

36 Islander 36 NEWS

Spring 2018

Volume 6, Issue #2

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Deck Paint (A photo essay) *(by Richard Watters)*

[Rick Van Mell](#) told me you might be interested in some [boat projects](#) I just completed for the [I-36 Newsletter](#).

I recently painted the [deck](#) and [cabin top](#) of my [1975 I-36 "Tacoma Blue"](#). Quite a job. The paint on the boat was shot, down and through the [gel coat](#) in places. [Starboard side](#) of cabin top was actually pitted around the ports.

The first decision was what paint to go with. I narrowed it down to [Interlux](#) or [Awlgrip](#) two part [epoxy paint](#). I decided to go with [Awlgrip](#). The experts I talk with said that [Awlgrip](#) will last much



longer and is easier to maintain. It is also twice as expensive. Since the [prep work](#) is the same for both paints I also decided it was worth the extra money. And I do mean extra money. I spent over a \$1000 in [paint materials](#). The total cost of the job was about \$2000. I got an estimate from one [boat yard](#). After he stopped laughing he said it would cost between \$10,000 and \$15,000 to do the deck and cabin top depending how much hardware I wanted removed.

The prep work was brutal. I removed all the ports and hand

(Continued on page 6)

Words from the poop deck! *(by Commodore Robert DaPrato)*

Words of wisdom :

While spring is in the air
 And the weather is fair
 You should make plans
 To join the blessing of the fleet
 On opening day of sailing season
 (Sunday 4/22) That way your classic
 plastic Will have the protection of the
 Gods that be for you and me!
 See you then!
[Bob DaPrato](#)
[Commodore](#)



Commodore [Robert DaPrato](#)



2018 Race Schedule

Date	Event Name	Races	Host	Notes
April 28	To Vallejo	1	Vallejo YC	
April 29	From Vallejo	1	Vallejo YC	
May 12	Interclub Race	1	TBD	
July 14	Interclub Race	1	TBD	
Sept 29	Coyote Pt. Destination Race/Cruise	1	Coyote Pt.	With Cruisers!
October 13	Nationals Regatta	2+	GGYC	Confirmed.
Nov 3	Fall Meeting & Winners Dinner	0	Oakland YC	Confirmed



Patty soon discovered the Lifejacket harness was the only option



Made it to the top... BUT!!!
 "Mouse Pad"—Vavau, Tonga 1998



Missed it by this much!
 "Mouse Pad"—Vavau, Tonga 1998



10 Basic Boating Safety Tips To Help You Stay Safe

- Be Weather Wise
- Follow a Pre-Departure Checklist
- Use Common Sense
- Designate as Assistant Skipper
- Develop a Float Plan
- Make proper use of lifejackets
- Avoid Alcohol
- Learn to Swim

Safety—Discover Boating



“Island Girl” a short history *(from Frank Burkhart)*

Let's see - owned **“Island Girl”** for probably 23 or 24 years. Only remember doing one [Nationals](#) and that may have been the first time it was held. Raced for several years, primarily [OYRA](#). 2nd place in class in 1996 (first year competed), 1st place in 1997. Looked good for 1998 but missed several races due to crewing on [Pacific Cup](#) boat. Several years of [beer can racing](#) out of [Sausalito Yacht Club](#). A couple [Vallejo](#) races and a couple of the [Islander 1 design](#) races. We never did well against the rest of the fleet - too good for us. Early member of [Islander 36 organization](#) - like when it was formed. Pretty quiet from 2002 until recently - twin boys

born in 2002 and now they are racing dinghy's and maybe racing on some beer can races on **Island Girl**. **Island Girl** sails well but sure needs a new coat of paint. I may be the only Islander on the Bay with an [iron keel](#).

Two pictures attached - the one with full main and jib was on one of the [Vallejo races](#), the other with the reef was taken by [Latitude 38](#) on a casual day on the bay.

Looking forward to getting back into the groove again.

Frank Burkhart—**“Island Girl”**



Avoiding JMS *(from Bill Nork)*

Organizing the [Islander 36 Cockpit Locker](#) and avoiding JMS (“Jumbled Mess Syndrome”)

We dearly love our 40-year-old 1978 [Islander 36 “Zenith”](#). The boat is everything we'd hoped she'd be: sweet sailing, stiff, dry and comfortable. She's still a competitive [Club level racer](#), and we also love to spend weekends [cruising](#) her in [San Francisco Bay](#) or the week-long [Delta](#) or [coastal](#) getaway.



[stowage](#) space for bigger items – [fenders](#), [dock lines](#), [extra sheets](#) and [lines](#), [bar-b-que](#), [dinghy stuff](#), etc. Most of this equipment gets stowed in our starboard cockpit locker. It's the only locker of any real size, as the small lazarette lockers aft of the rudder are quite small. These lockers aren't really a good place for stowing gear, since things can get tangled there with the [steering mechanism](#) and [rudder](#). There is no

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One thing our boat is a little shy on is [stowage](#) space for bigger items – [fend-](#)



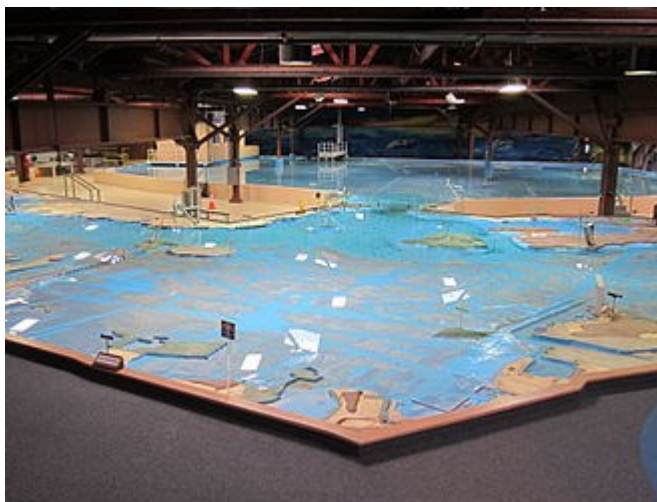
Prior Editor Bill Ray enjoying life aboard “Exit Strategy” on Lake Texoma



From the Race Deck *(from Eric Mueller)*

Spring is here and we are ready to start a new season of [sailing on the bay](#). Our [schedule](#) is full of great places to go for all kinds of sailors. Just take a look at our [schedule](#). If you were lucky enough to be at the spring meeting you got a copy (or two). If you didn't let me give you the highlights. After the great talk we got from Kame at the [Spring Meeting](#) the next obvious thing is to learn about the bay. There is really only one place to do that. The [U.S. Army Corps of Engineers Bay Model](#) in [Sausalito](#) <http://www.spn.usace.army.mil/Missions/Recreation/Bay-Model-Visitor-Center/>.

The [currents](#) in the bay can turn you around and send you off someplace you hadn't planned whether you are [cruising](#) or [racing](#). Just as the folks who were sailing in the [3 Bridge Fiasco](#) this year. This is the best way to see where that is. If you can possibly make it I can not recommend it enough. Ask anyone who has been there or stuck in [shallow water](#) on a [light air](#) day.



After the model visit you can put to use what you learned from there and the spring meeting on The [Great Vallejo Race](#). It is a race but really more of an excuse to attend arguably the biggest and (second)

can either take over a corner or move to one of our boats.

Following the [Vallejo Race](#) is a fun interclub race in [May](#) in the [South bay](#). There has been an offer or two to host the get together after the race. The likely spots are in [Alameda](#) or possibly over by [South Beach](#). More as we get a little closer.

After a [cruise event](#) or two to relax on including the [Summer Sailstice](#) is the [Westpoint Regatta](#). This is another fun [overnight regatta](#) with a built in meeting venue. For this one how about we meet at the winners boat (if they are willing). We can all bring [snacks](#) and [libations](#) and celebrate a fun race. If you can get the time off work the [4th of July](#) at

[Ruby's](#) is the best party of the season. That is followed by another [Interclub race](#) with another get

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In The Begining *(from Rick van Mell)*

We kicked off the 2018 I-36 season in style at [Golden Gate Yacht Club](#) today with 48 folks representing 23 Islanders. Link: <http://islander36.org/sm18/sm18.html>

[Kame Richards](#) of [Pineapple Sails](#) gave a great presentation of the fine points of setting your sails for speed and safety -- check out the summary on the [web page](#).

Mark your calendars for the April 14th Bay Model Cruise.

Cheers—Rick

CORPORATE MEMBERS GET FREE ADVERTISING

Submit your camera ready art (jpeg, png, gif) - [click here](#)



Race Deck

(Continued from page 4)

together. Another couple of cruises to [relax the spirit](#) at [Treasure Island](#) and [Half Moon Bay](#) are in order.

The end of [September](#) brings the absolutely best combined event in the [Coyote Point Rally](#). This counts as the last and best cruise and last [regular season regatta](#) all in one! Always a good time with fun prizes and an unbeatable place to [walk](#), [golf](#), and [relax](#).

We are trying something new this year. You can sail either [spinnaker](#) or [non-spinnaker](#). You will only be scored against those who are sailing with the same sails. Vallejo, [West-point](#), and [Coyote Point](#) are all good [downwind runs](#) normally and great for spinnakers. Should be a lot of fun! If you want to stick your [toe](#) in you can come out for the non-spin or even hop a ride with one of the rest of us. If you want to try [racing](#) and/or flying a [spinnaker](#) but are a little [nervous](#) we can help on that front. We even know a cheap place to get a cheap spinnaker ([Bacon and Associates](#)). There are [skippers](#) standing by willing to go out with you on your boat (on a non race day of course) to help show you the [ropes](#) with lots of [tips](#) and [tricks](#). The

New Members...

Please join the [crew on the poop deck](#) in welcoming these new members to the [I36Association](#).

Dick & Pam Gill, "[Sorceress](#)", Blackwall, NSW

Frank Burkhart & Lynn Langford, "[Island Girl](#)", Fairfax, Ca.

William M. Stone, "[Windsong](#)", Long Beach, Ca.

David Herring, "[Galatea](#)", Unknown Home port.

Ben Fisher, "[Caroline](#)", Marina del Rey, Ca.

Jennifer Anders, "[Her Deepness](#)", Portsmouth

place to sign up for the [Vallejo](#) and [West-point regattas](#) at a [discount](#) is <http://www.jibeset.net/register.php?CLUBID=YRA&RATID=T008274149&CLUBPASS=24e662/>. The interclub races can be signed up for individually here <https://www.jibeset.net/IC000.php?RG=T00302817>. The Coyote Point Rally is no cost! You are not required to have a [PHRF Certificate](#) to race as we are [racing one design](#). The modifications such as a 15 second benefit for a fixed [3 blade prop](#) on our website will apply.

We are setting up an [Islander 36 crew list](#) to make this easier to hop a ride. It is for ANY crew for ANY and ALL events. It will be open to anyone to [volunteer to crew](#) and only accessible by [islander 36 members](#). It should be up in a week or so. To make this work we are going to have to get the word out! I already have one interested party for the crew list.

As always if you have a question please [drop me a line!](#)

Eric Mueller—316 SV [Serenity](#)

There is no such thing as a bad day to go sailing!

Membership (by Jocelyn Swanson)

So far we have eight new members this year! We have a new member from [Australia!](#)

[The Board](#) wanted to clean up our data base so I sent 24 emails to members who had not paid dues for 2017. I heard back from 6 of them asking [the Association](#) to delete them from our listing as they had [sold their boats](#) and are [no longer sailing](#). Our membership listing shows 210 [members worldwide](#). If you are [traveling](#), check the members' list to see if there is a member who might take you sailing.

The majority of our membership comes from our website although several local members have joined because of meeting a fellow [Islander 36 owner](#) who is a member. For those of you who do live in the [SF Bay area](#) participating in the local cruise outs is a great way to meet members and exchange [boat repair stories](#).

Do you know this couple?



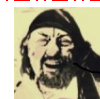
We Want Your Pics

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.](#)

Bahamas Cruise

Last Chance is cruising the [Exumas](#) in the [Bahamas](#). Using the [macerator pump](#) to empty the [holding tank](#) was working well, until one day it ran for a few seconds, then slowly [ground to a halt](#). Or the [switch](#) would [trip off](#). Either way, nothing was going out and after the [first few seconds](#) of [sounding great](#), it would quit, sometimes with a squeal. I opened and closed the [shut off valve](#) which was just after the [pump](#). The tank was only a quarter full, so I opened the [deck pump out](#) and added a bucket of water. Nothing. This was a job I didn't want to do. So after a beer, I started in. I wasn't going to replace the pump until I knew for sure that was the only option, so I first disconnected the [shut off valve](#) and ran the pump for a second. Success, a [small dribble](#) of [brown liquid](#) had come out. Next, I verified the shut off valve would open and close. Success again. So I put it all back together and everything worked fine!? Fingers crossed the next time I need it.
John Mahowald



Deck Paint...

(Continued from page 1)

rails and painted around everything else. I also removed the cover over the [companion way](#). The key to using [Awlgrip](#) is following exactly their instructions and using their products. I used the [roll and tip method](#) when possible but there was a lot of [brush work](#).

Though Alwgrip is promoted as a "[professionals](#)" only

paint, if you have the skill set (and money) you can do it yourself. Over all I am very pleased with the way it has turned out. Not spray on perfect but [smooth and clean](#). See attached pictures.

I also replaced all the ports with [opening ports](#).

Rich Watters

Tacoma Blue



Reaching Out

Thanks for reaching out. I'm happy to be a new member, looking forward to participating.

Boat Name: [Galatea](#) 1977

In addition to [cruising](#) I [race](#) the boat on [Lake Superior](#) both [inshore buoy racing](#) around [Bayfield WI](#) and offshore including the [trans superior race](#) this past year, [2017](#).

I'm currently engaged in a project to refinish and fair the bottom in an effort to get more boat speed. I can post pictures of that I project to the i36 site.

Regarding my current [bottom project](#): I have some questions I might pose to other members regarding the [optimal shape for the keel](#). If there is a [forum](#) where I could do so or some other way to solicit information on that question from the membership let me know.

An Eastern View

As an [East Coast](#) member of the [I36 Association](#), I can not attend the [Spring](#) or, most likely, any other meeting. I am, however, interested in what wisdom [Kame Richards](#) may impart. I suspect other non-Bay Area members are also interested in this and the other [clinics](#).

Is there any possibility of making audio or video recordings of the informational parts of these meetings and making them available on the [Association website](#)?

Thanks for your consideration.

Fred Parker—[NorthStar II](#), '73 I36
Croton on Hudson, NY

I36A—International

If you could look at the [membership](#) roster you would see how we are truly [global](#) in our ! There has been a big change to our roster thanks to [Rick van Mell](#). So what's changed you may ask... it now shows the [country of origin](#)!

The [I36A](#) has gone [international](#). We now have members from all over the globe and I don't mean just our neighbors to the North & South, Canada and [Mexico](#), but truly international with members from as far afield as [Australia](#).

See if you can guess how many countries outside the [USA](#). [Click here](#) to send me your guess?



Stepping a Mast (by John Robbins)

I unstepped my mast 3 years ago with some trepidation. There was an aluminum plate bolted onto two bolts set in concrete. The aluminum plate tore off of the mast base when the mast was lifted. The boatyard had to fabricate a replacement plate and reset it back into the concrete.



Family Racing (from Mike O'Conner)

My family and I won our 1st race last summer after buying [Flying Circus](#) from the widow of a very good friend who died a couple of years ago. He did an excellent [refit](#) of the I 36 which I'm still completing. The event is a [yearly regatta](#) sponsored by my club [Bronte Harbour Yacht Club](#), The [Oakville Yacht Squadron](#) and The [Oakville Power Boat Association](#) for the benefit of [mentally challenged](#) and [disabled children](#) titled the [Easter Seals Regatta](#). It's a 3 race affair followed by a get together at OYS that includes [libations](#), great [appetizers](#) supplied by [local restaurants](#), a [live and silent auction](#) as well as an [award ceremony](#). The kids and their families spend the whole day in the [company of sailors](#)



including the opportunity to get out on the water on [power boats](#) to see the [sailboat races](#).

We were fortunate to win all 3 races in the [cruising division](#) (white sail) as the winds were light and our competition included a number of [modern hulls](#) that were crewed by [keeners](#). My very light weight crew included my son and daughter in law ,both good sailors and my 5 and 10 year old grand daughters. The racing was tight in every case. The secret to success was consistent good starts and keeping [Flying Circus](#) positioned between the competition and the finish line. No flyers! Cover every time.



I 36s are quit scarce on [Lake Ontario](#) so if someone in our local area reads this please contact me so we can share information on the mark.

Mike O'Connor - [Flying Circus](#) - 1974, I36



2018 Cruise Schedule

Date	Location	Details
April 14	Bay Model	Sausalito - Learn how the Bay works! To be confirmed.
May 26 -28	Treasure Island Flea Market	
June 23	Summerr Sailstice	Encinal Yacht Club Confirmed
July 3-5	Benicia Marina	To be confirmed.
August 25-26	Giants Baseball Game vs Texas	Date confirmed.
Sept 1 - 3	Labor Day Half Moon Bay Cruise	Date confirmed.
Sept 28-29	Coyote Point Destination Cruise	Date confirmed.
Nov 3	Fall Meeting & Winners' Dinner at Oakland YC	Vice Commodore will conduct this summary event to end the season. Association awards will be presented as usual! Confirmed.

For the latest update to the Cruise Schedule [click here.](#)

If you would like to be an Event Coordinator, email [Commodore DaPrato](#)

To Link or not to Link (by Phillip J Seaman)

As your [editor](#) of the [I36News](#) I spend several hours on each [edition](#) after the [formatting](#) is completed searching the [Internet](#) for [meanings](#) or other related, or interesting information to words.

If you are a fan of links and where they might lead you then this is the place for you. I rarely use the same link twice. I actually do my best to mix them up. Some of the links might even be a bit far fetched but there is always something that joins the word to the link.

If you find the links interesting or not relevant or just gets in the way of reading the article let me know. [Click here](#) to email me.

First Mate Checklist
presented by: Sea Tow Foundation
for Boating Safety and Education

- Does everyone on board have a **life jacket** that fits? Help your shipmates put their life jackets on!
- Where are the fire extinguishers, emergency flares and first aid kit on the boat? **Make sure everyone else knows too!**
- Double check that your navigation lights and horn work before leaving the dock.
- Help your captain perform a radio check to make sure the VHF radio is working properly. Use **Sea Tow's Automated Radio Check Service.**
- Check the bilge. You want to make sure it isn't filled with water.
- Check the gas gauge and let your captain know how much **fuel** you have.
- How does the weather look? You don't want to head out on the water if it looks like it's going to storm. **Download the Sea Tow App** to help track the weather.
- Make sure you have drinking water and **sunblock** on board.
- Ask your captain about the safest way out of the harbor, and for help in using a compass to set the course.
- Last thing to check: **Is everyone ready to have FUN?**

To learn more about the Sea Tow Foundation visit boatingsafety.com
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Mouse Pad LIVES *(by Michaille & Bill)*

We are (Captain) Bill Cryler and Micheila Cameron, a married couple who live in [Sidney, British Columbia](#) and [San Carlos, Mexico](#). We own a 1972 Islander 36, [Contigo](#), registered in [Victoria, British Columbia](#). [Contigo](#) is in San Carlos in a marina very close to our home and we try to spend 7 - 8 months per year here with her. Our friends Beth and Dave (owners of I36 [Meander](#)) sent us the attached email after we had a conversation about [Mouse Pad](#). We told them we knew the boat and they thought you'd appreciate hearing what happened to her.

The detailed story is too long for an email but I would be very happy to write an article for you. It will probably take some time to pull the detailed information and photos together, however.

In short, [Mouse Pad](#) is **not** "no longer" and she not only lives on but continues to give back to the community. The owners (as of 2016 apparently) donated her to a local charity after the hull was badly damaged when she went over during [hurricane Odile](#). The charity is called [Castaway Kids](#), and is a program run by ex-pats from the US and Canada which fundraises and sends bright but poor Mexican children to school, through university, and also helps out individual families in distress.

The volunteers at Castaway Kids took [Mouse Pad](#) apart as much as possible and sold the parts to many boat owners here in San Carlos. We have several parts of [Mouse Pad](#) on [Contigo](#), and more in storage waiting to be used. Although [Mouse Pad](#) was damaged, her boom and boom vang were awesome, and good friends

(Continued on page 11)



Drunken Sailor... *(by Eric Mueller)*

So What do you do with a [drunken sailor](#)... oops not yet?

It is the [Vallejo race](#) and your last chance to join us.

Come on I know you want to.....

Just click on the little link.....

<https://www.jibeset.net/YRA000.php?RG=T008274149>

It only takes a minute.

In a never ending quest to [encourage safer boating](#) and more fun.....

When was the last time you emptied your boat out. I mean every last item! More than a [spring cleaning](#). As part of getting ready for the [sailing season](#) and just for fun lets see what you have to [have on your boat](#). Not just for racing but for safety!

Here is my take on the [safety check list prep](#). If I missed something I would hope one of our resident [Auxiliary experts](#) will chime in and straighten me

out.

Is your number up? [Hull number](#) that is.

Do you have your papers? not toilet although some might argue it is more important but [Documentation](#)

Everybody needs [water wings](#) handy... [Life jackets](#) one each please and easy to get at. [Throwable flotation](#)? Maybe even a [lifesling](#)?

[Light my fire](#). Interesting enough [flares](#) are NOT required unless you go under the [Golden Gate](#) as the bay is considered [inland waters](#) but you should still have the requisite 3 day and 3 night, Flag (or other [day non-pyro](#)), and nightlight.

Are you a [hot shot](#)? - that is [Fire Extinguishers 2 B-1 or 1 B2](#) for us. [HONK!](#) what about that horn, whistle, pots and pans, hollow noggin (ok maybe not that). A bell also looks and sounds cool, but for our boats is not

required.

Did you just pass gas? Is your fuel tank properly secured and vented? Gas engine backfire flame arrestor and compartment blower working? [Let there be light - Nav lights](#) that is between sunset and sunrise. Have you checked yours recently?

[Posted No Trashing](#) - or at least the [MARPOL](#) and [Pollution placards](#).

[The Good Ship Lolly Pop](#) - Are your systems in good working order? Is your deck clear so you can move around?

Time to [do the dirty deed](#) - Clean and check the bilge for oil and a diaper pad. [Shit happens](#) - I hope those hoses and tank are good. Check that valve. There is no letting it go overboard unless you are way off shore!

[Shocking truths](#) - Are your electrical systems properly fused/breakered with good wiring? Are your batteries secured

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JMS *continued*

(Continued from page 3)

locker on the port side as the [quarter berth](#) is dedicated to all of that space.

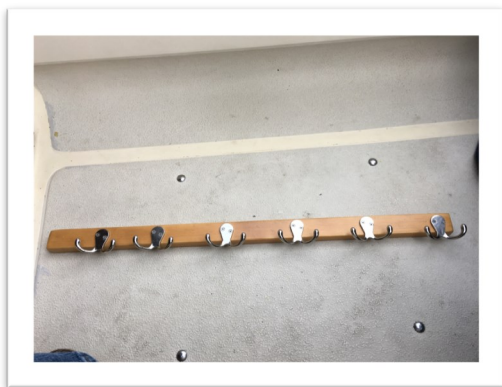
I'd been wracking my brain about a solution to the usual chaos in this starboard locker. Everything gets piled on top of everything else in a jumbled mess. Even when I tried to stow things there in a very orderly fashion, all it takes was to pull out one item (which inevitably was on the bottom, no matter how carefully I'd try to



plan things), and I was right back to the Jumbled Mess Syndrome ("JMS").

One day I saw a photo of an old IOR racing boat with a wire strung along one edge of the inside of its cockpit locker, with all of the extra sheets and lines tied on to this wire. I thought that perhaps something similar but a bit more finger friendly might be a solution to my own JMS problem. I thought I would try a similar solution using some metal coat hooks mounted on a piece of wood.

First, I measured the available length of the locker space. Some of the space in



the front of the locker is taken up by the fuel filter and anti-syphon fitting, and some space in the aft end is occupied by a box that holds the hatch boards. Consequently, the useable length left in the locker was about 30 inches. I took a trip to the local marine consignment store and found a nice piece of hardwood that was 1" X 1.5" and about a yard long. The fellow at the store said he believed the piece was Sitka Spruce, and let me have it for four bucks. I cut it down to the proper length.

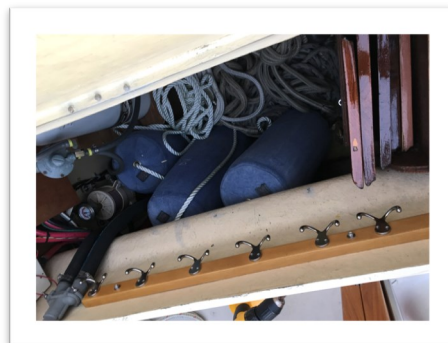
I went looking for hooks and found the ones I wanted at the local marine store, but they were solid brass and were \$12.50 apiece. Since I needed six of them, and didn't really feel like spending \$75, and I thought I'd try to find a cheaper alternative. At the regional hardware barn, I found what looked like exactly the same hook, only the label said they were "nickel plated". These were \$1.50 each. It didn't say what type of metal they put the nickel plating on, but I figured it probably wasn't solid brass. I also figured that for almost a tenth of the cost of the brass ones, that if they rusted out I could either replace them with another set of the cheapo ones or upgrade to solid brass down the road. I



did opt for stainless screws (big spender!).

I sanded the wood piece and brushed on three or four coats of marine semi-gloss varnish. While I was waiting for the varnish to dry, I also sprayed the hooks with a bunch of coats of Rustoleum semi-gloss clear coat, figuring that might inhibit

the rusting process on my nickel-plated hooks. When everything was dry, I mounted the hooks evenly along the piece of wood, offsetting the

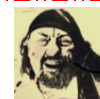


end hook on one end to fit around the hatch boards.

Mounting the assembly was easy. I drilled a couple of holes from the cockpit in to the side of the locker after lining up the piece of wood, and then through the wood. I put some #8 phillips headed bolts through the holes with a finishing washer on the cockpit side and finished the locker side of the bolts with a washer and a lock nut.

Then for the fun part! I stood my fenders on end with their bottoms on the sole of the locker and took a turn around the hooks with the fender line. Then I took all of the dock lines and sheets and hooked them on to the hooks. As you can see from the photo, you can actually see the bottom of the locker with all of the fenders and lines in place. I can easily pull single or multiple fenders or lines out as needed, and now there's a proper place for them when they need to go back in the locker.

Another benefit to this setup is that since the lines and fenders are all hanging right near the engine, it almost serves as a "drying rack" for all of this equipment – no more mildew, funky fenders or surprise organisms discovered after months of JMS. I'm also happy to report that after a year and a half of use, the hooks don't have any [signs of rust!](#)



Drunken Sailor

(Continued from page 9)

and terminals covered?

No go Boom! Propane better be stored properly and have a solenoid shutoff.

Important but not necessarily required although you would be foolish not to....

Is there anybody out there? Do you have a VHF and when was the last time you checked it? You know like that big connector in back or on the mast?

Help me I'm Sinking - You DO have a bilge pump that works....right? A manual backup? The say there is no more effective dewatering device than a panicked person with a 5 gallon bucket.

Anchors Aweigh me lads - When was the last time you looked at your anchor line and chain? Does it have a swivel and can you actually get to it?

I told you it was shallow! - uh, navigation charts can help if you have the right one..... Even a cheap GPS can do wonders but if the batteries are dead then that ratty old chart can come in handy. Ow! How was I supposed to know it was sharp? - Time to see if that first aid kit has any band-aids left.

Believe it or not this simple list will keep you out of all sorts of trouble. We can add to it and it would be fun to hear your pet peeve.

If you haven't I highly recommend you have your boat looked at by the U.S. Coast Guard Auxiliary. It is free and they have tons of experience in helping people make sure they are legal. Besides you get a cool sticker, if you want one, that shows you have the right stuff.

See you on the water!
316 SV Serenity

There is no such thing as a bad day to go sailing!

Mouse Pad

(Continued from page 9)

of ours now have them on their boat which was also damaged during the hurricane. There's much more to the story, but let me fast forward to the end. A very poor and homeless single mother and her children came to the attention of the volunteers managing Mouse Pad. They re-built the cabin they had taken apart, dug a hole in the ground deeper than the mast, inserted Mouse Pad and built some steps. Today she is home to this Mexican mom and her kids!

That's the very short but heartwarming story Mouse Pad, the Islander that keeps on giving. I will try to find her and take photos for you, but for now I just wanted to let you know right away that Mouse Pad is no longer a sailboat but a home.

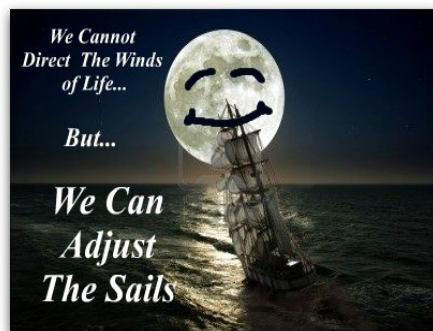
Please let me know if you'd like me to write a more detailed story? All the best,

Micheila & Bill

PS. Do you recognize the attached photo of the mast wrap that was formerly on Mouse Pad? *Someone* hand made this clever and useful item and we love it!

The concept is the Pardee's and my a friend made it for me. Check out the Bolster pillows... they have a sleeping bag packed inside each. Another Pardee trick.

Anyone thinking of cruising should read the Pardee books as they are chock full of wonderful ideas.



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TOP 5 CAUSES OF RECREATIONAL

BOATING ACCIDENTS

In 2013, a reported 4,062 recreational boating accidents resulted in 560 deaths.

- 1 OPERATOR INATTENTION**

25% of boating accidents are caused by failure to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.
- 2 IMPROPER LOOKOUT**

17% of accidents are caused by failure of the person serving as lookout to assist operator in perceiving danger.
- 3 INEXPERIENCED OPERATOR**

Lack of practical experience or knowledge in operating a vessel or, more particularly, the vessel involved in the accident contributed to 17% of accidents.
- 4 EXCESSIVE SPEED**

Speed above that which a reasonable person would have operated under the conditions that existed caused 14% of accidents.
- 5 MACHINERY FAILURE**

Defect and/or failure in the machinery, material, design, construction, or components installed by the manufacturer involved in the mechanical construction of the boat caused 13% of accidents.

Stay Safe & Bon Voyage!

All stats taken from USCG "2013 Recreational Boating Statistics"



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](#).

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.”

