

September 2006 / Volume 3
www.Islander36.org



Pilot racing along the City Front

Upcoming Events!

I-36 National ~ October 7-8

Marin YC Cruise ~ October 14-15

**Fall Meeting
Saturday, November 4**

Details Inside and Reservations at
www.Islander36.org

Inside This Issue

- 1 A Conversation with Jim Robinson
- 2 Commodore's Corner
- 3 Pathfinders Live On
- 3 Nautical Notes
- 4 A Conversation continued
- 5 Racing Notes
- 6 Cruising Notes
- 7 2006 Cruising Scene

A Conversation with Jim Robinson

By Art Fowler

I've thought from time to time that it would be interesting to get to know our I-36 owners as more than just casual acquaintances and learn something about their backgrounds. Why they become owners, how they enjoy their Islanders, and in some cases, why they may have sold their Islanders could be of interest to all.

So this month I thought I would talk with Jim Robinson as we acknowledge the contribution he and his wife have made to our Association over the past seventeen years. Jim and Martha, along with their children, Molly and Woody have been prominent contributors to the Islander Association for a generation of ownership. It is only fitting that we salute them now, for they have just recently transitioned from Islander ownership as a result of...well, let's let Jim tell us all about it.

I-36: Jim, you have been around boats most of your life. How old were you when you first took an interest in boats and what captivated your interest?

JR: *I was in 7th grade. We were living down in Southern California and my friends and I were surfing all the time. When the winds came up, screwing up the waves ... sailing was a natural. We started off in Sabot's - the equivalent of the El Toro, only they had lee boards on them. It was a blast, warm winds, calm seas, secure harbors to explore. I just loved the idea of the wind taking me where I wanted to go. I was off on my own as well, which was pretty cool. No noise, no fuss, no parents, no one telling me where I had to go or what I had to do. I really liked the actual sailing part and exploring the anchorages as well.*

I-36: Did you do any sailing during high school and college years?

JR: *In high school I became involved with swimming and water polo. In the summer, my friends and I would hang around Huntington Beach all day, not doing much sailing. In college I started racing Lightnings with my friend Mark Patty. He and I were in elementary school together and it was kind of a natural progression for us to start racing together in college. It seemed like a good way to meet women. Mark actually ended up marrying the third member of his crew. I never dated until I met Martha...that's my story and I'm sticking to it.*

I-36: What field did you concentrate in while at college? Did you enter a related field upon graduation?

JR: *I had dual majors in History and Anthropology. My minor was business. I went to graduate school for a Masters and received a life team teaching credential for the secondary and elementary levels. They don't do that anymore actually - and I'm probably the reason why. I taught high school and college for about seven years before coming to the decision that I could make more money elsewhere. I still plan on going back to teaching when I*



Islander 36 Association
of San Francisco Bay
www.Islander36.org

2006 Officers

Tim Shea, Commodore
707-265-8669
winetime@sbcglobal.net

Art Fowler, Vice-Commodore
650-941-2335
BETZENART@aol.com

Ron Damsen, Treasurer
415-453-1811
woodbine36@sbcglobal.net

Jean Jefferies, Secretary
414-381-9103
jefferies4@sbcglobal.net

Kris Youngberg, Measurer
415-828-1833
kyoungberg@coaptsystems.com

Joseph Krensavage, Race Captain
650-584-1654
josephk@syjopsys.com

Smokey & Laurie Stover
Cruise Chairs
510-791-2620
sailsolace@netzero.com

Mike Dickson, Past Commodore
415-928-8033
mike1d@pacbell.net

Sylvia Stewart Stompe
Newsletter Editor
415-488-1066
sylviaastewart@hotmail.com

Kathryn Munn Hodgkins
Newsletter Publisher
510-865-9045
kathryn@sailingmischief.com

Rick Van Mell, Webmaster
650-962-1515
vanmells@ix.netcom.com

Linda McClellan, Membership Chair
530-637-4384
lindamc819@cebridge.net

Commodore's Corner

From Tim Shea, Commodore

Ahoy!

As we move into the height of the sailing season, I am hopeful that you have been able to get out and enjoy your boats. Maybe you have been out on the race circuit, or maybe you have participated in a cruise event or, let's face it, maybe you have just been hanging out at the dock relishing the fact that you have been able to complete that long overdue project. I have found that no matter what brings me to the boat, nothing beats a day on the water!

As we have progressed through this season, and given the current state of the world, I have been giving quite a bit of thought to what makes the Islander 36 Association such a great organization. A word that comes to mind is "Camaraderie". The American Heritage dictionary describes camaraderie as "Good will and warm feeling between or among friends." How appropriate. Consider the fact that here is a group of people who span different generations, come from different backgrounds, socioeconomic classes, etc. and find that they all get along rather well as a result of this wonderful passion for boating. Through a cooperative effort, the association has been able to create an environment in which people find camaraderie. You notice that welcoming feeling from the moment you join the group. I'll never forget our first Spring meeting back in 1998 when Rhonda & I were enthusiastically welcomed at the docks by people we had never met before. As the meeting progressed and I witnessed the solidarity in the

room, I knew that we had found a very special group of people and a society in which we could be proud to be a part of.

While I dwell on the positive aspects of this fine group of people, I am reminded that the strength of any club is the contributions of its members. As you manage the responsibilities, cares, concerns and stresses of day to day life in this sometimes uncertain world, I encourage you to take a moment and consider the unity of the I36 association and how you can actively participate in keeping it one of the best organizations in sailing. Maybe you could mentor a new member, invite someone to join the group, participate in a cruise, contribute an article to the newsletter or provide a helping hand to solve a problem. If you are out on the race course, race to win, but more importantly, race to have fun and encourage others to join you.

As this magnificent sailing season continues, I wish all of you fair winds and I thank you for your camaraderie.

Tim Shea
Commodore

.....
: *1-36 National Championship* :
: *coming October 7 and 8, 2006* :
: This is the Grand Finale of our racing :
: season and a great party at San :
: Francisco Yacht Club on Saturday :
: night. Cruisers are invited to join the :
: fun, raft up at the yacht club, have a :
: fun race of their own, or just go out :
: and support the I-36 racers. :
:.....

Pathfinders Live On

by Smokey Stover

I have rebuilt a few engines and done some installations and repairs here and there over the years. There have been some questions concerning the Pathfinder replacement and parts, so maybe I will share what I know about keeping one alive or upgrading.

The Pathfinder engine was an option to power the Islander 36 and Freeport sailboats while they were being manufactured about 30 years ago. They arose from a Volkswagen industrial diesel engine that had many applications well beyond being placed into Volkswagen vehicles. It was marinized with a Bomar heat exchanger system and a Hurth transmission. There were some upgrades over the following years, but it remained much the same.

Some of these are now quite tired and call for repair or replacement, depending upon how well they had been maintained over the years. Maintenance is the key factor in determining how long an engine will last. Not wanting to get into a big discussion on maintenance, you must remember that these engines require clean fuel, unrestricted air to breath and raw water to cool. The

Pathfinder also requires 12 volts to run, unlike many other diesel engines.

Sources for parts and services still exist, starting with your local automotive parts store like Napa. There is nothing 'marine' about gaskets, water pumps, glow plug solenoids, belts etc, for a 1.5-1.8 L VW Jetta diesel engine. Golden State Diesel in Oakland, Pathfinder Marine in NY, K&N Air Filters and your local VW dealer all have parts.

Many parts are also serviceable. Like taking the heat exchanger tube cluster to a radiator shop for cleaning and replacing the end boots which are critical barriers between fresh and salt water. Transcool in NJ is still a source for \$20 boots and new tubes. Starter motors and alternators can be rebuilt at places like Gen-Star in Oakland.

VW Diesel Parts in Ohio specializes in rebuilding complete engines, long blocks, and their components at some reasonable prices. A complete long block with HP pump and injectors is about \$2500 which includes shipping. Hydraulic valves means no adjusting every 500 hours.

Want everything new? There were

NEW complete industrial 1.9 ADG crate engines available a few years back for \$2600. The prices have gone up 150% since then if you can find them. With very few modifications they made for a sweet deal. A complete engine (less transmission) with exchanger, pumps, alternator and serpentine belt is now about \$4900 with Overland Parts in Gilroy. A new transmission from MER in Washington is about \$1350. Rick has these venter connections on the maintenance section of the web page if anyone is interested.

I do recall repowering from one brand to a different engine and that it was a lot of extra work and extra money. Engine mounts, hoses, wiring, cables were all different and needed to be replaced or fabricated. Changing out kind-for-kind means everything matched and was all straight forward. If you are not mechanically inclined, then that means fewer hours you will pay out to a mechanic to do it for you. The cost of a new engine is often shadowed with the costs of its installation.

So unlike the 4-107's and Palmer's of yesteryear, it looks like the Pathfinder is here to stay.

Skipper's Nautical Notes

by Skipper Wall

Since we all have boat insurance here is something about the big company, which isn't!

LLOYD'S OF LONDON

Lloyd's of London is the well known international insurance market situated in the City of London; it is also the world center of maritime intelligence of daily movements of merchant ships, marine casualties and the like. Its history of maritime underwriting dates from 1601, when Edward's Coffee House on Lombard Street became the gathering place for maritime insurance underwriters. Insurance is accepted at Lloyd's by individuals representing different firms, not by Lloyd's, which simply provides the premises and the information-gathering facilities.

AVERAGE

A word of primary 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 the resulting loss (a last still current in modern insurance practice).

In modern mathematical sense, the arithmetic mean, occurs in English only. More loosely, the word has also come to mean ordinary, normal, typical and the common run.

Furry Photos Contest

Don't forget to submit your furry photo to the webmaster. Prizes at the Fall Meeting November 4!



Jack from *Dreamcatcher* says, "Who needs a margarita?"

Submitted by Vern and Cheryl Verling

From A Conversation on Page 1
retire from Merrill. It was a blast. I think I enjoyed it so much because of the high school kid's senses of humor. It's pretty base...just like me.

I-36: And what was going on with your sailing interest at that time?

JR: I raced the Lightnings all through college and graduate school. From there moved to more traditional maritime experiences and wanted to crew aboard bigger wooden boats. I crewed on board Lord Jim, Jada, and Orion to name a few of the oldies – up and down the coast. I just kept moving to bigger and nicer classics. I then got interested in the fast stuff, but I wasn't good enough to get on their race crews so I volunteered to do their deliveries for them. We moved the old maxi, Sorcery, and a few other famous big boys up and down the coast over the years. That led to other deliveries, that led to me sitting for my license with the Coast Guard, that led to charters etc. etc. It's like that Talking Head song ---- "Well, how did I get here?" Who knows?

I-36: Did you ever do any boat building?

JR: I did one summer while in graduate school and decided it wasn't a neat thing to do. I installed deck hardware on fiberglass boats, drilling holes and sucking fiberglass fumes for about 3 months. I decided I'd build wooden boats in the future. It never happened. Life had other plans for me.

I-36: Could you give us a description of where your career took you from there until your present position as a Senior Vice President with Merrill Lynch?

JR: After graduate school I got a job teaching high school over at Sonoma Valley High School. When I wasn't teaching I was moving boats around the bay, either delivering them from yards or brokerage houses to their new owners, or driving charter boats – for Hornblower Yachts. The deliveries around the bay led to more and more deliveries off shore up and down the coast. People would buy their boats here and accept delivery of them up in Oregon, no sales tax. They'd have to stay there for 90 days, that's changed

now, and then they'd come back down the coast. I was also teaching part time over at San Francisco State. During the summer months and/or winter break I'd sometimes work as a relief captain for a square rigged ship down in Costa Rica. By then I had a 100 ton, any ocean sail and power ticket. On one of the charters, back about 25 years ago, Merrill Lynch had booked the Papagallo II. The Papagallo was a 72 Burger designed yacht with spiral staircases and a whirl pool....she was a sweet boat. I started talking to one of the regional V.P.'s – one thing led to another and, viola – here I am., 25 years later. I think they liked my academic background although I did wow them with my ability to dock a boat.

I-36: I've always liked the name, PILOT, that you chose for your Islander-36. Just how did you arrive at that moniker for your boat?

JR: It was in honor of you, a Navy pilot that we named her that and painted her grey with blue trim. Actually (ed.), it was because I was always enamored with the Pilot Schooners that used to hang around outside the Gate. I agree, it's a great name – and I hope the new owners keep it – but who knows eh? I thought it would be appropriate when we named it as we wanted to race her in the future as well. I'd like to say but for some reason I can't, that it was named for (ed) Maritime Pilots who have local knowledge, right; they safely transit boats under their guidance... well we wanted to safely lead the fleet around a race course, henceforth the name PILOT.

I-36: Now, for your favorite subject, I'm sure. You are truly blessed with a wonderful wife, who has an avid interest in sailing and is a most capable sailor in her own right. She has been awarded the Islander-36 "Crew Person of the Year" and has figured prominently in your performance in the Nationals. Where did you meet Martha and how did she acquire such skill and knowledge of sailing?

JR: I actually was introduced to Martha by one of my great sailing friends, John Edwards, who was dating Martha's roommate. Martha's efforts are solely

responsible for PILOT's winning 9 Season Championships and for winning the Nationals back in 2003 as you found out when you asked me to be a tactician for you this past Vallejo Race. As to her sailing ability Martha actually received that award, the first year it was offered because she was my only crew when we came in third in the Nationals that year 2004. She is unbelievable on a boat. I just need to point the thing where we want to go – she does all the rest.



Jim and Martha Robinson

I-36: I am always pleased when I see an individual, as knowledgeable and experienced as you, choose to buy an Islander-36. Could you tell us the why and when you made the decision to purchase Pilot?

JR: Martha and I wanted a boat that we could raise our kids on and that would stand up to the wind and seas found around the Bay Area. It was the best boat we ever bought. Molly was three when we purchased PILOT, Woody was 1. Molly is now 19 and a sophomore in college, Woody is a senior and 17.

I-36: You were the Islander 36 San Francisco Bay Racing Champion in our One Design Class Association for a record number of eight consecutive years. Can you describe what that was like, what it took to accomplish that year after year, and where the motivational force really came from?

JR: Every boat has its own little quirks and oddities. We learned most of PILOT's over the years. We also usually only raced with family and a couple of really close friends on board. Everyone knew what to do and when to do it – the boat simply responded by simply going

Please see A Conversation on page 5

Racing Notes

From Joseph Krensavage, Racing Chair

Wow, what a season!

The 2006 regular race season concluded September 10th with the ODCA Season Closer Regatta and unlike previous years, the competition for the first place champion was fierce. Going into the regatta, *Tom Cat* was only a few points ahead of *Absolute* in the season standings. In the first of four races, *Absolute* finished ahead of *Tom Cat*, closing the gap in the standings. In the second race, *Tom Cat* finished ahead by only 20 seconds. Talk about a nail biter. With only two races remaining, these seasoned competitors were still only a few points apart and either boat could have captured the season championship. In the last two races, *Tom Cat*, skippered by **Barry Stompe** and crewed by **Sylvia Stompe**, prevailed to become the 2006 Islander 36 Race Season Champion! Please join me in congratulating them and all competitors for making this year's regular race season a memorable one. I salute and thank all crews racing this year for sustaining the energy and life in our racing fleet. I've enjoyed being your race chair the last few years and I hope you are satisfied with how I've managed our race program. I will be relieved by our new race chair at the November 4th fall meeting at the Oakland Yacht Club. Thanks to all of you for making our race fleet an example for other fleets to emulate on San Francisco Bay.



Tom Cat First Place crew



Absolute Second Place crew

Congrats to 3rd Place winner Pacific High!



Freedom Won crew relaxing at CYC

From A Conversation on Page 4
fast. Every time something needed replacing we would always strengthen it or buy the best we could find and/or afford. All our work was done over at Anderson's Boat Yard in Sausalito. By the time we sold PILOT, just a couple of months ago, she was in much better condition than she was when we had originally purchased her back 17 years ago. I think racing a boat does that – everything has to be in top condition.

I-36: You practically raised Molly and Woody aboard PILOT. What advice can you provide for our young families that want to encourage their youngsters to enjoy the Islander 36 experience?

JR: We'd take the kids on the Islander cruises; they were really fun and great adventures for the young ones. On the weekends we'd take PILOT over to Angel Island and run the kids around there. We'd then take them back to the boat and feed them. They'd fall asleep immediately and Martha and I would

go for a pleasure sail. As they grew older we always made sure they invited friends to come along when we went out. The kids could impress their friends with their knowledge and bravery, their friends would of course always freak out when the boat heeled over. It also kept our family very close, a sport that all four of us could do together.

I-36: You've recently become a featured columnist for the publication **Bay and Delta Yachtsman** in which you publish a wonderfully entertaining and informative column entitled, "From the Weather Deck." How did this come about?

JR: I'm still not sure. The publisher had a friend that had enjoyed my articles in the monthly bulletin when I was the Commodore of the SFYC. Voila, I'm a featured columnist. You guys need to write the editor of Bay and Delta, telling them how much you enjoy my articles, I'm on probation...as always.

I-36: Having recently sold PILOT, can you tell us your thoughts on having owned her, and maybe even debunk that old myth about the second happiest day of your life?

JR: We sadly sold PILOT when we decided to bring a catamaran to the Bay Area. I really loved PILOT. I loved the camaraderie of the association, I loved the good competition, I loved the fact my kids were raised learning how to sail on her, I loved the fact you guys awarded Martha that trophy a few years back .I'm sitting here and wondering what the hell I was thinking when I sold her. We intend to keep our membership with the association..By the way a really great family purchased her. We had four offers and accepted the one with the most kids – they were also the nicest by far.

I-36: Thanks, Jim. I hope we'll all feel that way when it's our turn to transition.

Cruising Notes

From Smokey and Laurie Stover, Chairpersons

Can you believe it?

Our 2006 cruising season is almost over!

After a long and sometimes strange winter, the summer weather had finally arrived and just in time for our Memorial Day cruise to the wonderful town of Petaluma. It was as though we had gone back in time with the pirates and wenches running around the marina, ready and willing to assist any of the 30+ boats from various yacht clubs who cruised in that weekend. The Petaluma Yacht Club members are a unique group of people who have a passion for theme events. Their attention to every detail and nuance of pirate life and lore was exceptional. Dressed in their elaborate costumes and speaking in pirate tongue, this group of talented people kept us entertained through creative games, activities, the rum drink contest, a musical skit and a great treasure hunt which kept us busy visiting the downtown merchants.

Father's Day weekend found us in the south bay at San Leandro and the Spinnaker Yacht Club. It had been several years since our last visit. None the less, we were greeted with greatest hospitality. Not even the planes landing at the Oakland airport could spoil this wonderful experience. The club opened their galley, deck with BBQ and dining room for us to enjoy at our leisure. It didn't take us long to feel at home. We enjoyed sharing stories, drink and food with the SYC members. As a token of our appreciation for their great hospitality, and on behalf of the boats that cruised in, Commodore Shea presented the SYC with a donation for their youth sailing program.

The Independence Day weekend was a long one this year with the holiday falling on a Tuesday. This was the perfect opportunity for us to break up the trip and visit two locations. We started the weekend off with a cruise to the Vallejo Yacht Club in Vallejo. Here again is another example of a fine group of people and a wonderful club. We shared pot luck with VYC members and the Island Yacht Club who also cruised in for the weekend. We met the Lund family from the I-36 *Solitude* birthed in Vallejo. This was their first appearance at a cruise function and we were thrilled they decided to join us on our trip up the Napa River to Commodore Shea's home. Sunday morning, we left Vallejo and all headed up the Napa River. Art and Betsy Fowler on *Zenith* led the way as the rest of us followed like ducklings, in a row never venturing too far off course from papa duck. We spent the next two days eating and relaxing. Relaxing and eating. Swimming and site seeing. The food was plentiful. The company was great and the Shea's hospitality, outstanding.

Don't miss the last cruise of the season!

October 14-15

Marin Yacht Club

The Marin Yacht Club is our destination. This well protected club located on Beale Island on the San Rafael Creek, has wonderful amenities including bocce ball and tennis courts, a swimming pool and hot tub along with a fantastic BBQ.

Fall Meeting & Dinner!

Don't miss the 2006 Fall meeting of the Islander 36 Association. It's a great opportunity to celebrate another great year of racing, cruising, and fellowship.

Racers - be sure to invite your crew to this special celebration of the season!

When:

Saturday, November 4

5:50 pm - Attitude Adjustment with no host bar

7:00 pm - Dinner with awards and door prizes following

Where:

Oakland Yacht Club in Alameda

Menu Choices:

\$40 for choice of Chicken Picatta, Prime Rib of Beef, or Filet of Salmon

\$3 donation for wine at table

Docking:

First night free, \$10/night after

Reservations:

Go to www.Islander36.org, then click on Upcoming Events to make reservations.

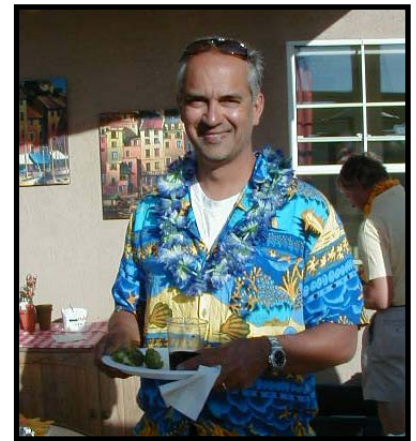


Welcome new corporate member Margaret Fago!

2006 Cruising Scenes

July 1-4 Cruise to Napa

Commodore Tim and Rhonda Shea hosted 40 Islander 36 cruisers representing 16 boats at their beautiful home and 80' dock on the Napa River. Read all about the weekend and see lots more pictures on the website at www.Islander36.org. Clockwise from top left: 1) Commodore Shea grills up a feast; 2) celebrating the 4th from the Sausalito docks are kids from *Nantucket*; 3) Dennis and Judy Bush enjoy the luau menu; 4) Jonathan Muhideen loads up his plate; and 5) Laurie Stover chats with Harry Farrell and Carol Williams.



September 2-4 Cruise to Half Moon Bay

On one of the best attended cruises of the year, 15 Islanders sailed down the coast to join 4 drive-in boats for a fabulous beach party on Labor Day weekend. This was a successful first time out the Gate for some and a great time for all. Clockwise from top left: 1) Smokey and Laurie Stover's *Evanescence* flies down the coast; 2) burgees at the HMB yacht club bar; 3) Ron and Karen Damsen on *Woodbine*; 4) Ralph Greenwood and Ron Moore's *Tranquility* at the Gate; and 5) Dennis, Judy, and Matthew Bush and Tucker on *Natural High*.



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



www.Islander36.org

Summer Newsletter, 2006 Islander 36 Association of San Francisco Bay

Welcome new corporate members Quantum Sails and Margaret Fago (see ad on page 6)



Embroidery Factory
Shirley and Les Housley
6008 Egret Court
Benicia, CA 94510
707.746.7625 - phone
707.746.7685 - fax

www.embroideryfactory.com
CustomerService@EmbroideryFactory.com




**KEEFE
KAPLAN
MARITIME, INC.**

Haul outs, dry dock,
Repairs, Yacht Sales

**Jock MacLean
510.235.5564**


530 Cutting Blvd.
Point Richmond, CA
94804

Svendensen's Boatworks
Svend Svendsen,
President



1851 Clement Avenue
Alameda, CA 94501
510.522.2886 - phone
510.522.0870 - fax

boatyard@svendsens.com



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

Robin Sodaro, Manager
hoodsails@aol.com

HARKEN

San Francisco Office
Kermit Schekle
415.420.7978

1251 East Wisconsin Ave.
Pewaukee, Wisconsin 53072-3755



Doyle
San Francisco

2035 Clement Avenue
Alameda, CA 94501
510.523.9411 - phone
510.523.9433 - fax

Rusty Canada
rustycanada@doylesails.com

There's a West Marine in Your Neighborhood!

Palo Alto Scotty Roberts, Mgr. 650.494.6650	San Francisco Dan Niessen, Mgr. 415.543.3035	
Richmond Kay Shrewsbury, Mgr. 510.965.9922	Sausalito Larry Martinex, Mgr. 415.332.0101	
Sacramento Gene Marston, Mgr. 916.366.3300	San Jose Dan Niessen, Mgr. 408.246.1147	
Oakland Toni Robinson, Mgr. 510.532.5230	South San Francisco Ron Maggi Mgr. 650.873.4044	

Alameda
Kaeika Ruddle, Mgr.
510.521.4865

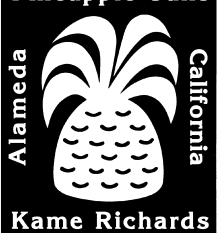


North Sails
Chris Shining
chris@northsails.com

2900 Main Street
Building 140 Suite 228
Alameda, CA 94501

510.522.5373 - phone
510.522.0597 - fax

Pineapple Sails



Kame Richards

Pineapple Sails

Kame Richards
510.522.2200

2526 Blanding Avenue
Alameda, CA 94501