

Islander 3/6 Newsletter

July 2004

Issue 3

4th of July
at Sequoia
Yacht Club,
Redwood City

page 7



Race Results
Thru June 5th
page 5

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Season Opener: Race to Vallejo Full of Challenges

Sunday's Return Abandoned to a Beautiful Windless Day

Photos and story adapted from Rick Van Mell's website write up

May 1, 2004.
The pace was quick and sharp - 21 rhumbline miles north - as more than 300 boats started the season opening 104th Vallejo Race. It was a typical San Francisco Bay



day - a brisk 10-12 knots flowing through the Golden Gate to chisel little waves in the starting area near the Berkeley Circle. A well-set starting line afforded the record-setting 20 Islander 36s equal opportunities from committee boat to starting mark - and they stretched from end to end. Peter Szasz, Midnight Sun leading the way.

Dispersal started at once. Some headed for Red Rock and the San Rafael Bridge eastern main span. Others headed higher, with more wind toward the Angel Island side. Others held low, heading for the Richmond shallows, well inside Southampton Shoal. Ten to fifteen minutes of exhilarating ride, just enough for the crew to relax, cleat their sheets and start calculating how quickly they would get to Vallejo, subsided to a gentle breeze, then one by one, their air gave out.

First to hit the slows were those headed west toward Angel Island, then those on the rhumb-line. Worse yet for them, they were in the path of a building ebb tide. Those who held low ghosted along into the Richmond shallows with much less tide against them.

Early leaders Midnight Sun, Pilot, Diana, Tom Cat, and Kapai hit the glue, and gave the likes of Pacific High, Nimbus, and Windwalker a chance to pass them. All by now had their jibs on poles, wing and wing, split among those going dead downwind, and reaching up on port or starboard gybe. It paid to go even farther inshore, and even more to sharpen the sailing angle to develop boatspeed - even if headed into the increasing current.

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San Francisco Bay

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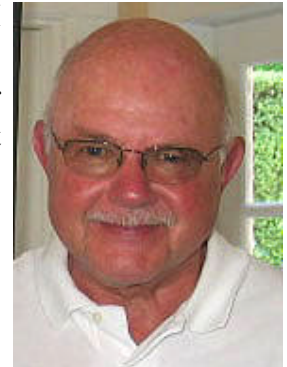
July 2004

Commodore's Corner

Harry Farrell

Islander 36's and Real Estate

Has the price of your house gone up lately? I don't think the phenomenon is limited to California, I'll bet it's happening in your backyard too. Real Estate happenings get a lot of press, so local escalations may not be news to you, but are you aware that your Islander 36 may also be going up in value? It's starting here; your area may be next.



Let me tell you what is happening in San Francisco. As you will read later in this newsletter, I was interviewed by our local sailing magazine, Latitude 38. The article appeared in their May issue.

It is obvious by the response I received that a lot of people read the article, were intrigued, then were sold on the qualities of the boat after checking out our web site. This generated five serious inquiries in the last five weeks to me asking if I knew of any I 36's for sale. Their wish lists are now posted on our site under our buy/sell page. Who knows how many more sailors are out there looking for Islanders that didn't contact me. We're creating a sellers' market based on Latitude 38's article and our web site.

Now let's make this happen nationwide by showing our enthusiasm for our favorite sailboat by sending those pictures of you enjoying your boat to: Kimball Livingston, sailmag@pacbell.net. Here is the hard part, Kimball needs high resolution, 5 megapixels or greater pictures for the magazine. If you can make all that happen, your Islander may end up as the featured boat in the Islander 36 article in Sail magazine and you will have helped raise the value of all Islander 36's even more.

Harry Farrell

VALLEJO RACE *Continued from page 1*

Slowly they fell behind the boats along the eastern side of the Bay. It was like follow-the-leader as boats hugged the pilings of the old wooden piers of the Richmond oil tanker docks, then hardened up west around the required Castro Rocks buoy at the San Rafael bridge, then turned sharply east again into shallow water. Those who thought the increasing wind - modestly perhaps 5-6 knots - would shove them through the current in the channel soon saw the shore huggers inching away.

The slow snake dance in between pier heads and the shore against the building current continued at every opportunity right up to Point San Pablo and the entrance to San Pablo Bay. It took three hours to cover about 8 rhumbline miles. The other boats were flying their spinnakers, and even the smaller boats were overtaking the non-spinnaker I-36 division. Lots of conversations ensued!

San Pablo Bay is notorious for its blustery 25-30 knot afternoon winds all summer, and against an ebb tide the seas are short, square and steep, not to mention uncomfortable no matter which way you are going. Midnight Sun and Pilot aimed their bows north. Those who turned right on the rhumbline to Pt. Pinole, the "obvious" choice to avoid the ebb tide, were now dead in the water with sails hanging. Once again the followers caught the leaders, and the race began again.

Midnight Sun and Pilot again read the tea leaves and turned back toward the southern side of San Pablo Bay. A whip of air, an extra puff and they were quickly south of the rest of the Islander fleet - and into the shallowest water with the least current, and stretched their legs away from the fleet with Midnight Sun and Diana leading the pack.

Razor appeared to get stuck in the mud for a while before rounding the Pinole marker. Zoop, Tom Cat, Kapai, Windwalker & Blue Streak headed right into shallow water into the last bight before the Carquinez Straits, which proved a good strategy.

The last 2.5 miles up the Mare Island channel is often decisive. Most of the spinnaker boats had passed the I-36 fleet and few positions changed on the close hauled run to the finish line. There were challenges, of course, as the wind shadows of buildings altered wind flow along the way. A few boats went aground before, or after the finish.

Roughly eight hours elapsed from start to finish. The sun was hot, the wind was light - sunburn and dehydration were real concerns. It was no surprise that the fleet was quieter than usual when 332 boats were

packed safely into Vallejo Harbor. That does not suggest that there was no frivolity. Commodore Farrell made good on Kimball Livingston's challenge to "Show me the Bacon." Everywhere you looked, up popped a huge "Kimball's Bacon" sign, which was cheered by crews and celebrated by Mary Tara who served Paul a sizzling platter of "Kimball's Bacon". Fatigue won over fervor. Even with a fine band the Vallejo Yacht Club dance floor had room to spare, which was rare.

Sunday dawned bright, warm, and windless. A double gun at 1125 started the postponement sequence. Individual boats and whole sections began to withdraw. There was a report of only 5-8 knots wind on San Pablo Bay. Fleet Captain Joseph Krensavage polled the fleet, then asked the Race Committee what it would do. The Committee responded, "We are hoisting Code Flag N" (followed shortly by three guns), the Abandon Race signal. Everyone started their engines and headed for home.

The Islander Fleet was glad and proud that they had been there--in record numbers. [*Latitude 38* reported in their June, 2004, issue, page 150, regarding the Vallejo Race, "with 16 starters, the Islander 36s were the largest one design fleet . . ."]

Keeping Information Up to Date with I-36

We need your most current information--email address, snail mail address and phone number--in order to keep you informed of meetings, cruises, race information, and to send you this quarterly I-36 Newsletter, not to mention those invaluable maintenance question/answer emails that go out to all members who have registered an email address with us. It's simple. There are two ways to stay current:

1. Go to islander36.org website:
On Home page click on: MEMBER INFO UPDATE,
or go directly to:
<http://www.islander36.org/i-36appl2.html>
Complete the form, click send and you're done.

OR

2. Send your changes to: Ron Damsen
via email: woodbine36@sbcglobal.net or
snail mail: 52 Foothill Road, San Anselmo, CA. 94960

New Member Sign Up

Your Islander friends can sign up on line! See link on Home page, or go directly to:
<http://www.islander36.org/i-36appl-t.html>

RACING ...



Notes from Mustang's Deck

Joseph Krensavage, Race Fleet Captain: josephk@synopsys.com - (408) 836-1510

Our Newsletter notification and deadline unfortunately fell during Joseph Krensavage's vacation!!! -- so Commodore Farrell, racer and cruiser, graciously stepped in to cover the City Front and Knox Races.

City Front Race 5/15/04

The City Front being close to the windiest part of the Bay did not disappoint those sailors looking for heavy air conditions. We sailed most of the afternoon in close to 30 knt winds with frequent gusts over 30. Fifteen Islanders came out to race a windward / leeward course.

The highlight of the day was deciding which way to round the marks, since the race committee failed to give us a flag showing us their preference. This led to some heavy duty decision making by the first boats around each mark. Each boat looked to the boat in front of him for direction, each thinking they were the only one that didn't see the rounding flag. With several boats approaching the mark together an orderly rounding would be made by all, in the same direction as the first boat, but the next group might do the same thing rounding in the opposite direction.

We all survived the confusion and didn't really get it all sorted out until the discussions started to flow on the Internet between racers the next day. Comments from non-racers reading our discussions complimented the racers for their gentlemanly behavior throughout it all, with no racer being singled out for a DSQ. What a great group of sailors own I 36's.

Knox Race 6/05/04

What a strange race season it has been so far. Each race we have had has been more bizarre than the last one

Fifteen boats came out for two races on the Knox course. This is the area of the Bay between the GG Bridge and Angel Island. Since there were two races, each boat sorted through their list of courses, picking out the shorter courses as the most likely. So when the gun went off and everyone sited for the course flags, there must have been a unison cry come out from each boat "they picked THAT course?" That course was over 10nm and around the back of Angel Island. The wind Gods added insult to injury by snuffing out the wind at the windward mark leaving most of the fleet drifting around the mark while watching the first few boats that rounded with the remainder of the breeze sail away. This wind/no-wind situation lasted all day causing a late start for the second race.

We figured, for that race, surely the race committee will give us the shortest course. Nope, another 5.6nm for the second race was called. As the afternoon slipped away, so did the patience of many of the sailors as we all drifted around the windward mark again. Discussions with the race committee about time limits and possible abandonment went on with the lead boat making the final decision to continue the race since they were close enough to finish before the three hour time limit. Only three boats made the finish line in time, leaving the rest of the fleet sunburned and frustrated. What's next, I can't imagine. -- Harry Farrell

Latitude 38 on the I-36 Association

If you didn't see the nice spread on the Islander 36 Association, pp. 106-107, in the May, 2004, issue of *Latitude 38* (Mill Valley, CA.), the article said, in part: "*The Islander 36 class has not only returned; this year they expect to put more boats on the starting line than they did in their heyday of the mid to late 1980s!*"

It mentions that between 1970-1985 some 750 Islander 36s were built, about 120 of them resident in the Bay Area, and slightly more than half the membership are out of towners.

They interviewed I-36 Commodore Harry Farrell who

attributed the resurgence of the fleet to: 1) starting a non-spinnaker division, 2) the boat's nice layout, spacious interior and easy access which make it a great family boat that appeals to women, and 3) affordability (under \$60,000).

Latitude 38 interjected it's "own 2-cents," saying that a "*a fourth and fifth reason the class may be doing so well is a strong organization and one of the best websites we've ever seen for any class.*"

[HEAR, HEAR, Webmaster Rick Van Mell, and our hardworking current and past officers and chairpersons--and our wonderful members.]

I-36 ASSOCIATION 2004 RACING SEASON

Race Results as of June 5th and Remaining Schedule

BOAT	Valejo		Results to Date					Remaining Schedule:					
	5/1	5/2	City Frt	Knox #1	Knox #2	pts. to	-2 thro-	Place	Circle	So.Bay	Knox	City Frt#1	City Frt#2
	Points	Points	Points	Points	Points	date	outs	to date	8/14	8/28	9/11	9/25	9/25
Midnight Sun	1	A	1	2	3	7	2	1					
Tom Cat	4	B	2	1	1	8	2	2					
Diana	2	A	3	16w/d	11DNF	32	5	3					
Pilot	3	N	5	3	12DNC	23	6	4					
Kapai	6	D	4	4	11DNF	25	8	5					
Pacific High	8	O	11	6	2	27	8	6					
Windwalker	9	N	6	5	12DNC	32	11	7					
Zoop	5	E	9	17	12DNC	43	14	8					
Razor	14	D	8	7	11DNF	40	15	9					
Zenith	10		7	9	11DNF	37	16	10					
Blue Streak	7	N	DNC17	10	11DNF	45	17	11					
Mustang	11	O	w/d16	8	11DNF	46	19	12					
Tenacious	DNC21		10	11	12DNC	54	21	13					
Mischief	12	W	12	16DNF	11DNF	51	23	14					
Nimbus	16	I	DNC17	12	11DNF	56	23	15					
Freedom Won	13	N	13	17DNC	12DNC	55	25	16					
Amanti	DNC21	D	14	16	12DNC	63	26	17					
Four C's	15		DNC17	17DNC	12DNC	61	27	18					
Pegasus	DNC21		DNC17	17DNC	12DNC	67	29	19					
Pulau	23		DNC17	17DNC	12DNC	69	29	20					



4 C's, Vallejo 1



Mary Tara brings husband Paul (Measurer) the bacon at Vallejo

There are a total of 10 races with two (2) throwouts. For more information about racing, E-Mail Race Chair: Joseph Krensavage: josephk@synopsys.com OR (408) 836-1510

It is important to maintain the strong showing since the I-36 fleet is one of the largest big-boat fleets racing on the Bay. Please do everything you can to arrange your 2004 schedule to make each race, or find an alternate helmsman to sail your boat for you.

These races are sponsored and conducted by individual yacht clubs under the general rules of the YRA. The Islander 36 Association simply has scheduled a start for Islanders in their races and assumes no liability for race events. It is the responsibility of each individual owner to decide if his or her boat and crew are suitable for a given event, and whether to participate, start or continue to race in any event.

Post- Season:

- Oct. 9-10: I-36 National @ SFYC
- Oct. 16: ODCA Champion of Champions



Packed in at Vallejo, Mischief, Pulau, and Razor

Encinal: First and Fabulous Cruise of Year

by Barbara Henderson



Cruise Host Charles Hodgkins

Saturday, April 24, 2004. It's hard to pick the best moment of this year's Encinal Cruise, organized by Charles Hodgkins. With perfect weather in the 80's, 37 lively attendees (11 boats at the dock and another 7 represented), Svendsen's wonderful after-hours sale just for us--including an hors d'oeuvres buffet--followed by a lovely dinner at the welcoming Encinal Club, and another beautiful morning Sunday for breakfasting on the boats or at the club--it's tough to choose. The sailing was by motor, since wind was scarce. Well you can't have it all.

Docking at Encinal: Dennis and Matt Bush on Natural High, Julian and Debby Cohen on Four C's, Ron and Karen Damsen on Woodbine, Harry Farrell and Carol Williams on Pacific High, Don Henderson and Bruce Hope on Kindred Spirits, Bill and Jim Higdon on Blockbuster, Chris, Kelly and Claire Mellor on Spindrift, Gary and Pat Salvo on Ophira, Paul, Mary and Patrick Tara on Zoop, Skipper and Nancy Wall on Snowflower, Rick Van Mell on Vanishing Animal.

Those with boats permanently docked nearby: Encinal Commodore Les Raos and Elizabeth Bishop (Kapai), Art Fowler (Zenith), Charles and Kathryn Hodgkins (Mischief), and Lou and Diane Zevanov (Diana). Driving: Barb Henderson; Smokey and Laurie Stover (Solace). New Members Matt Callahan (Iolanthe) and Jeff Noll of Gypsy (along with his partners) attended their first event.

The fleet rendezvoused at Treasure Island at 11:00 on Saturday. The Salvos on Ophira called the roll to check everyone's whereabouts, then led the way to Encinal. The Taras played a bit with the wind before turning into the estuary. After all boats were tucked in, creating shade with an assortment of umbrellas and cockpit covers was in order.

Many chose to view the scene from the Encinal porch where there was shade and a breeze! One of the great things about a cruise-in with an association of members having the same boat is the chance to see first hand how others have solved logistical problems of installations, as well as various kinds and brands of equipment, and furnishing.

Even before 5:00 people piled into cars (Stovers brought their homey RV which held at least as many of us as a VW packed with college students), and we headed for Svendsen's Boatworks for a private open house. We were greeted by a smiling staff and a great spread of cheeses, veggies with dip, hot mushrooms in a sauce (did someone get that recipe?), fruit, etc. washed down

with wine, while we chatted--and shopped--about \$8,000 worth. *continued on page 10*



Kathryn Hodgkins, Carol Williams, Karen Damsen on spree



Bill Higdon recommends WD 40 to Art Fowler



Gary Salvo rounds them up to head back to dinner at Encinal



Cruising with I-36



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Islander 36 Remaining Cruise Schedule For 2004

<u>Date</u>	<u>Event</u>	<u>Host</u>
Sat-Mon, July 3-5	Sequoia Yacht Club, Redwood City	Rick & Sandy Van Mell
Sat., Aug 7	Angel Island Victorian House Tour	Extra Event - No-host cruise
Sat-Sun, Aug. 14-15	Oyster Pt. YC	Bill Higdon
Sat-Mon, Sept 4-6	Labor Day Wkend - Half Moon Bay	Sponsor welcome
Sun, Sept. 19	Angel Island. Jazz Dinner	Extra Event - No-host cruise
Sat-Sun, Oct 16-17	San Pablo Yacht Club	Kelley Montana
Sat., Nov. 6	Fall Meeting - San Francisco YC	Dennis & Judy Bush
Sat. Nov. 13	Angel Island. Victorian Christmas	Extra Event - No-host cruise

I-36 Cruise Update

by Dennis Bush and Debby Cohen

I-36 Cruising is off to an outstanding start. With only three events completed to date we have already achieved a level of participation that would make any cruising group as green with envy as a seasick sailor hanging over the lee rail. Let me share some numbers with you:

3 cruises to date—Encinal, the Delta, and Petaluma
45 total boats participated
99 people showed up for the fun
6 dogs made sure their masters were having fun
8,000 dollars was spent on Svendsen's discounts
Unknown gallons of margarita's and special punch was drunk and of course 100% of the great I-36 cruisers had fun sharing food, friends and good times.

COMING UP:

Sequoia - See Box to right

Oyster Point Cruise August 14-15

It has been a few years since we sailed into Oyster Point. If you have never been, this is your chance. We will be having dinner at Dominic's Restaurant, located in the marina.

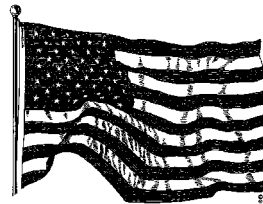
Hope you didn't miss the **Civil War Days at Angel Island** June 12 and 13th.

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4TH OF JULY: SEQUOIA YC Redwood City

hosted by Rick and Sandy Van Mell:
vanmells@ix.netcom.com - (650) 962-1515

DUST OFF YOUR FLAGS. Our 4th of July fireworks-poppin' cruise to Sequoia is coming up. Rendezvous Sat., July 3rd at 1100 hrs. just south of Yerba Buena Island near the Coast Guard harbor (or come Fri.).



A turkey dinner with red beans and rice at the club Saturday night will be \$10-\$12, breakfasts are available Sunday and Monday, and lunch on Sunday.

Sunday afternoon and evening the fleet has been invited to bring their potluck hors d'oeuvres to Peter & Louisa Szasz' home in Redwood Shores. They are on the water and there will be water toys and great fun. We'll have some cars to get people back and forth.

Dock fees around \$20/night. *However, dock space is going fast and those making later reservations may have to drive in to join the fun!!!!*

All the Details & Sign-Up:
www.islander36.org/events.html

Bumper Crop of Islanders Joins Luau in Petaluma

Memorial Weekend May 29-31st - Cruise Hosts Harry Farrell and Carol Williams

The Petaluma Cruise over Memorial Weekend attracted a record seven I-36 racers who joined cruisers for the chug up the Petaluma River in gorgeous weather. Sixteen I-36's were docked at the Turning Basin, one at the Marina, and 4 more represented in those that drove. In all there were 54 members, prospective members, children, grandchildren, relatives and friends. While the Turning Basin is a tight fit, the advantage over the Petaluma Marina is that it's right downtown. Petaluma is varied and interesting, with lots of history, restaurants and everything from antiques to

from the Delta Cruise. From the Bay Area: the Szasz's, Fowlers, *Diana* with Lou Zevanovs and Steve Zevanove and family aboard, Bushes, Mayos, Jacobs on their Defever Trawler *Endeavor*, Hendersons, Mellors, Farrell-Williams and crew of four, Muhiudeens, Jay Saul and Jen Alcock, Mike Dickson and friend Chip, Ferguson, and prospective members Tom Hieronymous and Karen Goodman on *Mojito*, a center-cockpit Freeport 36. Driving: Thomsons, Bill Higdon, John Snook, the Hodgkins, Nanci Melton and family.



Spindrift, Kindred Spirits, Pacific High and Mojito at far dock looking across to the main dock and Yacht Club

a night club with hip-hop AND western line dancing. Al and Nancy Farnum on *Silver Shadow* were the heroes of the holiday, having arrived Friday night, towed in a boat having some trouble on Saturday, then, along with Tim Shea, used dinghies to help back the balky I-36's into stern tie ups at the dock and dropped their bow anchors. Thanks also to Sheas for arriving Friday night to block out space.

At 4:30 on Saturday almost everyone was around to pile onto four Islanders while Rick Van Mell took photos from the bridge above. This was for Kimball Livingston ("show me the bacon")--a bid to get I-36 into *Sail Magazine*. Of course there were beverages, hors d'oeuvres and lots of talk on the main dock before dinner.

Then the Petaluma YC offered a luau of pork or chicken with all the fixins, complete with (junior) hula dancers, hula lessons and competition, songs from South Pacific and a raffle; AND your dinner ticket was good for continental breakfast Sunday.



Mellors with Van Mells at Sunday Breakfast

Sunday was for exploring Petaluma, shopping, chores, reading, etc. When the sun was still above the yardarm, Harry Farrell and Carol Williams on *Pacific High* (with tropical decor including palm tree, South Pacific music and fairy lighting) hosted an island punch contest. Members brought their usual wonderful hors d'oeuvres. The Szasz' punch took top honors. Thanks to the Muhiudeens for the kid punch. A few went out for dinner after the punch and appetizer buffet, but most retired for the evening.

Memorial Day Monday was clear and warm, and everyone got to sleep in and breakfast before catching the ebb tide about 9:30. Mahalo Harry and Carol for another fun event. ~~ B. Henderson



Delta Cruise Blusters Through Wind and Rolls Into Sunshine

Skipper and Nancy Wall, Cruise Coordinators

from Rick Van Mell's website write-up, edited by B. Henderson

For years Skipper Wall has been wanting to do an extended I-36 cruise to the Delta. This year he rounded up four boats to accompany Snowflower, some of them doing the entire 8 day cruise to Benicia, Bethel Island, Stockton and Vallejo May 20-28th. What's especially interesting about this cruise is that people came and went, or drove up to join in the fun at different places and times, allowing people to participate in the way that worked for them. Ultimately 22 people enjoyed the fun somewhere along the way of this approximately 130 nm sojourn.

May 20th: Starting from San Francisco Bay and led by Nancy and Skipper were Rick and Sandy Van Mell on Vanishing Animal, Don Henderson and friend Gordon Howard on Kindred Spirits, Solace with former owner Smokey Stover and new owner John Snook, and John Melton on Freedom Won. The fleet sailed in bright sunshine into Benicia at 1430. Mo Howard drove to join Kindred Spirits to Bethel Island. Meals on the trip were potlucked, or various boats provided an entree, or a salad, cocktails, or a breakfast, supplemented by a few hosted dinners and restaurant meals.



Docked at Fitz-Gerald's

Friday started with rattling halyards and the hum of wind in the rigging along with fog. Wind gusts over 15 and more than three knots of ebb against the boats proved slow going. The sun finally burned through and the wind rose as boats reached 9-9.5 knots. *Only when they made the starboard turn*

into Piper Slough led by Kindred Spirits did the real character of the Delta come to life. Dikes with some rip-rap, mud, grass and trees two to three boat lengths on either side. Depth varied from over 20 feet into the low teens. Twisting and turning through the channels, all that might be seen of a following boat was the top of her mast above the grasses and trees. The Islanders arrived at Fitz-Gerald's on the east side of Bethel Island in mid-afternoon. Strong gusts and a flowing current made it a challenge to raft up, but all were secure by 1600. Art & Betsy Fowler, Nanci Melton and Laurie Stover came by car for the day. There were nibbles and libations on the patio, then the gang walked down the dike to the Rusty Porthole for dinner. Carolyn topped off the evening with a wonderful chocolate cake and coffee.

Saturday was clear after the fog burned off. It was a day for chores, reading and relaxing as the wind increased into the afternoon. After snacks on the deck, the Fitz-Gerald's provided a wonderful grilled chicken and salad dinner, followed by a songfest with Rick on guitar.



Don Henderson, Mike and Carolyn Fitz-Gerald, John Melton, Sandy Van Mell and John Snook at Bethel Island

Sunday Kindred Spirits headed back to the Bay Area via Benicia. And then there were four. There was time to relax, read, write the log, and charge the batteries. Mike & Carolyn returned to Marin, but not before we all thanked them for such warm and wonderful hospitality. Laurie drove back up to retrieve Smokey.

Monday John Snook took Solace to Stockton to meet a friend. And then there were three staying on for a fourth and final night at Fitz-Gerald's: Snowflower, Vanishing Animal and Freedom Won. That day they hiked to the Sugar Barge. Sipping a soft drink sitting on their upper deck looking out over Frank's Tract was the height of decadence and luxurious in the soft, warm morning. The weather had turned perfect. Then all hands piled aboard Snowflower for a "sight seeing" ride up and down the slough. The night was not uneventful. About 0400 Teak on Vanishing Animal growled and Van Mells caught sight of furry otters jumping over the side, having feasted on some garbage bagged and left in the cockpit!

[continued on page 10]

Encinal Cruise, *continued from page 6*

Sean Svendsen leaped onto a counter to give us a warm welcome.

About 6:45 everyone returned to Encinal where we had time for a walk, more talk, a bit of tai chi, a drink - and then seating in our own partitioned area of the dining room for a dinner of salad followed by steak, chicken or ono, with cheesecake for dessert.

Encinal Commodore Les Raos welcomed us and invited the Association to consider coming for future bi-annual meetings. I-36 Commodore Harry Farrell announced that Latitude 38 will be doing an article in their May, 2004 edition on the I-36 fleet. Such good vibes. After dinner, a few stopped for a drink in the bar and most wandered down

to the boats, for more conversation or walking dogs or getting bedded down for the night.

Sunday dawned just as beautiful as the day before, and it was breakfast on boats or at the Club before motoring home. A very fine finish to a lovely weekend.



Sean Svendsen



Svendsen's, in addition to the traditional basic boatyard services of haul/launch and bottom work, provides the full range of painting options for spars, decks, topsides and bottoms, plus they have a full rigging shop on premises, a machine shop to do repairs and custom metal work, and an engine shop. They are also skilled with wooden boats and sell dinghies too. Their chandlery, with over 40,000 items, is more fully stocked than many big boat supply chain stores, and they even sell wholesale to other marine yards across the country and to Europe and Mexico.

DELTA CRUISE, *continued from page 9*

Tuesday was sunny as the fleet left for Stockton, working their way along False River and the north edge of Franks Tract, poking into Three River Reach. Scenic vistas of grass, trees and great herons made the 20 mile jump to Stockton idyllic. Stockton Sailing Club members Nancy & Al Farnum and Commodore Harry Farrell and Carol Williams were on hand to prepare a terrific BBQ dinner. The fleet gathered on the clubhouse deck overlooking the river for cocktails while the steaks smoked on the grill. Members Reggie and Nita Stone of Stockton joined the group.



Nancy Wall makes great French Toast & bacon

Wednesday was a layover in Stockton with shopping, laundry and relaxing - tough life this Delta Cruising.

Thursday the three boats powered to Pittsburg, 30 miles down river. After a delicious dinner and a few hands of Uno, everyone turned in hoping for enough light winds in the morning to make a dash to the Carquinez Strait before a nasty chop could build. Rain began around 0300 but cleared by 0600.

By 0800 on Friday the Islander fleet steamed into New York Slough for the push to Vallejo and by 1140 they

were tucked into the Vallejo Yacht Club harbor in time for lunch. Before you knew it, cocktail hour was declared aboard Vanishing Animal. Friday nights at Vallejo Yacht Club are a drop-in barbecue affair and very nicely done. Saturday, the Walls returned to San Francisco, while the Van Mells and John Melton cut across San Pablo Bay to join up with the Petaluma Memorial Day Cruise. It was a wonderful end to a great Delta cruise. All agreed it was worth doing again, and we thanked Skipper Wall many times for sticking with the effort to organize the Delta trip. See the complete write up by Rick Van Mell on the islander36.org website.



Skipper Wall, Carol Williams, Harry Farrell, Nancy Wall, Nancy and Al Farnum, Sandy Van Mell, John Snook, Reggie and Nita Stone out for Chinese in Stockton

MEMBERSHIP REPORT:

by Skipper Wall, Membership Chair

As of June 10, 2004, we have 195 members. We did lose several when we purged the membership lists in mid May. But have received about half that number back in the last couple of weeks.

If anyone needs membership applications to give out to prospective members please do one of two things:

1. Go to our Islander website and print off 2 or 3 copies.
2. Give me a call 775 882 4798 and I'll mail you whatever you may want.

Each and every one of you should carry a copy or two of the applications on board your Islander at all times. You just never know when you will cross wakes/paths with another Islander owner.

Also, if anyone wants a copy of "Boat by Name", "Boat by Sail Number", "By State" or "By Zip Code" let me know and I'll get you copies asap.

Skipper Wall, Membership Chair
nvsnowflower@cs.com
or phone 775 882 4798

CRUISE UPDATE *continued from page 7*

This has been an amazing year for both the Racing and Cruising Fleets. We have had record turnouts for both groups. Lets keep it going for the rest of the year.

Thanks to each of the cruise coordinators for the great job they have done to make this year's cruises the best ever. Encinal: Charles Hodgkins and Kathryn Munn, Delta: Skipper and Nancy Wall, and Petaluma: Commodore Harry Farrell and Carol Williams.

For any questions, please feel free to contact either Dennis and Judy Bush or Julian and Debby Cohen. We look forward to seeing everyone again soon!!

I-36 Does Bay To Breakers

A small group of dedicated walkers showed up at South Beach Marina for the Bay to Breakers weekend.

By Boat: Charles and Kathryn Hodgkins on Mischief, and Dennis & Judy Bush on Natural High.
By Car: Brian & Fran Jacobs, Mike Bennett
By Motor Cycle: Smokey & Laurie Stover

Brian, Fran, Kathryn and Judy actually did the walking while the rest of us stayed in the marina enjoying the view and good company. I'm sure the walkers had their share of exotic views during the eventl. --Dennis Bush

Instant Answers re: AC/DC ELECTRICAL PANEL REWIRING

Frank King (Chicago) writes to Rick Van Mell 2/14/04:

My Islander 36 ac/dc panel has been diagnosed as being tired. Please poll the association to see if any of the members has had their wiring system updated and where is the best source for parts. I live in Chicago.

Rick (Redwood City, CA.) 2/14/04:

Frank, I replaced my panels with a pair from West Marine. Each panel has, I think, 4-6 breakers & one has a battery tester switch. It isn't hard to replace the old ones, but you may have to splice extensions to some leads to reach the new positions. Also it's a good time to put all new connectors on the ends. There is also a nice picture of Kindred Spirits' panel on our Gadgets page that may give you some ideas: <http://www.islander36.org/gadgets.html#Switch>

Hank Williams (Maryland) 2/14/04:

I recently replaced the panels on Night Train. I used 3

panels from Blue Sea which I bought at Boat US. I used the #8083 DC Circuit Breaker Panel with Battery Switch on top with the 8059 120V AC 8 Position Circuit Breaker Panel below on the right and the 8023 12 or 24V DC 8 Position Circuit Breaker Panel below on the left. These panels had the same exterior dimensions as the original panels but I did need to increase the size of the cutout. Not too terribly difficult.

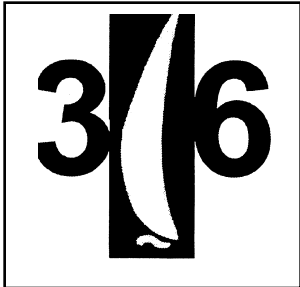
I used a Drywall saw and a sawsall recip saw to increase it. I just had to make sure that all of the wires behind were well out of the way. It took me about 8 hours total of time to complete it.

One recommendation. If you do decide to go with the Blue Sea, get the led illuminating kits. This illuminates your switches at all times and makes it very easy to see what your trying to turn on or off. Check out <http://www.blueseas.com>

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