

Islander 36 Newsletter

May 2001

Issue 2

Results of Vallejo Opener

Next Races

Knox: June 2
South Bay: June 16
Encinal July 28

Upcoming Cruises

May 26-28: Petaluma
June 30-July 2: Benicia

**Don't Be Left Out of
the I-36/SFYC Regatta
Benefiting Jr. Sailing
-followed by party!**

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Spring Meeting 2001

The Islander 36 Association 2001 season got off to a great start with the Spring Meeting. Friday afternoon, March 23, Islander 36 flags could be seen flying high above the San Francisco Yacht Club boat docks. By late afternoon, people were gathered on the Salvo's *Ophira* for wine and hors d'oeuvres.

Then, at 6:00 p.m. Daphne Jackson & Mike Dickson conducted a terrific Racing Clinic in the Yacht Club's Commodore Room. Twenty-six people gathered there, representing eight boats, with plenty of crew. Don Schumacher gave an overview on preparation and key elements of "the racing game" and, most importantly, reminded everyone to have fun! Experienced racers like Jim Robinson, Larry Terzian and Roger Milligan chipped in too. Rick Van Mell spoke about Vallejo race strategy and other elements of getting a crew ready to race. The clinic ran until 7:30 and conversations continued through dinner.

There were eight boats tied to the dock - the largest turnout ever for a Friday evening. Those that didn't dine at the Yacht Club potlucked on board.

On Saturday morning at 11:30 members began gathering in the Cove House at SFYC for a delicious chicken luncheon, finishing with tiramisu. The table treats were chocolate boats which Laurie Stover molded specially for the occasion. Gary Salvo then officiated at his first meeting as Commodore. (See Minutes below).



Marty Griffin, Mary McKinnon Tara,
Sandy Van Mell and Laurie Stover

Following the Meeting, Coast Guard Ensign Mark Warren gave a fine overview of safety activities and precautions on the Bay, and Nick Tarlson of the U.S. Coast Guard Auxiliary amplified points and then conducted free vessel safety checks for Commodore Salvo's *Ophira*, Skipper Wall's *Snow Flower* and Art Fowler's *Zenith* - all of which passed with flying colors. If members in the Bay Area would like a safety check, you can contact Nick Tarlson at 415-956-5700 or ntarl@dictyon.com.

See Meeting Minutes on page 3.



Islander 36 Association of San Francisco Bay

www.islander36.org

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Commodore's Corner

Spring, 2001

Gary Salvo



As you read this we should already have completed a couple of cruises and races. While our cruises are always well attended, we're eager to have more members join us. If you haven't attended one of our cruises we invite you to call or e-mail our Cruise Captain, Don Henderson. The cruise schedule is posted on the web site and also in this newsletter. We cruise to different marinas and yacht clubs in and around the bay area, which gives you the opportunity to explore locations you may not have been to before. Generally we have one coastal cruise a year, either to Half Moon Bay or to Drakes Bay. These cruises enable you to get some ocean sailing experience while being in the company of others who have done it before. So now is the time to join us. It's a great way to increase the use of your boat as well as getting the chance to meet some of your fellow members.

If the racing seminar our Race Captains held at the San Francisco Yacht Club is any indication, our race fleet should be even larger than it was last year. The race fleet is a high priority for the Association. We need at least 5 boats to race each race in order to maintain our ODCA (One Design Class Association) class status. I think having the Islander 36 recognized as a one design class helps keep interest and value in our boats. Our Race Captains, Daphne Jackson and Mike Dickson, would be happy to help anyone get started in the race fleet or find you a ride as a crew member.

As our membership has increased due to our internet presence we have gotten more geographically diverse. Since many of you are non-resident members we would like to know if we are meeting your needs through our newsletter and web site. To address this issue, you will find a survey that asks for input and ideas you think would increase activity and interest in the newsletter, web site and association as a whole. If you have any suggestions that might make our association better in your judgment, please send them to Barb Henderson. You can also e-mail me at any time and I will present your comments to the board for consideration. ~ Gary Salvo, Commodore

What Islander 36 Association Is All About

I received this note when we returned home from the Spring Meeting. Earl and Evelyn Roberts had wanted me to read it at the meeting. I think it sums up what our group is all about. ~-Gary Salvo

Dear Islander 36 Members:

With mixed emotions, we have sold "Raspberry Tart" to Jim Garrison and family. We know they will enjoy it as much as we did.

The real reason for this note, is to express our thanks to you all. You helped enhance our sailing experiences for the past four years. The cruises and get-togethers were great and left us with wonderful memories. We will truly miss you and hope you have favorable winds. ~ Earl and Evelyn Roberts

Islander 36 Association Spring Meeting Minutes

Commodore Gary Salvo opened the meeting by introducing new officers and welcoming the Paul Tara family and Ensign Mark Warren of the U.S. Coast Guard and Nick Tarlson of the USCG Auxiliary. Thirty-four people attended, with 8 boats docked.

Membership:

Skipper Wall reported membership status showed 142 members paid as of March 2001, and 21 unpaid, for a total of 163.

Treasurer:

Harry Farrell reported that although income has gone to a five digit number (\$10,004) we should not be alarmed - that everything is really OK. (Closing Balance 3/01 was \$8,190).

Harry said we are obviously doing very well, and pointed out that all of this year's bills are still ahead of us, and we are looking for ways to utilize these funds to enhance the association.

Secretary:

In Brian Jacobs' absence Barbara Henderson read the Fall Meeting minutes, then as Newsletter Editor, made a pitch for cruise articles.

Web Site Manager

Past Commodore Rick Van Mell asked members to keep those cards and letters coming. He said they will be rotating the boat picture on the Web Site about once a month since Tenacious has occupied that spot for the past 3 years, and urged members to send in pictures of their boats.

Gary stated that the new official website URL for the Association was "islander36.org" but explained

that for technical reasons the List Function, by which a member may email all members, would remain islander36-list@sailingsource.com until the problem can be solved.

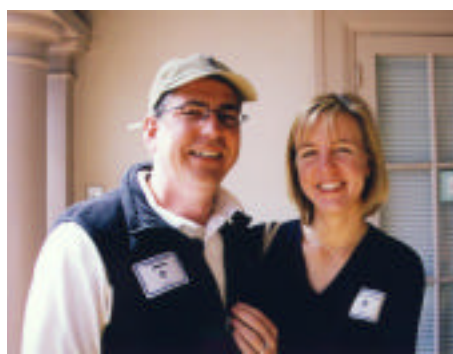
Cruising

Don Henderson announced that all co-sponsor spots for the season's cruises are filled and noted it is Judy AND Dennis Bush, who will co-sponsor the April 28-29 cruise to Encinal. Don explained what was expected of co-sponsors.

Since there is good weather between Labor Day and the Fall Meeting, he asked if anyone was interested in an off-shore cruise in early October. Several people were interested in Half Moon Bay and he suggested they get in touch.

Racing

Daphne Jackson talked about the Race Clinic conducted the night before and said that she and Mike would be in touch with racers, offering help with their YRA applications if needed, and added that they will be doing beer can races in late April and on Sundays to prep for the racing season. Charles Hodgkins thanked Daphne and others for the Clinic.



Recently engaged Racing Captains Mike Dickson and Daphne Jackson

By-Law Changes

Gary said that by-law changes were necessary to reflect changes in administrative functions in the last few years, to remove gender-specific references, and to acknowledge acceptance of the feathering prop. Rick Van Mell had done a review and re and revision of the by-laws, which appeared in the February Newsletter and were distributed at the meeting.

Gary said we still need to address sail materials and limits. The discussion was around the fact that the maximum size of 135% for headsails for the non spinnaker fleet has been used in the past. Mike Dickson said that the Race Chairs were reviewing these questions and would present information at the fall meeting. Don Schumacher suggested the matter be read into the Minutes for the record and resolved in the fall. A motion was made, seconded and passed to adopt the current by-law changes

New Business

Roger Milligan reminded members of the August 17th I-36/SFYC Regatta to benefit Junior Sailing Programs, and encouraged participation.

How to make use of Association funds was discussed. Kay Farrell proposed an altruistic purpose. Gary questioned the tax consequences of donations, but several members thought this was not be a problem because of the amount involved. It was decided that ideas for the use of these funds should be submitted to Gary for consideration and action by the the Board of Directors.

The meeting was then adjourned.

~ B. Henderson for Brian Jacobs

Pass the word . . . The call is out -

Islander 36 - SFYC Regatta August 17 **Benefiting Junior Sailing Programs**

by Jim Robinson

This year's Islander 36 Regatta out of the San Francisco Yacht Club in Belvedere is scheduled for Friday, August 17th (right before the I-36 Cruise to the Marin Yacht Club August 18-19 and an I-36 Race--Olympic Circle--August 18). What could be better???? Racers will be there, Cruisers will be there. Shoot, everyone will be there.

The fundraiser provides scholarships and safety equipment for junior sailing programs.

Once again, for female captains we will have the local fire department lads pulling lines, and for the male captains, the models from Victoria's Secret will be aboard! (More *official* information below.)

Actually . . . SNP networks pays the junior program \$500 per boat that participates. The "crew" members are guests of SNP (this is not open to the general public). The only thing we supply are the boats and captains. SNP supplies lunches and soft drinks. The captains don't need to bring anything.

Captains bring their vessels to SFYC around 10:00 a.m. on Friday, guests arrive about 11:00 and the first race starts around 12:00; the last race is around 3:00. Captains steer, but the crew pulls all the lines. Working jibs



90's or 100's and no poles or spinnakers.

You old timer's know the drill and for the new folks it's nothing but fun and raises a ton of dough for the kids. The captains and boats pay nothing and all you have to do is show up and take some folks for a sail.

Once again we'll need 20 boats. Reserve your spot at the harbor for free drinks, food, and dancing following the sailing. Free, Free, Free.

Friday, August 17, 2001. Don't be the last to sign up....spots are going quickly. - Warm regards, Jim Robinson - Pilot

RSVP: jrobinson@pclient.ml.com; or 415 332 0806

Our Web Site Manager, URL's and All That Jazz

Past Commodore **Rick Van Mell** is now steering the Association's Web Site through Cyberspace these days.

The new URL to access all the exciting pictures and latest information is: **islander36.org**.

Note, however, if you wish to email the entire Association's membership who have registered for email, that address remains, as before: **islander36-list@sailingsource.com**.

Please observe the following in using the list function:

1. It's against the law to provide our list name for use by non-members, or any form of spam or mass mailings.
2. We will not accept message promoting commercial or personal business, except special offers not available to general public (pre-approved by officer).
3. We accept member messages to sell/buy their personal boat or marine equipment.
4. Respond **ONLY** to individual sender, unless of general interest to members.
5. You must include your name and email address.

Surveying Your Interests: Web Site - Newsletter - Club Activities

Just to make sure we're in tune with you, our membership--local as well as nationwide and beyond (Alaska to Maine, Washington to Florida, Canada to Venezuela)--*we'd love to have your feedback.*

- Tell us what you'd like to see covered in the I-36 Newsletter (published 4 times/year: Feb., May, Aug, & Oct).
- If you're online, do you check-in to the I-36 Web Site www.islander36.org? What is helpful? What would you like to see added?

- Similarly, with regard to Bay Area Association activities, what are your comments, suggestions?
- Please tell us if you have found postcards to be helpful reminders of club activities: racing, cruises, meetings.

Two ways to RSVP:

--email your comments to: babsadams@aol.com
--or write Barb Henderson, 111 Cypress Ave., Kentfield, CA. 94904

A Word From Your Treasurer

by Harry Farrell

As an Islander 36 Association member who just paid your yearly dues within the past month or two, you may have wondered what we do with that money. Here is the income and budget for 2001.



As of April 1, 2001, we had 150 paid members, which generated \$4,360 for this year. Taking an average of our expenses over the past four years, we spend around \$4000 per year. Here is a breakdown of those expenses:

ODCA DUES	30
YACHTING YRBOOK	320
TROPHIES / AWARDS	1,000
MEETING / CRUISE	550
POSTAGE / PRINTING	1,400
ADVERTISING	55
MISC. (PENNANTS)	310
WEB SITE FEE	287
BANK CHARGES	<u>48</u>
TOTAL	4000

We have 80 non-resident members who provide us with \$1,200.00 of income which covers printing and postage expenses for our newsletter. Local expenses are covered by our local regular and commercial membership income.

Vallejo Opener - Race Results

The Commodore's Commendation goes to Race Captains Daphne Jackson and Mike Dickson for getting eleven Islander 36's on the starting line for the season's Opener - the Race to Vallejo May 5th and 6th. Saturday's run was in light winds and there was a great party atmosphere at the Vallejo Yacht Club.

Sunday, the start was repeatedly delayed for lack of wind. Daphne polled I-36 captains; it was agreed to cancel if they couldn't start by 1:00. Shortly before 1:00 they were given their start, but with such poor wind many determined that it was not feasible to finish. Kudos to those who stuck it out.

Unofficial results 5/5: SPIN: Blue Streak, Shenanigan, Woden. NON-SPIN: Pilot, Zoop, Tenacious, Mischief, Nimbus, Pacific High, Lean Times, and Raspberry Tart.

Unofficial results 5/6:

SPIN:
Shenanigan.

NON-SPIN:
Zoop,
Tenacious,
Raspberry
Tart.

Daphne and Mike promise fair winds for the upcoming races.



5/5 Shenanigan arrives in Vallejo

Islander 36 Association - RACING

2001 Racing Schedule



Looks like Shenanigan with Tenacious close behind on way to Vallejo

<u>Date</u>	<u>Event</u>	<u>Categories</u>
May 19	City Front	Spinnaker & Non-Spin. Div.
June 2	Knox	Spinnaker & Non-Spin. Div.
June 16	South Bay	Spinnaker & Non-Spin. Div.
July 28	Encinal 2nd 1/2 Opnr	Spinnaker & Non-Spin. Div.
Aug, 18	Olympic Circle	Spinnaker & Non-Spin. Div.
Sept. 9	Knox	Spinnaker & Non-Spin. 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, e-mail either Race Fleet Captain:

Daphne Jackson: daphnej@pacbell.net or

Mike Dickson: mike1d@pacbell.net or call (415) 563-7997

Islander 36 Racing Update . . . Let The Racing Begin

by Daphne Jackson and Mike Dickson, Race Fleet Captains

The Islander racing fleet has begun its 2001 season. We are looking forward to a great season and anticipate that more than ten boats will participate in either the spinnaker or non-spinnaker divisions.

In preparation for this year's racing season we conducted a pre-race clinic the evening of March 23rd at the San Francisco Yacht Club. The clinic was well attended by both new and seasoned racers. Many of the fleet's best were there to assist new racers in gaining an understanding of Islander one design racing, not to mention the chance to glean some knowledge from two experts. The two guest speakers *Don Schumacher* and *Rick Van Mell* are what drew the big crowd.

Don Schumacher started the clinic, covering racing techniques and preparedness, by presenting: "THE RULES OF BLUE STREAK". Over all:

- Have fun--Keep it simple - Nobody likes to lose but anger hurts everyone's day
- It's a head Game - There are lots of big weights to lift/pull but races are won and lost by how you use your head not your arms.
- Keep your head outside the boat - The decision you have to make is somewhere up in front of you.
- Keep looking around so that you are prepared and not

caught off guard.

Before the race

- Clock - Get the time from PT&T before you leave home. Usually the race committee is using that for starting races, but not always.
- One hour before the race - Get to the starting line so that you can get a feel for the day.
- Courses(s) - Your course will be displayed only 5 minutes before the gun. Write it down.
- Identify the direction of the wind - Go head to wind on the line and know the direction of the wind. If the line is not 90 degrees to the wind, one end or the other will be favored and crowded.
- Identify the current - Range on the committee boat/pin/an onshore landmark. As you run this line you can see what the current is doing to your boat. A favorable tide restricts your starting space.



Don Schumacher

Islander 36 Racing Update cont'd

- Practice:

- Tacks**--Do half dozen tacks to settle in your crew and yourself
- Jibes**--Do the same. Jibes at the starting line are very useful since they do not slow the boat
- Chute**--Do the same. A bad set or drop is probably the most costly error you can make.

Starts You Can Use

- **Windward** (Committee Boat end) - This is the favored start. Be careful not to be forced up into the committee boat or forced to tack away.
- **Leeward** (pin end, opposite end of committee) - OK start if that is the favored end of the line, but you can run out of room fast just before the gun.
- **Port Tack** - Sometimes a real winner--but 7 chances in 10 that you will have to tack right at the pin or fall behind all starboard tackers.
- **Center** - Probably safest--neat place to force bargers over early when they try to run the line
- **Dip** - In a favoring tide you can get back to the starting side with minimum interference, but you have few rights. If the "around the ends" flag is up you must be behind the line and its' extension 60 secs before gun
- **Vanderbilt** - Probably the easiest unless crowded and someone gets in your way. At 5 minutes (or 4 or 3) run away from your selected starting point for 1/2 the time and 180 degrees back to the start point.
- **Early /Late** - If you are early, do a 360, slow down by freeing the jib, or run down the line if there is room--after 4 minutes you are usually stuck. If you are late, smile and learn for next time--However the race has many legs to go.

Don recommends reading: North Sails Tactics (\$25) and Dallenbaugh's "Speed and Smarts" monthly 1 800 356 2200 (\$40/yr).

Rick Van Mell then followed, emphasizing crew training, the importance of getting typical drills down to a smooth routine and touched on Vallejo racing tactics.



Rick Van Mell

Crew Training

Work on things such as tacking when going upwind, smoothly rounding marks, and setting the spinnaker or getting the pole set to wing out the jib. Of particular importance is the need for the crew to keep the boat moving at maximum speed before the start. "The skipper is busy at that moment watching lots of things, so the crew should be trimming sails for maximum speed all the time," Rick explained.

He recommends rotating crew to different positions so they understand other peoples' jobs and how their primary duties impact the job of others. However, it is most important that each crew member knows their primary job very well, and reassignment to another position should only be done with one crew member at a time, until everyone aboard is really good at each position.

Vallejo Race

Rick talked about the Vallejo race, and race planning in general. There are a number of things to consider.

"Going to Vallejo, the first short leg is usually to windward; it is critical to plan your route through the current to get to the mark at the head of the fleet, since it is often a reach and run from there on and it's much harder to catch anyone then. Play the currents going to the San Rafael Bridge, then again in San Pablo Bay.

The trade off is that the current on a flood is farther out in the Bay, meaning a longer course, but may be strong enough to be a quicker route. Put your navigator to work on this one. On an ebb tide, naturally play the shore, but don't get too close - more than a few boats have gotten stuck in the mud." Rick stressed that it is important to be careful when on the final leg up the Mare Island Straits - it gets very shallow along the edges! [From our experience last year, we on Nimbus can attest to this.]

Rick summed up what racing in the Islander fleet is all about "Finally, enjoy the party. Raft-up with the rest of the I-36 fleet if possible, get together and congratulate the winners and celebrate a fun race."

...word of advice for racers, from a champ

Last Fall the Islander 36 Association Ormand Cup winner for 1st place in Spinnaker Racing was not able to be present, but he sent a message, which was read at the meeting. It said in part:

"I urge you to carry on the enthusiasm of the new starters this year and add to it. It really is fun, and errors are just part of sailing as are the laughs and the pleasure of living in such a delightful place. As long as we continue to race as a class, it is a protected place to learn and more importantly to enjoy and to enhance your sailing skills--a lifelong endeavor." -- Don Schumacher

I-36 Cruise Schedule for 2001



Bill Higdon on Blockbuster
heads for Encinal

Co-Sponsor

May 26-28 (Mem'l wk)	Petaluma Mrina	Pat/Gary Salvo
June 30-July 2	Benicia YC	Carol/Bruce Hunter
August 18-19	Marin YC	Nancy/Skipper Wall
Sept 1-3 (Labor Day)	Sequoia YC	Sandy/Rick Van Mell

October 27 Fall Mtg. San Francisco YC, Belvedere

Cruise Captain: Don Henderson
henderkin@aol.com. (415) 457-0771

Our Cruise Co-Sponsors

by Cruise Captain Don Henderson

A big **thank you** to the folks you see listed above who have volunteered to co-sponsor an I-36 cruise this year. The idea to use co-sponsors arose a couple years ago with Tim and Rhonda Shea and has been a great success, allowing a different volunteer to plan details of one cruise in a way they think will be enjoyable, so that every cruise is unique.

The Cruise Captain works out the cruise destinations, makes the necessary reservations for the dock space, and is available to support co-sponsors.

Co-sponsors get to plot whether we potluck and/or dine out, and plan fun and games if desired or points of interest to visit. Past cruise events have included a Pac Bell Stadium Tour (South Beach), Clipper Cove dingy races, walking tours, wine tasting, listening to a blues band at Moore's Landing (Napa), earthquakes (unscheduled), etc. This year the Bushes arranged for a tour of the aircraft carrier Hornet on the Encinal Cruise.

Co-sponsors pick the rendezvous spot and time and are also responsible for checking tides/currents for easy access, egress into the marina. Approximately three weeks prior to the cruise they'll notify us all by email about docking fees, dinner plans and \$\$, docking specifics (rafting/private berth) and who will make those assignments (marina or us), VHF monitoring

channel. They'll take your reservation for dock space (and dinner reservation/meal selection if appropriate).

Currently no cruise is scheduled for October. At the Spring Meeting some interest was expressed in filling this void with a coastal sail and anchor out, Half Moon Bay having been mentioned as a possibility. If anyone is interested in co-sponsoring such an event, we'd like to hear from you ~ Don Henderson



Cruise co-sponsors Vice Commore Dennis Bush and Judy with Harry Farrell, and Betsy and Art Fowler at Encinal

Encinal Cruise Features USS Hornet Tour

Co-Sponsors: Judy and Dennis Bush

What a Weekend! With a Minus Tide, Blockbuster and Ophira just made it out of Emeryville. Sunny skies and 15 knots of westerlies greeted the assembling I-36 fleet as they converged on Treasure Island for the run down the estuary to Encinal. Commodore Salvo unleashed the boats about 11:20, and it wasn't long before Bill Higdon's Blockbuster and Harry Farrell's Pacific High were locked in a downwind duel, each going wing & wing and throwing wind shadows as they played the shifts and sides of the channel. It was fun to watch, and in less than an hour we were at Encinal.

The Med tie-up at Encinal was a challenge. The guest dock was packed, which limited maneuvering room. And you were likely to get stuck in the mud during a turn or backing up. Add in a little cross wind, . . . but with a little team work everyone got safely tied up. Members who berth at nearby Marina Village were waiting to help.

As if one unique boat tour wasn't enough, Peter Wilhite showed us a new creation being built at Svendsen's Boatworks on which he is consultant--a 90 foot long, 20 foot wide sampan that will be towed to Hawaii and used



Matthew Bush takes a peek out the porthole of the Hornet

Boats sailing into Encinal: Blockbuster, Getaway, Kindred Spirits, Noncents, Ophira, Snowflower, Pacific High, and Vanishing Animal. Boats participating from next door (Marina Village): 4-R Sanity, Mischief, Natural High, and Zenith .

USS Hornet Tour: After hellos and a bit of lunch, 19 folks left to tour the aircraft carrier Hornet, now permanently docked on the other side of Alameda. We wandered the cavernous hanger deck, climbed forward to the forepeak and chain locker, across the flight deck, down to the wardroom and up to the bridge for 2 hours. Our tour guide was Oscar Robinson who had Pat Salvo aim a cannon at a passing sailboat (we looked for a powerboat but no luck) and then had Kay Farrell lift over 300 lbs of chain!

Special Thanks to McClellans, Hendersons, Bushes, Charles Hodges, and Fowlers who drove to the Hornet.

as a houseboat. The sampan has 2 full staterooms, main salon, galley, head, and a glass-enclosed topside master stateroom. Its beautiful woodwork of teak, mahogany, and black walnut, with six coats of satin varnish, and gleaming painted wood were the envy of all. It was a marvel to behold.

Social Hour Poolside: It was nice to see everyone after a long winter break. Lots of good munchies and conversation, and three doggies to play with.

We all enjoyed dinner at the Encinal Yacht Club that night, and a nice sail home on Sunday "Opening Day on the Bay." ~ Dennis & Judy Bush ~ *with additional language from Rick Van Mell's I-36 Website write-up.*



Judy Bush, Peter and Margo Wilhite and Don Henderson, Poolside at Encinal Yacht Club

Black Coral is Alive and Well in New Orleans

by Jacque Jenkins

ed. note: This article was sent to Harry Farrell in response to information he provided to Jacque about obtaining a strut for her I-36. It is such a spunky story, it had to be printed. It struck home since our boat Kindred Spirits has damaged a strut and another time had to sail into the slip. Luckily we had God's breath for a wind, and glided along so gently that no one guessed we were in trouble until we shouted, asking them to catch her so she wouldn't ram the dock!

New Orleans, January 2001

I had intended to send this earlier, but with the holidays and my boat sitting in the shipyard most of December I just didn't get to it. But I have an hour for lunch, so I'm handwriting my story.

From her deep, dark, cold, murky grave at South Shore Marina caused by a huge hole in her side created by Hurricane George in 1998, an Islander 36 has been Born Again (still in progress). She had sat alone in a yard in the industrial canal in New Orleans for over a year, half filled with dirt, diesel and a dead fish.

I am a disgruntled female postal worker from the Midwest who was never around water and still doesn't know how to swim. I moved to New Orleans after a divorce, took one sailing class and bought a 1968 Cal 25 before I left the marina. I'm still trying to learn to sail. Some people say my Cal named "Out of Control" is possessed. The Coast Guard knows us well. The last time I was towed in I had been caught in Lake Pontchartrain in 65K winds with 6-8 foot seas. The shroud snapped and to keep from losing her mast I tied every piece of line I could find from the mast to the stanchions. By the time we reached land she looked like she was covered with a huge spider web *but we did not lose the mast.*

I had started a little side job doing

canvas work on boats. That's how I found *Black Coral*, an Islander 36. I heard it was bad luck to change a boat's name and I'm not taking any chances. She already sunk once.

Since I can sew, clean and do bright work, she's looking good. I did have to have some work done on the engine. Not a good experience. I did learn there is more to it than just putting the engine back in the boat, like if the alternator is not hooked up to the batteries, they do not charge and will eventually die. Per Murphy's law, that's usually when it's blowing 25K and you have to sail into the slip (I now have an S-shaped bow pulpit). And if the engine is not aligned, you can throw a prop blade into your strut and break it, have no steering and have to sail into the slip - again without power in a 25K wind. *I could have charged money for this show.*

While trying to locate a street on the internet I was lucky enough to find a great group of sailors in California who have an Islander 36 Association. They made me feel that I not only have a beautiful boat but a great sailing, sound boat.

So for all the guys who laughed or were scared when they saw me in "Out of Control" on the lake before, this spring I'll be out there bigger and better, 'cause I'm not giving up.

Jacque Jenkins
102 N. Holiday Dr.
Slidell, LA. 70461

Changes in Your Personal Information?

Let us know of any
email, address, phone changes!

We need your most current contact information so that we can notify you of meetings, cruises, and so that you will receive your Newsletter.

We urge all who have email to be listed on our Islander 36 List Function. If you have *not* been receiving informational emails from islander36-list@sailingsource.com, please give us your email address so that you can keep up with the latest news and get problem-solving advice of special interest to Islander 36 owners.

To update email, postal address or phone number, contact:

Harry Farrell:
pachigh@aol.com
(415) 331-7631
90 Stanford Way,
Sausalito, CA. 94965

Kismet's Punta Gorda Salad

Here's a recipe we got from Linda Hyde (*Kismet*) in Florida in February.

1 can white shoepeg(???) corn
1 can french style green beans
1 can (small) green peas
1 cup grated carrots
1 cup chopped green peppers
1 cup chopped onion
1 chopped red pepper
1 can pimento (small jar)
1 cup chopped celery

Mix all of the following to boiling. Let cool, then pour over veggies. Mix through and let stand overnight or longer. Keeps well.

1/2 cup sugar
1/2 cup oil
3/4 cup vinegar
1 tbls water
1 teaspn salt
1 teaspn ground pepper



Thank You
Nancy Wall for sharing!

Trucking Taku III to Vancouver

By: Charles and Deb Stephens

Deb and I departed Vancouver by car Saturday, January 29, 2000, arriving in Greenbrae in Marin County Monday afternoon, to pick up my father's Islander 36, Taku III and get it up to Canada.

We started early on Tuesday to take out the "Boys" (all over 80 years old) for their last Tuesday sail. My dad Stuart Stephens has been sailing with the "Boys" pretty much every Tuesday for the past 25 years. We had a great February sail, then returned to San Francisco Yacht Club in Belvedere, and stowed the sails for the trip north.

Wednesday we were on our way to Anderson's Boat Yard. We stopped to fill the diesel tank, and then to the haul out at Anderson's. Dad had made arrangements with Anderson's to pull and ready the mast for travel. I was impressed with their efficiency as they got the mast out and the boat pressure-washed and to the blocks. All shrouds and lines on the mast were labeled so I could reassemble.

Then we spent the better part of two days cleaning and waxing the topsides. While the mast was lying there, I took the time to treat the few corroded bubbles under the paint on the mast. We were lucky to have some sunny days. After the mast had been treated the yard crew wrapped it in bubble wrap and a waterproof plastic sleeve. I had read how to do this myself, but recommend that you let the yard crew do this job.

Monday morning the Anderson Crew put a coat of bottom paint on, as I was not sure what kind of weather we might find up near Canada.

After doing extensive research on boat movers, we selected Dudley Boat Transportation Inc. www.dudleyboats.com 800-426-8120.

The truck from Dudley Boats arrived at 11:15 and the driver Steve got to work building the cradle that would carry Taku North. I highly recommend Dudley. Gerald the owner is a sailor and has a race boat that he hauls to races wherever they may be. He has a personal understanding of our special relationships to our boats.

By 1:15 the boat was ready to head north on the freeway. We followed through San Rafael and then decided that Steve had all in order and we buzzed by, heading for Redding, our first nights stop.

In the morning I called Gerald at Dudley to learn that the boat was ahead of us in Eugene. We took off and drove straight through to Bellingham, Washington.

We were up early and headed out to Semiahmoo, which has a good marina and some good riggers. We launched Taku and then had to wait for low tide to step the mast. I took that time to wax the mast and am sure glad I did it then.

We had the mast in by early afternoon and I got the jib on the roller so we could take off to our new home port of Gibsons, BC. We left Semiahmoo (across the harbor from Blaine, WA.) about 8:30 and powered all day, arriving Gibsons at 6:00 pm.

The cost to truck the Islander to Semiahmoo was \$2000 and well worth it. The crew at Semiahmoo Marina were very helpful and did a great job getting us underway.

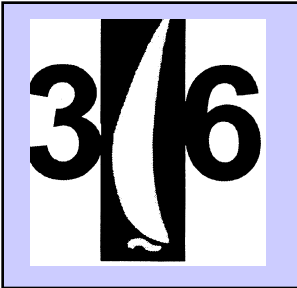
We are thinking that we might charter Taku to Desolation Sound or the Gulf Islands this summer. If you don't want to truck your boat north, this might be a way to sail the beautiful coast of BC and the many islands & coves so special to this area.

Contact Charles and Deb at char_deb1@yahoo.com or 604 886 4972.



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www.islander36.org




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