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***Don't Miss these
Upcoming Events!*****Fall Meeting and Dinner
Saturday, November 3***(see page 7)***Halloween Cruise Out
to Ballena Bay
October 20-21**Details Inside and Reservations at
www.Islander 36.org

A Gathering of Islanders

*50 boats represented in US All Islanders Rendezvous**Excerpted from I-36 Web site article by Rick Van Mell*

By all measures it was a very special weekend. The Rendezvous attracted a response from 50 Islanders with 90 in attendance and 26 boats afloat at the hosting Oakland and Encinal Yacht Club marinas. The 10 Islander models represented included:

- Bahama-28 (2)
- I-28 (4)
- I-29 (2)
- Bahama-30 (1)
- I-30 (1)
- I-30 MKII (3)
- Freeport 36 (4)
- I-36 (30)
- I-40 (1)
- I-41 (2)



By mid-morning on Friday boats

began arriving for greeting and meeting new and old friends, and enjoying drinks and nibbles aboard. Welcome packets with agendas, rosters, name tags, boat information posters, and T-shirts were prepared and distributed by Rendezvous organizers Rick and Sandy Van Mell from *Vanishing Animal*.

Official festivities began with dinner at the Oakland Yacht Club Friday night. I-36 Association Commodore Art Fowler welcomed all and thanked out of town members for coming. Recognized were Bert and Carey Vermeer from Sidney, BC, the originators of the All Islander Rendezvous in Canada at Thetis Island in 2005, providing an excellent model for the US event. The special graphic logos that graced the three Canadian

and now this Rendezvous were created by I-28 owner Pandora Nash-Karner, who was recognized and warmly applauded for her designs. Hailing from Minnetonka, MN, Tom and Carol Embertson keep their boat at Bayfield, WS, a stones throw from

Lake Superior's beautiful Apostle Islands. Also recognized was Deb Tucker who lives aboard her I-36 *Simple Pleasure* in San Diego. What a treat to have them all come join us.

An uninvited guest, however, was the rain Friday evening and night, tapering off around 0900 Saturday morning and leaving a damp, cloudy sky with little wind. It failed to dampened spirits as everyone made the rounds touring boats and generally taking life easy.

A Fun Race was advertised for a 1430 Skipper's Meeting and 1500 start. Although the sky was beginning to clear, there was a glassy surface on the water. Undaunted, I-28 captains Brian Forster of *No Agenda* and Bill White of *Horizon*, and I-36 captains Harry Farrell of *Pacific High*, Art Fowler of *Zenith*, John Melton of *Freedom Won*, and Dan Knox of *Luna Sea* elected to hang tough for racing. After distributing eagerly available crew among the boats, sails were

Please See Rendezvous on page 9



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of San Francisco Bay
www.Islander36.org**

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Commodore's Corner

From Art Fowler, Commodore

I'm finding it hard to believe that in another month my tenure as Commodore will have been completed. As I attempt to wrap up some loose ends and take care of a few unfinished details, I am finding that the time is passing even faster. So before any more time eludes me, let me first say that it has been a distinct pleasure to have worked with such a wonderfully supportive, energetic, and resourceful Board of Directors and slate of appointed staff members. I could not have asked to have been associated with a finer group of people.

Those of you who attended our recent All Islander Rendezvous heard some very heart warming remarks about our Association, not once, not twice, but numerous times as each and every attendee rose to introduce themselves, and accompanying family or friends, and communicated often about the richness of their experience of being a part of our Islander organization. We heard people talk about the feeling of a common bond, a brotherhood of sharing, a network of support, and a desire to contribute that all characterize the spirit I have sensed whenever I think about what this Association has meant to me.

It's been twenty years since I became the owner of my Islander 36, *Zenith*. I think, besides an old pair of dress shoes and a couple of understanding and tolerant friends, I've had her longer than anything else I have. Or maybe it's the other way around and she owns me. I'm not too sure which way that is. But really none of us own these boats. We're just entrusted with

the temporary custodianship of these marvelous sea going vessels. I can tell you with certainty from the emails I receive from members who have decided to sell their stewardship that the day you do complete that sale, is not the second happiest day (nor the first) in your life.

And now it's time for me to move on. I haven't been here the longest, but long enough to know that our organization will continue to thrive with the renewal of custodianship of this office. In the case of our boats, which we pass on to others, a new owner will inject his enthusiasm, excitement, and energy into his newfound experience. And so too with our Association, we can anticipate a renewal and revitalization that is sure to occur. It will be a great day for all of us. We'll wake up refreshed. But maybe there will be someone who is thinking, "I'm really going to miss it."

Best wishes and happy sailing to every one of you.

~ Art Fowler

Call for Member Door Prizes!

The fall meeting is fast approaching and Betsy Fowler is looking for contributions from members for the door prizes. Many of our vendors and long time contributors are sadly, no longer interested in donating items. If you have something you'd be willing to donate, or have ideas, please send her an email at betzenart@aol.com or give her a call at 925-314-1875.

Thanks!

Meet Ron Damsen

An Interview with Art Fowler

Ron Damsen is a name familiar to all that have been members of the Islander 36 Association for over a year since Ron served as Treasurer from 2003 until 2006. This year Ron moved to the Vice Commodore's chair and will become the Commodore at the Fall Meeting on November 3. Although many of you know Ron very well from his involvement with the cruising program, I thought that it would be appropriate to spend some time talking with Ron so everyone can get to know this great guy, successful business man, and capable mariner that will take the "conn" of our Islander 36 Association in 2008. Ah, he's just arriving now. We hear the familiar nautical refrain as he steps into the command center of our vessel, "Vice Commodore's on the Bridge." Let's go meet Ron and ask him a few questions while there's a break in the action and before he gets busy in his new role.

I-36: Ron, you have been a dedicated and faithful servant of the Islander 36 organization, and we are truly lucky to have folks like you who volunteer their time and energy year in and year out. Perhaps you could begin by telling us about where you grew up and if your enthusiasm stems from any boating activity in your early years.

RD: *Art, thank you for the nice introduction. Let me first say what a great honor it is to take on the duties of Commodore of the Islander 36 Association. Karen and I have developed a fond affection for the Association and the many members we have come to know and now call friends.*

I was born in Woodland, California, near Sacramento. I graduated from Woodland High and then went on to Sacramento State, where I earned a Bachelor of Science degree in Accounting. There wasn't much in the way of boating in Woodland except for an occasional ride on the Sacramento River.

I-36: Then how did you finally get

interested in boating and particularly sailing?

RD: *A year or so after my new job took me to San Rafael, I received an ad with one of my bills that offered a small 10 foot or so foam core sailboat with a lateen rig for only \$299. Delivered to my office with a 3 month "Easy Payment Plan," a friend with a pickup helped get it to my tiny one bedroom apartment, where it was proudly perched on the back of my sofa. I made many trips to Lake Mendocino with that beauty strapped to the top of my car.*

After a few years which included a sailing class at Cass's Marina in Sausalito, and renting boats, mostly small Santanas, I bought a 23 foot trailerable boat and then a Columbia T-26 with a 2 ft. shoal keel. I sold that boat in 1979, when I bought my house in San Anselmo. I did a little racing on J 24's and crewing on other boats, but was basically out of sailing until we bought our Islander 36 in 2001.

I-36: In what line of work was that new job in San Rafael?

RD: *I had applied with Dean Witter for a job as a stock broker, but was 2 years under their minimum age requirement with no sales experience. So I took a job as a Management Trainee at W. T. Grant in Sacramento to pay the rent. I was made the manager of the hosiery and jewelry departments, much to the amusement of the ladies who had worked there longer than I had been alive. After 3 months, I finally got hired by Dean Witter and spent the next 6 months in their San Francisco training program before starting as a broker in San Rafael. I stayed with it for 17 years, eleven with Dean Witter and six with Merrill Lynch, all in San Rafael.*

I-36: I know your present business is called the "Woodbine Bakery" and produces some of the tastiest baked goods I have ever had. Could you tell us a little about the saga of the Woodbine

Bakery including where it got its name, and how you and your wife, Karen are involved.

RD: *The name Woodbine was derived from the title of a short story, "Where the Woodbine Twineth", that I read as a teenager in Alfred Hitchcock's Mystery magazine. Soon thereafter, at our deer hunting camp on the Feather River in Plumas County, I saw a beaver dam with all the driftwood intertwined and promptly named our camp "Where The Woodbine Twineth". Later shortened to just Woodbine. When we bought our cabin in the same area, we called it Woodbine. When Karen started the bakery, we were on a roll with Woodbine. When we bought our Islander 36...*

Karen has an amazing passion for cooking. When she sold the preschool she had started, she had the luxury of pursuing a food career and started Woodbine Bakery with a couple of her cookie recipes. She started doing sales calls on delis and grocery stores. I had hit my capacity with the corporate world and started helping as the business grew. It became full time for both of us soon thereafter. We bought an existing muffin business 7 years ago and that was a perfect fit for us as we were able to utilize the off peak time in our commercial kitchen. In running the business, we have assumed responsibilities that match our strengths. Karen is great at product development and customer contact. Even all the employees of our customers know her as "Karen the Cookie Lady." I do the bookkeeping, billing, and ordering of ingredients.

I-36: You not only work together with Karen, but you have also been accompanied by her on all the cruising you have done with the Islander 36 group. Tell us how you met Karen and just how she feels about the sailing.

RD: *I had rented a boat at Cass's Marina to go sailing with another broker*

Please see Interview on page 4

From Interview on page 3 from my office and his wife. My date dumped on me, so my buddy decided to bring Karen instead of his wife as his way of being a matchmaker. Karen showed up at the boat in Sausalito with very little in the way of warm clothes for a sail on the bay. I don't think she ever stopped shivering. I figured there was no reason to keep her name and number. My friend persisted, however, and I finally called her. Last month we celebrated our 28th wedding anniversary.

I-36: As a former flight attendant who had traveled extensively, is Karen anxious to resume some of that travel only this time at sea level in your beautifully equipped Islander 36, Woodbine?

RD: *Yes, very much so. Even though she has flown all over the world, I am very lucky to have a wife that is as excited about going cruising as I am. Her epiphany came while we were sitting on the beach in Zihuatanejo. A cruiser came ashore in his dinghy and we got to talking. It just clicked in Karen's mind that it could be us coming to shore in our dingy with our boat anchored out in the bay. Six months later we bought Woodbine.*

I-36: Ron, you are one of the few ham radio operators amongst our Bay Area members. They tell us that is a valuable skill for a cruiser. How did you get interested in that hobby?

RD: *I feel it is a very valuable skill for cruising and that is why I initially got my Amateur Radio license. The Ham radio frequencies are much more active than the Marine SSB frequencies, and being able to transmit on both, significantly increases your chances of making contact in case of an emergency. There are also many cruising nets that you can check into on a daily basis. It's a great way to keep in contact with other cruisers. You can also send and receive email via your SSB radio. It has become a hobby that still excites me when we are anchored at Clipper Cove and I'm talking to someone in The Marshall Islands, Honduras, Japan, and Spain, as I did my last time there. Getting a license became much easier*

last February, when the Morse Code requirement was dropped. To obtain the necessary General Class license for single sideband operation, there are two written exams. The good news is that there are great study books with all the information and the pool of test questions with the answers.

I-36: You have one of the nicest, and best equipped Islander 36's that I have ever seen. You have made some very utilitarian improvements while maintaining the handsome classic look of the boat we all know and love so well. How about a list of as many improvements that you can think of that you have made.

RD: *OK. The list is fairly extensive so we'll display it separately. (See Woodbine's List on page 7).*

I-36: We know you have not fixed up the boat so nicely just to continue to cruise the local Bay waters, but have some bigger plans in mind. Could you share those ideas with us and perhaps you'll be able to influence others to join you when you "head out the gate and turn left" as everyone is so fond of saying.

RD: *As our plans have evolved, we plan to sail Woodbine to Mexico in the late summer of 2009, with the idea of joining the Baja HA-HA run to Cabo San Lucas at the end of October. We are in the process of building a log home on our property at Lake Almanor, in Plumas County, California. It should be finished in the spring of 2008. That will be our transition year as we will look to sell our house and business here in Marin. We then plan to cruise Mexico in the winter and then fly back to spend our summers at Lake Almanor. There are so many beautiful areas to cruise in Mexico, that I expect we could spend at least 3 seasons there before considering going further south. My ultimate dream would be to do the 3 week Puddle Jump to the Marquesas, but unless we both start growing barnacles and become real sea dogs, we will probably stay closer*

to shore.

I-36: We're running out of time now as I see the crew is ever increasingly turning to you here on the bridge for answers to their questions. So before you get busy, do you have any last minute words for this group that will soon announce when you arrive, "Commodore's on the Bridge."

RD: *Art, it has been a pleasure working with you this season. A special thanks goes to a great group of hard working members who have taken on the various jobs necessary to grow the I36 Association. Membership keeps increasing every year, even though the Islander 36 has been out of production for 22 years! That says it all.*



Ron and Karen Damsen enjoy the Rendezvous

Trick or Treat!

Don't miss the last cruise out of the year at Ballena Bay Yacht Club on October 21-22.

There will be pumpkin carving for kids of every age, boat-side trick or treating, and a best costume contest. Look for details and make your reservations on the Web site at www.Islander36.org.

Greetings skippers and crew,

All I can say is. "Whew! What a season." Little did I know that Fleet Captain would be such an exciting position. Silly me. In reality, it's been an incredibly interesting year.

We've had:

- Winds going the wrong direction. (*The boats were going the correct direction to and from Vallejo but the wind didn't want to play.*)
- Traditionally calm areas blowing stink. (South Bay blowing 30!)
- Traditionally gusty areas in almost dead calm. (*It did at least pick up enough to start the race.*)
- A mob. (*Actually, it was a wob.*)
- Broken booms. (*Note the plural.*)
- All sorts of cracks. (*Captain Hooke led this category with a smile!*)
- Legs of brilliant driving. (*Almost everyone rounded one mark in first place.*)
- Moments of regrettable decision making. (*How many pirouettes did Pacific High do that day?*)

We've also had:

- A few spinnakers flying.
- Veteran skippers sharing their expertise.
- A greater variety of course type than we've had in a few years.
- Some fantastic neck-and-neck finishes.
- Tighter groupings during the entire race.
- A definite improvement in the skill of both skippers and crew.

On the whole, I believe each of our boats, skippers, and crew have stepped up the level of competition. This alone made the season exciting and more enjoyable. It also bodes well for next season and even more excitement. I'm already looking forward to it. And, as usual, we've continued the incredible camaraderie for which our Association is known.

It has truly been a memorable season. Thank you all for being a part of it.

~ Michele Williams



Casual Classic series winner *Cassiopeia* on the way to Vallejo.



Captain Hooke is back in time for South Bay

2007 Season Results

Boat Name	Place	
	Season	CC*
<i>Windwalker</i>	1	3
<i>Captain Hooke</i>	2	2
<i>Pacific High</i>	3	3
<i>Tenacious</i>	4	6
<i>Freedom Won</i>	5	6
<i>Cassiopeia</i>	6	1
<i>Blue Streak</i>	7	9
<i>Luna Sea</i>	8	8
<i>Amante</i>	9	7
<i>Diana</i>	10	4
<i>Razor</i>	11	9
<i>Kapai</i>	12	5
<i>Mustang</i>	13	9

* Casual Classic Series



Season Champion *Windwalker* winning Knox race

A View from the Rear...

Musing from the race course

by Dan Knox

This is a racing note from a point of view that our good friend **Lou Zevanov** (multiple season champion) probably has never experienced! Let's start by making a list of what is good about coming in last place:

1) You get to go sailing. That in itself is a good reason to go out. You plan around a date and people actually show up on time to the boat somewhat ready to go. After all, if it is just a little sail and they stayed up late the night before there is no harm in being late. But starting a race more than 30 minutes late gets you a DNS (did not start) - don't ask me how I know that. By the way, a DNS is way crummier than last place.



2) Everyone will tell you this over and over again, your sailing skills will get better. Your people skills get better too. Put a large number of boats in a small starting area and you will soon learn it is necessary to work together or you will get bumper car city. By the way, I miss the bumper cars at Pier 39 and smacking *Luna Sea* into the dock at Pier 39 with a 5 knot current is not the same thing. Plus everyone on the boat will learn the value of teamwork after making 10 gybes in a row at the starting line, only to be called over early.

3) You get to wear a cool shirt into the Yacht Club bar that has the word *racing* on it so that everyone who doesn't race thinks you must be pretty good. OK, they really know better but you can wear it to the Giants' games. Those guys don't have a clue.

4) Islander 36s are very good looking boats, but unknown to Lou and a few other people, the best view is a three-quarters view of the transom. We get to see that a lot!

5) You get to help the local marine based economy by buying lots of new racing gear. Of course it really doesn't help you go any faster but it is all pretty cool stuff. If you are a front runner you also get to help the local economy, but then all the new stuff does actually make you go faster. For example, **Tom Newton** and I have exactly the same sails but we have blue numbers and his are green. Maybe we should have gone with the green also? The really cool thing is that you get to hang out sometimes with people like **Jocelyn Nash** at the Boat Show and believe me, that can be a high point of a racing career for us rear enders.

6) You get to race longer than anyone else. You race much longer than the people who actually win. If you really do love racing doesn't it make sense that you would want to race longer? In the last race **Don** pointed out to me that we got to race a full 12 minutes longer than *Windwalker*, even though we were only 6 minutes out of second place. Maybe *Windwalker* just can't race all that long without getting pooped. We are in this for the long haul, no finishing 12 minutes early for us.

7) You get to waive "Hi" to all those cute girls on **Harry Farrell's** boat.

8) You get to improve your VHS radio skills. Once I had to radio **Charles Hodgkins** on the race committee boat for the Encinal Yacht Club and let him know we were still racing and were not dropping out. Charles, being the gentleman that he is, did not ask up to pick up the markers as we were sailing toward the finish.

9) And finally, you get to age the champagne a bit longer. Let it be known to all that on *Luna Sea* we have a few bottles of Dom Perignon on board for that first victory. But every time we make it back to the dock alive and all in one piece we pop a few corks of Domain Chandon just to celebrate another great day of sailing. And as some of you may know, Domain Chandon Blanc de Noirs is my favorite champagne, so maybe there is a reason why we keep losing. I see no reason not to celebrate with my favorite except of course when **John Melton** is around. Then we have a Margarita or two and talk about how much fun we had. I guess that is my favorite part after all.

~ Dan



In the pictures: (1) Happy sailor Dan Knox on *Luna Sea* and (2) Crew **Bonnie Aiello** at the helm during Vallejo race



Cruising Notes

From John and Nanci Melton, Chairpersons

A Very Good Year!

The Islander 36 Association has once again completed a very successful cruising season. Whether it was an offshore trip down the coast to Half Moon Bay or a short jump over to Marina Village the cruises have been packed with good friends, good food and drinks, and good boats.

Take a minute to look over the Cruising Album on page 10 to see some of the great memories made during the year and then be sure to visit the Web site for more pictures and stories written up by our amazing Webmaster, Rick Van Mell.

Many thanks to all of you who helped make this cruising season a success. See you out there on the water!

~ John Melton



Melton's lovely *Freedom Won* Vallejo bound



Nanci and John Melton enjoy the Rendezvous

Fall Meeting and Winners Dinner!

What is more fun than an Islander 36 Fall Meeting? Nothing we can think of! Don't miss the 2007 I-36 Fall meeting with its famous door prize extravaganza. This event books up fast so reserve early!

When:

Saturday, November 3
5:30 pm - Attitude Adjustment
6:30 pm - Dinner
Awards follow dinner with door prize drawings throughout the evening.

Where:

Oakland Yacht Club in Alameda

Menu Choices:

\$35 (tentative) for choice of beef, chicken, or fish
\$3 donation for wine at table

Docking:

First night free
\$15 for additional nights

Reservations:

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



Cruising Kids Corner

It was a good year for the Islander 36 cruising kids too! Clockwise from top left: 1) EYC pool a big hit with the younger set, 2) Yvonne Wiegman cheers for her first Rendezvous, and 3) homemade ice cream anyone?



2007 Season Cruising Album

Enjoy the newsletter in color and find lots more pics and info at www.Islander36.org!



Spring Meeting ~ SFYC ~ 3/17/07
Michele Williams talks racing program. Kit Wiegman presents *Casseopia's* Hawaii trip.

Sail Trim Clinic ~ GGYC ~ 4/14/07
Racers and cruisers benefit from presentation and hands on from Michael Whitfield.

EYC & Svendsen's Shop ~ 4/28/07
Encinal's pool is a big hit and Svend's puts on another great evening of food and bargains.



Vallejo Casual Classic ~ 5/17/07
Kapai's crew races to the huge raft up and party at Vallejo Yacht Club

Marina Village ~ 5/26/07
Corky and Anna Stewart christen *Brigid* at the raft up and rally in Alameda.

Napa-Pittsburg Cruise ~ 6/30/07
Great raft up at the Shea's Napa home and dock. Tim's famous grilled pizza.



Coyote Point ~ 8/11/07
Good eats at the lovely Coyote Point Yacht Club,

Half Moon Bay ~ 9/1/07
Ferry service from the beach to the boats in this lovely offshore anchorage.

All Islanders Rendevous ~ 9/21/07
Hopeful racers wait for puffs during the fun race. Cool event logo graced T-shirts.

The List

Improvements made by Ron and Karen Damsen to their Islander 36, Woodbine

- 4 golf cart batteries under companionway steps (440 amp hours)+ start battery
- 40 amp battery charger
- 3 x 85 watt solar panels with 30 amp charge controller
- 1800 watt pure sine wave inverter
- Horizon 900 windlass
- Raw water anchor washdown
- 35 lb. CQR anchor with 150 ft. 1/4 inch high test chain & 150 rope
- Insulated backstay for single sideband antenna
- ICOM 706 MK IIG single side band radio covering all ham and marine bands
- Raymarine auto pilot
- Furuno radar & chartplotter
- Garhauer radar tower with outboard engine hoist
- Garhauer rigid boom vang
- 9 ft. dinghy with 6 hp outboard engine
- Acer EPIRB
- 17 inch flat screen TV with DVD player
- Tempur-Pedic mattress in V-Berth
- Bimini with transition to dodger, including side & rear panels
- 3700 GPH backup bilge pump
- Spinnaker Halyard
- Cabin top grab rails
- Whisker pole
- To be added:
 - Water maker, steering vane, life raft



Woodbine's nifty new bimini and solar panels

Continued from Rendezvous on page 1

hoisted and drifting commenced. EYC Commodore Tony Shaffer led the race committee with Pat and Gary Salvo and Dennis and Judy Bush. After multiple postponements for no wind, a race under power was substituted. The I-28s raced in a contested match resolved by awarding both boats a bottle of All Islander Rendezvous wine. *Zenith*, with brain trust Lou Zevanov aboard, convinced *Pacific High* and *Freedom Won* to abandon the power ride and practice light air sailing together when the faintest of breeze came up. Off they drifted slowly down the Estuary chasing little puffs of wind. They returned about two hours later. At dinner Michael Daley noted, "we walked back on the sidewalk faster than the boats were going," prompting the retort, "yeah, but how fast was the current on the sidewalk?"

Saturday night starters and drinks flowed freely in Encinal's bar where Rendezvous T shirts were proudly worn. Senior and Honorary member Bill Higdon was present, still going strong at 87. Dennis Bush led a grilling team of Corky Stewart, Tim Shea, Gary Salvo, and John Melton in piling charcoal high and flipping burgers and chicken for 70 people. Dan Knox gets credit for organizing the red and white bottles gracing every table with an All Islander Rendezvous label. Dessert carried out the theme with the logo on both a chocolate and white cake.

Around 45 happy, hungry souls converged on Oakland YC on a sunny Sunday morning for their bountiful buffet breakfast. T shirts again were abundant, and many lingered over a second cup of coffee sharing stories and ideas. One by one boats headed for their home ports, and by noon the docks were mostly empty.



Sandy and Rick Van Mell, Rendezvous organizers

Great memories linger on. Thoughts of new friends, enthusiasm for the Rendezvous, and looking forward to future gatherings glowed long into the afternoon. Some went sailing. *Vanishing Animal* and *Brigid* crossed paths between the San Francisco city front and Alcatraz as *Brigid* headed west to poke out under the Golden Gate Bridge, and *Vanishing Animal* with Bert Vermeer aboard headed into the South Bay and home. It was one great weekend. Thanks to all for making it so. See you at the next one.

Zincs...Why?

An Introduction to Galvanic Corrosion

Michael Daley, Electronic Engineer
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Galvanic Corrosion is mysterious to most people. In its details, it can be complex, but the concept is simple, and can be summed up by the following:

Any time you have two different metals electrically connected, and you put them in seawater, you have made a battery.

Current will flow until this battery is discharged (i.e. no more prop is left). The current that flows will cause metal to be moved through the water.

This process is invisible, but not mysterious. The prop, (or preferably, the zinc) does not actually disappear, but is being deposited on the shaft and other nearby metal, protecting it. The "less noble" (anodic) metal will disappear from the anode and be deposited on the "more noble" (cathodic) metal. Without zincs, the bronze in your prop will vanish, coating and protecting the stainless steel shaft. This is not what we had in mind.

Here are some excerpts from the "Galvanic Series" (AYBC Std. E-2):

Metals listed from: ANODE (least noble) to CATHODE (most noble)	Corrosion Potential: (reference - silver- silver chloride)
Zinc	-0.98 to -1.03
Aluminum Alloys	-0.76 to -1.00
Stainless Steel-active	-0.43 to -0.58
Copper	-0.30 to -0.57
Bronze	-0.24 to -0.31
Stainless Steel-passive	-0.00 to -0.10
Titanium	-0.05 to +0.06

This has many implications. The bottom line - metals closer to each other on the chart are more galvanically compatible, and an assembly made from them will corrode more slowly

than if the metals are far apart on the chart. If we must use metals far apart on the chart, galvanic protection, such as zincs, may be in order.

If two metals are placed nearby in seawater, a voltage equal to the difference between their two numbers from the chart above will appear. If the two metals are electrically connected, a current will flow, and galvanic corrosion will occur. The metal nearer the top of the chart (anode) will disappear. How fast this will happen is complex in detail, depending also on the resistance, but it will be proportional to the difference voltage.

OK, so Why zincs??

If a third metal is connected to the other two, the most anodic (top of the chart) will disappear, depositing onto the others according to the voltage differences. To oversimplify: If one of the metals is zinc, then all metals below zinc on the chart (i.e. all metals of interest) connected to it will be protected. To be effective in practice the zincs must be close enough, and have enough chemically active area exposed to the seawater, because the path through the water has resistance.

OK, so why are some marinas (and even some docks and slips) worse than others about eating zincs?

So far we have considered two or three metals alone in the ocean. Once you put your boat in the middle of a bunch of others, and (especially) once you all plug into shore power, you are all part of a giant battery together! You are open to stray currents from other boats, and leakage from the marina's electrical system. Now things get more complicated: your own or someone else's leaky appliance or bad wiring can eat your zincs in short order. An automotive-grade battery charger on a nearby boat is one common cause of problems.

If you seem to be losing zincs too quickly, there are several potential solutions:

1) Check your shore-power battery

charger for electrical leakage, and check all wiring in the bilge. These are common problem areas.

2) Consider unplugging the boat from shore power when you are not aboard. A properly-sized solar panel can keep the batteries topped up, as long as nothing is left on. If you want to leave the fridge going, or can't wait around after sailing for the batteries to charge, this won't work for you.

3) Move. Another marina, another dock at your marina, or even another slip on your current dock may be significantly different. The proposed location can be tested in advance, although circumstances do change (i.e. a leaky appliance in a nearby boat may only be used at certain times). If the situation is this bad, keep reading...

4) Install a Galvanic Isolator (GI). The Galvanic Isolator allows the green ("ground") wire from your boat to float a little (1.2 Volts, typically) on either side of the green wire coming from the dock. If the potential on the dock's green wire is different from the water your boat is sitting in, rapid corrosion can result. Isolation transformers (see below) and GIs both protect against this, but to different degrees and in different ways. The GI is a basically simple and cheap device made expensive by the need for multiple regulatory approvals and compatibility with electronics, G.F.I. outlets, etc/ The GI will solve the problem, IF it is related to shore power ground, and IF the boat's AC wiring is done correctly, without a connection between the ground and neutral (green and white) wires. This connection is often present in older boats originally wired for 2-prong AC outlets. The basic \$99 (Defender) GI is worthwhile, but before spending \$300 or more for a fully-featured GI, all but the highly weight-conscious should consider an isolation transformer instead.

5) Install an Isolation Transformer. The most complete protection against galvanic issues external to the boat is an isolation transformer. A properly-wired isolation transformer

Continued on page 11

Continued from Zincs on page 10

effectively disconnects the boat from the shore, but the fridge, etc, still work. The only connection to shore power is via the magnetic field in the transformer core, but you'll never know the transformer is there. Isolation transformers do the job well, but they cost \$500 or so, and are about the size and weight of another battery. To be safe and effective, they must be installed carefully, both electrically and mechanically. There are a couple of good places on the I-36.

6) Hang a "guppy" zinc from your boat when at the dock. This can actually look like a fish, or just be any large bit of zinc with an insulated wire attached. This is hung from the boat, and clipped onto the negative battery terminal when at the dock. It protects nearby metals to some degree, and is cheaper (per pound) than shaft zincs. It is especially effective when used with a Galvanic Isolator or Isolation Transformer.

So galvanic corrosion, while invisible, is not mysterious - it can be measured, predicted and controlled, if not prevented. Proper boat wiring, a high-quality marine-grade battery charger, and regular zinc replacement will usually be sufficient. To protect your boat from other boats or bad marina wiring, consider a Galvanic Isolator or Isolation Transformer, along with a guppy zinc. If you have questions, or wish to discuss your specific situation, feel free to contact me at: (707) 480 8517.



Zinc... Why? article author Michael Daley and Karen Swezey from *Laughing Matter* at the Rendezvous

Nautical Terms

by Skipper Wall

A couple of "boating" superstitions, one about women with no offense intended toward our 21st Century long suffering other half's!!! The second about "wine" in this day and time!

WOMEN

Curiously enough, seamen have never been happy with women on board ship, believing that their very presence brought on gales and other bad weather - a woman whistling on the vessel was an abomination.

At the same time it was believed that a naked woman could calm the storm-tossed sea, hence the fact so many figureheads of vessels through out the ages have shown a bare-breasted woman. It must also be remembered that sailors, for all their brutality of background and employment in the past, were an oddly conservative and even sensitive group of people; their language might often have been vicious and depraved, yet their behavior in the main, especially around women, was typically reserved and even decorous.

RINGING THE GLASS

No one must allow an empty glass to ring at a mess table (no problem at our Islander potlucks!), for it sounds the knell of some unfortunate sailor who, it is said, will die by drowning.

If the glass is immediately stopped from ringing, however, the assembled sailors in the mess can breathe more easily - the devil will take two soldiers instead (but not in this 21st Century).

~ Skipper



Membership Report

From Bob Knickerbocker, Chair

The Association's membership this year was fairly typical compared to recent years. We currently have 211 members, down 2 members from 2006. There were 21 new members including Glenn and Linda Campbell all the way from Auckland, New Zealand. The next time you are at the Weiti Yacht Club ring them up.

Our members are mostly from the United States and Canada although in addition to Glenn and Linda we have Dr. Simon Clarke from St. James, Jamaica, West Indies. Also, there are 2 members from the sailing hot spots of Kansas and North Dakota, John Sorensen and Jim and Beth Hughes. The following is a breakdown of locations:

- British Columbia - 8
- North West - 16
- North East - 21
- South East - 10
- South West - 11
- Mid West - 15
- Southern California - 21
- Northern California - 102
- Hawaii - 3
- Alaska - 2

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