



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

John Melton

As the 2011 sailing season comes to a close, I'd like to reflect back a little on the year that was and finish with some comments for 2012.

We went through a yearlong project of cleaning up the Islander 36 Constitution and By-Laws. The majority of the changes were directed at removing restrictions so that more boats could race. Many thanks go to Robyn Aston, our 2011 Commodore, for shepherding these changes into being. We employed a new format for the I36 Nationals, which included a spinnaker, non-spinnaker, and a cruising division. This change brought out a number of boats that might not have otherwise participated.



All participants enjoyed an active cruising season. The season's highlight included the annual pilgrimage to Vallejo and up the Napa River to the Shea's, our 2011 Cruise Directors, home in Napa, always a special event. We finished up the year with a Half Moon Bay cruise, which is one of my favorite destinations. We savored other stops at Encinal YC and the corresponding trip to Svensons, and South Beach YC for the Giants baseball game.

The year's formalities ended with the introduction of the 2012 Board of Directors during the Fall Meeting at the Oakland Yacht Club. A special thanks needs to go out to Sandy Van Mell for her tireless work rounding up door prizes. We had enough door prizes that almost everyone attending won one, just kidding, a little.

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Your 2012 Board of Directors has already had a planning meeting for next year's activities. I'll let Richard & Gina Doyle, our 2012 Cruise Directors, and Dan Knox, our 2012 Racing Director, present their preliminary Cruising and Racing schedules themselves. Needless to say, we will have a packed year.

Freedom Won is planning on making most, if not all of the cruises in 2012. I will be going by myself, if Nanci's grandmother duties interfere. That means there could be crew openings on Freedom Won for some cruises, if anyone is interested. Freedom Won will also be racing the YRA Party Circuit and the I36 Nationals in 2012. I may have to learn to write "Poetic Views from Behind" although I hate coming in last more than anything.

Major goals for 2012 include increased participation in cruising and racing events. The Board is considering cruises that start with a double-handed race, females only steering, and utilizing the 2012 Nationals format for some/all of the YRA Party Circuit races, and other YRA races if there is interest. Your suggestions and commentary are important to us.



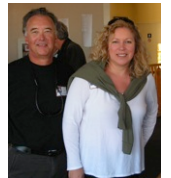
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AWARD ANNOUNCEMENTS

The Schneider Trophy: Awarded by the Commodore with the advice of the board of directors, in recognition to one or more individuals for their continued dedication and generous support of our Islander 36 Association. The Schneider is a perpetual trophy awarded annually at the Islander 36 Association Fall Meeting.



Schneider Trophy:
Rick Van Mell



Cruising Award:
Dan Knox



National Regatta Winner
Kit Weigman



Perpetual Crew Award
Philippe Lamy

2011 NATIONALS WINNERS

Spinnaker Division

- 1st Cassiopeia
- 2nd Windwalker
- 3rd Freedom Won

Cruising Division

- 1st Vanishing Animal
- 2nd Brigid
- 3rd The Irish Rogue

Non-Spinnaker Division

- 1st Kapai
- 2nd Nantucket
- 3rd Petit Sirah

IMPORTANT DATES

FOR 2012

(CHECK WEBSITE FOR DETAILS)

March 17: Annual Spring Meeting at the Golden Gate Yacht Club

Additional information forthcoming via email, website postings, and Spring Newsletter.

NOTHING VENTURED, NOTHING GAINED

For a variety of reasons, Islander 36 owners are either engaged in or contemplating the next project for their boat. Our boat lends itself to such endeavors. "Hanging on" to the I-36 simply makes sense. It's the boat we have!

The Association's website includes an *I-36 Maintenance and Improvement* section, with over 70 links, which chronicles the successes and suggestions of our counterparts to the joys and merits of keeping their "36" the envy of dock, club, or marina mates and without busting the budget or breaking a spousal pledge.

Whether one needs to replace an opening port, re-power the boat, summon the courage to do something with the headliner, or simply get the name, phone number or email address of that person who can supply this little part or that or be reassured that Mark Plastics still stocks your fixed ports or the trim molding for your cockpit coaming box, just about everything you need to know about YOUR I-36 is on the website (<http://islander36.org/maintain4b.html>). A single mouse click away. WOW!

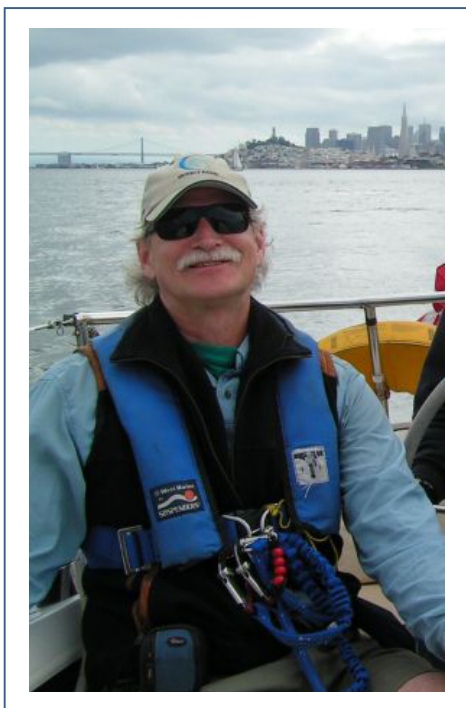
Rick Van Mell's recent website posting of Charles & Kathryn Hodgkins' refit of Mischief provides a case in point (<http://www.islander36.org/boatpics/mischief/mischief.html>). Their improvements enhance the aesthetics and functionality of Mischief and provide a reference for our own efforts. The benefits of being able to access the talent, energy, and experience of fellow Islanders to draw upon to start our own projects and seek their counsel during a possible impasse or brain freeze can not be overstated...at least for us "thumb-busters".



New overhead LED lights, headliner, and opening ports



Reveling in their success



Michael Daley, an active participant in Islander 36 email forums and proprietor of Redwood Coast Marine Electrical, replaced his wooden companionway hatch boards. His decision was motivated to negate problems associated with the impending winter rains in the Bay Area. Michael's solution involved using Plexiglas (acrylic) hatch boards to provide more light and a construction design that directs water away from the companionway wood trim and onto the cockpit floor. Using a series of the triangles, his design directs the water collected inwards rather than into the hatch board mounting grooves, as happens with the standard boards.

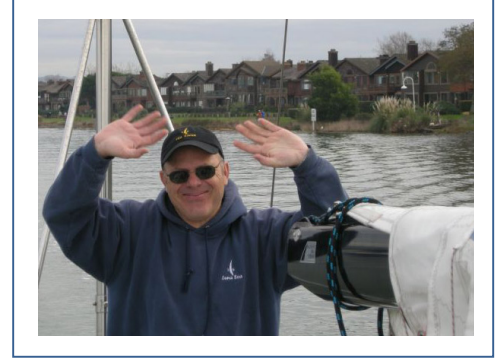
Once Michael completed his project and the fruits of his labor were "put to the test", his efforts translated into a better design with the future provisions for two 12v fans, increased rain protection, and aesthetic considerations. As is well understood with engineering types (intended as a compliment), Michael's instructions are highly detailed, sequential, and well illustrated. For those reasons and in the interest of brevity, readers are encouraged to contact Michael directly at sailing_michaeld@yahoo.com. Instructions and photos will be forthcoming in the Association's *I-36 Maintenance and Improvement* section of the website.

CAN I BECOME A BETTER SAILOR WITHOUT RACING?

PART 1

A CONVERSATION WITH DAN KNOX

Ted: Over the past several years, I have tried to develop an interest in racing to the point that I would actually enter my Islander in a race. Outside of pursuit-type races, that has not yet happened but I am still hopeful. On real race days, I am either leisurely cruising along enjoying my boat and reveling in the relaxation that she affords while watching boats and their crews' race by. Okay, I am somewhat disappointed in myself. The major excuse I hear why people don't race is similar to mine. I do not want to be involved in a collision. Can I Become a Better Sailor without Racing?



Dan: OK that is a lot of questions. Let's take them one at a time.

1. Can you become a better sailor without racing? Of course, unless you are among the sailing elite you probably are going to get a bit better every time you go out. Really there is no substitute for time on the boat sailing. If I could I would sail everyday but now I have to settle for two times a week. Not every day has a race scheduled you know. When you just go out sailing you select an easy course and just go. When you go racing you actually have to sail where they tell you **not just where it is easy**. It's a completely different mind set as there are just a lot of extra things to consider.
1. Why can't you get to the point where you actually enter your boat in a race? There could be hundreds of reasons why but my answer may surprise you . . . you can go racing on someone else's boat. Just head down to your local yacht club on the day of a race and let people know you have never been racing and someone will take you along; especially, if you bring along a six-pack! There are always people looking for crew. The key here is not to oversell your sailing skills. Be honest and tell potential fellow crew members that you have never raced. As a person that has taken on a lot of new crew, I never had a problem with the people that said they don't have any racing skills. It is the ones that talk a good game and come up short that are a problem. How long do you think it is going to take a race crew to know that there are just certain things you don't know how to do? Be honest and you will be fine.
1. What will happen if you disappoint yourself? If you don't oversell yourself you will not be disappointed. In racing you have a successful race if you come back with the same number of people you left with and no one got hurt and nothing broke. You will very likely be assigned the crew position known as "rail-meat". Contrary to what most cruisers think there are positions on a boat that are lower than "rail-meat". Rail-meat is actually a real race position and a person good at it can help a boat do better and a person bad at it can very much make a boat do worse.

Ted: So what is rail-meat?

Dan: You are movable ballast. You move from one side of the boat to the other and you sit on the rail or where you are told. You look around but you keep your mouth closed unless you see something you know is wrong and then you tell one of the other crew members sitting on the rail what you think and you do it as quietly as you can. Do not stand up and get in the way and don't offer any suggestion that starts with, "Well, we do it this way on my boat. . .!" Your job on this race is to be the best rail-meat you can be.



Ted: I know you are not finished, but what position could be worse than rail-meat?

Dan: Well some people are removed from rail-meat because they move around too much or when sitting on the rail they put their legs in the water or they stand up so the helmsman can't see. (Cont. next page)

CAN I BECOME A BETTER SAILOR WITHOUT RACING?

(Continued from previous page)

These people are then assigned a position completely out of the way. Rail-meat is a big step up from “can’t do

anything and you need to get out of the way”. On a tack you need to change sides and you need to do it quickly and stay out of the way of people that have other jobs, If you do a good job as rail-meat you will be invited back and you will likely have a chance to move up the position ladder. BTW I have been rail-meat on a few boats and you will learn things from that position. Be a sponge and just soak things up, but keep in mind most of the boats near the front of the fleet will have less need to pick up crew on the deck than those sailing deep in the fleet. Don’t be surprised if you don’t finish near the top.

And when the race is over help put the boat away. I can tell you the three most important things you need to do to get invited back: Don’t criticize anyone or anything on the boat, bring beer, and help put the boat away.

Don’t forget, sail your boat. Next time we’ll talk about the “rules of the road” and collision avoidance.



FROM THE CRUISE DIRECTORS

RICHARD & GINA DOYLE

Hi / Hola / Wassup / Howdy / and Cheers:

So what is up with the greeting? Well first, an introduction. We are Gina and Richard Doyle. NANTUCKET is our boat. We are the couple that never shows up. We figured that if we put together a calendar that would get even us to participate, then it would be an improvement.

Since we all don't have the same motivation as say- Dan Knox and his drive to experience chaos and defeat, or the Doyle's who are reefed in 14 knots and DFL- we dovetailed a loosely defined cruising calendar around the YRA races.

We have tentatively scheduled seven weekend events and a six day Delta cruise. Additionally, the Party Circuit and other fun times like The Great Pumpkin Race are available for us. The Spring and Fall Meetings bookend a real full cruising season. With so many choices, there's something for everyone. Hell, even we'll show up. The tide and current gods will cooperate with our plans, so let's go have some fun.



IT'S ALL ABOUT THE BOAT

PRIDE IN THE ISLANDER 36



Ask an Islander 36 owner what they like about their boat typically produces a tsunami of verbiage that approximates the content and passion of history's great orators. Additionally, and this is not unusual, each contributor is likely to add a positive quality of the boat not previously cited by his/her predecessors. What is it that makes our boat unique?

Pride in the Islander 36 is a binding fiber that runs through the Association's membership and provides the stimulus for new owners to search us out. For a boat, whose production run ended almost thirty years ago, Art Fowler's assessment of what makes the I-36 great rings true; Pedigree, Legacy, and Classic.

Robert Perry's observation that Joe Artese's breakthrough interior for the Islander 36 forced designers to incorporate architecture and interior design into boats was well chronicled. "The sailboat interior was no longer going to be allowed to be the 'boy's cabin in the woods'" he wrote. "It was on its way to becoming the 'condo'".

No boat design is perfect. The search for improvement invariably encroaches upon the merits of other considerations, and after multiple iterations, a compromise is reached and production begins. In Dan Gurney's case, he set a high initial standard that continued to grow from year to year. Recognized for her beautiful lines and outstanding sailing characteristics, one source stated that over 1000 I-36s left the yard.



Unlike the concentration of I-36s in the Bay Area, many of us in the hinterlands are in the minority at our home marinas; outnumbered by Catalina, C & C, Hunter, Beneteau, etc. Our pride of ownership rests upon the achievements / legacy of others. None was more boisterous than the accomplishments of Zac Sunderland, the 16 year old who singlehandedly sailed an Islander 36, my boat, around the world. He set the record for the youngest person ever, and the first under 18, to do a circumnavigation; thus securing a place in sailing history for him and OUR boat.

In a more recent frame of reference, we can draw upon the deliberations of the 2011 Board of Directors and their discussions to solve various issues relating to the Association's racing program. The record as it unfolded via email communications seemed, at times, divisive to the point of fracturing our very essence and undermining what the editor sees as a "top 4" pride of ownership factor. Cooler head prevailed. We won on the technicalities associated with our One-Design competitors and the inclusion of additional racers by expanding the Nationals into multiple classes.



And now to the chase. As an editorialized opinion, the shared mutuality of Islander 36 owners rests on four factors. The first involves the continuation and growth of the Association. While my membership only recently passed its tenth year and distance prohibits a more active roll in Association business and activities, I have confidence in our leadership and those who lend a stewardship to the endeavor. The collective mindset is successful in recalling and honoring the Association's past and conscious of its near future. This allows for good things to happen.

The second factor involves an outstanding Internet presence that surely must be the envy of other like-minded sailors. The website is comprehensive in its content, ordered in its structure, conveniently archived, formatted in "real-time", user friendly, and inclusive. It's hard to even think about what the site might lack. There is no limit to the amount of appreciation to be laid at the altar honoring our webmaster. *(Continued next page)*

IT'S ALL ABOUT THE BOAT

(Continued from previous page)

From: Chris
Subject: [Islander36_list] Power inverter
Date: November 7, 2011 10:25:30 PM CST
To: Islander 36

I am looking at installing a power inverter on my boat was wondering if anyone had any experience with a Power Bright PW6000-12 Power inverter? Also what limitations/differences are there between a pure sine wave and a modified sine wave inverter?

Chris
S/V BLAZE

Email communications initiated by a query addressed to *Islander 36* qualifies as the third factor promoting Pride of Ownership. Answers to seemingly complex and questions concerning our boat are just a mouse click away. The web just crushes the distance separating a question from its solution. Knowing that reliable information will be forthcoming in a timely manner is comforting, cost effective, and educational. Talk about a bonding experience. "Tighter than 5200" might be an accurate moniker for participants and the Association.

In less than 10 hours following Chris' email posting, a detailed 7-paragraph response, complete with 3 hyperlinks, was composed by Michael Daley and sent on its way. How much did that cost? Islander "guys" simply helping Islander "guys". Islander owners are never alone - no matter where they are, or what the time, or circumstance. WOW!

The fourth factor. My nomination for the most important photographs in the Association's archives have a common thread and qualify as the most critical component in this Pride of Ownership scenario; MAINTAIN AND PROMOTE, AT ALL COSTS, the One-Design Fleet.

Having an active One-Design Class complete with a National Regatta speaks volumes regarding the relevancy of the Islander 36. This relevancy has a definite economic consequence and promotes a positive mental image, thus keeping the boat in the public mix.



Many of us in the hinterlands, we are able to live vicariously through the entrants and crews by mentally emulating their tactics and skill set. This builds Pride of Ownership and confidence. Perhaps, next year will include a trip to the Bay to join ranks and perhaps gain passage as a crew member? To have raced in the "Nationals" would be a "rite of passage" worthy of prominent display.

TIDBITS

"It was just terrific having six boats out there. It was even good to have everyone pass us in that second race. (That was not exactly my favorite part but everyone looked happy passing us.) Not very often you get passed by that many I36's in one race."

Source: Lost due to brain freeze suffered by editor

"We all have the ability to create excellence. And frankly, it's a lot more fun when we do. Crap is less fun, less inspiring, less motivating, and less rewarding."

Aaron Levie, CEO and co-founder of Box

IN THE INTEREST OF NATIONAL SECURITY

For the second consecutive year, Ken and Miriam Rappolt were recognized and awarded the "long distance prize" at the Fall Meeting. Ken and Miriam flew in from Hawaii and enjoyed renewing acquaintances and swapping sea yore with attendees.

Upon returning home, Ken drove down to the Ala Wai Marina to check on his Islander (Celebration) and ventured into a 50-minute security "pat down" required as a consequence of President Obama's attendance at the Asia-Pacific Economic Conference.

Subjected to a successful "open the hood and trunk, please" search, Ken was now posed to enter the Marina grounds. All entrances; however, were coned off complete with a bevy of Hawaii law enforcement types standing around waving cars to an alternative route.



This was more like it! Personnel dressed in navy blue fatigue trousers, combat boots and navy blue tee shirts with "PROSECUTOR'S OFFICE" displayed on the back. After reporting the nature of his business at the marina, Ken was finally in. Just like Tom Cruise would do it.

Following the completion of a few maintenance items, one of the USCG boats came quietly by Celebration's stern – deck personnel fitted with flack jackets (perhaps they were PFDs), and, of course, the mandatory 50 caliber machine gun at the bow at the ready. Following a relaxed chat with the boat's coxswain, Ken ascertained that the entrance channel was not in locked down mode, there was no requirement to call the USCG to enter and, by all means, he could go sailing today or the next. The Coast Guardsman obviously had no idea of the hassle required to enter the marina. Needless-to-say, Celebration enjoyed a very secure week and is now free to ply the high seas.

TO RACE OR CRUISE?

EDITOR'S TURN

In my world, age plays a major role in one's race to the finish. With birthday # 73 a few weeks away, velocity is not a standard to which I aspire. Getting there is the goal.

Sailing our Islander is all about contentment, serenity, serendipity, a reduction in blood pressure, a deep breath followed by a welcomed sigh, a moment alone, an awareness of surroundings, an appreciation of the motive power of the wind, the way the boat sits in the water, and geometry.

Recently I had cause to brag that my Corvette actually got over 30 mile per gallon and that two weeks ago, I had her up to 3000 rpm s. That just about sums things up approaching my 26,662 rotational trip on this planet.



NAUTICAL NOTES

BY SKIPPER WALL

Charon...the dark and grisly old man in a dark sailor's cloak, who ferries the souls of the dead across the river for the fare of an obolos.



It was once a time-honored custom among shipbuilders to place a coin beneath the heel of the mainmast of a vessel they were building as a reminder of that longest and most final of all journey's made by man....the voyage to the underworld.



Souls of the dead on their way to Elysium were taken across the River Styx by Charon, who charged each soul one obolos (a small coin) for the journey; anyone who did not have the toll money was left behind. To avoid this embarrassment, the ancient Greeks adopted the custom of placing a coin in the hand or mouth of their dead, thus enabling that soul to pay Charon the required passage money and arrive safely on the other side.

Shipbuilders long ago adopted this custom of offering symbolic protection money in advance to the spirits of the deep by placing a coin under the mast before launching.

READERSHIP PARTICIPATION

Can you buy these at West Marine? Does it have a name?
Where have you seen this dinghy before?



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