

I36 Islander 36 NEWS

Spring 2017
Volume 4, Issue #4

New Year and Dues are due...



was sent to those who were members in 2016 but have not yet paid for 2017.

If you were not a paid up member in 2016 you will not get this reminder even though you still receive this Newsletter.

If you would like to rejoin your Association, and we hope you do, please contact your Treasurer, rsamu-elson@aol.com. He will be

so very happy to accept your payment.



A reminder to pay your 2017 Renewal Membership Dues was emailed on February 1st. It

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Laundry List for the I36 *(Commodore Susan Nork)*

Spring is getting closer. For some of us fortunate enough to be sailing through the winter months, we get to see our boats every weekend. Others are not so lucky. Shoveling a path down the dock to check the spring lines and bilge pump is not the fun part of having a boat. But, with less than six weeks of winter left, you almost can feel the warm breezes come across the bow.

Spring cleaning on a boat is more than purging all the old beers that were left from last fall's cruise out.

It is taking anything you have stored in the bilge and checking expiration dates. Checking the bilge pump meter to see how often it has run might tip you off to a potential leak. Cleaning the bilge with a

brush and putting anything back that doesn't look too funky would be followed up with doing the same to the ice box and the galley storage. Sodas, tonic water and Gatorade and crackers all have expiration dates.

Do you check all the through hull fittings? What about the clamps and hoses? Did you check for any deck leaks? If you haven't been down to the boat in a while, you may not notice them except for a stain on a pillow case or in the cubie above the hanging locker. Check expiration dates on flares, and make sure your PFD activation devises and cylinders are current.

Did you fill the cooking gas back up after the last cruise? I can tell you that being surprised when the gas doesn't

come on first thing in the morning after prepping the coffee before your race is not something you want to experience.

That's just below!

Have you checked all your standing rigging? What about all your lights? Have your dock lines seen better days? Maybe a soak in a warm bath at home will make them not so stiff. It works for the crew; it should work for the dock lines!

There is a laundry list of things that should be done to these Islander 36 boats to keep them in optimum condition. Keeping on top of that list just makes life easier.



Jocelyn Swanson—Three Bridges Fiasco



Burgee Exchange... *(by Vice-Commodore)*



I recently took a trip to Puerto Rico and exchanged burgees with the general manager of Club Náutico de San Juan.

They have a fantastic location membership and worldwide participation in

events.

There was a gorgeous 100 foot sailing yacht at the end of the dock that caught my eye!

Go to : www.nauticodesanjuan.com

Bob DaPrato, Isl36

Vice Commodore



Sailing or Flying?



New Members *(Membership Jocelyn Swanson)*

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

- ◇ John and Susan Tunila: Tolland, CT, *Victoria* (1985)
- ◇ Dale and Debbie Clark: Cultas Lake, BC, *Goldfinger*, (1972)
- ◇ Robert and Tina Rutherford: **Centerfield**, TN, (no name yet), 1978
- ◇ Donovan McHenry: San Diego, CA *Iwalani*, (1971)
- ◇ Terry and Laurie Labrecque: Goodyear, AR, *Onyx*, (1978)
- ◇ Lisa and Daryl Orange: Santa Monica, CA, *Linsky*
- ◇ Jim and Melissa Stewart: Santa Cruz, CA, *Pakele* (1983)
- ◇ Adam and Sarah Faura: Culver City, CA, *Symmetry*, (1984)
- ◇ Barron Effenberger: Long Beach, CA, *New Spirit*, (1973)
- ◇ Richard and Dee Hiatt: Redding, CA, *Kilani*, (1973)

'Round Alameda Parade, January 1, 2017



What a great turn out by your Islander fleet! 30 people representing

11 Islanders sailed aboard 6 boats on the waters of the Oakland Estuary and San Francisco Bay around Ala-

ameda Island to ring in 2017 in style. The weather was about as good as it could get. A cloudy morning cleared to clear blue skies with a light northwest wind. With air temperature in the mid 50s, sitting on the sunny, wind-sheltered deck at Aeolian Yacht Club, it was practically bikini time! The crisp skies

made for good pictures at Ballena Bay YC and the afternoon sea breeze kicked in gently to provide a sparkling sail home for those that rounded Alameda and sailed back down the Oakland Estuary to their berths. Lots of pictures to tell the story, so follow the link to: ['Round Alameda 2017.](#)



Spring Meeting sign-up link

2017 Spring Meeting sign-up link



2017 Race Schedule

Date	Event Name	
Sat. Mar 18	Spring Meeting	Golden Gate YC
Sat. Apr 1 <i>New Date</i>	Sail Clinic	Encinal YC
Sat May 6	Vallejo Race - up	Vallejo YC
Sat May 20	YRA # 1 City Front	YRA/Golden Gate YC
Sat Jun 24	YRA #2 Berkley Circle	YRA/Berkley YC
Sat July 22	YRA #3 South Bay SF Side	YRA/South Beach Yacht Club
Sat Aug 5	Coyote Point Destination Challenge	Coyote Point Yacht Club
Sat Sept 30	Season Closer	YRA/Corinthian Yacht Club
Sun Oct 1	Season Closer	YRA/Corinthian Yacht Club
TBD	I-36 Nationals Regatta	Golden Gate YC
Sat. Nov 4	Fall Meeting & Winner's Dinner	TBD



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 88	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/volunteer-marine-services.aspx

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

Nautical Notices (from Skipper Wall)

NAUTICAL NOTES:

Just a couple of comments this time:
 "WEATHER"

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.

Late Membership Renewal...

In prior years, members who did not pay current year dues were dropped from the roster and our mailing list. Last year we did not remove anyone. This year we plan to be a little more brutal and drop those who do not pay up. But we really do not want to lose track of you so we plan to put you in "Inactive" status. You

will not have access to the mailing list nor will you get communications for the 'Active' members. However, you will continue to get this Newsletter and occasional letters from our Membership Chair. When you are really sick and tired of us, just let us know and we will stop all communication.

3 Bridge Fiasco...

A quick clip from yesterday's Three Bridge Fiasco. Light on the wind, heavy on the fun.

In one of the drone shots there were six Islanders within half a mile of us, hopefully yours is one of them .

<https://youtu.be/F0fOr2wMgRk>

David Book

Hangover, I-36

Grand Marina Alameda



The Three Bridge Fiasco (by Eric Mueller)

The Three Bridge Fiasco race this weekend was amazing! 360 entries in the largest race in the country. For those who missed it you should try and make it next year. We had a great turn out and hopefully more to follow through the season. It was a long day for Roger and I. We started meeting at the boat about 5:10 in the morning. We quickly got the supplies stored, I got the engine started while Roger grabbed some ice for the cooler. We got going around 0540 expecting a bit of a fight against the current.



Notice the coffee and tea to keep us warm. The trip on the way up to the city was uneventful. Once we got to Golden Gate Yacht club we debated bribing the race committee with Irish Coffee. We were caught by traffic and by the time we could pull in I missed the chance to pull into a GGYC spot. I mistimed the approach with the NE wind and did not give Roger enough time to get the lines ready. Realizing it was not going to work with the increasing number of boats going back and forth we headed out, but not before stopping and offering Irish Coffee to I believe Zenith. Once out in the melee all thoughts of our planned handing out of Irish Coffee to other islander 36's went out the window. There was a decent wind from the east and the boats started piling up behind the start line. We got our sails up waited for our start window. Earlier in the week and on the way up to the start that morning Roger and I had discussed options for which way to go based upon the wind and how much current we were seeing. If we didn't have any wind we would go up current of the start and drift across the line and let the current take us down the city front. If we had wind we would run up to Blackaller and use the

current to drive us through Raccoon straits go around Red Rock then to T1 and back. With the wind it looked like our plan was pretty popular from the early starts. When we tried to head towards the start line found ourselves cut off by an appropriately named express 27 El Raton. He forced us to do a donut before getting to the start line. Once across the start line it was a broad reach with a couple of people trying to get chutes up. We stayed about halfway between the farthest out boats and boats closest to shore as we seemed to be getting good benefit without going out too far. It was a smooth rounding at Blackaller with Roger at the strings and me at the wheel. Eventually I ended up with the main sheet while Roger handled the Jib. It was a little odd going across just inside the Golden Gate Bridge fully powered on a Starboard tack. We tacked over onto Port when we got to the current gradient on the north side before the wind shadow. We had to duck another islander 36 or two on the way down towards Harding Rock. We went a bit past Harding after saying hello to Zingara. We made our tack and found ourselves running in a wind shadow from another boat so we tacked over further in towards Angel Island. Once we thought we were in a good spot we headed straight through to the other side of Raccoon Strait. We went far enough to where we thought we could make it the rest of the way through on one tack. We got all the way to the end of raccoon and found a tide line. Watching the knotmeter told us we need to tack again so we tacked to the north and stayed in the good water and watched another islander 36 keep on trucking out. We went way in then tacked out. Roger suggested going counterclockwise around Red Rock and the reasoning seemed sound. The boats going inside seemed to be going slow. We headed way out and tacked for the east side. We had the advantage of running behind the big traffic that came through. So missed most of the wind shadow. We still had to tack once to get clear around the rock. We were in good company with a SC 50 doing the same thing. It put us on the west side for the run down the bay. We seemed to keep moving (albeit slowly) when a lot of the other boats stopped. That is until we ran into the wall with everyone else. The line of boats was incredi-

ble to see. We were on the western end



in a good location.

Unfortunately when the wind filled in we were rolled by a 40' trimaran which slowed us down a little. Once along T1 we were hampered by a 32'er camping on our wind and a couple of J22's with spinners up playing tag. The winds were light and it was a lot of slow sailing. Once we got under the Bay Bridge we gybed to starboard. After a little bit a green trimaran on Port tack came from behind and cut us off and forced us into an unintentional gybe. He did not acknowledge our hails that we were on starboard even though we were right next to him. He just ignored everyone around him and kept going. We let the boat to our port know that the trimaran was a rouge element. It was close enough quarters that I called protest and roger put up a flag. He proceeded to finish cutting us and a few other people off. We then got cornered inside with people still on our wind so took



Fiasco cont...

a while to get into the wind on the south side.

Once we did we headed up on a close reach towards the city. We were showing 10 kts over the ground about 1/2 way inside of the boats that went way out. We figured we were making up the maybe 1/4 knot gain by traveling a shorter distance. Once we made it through the finish we turned around to head back home. A great sail had. We even saw a couple of Islanders heading home. Once we were heading down the city front we looked back to see a great sunset through the gate. Then around the corner as the sun set and the Bay Bridge light show started. We started the motor half way down the city front

and motor sailed the rest of the way home. We got in somewhere around 2030-2045 both of us were toast. We did give a couple of Irish coffee's to Sweet Grapes who finished about 10minutes in front of us. We never saw them. As soon as the boat was put away we headed home. Happy from a great race. Roger



*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.](#)



Kapai towing back a boat after the finish—3 Bridge Fiasco

Nautical Notices *(from Skipper Wall)*

Would never had thought that "Umbrellas" would be on a ship/boat superstition list, but:

Considering so many different articles and practices aboard:

women, priests, flowers, whistling, ring-glass and many more I'm sure.

Times have changed. Just look at each of our Islander boats now!

Umbrellas were frowned upon because of their very nature of being associated with bad weather. And the sailor had no need of elements that refused to cooperate with his desire to make a safe and

an umbrella on board was therefore quite likely to incite the gods of the ocean into venting their considerable spleen.

Ebb Tide:

Kinda morbid but it was widely believed along the east coast of Britain and likely lots of other places among people that lived by and on the sea, that the ebb tide (the out-going flow) was the time when those who were close to death finally died as if it were a natural and proper thing for their own receding life force to join to join at last the ebbing tide force of the great ocean from which, some would say, we long ago all sprang.

WeatherFax at sea *(Editor Phillip J Seaman)*

There are three ways of receiving a WeatherFax while at sea;

- ◆ the internet—fast growing method,
- ◆ a dedicated weatherfax machine - produces paper printouts.
- ◆ HF/SSB radio and a laptop with WeatherFax software.

What equipment do you need to get a WeatherFax?

Internet— it is the most costly as it

requires a SatPhone or satellite connection along with a laptop to connect to the internet. SatPhones are becoming more affordable all the time and the usage fees are coming down too. It will be the method of choice in the very near future.

Dedicated WeatherFax— This is basically an HF radio built into a box pre-tuned to weather fax channels. On a pre-determined schedule it will automatically download and print the WeatherFax. It is the simplest method.

HF/SSB radio with a Laptop—is the cheapest and oldest method. You do need to know how to operate your radio and software.

The HF/SSB advantage is that you get an HF/SSB radio to use for your communications. There are lots of "Nets", some local some covering the big crossings of thousands of miles.

Remember that the VHF radio is line of sight, and a cell phone has no towers, The SSB radio works EVERYWHERE!



Santa Cruz to Alameda Trip *written by Steve Swanson*

The sea lions were putting on a show for us in Santa Cruz Harbor. Apparently the fish were plentiful and we saw several of the large animals repeatedly smacking their catch on the water surface. It was Monday afternoon late in October as we sat in the cockpit of Kilani, Richard Hiatt's new I-36, enjoying a glass of wine. David Book joined us at 1700 after flying in from Oregon and Rich prepared a delicious dinner of steak, baked beans and wine. We left the dock at 1810 and headed out past the lighthouse at the harbor entrance.



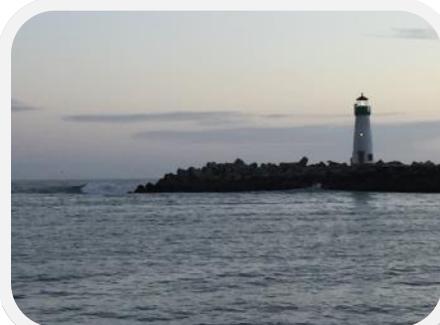
Richard at the helm and David looking ahead as we leave the dock in Santa Cruz

Richard had been a power boater all his life, including a lot of offshore experience. After retiring, he and his wife decided to let the wind push them around instead of depleting their savings on fuel. They chose an Islander 36 in Long Beach and Rich contracted the services of a licensed captain to help him take the boat up the coast to its new home in Grand Marina, Alameda. That was three weeks ago. The captain was very particular about waiting for the right weather and ocean conditions. Once they finally reached Santa Cruz the captain announced that he had to leave for another job.

Richard managed to find another licensed captain to bring his boat the rest of the journey, but Richard wasn't going to be able to join him since he

and his wife had long-standing reservations for a week in Hawaii. The captain said that was no problem as he had a crew available. So Rich and his wife headed west for a well-deserved vacation.

The next day Richard received a call from the captain that he wasn't going to be able to bring the boat to Alameda. There was a bad diesel fuel leak that posed too much of a risk. The captain left the boat keys with the harbor master and left. The relaxation factor in Hawaii had just dropped significantly. Richard contacted the harbor master who agreed to take a look at the boat. He reported that the fuel leak was very minor, and was easily corrected by tightening the fuel separator connections. At this point Richard sent a message to the I-36 group asking if anyone was available to help him bring Kilani the rest of the journey to Alameda. David Book and I (Steve Swanson) told Richard we would join him.



Santa Cruz Harbor entrance

There was very little wind so we ended up motoring the whole way. However, westerly swells regularly rolled under us from broadside so we were in constant motion. It was quite dark so it was hard to estimate the wave heights, but boats several miles away would disappear when we were in the troughs. There was very little light but we managed to miss the crab pots and the fishing boats. Only one boat came near us and it was brightly lit. The freighters were about ten miles farther out so we

didn't get close to them until we entered the channel into S.F. Bay.

We encountered some rain, including a downpour for 45 minutes. The boat didn't have a dodger but a bimini afforded welcome partial protection from the elements. At other times the night sky was spectacular. Rich suggested three hour shifts, which worked out well.



David catching a few winks

Kilani turned right into the main San Francisco channel and joined the freighters heading for the bridge. We passed under the Golden Gate Bridge as dawn was breaking, and tied up at Grand Marina around 0830 (later?).



2017 Cruise Schedule

Date	Location	
Sat. Mar 18	Spring Meeting	GGYC sail in or drive in for a mixer and agenda details to follow from the Commodore - 11:30 - 3:00 p.m.
Sat, April 1 New Date	Sail Clinic Encinal YC	Come join us to kick off a great 2017 season with your CREW! Learn how to get the most from your Islander Yacht and crew. Sail on over and spend a few hours then dinner at the YC! Clinic 10:00 - 4:00 p.m.
Sat, April 22	EARTH DAY at Treasure Island Flea Market	Treat the family to a day on the Bay and lunch in Clipper Cove. Music, Food and Friends are included at the Flea Market food vendors! There are good bargains that can be had by all!
Sat May 6	Cinco de Mayo Plus 1 Ayala Cove, Angel Island	Flotilla for Islanders and Newbies - All Islanders raft up in the Cove and meet a fellow member or more! Rendezvous at End of Channel by Emery Cove (1000 hours) to get there early to grab a hook as we sail, BBQ, go ashore and enjoy music from the dock? Can be fun for all!
Sat. June 24	Summer Solstice: ENJOY Longest Day	Celebrate Sun and Dad's day...on the Bay! Lunch on the dock or walk around Town!
Sun - Tuesday ? July 2- 3-4	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 5-6	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 2-4	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
TBD	2016 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 4	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.](#)



