

January 2014 / Volume 1

[Islander36.org](http://Islander36.org)

## 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

by Rick Van Mell

As we leave 2013 astern and see 2014 dead ahead, your Islander 36 Association has both much to be thankful for, and much to anticipate for our 40<sup>th</sup> year. What makes the Association special is the participation and sharing of our experience and enjoyment of these special Islanders we sail.

As your new 2014 Commodore, let me start by thanking those who have worked hard to bring us to where we are today. First, John Melton, our Commodore for the last two years. John is a great example of a member who has contributed to all aspects of the Islander Association. He has both raced and cruised, and received the Bill Higdon Racing/Cruising Award three times for participating in all races and cruises for the year. In addition, his adventure and reports on sailing *Freedom Won* down the coast to Mexico added blue water cruising experience for our members. Thanks John for a job well done, and looking forward to your wisdom in your role as Past Commodore.



Race Chair Kit Wiegman navigated the fleet through the racing season with some new boats on the line, and was always ready to encourage and help anyone who wanted to try racing. In addition to always sailing *Cassiopeia* well, Kit brings his hands-on Islander repair skills and knowledge, and Trans Pac ocean racing experience to the fleet. We are delighted Kit is staying on with some very creative ideas for 2014.

Cruise Chair Ruby Blnderman (*White Horses*) added wit and whimsy to our cruising program, and deftly dodged scheduling squalls last year to the enjoyment of all who participated. Ruby is also staying on for 2014, joined by Judy Bush (*Natural High*), and together they have already nailed down some fun events for the coming year.

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Three more stalwarts who keep us running on an even keel and provide a wealth of experience and dedication are Treasurer Pat Salvo (*Ophira*), Secretary Tim Bussiek (*Califia*), and Membership Chair Bob Knickerbocker (*Woden*). All are much appreciated and good omens for a smooth 2104 season.

We are also delighted to welcome Bill Ray (*Exit Strategy*) back as our Newsletter Editor and he will help keep members informed of Association activities.

And finally, we are honored to have back for another year founding member and Measurer, Lou Zevanov (*Diana*). Not only did Lou buy the 1<sup>st</sup> Islander 36 to start the fleet back in 1974, he has been a fleet champion, racing/cruising winner, and Past Commodore. Even if it could be said Lou has "forgotten more about Islanders than most of us know," my experience is that he still knows more about Islanders and this Association than any of us! Lou richly deserved receiving the Schneider Award for his many valuable contributions to the Association, and is teaming up with Kit on some creative ideas for 2104.

With this great team we look forward to our 40<sup>th</sup> year with some exciting new approaches designed to encourage participation in (continued page 3)



ISLANDER 36 ASSOCIATION  
OF SAN FRANCISCO BAY  
[www.ISLANDER36.ORG](http://www.ISLANDER36.ORG)

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## NOTES FROM THE COMMODORE (continued from page 1)

racing and cruising events, and to generally maintain and enhance the Islander Fleet's reputation on the Bay.

My mantra for the 2014 Islander 36 Association is simple: "Safe, Fun, and as Fair as possible!" Read on to learn how this fits the racing & cruising plans for the coming year. Then, come out and join an activity, share an experience, and enjoy the friendship of being part of the Islander 36 Association.

**Hyperlinks:** Please note that "hyperlinks" may be imbedded in the text of some articles. In the Newsletter, they will always be printed in blue and underlined. When the link is mouse-clicked, the reader will be taken to a site containing additional information or to your email program. Once you are finished, simply click / activate the back arrow to return to the Islander 36 website.



## ISLANDER 36 IN THE MEDIA

Last May, [Latitude 38](#) reported that the Victoria, B.C.-based Islander 36, *Starship*, and her crew completed a 2013 "Puddle Jump" from Mexico to the Marquesas. With Chris and Anne-Marie Fox and Jonathan Busby aboard, the voyage spanned the period March 24, 2013 to April 16, 2013 and covered 2,890 nautical miles.



Additional information about the adventure is extensively well chronicled and available at [Starship Blog](#), [340 Miles to the Gallon](#), and via a YouTube video [Starship Puddle Jump](#).

Members and other Islander 36 sailors are encouraged to forward their [media "bits"](#) for inclusion in forthcoming issues of the Newsletter.

## 2013 TREASURER'S REPORT



Greetings from your Treasurer! Wishing you all a Happy New Year!

You should be receiving your 2014 Membership Dues Invoice any day if you haven't already. When you read the invoice please note that you have 2 options of payment, PayPal or check. If you choose to pay using PayPal, the account is [treasurer@islander36.org](mailto:treasurer@islander36.org).

This year I've done something different at the suggestion of Commodore Rick Van Mell. In

June I usually drop from the email list the members who haven't paid their dues. Since we're looking forward to celebrating our 40<sup>th</sup> year Rick has asked me to hold off removing anyone from the list, instead encouraging those who might have wanted to drop their memberships to stick around and see what's planned for 2014. I have enclosed a notice with the invoices to those who didn't pay last year giving them an opportunity to pay for both years if they want to stay. If you are one who truly wants to drop your membership I'd appreciate an email or snail mail note to that effect. Then I'll stop begging you to come back.

I'd like to thank those of you who pay your yearly dues promptly and for updating the information on the invoice.

This year we collected \$4,689.35 from membership dues and we sold \$254.87 worth of burgees for a total income of \$4,944.22.

Our expenses included advertising, youth sailing donations, Spring and Fall Meeting expenses, trophies, postage, racing fees and website fees for a total of \$4,448.15.

Our expense budget this year is as follows: Latitude 38 advertising for our racing schedule, website hosting fees, Spring and Fall Meeting expenses, youth sailing contributions, awards for racers and cruisers who participate, stamps and postage for burgee mailings and, of course, my yearly trip to Paris for lunch with Dan Knox.

I enjoy being your Treasurer. My husband, Gary and I have been members since we bought our boat *Ophira* in 1993 and we have received far more than we have paid. No, I'm not embezzling, don't be crazy! We have made wonderful friends and have sailed in to anchorages and marinas all over the Bay Area, sharing good times all along the way. I look forward to more of the same in 2014, the 40<sup>th</sup> year of the Islander 36 Association.

Respectfully submitted,

Pat Salvo

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# 2014 RACING PROGRAM



Kit Wiegman

Your 2014 I-36 racing program is coming together with several components which we describe below. We invite your input and comment, and encourage your participation. We'll provide updates via email as appropriate during January and February, and look forward to rolling out the whole program at the Spring Meeting at Golden Gate Yacht Club on March 15<sup>th</sup>, 2014.



Lou Zevanov

## Racing Schedule

First is the draft racing program itself. Similar to last year, the official 2014 I-36 Championship season will include the Yacht Racing Association (YRA) Party Circuit, and the new combined series that merges the old separate One Design, Sport Boat and PHRF series. You will note a few differences from past years. The first race of the YRA series is on April 26th, BEFORE the Vallejo race this time around. Also, the 2nd Half Opener has been moved back to the first weekend in August from the end of July in the past. Here's the draft schedule:

1/25	3 Bridge Fiasco (Double handed)	7/12	YRA Summer #1
3/15	Spring Meeting GGYC	8/2	YRA PC 2nd Half Opener - Bonita
4/12	Sail Trim Clinic GGYC	8/9	YRA Summer #2
4/26	YRA Spring #1	9/6	YRA Summer #3
5/3	YRA PC Vallejo - up	10/4	Nationals Regatta
5/4	YRA PC Vallejo - back	11/1	Fall Meeting Richmond YC
5/31	YRA Spring #2		
6/21	YRA Spring #3		

You will find more details, and updates as we get into 2014, on the [2014 Race Schedule](#) page.

## PHRF Ratings

Historically the Islander fleet has raced under a PHRF rating of 144 seconds per mile. This was originally established with assumptions of a 150% genoa, a 15 foot spinnaker pole (a penalty of 6" longer than the 14' 6" J measurement), and the assumption that all boats fly spinnakers. This worked very well for about the first 25 years of the Association when boats were purchased specifically to join the racing fleet. As more and more cruising events were added to the schedule, and the full range of I-36s that Islander produced wanted to join racing, we encouraged participation and new racers with a gradual switch to 135% genoas and non-spinnaker racing. But, we kept the same 144 PHRF rating. As long as we all sailed together, this didn't impact anyone in the fleet. In 2010, under the leadership of Measurer Lou Zevanov, we compiled a [Table of Differences](#) describing the many variations in boats and posted it on our web site.

To encourage more boats to come out and try racing, and to embrace the "as Fair as Possible" mantra, we're going to develop a table of the theoretical PHRF rating for as many boats in the fleet as we can. Then, those boats that would qualify for a higher (slower) rating could use that rating for the 2014 season instead of the standard 144 if they desired. Further, if their theoretical rating would actually be lower (faster), they could still use the standard 144 if they were new to the fleet or had not finished in the top half of the fleet in the previous season. We'll provide a template to collect the data and be contacting fleet members to help fill it in. As always we will help anyone who wants to get started in racing. Interested? Questions? Email [Kit Wiegman](#). If you are interested in more background on rating rules, follow this link to the [Rating Rules Survey](#).

(continued page 5)

## 2014 RACING PROGRAM

(continued from page 4)



### Masters Program

To further encourage folks to come out and try racing, we'll build a Master Program of very experienced fleet members who can be mentors to potential and curious new racers. These seasoned skippers will be available to lend advice, teach during crew practice sails, and otherwise help new racers improve their game. In the same vein, we'll revive the "Lessons Learned" program started by fleet champ Peter Szasz (Midnight Sun) where we poll the fleet after races to get a "what went right" and "what we could improve" from several boats to share with everyone. If you'd like to contribute as a Master, or would like some assistance, email [Rick Van Mell](#).

### Youth Outreach

The Association has long made donations to the junior programs of yacht clubs that have hosted our events. As many of you may be aware, there is general interest in the sport to find ways to get the many youngsters who go

through a sailing school program to continue on with sailing beyond high school and college. As students, they typically sail Optimist prams ("Optis"), 420, and FJ dinghies. They all get launched for the day, taken out at night, and capsize with ease.

We see an opportunity to invite selected sailing programs to send a few of their older junior sailors to a series of "Introductions to big boat sailing." This would include a range of activities like explaining the much greater forces, need for safety, functioning of winches, importance of teamwork and communication when you have 6 or eight people aboard, and introductions to each of the crew position roles on a boat the size of an Islander.

A follow up session would include crew practice at various positions and maybe an informal race. Starting an Islander is totally different from the luff and leap starts in dinghies! A third session might include spinnaker basics on a big boat.

To pull this off we will be looking for 3 or 4 fleet boats interested in participating in the program. Then, we'd gather those boats at a given yacht club on a Sunday (regular junior programs are usually run on Saturdays) and participating juniors and their instructors/chaperones from several programs would come to that club. The process would be rotated to other clubs for the following sessions. If successful, some of those juniors might even want to become regular crew on an Islander! A win-win all the way around. So far we've had very positive reactions from programs we've contacted, and we'll have more details at the Spring Meeting. If you'd like your boat or club sailing school to be part of this program email [Kit Wiegman](#).



### SUPPORT THE BUSINESSES THAT SUPPORT US



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## 2014 CRUISING PROGRAM



Ruby Blnderman

Life's great events often come with "something old, something new, something borrowed, and something blue!" That's a great way to describe our 2014 Cruising season. We are particularly encouraging families to come to events.

Returning favorites include the Spring and Fall Meetings, Sail Trim Clinic (good for cruisers as well as racers), Encinal Cruise, Benicia Cruise and a Giants Game.

New additions include cruises to:

- Presidio Yacht club (right under the north tower of the Golden Gate Bridge)
- Summer Sailstice Family Cruise around Treasure Island with racers invited to join a potluck raft-up after their race (you can also count this one as "borrowed" from other fleet schedules.)
- Schoonmaker Marina for a visit to the Sausalito Art & Wine Festival Cruise
- Treasure Island Swap Meet at Clipper Cove

All, of course, sailed under the friendly blue skies of San Francisco Bay. Here's the draft schedule:

1/1	'Round Alameda Rally	7/4	Benicia Cruise
3/15	Spring Meeting GGYC	7/26	Giants Game Cruise
4/12	Sail Trim Clinic GGYC	8/30	Sausalito Art & Wine
4/26	Encinal Cruise	9/27	Treasure Island Swap Meet
5/31	Presidio Cruise	11/1	Fall Meeting Richmond YC
6/21	Summer Sailstice Family Cruise		

You will find more details and updates as we get into 2014 on the [2014 Cruise Schedule](#) page.

On the theme of "Safe", we are considering including some scheduled times during cruises to practice such seamanship skills as crew-overboard recovery, general boat handling under power, docking, getting the Islander 36 to go backwards, and maybe even anchoring techniques. Sandy Van Mell always reminds Rick that a spouse is not the best person to teach their own spouse these skills, so we may try a "guest instructor" approach. We'll review this more at the Spring Meeting, but you're welcome to send your ideas along to [Ruby and Judy](#).



**Suggestions and Contributions** to improve the relevancy and quality of the Newsletter are always welcomed. The same is true if you wish to simply "stand on the soap box" and let us know what's on your mind. Together with the Association's website and the member-initiated emails on all subjects "Islander", your newsletter needs to be a useful resource in promoting the I-36 and the sport of sailing. That's where you come in.

We need news about you.



Judy Bush

# CRUISE OR RACE? DO BOTH!

The merits of racing are simple. The activity gets your boat out of its slip and you on the water. Once the contest begins, a transformation takes place. The boat and its skipper become a single entity, each engaging the other in a concert of physics and emotion. You become a better sailor.

Do you have to win every race? No! Do you necessarily have to win any race? No! Then why race at all. People race the I-36 because it's one of the many things that the boat does well and does competitively. It's an exercise in getting from point A to point B - as well as you can. You can do that.



Napa Cruise 2011

The skill set required to sail a boat is pretty much the same irrespective of the purpose for being aboard. Cruising integrates the art and science of sailing with the merits of going somewhere, living aboard, and enjoying the amenities offered by the course and destination; normally in a more laid back manner. Concerns with safety, comfort, and enjoyment augment a well-timed "heave to", one last adjustment to the jib sheet, a successful raft up, setting the hook, or going below or simply kicking back in the cockpit.



They say cruising is often working on boats in exotic places. We just hauled out at Panamarina in Panama to clean and paint the bottom. (After 6 years). Margo Callaghan

## NAUTICAL NOTES

by Skipper Wall



### COPPER-BOTTOMED:

Sailor's slang to mean very (doubly) safe and sure, secure: to be trusted; that which cannot fail. The expression drives from the practice, first officially begun in 1761, of sheathing the underwater portion of a vessel's hull with thin sheets of copper to prevent the teredo worm from eating into the hull planks. Also limited the buildup of weeds and barnacles. Now we use antifouling paint, which is illegal in some areas. (But not San Francisco as we now have it on Snowflower.) The word **copper** is from the Anglo-saxon **coper**, which in turn derives from the Latin **cuprum**, from the name for Cyprus where the metal was first mined, then known as "Cyprian Bronze".

### PORT:

An old Anglo-Saxon word still in full use. It strictly means a place of resort for vessels, adjacent to an emporium of commerce, where cargoes are bought and sold, or laid up in warehouses and where there are docks for shipping. Not quite a synonym of harbor, since this does not imply traffic.

# HEAD OUT THE GATE AND TURN LEFT

## The Story of *Tacoma Blue*

by Richard Watters

**Editor's note:** Every Islander 36 sailor has a story to tell about themselves and their boat. Such shared experiences contribute to an expanding I-36 anthology and provide a baseline metric for us all. We gain traction and a collective cohesion from each tale. Think about sharing your story with us. Richard and Takae did.

### The Plan

When initially asked to write this article about Takae and I cruising down the coast of California, I really did not know where to start. The most obvious starting point would be the day we shoved off. In reality, it started the day I bought the boat eight and half years ago. Cruising is something I have wanted to do since I began sailing. It only took thirty years to get here.



There are many excellent books written about the cruising life. If you think you want to cruise, buy and read at least one. I didn't.

After three months of cruising the coast of California from San Francisco to San Diego I can safely say the most important part of our cruise is what I did before we left. Cruising your own boat for an extended period of time is like being the City Manager of a small city. You are responsible for many of the same functions i.e., transportation, water and sewer, communications, public safety and the mental health department. There is a lot of stuff to do if you want a safe and comfortable journey.

There were two aspects in preparing for our cruise. First, is preparing the boat and second is preparing myself. The first is pretty straightforward. You spend a lot of money upgrading or replacing every system on the boat and you are ready to go. I did. I spent seven months working on the boat five days a week. See: [Tacoma Blue Refit for Cusing](#).



The second, preparing myself is a different story. I should have spent the year getting my wife and I ready. I didn't. I have sailed for over thirty years and with the exception of a few bare boat cruises I had never cruised for more than two weeks at a time. My wife who is a novice sailor prone to seasickness wife who is a novice sailor prone to seasickness wanted to go. Being married I thought it might be a good idea to take her along. Though the boat is set up for the long haul and this is what I plan to do over the next ten years, we decided to limit our first cruise to three months and stop when we reached Mexico.

The plan accomplished several things. First, it was an adequate time frame for a "shakedown" of the boat. Second, we decided to harbor hop as well as anchor out. My wife is from Japan and had not seen much of California and this was a good way to sail and sight see the coast. Lastly, three months provides a long,

leisurely time frame to get down the coast. Important on those foggy or no wind days. Or I don't feel like going anywhere today.

Also, if you can live on a boat for three months maybe your relationship with your significant other is better than you think. By the way we are still married.



After spending seven months getting the boat ready it was time to put together a sail plan. Where do we want to go, what do we want to do there, and how long do we want to stay?

A big part of the trip was to "shake down the boat". I had installed, upgraded, and changed so many things on the boat I thought it might be a good idea to see if this stuff works. I felt the best way was to go slow and use all the systems everyday i.e., in harbor and on the hook. To this end, we decide to harbor hop as well as anchoring out our way down the coast whenever possible.



Our itinerary prior to leaving was pretty loosely defined. I knew the places I wanted to go but I had not really done any pre-planning as to what we would do there or how long we would stay. Depending on your time constraints and personality this could be good or not so good. I tend to like to know what I am going to do before I do it and planning the next leg of a cruise the night before you leave can be a little stressful albeit not so good

If you belong to a Yacht Club you should use your reciprocal privileges when possible. Most clubs are accommodating with club access and/or guest berthing. It is best to call ahead of arrival, as most clubs are open limited days per week.

### The Cruise

We left out of Emery Cove Marina August 1, 2013.

(to be continue)



# IT'S ALL ABOUT THE BOAT

## PREACHING TO THE CHOIR

Sailboats are personal things. They are extensions of who we are. People who sail the Islander 36 do so with a high degree of satisfaction. Given that the first I-36 hull was laid over forty years ago, the boat's endearing popularity is quite unique. Islander 36 testimonies are numerous and quite varied as would be expected. So what make our Islander special?

Opinions, by their nature, are subjective and open to debate. After all, doesn't beauty and practicality reside in the eye of the beholder? True. In the case of the I-36, a multiplicity of her attributes is easily quantified. A sufficient number of measurable dimensions come to mind and would be readily available if a high degree of objectivity mattered.

I know what I like about my boat. While not yet a master behind the wheel, my understanding and appreciation of the boat increases every time I go aboard. Frequent visits to the Association's website and reading the various email communications amongst the members provide a reassurance that I have the right boat for me. A universe of one, however, does not provide the best of references. It seemed appropriate to open the question to a larger audience.

A request for opinions regarding the three most desirable characteristics / qualities of the I-36 was recently emailed to the Association's membership. A total of twenty-six respondents contributed to the survey, a reasonable sample size. Without getting into the nitty-gritty of statistical analysis, 117 responses were aggregated, by order of desirability and are presented below.

$$\sqrt{\frac{\sum_{i=1}^{N-1} (X_i - \bar{X})^2}{N}}$$

Owners' Evaluations of the Islander 36 Desirable Characteristics / Qualities		
1st Preference	2nd Preference	3rd Preference
Seaworthiness (60%)	Seaworthiness (60%)	Cabin (35%)
Appearance (25%)	Cabin (40%)	Seaworthiness (30%)
Cabin (10%)		Appearance (20%)
I-36 Association (5%)		

Survey results indicate that I-36 owners recognize the boat's outstanding sailing characteristics as its most desirable trait. Elements of the cabin follow in second place and the vessel's aesthetic properties finish in third. The consistency of individual desirable qualities across the ranked preferences indicates that owners see the I-36 as a "balanced" craft that reflects a unique design achievement.

Terms cited to describe the major attributes of the I-36 are summarized to the right. The numerical values enclosed in parentheses reflect the number of times the item was cited by respondents. Qualities related to appearance were unique to each survey participant.

Appreciation is extended to those who participated in this exercise.

<u>Seaworthiness</u>	<u>Cabin Attributes</u>	<u>Appearance</u>
Sails well (12) Balanced / Stable (12) Stout / Well Built (10) Stiff Boat (3) Seaworthy (3) Handles the Bay (2) Easy to Single-hand (2) Upwind Performance (2) Great Hull / Design (2) Fast for Cruising Boat (2) Maneuverable (2)	Great Companionway (6) Companionway Steps (6) Layout (3) Roomy (3) Warmth (2) Headroom (2) Comfortable (2) V Berth Size (2) Windows at Eye Level (2) Folding Salon Table (2)	Makes me Smile Looks Great Great Lines Draws Attention Crowd Pleaser Poetry in Motion All Time Great Looking Boat Unequaled Beautiful Classic Plastic

# ISLANDER 36 BULLETIN BOARD

## So What Makes Our Islander Special?

The stairway  
(My favorite).  
Paul Keyes

Diana has ocean raced  
in 40 knots with a  
chute. Because of the  
skeg hung rudder we  
could actually let go of  
the wheel at surge  
speeds over 12 knots.  
Lou Zevanove

When you look at an Islander 36 you smile.  
Her lines are clean and true. Nothing  
cosmetically altered. Nothing overstated.  
Everything is just the right proportion.

Jay Acquaviva

The windows are at standing  
eye level so I never feel  
claustrophobic.

Margo Callaghan

It just looks friggin' great. I have  
to admire the lines whenever I come  
to or leave the boat.

Mike Finch

There are better light air  
boats and better heavy  
weather boats, but the  
I-36 is nearly tops in all  
conditions in  
between....and those are  
the conditions in which  
most of us sail.

John White

It's a stiff vessel with a good ballast-to-  
displacement ratio that can take a strong gust  
without heeling excessively or losing rudder  
control. Michael Daley

Built like a tank  
and safe.  
Bob DaPrato

A recent guest and owner of a Cal 34 was  
extremely impressed with the balance of the helm and  
stated that he had to fight the helm on his Cal while  
the Islander 36 was like driving a car!

Gene Novak

A companionway the ladies love--steps  
designed for human beings vs almost  
vertical ladders so common in other boats  
of similar size. Donald Henderson

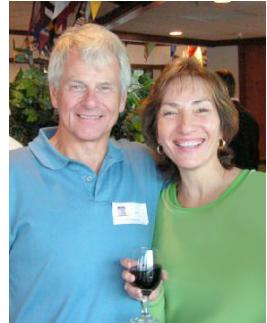


## BEYOND THE BAY

We truly are an interesting and diverse group of sailors. Bound together by and immersed in a relationship with a boat that has an inexhaustible capacity to yield insights into the minds and hands of those who fashioned her form, grace, and prowess, the Islander 36 fraternity is like no other. Trust me on this.

The Islander 36 is a California boat. It was born and grew up there. Yet, many found their way to other places: some exotic and others nondescript, some inland and others along coastways. In true centripetal fashion, those who sail her gravitate back to contribute breadth and depth to our Association. It remains "all about the boat".

### Come On. Lets Go! *Andiamo*



Tom and Carol Embertson reside in Minnetonka, Minnesota just a few miles west of Minneapolis and sail their Islander 36, *Andiamo*, on Lake Superior. Their homeport of Bayfield, Wisconsin provides an outstanding sailing venue with ready access to the unique [Apostle Islands National Lakeshore](#) and the encompassing expanse afforded by the cool, deep, pristine waters of [Superior](#).

The Embertsons attended the 2007 Rendezvous. Tom and his son spent a day, this past November, sailing on the Bay with Rick Van Mell aboard *Vanishing Animal*. Further, Tom's [upgrade projects](#) to *Andiamo* are well chronicled on the website and he contributed an article entitled "[Back in the Day](#)" for the March 2012 Newsletter.

Sailing Lake Superior is a climate-limiting pursuit that involves the reality of a severe winter season. Boats are usually hauled out and placed on the hard in October and either shrink-wrapped (a \$600-\$1,000 expenditure) or tightly covered in canvas. Tom relies upon the canvas option.

The consequences of extremely low temperatures and the damaging effects of water freezing in cracks, crevasses, and other locations must be eliminated. A full complement of winterization strategies and precautions is the rule. Sails are removed, standing rigging eased, water tanks drained, engine winter-prepped, and so on. Using the whisker pole and boom provide an elevated peak to minimize the accumulation of snow.



The ritual of preparing the boat for sailing begins in late April to the end of May. Once completed, a 5-6 month sailing season is available. With the approach of October, the cycle repeats itself. As Yogi Berra would have remarked, "it's like *deja vu* all over again".

A true labor of love. It's always about the boat and in this case; it's the *Andiamo*.



# SAILING ON A BUSTED SHOE STRING

## A Confession "Before the Mast"

by Bill Ray

Sailing was never a "constraint-free" pursuit for me. Early into the avocation, needing a "150" or a bigger boat seemed an appropriate obsession, but the reality of career, family finances and responsibilities, and a lone ounce of common sense were always effective in grounding me to living in the present tense. After all, I was lucky to have our initial C&C 24 in the first place.

Being grounded was never fun. Career advancements eventually lessened the monetary hindrance sufficiently to power a move up the food chain to an Islander Bahama 30: six-foot headroom, a Yanmar diesel, and no tiller. Now that's a boat, no a yacht!

Sailing Lake Texoma presents many of the same challenges facing a mariner at sea; thus some important decisions were required. Rather than asking Terry to go forward to gather the jib in near gale-force conditions, while standing at the wheel, the purchase of a roller furling seemed obvious. With my conscious eased by doing the installation myself, why not spring for a new 150. What better investment could one make then insuring the safety of loved ones aboard. What a guy!

The Bahama 30 fit like a glove but we needed to get busy clearing the initial 20 cedar-covered acres. We spent nearly every night on that boat exhausted from a manual labor of love. s/v JOTA-B never left the slip that second summer. Relying upon sweat equity soon evaporated and we decided to sell the "30" - we needed to buy a tractor, various agricultural implements, some cows, etc. I still can't believe I did that.

For the initial several years, retirement on the range was tough. All we did was work. When time became available, we were still just two miles from the marina, but with no boat. Grounded for good is not a good thing!

Guess what I found? A near perfect C&C 24 on the hard in southern Ohio. The owner was practically giving it away. All I had to do was hook up the flatbed to the pickup. Road trip. 2,300 white-knuckle miles later and we're back in "bidness".



Small boats really are fun in and on small places. But being tossed around in 25 knots of wind requires a lot of work while having to deal with a tiller and three other adults sitting erect in the cockpit encourages the mind to focus on the merits of bigger boats. Here we go again.

My first glimpse of an Islander 36 was mesmerizing. This boat really looked good in the water. I could follow its contours easily with the soft motion of my hand. That was a first for me. The asking price; however, was high and complicated by being "old" (not the boat, me). That lone ounce of common sense I had saved all these years won the argument. Too much boat, too late in life, too many other things have to come first. Then my good friend Jeff spent more than an hour raving about the Islander 36, the assurances of a strong owner's association, and my ability and need to act / behave, well, under my years.

Buying my Islander was a more difficult proposition for the broker than it was for the seller (let's call her Abby) and I. I suggested that the seller simply exchange the depreciating asset of a boat she was no longer sailing for some excess acreage that would no doubt appreciate in value on the north end of our ranch. There was no immediate or long-term plan to use the four-acre strip. Given that the value of the land exceeded the selling price of the boat, I carried the difference for a term of 5 years - which would be used to pay my monthly slip fee. Once the contract was signed, I became an Islander 36 owner without having to part with a penny.

After a lapse of two years, Abby called to ask if I was interested in buying back the land parcel. Seems like she was getting married and moving to Mexico. We agreed on a fair price and the deal was done. The Front 30 Ranch is back to its original configuration and our Islander 36 is still less than 2 miles from our doorstep ready to go at a moment's notice. Talk about happy endings!



Hold on. Forgot to mention that I now have to use my own money to pay the monthly slip fee. "Hey brother can you spare a dime".