

Islander 36 Newsletter

February 2001

Issue 1

Spring Meeting:
Saturday,

March 24th

San Francisco
Yacht Club,
Belvedere

11:30:

Attitude Adjustment

12:00: Lunch

1:15: Program

See page 4

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Cruising the California Coast

by Brian Jacobs, *Blue Moon*

Brian has made two round trips from San Francisco to San Diego, most recently last October 20th, which he described at the Islander 36 Fall Meeting November 4th. See Website for fuller account.

The first trip going north was several years ago, and I have forgotten a lot of the hardships, much in the same way women forget childbirth.

Otherwise Blue Moon would still be in San Diego, and we would all be "only" children. Two years ago we drove the coast by car and checked out the harbors we planned to visit to eliminate the stress of going into strange harbors.

Last October the trip south took two weeks.

Fran and I took the boat to Monterey, where I picked up crew for the rest of the trip. (We'll bring the boat back in spring). *In general, we follow the 3-mile line. It coincides pretty well with the 30-fathom line, so if the only instrument working is your depth sounder, just stay at 180 feet and you will be OK.* San Francisco to Halfmoon Bay is pretty easy, but it's best to go out the Gate at slack tide. Depending on conditions, take the south channel or go out to at least the first buoy in the main shipping channel before turning.

Halfmoon Bay had slips, but if they are full, the anchorage is easy. In Santa Cruz the only transient accommodations are end ties--but we met nice people rafting up. We left Santa Cruz in total sunshine and within 10 minutes were in total fog. Fortunately I had installed radar. At Monterey, I asked the harbormaster for an escort. He asked why, said it was all blue sky, and so it was, beginning about a mile from harbor. *They only assign slips by radio (not cell phone) when you're close enough for VHF communication. That's how they determine who is first.*

Our strategy was to get to a harbor by 4:00 pm, assuming 5 knots. Our crew joined us in Monterey and we set out at night for Morro Bay, planning to pass Pt. Sur around midnight when the winds will have died. (After an overnight, we arrive early enough to eat and rest). It was total fog. You could not see the top of the mast with a flashlight. We had more wind than we wanted, but it was OK. Just as we were to start our sleeping shifts, we were joined by a large group of dolphin, which stayed two hours, dropping back, racing up, crossing the bow. We could only see them in the fog because they went through the "glow in the dark" algae, looking like green torpedoes.



continued on page 10



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www.islander36.org

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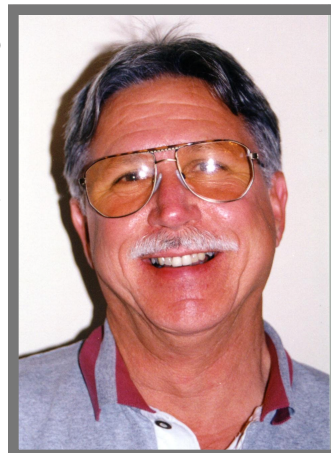
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Commodore's Corner

Gary Salvo

Another holiday season has passed and now we really bring in the new millennium (or do we??). Some parts of the country are experiencing record snowfall while other areas have record high temperatures. But no matter where you live you're probably starting to think about spring. Some of you have been sailing your Islander throughout the fall and winter while some have had their boats winterized and on the hard.



It's hard to believe that we are starting the 27th year for the Islander 36 association. I have been involved with our group since we bought our boat in 1993, so I'm just a novice compared to some of you. But novice or old salt, I would hope that we have provided you with valuable information and knowledge about your investment. We will continue to gather information of interest and publish it in this newsletter as well as post it on our web site for easy access.

Speaking of web sites, we finally registered "Islander36" as a domain name and have moved our web site address to www.islander36.org. If you would change your bookmarks to the new address you will not miss a thing. We think the new address will make it easier for you and other sailing enthusiasts to find us on the internet. Rick Van Mell is the Web Site Manager for this year. If you have any good information for the group, please let him know so he can post it.

I would like to welcome the new and old 2001 officers on board. We plan to have an active cruising and racing season again this year. Don Henderson has been busy setting up our cruise destinations. Making all those telephone calls is really a lot of work and we thank Don for his effort. We invite you to plan to attend one or more of our cruises. It's a great way to meet others with similar interests and learn more about the various marinas and points of interest on the bay.

Daphne Jackson and Mike Dickson have our race schedule setup with the YRA. If you would like to sign up for the racing season please contact our race captains, Daphne and Mike. Our racing fleet welcomes new participants and will do all they can to help you get started. Racing your Islander is one of the fastest ways to learn proper sail trim in varied conditions.

In closing, I think we would all like to thank Rick Van Mell for his dedication to the Association. Rick held the Commodore's post for 4 years and with his guidance and leadership we are a much stronger organization.

Gary Salvo

Fall Meeting ~ November 4, 2000



Pat and new Commodore Gary Salvo signing in members at Fall Meeting

Team Mugs for 2001 . . . whoops - date to be corrected. Well, at least we're ahead for next year's prizes.

Rick Van Mell's four years of service to the Association as Commodore were acknowledged by a Proclamation read by past Commodore Skipper Wall, presentation of a Commodore's sailing vest, and the hearty applause of a grateful membership.

Brian Jacobs gave a fine presentation of tips for sailing up and down the California Coast. He said the key to the Point Conception challenge is to check the bars for fishermen. If they're in the bars, stay put! Brian's hand-out was outstanding, is available on the I-36 web site; an abbreviated version appears in this Newsletter, "Cruising the California Coast."

New Race Fleet Captains Daphne Jackson and Mike Dickson described their first year of racing. With **Tim & Rhonda Shea** chiming in, they talked about how racing increased their boat handling skills,



Jim Robinson negotiates with Larry Terzian and Roger Milligan for return of the half hull

The Annual Fall Meeting was a fine ending to a great season. There were 48 folks attending and 13 boats docked at the San Francisco Yacht Club in Belvedere. It was a beautiful day and plenty of good fun.

SFYC served a great lunch: onion soup, juicy chicken, garlic mashed potatoes, and chocolate mousse, all washed down with wine. Then on to business - Membership, Secretary and Treasurer's reports, the election of 2001 officers with **Gary Salvo heading up the new slate as Commodore**, and the award of racing prizes.

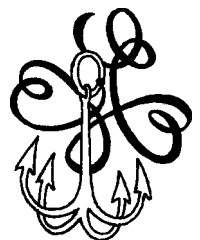
Race Chairmen Roger Milligan and Larry Terzian had everyone howling. Since **Jim Robinson has won the big, beautiful half-hull trophy for the Non-Spinnaker Division** for so many years, Roger & Larry decided instead to present Jim with a tiny plastic gold sailboat for first prize, awarding themselves the half-hull for 2nd place, to much laughter.

The overall season winner of the Ormand Cup was Don Schumacher, who missed his first Fall Meeting in 15 years. Don sent a message which Roger & Larry read from a hundred-page computer print-out which they let cascade to the floor.

Roger and Larry were awarded the Schneider Trophy for service to the Association for their promotion of racing and preservation of the I-36's status as a one design class in racing. **Third place Nimbus and fourth place Lean Times** received I-36 Race

confidence on the water, and the companionship generated among racers. Their presentation was so good that several potential new racers signed up for 2001. Check out next year's Racing Schedule.

To the delight of 17 lucky winners, **Sandy Van Mell** drew names for the fine door prizes donated by our generous marine vendors. **Thanks to Sandy** for rounding up some really great goodies. See page 9 for list of prizes.



MEMBERSHIP REPORT: YEAR 2000

by Skipper Wall

Our Islander 36 Association ended the Y2K year with 162 members. The membership has been holding steady for the past four or five years near the 150 level.

We lose members for any number of reasons: two foot-itis (moving up to a bigger boat), just selling and getting out of boating, too busy, whatever. We are sorry to lose them but we do understand. The good news: members that remain. One couple is Carolee & Jeff Kingdon. They were the first members that joined our Association after learning about it from the sailing forum of CompuServe. Thank you too Linda & Noel Hyde (two others who have another kind of boat and have stayed with the Association).

The Internet with its e-mail capabilities and maintenance of our very own 5 year old website have created a worldwide membership.

As Membership Captain (the title the By-laws use) I can also attribute our SFO Bay growth to each of you putting an application or postcard under a nonmember's hatchboard. So, if you need any more of these applications or postcards let me know. I have plenty! And for gosh sakes, keep looking and introduce yourself to any I36 owner.

Hope to see each of you on the Bay at one or more of our cruises. Remember the Spring Meeting, 24th March @ the San Francisco YC.

Islander 36 Association Spring Meeting



**Saturday
March 24th**

**San Francisco Yacht Club,
Belvedere**

**Attitude Adjustment: 11:30
Lunch: 12:00
Program: 1:15**

**Check Web site for Agenda:
www.islander36.org**

**TO RESERVE LUNCH OR A BERTH,
contact:**

**Don Henderson
email: henderkin@aol.com
(415-457-0771)**

Your Membership Captain

... **suggests** you cut this out and leave it for an Islander 36 owner who hasn't discovered our wonderful I36 Association yet!

"If anyone needs additional I36 Applications or Informational Postcards, please let me know and I'll send you as many as you think you'll need. Use these to slip under the hatch boards of I36's or hand out personally to those that are not yet members of the Association. Keep aboard your I36 so they will be handy to give out. Make copies if you want so you'll have plenty.

~ Skipper Wall

nvsnowflower@cs.com
(h)775/882-4798

Dear Islander 36 Owner: Date: _____

I've left this notice on your Islander to introduce you to an enthusiastic group of fellow Islander 36 owners in the San Francisco Bay and Delta area. The SF Bay Association has a membership of approximately 160 members, many of whom are I36 owners across the country thanks to email and our I36 website: www.islander36.org.

Each year we have a very active One Design racing schedule and we cruise to many of the yacht clubs in the Bay and Delta. The cruising starts with the Spring Meeting at the San Francisco YC. We have two meetings each year, the Spring Meeting in March and the Fall Meeting in November for election of officers.

If you are interested in finding out more about the I36 Association of San Francisco Bay and receiving a copy of the *Islander 36 Newsletter*, please fill out the information below and mail it to the address below.

Smooth Sailing.

Name: _____

Address: _____

City/State/Zip _____

mail to: Skipper Wall, Membership Captain, Islander 36 Association,
Six Savage Circle, Carson City, NV 89703

Interpreting Those Hull Identification Numbers

. . . contributed by Skipper Wall

12/7/00 - **The official word on Hull Identification Numbers** from Dennis M. Nelson, U.S. Coast Guard, Chief Recreational Vessel Division, U.S. Coast Guard National Vessel Documentation Center, 792 T. J. Jackson Dr., Falling Waters, West Virginia 25419, Phone: 304-271-2450 FAX: ex 2405, dnelson@nvdc.uscg.mil -

"The number on the transom is the HIN (hull identification number) which the Coast Guard mandated in 1971 and is to be used for "product recall." There were three formats and the first two were called the straight year and model year format.

"The new format was required after 1/1/84. All three formats are comprised of 12 characters and all begin with a three letter designation to identify the manufacturer and called the MIC (manufacturer's identification code).

"The next five designations are usually numbers that are the unique identifier or serial number ...and the last four characters are where all three formats differ.

"Under the New Format the number ABC12345C889 would be broken down as:

ABC is the MIC code for the builder;
12345 is the serial number of the boat;
C refers to month of production (in this case March since the letters begin with "A" for January thru "L" for December); 8 would refer to the year of build (1988) and the last two numbers "89" would refer to the model year 1989.

"A Straight year HIN would be ABC123450883. When you get to the last four characters "0883" the 08 refers to the month of production and the 83 would be the year of production.

"The Model Year HIN would be ABC12345M84A with the characters "M84A" with the "M" indicating it was a model year format, 84 the model year, and the "A" being the month of production with "A" being August in the model year format thru "L" for July.

"You can go to the Coast Guard home page at: <http://www.uscg.mil>, click on "Service We Provide" in the upper left corner of the screen; when that page comes up, scroll down to "Recreational Boating Safety" and click on the "Manufacturers' Identification Code Database."

"You can enter the three character MIC code for Islander Yachts (which is XLY) and see they were built in Irvine, CA and went out of business on 5/28/86."

Proclamation :

On the Retirement of
Rick Van Mell as Commodore
(as read by Skipper Wall at the
Fall Meeting and presented to
Rick)



WHEREAS Rick Van Mell has, for four years dedicated his life and energy as Commodore to the ISLANDER 36 ASSOCIATION through tireless devotion to his duties; and

WHEREAS, Rick Van Mell has served as navigator, boatswain, coxswain and UNO arbitrator for the Islander 36 Association for ten years; and

WHEREAS, Rick Van Mell has thoughtfully kept the ISLANDER 36 ASSOCIATION members cognizant of their duties and responsibilities, often generously assisting them in the interpretations and hidden obstacles of the San Francisco Yacht Racing Association, the One Design Association, Harbormaster's and the Uno Club; and

WHEREAS, Rick Van Mell has been shanghaied by Sandy Van Mell to enslavement as deckhand and mess cook on the notorious sloop VANISHING ANIMAL; and

AS of this date the Fourth day of November, Two Thousand, be it known that hands of the ISLANDER 36 ASSOCIATION OF SAN FRANCISCO BAY, FLEET ONE, proclaim the loss of their Commodore an act of piracy on the choppy wind-swept waters of San Francisco Bay.

Duly signed by: Vice Commodore Gary Salvo, Treasurer Harry Farrell, Secretary Brian Jacobs, Measurer Walt Levison, Past Commodore Skipper Wall

PROPOSED CHANGES TO BY-LAWS

of the Islander 36 Association of San Francisco Bay

The following are proposed by-law changes for 2001. The last revision occurred in 1998. The changes have been approved by the board and will be presented for approval at the spring meeting.

Note: Changes underscored

Article V GOVERNING BOARD

E. The Governing Board shall appoint annually a Fleet Captain and a Cruise Captain to assist the Board with its duties, and may define, and appoint people to, other positions as it deems appropriate

Article VI OFFICERS AND THEIR DUTIES

1. Commodore

The Commodore is the Chief Executive. The Commodore ~~He~~ shall preside at meetings, serve as Chairman of the Board, rule on procedure and jurisdiction, summarize decisions for publication, appoint any special committees, authorize expenditures with approval of the Board, and arrange for nominations for office to be voted upon at the next Annual Meeting. The Commodore shall be responsible for the Association's Internet web site, and may delegate this function to a Web Site Manager. Web Site Manager duties may include maintaining the Association's web site for membership communication and continued internet exposure, forwarding internet inquiries to appropriate officers, individuals or the membership, and supporting such functions as race schedules and reporting, cruise schedules and reporting, and the electronic version of the Newsletter.

3. Secretary

The Secretary shall handle all correspondence and record the minutes of meetings. and maintain an accurate and current record of membership. The Secretary shall notify the membership of special events, cruises, decisions affecting policy, banned races, suspended members, and I-36 yachts ineligible to race in ODCA. The Secretary shall endeavor to arrange for favorable publicity for the Association and be responsible for the publication of the Association Newsletter. The Secretary may delegate the Newsletter function to a Newsletter Publisher/Editor who gathers articles and pictures of interest for publication in the association newsletter. The target is to publish a Newsletter at least 4 times yearly.

4. Treasurer

The Treasurer shall maintain the financial records of the Association and its bank account and shall arrange for

the safekeeping of its securities, if any. The Treasurer shall maintain an accurate and current record of the membership. The Treasurer shall report the financial condition of the Association to the membership at the Annual Meeting, collect and deposit Association dues, report delinquencies to the Commodore, and shall disburse funds for expenditures authorized by the Commodore. The Treasurer may delegate parts of the membership responsibilities to a Membership Captain whose primary function is to promote membership in the Association. Duties may include answering questions for and sending applications to prospective members, sending welcome letters and information packets to new members, preparing membership lists for distribution to Association members, and other activities supporting membership growth.

Article VII MEETINGS

B. A Spring Meeting will be called about two weeks before Opening Day; usually about the second Tuesday of April. The Secretary will send written notice of time and place two weeks in advance, which may be accomplished through the Newsletter.

Article VIII. QUORUM AT ANNUAL AND SPECIAL MEETINGS

Fifty percent (50%) of the voting in good standing and present at roll call constitutes a quorum for the entirety of the Annual Meeting.

Article XIII TROPHIES AND AWARDS

C. Russ Schneider Trophy

~~The Association has a champagne bucket, the use of which has not been designated at this time.~~ Presented to a member in good standing for their contribution to the Association. Selected by the Commodore at the annual meeting.

Measurement and Other Rules

Article III

F

2. Folding or feathering propeller is acceptable.

□



A Brand New Racing Season

by Daphne Jackson and Mike Dickson, Race Fleet Captains

Thanks to the great recruiting and enthusiasm of Roger Milligan and Larry Terzian, last year's Race Captains, we met the criteria to maintain our one design racing status. Let's keep up the same motivation and enthusiasm this season! *Get insider information on racing on page 9, "The Nimbus Code Book."*

The racing schedule remains the same as that handed out at our Fall meeting. The schedule printed in Latitude 38 has one error-- they show I-36 racing both days of the Encinal Second Half Opener; we're actually only scheduled to race the FIRST day.

Everyone in the I-36 Association who expressed interest in racing this year should have gotten a YRA application packet in the mail. If not, contact Lynda at the YRA: Lynda@yra.org; (415) 771-9500; FAX: (305) 847-0521.

Race Season Kick-Off

For Captains and Crews of I-36 Boats Planning to Race in 2001 Season

Friday, March 23rd (evening before Spring Meeting): 6:00-7:30 p.m.

San Francisco Yacht Club, Belvedere

Proposed agenda:

- Match mentors with novice captains
- Meet all the crew
- Review basic racing rules
- Fill out YRA application
- Set date for practice starts and race

SEE YOU THERE! - Daphne and Mike

Islander 36 Association - 2001 Race Schedule



Nimbus at Vallejo Opener last May

<u>Date</u>	<u>Event</u>	<u>Categories</u>
May 5	Vallejo Opener-Day 1	Spinnaker and Non-Spinnaker Div
May 6	Vallejo Opener-Day 2	Spinnaker and Non-Spinnaker Div
May 19	City Front	Spinnaker and Non-Spinnaker Div.
June 2	Knox	Spinnaker and Non-Spinnaker Div.
June 16	South Bay	Spinnaker and Non-Spinnaker Div.
July 28	Encinal 2nd Half Opener-Day 1	Spinnaker and Non-Spinnaker Div.
August 18	Olympic Circle	Spinnaker and Non-Spinnaker Div.
Sept. 9	Knox	Spinnaker and Non-Spinnaker Div.

Each racing day the I-36 fleet has one start. Both Divisions have 1 drop. Thus, boats race 8 races and count the best of 7 scores. It is important to have 5 plus Islander 36 starters in every race. Please work hard to arrange your schedule to make each race.

For more information about racing, E-Mail either of the following:
Daphne Jackson, Race Fleet Co-Captain: daphnej@pacbell.net
Mike Dickson, Race Fleet Co-Captain: mike1d@pacbell.net
or call (415) 563-7997

I-36 Cruise Schedule for 2001



Mike and Leslie Bennett
on *Getaway* enroute to
Napa Cruise last September

March 24 Spring Mtg.

San Francisco YC,
Belvedere

April 28-29

Encinal YC

Cruise Co-Sponsor

Dennis/Judy Bush

May 26-28 (Memorial wknd)

Petaluma Marina

Tim/Rhonda Shea

June 30-July 2 (Fourth of July)

Benicia YC

Don Henderson

August 18-19

Marin YC

Sept 1-3 (Labor Day)

Sequoia YC

Rick/Sandy Van Mell

October 27 Fall Mtg.

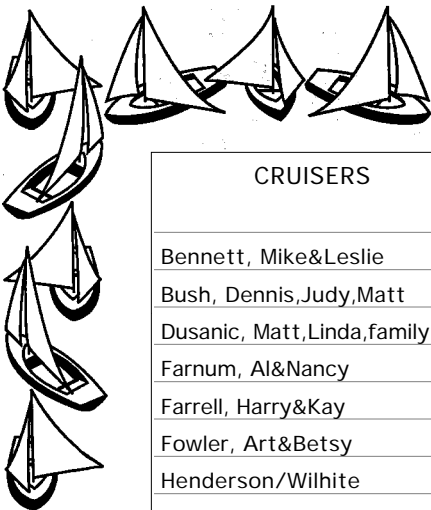
San Francisco YC, Belvedere

Cruise Captain Don Henderson, invites you to:

“Co-Sponsor a Cruise”

Dock space has been arranged, so Co-Sponsors get to plan the fun stuff -
potluck, meal out, any special activities. Pick a cruise and contact Don:

henderkin@aol.com. (415) 457-0771



Last Year's (2000) Cruises and Attendees

CRUISERS	BOAT	Treasr Island	Coyote Point	Benecia	South Beach	Napa	Drake's Bay	Totals
Bennett, Mike&Leslie	Getaway			X		X		2
Bush, Dennis,Judy,Matt	Natural High	X		X	X			3
Dusanic, Matt,Linda,family	Someday	X				X	X	3
Farnum, Al&Nancy	Silver Shadow	X						1
Farrell, Harry&Kay	Pacific High			X		X		2
Fowler, Art&Betsy	Zenith		X	X*	X	X		3+*
Henderson/Wilhite	Kindred Spirits			X	X	X		3
Henry, Ed	Balandra			X	X			2
Higdon, Bill	Blockbuster		X	X	X			3
Hunter, Bruce&Carol	Escape			X	X			2
Jackson,Daph/M Dickson	Nimbus					X	X	2
Jacobs, Brian&Fran	Blue Moon			X				1
McClellan, Linda&Roger	4 R Sanity	X			X			2
RobertS, Earl&Evie	Raspberry Tart	X	X	X	X			4
Salvo, Pat&Gary	Ophira	X		X	X	X*		3+*
Sheas, Tim/Rhonda/Ian	Lean Times			X	X	X		3
Thomson, Jack&Sandy	Noncents		X	X	X			3
Van Mell, Rick & Sandy	Vanish'g Animal	X	X	X		X		4
Wall, Skipper&Nancy	Snowflower		X	X	X	X		4

*without boat. Info not available for Meetings; please advise any corrections: Barb Henderson,
babsadams@aol.com or (415) 457-0771.

The Nimbus Code Book

Mike Dickson and Daphne Jackson

Mike and I look forward to an exciting 2001 I-36 race season. We are particularly enthusiastic about all the interest we received from potential new racers at the Fall Meeting. Our first year of racing Nimbus was more rewarding than we could have imagined. New racers can look forward to becoming more intimate with boat handling, currents, subtle wind changes and the most efficient sail settings in any weather. Last year, Nimbus also learned the importance of a depth sounder in races such as Vallejo.

Passing along a few tidbits on "what we learned" from last year, our favorite aid in racing (besides Rick Van Mell's sage advice) was the *Nimbus Code Book*. In an effort to be as competitive as possible in our first year, the Nimbus crew plotted and color-coded every possible course before each race. How it worked: We made multiple photo copies of a chart of the San Francisco Bay and then color coded each course, including the corresponding course signal flags.

Once the race committee boat raised the appropriate flags, we taped the corresponding plotted chart in the cockpit in clear view of the captain. The Nimbus crew was able to quickly ascertain which course was being raced as soon as the race committee raised the course flag at the 5 minute preparatory signal.

Plotting the courses in advance also enabled the crew to consider currents and changing wind conditions on each leg of the race. The Nimbus Code Book was just one way our crew worked together to enjoy the racing experience.

Please come join all the I-36 Association racers on Friday, March 23rd for the pre-season workshop at SFYC.

Daphne Jackson
Mike Dickson
I-36 Association Fleet Captains

Look What Our Wonderful Vendors Donated ~ by Sandy Van Mell

If you were at the **Fall Meeting in November**, you remember how much fun it was drawing door prize numbers out of the "hat." Our commercial members support us all year with their services...we often refer to them as our favorite "Toy Stores." They also come through with donated door prizes and our heartiest thanks go out to each of them. So, if you have a choice, stop in at our commercial members and say "Hi!" from the Islander 36 Association.

The Fall 2000 Donors and gifts were:

North Sails	Chris Shining	3 Kevlar briefcases
Pineapple Sails	Sally Richards	T-Shirt & Musto Gloves
Svendsen's Boat Works	Alex Jordan	3 Henry Lloyd Vests
Embroidery Factory	Shirley Housley	Custom I-36 T-Shirt
Hood Sails	Robin Sodaro	2 Duffel Bags
KKMI	Jock MacLean	Free Haul Wine Bottle!
West Marine – San Fran.	Glenn Mullin	Orcas Island Jacket
West Marine – S. San. Fran.	Brian Theobald	Orcas Island Jacket
West Marine – Palo Alto	Dowse Rustin	2 Sets Foul Weather Gear
West Marine – Oakland	Joe Ahlering	Orcas Island Jacket
West Marine – Richmond	John Demeter	Orcas Vest

Cruising the California Coast - *continued from page 1*

It was so exciting, we stayed up the whole night, stopping at San Simeon while it was still dark to take our beagle Bailey ashore and get some rest, then headed to Morro Bay. *We so enjoyed staying up together we stuck with that plan and spent an extra day at the next stop to sleep.*

Morro Bay is a fishing port. If you're in trouble, they'll come and put you in a slip. Otherwise, they refer to the Morro Bay yacht club, which is great. The long dock holds 3 or 4 boats; you raft up. Immediately across the fairway from the club 8 numbered buoys are available. Beware the strong tidal current in the channel, as much as 7 knots.

We left Morro Bay at noon for passage around Pt. Arguillo, putting us at Pt. Conception around midnight. The first year it was a piece of cake. This time we had 22-knot winds and 13-foot swells that overpowered our autopilot, requiring hand steering. We did a perfect jibe in the turmoil except we forgot to lock down the traveler, which slammed port to starboard, leaving the bottom half of the car on the track, the rest a couple feet in the air. We had no control of the mainsheet, but it was on a run, so managed.

I had told my son Brad that as soon as we rounded the point and headed east, it would be calm and warmer. Instead the wind piped up to 30 (the swells were smaller though). This continued past Gaviota a few miles, then you couldn't find a ripple on the sea, and stayed that way to San Diego. We got to Santa Barbara at 4:30 am. Only because of the sharp eyes of a 33-year old crew member and a 500,000 candle power spotlight, we made it safely. It's a confusing harbor at night. The harbor-master told me, "just call us on the radio; we'll be glad to lead you in; we do it all the time." For terrific food and cheap drinks, go to Madison's (sports bar) on State Street.

We did an easy day to Channel Island Harbor at Oxnard, overnighted and went to Marina Del Rey. Go into the harbor through the north (or west) end of the breakwater, and use power. Stay inside the marker buoys. Guest docks are on the left side of the first finger to the right. Guest docks also around the corner outside end of the same finger. Nice, but about a mile walk to restaurants.

On to Newport Beach Harbor. Really nice stop. Walk to Balboa Island to shop, eat. Once stayed at Newport Yacht Club, super nice. When full, we stayed at transient docks - slips are very narrow and a nasty combo of

wind and strong current perpendicular to slips. Very difficult time getting in. Try slack tide.

Newport to Oceanside Harbor: We encountered a gigantic school, thousands of dolphin. My radar went totally black! Thought I was about to hit a stealth aircraft carrier! Going into Oceanside the previous trip we barely escaped disaster. It's not worthwhile if there is a strong south swell and wind. But this time oceanside was fine, and they were filming a movie "Son of the Healer" two slips over. Look for BlueMoon and Bailey if you see it. At San Diego, we arrived to a VHF broadcast that the channel was closed several hours for the passage of the Pacific fleet (Fleet Week). Coast Guard told us we could go in by staying just outside the marked channel. It was pretty awesome, two warships, an aircraft carrier and submarine passed us on the way in.

HEADING NORTH

Going south in the fall is fun, relaxing - a vacation. Not so going north in the spring. San Diego to Santa Barbara is about the same as going south, if you watch the weather. *I learned a lot on this last northbound passage, especially about the weather. Basically you have to wait for approaching low-pressure systems, then jump on the south wind it generates and go as far as you can before the next high. When a low is coming, the wind dies down, the sea flattens, and you have about 18 hours before the high. You have to stay on top of the forecasts and be sure you won't be depending on a south-facing harbor (Oceanside, Morro Bay and Santa Cruz).* At the end I have included weather resources.

From Santa Barbara we tried for Coho Anchorage, just before Pt. Conception. The wind and waves were too much, and we turned back as we neared Gaviota, where there's a low spot in the mountains - same wind you encounter north of Conception, where it really shows its stuff. We saw some clouds lying stationary on top of the mountains. Locals call them, "The fingers of death." If you see them, go back, or duck into Coho, which is not lighted in any way, but there's a large ship there ("Mr. Clean"), which is lit up like a small city. Local fishermen told us to hug the shore (3/4 to one mile at most), to stay out of worst wind and waves. Motor into the wind with main sail UP and sheeted in tight to minimize getting tossed around. We went 7 hours back to Santa Barbara, waited for a low, then around Conception to Morro Bay without incident. There are lots of fishermen in Santa Barbara - and the fuel dock there has a free touch screen computer connected to every weather service there is.

continued on page 11

We tried to leave Morro Bay in what seemed like low velocity northwest winds, but again had to turn around. At a bar we bought beer for some fishermen, who advised, "If you see us here drunk, it's because we can't go out there to fish. If you come in here and we're gone, it's safe to go."

We went home by car and returned a week later, caught a "low" and had a decent trip all the way to Monterey, our destination. The wind from south was so strong that we arrived hours early, so we pushed on to Santa Cruz. Big mistake. There was too much wind at Santa Cruz (from the south) and we found the entrance blocked by massive, breaking waves. No pleasure or commercial boats could go in or out. Some boats anchored near the pier were wash up onto the beach. The harbormaster said all she could see was a green wall of water. My crew was tired and scared, so we decided to go back 20 miles into the face of the wind and waves to Monterey. At full power, going on a direct line, we could barely make 2 knots by GPS. Thank goodness we had a sailboat. We fell off the wind, and under double reefed main and full power, made it into Monterey in 4 hours.

Back to Los Gatos by car to wait for another low. The weather finally cooperated and a yacht club friend and I jumped on the southerly at 6 pm one evening and sailed, engine off (just to do it) into the Coyote Point slip around 2:00 the following afternoon.

Useful Websites (first 4 are samples of buoy data):
www.ndbc.noaa.gov/Maps/wrldmap.shhtml Map of the world; click on Southwest U.S. Regional Map

www.ndbc.noaa.gov/stuff/southwest/swstmap.shtml shows buoys. Click on the one of interest, and get real time info at buoy and 24 hr historical data, also swell and wave data. A captain in Santa Barbara told us that because of the I-36's underbody shape, they won't go into a big swell that is less than 10 seconds apart (interval should be 12 secs or more). The wave energy you are fighting at 10 seconds is enormous, but drops down to practically nothing at 12-14 sec. When too close together, you get stopped before you can get going. Falling off and tacking is the only way if you must go.

www.rap.ucar.edu/weather/surface/us_mslp.gif - a wind model, but I find it difficult to read.
www.mpc.ncep.noaa.gov/RSSA/PacRegSSA.html - Map of the world; click on southern Cal, next page shows buoys. Click on the one of interest, and get real

time info at buoy and 24 hr historical data, also swell and wave data.

Favorites:

Intellicast - www.intellicast.com/Sail/World/UnitedStates/Southwest/California/SanFrancisco/WINDcast/d2_00/ --wind model has several selectable time periods: today, to Morro and next day. I have found this most accurate and helpful. Buoy sheets can show wind much calmer near shore than a few miles out. Lastly, if you need to call somewhere for weather report, try the Eureka station, tell them your situation, where you are, want to go and see if they can help you figure out the best time to avoid bad winds and swells. Use them sparingly. M-F 8 am to 4 pm (707) 443-6484 (Fax: 707 -443-6195). ~~Brian Jacobs

Hull Identification Numbers

continued from page 5

12/7/00

Mr. Nelson,

Thank you so very much for the explanation of the HIN's for the Islander Boats. The reason for this e/m is: My own boat's HIN is XLYB3389 M73L. I deciphered it all except the "B" after the XLYIs this just a filler or maybe I need to re-examine my transom for correctness? Maybe my "B" is an "8"???? Or a sloppy "3"???

Thank you again,

--Skipper Wall

12/8/00

To: Skipper Wall:

The 5 character serial number does not necessarily have to be all numbers so I would not consider the B3389 as wrong.

The old Chris Craft company used letter designations to distinguish changes made during the model year, "A" being the original design and "B" the first change, etc. Since your boat was built in July and is a 1973 model perhaps the design was changed somewhat during the production year.

--Dennis Nelson

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