



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

The 2012 Islander 36 Sailing Year started on January 1st with clear skies, a little wind, and 60 degree weather. The down side was that we didn't have enough depth to make it all the way around Alameda Island, so about five boats went back under the two bridges and congregated at Encinal YC for lunch and drinks. We had a great time.

The weather in San Francisco has been clear with temperatures in the low 60's with only two or three rainy days. I have taken Freedom Won out a couple of times and Dan Knox has been able to round up 7 boats for the Three Bridge Fiasco Regatta. We are still waiting for the normal rainy days common during this time of year. For those of you that don't live in California, I'm sure that, for many of you, this is not the case. For this, I'm sorry. It is very possible that as we move into March, we could get the rain that we need very badly to fill the reservoirs.



My goals for the Association in 2012 include (1) expand participation in both racing and cruising events; (2) monitor club expenses by striking a balance between necessary economies and desired excesses; (3) increase our donations to the youth programs of yacht clubs that we visit; and (4) have fun. Planning for the year is coming together nicely. Appreciation is extended to all volunteers and hard working board members.

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The 2012 Spring Meeting is scheduled for March 17 at the Golden Gate YC. We have received great news that the new dock installation will be completed, but no power will be available. Golden Gate YC; however, is letting us use the docks free of charge. Following the Spring Meeting, in the evening, the Club has invited the I36 Association to participate in a Saint Patty's Day dinner of corn beef and cabbage.

Dan Knox's enthusiasm for racing has been effective in increasing the turnout in pre-Vallejo races. We have high hopes for greater participation from members that are new to racing in the Bay Area. Freedom Won will be racing the Party Circuit this year. Hopefully, I will see a number of you on the water for the Vallejo Race Weekend.

Richard and Gina Doyle have put together an interesting cruising schedule that includes a weeklong trip to the Delta covering two weekends over the 4th of July. We will be at the Richmond YC on the first weekend, Stockton YC the 4th, and Benicia the second weekend. Hopefully, this will allow those that can't do the whole week to meet up with the rest of us. During August, there will be the America's Cup on

TREASURER'S REPORT

PAT SALVO



I'm happy to tell you that the Islander 36 Association is financially sound. I'm currently two-thirds done with collecting the 2012 yearly dues. For the remaining one-third, you know who you are and you have about another month before you get whacked off the database. No, not really. I do like to have my fun, I only get to feel powerful once a year.

This year we have added the option of using PayPal for your dues payment. Several members chose to pay that way. Since our bank raised the fees for foreign transactions to \$15 I told our international members that PayPal was their choice. Of course, U.S. currency works, too.

PayPal has worked so well with the dues that we're going to try it out on the cruises, if a collection of money is needed. Our first trial will be the Sail Trim Clinic in April. You'll be seeing that on the website as it draws nearer.

As I said, I'm in the middle of collecting the 2012 dues. From that our expenses are as follows: Latitude 38 advertising, website host, Spring and Fall Meeting expenses, contributions to youth sailing at each yacht or sailing club we visit, awards for racers and cruisers who participate, reimbursements for stamps and postage, YRA yearly dues for Orion (the I36 that belongs to BAADS, Bay Area Assn. of Disabled Sailors), and my yearly trip to Paris with Dan Knox for lunch.

One of the expenses that I see declining is postage. With the electronic newsletter we have saved hundreds of dollars on printing and postage. Bill Ray does a great job, doesn't he?

My goal this year is to be smart with the association's money. Our events should come close to paying for themselves, which is tricky these days because yacht clubs are struggling and raising their prices while we're trying to keep the costs of meals and docking down so more people can attend our events. It's a balancing act. Secondly, I'd also like to increase our contributions to youth sailing. As I look at our aging membership and the gray haired sailors at the bar after races at our yacht club I'm inclined to do all I can to encourage new sailors.

I enjoy being your Treasurer. I feel a small relationship with each new member that sends me a check and an application. I've enjoyed being a part of surprise memberships or burgees for parents or friends. And I love getting notes from non-resident members who I've somehow met over the years. Did I ever tell you about the time we met Joe and Anne Thon from Connecticut while we were moored in Newport, RI with some friends? It was so great! And the time we took Jeff and Paula Crosby out under the Golden Gate Bridge after the Spring Meeting one year, too bad there was no wind. When does that ever happen on SF Bay?!

Thank you to all of the members who have paid their 2012 invoices. The rest of you will have to meet my husband's Uncle Guido, who has a soft spot for me.

NOTES FROM THE COMMODORE

JOHN MELTON

(continued from previous page)

the Bay. We are trying to sync our All Islander Rendezvous with these races.

In closing, I'm looking forward to sailing with as many of my Islander 36 friends as possible this year. Make it a point to join us as your schedule permits. Even if you participate by land yacht look for Freedom Won the only Islander 36 that I know of with a radar arch on the stern. See you on the water.



IMPORTANT DATES FOR 2012

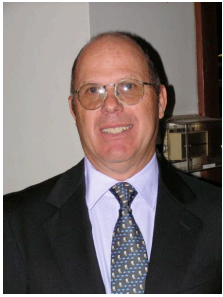
(CONSULT MASTER CALENDAR FOR DETAILS)

- Mar. 17: Annual Spring Meeting at Golden Gate YC
- 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 Spring Newsletter.

2012 RACING SCHEDULE

DAN KNOX, RACE CAPTAIN



For the 2012 season, we plan to have an expanded fleet for the first time in a number of years. We want to build on last year's very successful Vallejo Race and Islander Nationals and this year's Three Bridge Fiasco. We will feature two fleets, the Championship Fleet which is sailing on 11 race days with 15 races and the Party Circuit Fleet which features sailing on 7 race days with 7 races. Our goal is to have something for everyone and to have as many boats out as possible. If you are even thinking about sailing we want you to come and join in the fun.

Want to start out with a first place finish? All boats attending the Sail Trim Clinic on April 14th at GGYC will be scored 1st for this "race". Those not showing up will receive a DNC. Showing up without your boat is OK as long as one crew member attends. Of course those not participating in the Clinic can take their DNC as a throw out. In addition to a short race and a few practice starts, Tom Allard will give a short presentation on sailing rules, with an emphasis

on Rule 18, and the differences when rounding windward and leeward marks. Many of us can benefit from brushing up on the rules.

The following is a summary of the 2012 Events that we will be racing in:

	Date	Event	Party Circuit	Championship Event
1	April 14	Sail Trim Clinic	X	X
2	May 5	Vallejo Race	X	X
3	May 6	Vallejo Race	X	X
4	May 19	YRA 1		X
5	June 16	YRA 2		X
6	June 23	Summer Sailstice	X	X
7	July 28	2 nd Half Opener	X	X
8	July 29	2 nd Half Opener	X	X
9	August 4	YRA 3		X
10	September 15	YRA 4		X
11	September 29	Season Closer	X	X
12	September 30	Season Closer	X	X

We plan on using the following throw out schedule: 1 throw out after 6 races, 2 after 8 races, 3 after 10 races and 4 after 12 races. Remember the Sail Trim Clinic will count as a race! The Race Committee will determine the number of races per date but we expect for the Championship Events there will be only four days where there will be more than one race per day.

Additional events of interest

	Date	Event	Racy Event	Cruise Event
1	March 10	Big Daddy	X	
2	March 11	Big Daddy		X
3	August 24-26	All Islander		X
4	September 30	Islander Nationals	X	X
5	October 27	Great Pumpkin	X	
6	October 28	Great Pumpkin		X

Everyone is welcome. If you have questions don't hesitate to ask! If you need your boat measured contact Lou. If you think your boats may not meet all of our rules don't worry, we will work something out. The important thing is to have as many boats involved as possible and to maximum the "fun" for our members. Remember "It is more important to win the party than the race!"

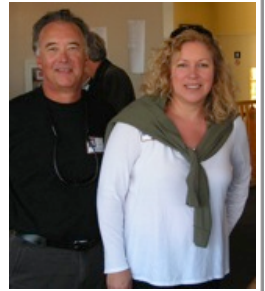
Check the Association's web site for updates and revisions.

FROM THE CRUISE CAPTAINS

RICHARD & GINA DOYLE

From your '12 Cruise Chairs, Gina and Richard Doyle. This is our story and we're sticking to it.

Here it is folks, your 2012 fantasy cruises. We have a rich agenda intending to arouse your interest in hanging out with your Islander friends and friends to be. We are going to have fun. We are going to typically have favorable tides and currents. We are going to have fun. I'm being redundant. Why go for any other reason? Our cruising calendar syncs up with the YRA One Design and Party Circuit Series. Dovetailed with our Spring and Fall Meetings, we all could get some serious boat time. Beats working.



We're going to do a "Delta Ha Ha" over the 4th of July week. We will start at the Richmond YC on Saturday 6/30 and end up at the Benicia YC on Saturday 7/7. There will be stops along the way at Pittsburg, Stockton, and Willow Berm Marina. We will have options for those who want to spend some time on the hook. And options for those who don't. Join us for some/all of this cruise. Let's make this easy. Let's really get away from reality without going all that far. Let's go have some fun.

We will additionally have weekend cruises to Coyote Point, Angel Island, Encinal YC, and Half Moon Bay. We'll also do the ultimate cheap seat baseball day trip with a Saturday afternoon raft up in McCovey Cove. A little something for everyone.

By the way, let's go have some fun!

Time is the currency of life. Spend it wisely.

JOINING THE I-36 ONE DESIGN FLEET

LOU ZEVANOV, I-36 MEASURER



Back in 1974, qualifying an Islander 36 for racing in a One Design class was an expensive proposition requiring a third-party measurer to haul, weigh, and check the boat on several points. If memory serves me right, I believe the cost amounted to about 8% of what I paid for my boat, Diana, in 1971. A number of us came together and after fielding a minimum of six boats in an IOR division for three consecutive years, we were recognized as our own fleet.

Once qualified as a One Design Fleet, the I-36 became the boat to own, sail, and race on the Bay with over 150 sold locally. Sales figure of this magnitude for a 36 foot boat were most unusual. Designer Alan Gurney told me before I purchased my boat that the I-36 was ideally suited for sailing the Bay. As many have stated over the years, nothing sails as well as an I-36.

The trials and tribulations of years past have been replaced with an aggressive policy of qualifying I-36s for the One Design fleet. Given that we are an established One Design fleet on the Bay, the YRA will accept any I-36 for "One Design Racing" that our Association certifies.

A yacht is eligible to race in the I-36 One-Design Fleet if the Secretary of the Association has on file (copy to boat owner), a current Certificate of Compliance with I-36 rules. The Certificate of Compliance includes the fleet Measurer's signed official measurement certificate of compliance of the yacht with prescribed measurement limitations of sails, spars, hull, and rigging, and interior fitting as specified herein. This is where I come in.

I-36 sailors can enjoy the prestige and fun of One Design Class racing without the hassle. Visit the web site at <http://islander36.org/raceeligibility.html> for details on Measurement and Other Rules Governing I-36 racing. Give me a call at 510-506-4222 or email me at LouZev@comcast.net to assist you with this process.

CAN I BECOME A BETTER SAILOR WITHOUT RACING?

A CONTINUING CONVERSATION WITH DAN KNOX

Ted: Ted: Over the past several years, I have tried to develop an interest in racing to the point that I would actually enter my Islander in a race. The major excuse I hear why people don't race is similar to mine. I do not want to be involved in a collision.



PART 2

Dan: No one wants to have a collision. In fact there is a specific racing rule (Rule 14) which guards against collisions. Lets assume that you finally entered a race and during the event you totally screw up and ran right into another boat. Yes, you broke Rule 14. And so did the boat you hit. Under any and all circumstances, all boats are required to keep clear.

When Mr. Vanderbilt came up what was the first generation of the rules that have evolved into the rules we use today, there were two underlying points the rules addressed: First safety was insured for the sailors and the boats and second recognized the importance of fair-play. OK, I should stop talking about collisions; but I need to make a point you probably don't want to hear.

The fact of the matter is, if you race you are going to hit another boat and another boat is going to hit you. It is just like driving a car. If you drive every day you are going to end up with a ding on your door.

Ted: That's a great analogy.

Dan: After a while you will find out that there are boats that you can get close to and feel comfortable and boats you should just stay away from. Two well sailed boats are less likely to have a collision even if they are inches apart than a couple of boats out for a day sail not paying any attention to one another. For example I have no problem at all sailing at full speed a couple of feet away from the Newton brothers. I know they have total control of their boat and they are not going to do anything stupid, like turn the boat the wrong way by mistake and run into us.

Ted: Have you ever been in a collision.

Dan: Do we have to go there? Yes. Most were minor but one was bad.

Ted: What happened?

Dan: Someone T-boned us. The boat that ran in to us was owned by a great guy that just made a mistake. We fixed the boat and that was that. Good as new.

Ted: Really it was that simply?



Dan: Well the worst thing that happened was that we had a chance to win the damn race when it happened. We were in third place but in front on corrected time. And *Luna Sea* took about a month to get fixed so we missed another race but the sky did not fall. No one was hurt and life went on. I see the guy from time to time and we are now friends.

Why don't you ask me something that I can answer a bit more positively? Ask me about the important things.

Ted: OK. What is the most important thing about racing?

Dan: Great question with a simple answer. " FUN".

Ted: Fun?

Dan: You want a longer answer? In racing we have C&C and I'm not talking about those guys back east that build very nice boats. I am talking about Comradely and Competition, two very essential things and the most important aspects of racing in the I36 fleet.

CAN I BECOME A BETTER SAILOR WITHOUT RACING?

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Some of the best people I have ever met in my life have raced sailboats. I have only been racing about 5 years and the overall quality of the people that do this is extraordinary. Oh sure we have the odd person that fits in at the other end of the scale. In racing just like in life, there are some less desirable people and I have raced against some people that just cheat but the vast majority of people are just wonderful. Just look at our fleet, Art, Lou, Rick, John, Peter, I could go on and on. These are people of the highest character. I would have never have met any of them if it wasn't for racing. You learn to put your boat and your crew in position when and where you really need to trust people. When you can do this without a second thought, you really have something to cherish. It's the thrill.



Ted: What about winning? Is winning important?

Dan: They keep score don't they? Actually winning really is not that important. Although you are sailing against other boats you are really sailing against yourself. If we are sailing well and don't win I am happy with that. If we don't sail well then I have to say I am always a bit disappointed.

It is important to keep in mind that some people will just be better than you in our fleet. For example, there are two boats that now-a-days are just better than the rest of us. *Captain Hooke* and *Windwalker*, at the end of the year, are going to be up at the top because they are just better. But if we sail well we can beat them and we have.

We have beaten every boat in the fleet so it can be done. Also the best sailor I know once told me it is better to win the party than the race. There is a lot of truth to that and we are all doing this for fun. No one races an I36 if they really just want to win.



Ted: Did you have a streak of some type or another?

Dan: I'm trying to forget about that. But yes we pretty much came in last in each race for years and years. The simple fact of the matter was I was just not a very good sailor. I'm still not very good, I consider myself average which is a big step up from what I used to be.

Ted: Did you still have fun, even while you were at the rear of the fleet?

Dan: Of course: otherwise, I would have quit. You know there are lots of advantages about being in last. You just need to look for them.

Ted: Really? What benefits?

Dan: Well you don't have to know the course for one. You can just follow everyone around the course but you must stay close enough to actually see the other boats. The first time we were ahead at the first mark I was in a complete panic, as I didn't have clue on where to go next! You get to sail longer than everyone else and sometimes you get to take your own finish time because the race committee has gone home by the time you finish. And once in a while it can really be a benefit to be last. Sometimes all the boats in front sail into a wind hole and you can just sail around them and zoom into the lead. I've done that actually and it was great! Being lucky is always better than being good.

Ted: Do you think *Luna Sea* likes racing better than just sailing?

Dan: Are you kidding me? From time to time I think about getting another boat to race and put *Luna Sea* in the position of the support boat or the cruising boat. Talk about getting upset. There is nothing she hates more than that except maybe when some nut case on a Melges 24 referred to her as a "floating condo". The next day *Luna Sea* smoked that boat on a beat though the chop in 20 knots of wind. It was all I could do to keep her from running that little Melges over! Please don't refer to her as a cruising boat. She may not be the sizzler like *Diana* but she has dreams. Dreams are important.

CAN I BECOME A BETTER SAILOR WITHOUT RACING?

(Continued from previous page)



Ted: Any last parting thoughts?

Dan: Don't forget. When the race is over, help put the boat away. If you want to be invited back aboard: Don't criticize anyone or anything on the boat, bring beer, and help put the boat away.

And most importantly, sail your boat. Lets talk again.

NOTHING VENTURED, NOTHING GAINED

For a variety of reasons, Islander 36 owners are either engaged in or contemplating the next project for their boat. Our boat lends itself to such endeavors. "Hanging on" to the I-36 simply makes sense. It's the boat we have!

BY BILL RAY

Several days ago, I had the opportunity of engaging a fellow sailor about the merits of the boat each of us sail. He pilots a Catalina 36 and I, of course, an Islander 36. Our discussion eventually evolved to an onboard inspection of my boat. He was anxious to see it.

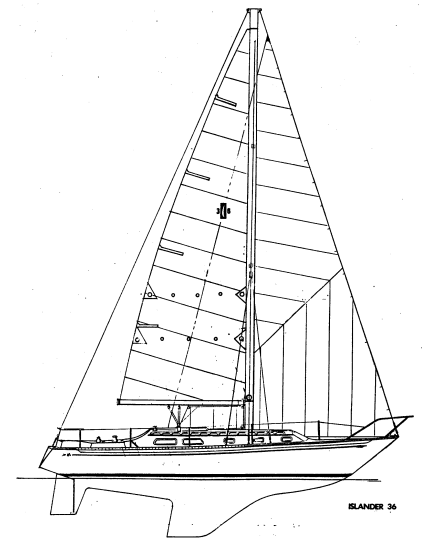
As we approached my I-36, Don immediately remarked how well it sat in the water and, as he sort of waved his hand with a slight bowl fashion, complimented its gentle lines. "It doesn't convey a sense of *heavy mass*, does it?" We stepped aboard and my eyes traced the port side with increasing interest toward the bow. He was right, this rascal, my I-36, does gently lift itself into the wind. By comparison, the boat in the adjacent slip had all the topside grace of a brick.

Stepping down into the cabin, Don remarked "Just as I expected. I always heard that Islanders had great interiors". I offered the point cited by Bob Perry, "when introduced in 1971, the I-36 breakthrough interior forced designers to incorporate architecture and interior design into boats."

Frankly, I've always taken the cabin interior for granted. When Terry redid the cushions and curtains, we transitioned from a dark green chenille, sofa-like look to a modern brush suede in light tan. The boat was now ours. The abundance and manner of wood cabinetry and accents simply provided an assurance that this is the way a sailboat should look. The inside of our boat just wraps you up like a nice comfortable sweater that eliminates the night's chill. Not all boats do that.

I enjoy it when other people like our boat. Given our age, *Exit Strategy*, will be our last boat. That assessment is not the consequence of time's toll on us; rather, it is a statement about the boat and the need to go forward to a "better boat". Where would forward be?

On a more sobering note, I just got a call from the marina. It's time for a bottom job and it seems like I've got some blisters that need to be repaired. Hell, I thought they did that 4 years ago. The cost estimate for labor and materials is a cruel one. I don't make that kind of money. Of course I don't. I'm retired. Yes I am and I own an I-36. Pony up cowboy.



IT'S ALL ABOUT THE BOAT



FROM THE WATERS DOWN UNDER

BY GEOFF HARGRAVES
SYDNEY, AUSTRALIA

“Believe me, my young friend, there is nothing - absolutely nothing
- half so much worth doing as simply messing about in boats.”
— Kenneth Grahame, *The Wind in the Willows*

Ever since Water Rat uttered those words, people have been agreeing with him, and it definitely sums up three years of owning my Islander 36, "*Ira-Ricarda*"

My previous boat was a small 25ft shoal draft yacht, bought more for the possibilities of spending nights aboard with my young family. She was a compromise, as sometimes boats can be, but the shoal draught often meant that leeway was too great when sailing to weather, and we never did spend a single night aboard.

Eventually, I decided that I would like a larger boat, so friends could join us out on Sydney Harbour. I devoured various magazines for ads, surfed the Internet, and eventually made contact with several brokers as I looked for the perfect boat at the perfect price as we all do. Finally, a broker accepted my boat in trade on *Ira-Ricarda*, an Islander 36, that arrived in Sydney Harbour on December 1, 2007 from New Zealand anxious to be sold.

The historical record of *Ira-Ricarda* is an impressive one. The hull was purchased from Islander Yachts in 1984, but not completed until 1990. She was built by the former owner/builder Stephen Reinken, a mechanical and electrical engineer with over 30 years experience in cruising and ocean going sailing. Carrying the name "*La Chiquita*", her first cruise explored the Bahamas and onto the Caribbean, as far south as the Grenadines, and then journeyed north to Camden, Maine.

In May 1990 she sailed a marathon 14,000 miles in 7 months starting in Miami thence to Bermuda, Azores, Isle of Wight, through the Kiel Canal and on to Stockholm Sweden. From Stockholm she sailed to Finland, on to Russia, back through the Kiel Canal to Holland then back to England for the London Boat Show. She crossed the Bay of Biscay to northern Spain, then to Lisbon, Portugal, the Canary Islands, and back across the Atlantic to Antigua and the British Virgin Islands. After a short stay in the BVI's she returned to Florida where she was put on the hard at Cape Canaveral, Florida where she remained for 9 years.



The second owner, Axel Seifried, spent 7 years sailing, first around USA and Canada's east coasts, visiting Cuba and other Caribbean islands, before transiting the Panama Canal into the Pacific. Shortly after his purchase, Axel took exception to a boat named after a banana so he rechristened her, *Ira-Ricarda*, after his sister who he had lost.

Axel's website, (www.ira-ricarda.com), revealed a myriad of details regarding her construction and adventures at sea that I quickly devoured. I fell in love with the dream of cruising the oceans on this lovely boat. She was pretty to look at and her historical record spoke volumes of her pedigree.

My discovery of the I-36 Association's web site revealed page after page of happy people all enjoying the same outstanding boat. Numerous entries of helpful hints and pages of details about why all these people loved the Islander 36 cemented the deal.

I was hooked. I overlooked any flaws. My checklist went out the window. Anything that didn't pass didn't really matter because I could fix it myself. I'm sure this is familiar to a lot of you, so with a sort of a nod from my wife, I became the proud owner of an Islander 36.

Needless to say after installing a new engine, the reality hit home. I have gradually been replacing all the cruising gear that I was happy was already installed; however, seven years cruising the Pacific and many miles under her keel had simply taken their toll. Stuff just wears out.

Now I'm happy to take friends out onto Sydney Harbour, knowing I have a boat that has a motor that will start in emergencies, an anchoring system that works, and sails that perform. Of course I still have a list as long as your arm as most boat owners do, but that takes us back to the quote at the beginning.

"Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats."



MEA CULPA!

BY RICK VAN MELL



“If you don’t do your maintenance when you should, you’ll wind up doing it when it’s not convenient.” That’s not writ bold in every owner’s manual, but it should be. How often we see those “check this every time you get aboard” lists. Do we? Not always. There’s a good correlation between pilots’ meticulous check-list attention and a low “Oops” rate. These all relate to why *Vanishing Animal* didn’t sail into 2012 with the glorious Islander group.

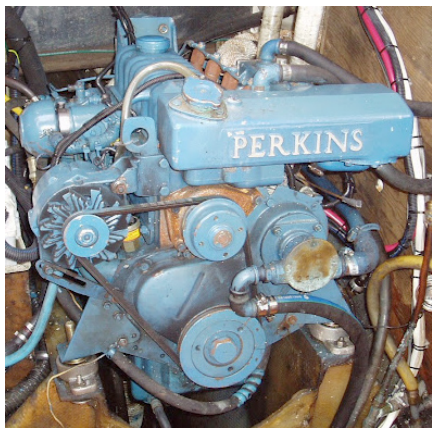
Yes, the lists talk about closing all through hull fitting every time you leave the boat. Do we? Most don’t. The lists talk about checking the oil every time before we start an engine. Do we? Most don’t. The lists talk about ... well, let’s tell the story and see what’s next.



It was a perfect December 31st. I’d scrubbed a month’s worth of grime clean just days before and *Vanishing Animal* still glowed as I stepped aboard. Yes, there was copious condensation, but half an hour with a microfiber cloth soon had her dry enough to enjoy and ready to depart Brisbane Marina for the 2.5 hour trip across the southern part of San Francisco Bay into the Oakland Estuary and down to a glorious New Year’s Eve potluck at Marina Village Yacht Harbor with other great Islanders.

The engine started easily and warmed up gently as I finished mopping up the last of the water. Though it was almost noon, the winter sun only dried the places it directly shone. Casting off about 1130 hours, it was an idle speed ride, already doing 4 knots, out of Brisbane harbor. With warm sun and light wind, I reflected on how special it was to end the year so well – and the prospect of returning in equally fine weather.

Clearing the harbor breakwater, I increased the throttle to cruising speed – aiming for about 7 knots – and eased to port into the channel to deep water. The knot clock climbed to 5, then 6, then 6.6 knots. A light southeast wind came across the starboard bow. But instead of continuing an increase to 7 knots, my ears picked up a peak of engine speed, then a slow decline over about 5 seconds. Then it died.



Standing at the helm, I lifted the starboard cockpit hatch – something like smoke bellowed out. Oh Shit. Locking the wheel, I stepped below and raised the hatch above the stairs to reveal the Perkins 4-107. Again clouds of something filled the air. Clearly, something was not right. Instinctively I reached down and turned the master power switch to off.

Returning on deck, I quickly summed up the situation. With a light southeast wind, I could reverse course, roll out the jib and sail back into the harbor and back to my slip. Good plan. With enough momentum, it was easy to turn. Un-cleat the jib sheets, release the furler line, and pull. It came about a foot and stopped. Harder pulling didn’t budge the jib, even with a turn on the winch. A quick trip forward and manually trying to turn the jib gave the same results.

Options quickly got sorted out: luckily weak tide at the moment, but wind and tide pushing me toward water too shallow to float. Anchor on stern; anchor rode forward – possible but not a favorable option. Another boat, just leaving the harbor – even from my own fairway – seemed a next-best option. I waved, explained I had no engine and a stuck jib, and could they give me a tow back in? Fortunately, yes. I had a tow line ready at the bow by the time they turned around, and it was a slow and uneventful ride back to my slip.

As good luck would have it, there was a guy on the dock that caught my bow as we drifted into the slip and easily stopped us. The dock lines were quickly in place. I dashed below and grabbed a bottle of wine to give to the good samaritan who’d towed me in. Then I sat down for a deep breath.

MEA CULPA!

(Continued from previous page)

One hand on the engine told me it was way too hot to touch, much less work with at the moment. Going forward, I tried the furling jib. Being able to take a deep breath, I soon discovered that the spare jib halyard I had moved forward the winter – to keep it from chafing on the mast – was fouling on the top swivel every time I tried to unfurl the jib. Moving the halyard back to the mast solved the problem, and the jib was now free to run in or out.

Bolstered by this small success, I returned to the over-heated engine. First thought was that the sea-water impeller had failed, or was clogged. But I first cautiously opened the cap on the fresh-water cooling tank. It was empty. Ouch! Has it all drained into the bilge? A quick check showed no extra water in the bilge? Cracked block? Couldn't tell – it was all still too hot to touch.

Maybe it was that impeller had failed. Out came the screwdriver. No luck. Next liquid wrench and an impact driver – that got the cover off the water pump. All looked OK – but now I had to scrape off the old gasket, apply new lithium grease and gently place a new paper gasket (yes, I had a spare), and finally tighten the water pump cover.

So now, gulp, it was back to the fresh water system and tank. I did have some anti-freeze aboard, and poured some into the tank. Then added water until it was mostly full. Taking a deep breath, I turned the Master Switch back on and tried starting the engine. Much to my relief, it started up shortly, and the temperature gauge dropped from over 200 to under 160. Whew!

That lasted for about 5 minutes when the temperature started rising again. Quick shut off. Carefully open the tank – empty! Gads, now what? Cracked block? Leaking head gasket? Gingerly I added more water to the tank – almost to the top this time. Started her up. Quickly the gauge dropped below 160 again. Whew! Five minutes later, the tank overflow valve was sputtering and water was blowing out.

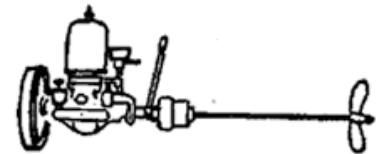
Turn off the engine. Wait. Gingerly open the cap. Overflowing with water. How to get some out? Found a (broken) battery hydrometer and was able to stick its tube into the tank and suck on the broken top to draw out some fluid. (Yep, anti-freeze taste sucks.) Getting about an ounce each time, this took a while to get the water level down a little bit in the tank.

Fired her up again. Cool temps were a good sign, but again the relief valve was sputtering. More sucking. After the third time, only a little seemed to come out with the engine running, and a paper towel absorbed what did come out. Ten minutes later, it was dry, the temp gauge was under 160, and I gave a great sigh.

So my lesson learned is that the next time I get fuel I will continue to check the oil level, but also open the fresh water tank cap and check the coolant level. If I'd done that, I'd have had an even better New Year's celebration. Mea Culpa!

Postscript:

Also, there really was a leak and the boat is at KKMI and probably going to get a replacement engine. Their mechanic confirmed that the freshwater system begins to leak at 4 pounds of pressure, and our initial target was to replace the heat exchanger, and also the mixing elbow, plus discovered a vapor leak at #4 injector (giving a bad smell to cabin), and starter was misbehaving -- only to discover that the starter looked good, but the flywheel was chewed up. That meant that the engine would have to get at least moved and opened up, at which point it may be only slightly more expensive to put in a rebuilt engine. Cost estimates started in the 4K range and went up at the rate of 2-3K per day!



Post, Postscript:

Misery loves company. Will you trade your old Perkins engine for the remains of "one of my" worn out VW engines? You will have to pay shipping both ways. I've got a USPS box that says "If it fits, it ships"
Bill Ray

BACK IN THE DAY

BY TOM EMBERTSON
MINNETONKA, MN

Back in the early 1980s, I was in Irvine, California for business and took a side trip to the Ericson plant to see the birthplace of my Ericson 29. I was not impressed with the place because it looked so disorganized, dark, and messy.



I then went to the Islander factory because it was nearby and was totally impressed with the organization, cleanliness and brightly lit production floor. At the time, I wished I could have one of those beautiful boats, but it just was not in the cards. Now I have one. Lucky me!



THE EYE SPLICE

BY BILL RAY

There are times when an action doesn't necessarily require an economic reward; rather, it can be the consequence of developing a skills and increasing one's self reliance. A common denominator frequently observed among currently successful people includes a limited availability of time and a complementary ability to throw money at what needs to be done. While there is plenty of space here to accommodate any number of philosophical positions, I tend to rely upon the importance of maintaining a "groundedness" and doing somethings "in house"..

I really enjoy problem solving. I have; however, absolutely no interest in puzzles, Rubik's cube, or riddles. Give me a super-long German compound noun, the challenge of how to open a "picture clipping" so that it can be imported into Photoshop without access to every program Adobe ever sold, or the need to load a mature Longhorn bull into a stock trailer parked in an open pasture. And so on and so on.... Oh! I am not a "Scrabble" guy either.

And as time marches on, I have added the mastery of making an eye splice, thimble or not. The importance of the eye splice lies in its utility and capacity of not weakening the strength of its aggregate fibers. This is as all things should be. Effort is expended, application achieved, and nothing lost. A net gain anyway one views it.

The decision to attempt an eye splice relies on the following: If you sail a boat, you should be able to do that; its provides a degree of necessary self-sufficiency; secondly, there are obvious cost savings to be realized - this allows you to purchase more stuff; thirdly, you can be just as knowledgeable as that guy in the slip next to you with the bigger boat; and finally, since you don't smoke a pipe any longer, the simple act of making the eye splice qualifies as your "Auguste Rodin" moment as people pass by and admire a true "salt" expressing his seamanship. Don't forget, they say, "perception is reality."



The task of completing a proper eye splice is initially humbling. It involves multiple trips to the frig or M&M jar (this is not the time to be worrying about those excess pounds that need to be shed) and an ego saving search on Google. Persistence and plenty of practice rope run a close second and third. Hell, I can do square root by hand and diagram a sentence. That's just a way to address a necessary degree of self-confidence as the forth prerequisite.



What do you have after you have successfully made an eye splice. You guessed it. An eye splice.

I'm back to looking out the window and wondering how many more days until summer. What a waste of time. I better get busy. How about a super long German compound noun?

"Ueberseededeutschlehrerinternetmailinglistenfragenstellundantwortkundigen" which easily translates to

People well versed in asking questions and supplying answers on the Internet Mailing List of German teachers abroad Source:(<http://www.thesun.co.uk/sol/homepage/news/2551458/Germans-have-English-words-added-to-dictionary.html>)

NAUTICAL NOTES

BY SKIPPER WALL

Hope everybody had a superb sailing season this past year. Two quotes that seem at times appropriate to us every so often.

From Anne Morrow Lindbergh: "Fog is very terrible. It comes about you before you realize and you are suddenly blind and dumb and cold." (I've been here!)

From Donald Hamilton: "Being hove to in a gale is the most boring way of being terrified I know." (I've never been here!)



Some of the following is from a Seattle magazine "48 North":

1. Electric eels have been used for medicinal experiments particularly in the treatment of rheumatism.
2. The great white shark is capable of detecting a single drop of blood in a million gallons of water!
3. Great white sharks can be drowned in minutes by dragging them backward.
4. The tiger shark is responsible for more fatal attacks on humans than any other species.
5. The sense of smell is so critical to a shark that 2/3rds of its brain is devoted to processing scent data. How did they figure this out ???



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