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Important Upcoming Dates!**I-36 Nationals Regatta
Saturday, October 2**

Come on out and race for fun and prizes!

**Octoberfest Celebration
Ballena Bay Yacht Club
October 8-10****Fall Meeting and Awards Dinner
Saturday, November 6**

(details on page 7)

Watch for all Upcoming Events and make
Reservations at www.Islander36.org**Baja Ha-Ha Hard Won Lessons***An Interview with John Melton, Freedom Won*

John Melton sat down with I-36 Association Newsletter Diva **Kathryn Munn-Hodgkins** to talk about his experiences preparing for and participating in the 2009 Baja Ha-Ha on his 1977 Islander 36, *Freedom Won*. Joining him in the interview is **Nanci Melton**, John's lovely bride of 39 years with a perspective on waiting for sailors at sea. John jokes that he always learns the hard way. These are his hard won lessons from the Ha-Ha.

For folks not familiar with the tradition, the Baja Ha-Ha is a 750 mile rally beginning in San Diego, California, and ending in Cabo San Lucas, Mexico, with scheduled layovers for rest and partying in Bahia Tortugas (Turtle Bay) and Bahia Santa Maria. The annual event in the fall is sponsored by Latitude 38, the west coast's premier sailing rag. Latitude provides the rally mothership and Grand Poobah, whose stated job is to facilitate the participants' pleasure in the rally. Since the beginning of the rally in 1999, many sailors have started their cruising dream adventures by participating in the Ha-Ha.

The 16th Baja Ha-Ha in 2009 is memorable for many reasons including the biggest class in the history of the event, 165 boats and 601 sailors crossing the starting line, unusual gale conditions on the first leg of the rally, and a rare close encounter with whales, which caused the first ever sinking of a vessel on the Ha-Ha, a J/120 sailboat. All the exciting action including a segment of the actual Coast Guard footage from the helicopter showing the rescue of the five-person crew who drifted at sea for four hours in their life raft after their sailboat sank, is

*Captain John in a Ha-Ha frame of mind*

captured in a documentary called **Gales, Wales, and the Baja Ha-Ha** available online here: <http://www.oysteryachting.com/2010/03/gales-whales-and-baja-ha-ha.html>. The filmmaker is Steve Szirom, *Freedom Won* crewman during the rally. He captures it all, from the skipper's meeting and costume party in San Diego, to the kissing-on-the-beach competition in Cabo, and everyday life aboard *Freedom Won* under sail and anchored out.

Now, for John's stories from the Ha-Ha and his lessons learned.

#1: Decide early you are making the trip and give yourself time to prepare.

Since retiring from Varian in 2008, John has been looking forward for a chance to go out the Golden Gate and turn left. His original plan was a trip south in the Ha-Ha as crew and he attended the Latitude 38 crew party to scope out a ride. After checking out his options, John realized that *Freedom Won* was probably better prepared than anything available at the

Hard Won Lessons continued on page 4.



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of San Francisco Bay
www.Islander36.org

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Commodore's Corner

From Michele Williams, Commodore

As I reflect on the final quarter of my year as Commodore, I consider the duties I've been called to do, and I find that writing to new members is one of my favorites. It is in those notes that I have the pleasure of extolling the virtues of our Association.

We have our nucleus here in the SF Bay area which is the heart of the Association, but our reach extends so much further. We are an international organization with a neighborhood feel.

We have members like **Bill Higdon** whose passing deeply affects us. Members like **John Melton** whose Baja Ha-Ha wanderings end up on the Internet. Members who let us know when they are sailing off the coast of Australia. Members like **Deb Tucker** who give their time and energy to help other sailing organizations.

This neighborhood spirit causes dedication as I have seen nowhere else. **Thomas Morningstar** is looking for the Islander of his childhood so that he and his wife can sail her again. **Lou Zevanove** has owned *Diana* twice and will pass her on to his son and grandchildren. **Tim Little** is bringing his wife in from Seattle to

spend their 25th wedding anniversary on an Islander on the Bay. Sometimes my tasks aren't quite so joyful, but I lean on my trust that each member with whom I interact is putting the needs of the group before their own. We are an incredible group and I am honored to be part of both the Association's present and its ongoing history.

Michele

A Call to Service

The Association runs on the power of its volunteers, and we need members with fresh energy and new ideas willing to take on some of the work. Plans for the coming year, which starts with the installation of officers at our November meeting, is underway. In our digital world you do not even need to be local to the SF Bay area to serve in a leadership role. We are looking for members willing to help in the work of the Association. If you have an interest in throwing your hat into the leadership pool, please contact Vice Commodore Robert Aston at Pegasus.sfca@earthlink.com.

Robert Aston Receives Coast Guard High Honor

I-36 Vice Commodore Presented with Distinguished Public Service Award

On May 6, 2010, at an evening pre-commissioning reception for the USCGC Waesche [WMSL 751], along with the rest of the National Security Cutter Commissioning Committee, three Auxiliarists: Nick Tarlson (ANACO-PS; 113-12-01), Richard Celia (F-C; 113-01-04), and Robert Aston (SO-IS/VE; 113-01-04), were awarded the Coast Guard Distinguished Public Service Award. Aside from the Gold and Silver Life-Saving Medals, this is the highest public recognition the Commandant of the Coast Guard may award.

"The Commandant, in recognition of notable services that have greatly contributed to the advancement of the missions and goals of the Coast Guard takes pleasure in presenting the Coast Guard Distinguished Public Service Award... for the multi-year effort in the commissioning of the USCGC Bertholf and the USCGC Waesche." Their "dedication to public service is most heartily commended and is in keeping with the highest traditions of the United States Coast Guard."

Admiral Thad Allen, Commandant U.S. Coast Guard, was unable to personally attend, having been tasked as Incident Commander to the Gulf Coast's Deepwater Horizon Crisis by Commander-in-Chief Obama. Presenting the awards on his behalf were Vice Admiral David Pekoske, Vice Commandant U.S. Coast Guard, and Vice Admiral Jody Breckenridge, Commander U.S. Coast Guard Pacific Area.

Also in attendance: Ms. Marilla Waesche Pivonika, ship's sponsor and granddaughter of Admiral Waesche; officers and family of the USCGC Waesche; representatives of the Navy League; representatives from BAE Systems, the Coast Guard Foundation, Lockheed Martin, Northrop Grumman Shipbuilding, L-3 Communications; numerous industry, local, state, national, and international dignitaries and military's representatives; and other sponsors and supporters.



From left to right: Richard Celia, Vice Admiral David Pekoske, Robert Aston, Vice Admiral Jody Breckenridge, and Nick Tarlson

Photo courtesy of Mary Gleim



Many I-36 Association members know Robert's work in the Auxiliary by his conducting of free Vessel Safety Checks, designed to help recreational boaters ensure that their craft complies with Federal boating regulations. The Auxiliary performs many other services including teaching boating safety to recreational boaters of all ages, operating safety and regatta patrols, and is an integral part of the Coast Guard Search and Rescue team. Auxiliarists also stand communication watches, assist during mobilization exercises, perform harbor and pollution patrols, provide platforms for unarmed boarding parties and recruit new people for the Service.

Established by act of Congress in 1939, the Coast Guard Reserve was mandated to use civilian volunteers to promote safety on and over the high seas and the nation's navigable waters. In 1941, Congress amended the 1939 act and designated the Coast Guard as a military branch of the active service, while the civilian volunteers in the Reserve, became the Auxiliary.

When America entered World War II, 50,000 Auxiliary members joined the war effort. They guarded waterfronts, carried out coastal picket patrols, rescued survivors from scuttled ships and did anything else they were asked to do. Many of their private vessels were placed into service.

*If you think you might be interested in joining this proud service to the Coast Guard, ask Robert about his volunteer work as an Auxiliarist. Find more information and join up by going to the Auxiliary's website here:
<http://www.cgaux.org/>*

Hard Won Lessons from page 1

party, so he left with a commitment from 3 crew members and a lot to get done before the start of the Ha-Ha in 4 weeks.

Over the past several years, *Freedom Won* has been carefully prepared for ocean cruising. John had the toe rails re-bedded, installed a water maker and solar panels, reconfigured storage aboard, replaced the headliner, and installed a new weather radar and GPS, and single side band radio.

Final preparations for the trip included provisioning, that balancing act between accommodating crew requirements and preferences with available space onboard. This proved to be a challenge since the crew and John were new acquaintances. This leads into the next lesson.

#2: Get ocean time with your crew before leaving on an extended trip with them.

The trip down the coast to the start of the rally in San Diego proved that *Freedom Won* was well prepared. John is enthusiastic about the performance of the vessel and most of the equipment onboard. His Westerbeke engine performed well, with the exception of balking over water in the fuel, a common problem in Mexico. The solar panels he installed were terrific, providing plenty of battery juice. His Ray Marine radar and GPS system was well worth the expense.

What did not work out as well was the crew. John describes the experience as similar to spending several days in a small hotel room with 3 strangers who discover they were unlikely to become lifelong friends. Cutting his losses, John replaced the entire crew in San Diego before the start of the rally. After losing 2 more crew in Turtle Bay, John finally relaxed into a comfortable rhythm with an experienced hand on board, and began to really enjoy the trip.

John advises that you test drive every crew person's resume at sea; confirming their skill set, performance under pressure, and

general compatibility with the team.

#3: Bring the right equipment and spare parts for just about everything.

During the trip, *Freedom Won's* engine started acting up and after spending a \$1K in Cabo including expensive dock fees of \$139/night, he managed to get only 30 miles out of the repair on his engine on the way to Puerto Los Cabos. He successfully sailed into the marina, pulling into a slip under sail, and then spent many hours fixing the real problem by filtering water out of the fuel, and removing, cleaning,



and reinstalling the fuel tank. Although he did not have one on the trip, he recommends carrying a spare alternator and advises that you really cannot have too many Racor filters aboard.

Among the things John wishes he brought on the trip is a set of house solar lights or some way to distinguish your boat in a crowded anchorage. After partying on the beach, finding your boat can be a frustrating chore. John came prepared with a hand held GPS but without local maps, this method proved unsatisfactory. One inventive cruiser strung 12 volt lights back and forth in the rigging. Whatever you come up will get you back in your bunk earlier than not.

#4: Some skills you can only learn cruising.

Those inviting pictures of dinghies pulled up on the beach do not tell the story of the skill involved in a safe landing with crew and equipment intact. It is harder than it looks. The trick is to wait for wave to get under the boat, get up on the wave and ride it into shallow water, cut the motor, and nimbly jump out to catch the boat before the next wave comes in. If you miss

the wave and cut the motor too soon, you do have not steerage and risk a roll over of the dinghy. John says this is only theory for him since he is 0 for 2 in successful landings. He recommends the water taxi as a great alternative.

#5: Don't push the weather – it just might push back.

After completing the Ha-Ha, John decided to take some time to explore Mexico. Reflecting on a scary passage, he remembers the run east from Puerto

Los Cabos to La Paz . After ignoring a prophetic warning from a fellow sailor, John and I-36 friend and sailing buddy **Dan Knox** of *Luna Sea*, set sail in a lovely 12-15 knots of breeze. Over time the wind built to 35-40 knots, with 12-15 foot waves 7 seconds apart. Without the calming effects of manning the helm, Dan fell victim to the tossing about. A 40 mile trip that was supposed to take around 8 hours lasted twice that time, and they experienced a hard grounding in shallow water in the pitch

black anchorage. They managed to pull off, Dan recovered, and John will not push his luck with the weather again.

#6: Keeping in touch with loved ones is a challenge.

During the rally, *Profligate*, the Latitude 38 mothership, kept the class updated daily with weather reports, and rally activities and information. Cruisers typically rely on one or more of the cruising nets, Amigo Net, Sonrisa Net, or Passage Net to keep them informed and connected. The nets provide critical information about the weather, support daily check-ins, and sponsor talk sessions to connect buddy boats and provide support to each other for medical or other needed help. These resources do little for those who wait on land, and Nanci reports that it is difficult not to be able to easily get in touch with your loved one when they are out of sight of land. Of course, John counters that if Nanci came with him, this would not be a problem. For the next trip John will consider purchasing or renting a satellite

Hard Won Lessons continued on page 11.



Jocelyn Swanson Helms *Zingara* to Victory!

It's been a busy summer for Jocelyn. She took 1st place in the Andy Byrd Regatta with an all male crew, 2nd place in the John Pritcher Regatta sponsored by the Coyote Point YC, and 2nd place in the Rites of Spring. She'll also skipper in the Leukemia Cup this year. You go girl! That's *Zingara* in the photograph looking awesome.



dingies. Or better yet, in I-36s like me. None of these guys could beat me in a series on the circle. I'd bet my keel on it. I don't think Ellison was that interested in yacht racing. He wasn't even a YC member until he discovered in the spectacular publicity he could receive from an AC campaign. The Saint Francis pegged him as a new money imposter from the beginning and rejected his application for membership. Bravo! Ironically, the want-to-be blue blood bullied/bought his way into the dollar strapped blue-collar GGYC to secure the necessary sponsoring yacht club of record.

America's Cup: an interview with I-36 Captain Hooke, December, 2009

While walking the docks the other day I decided to check in on Captain Hooke whom I found coughing out a foul smell from a hole in the stern.

JD: That's a bad cough, Hooke. Are you all right?

CH: Not really, I'm neglected, cold, sick and angry.

JD: So, nothing much has changed from our last interview.

CH: Don't be glib with me, boy, and make this quick. I'm in no mood to suffer fools.

JD: Any comments on the up coming America's Cup (AC) race? What's the boat gossip here on "C" row?

CH: All of us here agree. This new AC offends the sensibilities.

JD: How so?

CH: It's ludicrous, you see. A disgraceful insult to the sailing community in general, especially boats. It's a square boat with a metal sail for God's sake. A dismal reflection of our corporate culture, over the top greed and conspicuous excess. Big Larry and Ernesto, little men with big boats, battle it out for years in court and then end up match racing grotesque monstrosities to immortalize their corporate names on the cup. Couldn't they name the boats something like Tenacious, Weatherly, Summer Wind? No, it has to be Oracle, BMW, Alinghi,

all huge corporations. The races are supposed to be between countries, not corporations.

JD: But hasn't the AC has always been that way? Big bucks and big egos.

CH: Not really. Not this bad. Not since Vanderbilt. Used to be the designs and innovations spawn from the AC were applied to boats, sails and equipment that real sailors could buy and race.

JD: But don't you think the publicity will ultimately be beneficial to the sailing industry?

CH: No I don't. No real sailor would ever want a boat like this. Who could afford it? Who could sail it? Where would you berth it? These boats are useless and unseaworthy; they'll be chained-sawed up and taken to the dumps after the races. You know, they still sail the beautiful old J boats in Newport. Those boats have passed the test of time; they are viable, seaworthy watercraft with a high degree of flexibility for wind and wave. Not like these useless composites of human vanity, masquerading as sailing technology.

JD: But what do you suggest? Don't you have any constructive criticism?

CH: I'd love to see the AC sailed in

JD: But if Ellison wins the AC then we will have the races here in the bay. That's a good thing isn't it?

CH: No way they'll never sail the AC in the bay. There's not enough room, too many obstructions, tankers, complicated currents, heavy air. These variables introduce complexities into the race that run counter to the simplistic requirements of the AC. Organizers will demand a consistent symmetrical playing field where the variables are more controlled by men than nature. Rumor has it that if Larry wins, he will move the AC venue back to Newport, RI where he recently bought a 10.5 million dollar "cottage."

JD: But what about the wing? That's cool isn't it?

CH: Not cool. Ridiculous. Give me a break. Will sail makers now have to join the sheet metal workers union?

JD: Don't you see anything good in the America's Cup?

CH: The only good part I see in all this is that automatic winches and computerized steering will finally be replacing humans completely. Hopefully, in the next America's cup they will eliminate all humans on board, you know, do everything remotely from a simulation room on shore.

Tom and David

How to Rename Your Boat

By Captain Pat, reprinted article from BoatSafe.com

Everyone knows that renaming your boat will bring nothing but bad luck and make your boating experience something that you will want to forget. But what happens when, after months of searching, you find your dream boat with a name that you just cannot live with. For example, my first love was a 28-foot Alden with the most beautiful lines I'd ever seen. She was named Perfidious. How could anything this graceful be named betrayer of trust? Well, I never bought her, but I often thought that if I had, I would have renamed her Magic, after my wife.

Renaming a boat is, of course, not something to be done lightly. Since the beginning of time, sailors have sworn that there are unlucky ships and the unluckiest ships of all are those who have defied the gods and changed their names. So, is there a way to change a name and not incur the wrath of those deities that rule the elements? Yes, Virginia, there is.

According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to Poseidon, or Neptune, the god of the sea. It is logical therefore, if we wish to change the name of our boat, the first thing we must do is to purge its name from the Ledger of the Deep and from Poseidon's memory.



This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly.

I once went through the ceremony after the owner had assured me that every reference to his boat's old name had been purged from her. A couple of weeks later, he discovered he had missed a faded name on her floating key chain. I advised him to start over, perhaps with a little extra libation for the ruler of the sea. Unfortunately, he declined.

Since then, his boat has been struck by lightning, had its engine ruined by the ingress of the sea, been damaged by collision and finally sunk! It pays to be thorough.

How to Rename Your Boat continued on page 11.

Miss T Becomes Aldebaran

New Members Rename Their Islander 36

New Islander 36 owners, **Mark** and **Karen Brunelle** from Alameda, CA, are doing everything right for good luck. They worked hard to rejuvenate their new-old boat, joined the I-36 Association, bought the big burgee, searched through the treasure trove of resources and ideas on the I-36 website, and threw a spectacular dock party for the renaming ceremony.

On September 18, 2010, family and friends joined Mark and Karen at the Encinal Yacht Club docks to remove the name *Miss T* from their Islander 36 and re-christen her *Aldebaran*, named for the brightest star in the zodiac constellation of Taurus. Among those in attendance from the I-36 Association family were **Charles Hodgkins** and **Kathryn Munn-Hodgkins** from *Mischief* and **Paul** and **Mary Tara** from *Zoop*. The crowd enjoyed the great food and champagne.



Aldebaran gloriously dressed for the occasion

Mark's brother officiates while Mark and Karen handle the bubbly.



Cruising Notes

From Carol Williams and Mary Gleim, Cruising Co-Chairs

The first half of the cruising season was brought to a grand finale with a phenomenal cruise to Vallejo. Organized by Commodore **Michele** and **Barbara** and **Noble Brown** with the kind assistance of Vallejo YC Commodore Chris Mendonca, we enjoyed a wonderful Labor Day Holiday with great weather to accompany it.

Saturday morning we headed to the Vallejo Farmers Market and the downtown Vallejo shops. In the evening we were treated to the pleasure of great jazz music by our own **Newton** brothers accompanied by the very proficient **Mike Fitch** on base. **Rick** and **Lyle** joined in later with a sing-a-long. Several members of Vallejo YC joined in with their respective instruments. We had a lively music fest!

Sunday morning, Vallejo YC Commodore Chris arranged for the group to try their skills on the little Laser Picos (only for those who do not mind a wet rear end)! It was great fun. The wind picked up as the day progressed so we could make it down the fairway into the river.

Sunday was movie night with popcorn and the movie "Morning Light," the movie about rookie sailors racing in the Transpac Yacht Race. What a great way to spend a holiday weekend, and what hospitality at Vallejo YC! You could not find better music or activities at a resort, and it's all inclusive! We even found some souvenirs to buy from the Great Vallejo Race! Thank you **Michele**, **Barbara**, **Noble** and Vallejo YC for making our weekend so enjoyable.

There is not much cruising left in our season, so keep your eyes peeled for those emails. Check out the schedule on the I-36 Website.

Carol



Music on the waterfront



Dan Knox tries out a Pico, backwards!

Fall Meeting and Awards Dinner!

What is more fun than an Islander 36 Fall Meeting? Nothing we can think of! Don't miss the 2010 I-36 Fall meeting with its famous door prize extravaganza. This event books up fast so reserve early!

When:

Saturday, November 6
5:30 pm - Attitude Adjustment
6:00 pm - Dinner

Awards follow dinner with door prize drawings throughout the evening.

Where:

Oakland Yacht Club in Alameda

Menu Choices:

\$35 (wine not included) for choice of Mushroom Risotto, Cornish Game Hen Half, or Roasted Tri Tip. Served with salad, sides, and dessert.

Docking:

\$20/weekend docking fee.

Reservations:

Go to www.Islander36.org, then click on Upcoming Events to make reservations.

Nautical Notes

From Skipper Wall

Ship High in Transit

A little gem from a History channel program:

As with everything back then, certain types of manure were transported by ship. In its dry form manure weighs a lot less, but once sea water is introduced, the load not only becomes heavier, but the process of fermentation begins. And the by-product of fermentation is - methane gas!

With the stuff stored below decks in bundles, what could and did happen when sea water got into the hold was a build up of gas. The first time someone went below with a lantern - BOOOOOM! Several ships were destroyed in this manner before it was discovered what was happening. After that, the bundles of manure were always stamped with the initials "S.H.I.T." on them which meant to the crew to "Ship High in Transit". In other words, high enough above the lower decks so that water that came into the hold would not touch this volatile cargo and start the production of methane gas. I am not sure how true this tale is since I can't find the reference in any of my nautical definitions/expressions books, but it is a good alternative to thinking it is a golf term or a declaration when your anchor line parts!

Furl

We have all done this - early or too late:

To gather in a square sail, roll it up, and secure it with gaskets to the yard, boom or mast. Authorities differ on the origin of this word; it came from either the French *ferler*, or from the Spanish *fardo* and Arabic *fardah*, package, with an intermediate Middle English word *farthell*, to roll up or furl the sails. In fact, *farthell* appears regularly in the older literature of the sea, and it may be the progenitor of *furl*.

Welcome New I-36 Members!

From Bob Knickerbocker, Membership Chair

Welcome to our new members since the previous newsletter. We now have a total of 207 registered members, which is a few less than last year through September.

Alexander, Gordon & Carolyn	Craigston, Grenada, W.I
Arthurs, Brian & Lynn	Brinnon, WA 98320
Bergman, Brad	Sausalito, CA 04065
Bideaux, Raymond	Old Town, FL 32680
Bussiek, Tim & Franziska	Belmont, CA 94002
Brunelle, Mark & Karen	Alameda, CA 94501
Davis, Charles & Claudia	Afton, VA 22920
DeRego, Joseph & Nancy	Mountain View, HI 96771
Kalhour, George	Chicago, IL 60640
Meyers, David & Linda San Diego	San Diego, CA 92117
Price, Shawn & Sarah	Hillsborough, CA 94010
Ramirez, Andres & Kelly	Warwick, RI 02888
Rappolt, Kenneth & Miriam	Kailua, HI 96734
Robinson, Cathy & Jim	Leucadia, CA 92024
Rossiter, Chris & Jaynette	Danville, CA 94526
Samuelson, Roy & Malinda	Alameda, CA 04501
Vanderheiden, Ben & Renee	Lodi, CA 95242
Walker, Stan & Elizabeth	South Duxbury, VT 05660
Weidner, Brock	Juneau, AK 99803
Yole, Fred & Anne	Jamestown, RI 02835
Young, David	Ventura, CA 93002

Support the Team!

The Association is well known for its members who share their knowledge, time, and expertise to assist fellow sailors on the water, at the dock, and online with the I-36 group mailing list.

Our commercial members (ads on page 12) as well as the following are known for their generous contributions to the door prize raffle at our annual meeting in the fall:

Keefe Kaplan Maritime Inc. (KKMI)
Paul Kaplan ~ 510.235.5564

West Marine
www.WestMarine.com

When you are visit one of our commercial members or others who have contributed to our raffle, be sure to mention your appreciation for their support of the Association.

I-36 Member Marine Services

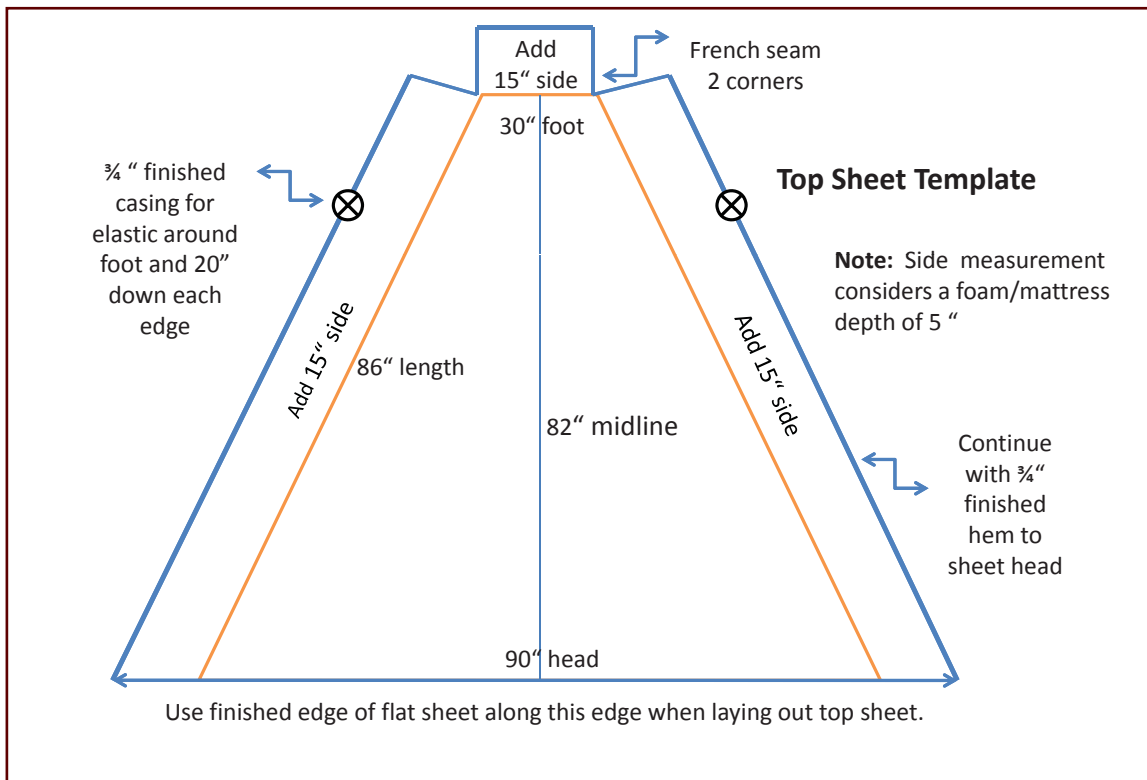
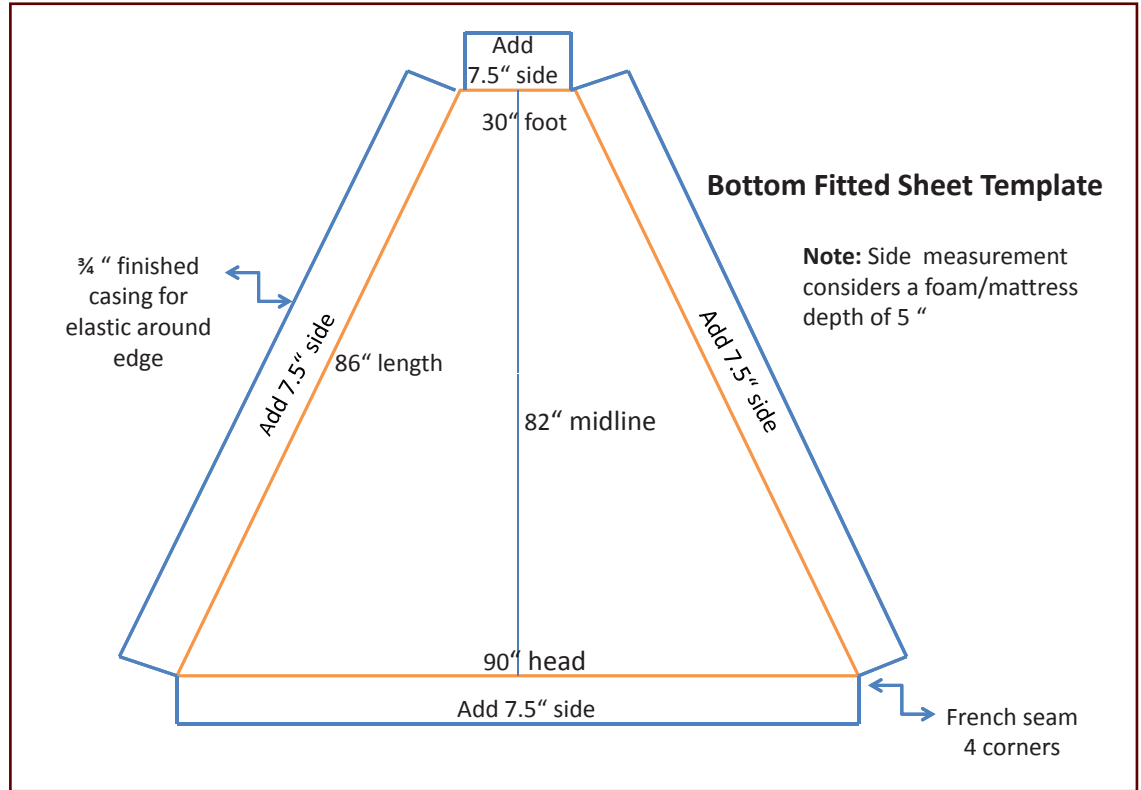
Michael Daley, Redwood Coast
Marine Electrical
707.480.8517

A Finely Fitted Berth

By Kathryn Munn-Hodgkins, I-36 Mischief

Is there anything better than sleeping aboard a sailboat? Of the many wonderful features of our beloved I-36 is the V-berth. It works for the tallest and most generously proportioned sailor. In pursuit of the best possible sleeping experience, I-36 members have purchased custom fitted mattresses, added an "egg crate" foam layer, installed a Froli spring system, or even invested in a V-berth sleeping bag system.

My own sleeping experience is enhanced by fitted sheets. Here is how I make them for *Mischief*:



Materials List:

- Two (2) King (not Cal) size flat sheets in the highest thread count you can afford. Shop white sales for that next set of sheets. Pre-wash the sheets for best results.
- 1/2 inch elastic for the bottom fitted sheet and foot of the top sheet. You will need 6.5 yards for the bottom sheet and 1.5 yards for the top sheet for a total of 8 yards.

A Finely Fitted Berth continued on page 10.

A Finely Fitted Berth from page 9

Steps:

1. Measure your V-berth using the bottom and top sheet templates with this article. *Mischief* has a 1981 hull and the measurements in the templates are hers.
2. Transfer the measurements to the flat sheets using fabric marker and yardstick. Better yet, make a pattern you can reuse. **Tip:** Make a half pattern, fold the sheet in half and pin the pattern along the fold.
3. Cut out the bottom and top sheets from the flat sheets. **Tip:** For the top sheet, use the finished end of the flat sheet as the hem along the width (head) of the top sheet.
4. Sew French seams at the 4 corners of the bottom sheet and 2 corners of the top sheet. French seams means sewing the wrong sides of the fabric together, turning the seam inside out, and sewing another seam, trapping the raw edges inside. You can find detailed tutorials online if you are rusty.
5. Make a 3/4" casing for the elastic along the edge of the bottom sheet. Be sure to leave a 2" opening to insert the elastic. Make a 3/4" casing for the top sheet around the foot of the sheet and 20" inches up each side.
6. Insert the elastic in the bottom sheet casing using a safety pin to pull it through, sew the ends of the elastic together, and sew the casing closed. **Tip:** To more easily find the foot of the bottom sheet when you are making up the berth, sew a small button in the middle of the foot, close to the casing.
7. Insert the elastic in the top sheet casing, sew the ends of the elastic into the casing and then hem the sides of the top sheet by continuing the 3/4" casing along the edges up to the head of the sheet.



Finishing Touches

The artwork created by **Pandora Nash-Karmer** for the annual San Francisco All Islanders Rendezvous is wonderful. I really wanted to preserve the image printed on my Rendezvous T-shirts, so I made pillows for *Mischief's* V-berth! Here are some tips:

- The neckline of the T-shirt will prevent centering the image if you make them all the same size. *Mischief's* finished pillows are 15" square.
- Use fusible (iron-on) interfacing to stabilize the T-shirt fabric and make it easier to handle when sewing.
- Use a different fabric for the back of the pillow.
- Had no luck using those pre-shaped pillow forms. Just stuff each pillow with fiber fill to desired shape.

Hard Won Lessons from page 4

phone to keep in closer touch with family and friends at home

As for the easy lessons in the enchanting land of Mexico, John has many good things to say. After spending a couple of months in Puerto Los Cabos, John got into the life, becoming a regular at the Container, a local restaurant. The affordable labor in Mexico was a big bonus in the fuel tank project and Freedom Won got a new varnish job while she was in La Paz.

After his 10 month adventure abroad, John returned to the States. He opted to have *Freedom Won* trucked back to the Bay area, and after a lot of elbow grease, has returned her to her shining glory. John has a lot more stories to tell and lessons learned to relate. For the small price of a drink at the bar, you can ask him to talk about his great adventures South. He does not dismiss the possibility of another out the Gate sailing adventure in his future.

The son of a boater, John grew up messing around on boats with his Dad. He bought his first sailboat, an 18' Chrysler Buccaneer with a retractable keel, with Nanci in 1972. They sailed and raced her in the waters close to Detroit, Lake Erie and Lake St. Claire. John and Nanci's beautiful *Freedom Won* was purchased in 2001. They joined the Association that year and have been active ever since, serving as Cruising Chairs in 2007. John has actively campaigned *Freedom Won* in the I-36 one-design class and has received the Bill Higdon Racing/Cruising Award 4 times. John and Nanci are the proud grandparents of 4-month old twin girls, Eva and Nyla. A new boat dog named Riley has joined the family and John promises the Golden will be out getting his sea legs soon. Say Hi if you see them out on the water!

How to Rename a Boat from page 6

In purging your boat, it is acceptable to use White-Out or some similar obliterating fluid to expunge the boat's name from log books, engine and maintenance records etc., but it is much easier to simply remove the offending document from the boat and start afresh. Don't forget the life rings and especially the transom and forward name boards.

Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed!

Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of reasonably good Champagne. Plain old sparkling wine won't cut it. Since this is an auspicious occasion, it is a good time to invite your friends to witness and to party. Begin by invoking the name of the ruler of the deep as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (here insert the old name of your vessel) which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (At this point, the prepared metal tag is dropped from the bow of the boat into the sea.)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Champagne into the sea from East to West. The remainder may be passed among your guests.

It is usual for the renaming ceremony to be conducted immediately following the purging ceremony, although it may be done at any time after the purging ceremony. For this portion of the proceedings, you will need more Champagne, Much more because you have a few more gods to appease. Begin the renaming by again calling Poseidon as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (Here insert the new name you have chosen), ***guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.***

In appreciation of your munificence, dispensation and in honor of your greatness, we offer these libations to your majesty

and your court. (At this point, one bottle of Champagne, less one glass for the master and one glass for the mate are poured into the sea from West to East.)

The next step in the renaming ceremony is to appease the gods of the winds. This will assure you of fair winds and smooth seas. Because the four winds are brothers, it is permissible to invoke them all at the same time, however, during the ceremony; you must address each by name. Begin in this manner:

Oh mighty rulers of the winds, through whose power our frail vessels traverse the wild and faceless deep, we implore you to grant this worthy vessel (Insert your boat's new name) the benefits and pleasures of your bounty, ensuring us of your gentle ministrations according to our needs.

(Facing north, pour a generous libation of Champagne into a Champagne flute and fling to the North as you intone:) ***Great Boreas, exalted ruler of the North Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your frigid breath.*** (Facing west, pour the same amount of Champagne and fling to the West while intoning:) ***Great Zephyrus, exalted ruler of the West Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your wild breath.*** (Facing east, repeat and fling to the East.) ***Great Eurus, exalted ruler of the East Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your mighty breath.***

(Facing south, repeat, flinging to the South.) ***Great Notus, exalted ruler of the South Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your scalding breath.***

Of course, any champagne remaining will be the beginnings of a suitable celebration in honor of the occasion.

Once the ceremony has been completed, you may bring aboard any and all items bearing the new name of your vessel. If you must schedule the painting of the new name on the transom before the ceremony, be sure the name is not revealed before the ceremony is finished. It may be covered with bunting or some other suitable material.

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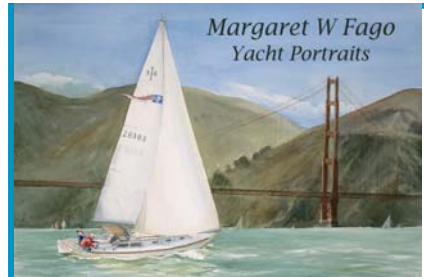


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