as possible on the water, or through internet correspondence.

Clear Sailing,
Rick Van Mell, Commodore

Southern California Members Take Notice!
CRUISE TO WHITE'S COVE, CATALINA
MAY 2 and 3, 1998

It's time to meet one another
Afternoon cocktails and hor d'oeuvres
Contact: Mike or Jo Sharp 714-759-5518
Northern members welcome to!!!



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the boat cutting a trough through the water steering like crazy to hold on to it. Wow, what a ride!. "It proved anything is possible in a rugged Islander 36" (from an article in "Latitude 38" on Hughs' win).

Hugh then cruised the Sea of Cortez with his girlfriend and spent time in La Paz.

In 1987 it was off to "Cabo" again. This time with a brand new Universal 4 cylinder diesel engine. Hugh went all the way down to Acapulco sporting a new propane stove and refrigeration. Hugh now had the perfect cruising boat for the cruise south.

In 1993 Hugh debuted the cruising division class in that years LBYC Cabo race. The cruising division class, a modified branch of the PHRF organization has become a part of all the Mexican races. This includes the famous NOSA Ensenada race, where I first discovered "Hull number one". Hugh is proud of the part he's played in getting this cruising class going and this year the Trans Pacific has embraced that class.

Hugh never gives up and this year he won overall in the LBYC Catalina Island series in the Cruising Division and was second corrected time in the first cruising class for the Ensenada race (1994). He's now on the SCYA committee for the cruising division in the 1998 Midwinter Regatta race.

Naples is a small island community in Long Beach. Hugh owns a three story commercial building there, only a couple of blocks from his boat and LBYC. On the third floor of this building is his penthouse. This is the only three story structure in Naples, so the view he has is panoramic.

On the day I interviewed Hugh I also gave him a packet on the Islander 36 Association of San Francisco Bay. Hugh called me last month and said he has joined. On the same day that I first saw Hugh Lamson's

boat, on my way in to return the marks to the Balboa yacht club, I saw another Islander 36 coming into Newport Harbor flying a burgee from Cabrillo yacht club, which is in San Pedro. That boat pulled into a slip at BYC, so before leaving, I went down and introduced myself and met the owner. His name is Sheldon Russel. I told Sheldon about the association and mailed him a packet. I called him recently to see if he had joined and was interested in planning a Southern California cruise of Association members. He did and he was, but in the course of our conversation I told him that Hugh Lamson had just joined with hull number one. Sheldon said "I know Hugh! I used to race with him on an L-40 back in the sixties!"

One of the things Hugh did that I really liked and have plans to do on my boat is to change the cowling in the cockpit. Hugh built a small bulkhead inside the cowling just forward of the opening. He cut openings into the interior of the boat at the forward part of the cowling and put doors there. These "New" compartments make good use of space not normally very useful.

One added benefit of the new compartments is that they make the cowling smaller and that will help keep the Ducks out. I know... What's with the Ducks??? I'll explain. When my wife and I bought our I-36 five years ago, I could tell by looking at the boat, it had not been used much. I could tell even more when the lady we bought it from told us the duck story. They went down to use the boat one day and a duck had hatched her eggs in the cowling and the ducklings were all in there with her. Not wanting to disturb the ducks they took the boat out, ducks and all.

I'm going to end this article with a quote from Hugh Lamson. "Old Islander 36's never die, they just keep on cruising and racing, just like some of their old skippers".

Yea, Commercial Members!

by Sandy Van Mell

If you were there, you remember how much fun it was drawing door prize numbers out of the hat at the Fall Meeting. Our commercial members support us all year through their services – we often refer to them as our favorite “Toy Stores”. They also come through with donated door prizes, and our heartiest thanks go out to each of them. So if you have a choice, stop in at our commercial members – and say Hi! from the Islander 36 Association.

The Fall 1997 Donors and gifts were:

The Embroidery Factory	Mr. & Mrs. Les Housley	A Custom I-36 Tee-Shirt
West Marine, Palo Alto	Mr. Allen Shepherd	New Design Duffel
West Marine, So. SFO	Ms. Cheryl McMillon	Orca Foul Weather Jacket
Svendsen's	Mr. Sven Svendsen	Joshua Slocum Book
North Sails, SFO	Mr. Bill Zink	Custom Duffel
Pineapple Sails, OAK	Ms. Sally Richardson	Tee-Shirt & Cap
Hood Sails, Sausalito	Mr. Robin Sodaro	Tote & Belt

Reflections of the Trans-Superior

by Gail Bowdish

Here's some background. The Trans-Superior race is the longest fresh water race in the world; the official distance is 338 nautical miles. We use offshore racing rules. The race is held only in odd years. (Some say it takes that long to forget how awful it was the last time.) This was Aerie's second Trans-Superior. In 1995 she carried the first all-woman crew to finish the race.

Friends took two weeks to deliver Aerie, a 1972 I36, to the Soo for the start of the race while I was finishing my job in Mankato, MN. I worked all night Thursday night, then drove to Sault Ste. Marie on Friday, arrived around midnight, slept a few hours and made it to the boat Saturday morning with little time to spare.

The NWSA has been well-represented on Lake Superior this summer. Three members of the list, Bonnie Cockman,

Chuck Holtzen, and Jill Schleis participated in the delivery, taking Aerie from Superior to Sault Ste. Marie for the start of the race. I've asked them to post their own stories to the list. Jill stayed on for the race, and Lauren Watkins joined the boat at the Soo.

Day 1, Saturday July 26, 1997

The fleet locked through together, rising approximately 28 feet to the level of Lake Superior. We were in the middle of the first row, giving Tom an excellent perspective from the spreaders. Then we motored two hours out to the starting line in light air. Once we reached Gros Cap Lighthouse, we were still nearly two hours before the 1 PM start. Aboard Aerie, Jill was at the helm, I was below charting a course for Whitefish Point, and Gordon was on the foredeck with the rest of the crew, giving them a briefing on the

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use of the spinnaker. This was the first time sailing aboard Aerie for Gordon and Lauren. Tom had helped with deliveries aboard Aerie twice in the past, and had sailed with me on my Spanish Virgin Islands trip. Joe had crewed for me only once in the past, but had some offshore experience in the Pacific.

We drifted across the starting line (or what we thought was the starting line) in light air. Our only competition in the cruising class, Star Chaser, was behind us and moving even more slowly. There was a lot of confusion about the start, and several boats had to restart the race. The rules for the cruising class allowed us to motor if the wind died, so we decided to get some distance on the fleet. One half hour after the starting gun, we were motoring straight on the rhumb line, passing the leaders who were slowly tacking upwind. Once the wind picked up again and we were sailing, they had no problem catching up and passing us. We passed our first waypoint, Whitefish Point, six hours and 24 miles into the race.

As evening approached, the fog closed in. It was eerie hearing the foghorns of nearby merchant ships, but not being able to see them. Because we didn't have radar, we made radio contact with approaching vessels to confirm their position and course and to make certain they were aware of our position. A watch officer on one ship exclaimed that he had fifteen targets on his radar!. It was reassuring to know that the radar reflector hanging in the rigging was doing its job. As an extra margin of safety, we chose to stay in the traffic separation lane that divides the upbound and downbound shipping traffic on Lake Superior, figuring that

would decrease our chances of having an unpleasant encounter with one of the 1000 footers.

Sunday, July 27

We made our way upwind to the northern tip of the Keweenaw Peninsula, 112 miles to the northwest, and settled into our watch rotation. Gordon served as watch captain, and was in charge of the boat when I was asleep. He and I rotated every four hours. The rest of the crew worked six hours on, six hours off during the day, and rotated every three hours during the night. This schedule allowed us to function as a team, instead of feeling like we had two separate crews on board. Someone was always staying on deck while others were changing watch, so this added some continuity.

Shortly after 3am, the wind and our boat speed were both zero, so we motor sailed for the next four hours. We called in our first position report at 5am, and were excited to learn that we were in the same quadrant with about half the fleet. The fog finally lifted in early afternoon, ending nearly 18 hours of 100-foot visibility. We enjoyed a "Superior" sunset, followed by a clear night sky filled with falling stars and the Milky Way. The wind picked up to about 15 knots, and Aerie responded with increased heel and boat speed. We reefed when the leeward rail went under water. We needed to wash off the side deck anyway....

Monday, July 28

We had gone through both house batteries by 5am, so were running the engine to charge them at the time of our third position report. I was a little concerned that battery one only lasted seven hours, even if it was at night and

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we were using our running lights. At 10am we reached the halfway point of the race, 169 miles to go. We had logged 232 miles in 46 hours to get that far, since the wind was invariably coming from the direction in which we wanted to go. We had cellular service by the time of our 1300 position report, so were finally able to use the cell phones provided by race sponsor -Airtouch Cellular. We learned later that our comments on the phone were being entered in a log and uploaded on the Internet. You can still check the website at www.lsy.org.

Monday afternoon the wind was SW at 8-12 knots, and our course to Duluth was also southwest. (What else is new?) The weather forecast called for NE winds, changing to NW, which would have given us a broad or beam reach, but that wind never materialized. At the banquet, the crew of Papa Gaucho told us they had renamed NOAA "Not Often Actually Accurate." We headed west to Isle Royale, wishing to avoid the calm reported from the weather buoy located 35 miles NW of Ontonogon, which was on the rhumb line several hours ahead of us. Gordon tweaked the sails to the point where the boat was sailing herself. He was able to lock the helm for 45 minutes at a time, while the on watch crew experimented with weight distribution.

Tuesday, July 29

At 3 am, both house batteries were low three hours after charging. This problem needed to be investigated. Both battery cables were loose, the alternator was putting out 14-1/2 volts, but we lost nearly 2 volts at the battery isolator, and one of the cells on battery one was low on water. Any of these problems could account for our difficulty getting and keeping the batteries charged. At least the engine starting battery was being

reliable.

By 5am, the wind had come abeam, so we got the off-watch crew up early for a spinnaker set. Unfortunately, the sunrise wind only lasted 4 hours, and then we had to pull the sail down and turn on the engine to get anywhere. By late morning the wind came back and we were close reaching at 7.2 knots. With only 72 miles to go, we were optimistic that we'd be in by midnight. Our spirits died with the wind around noon, and a watchful eye on the gas gauge suggested that we needed to conserve our remaining fuel for charging batteries and getting under the lift bridge and to the dock once we arrived in Duluth. We saw some clouds along the North Shore, so motor sailed for an hour in that direction on glassy water. During our 1300 position call-in I reported that we were bobbing around for an hour waiting for the wind to come back, but were finally sailing again.

We sailed during the afternoon, but the wind died again by early evening. There was a high pressure system parked over Lake Superior, giving us sunny days and crisp clear nights, but very little wind. At 2030 we had to turn on the engine to charge the batteries, and because our boat speed was less than a knot, we charged the batteries with the engine in gear. Two hours later, battery 2 was already low, and we still had a full night of sailing ahead of us. We switched to backup alkaline battery powered running lights and turned off all unnecessary equipment, including our trusty LORAN, which had gotten us to within 20 miles of our destination. We switched to a

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portable GPS, but by that time we were in familiar territory, with plenty of coastal landmarks to tell us our position. In particular, we had the Duluth Aerial Lift Bridge in sight, the finish line!

Wednesday, July 30

With the wind on the nose, we tacked in light air all the way into Duluth. We were thrilled to have two other boats in sight as we crossed the finish line at 0925. There were nine boats left to finish. Of the 28 boats that started the race, two dropped out, and we finished in the middle third of the fleet, a pretty respectable finish. Our rival Star Chaser finished five hours later, but corrected over us due to their excellent rating of 204 (compared to our 144.)

Later at the post-race BBQ I learned that Star Chaser had filed a protest against us because we had failed to cross the starting line. I didn't sail over 430 miles to be told that I had been disqualified at the start! After hearing all the evidence, the protest committee agreed that the starting directions were unclear, and we were not penalized, but Star Chaser was given 90 minutes to account for the time she spent restarting. It turns out that the committee boat tried to reach us to tell us to restart, but by that time, we were already motor-sailing through the fleet!

Everyone aboard Aerie felt proud of our race. I'm ready to do it again!

Gail in Superior, WI
s/v Aerie

COMPETITIVE SPIRITS ARISE

by Frank Burkhart

Ever wondered what it's like to pit your skills against others in same the boat? Need a reason to spend a couple of extra weekends on the Bay? Want to meet a few new Islander 36 skippers on the Bay? Now is the time to make that decision to come out and compete with the Islander Race Fleet.

I am sure that each skipper has his/her reason (yes, we do have women skippers racing) for racing. Some of the easy ones are the fun of competing against similar boats, improving your sailing skills, a reason to have a party (usually post-race but not always), and meeting other people involved in the best sport in the world.

For the second year now, I will suggest that racing sailboats can be considered an afternoon cruise on the Bay, only the points where you are going are determined by someone else. I hope to see some new boats on the line this year, some

spinnaker, some non-spinnaker. These skippers are putting together crews that will come together over the year. Over the season and in the years ahead, the experiences will be discussed, analyzed and laughed about. Starting, racing, sail changes, spinnaker sets, and finishes all become part of each person's life. Each race improves our skills and experiences.

Racing does require a commitment of time and energy. You may do things that you would not think you would ever want to do. A couple of races ago, the weather was everything from no wind to 40 knots, sun to hail. We also saw the most intense double rainbow stretching from Belvedere to Angel Island imaginable. Mistakes are expected. Hopefully *Island Girl* is not the only boat that can easily rattle off a dozen errors. But, the abilities of my crew to sail is so improved because of the racing, we can sail any-

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time for fun or racing.

In addition to time and energy, racing is an investment. Requirements from the YRA (Yacht Racing Association) are a current PHRF certificate, YRA membership, membership in a yacht club, and entry fees in the race series. A call to the YRA (415 771-9500) will get a you a full package of everything that is needed. A call to me (650 593-9982) will hopefully give you correct advice if you have questions.

The race schedule is listed in this issue. Each class will have 2 throwouts. Spinnaker will have 9 races, non-spinnaker will have 8 races. Non-

spinnaker boats are limited to a maximum headsail of 135%. As a one design series, no allowances are given for fixed props or family members on board. I encourage all skippers to give racing a try. Many of us sail with full complements of gear, including wine, pots and pans, and barbecues. If you need help with crew, give me a call, maybe I can help with some ideas.

Please give me a call if you have questions or want some help. I hope to see many of you "on the line" in '98.

Frank Burkhart

Phone: 650 593-9982

Email: datadist@ix.netcom.com

The Results Are In!

by Tim Koester, Cruise Chairman

As promised at our meeting in November, we have tabulated your comments from the "Cruisers Dream Sheet" survey and have put together what should be a fun-filled cruise calendar for 1998. Your top choices for weekend destinations were Benicia, Half Moon Bay, Angel Island and Petaluma; and we have scheduled them all. The complete survey results are listed below.

What are your favorite destinations? Please rank them in order of preference from 1 (most) to 10 (least) favorite.

Rank	Destination	Rank	Destinations	Rank	Destinations
5.8	<i>Vallejo Yacht Club</i>	<i>7.4</i>	<i>Berkeley</i>	<i>5.19</i>	<i>Drakes Bay</i>
4.2	<i>China Camp</i>	<i>6.70</i>	<i>Brick Yard Cove</i>	<i>4.45</i>	<i>Santa Cruz</i>
7.63	<i>Paradise Cove</i>	<i>5.58</i>	<i>Sequoia Yacht Club</i>	<i>5.79</i>	<i>Coyote Point</i>
4.3	<i>Angel Island</i>	<i>6.20</i>	<i>Encinal Yacht Club</i>	<i>3.9</i>	<i>Half Moon Bay</i>
6.81	<i>Napa</i>	<i>5.70</i>	<i>Jack London Square</i>	<i>2.65</i>	<i>Benicia</i>
6.17	<i>Vallejo Marina</i>	<i>7.0</i>	<i>Richmond Marina</i>	<i>4.4</i>	<i>Capitola</i>
5.07	<i>Marin</i>	<i>6.33</i>	<i>San Leandro</i>	<i>7.67</i>	<i>Oyster Point</i>
5.47	<i>Sausalito</i>	<i>6.82</i>	<i>Treasure Island</i>	<i>10</i>	<i>Redwood Shores</i>
4.32	<i>Petaluma</i>	<i>5.1</i>	<i>Delta</i>		

It was no surprise that 2/3's of the people responding prefer docking rather than anchoring. Half of the people surveyed like cruising over the long holiday weekends. The biggest surprise was that 22 of the 33 people who responded to the survey were interested in week long cruises! In response to that interest we are planning three of them. We have scheduled two ocean cruises; one south to Half Moon Bay with a follow-on trip down to Santa Cruz and Monterey, and in the fall we head north to Drakes

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Bay with a follow-on trip up to Tomales Bay.

The most popular destination on the survey was Benicia and thanks to the quick work of Art Fowler we have reservations at the Benicia Marina for the 4th of July weekend. For the eight of you who said you would like to spend a week in the Delta, we will be leaving Benicia on Sunday morning the 5th for a week of "Delta Dawdling". I will be making reservations at the New Antioch Marina for those who may want to leave their boat in a convenient location to do more summer weekends in the Delta.

Overall I think we have a cruising schedule that has something for everyone. And just to make sure, we are even planning some fun events with the racing fleet. Don't miss Frank Burkhart's article "Racers VS Cruisers". Please review the entire schedule and plan your year around the cruises, after all where are your priorities?

By-Law Updates

By Commodore Rick Van Mell

The unprecedented growth of your Association has quadrupled membership and expanded to cover thousands of miles, linked by a strong Newsletter, a Web site, and plenty of e-mail correspondence. As your Officers work to build on this strength and provide services of value to all members, we have reviewed the classes of membership as described in our By-Laws, and wish to recommend some changes for your consideration.

The Association was founded on, and maintains its core mission as, the promotion of fair racing for Islander 36 yachts. This is the core of one-design racing, and also maintains the value of the fleet for all owners. Our growth, however, includes many members who either do not care to race, or are too distant to join our schedule. They are, however, equally dedicated to maintaining the value of the fleet. They include others who own different size Islanders (30's and 40's, and Freeports), those who owned Islanders, and some who just want to be a part of our Association for cruises and information. These types of members now greatly outnumber the core racing owners.

When the By-Laws were written, the needs and costs of supporting this diverse membership did

not have to be considered. The original membership class descriptions and dues structures were mainly aimed at racing owners. The changes recommended below are designed to preserve and protect the core mission of the association, while updating the membership class descriptions and providing more flexibility for the Officers to set dues for the different classes. Each existing classification is shown, with recommended additions underlined, and deletions struck through.

ARTICLE XII Membership

A. Membership Classification

1. Regular Member: A sole owner of a properly certified and registered I-36 Class yacht. He or she has the privileges of voting and holding office if elected.
2. Syndicate Member: A part owner of a properly certified and registered I-36 Class yacht. He or she has the same privileges as a Regular Member, however only one member from the syndicate owning a specific yacht may serve on the Governing Board at one time, and each qualified yacht is entitled to

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only one vote in meetings. Dues will be the same as a Regular Member.

3. Crew Member: An interested sailor or crew of an Islander 36, or similar sized yacht. No voting or office holding privileges are included. However, a crew member will be included on the Association mailing list and will receive all Association correspondence and newsletters. (Dues will be 10% of those of a regular member.) ~~strikeout~~
4. Corporate Member: A corporation interested in the Islander 36 Association and its membership. No voting or office holding privileges are included. They will be included in the membership list and will receive all association newsletters. (Dues will be 75% of regular membership dues.) ~~strikeout~~
5. Honorary Member: (No changes suggested)
6. Non-Resident Member: An owner of a

properly registered Islander 36 or similar size yacht. The owner must live and regularly berth the boat beyond a 250 nautical mile radius from Alcatraz Island, San Francisco. They will be included in the membership list and receive all newsletters. No voting or office holding privileges are included. (Dues will be 25% of those of regular members.) ~~strikeout~~

7. Sustaining Member: An Islander yacht (not an Islander 36) or other similar size yacht owner who has an interest in the Islander 36 Association welfare or interest in sailing. They will be included in the membership list and receive all newsletters. No voting or office holding privileges are included. (Dues will be 75% of those of a regular member.) ~~strikeout~~

This article shall serve as the mailed notice of a proposed By-Law change, and shall be proposed for adoption at the Spring Meeting on March 14, 1998.

RACERS VS. CRUISERS

RACE 1

(Racers version)

Need a race tune up?
Want to show those cruisers how to sail an Islander?
Want to yell "Starboard" - even if you're on port tack and see if you can get away with it?

Come on out to the first ever Racer vs. Cruiser race. On Sunday, April 19th, the cruisers are saying they can beat the racers. To discuss their strategy, they are meeting at Angel on Saturday (they call it a "cruise", thin cover for a diabolical plan to beat the racers). The racers will raft up with them at Angel on Sunday morning to get the race course. I anticipate that the cruisers will attempt any ploy to win such as having gin fizzes ready for the racing fleet. Although I wouldn't want to ruin their plans, I'm hoping that the racers (or would be racers) are going to prove that we are faster. (I am looking for racers who want to tie up

with them Saturday night to spy on their plans.) After the race, we will meet at a local and convenient yacht club to review the race results over a glass of rum (cruisers probably want some whine).

If you want to join on the racers side, give me a call (650 593-9982). Tim Koester and I will be figuring out the race instructions as soon as we figure out the course. We will be limiting head sail size and going without spinnakers (cruisers: those are the big colorful sails that Islanders use to go faster downwind). Come on out for this fun race. Protests, whining, and spinnakers are out. Times may be adjusted for family crews, good wine or bribes to Tim or me.

Frank Burkhart

Islander Classifieds

Want to get rid of those used sails? Frank Burkhart is in the market. 415-593-9982

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In Our Next Issue...
Cruise Notes
Maintenance Tips

Islander 36 Association
of SF Bay
9265 Linda Rio Dr.
Sacramento, CA 95826



February 1998 Newsletter - Islander 36 Association of SF Bay

Spring Meeting
Saturday March 14th
San Francisco Yacht Club
11:30am-Attitude Adjustment
12:00noon-Lunch
1:30-Meeting