



Islander 36 NEWS

Islander 36 Association of San Francisco Bay, 651 Centre Court, Alameda, CA 94502

July 2012 / Vol. 2

www.Islander36.org

5th All Islander Rendezvous and Fun Race **The Estuary, Oakland & Encinal Yacht Clubs** **Friday August 24 - Sunday August 26, 2012**

INSIDE THIS ISSUE

Rendezvous 2012: *page 2*

Notes from the Commodore: *page 3*

Racing Update: *page 4*

It Really Is About the Journey:

Ken & Francie Bushee: *page 5*

Steve Hodges: *page 7*

Kit Wiegman: *page 8*

The Common Sailor: *page 8*

Nautical Notes: *page 9*

BAADS: *page 10*

Galley Report: *page 11*

2012 Officers: *page 12*

AUGUST 24-26
5TH ANNUAL

ALL ISLANDER RENDEZVOUS
THE ESTUARY — SAN FRANCISCO BAY

©2012
Jedma



RENDEZVOUS 2012

What You Need to Know

Every Islander on San Francisco Bay will want to sail on over for the **5th All Islander Rendezvous and Fun Race in the Estuary on August 24, 25 & 26**. Here's the opportunity for Islanders of every size and type to get together, swap stories and knowledge about the great Islander boats, visit different types of Islanders, and have a great weekend in the bargain. The I-36 Association is organizing this great opportunity - yes,

that's all sizes and shapes of Islanders!

For our out-of-town members, a hearty invitation is extended to come visit. This is the excuse you have been waiting for to come to San Francisco. The weather in August is magnificent. You promised your First Mate you'd do this -- right? Now is the time. Tack on some extra days too if that works, or just come for a long weekend. We'll do our very best to get you sailing on an Islander on San Francisco Bay while you are here. The America's Cup World Series will be going on the same week. Now you have two great reasons to come to San Francisco.

The Estuary is a great place for sunshine and fair winds, and with Oakland and Encinal Yacht Clubs right next to each other, there's room for up to 40 boats. Right from the two clubs, you can watch those intrepid racers ply the sheltered waters around a couple of marks to provide great grist for bragging rights at the bar and dinner following. Can the sporty I-30s beat the intrepid I-36s on corrected time? Maybe we'll find a fast and sneaky I-28 that runs away with it, or maybe a big I-40 will take the prize.

If you are thinking of attending this event, visit the Association's website at [Rendezvous](#) and use the reservation form available online. We are planning to make up a boat information sheet for each boat represented to hang on your lifelines with the information extracted from the Reservation and Information Form.

For more information you can check out web sites for [Oakland Yacht Club](#), or [Encinal Yacht Club](#), or, for our visiting Islanders, the convenient [Marina Village Inn](#) situated between the two clubs.

Don't delay! Make your plans today.



THE POOP DECK

The poop deck forms the roof of a cabin built in the aft part of the superstructure of a ship. The name originates from the French word for stern, la poupe. Thus the poop deck is technically a stern deck, which in sailing ships was usually elevated as the roof of the stern or "after" cabin. In sailing ships, with the helmsman at the stern, an elevated position was ideal for both navigation and observation of the crew and sails.

NOTES FROM THE COMMODORE

JOHN MELTON

A group of five Islander 36s have been back for just over a week from a great cruise to the Delta. The skies were clear and blue. The temperature touched the nineties on many days of the trip. We stopped overnight in Emery Cove and Pittsburg Yacht Club on the way to Stockton. It's difficult to describe the feeling that you get when you walk into the Pittsburg Yacht Club air conditioning with the temperature in the nineties outside. Two boats with dogs, both golden retrievers, then spent three days at the Stockton Sailing Club lounging in the shade with the cooling wind blowing in off the river. Two other Islanders took advantage of the many anchorages in the Delta. Those two boats and one other arrived in Stockton on July 3rd, where we used the well-equipped facilities available to eat/cook, as always, too many appetizers and too much food. I, for one, slept very well.



On the way back we stopped at a place called Willow Berm. It's hidden from the main channel, but when you turn into a side entrance while dodging some shallow water, it opens up to fuel docks, two or three smaller marinas, and the largest marina which is Willow Berm Marina. They have all types of facilities, such as bocce ball, shuffle board, free bicycles, and barbecues all over the place. I would like to make a return trip and stay for two or three days just to explore. We completed the trip by overnighting at the Pittsburg Yacht Club and Vallejo Yacht Club before returning back to our home slips. As always we had plenty of good food and libations along the way. Our thanks go out to Rick Van Mell for his organizing and shepherding of the rest of us during the trip. It was a very pleasant trip for all.

Now for a more serious subject, in order for us to continue maintaining these types of cruises and continue to race in a one design fleet, we need some of the newer members to step up and take on the planning and executing positions of this club. Several of our senior members have stepped up to hold these positions year after year.

We need the fresh ideas that are generated by new members. Our experienced officers will be happy to mentor newer members and members that have not yet served.

So please think about how you could contribute, then contact Ray Duran, next year's Commodore, or any of the current Board Members for information about the level of commitment the various positions require. Your Club needs, and appreciates, you.

I would like to finish by wishing long time Bay Area I-36 sailors and supporters Rob Blenderman and Ruby Wallis, the owners of *White Horses*, my congratulations and best wishes on their recent marriage. Those of us who have had the pleasure of teasing them for many years can now rejoice. We guess Rob finally decided to make Ruby an honest woman, or maybe it is the other way around!

IMPORTANT DATES FOR 2012

(CONSULT MASTER CALENDAR FOR DETAILS)

- | | |
|------------|--|
| Aug. 24-26 | 5th All Islander Rendezvous at Encinal & Oakland YCs |
| Oct. 13: | Nationals Regatta at Golden Gate YC |
| Nov. 3: | Fall Meeting & Winners' Dinner at Oakland YC |

Additional information forthcoming via email, website postings, and Fall Newsletter.

I-36 RACING UPDATE

DAN KNOX, RACE CAPTAIN

Well folks things are going OK this year. We have twelve boats participating in racing and we are planning on giving away as many trophies as we can. The future of the I36 racing fleet is as secure as it has been in years. I am pleased to point out that we are in good standing with the YRA and even got a line or two (OK one line) of press in *Latitude 38* this month. All these are good things.



Windwalker continues to win almost every race but other boats are making inroads and there is no question we have the nicest looking fleet of boats on the bay.

Our move away from a strict one-design fleet toward something more inclusive has been successful in greatly increasing the number of boats now sailing. It has not been without some very high cost as we have lost some long term members that were very active in racing. Frankly, as Race Chair, these losses have been very hard on me and I would be happy if you could all take a few minutes to reach out to these former members to try to help get them back in the fleet.

It's pretty obvious to me that the future of our racing fleet will be in the Party Circuit, which has an emphasis on Party instead of Racing. The PC events are destination races and Bay Tours (with reaches!) instead of the windward/leeward races that many of us have come to expect week after week from the YRA. I think this is a good idea as one of the things I enjoy most in sailing is a well-trimmed sail and the "bring it all the way in and then let it all the way out" trimming required on an windward/leeward race which doesn't really require any sail trim at all!

I think I am done pushing rule changes, but I still think we could use some more tweaks to make sure every boat has a chance to win. I feel strongly that without giving every boat at least a chance to win that our new racers will not stick around and within a couple of years we will be right back where we were. Not everyone is nutty enough to come in last in every race for years and years and continue to show up for all the races like me. Most people need to show a little progress toward the front in order to continue racing. I continue to be grateful to some of our senior members for taking time to mentor our new racers, but something more might be required to make sure everyone truly has a competitive boat that, when well sailed, can win a season championship.

But those issues will be left to the new Race Chair. Accordingly, I am happy to announce that the I36 Fleet will have a great job opening next year: Race Chair. Guys we just need some new blood to continue to expand our fleet. So here is the Classified Ad:

Job Opening in San Francisco: Great benefits, including sailing in San Francisco Bay and working with a lot of nice people. Racing conditions will always be 75 and sunny with lots of free beer and great food every week. Never any complaints or problems to deal with and remember there is free beer.

If you would like to know more about the requirements just contact me and I would be happy to make sure you are unanimously elected next year.



KEN AND FRANCIIE BUSHEE

From the hills of Danby, Vermont and the cool waters of Lake Champlain to the soft sand beaches and aquamarine waters of the Bahamas and back, Ken and Francie Bushee have charted a story that "just resonates" with I-36 sailors. Their story, like those shared in the past (Geoff Hargraves' saga of "Ira-Ricarda") and others awaiting to be told (Steve Hodges' 2012 Singlehanded Transpac), is testament to the anticipation and rewards of life's great adventures. Among the many threads that weave their quilt, *Release*, an Islander 36 rescued and resurrected off the "hard" and sailed and motored in storybook fashion, reminds us once again "It's all about the boat and those who sail her".



Let me introduce you to Ken and Francie Bushee. The couple are hillside farmers who sold off their herd of cows and presently milk maple trees for Pure Vermont Maple Syrup.

Ken's initial introduction to sailing was on Chesapeake Bay aboard a Freedom 27. "I could feel the dock moving before I got on the boat, but once under way I had a

blast and never wanted to stop". In 1998 Ken and Francie launched her brother's Gruman 12' sailing dinghy on a local pond, and after a few hours managed to get back (near the dock) anyway.



This was a great experience and lasted a few months until the "bigger boat bug" bit. They located a 15' O'Day that even had a jib; of course, neither had an idea of what to do with the jib at first, but soon it was mastered. Ken and Francie trailered the O'Day from small lake to lake the rest of the summer.

Francie remarked that the bad part about sailing was that they had to go home at night. That problem was easily solved in the Fall with the purchase of a MacGregor 25, which offered enough space for a comfortable weekend, plus the advantage of being easy to tow from lake to lake. Three boats in one year! Not bad. The three boats were great teachers and developed confidence in their sailing abilities.



In 2000, a mooring on Lake Champlain was rented and the lake's 120 miles length provided a whole set of new experiences. Both Ken and Francie had jobs and were mostly weekend sailors, but continued to expand their skills with the help of sailing friends. The MacGregor 25 was one of the smaller vessels in the mooring field and later that year the "bigger boat bug" struck again. Now it was time to transition into the big time.

The first boat the broker showed them was an Islander Bahama 30. It was okay, but Ken thought the 2 cylinder motor a bit small, so the search continued. The following spring, after looking at what seemed like a 1000 boats at yards from Maine to Maryland, they bought the first boat they looked at, the Bahama 30.



This boat was something else, so much room; they could even have their Brittany Spaniel, Skipper, aboard. The four boats to-date provided a variety of sailing experiences and enabled Ken and Francie to meet and make many sailing friends. "We really had a great time on the Bahama 30. She taught us a lot."



Accepting an offer to crew aboard a 49 footer from Bermuda to Portsmouth, Rhode Island produced much of the necessary drama associated with blue water sailing; a taste of a tropical storm and the failure of a transmission that coincided with a 30 hour bout with no wind. Great experience. Upon returning home the adequacy of the Bahama's length seemed insufficient for the dream to play out.

As fate would dictate, Ken and Francie came across one boat on the hard, an Islander 36, that they thought had great lines. The boat had been in the marina the year before, but the price was out of their range at that time. The Islander 36 had been neglected for years and would require a lot of restoration. The cabin sole and one bulkhead were rotted out and the jib had been left on the roller furling over the winter, loosened by the wind, and subsequently destroyed by it.



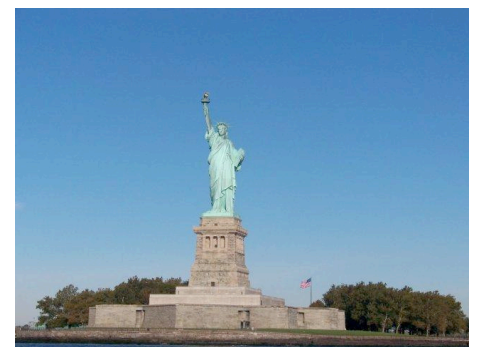
The broker who sold the Bushee's their Bahama 30 saw them looking at the I-36 and asked what they thought. Both stated the boat had great lines, but the asking price was inflated and more than they wished to invest. The broker suggested that they make an offer and given that they were the only ones who had looked at the boat in two years, the seller might be receptive. That was not the case, but after some haggling, they purchased the boat "as is".

Borrowing a jib from the Bahama 30 when it was hauled for the winter, the I-36 was launched and sailed for about a month to complete a listing of necessary repairs that included a transmission failure experienced some 20 miles from the boat yard. The boat was hauled out for the winter and work shifted to the basement, The Bahama was sold and the proceeds funded numerous repairs, upgrades, and additions. The I-36 was also renamed the *Release*.

HEADING SOUTH



On October 10, 2009, *Release* left its' mooring on Lake Champlain. Together with close friends who had made the trip before, the two boats sailed south on the lake to Chipman Point where they unstepped the mast for the trip on the Champlain Canal to the Hudson River.



Once through the canal, 2 days of motoring, the mast was stepped and they were able to sail as well as motor down the Hudson River to New York City. Since Skipper, their Golden Retriever, refused to use the head, daily trips ashore with the dinghy were necessary. The voyage continued off the coast of New Jersey and then up the Delaware River to the Chesapeake and Delaware Canal, which brought them into the Chesapeake Bay for a visit with relatives at Solomons Island, Maryland.

Ken and Francie plied the Intracoastal Waterway (ICW) from Norfolk, Virginia to Beaufort, North Carolina. From Beaufort to Florida, the routine was inside the ICW on rough days and outside when weather and sea conditions permitted. Christmas day was spent in Miami Beach and that night they headed out to North Bimini Island in the Bahamas. From Bimini they sailed across the Banks to Northwest Channel and on to Nassau. From Nassau the voyage continued to the Exuma Cays and to George Town, their turnaround place.



The return home was accomplished at a more leisurely pace. Locales missed initially were visited and favorites places enjoyed once again. The way north was highlighted by sailing past the Statue of Liberty and making their way up the Hudson River to Albany.



The mast was unstepped once again for the trip back through the Champlain Canal to Lake Champlain. Their arrival on July 4, 2010 marked the end of a 9-month adventure aboard the *Release* and the joy of being welcomed home by and reunited with their 4 children and many of their 14 grandchildren. After a short while, on October 6, 2010 to be exact, Ken and Francie decided to repeat their journey just to make sure that they would get it right the second time. Their advice to others is simple, "don't put it off, do it!"

for

Ken, Francie, & Skipper
SV Release I-36 # 642

Editor's Note: Visit the Bushee Family Maple Farm's website, [Vermont Maple Sweets](#), for the very best maple products.



18th Biennial
Singlehanded TransPac
San Francisco Bay to Hanalei Bay, Kauai
Starts June 30, 2012 from Corinthian YC



STEVE HODGES



*There's only one way
to earn this!*

The Singlehanded TransPacific Yacht Race (SHTP) takes place on even years (biennial) from San Francisco Bay, California to beautiful Hanalei Bay, Kauai, Hawaii - a distance of 2120 nautical miles....alone.

Steve crossed the finish line at 11:03 PDT on July 15. He earned a second place finish in his class and a 10th overall for monohulls. Our collective congratulations are extended for a job extremely well done.

Sailing out of Santa Barbara aboard *Frolic*, Steve has crewed on several California coastal and two California to Hawaii deliveries. He and his wife Susan doublehanded *Frolic* in the 2006 BajaHaHa and cruised the Sea of Cortez. Since announcing his plan to do the 2012 SHTP, Steve has devoted considerable time to souping up and sailing the formerly family-cruised *Frolic*, readying her and him for the big adventure. *Frolic* gave up her wheel, yet gained a tiller, and lost more than 1500 lbs., but added several sails, some new running rigging and an inner forestay.





The Adventure of a Lifetime

KIT WIEGMAN



Long time Association member, Kit Wiegman, is once again sailing his Islander 36, *Cassiopeia*, in the Pacific Cup. The race from San Francisco to Kaneohe Bay, Hawaii covers 2070 miles and provides a life-altering experience for hundreds of participants. Regional and international rating methods are employed to help even out the competition between boats of different designs.

Cassiopeia is a 1971 Islander 36 that was formerly named *Cannibal* and did the Pacific Cup in 1980. The discovery of

a cracked bottom in May 2005 necessitated almost a total refit of the boat. Following the completion of all work, Kit skippered *Cassiopeia* to 33rd place overall in the 2006 Pacific Cup.

Following Kit's completion of the 2006 Pacific Cup, Commodore Art Fowler emailed the following

Mon Jul 24, 2006 3:19:59

From: **Art Fowler and the Islander 36 Association**

Subject: **Congratulations**

Kit, All those long days in the yard have finally yielded their dividend, and your successful crossing stands testament to your skills as a most capable mariner and yacht smith. Congratulations to you and your crew. Those of us at the Islander 36 Association are proud of you, and thank you for demonstrating the safety and seaworthiness of the Islander 36. Well done. Hope you have some time to enjoy Paradise.

Art Fowler



ON A LIGHTER NOTE

The Common Sailor?



In sailing, there is plenty of everything for everyone! For example, I am assuming there are other Islander 36 sailors out there whose escapades allow me to be judged normal given the things I have experience aboard *Exit Strategy*.

Surely, every sailor, at one time or another, has had the luxury of true accomplishment under sail in spite of themselves. In most cases, the event was unanticipated, evolved for one reason or another and quite possibly the consequence of someone or something aboard, required a workable and immediate solution, and finally ends being relegated to an emotional discussion,

immersed in bravado, over multiple rounds of one's available beverage shared with anyone in the vicinity. Talk about a testament to one's skill set, the annals continue.

The gist of this discourse is to provide the membership an opportunity to share their great adventures aboard the I-36. I will stake claim and celebrate being the I-36 fleet's lowest common denominator. I offer you the following:

Case 1: Without the aid of a windless, I was finally being able to extract the boat from an anchorage secured beyond the laws of physics and not having to pony up for new ground tackle and anchor or the search for the chiropractor everyone talks about who can solve YOUR back problems. Where is that guy in this time of need?

Case 2: Not again! Without the aid of a windless, finally being able to extract the boat from an anchorage secured beyond the laws of physics. Remember the last time this happened. To hell with it, give me the knife. My back feels fine by the way. It's only money. I'm not going to anchor out in that cove again.

Case 3: Finding yourself to the stern of your boat tethered by a line entirely too short with no one on board to order the command to "come about and make ready with the all-important "butt sling". Kind of makes you gain a renewed appreciation of the low freeboard of the I-36 and that swim ladder in its down position. Doesn't it?

Case 4: Having wrapped a portion of the anchor line around the driveshaft, thus stalling the engine without hope of a restart and sailing into your slip in spite of "the best of" winds and the absence of envy of your dock neighbors ranks pretty close to a direct commission in "this" man's navy. For reasons unknown, forward momentum ceased inches prior to the exposed steel marking the slip's head and I calmly secured a stern dock line over the cleat with the pronouncement "that's how it's done" - not once but twice thus far; hopefully, never again!

Okay, I've come clean. Now it's your turn. I know you are out there. Forward your "great adventures" to the editor, prior to October 1, 2012, for inclusion in the Fall Newsletter. Remember! It's all about the boat.

Bill Ray

NAUTICAL NOTES

BY SKIPPER WALL

AVERAGE:

A word of primarily nautical origin; possibly derived from the Arabic "awar", damaged goods, and "awariya", damages.

The intermediate connection with English is probably the French "avarie", customs duty (a twelfth-century usage).

Its maritime usages include customs duties, extraordinary expenses of shipping damage at sea, and the equitable distribution of a resulting loss (the last still current in modern insurance practice). The modern mathematical sense, and arithmetic mean, occurs in English only. More loosely, the word has also come to mean ordinary, normal, typical, the common run of things.



BAY AREA ASSOCIATION OF DISABLED SAILORS



The Bay Area Association of Disabled Sailors (BAADS) seeks to make every aspect of sailing accessible to all. To fulfill this mission, the group offers dinghy sailing every Saturday and keelboat sailing every Sunday out of South Beach Marina, adjacent to AT&T Park.

BAADS enjoys a strong and continuing relationship with our Association. Ray Duran, current Vice Commodore, is an active supporter and mentor. The group sails aboard an I-36, the *Orion*, which allows members to participate in the overnight cruises in the San Francisco Bay Area and actually race in the Association's one-design fleet.



Bay Area Association of Disabled Sailors serves approximately 40 participants each weekend ranging in age from eight to 80 and includes people with mental, physical, and developmental disabilities. Some participants have never sailed before and some have been sailing all their lives. Participants learn to sail by themselves in the dinghy program and crew aboard their keelboats.



BAADS relies upon dedicated volunteers eager to pitch in and help in numerous ways – from dock, sailboat and chase boat assistance to maintenance, organizing, fundraising, and regatta preparation. BAADS is open to people with disabilities, their families, friends, caregivers, and assistants, which means you, too!

To make a monetary donation, send a check payable to the Bay Area Association of Disabled Sailors to BAADS, Pier 40, the Embarcadero, San Francisco, CA 94107. You can also donate online using PayPal. For more information, visit their website at [BAADS](http://www.baads.org).





Easy Corn Salad

Courtesy of Pat Salvo

This salad is so easy. I was gratified that it got such a good response because it's a no-brainer for cruises, especially if I chop the veggies up before hand. This is how I made it when we had our cruise in to Emery Cove but you can really personalize it to whatever you have on hand.

- 3 ears of corn, shucked, BBQ'd or steamed
- $\frac{1}{2}$ red bell pepper, chopped into $\frac{1}{4}$ " dice
- $\frac{1}{2}$ yellow bell pepper, chopped into $\frac{1}{4}$ " dice
- 3 green onions, sliced into $\frac{1}{4}$ " pieces
- $\frac{1}{4}$ cup diced red onion
- 1 avocado, cut into $\frac{1}{2}$ " dice
- 3 tbsp. olive oil (or canola or vegetable oil)
- $1\frac{1}{2}$ tbsp. balsamic vinegar

BBQ or steam the corn for 5 minutes, then cut the kernels off the cob into a bowl. Add the peppers, red and green onions and avocado. Sprinkle the olive oil over the top and then the balsamic vinegar and mix it all together. Salt & pepper to taste.

Optional ingredients: jalapeno peppers chopped very finely, radishes, cucumbers, black beans, or really just whatever you want that goes with corn.

Crunchy Pea Salad

Pat Caudle (Nanci Melton's sister-in-law)

- $\frac{1}{2}$ cup mayonnaise or Miracle Whip
- $\frac{1}{4}$ cup Kraft Zesty Italian salad dressing
- 1 10 oz. pkg. frozen peas, thawed and drained, but not cooked
- 1 cup chopped celery
- 1 cup peanuts
- 6 crispy cooked bacon slices crumbled
- $\frac{1}{4}$ cup chopped red onion

Mix mayo and Italian dressing well. Add remaining ingredients and mix lightly. Chill. (I wait to add the peanuts right before serving). Add more dressing before serving if needed.

For a large party-size bowl you will need to double the recipe. You can also add cooked chicken to make more like a main dish.



ISLANDER 36 ASSOCIATION
OF SAN FRANCISCO BAY
WWW.ISLANDER36.ORG

2012 OFFICERS

John Melton: Commodore

408-281-1388
John@FreedomWon.net

Ray Duran: Vice Commodore

925-786-1944
rayduran@hotmail.com

Pat Salvo: Treasurer

916-363-4566
pfsalvo@pacbel.net

Myphi Alloy: Secretary

415-776-2126
myphi@danknox.com

Lou Zevanov: Measurer

925-846-1112
louzev@comcast.net

Dan Knox: Race Chair

415-559-8740
dan@danknox.com

**Bob Knickerbocker: Membership
Chair**

925-254-9252
bobknick@gmail.com

Rick Van Mell: Webmaster

650-962-1515
vanmell@ix.netcom.com

Robert Aston: Past Commodore

415-387-3658
Pegasus.SFCA@earthlink.net

Bill Ray: Newsletter Editor

903-523-5982
front30@verizon.net

SUPPORT THE BUSINESSES THAT SUPPORT US



Embroidery Factory

Ken and Amy Miller
Michael Brown

888-724-5286 - phone

www.pirateslair.com orders@pirateslair.com



SAILMAKERS

466 Coloma Street
Sausalito, CA 94965
415.332.4104 - phone
415.332.0943 - fax

Robin Sodaro, Manager

hoodsails@aol.com



**SVENDSEN'S
BOAT WORKS**

**Boat Yard • Chandlery • Rig Shop
Metal Works • Boat & Trailer Sales**



1851 Clement St., Alameda • (510)522-2886 • svendsens.com



*Margaret W Fago
Yacht Portraits*

1524 Mozart Street ~ Alameda, CA 94501
510.522.1309 ~ mvfago@earthlink.net
www.margaretfago.com