

36 Islander 36 NEWS

Summer 2017
Volume 5, Issue #1

Launch on Lake Ontario (by Cathy & Dave Mcleod)

We **finally** got the mast up this week, so it's picture time!

The water is the highest it's been in [Lake Ontario](#) since the 1900's, which is making for exciting times! The [Toronto Island](#) is over 40% underwater, which has closed a lot of yacht clubs until the water subsides. On the mainland, the [National Yacht Club](#) (where we are!) has water up to the parking lot, covering the walkway to the docks.

The breakwalls for the mooring area are completely covered, which is where we'll be keeping *Blew By U* when we come back to [Toronto](#). Dave has video of the craziness if anyone wants to see!

Unfortunately we won't get underway until June 3rd, but hopefully the water will have dropped a bit by then!



Here's the chart of where we're sailing from and to, approximately 140 nautical miles.

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Summer Cruising (by Commodore Susan Nork)

The cruising season is well under way. Zenith was on its way to [Angel Island](#) the other day when we realized there was a 3 knot current against us. So being a flexible set of sailors, we fell off and went to [McCovey Cove](#) to partake in a Sunday baseball game via the water. Luckily we got there early enough to get a good spot before all the crazies. We did rescue one kayaker who could not swim or get back in his kayak.

Summer Sailstice is also here. June 24th is the time. [Encinal Yacht Club](#) is the location for the cruise in.

For all you sailors who have their boats at [Marina Village](#), throw off the dock lines and move your boat 200 yards for a great Saturday night. [EYC](#) is planning on music, food and

fun all day long. There is a pool for you and the kids or grandkids, showers and a full restaurant and bar. [EYC](#) is within walking distance from a full grocery store, just in case you may have forgotten something.

We went with a group of boats to [Treasure Island](#) for the weekend. Bill sailed it single-handed it over to [Clipper Cove](#). I joined him after a red-eye from [Charlotte](#).

The [TIYC](#) is great. They had a bbq for the group on Saturday and there is a brewery next door to walk to. The club then opened so we could have a potluck breakfast before we all pulled up anchor to get back on Sunday.

They do make a heck of a [mimosa](#), so I heard. I jumped on another plane for [Anchor-age](#) five hours after pulling up anchor. It is a bit of a stress

when your depth sounder says 5.2 when you know you have a 6' draw and your plane is leaving with or without you.

We actually did a sounding a week later to see what the depth sounder was reading at the dock. Good to know that ours is almost a foot off, We also went up to [Benicia](#) for a cruise. [Benicia Yacht Club](#) is very accommodating. It should be a great 4th of July for all the [Islander 36s](#) who can make it up.

The showers at the Marina are clean and well appointed. The [Islander 36s](#) are planning a 4th of July cruise in. Check the tide. It is shoally. We walked to the main area at least 3 times. I was able to get from [Walnut Creek BART](#) to [Benicia](#) via [SolTran](#) in 20 minutes. So I can't imagine there would be a reason not to get up there.

Kit Wiegman with custom Ballinger Boom



2017 Race Schedule

Date	Event Name	
Sat Jun 24th	YRA #2 Berkley Circle	YRA/Berkley YC
Sat July 22nd	YRA #3 South Bay SF Side	YRA/South Beach Yacht Club
Sat Aug 5th	Coyote Point Destination Challenge	Coyote Point Yacht Club
Sat Sept 30th	Season Closer	YRA/Corinthian Yacht Club
Sun Oct 1st	Season Closer	YRA/Corinthian Yacht Club
Sat. Oct. 14th	I-36 Nationals Regatta	Golden Gate YC
Sat. Nov 4th	Fall Meeting & Winner's Dinner	TBD

For the latest updates to the I36 Race Schedule please check the web site by clicking here.

Department of Transport

Remember to LOG ON LOG OFF! Every trip

VHF Radio Ch 16 Distress & calling
Ch 67 Safety & emergency
72, 73, 77 * Recreational & working

VHF Repeaters 21, 22, 80, 81, 82... * Recreational & working

27 MHz Radio Ch 68 Distress & calling
Ch 86 Safety & emergency
90, 91, 94, 96 * Recreational & working

* Contact VMR groups for local information.
www.dts.wa.gov.au/contact-us/pages/vmr-federal-recreational-services.aspx

Come Back... (by Jocelyn Swanson)

We have done lots of work on our boat (*Zingara*)--new Harken Mark IV roller fuler, new standing rigging, new AIS, new autopilot, 2 new bilge pumps, a 2nd handheld GPS, 2 wireless headsets, painted mast--this is

all in preparation for both racing and Steve's planned coastal cruise to Catalina in September (*although I do remind him he has to bring the boat back*). He plans to begin his adventure meeting the I-36 cruisers at the Half

Moon Bay cruise out over Labor Day weekend. I'm not going--this is a trip so not on my bucket list--I'll be in Spain and London!

Nautical Notes—Weather (from Skipper Wall)

For landlubbers, weather is of only passing importance unless they happen to be farmers.

Cold weather is a fire in the fireplace, rain means you roll up your car windows, wind is when you hold onto your hat.

Sailors, however, are far closer to the vagaries of the weather. Too much wind is just as bad as no wind.

Fog can be frightening and disorienting. Storms are a test for sailors, waves can range

from sparkling summer swells that toss back a spritzing of spray to towering black mountains that threaten your very existence.

LASTLY:

There's no such thing as bad weather, only bad clothes! Like when you pull your foul weather bottoms over the top of the jacket!

And: The slot of SFO Bay; There are but two kinds of weather, neither one of them a pleasant kind!

And maybe San Pablo Bay too when headed back to SFO!

Last Minute Results

We had a great race for the first YRA race with three boats contending.

The weather couldn't be beat and the racing close.

2 wins for *Zingara* and 2 seconds for *Serenity* and 2 thirds for *Kapai*.

That does not tell the whole story as the first race was won by less than 2 seconds.

The race committee was not on their toes and *Zingara* had to remind them we had a second race to go.

Great sailing by all and a day like we always dream about on the bay.

The Numbers (from Roy Samuelson)

Our membership still stands strong with 196 members with 138 active dues paid members. For those who have not paid their 2017 membership dues please [click here](#) and pay on line.

We now have 87 members who live outside of the state of California, some as far afield as France and New Zealand.

Of course the majority of our members live in or around the Bay area (12 in Monterey, 13 in

central/southern) that makes 64 in the greater Bay area.

"What do we spend your dues on?" We have 6 perpetual trophies that are updated each year, and some years 8 if we award the Ormand Spinnaker Championship Trophy (which we will in 2017) and the Racing/Cruising award. Each year we pay to get them engraved with the name of



the current recipient. These are usually announced at the Fall meeting. We spend dues to subsidize events organized by the Association. Primarily the spring and fall meetings and the Nationals Regatta. We charge participants but it is never enough to cover the cost. Sail trim clinic was cancelled due to lack of attendance. There are occasional cruise trip expenses.



Keel Bolts... *(by Liz Munnely)*



Green Flash is still on the hard at [SF Boatworks](#) (where she has been since March 2016). We recently had the boat yard take a look at our deteriorating keel bolts/nuts. We had hoped that once the nuts were removed, we would be able thread new ones onto the existing keel bolts. Unfortunately, the threads were pretty damaged too, so the plan b was to cut new threads,

however, that too was not successful.

We reached out to Dan Huseman of Keel-Co, with the attached pictures, to see if he could help us out. Turns out, he is still replacing keel bolts on Islander 36's. He prefers to work on the boats while in the water... so as soon as we're back in Dan will travel up to the Bay Area to work on **Green Flash**. (hopefully this will happen the early part of June).

His prices seem very reasonable, Craig at SF Boatworks told us he couldn't come close matching Dan's price. I thought it would be good to get this information out to our fellow Islander 36'ers in case anyone else needs work on their keel bolts – Those located in the Bay Area will be able to take advantage of Dan being in town...

[Continued on page 5...](#)



Chute's away—3 Bridge Fiasco

New Members *(Membership Jocelyn Swanson)*

Please help me welcome these new members to our **I36** family:

Our new members since February:

◇ Leslie Rohde (Fernandina Beach, FL) "**Portia**"

◇ Dave Maher and Cathy McLeod (Toronto, Canada) "**Blew By U**"

◇ Sal Corio (Warwick, RI) "**Valhalla**"

◇ David Chiodo (Vallejo, CA) "**Finally**"

◇ Marshall Johnson (Federal Way, WA) "**Drommen**"



New Lake Ontario *(by Dave Maher & Cathy McLeod)*

Dave has been sailing since he was a teenager, starting in [Sea Cadets](#), going on to teach for [CANSAIL](#) and race regularly. He's currently crew on a [J105](#) for race nights. I almost fell into [Lake Superior](#) the first time I went sailing with him on a race and haven't quite yet got the hang of it, but I really enjoy bobbing around [Lake Ontario](#) in the summer.

We are based out of [National Yacht Club in Toronto, ON](#). Our 'new to us' boat, **Blew By U**, is currently on land in [Kingston](#), but as soon as it hits the water we'll be taking it out for our first sail and bringing it home! (Is there maternity leave for boats? :-)

As a '[millennial](#)' I have to post everything online, so I've got a [Twitter](#) feed set up for our adventures at [@BlewByU1974](#). I have a lot of pictures of 'things to fix' on the boat right now, but not one with the two of us. Soon we will have some nice pictures of us with the boat at launch instead of the ones with snow in the background!

There is quite a treasure trove of documentation in the nav station of **Blew By U**. It looks like the previous owners kept every single piece of paper ever. If I find anything interesting, should I send it to the mailing list?



Sailors Language

A-back—A foresail when against the wind, used when tacking to help the vessel turn

Longest Day of the Year Cruise *(by Bill Nork)*

GREETING ALL ISLANDERS AND WELCOME TO SUMMER!!



If you've been thinking about a great cruising destination that's warm and not too far from most marinas in the Bay, we've got just the place! Summer Sailstice is the world-wide celebration of sailing on the longest weekend of the year. In the San Francisco Bay Area, the main celebration is held at the Encinal Yacht Club in Alameda on Saturday, June 24th. Encinal has a large open guest dock, a beautiful dining room and an Olympic size heated swimming pool!

You can cruise in for the day, or come and stay Friday and or Saturday for free – DOCKING IS FREE FOR BOTH DAYS FOR I36 ASSOCIATION MEMBERS. The Islander 36 Association has reserved 8 spots on the guest dock. We will have a welcome cocktail party on the docks Friday evening. The events start at 11:00AM on Saturday, and the day will be filled with water oriented activities for the whole family. We'll have a special Islander 36 Association dinner on Saturday night.

It's usually warm at EYC, even if it's foggy and windy on the Central Bay. It's also the perfect place to have

friends and family (grandkids!) visit, as they can enjoy the pool, food and festivities and not be stuck on the boat all afternoon. There's lots of free parking right at the Club too.

The dock space is limited to the first eight boats which respond (first come, first served). So reserve your berth now by clicking on this link:

<http://islander36.org/secure/events.html>

Any questions? Call Bill Nork (925) 788-7910 or email

bnork@newmarkccarey.com. I36 Zenith 1979

P.S. Land yachts are welcome too! If you can't sail over, drive in and enjoy the fun.

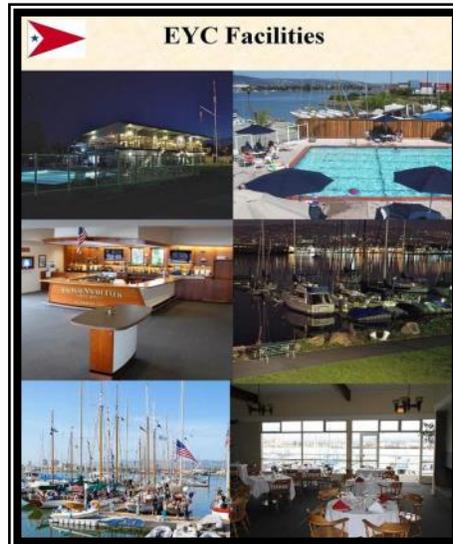


Fun on the 3 Bridge Fiasco

3 Bridge Fiasco

(by Jocelyn Swanson)

Our boat Zingara 484 at the start of the race. I did the start, rounded Backaller which is the GG Bridge, then rounded Red Rock which is the Richmond/San Rafael Bridge. Steve took over and raced the boat under both spans of the Bay Bridge to finish. There were about 365 boats in this race--it's a big race!



Radio Equipment License

You do not need a license to use the marine VHF radios, any type of EPIRB, any type of radar, GPS or LORAN receivers, depth finders, CB radio, or amateur radio (an amateur license is required). Ships that use MF/HF single side-band radio, satellite communications, or telegrophy must continue to be licensed by the FCC

472	<u>ZENITH</u>	Bill Nork / Peter Nork	147
6763	<u>CASSIOPEIA</u>	Kit Wiegman / Mara Gutmann	144
57307	<u>WIND-WALKER</u>	Richard Shoenhair / Tom Shoenhair	144
234	<u>RENAISSANCE OF TAHOE</u>	Stephen Douglass / Ralph Woodard	150
484	<u>ZINGARA</u>	Steve And Jocelyn Swanson / Jocelyn Reed Swanson	144
82659	<u>SERENITY</u>	Eric Mueller / Roger Anderson	144
367	<u>HANGOVER</u>	David Book / Dave S Friend	144
438	<u>KAPAI</u>	Richard Egan / Trevor Egan	147

Sailors Language:

Keep an even keel: A nautical term for keeping a boat upright, not heeling over to either side. Today the expression is used when describing a persons emotions. To "keep an even keel" is to remain level headed or emotionally stable.



Dirty Jobs—Holding Tank *(by John Mahowald)*

Getting ready to leave the [Great Lakes](#) this summer for the [Caribbean](#) and parts beyond. Replacing the holding tank on my 1979 Islander was not on my list of projects. But if it was going to crack, better now than later. I don't know why the bottom was not flat. You are looking at the bottom. I think a clogged vent hose contributed to its demise. Every pump out the last few years ended with a loud KLUNK. It was the bottom of the tank popping up, but I didn't know that at the time. The old tank is 14 gallons, by the way.

The vent hose is lying across the new tank (18 gallons). Notice the shut off valve, which I removed. The vent



hose also used to drop down below the top of the tank. I made sure it doesn't do that anymore.



We Want Your Pics

Is this your boat? Maybe not but we still want to see photos of your boat or your neighbors interesting or unusual boat.

[Click here to send us photos.](#)



Pre-Start—3 Bridge Fiasco

Keel Bolts *cont...*

The images show some before and



after pictures from the work that was done at [SF Boatworks](#). The last one was the attempt to cut new threads, unfortunately, those threads just peeled away from the galvanized

bolts.

We'll send an update for the next



newsletter, hopefully with beautiful new keel bolts installed!

Liz & Mike

“Green Flash” - ‘73 Islander 36

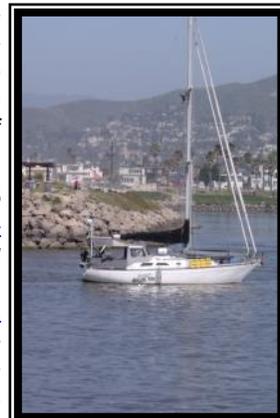
Spread the word... and the word is “Islander” *(by Phillip Seaman)*

We at the [Islander Association](#) have a great group of members that is very supportive but I think it is time for us to spread our wings (vertical ones) and invite all those [Islander](#) owners who don't know about the [Islander 36 Association](#) or think it is only for sailors in the Bay area. In my experience it is far from the truth.

I have seen just recently the interaction between members passing general information and advice about hatch boards. Another long thread discussed the pros and cons of the Windless and batteries.

The Islander owner is not exclusive to the Bay area and I encourage and invite all I36 members to chat to their neighbors and invite them to join our friendly group of dedicated sailors.

I lived in [Marina del Rey](#) for 15 years and I know of at least 6 [Islander 36](#) down there and I know of another bunch in [San Diego](#). So please use your [Social Media](#) groups to invite these other forgotten groups of talented and obviously caring sailors to check us



out.

Let us see if we can start some other local groups that can be part of the wonderful chapter we have here as satellite groups.

We are all in a dying breed of people called sailors and avidly seeking knowledge about our boats.



Vallejo Race Recap *(by Eric Mueller s/v "Serenity")*

A quick summary of the great [Vallejo Race](#) from our point of view although we would love to hear from some of the other Islanders.

The day started out with fairly light winds on Saturday and pretty much stayed that way. The start went well with all of the boats on the line on a [starboard tack](#). My crew of Serge, Jack and Greg were nailing the tacks. It was a short [upwind](#) leg to the first mark for a starboard rounding and then off to the races.

Most people went inside to take advantage of the [current](#). All of the weather reports showed a 20 kt



breeze coming for the afternoon. We decided to play for the wind and stayed out where the current benefit would help us if there was lots of wind. As soon as we could Jack and Greg put up our [spinnaker](#) hoping for the best. *Renaissance of Tahoe* had the same idea as we did. Unfortunately the breeze never materialized and we watched the rest of our fleet creep ahead of us along the shore. Ducked in in front of the Brothers and around [Point San Pablo](#).

Once around the corner we decided to head in as far as we could get while *Renaissance* stayed a little farther out both of us well behind the fleet.

Deciding to go for broke we went until we saw a little less than 10 ft. of depth and kept her there. We weren't sure how much it helped up to Pinole although we did seem to be moving a little better. Once past [Pinole](#) we doubled down on our strategy staying as close as we could to shore. Looking over as we were coming to the pier

opposite the [Vallejo](#) entrance we could see *Windwalker* in the middle of the channel. Shortly after we started across against the current they headed over to the current relief on the breakwater. Using the current break there they stayed ahead of us at the entrance of the Vallejo channel by a few boat lengths. We promptly proceeded to have problems with our spinnaker. The sock jammed and Jack and Greg did a great floater drop which got the spinnaker a little wet but got in down in one piece. Serge was busy helping with the main and jib. Our only chance was to hope we could gain some by braving the vagaries of the west side of the channel, but it was not to be and we finished behind *Windwalker*.

We were not actually sure where we ended up being disconnected from the fleet for the last half of the race. Once we made it in Greg hung up the spinnaker and we took a break. Dinner was BBQ put on by [Vallejo Yacht Club](#) followed by a good live band. We got a



chance to talk to most everyone and it looked like most were having a good time.

Breakfast at the [Sardine Can](#) with friends and crew. Left to right is me, Jack, Nathalie, Kit, Greg (Serge is taking the picture).

Sunday Morning was not part of the season scoring but most sailed it anyway. We had the standard fiasco getting out of the marina. The start went well and everybody was off and running. There were very light winds and we hunted for wind and current. Unfor-



tunately we didn't get them when we needed them and ended up way behind the fleet. Wouldn't you know the wind finally decided to show up right at the finish blowing 23-25 at the new finish location deep inshore by the [Tiberon Yacht Club](#).

There was a class and scoring problem (one of the reasons for the delay in getting this out). I got a hold of the race committee Sunday morning and they directed me to the YRA. I called them Monday and left a few messages. We finally connected Tuesday afternoon and got everything sorted out and corrected by Thursday Morning.

Results are:

Saturday Spinnaker division

Windwalker 1st.

Serenity 2nd

Renaissance of Tahoe 3rd

Saturday Non-Spinnaker

Zingara 1st.

Kapai DNC

Congratulations to all who sailed. To those who didn't you missed a fantastic weekend!

We had a good race day on May 20th (see [2017 Race Results](#)), and our next race date is Saturday June 24th for YRA #2. After the race, sail on over to Encinal to celebrate Summer Sailstice with the rest of the Islanders. [Sailstice at Encinal - Sign up.](#) (Yes it's "Sailstice")

Web Site

Free design consultation



Our local USCG (District 11)

The [Eleventh Coast Guard District](#) encompasses the states of [California](#), [Arizona](#), [Nevada](#), and [Utah](#), the coastal and offshore waters out over thousand miles and the [offshore waters of Mexico and Central America](#) down to South America. Coast Guard District and Pacific Area headquarters located on [Coast Guard Island in Alameda](#), California along the east side of [San Francisco Bay](#).

The Coast Guard's presence on the west coast dates back

to 1848, when the [Revenue Cutter LAWRENCE](#) was dispatched to San Francisco to maintain maritime order during the chaotic days of the [California Gold Rush](#).

The [Eleventh District](#) now includes 43 units and it employs over 2,400 active duty, reserve, and civilian employees.

These resources carry out [Search and Rescue](#), [Homeland Security](#), [Law Enforcement](#), [Marine Safety](#), and [Aids to Navigation](#) missions over 3.3 million square miles of

water. In addition, over 3100 volunteer [Coast Guard Auxiliary](#) members assist in many Coast Guard mission areas, including [Boating Safety](#) and [Search and Rescue](#).

Since September 11, 2001, the Coast Guard has assumed a dynamic role in protecting the District's major ports. The Coast Guard's presence in the District continues to [expand](#).

Every skipper should be signed up for the weekly LNM (Local Notice to Mariners). [Click here to sign up.](#)



Lazy Jack—Swiveling Mast (Story Next issue)

Lake Ontario *continued...*

End of March when we first saw the boat in person. You can see the snow on the ground in the foreground.



After the bottom paint has dried, so pretty!



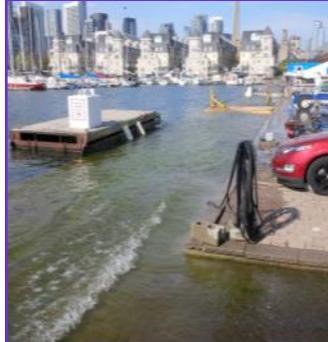
Pardon the mess as we clean out all the stashed stuff from previous owners, but here's the inside! Not bad for a 1974. The cushions were redone sometime in the past 10 years or so.



Poor zoom on the camera phone, but you can see across the river to some of the cool old buildings in [Kingston, ON](#).



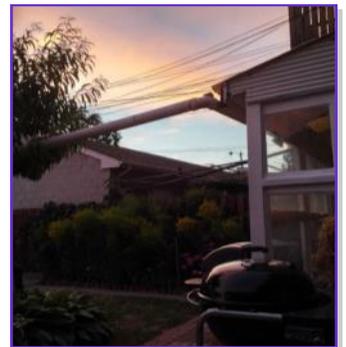
The water levels at the [National Yacht club in Toronto](#). This faces into the harbour, and that's the [CN Tower](#) in the background!



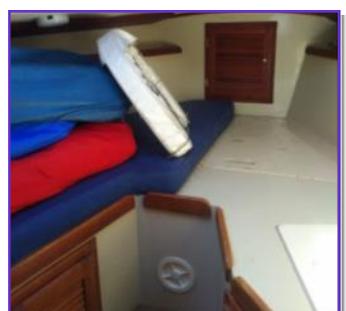
Poor bikes! The floating dock in the background is usually half a meter lower than that (about a foot and a half), it usually slopes down!



A picture of the yard last summer, just to show we can have nice weather in Toronto!



My one question for the membership is if there is supposed to be a piece to go in the V-berth, what does it look like and how does it clip in?



2017 Cruise Schedule

Date	Location	
Sat. June 24th	Summer Solstice: ENJOY Longest Day	Encinal Yacht Club, cruise in and swim.
Sun - Tuesday ? July 2nd-3rd-4th	July 4th Benicia Fireworks Cruise In	Slips for 10 boats reserved for 2 nights! Tuesday, July 4th are fireworks and more! Sail from Treasure Island by 1000 hour to BYC. Another informal party at the BnB for July 3 and a parade down First St. is scheduled by the City! Please note, there are only 10 slips and it is first come, first served. (see sign up form for 1 to 3 nights)
Sat - Sun August 5th-6th	Coyote Point YC Destination Challenge\Cruise	Second annual event for ALL Islanders on a fun sail, point to point rally and Party at the Docks for all. Prizes will be awarded for win, place and show! Have dinner on boats, pot luck or wine & dine at the Yacht Club! Guest dock available for 8-12 boats with night guest services! Eric Mueller - CPYC
Sat - Mon, Sept 2nd-4th	Labor Day Cruise Half Moon Bay	Off shore flotilla with Encinal Yacht Club out the Gate and south to the other Bay! This is a good way to see the coast with friends and enjoy an overnight in the harbor. Nice restaurants and entertainment on shore or have provisions for two days! The weather should be good and the hospitality of the Yacht Club music, water taxi to shore! Bill Nork / Bob DaPrato
Sun. Oct. 4th	2017 Islander Nationals Regatta & Commodores Cup Race	This is the last official race for our group with bragging rights! Details for the event are Standard for the Organizing Authority who has been the Golden Gate Yacht Club in years past. The race committee and ALL commodores will have more data soon. (check with Commodores Corner in Newsletter)
Sat. Nov 4th	Fall Meeting & Winners' Dinner at TBD	Vice Commodore will conduct this summary event to end the season. Association awards will be presented as usual !

[For the latest update to the Cruise Schedule please check the web site by clicking here.](#)

Pre-Race Start Plan *(by Phillip J Seaman)*

It's essential to have a plan so that the whole team has an objective to focus on.

Now that you've been on the race course collecting data for an hour (**you have been, right?**) it's time to make a game plan. Even if it turns out to be wrong. In the heat of the moment, when quick decisions are necessary, the game plan serves as a guide. If you take the "*wing it and see what happens*" approach, I guarantee you'll be indecisive when it really counts.

When making a plan, factor in all of the data you have been observing before the race. First and foremost, you'll want to put a lot of empha-

sis on taking advantage of the favored end of the starting line. The race will be much easier if you're ahead early.

In addition to starting near the favored end, you need to sail toward whatever racecourse features you think will help you the most tactically, and most immediately. This is, of course, one of the main reasons you got to the racecourse an hour before the start and tuned up and down a few times. During that time you should have gotten a feel for the conditions and started to notice what was important, relative to the wind and current. You will find that, most of the time, sailing in more wind and sailing toward the mark are the main factors

that help you do well, especially in extreme cases.

Before the race starts, verbalize your plan to the team. Involving all crewmembers is a great way to get everyone on the same page. It can also help you consider some tactical factors you may have not considered. Another benefit of discussing the plan with the group is that it helps others buy in to the plan, which brings everyone together and helps the team anticipate future moves.

With a game plan in hand, you can start working on the nuts and bolts of getting a great start.



Islander 36 Association

E-mail: Phill@AnalogGoesDigital.com
<http://Islander36.org>
San Fransico, Calif.

Islander 36 Association
New Member Application

We're on the web
Islander36.org

Islander 36 Association
Member Information Update
Form

CORPORATE MEMBERS GET FREE ADVERTISING
Submit your camera ready art (jpeg, png, gif, pub) for the next issue to: Phill@AnalogGoesDigital.com

MEMBERSHIP

For membership information or renewal please contact our Membership Chair Jocelyn Swanson or [click here](#) to email her directly



I36 Shoppe

Being a proud Islander owner means flying the Islander flag and wearing the clothes. Stop by our I36 Shoppe and buy some goodies [click here](#).

Web Site Design & Build

Islander 36 Association Mission Statement

“To promote ownership and use of Islander 36's via a one design racing fleet, cruising group and to provide valuable resources for the Islander 36 owner.”

Do you want your own personal web site?

Does your business need a facelift?

FREE design consultation

Phill@AnalogGoesDigital.com