

Islander 3/6 Newsletter

July 2003

Issue 3

Upcoming Cruises:

~
Coyote Pt: Aug. 2-3

~
Half Moon Bay
Aug. 30 - Sept. 2

~
Marin YC
Sept. 20-21

Racing:

Race Results
to date, page 3

3 Races to Go

Looking ahead:
Fall Meeting
SFYC, Nov. 8th
11:30 a.m.

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4th of July Benicia Cruise A Tale of Beauty and the Beast

(Benicia and San PaBLOW Bay)

Benicia Cruise Coordinator: Don Henderson, Kindred Spirits

by Barbara Henderson

Benicia has traditionally been the crown jewel in the I-36 cruising season. It's warm, welcoming and charming, not to mention the great Yacht Club, shopping, fireworks and glass blowing. Although I'm usually a drive-up cruiser with limited sailing experience, I decided to crew for Don since he was Coordinator and see what it was like. He wanted to go up on the 3rd to have all in place for those arriving on the 4th. Happily, Skipper and Nancy Wall on Snowflower, Jack and Sandy Thomson on Noncents and Ron and Karen Damsen on Woodbine wanted to go early too.



Debby and Julian Cohen arrive on Four C's on the 4th of July

Thursday, July 3rd: We motor-sailed with the jib. Noncents and Woodbine finally abandoned attempts to sail in the 9 knot wind that was accompanied by a following-seas chop in San Pablo Bay and made the helm hard to hold. We cut the motor, making 3-4 knots, so the others would be there when we docked. Don had prepaid the gate key deposit so each boat would not have to stop at the fuel dock to get them, and Skipper graciously picked them up on the way in. As we entered Benicia Marina we saw all the Islander crews waiting on B Dock, including Noble Brown whose I-36 is berthed there. What a welcome sight. I tossed lines and they hauled us in snugly.

We all went for an early dinner to Captain Blythers, then watched the small town parade: bagpipes, parade queen, girl scouts, belly dancers, clowns, etc. To ease into overnighting on the boat, I'd arranged for us to spend this first night at the Benicia Inn. It wasn't until the morning of the 5th that I discovered the joy of breakfasting in the boat's cockpit on a beautiful morning on the water. Coffee maker, toaster, frig, microwave, fan, TV. Berths with shore power are great, and it truly was gorgeous.

[Cruise Facts: Attendees: 14 boats and 42 people By boat: Bennetts and friend Christine, Bushes and Matthew, Cohens, Damsens, Farnums, Harry Farrell and Carol Williams, Hendersons, Jacobs and David, Sheas and Ian, Shwarts, Stovers with Larry and Terry Reinstra, Thomsons, Van Mells and Walls. By car: Hank Williams and daughter Lori, the Hodgkins, Hunters and Salvos.]

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San Francisco Bay

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July 2003

Commodore's Corner

Don Henderson



The first half of 2003 was an active time for the Association. With 16 boats participating in the racing fleet this year, we've had 12-15 on the starting line for each of the six races so far, with three races to go. On the Cruising side, we made treks to Encinal YC, Petaluma, and most recently Benicia for the July 4th celebration. That was fun, in spite of all the excitement getting home. The participation by both racers and cruisers has continued to jump year after year, a tribute to our hard working Race and Cruise chairs, the racers willing to put their boats on the line, and the cruise coordinators who work out cruise details. I'm looking forward to a great last half year, with more races and cruising to come.

We were glad to hear that Peter Szasz successfully orchestrated a gathering of racers at South Beach Harbor following the South Bay race June 17th. He was not the first racer to express the frustration of competing without the opportunity for follow-up camaraderie. Kudos to Sail Magazine for providing the food and beverage. We hope there will be more chances for racers to get together. Cruisers know that's a big part of what makes sailing fun.

The special event scheduled for May - a run to the Farallon Islands off San Francisco (50 mile round trip) originally attracted more than 20 Islanders. Unfortunately, Mother Nature didn't cooperate, as you'll see on page 10 of this Newsletter. By popular demand I suspect this "run" will be rescheduled in 2004, so that our offshore enthusiasts will be able to meet their goal.

It's great to see that we're attracting new "younger" members into the fold whom we hope will become actively involved and contribute new ideas and energy to the Association.

Rick Van Mell never stops improving the website. Now there is an easy way for you to update us on changes in your personal information. The address (for newsletter) and email (so you can receive I-36 informational emails and updates) are most important. On the home page (islander36.org), click on Member Info Update in the far left column.

Re our I-36 List Function (emails to all members), maintained by Gary Salvo, he has recently changed over all attbi.com addresses to comcast.net so you will continue to get our email. I have personally found the information exchanges via the List extremely helpful in keeping Kindred Spirits up to snuff despite her 27th birthday coming up this year.

Congratulations to Nancy Farnum, celebrating 55 years of sailing this year.

You might want to start thinking about joining us in the fall for our annual meeting November 8th in Belvedere, California, at the San Francisco Yacht Club, 11:30 sharp. See you there.

Don Henderson

ISLANDER 36 RACING

Mike and Daphne Dickson, Race Fleet Captains

Email Race Chairs: Mike or Daphne Dickson:
 mike1d@pacbell.net or
 daphnej@pacbell.net (415) 563-7997



Windwalker, Vallejo

2003 Race Results Through June 14th

	BOAT	Vallejo 5/3 Points	Vallejo 5/3 Points	City Frt 5/17 Points	Olymp#1 5/31 Points	Olymp#2 5/31 Points	So Bay 6/14 Points	Final Tallies	<1 thro-out>	Place
1	Pilot	DNF15	1	2	2	2	3	25	10	1
2	Tom Cat	3	2	3	3	3	4	18	14	2
3	Windwalker	7	3	4	4	4	2	24	17	3
4	Midnight Sun	DNC16	DNC16	1	1	1	1	36	20	4
5	Blue Streak	1	7	5	7	6	5	31	24	5
6	Tenacious	4	6	6	6	8	6	36	28	6
7	Mischief	5	4	7	11	7	7	41	30	7
8	Pacific High	2	5	10	9	10	9	45	35	8
9	Razor	9	9	DNC15	5	5	10	53	38	9
10	Nimbus	8	11	9	8	9	8	53	42	10
11	Lean Times	6	8	DNF 14	10	12	11	61	47	11
12	Mustang	10	10	8	12	11	12	63	51	12
13	Love it	12	13	12	DNF16	DNC14	14	81	65	13
14	Woden	DNC16	DNC16	11	13	DNC14	13	83	67	14
15	Pegasus	13	12	DNC15	14	DNC14	DNC16	84	68	15
16	Freedom Won	11	14	DNC15	DNF17	DNC14	DNC16	87	71	16

DNF - Did not finish
 DNC - Did not compete
 Both Divisions have 1 drop (Boats race 8 races and count the best of 7 scores).
 City Front pics courtesy of Pat Salvo from Pacific High



Midnight Sun, City Front May 17

Remaining Race Schedule

<u>Date</u>	<u>Event</u>	<u>Categories</u>
August 9	Olympic Circle	Race for Spinnaker and Non-Spinnaker
August 23	South Bay	Race for Spinnaker and Non-Spinnaker
Sept 6	Knox	Race for Spinnaker and Non-Spinnaker

Both Divisions have 1 drop. Boats race 9 races and count the best of 8 scores. It is important to have 5+ I-36 starters in every race. Please work hard to arrange your schedule to make each race, or find an alternate helmsman to sail your boat for you.

These races are sponsored and conducted by individual yacht clubs under the general rules of the YRA. The Islander 36 Association simply has scheduled a start for Islanders in their races and assumes no liability for race events. It is the responsibility of each individual owner to decide if his or her boat and crew are suitable for a given event, and whether to participate, start or continue to race in any event.

A Great Racing Season Underway

by Daphne and Mike Dickson, Race Fleet Captains

The Islander 36 fleet is more than half way through another great season. After a fun race to and from Vallejo, the fleet's next race was:

May 17th at San Francisco City Front. Thirteen boats at the line jockeying for position in a light wind was quite a sight for all who were there. It was classic city front spring racing: bright sun, good wind and plenty of current. After rounding Blackaller, the windward mark, it was a broad reach to Harding rock and then off around the backside of Alcatraz Island to the leeward mark. The fleet split into three sections, with Midnight Sun in the lead, followed by the fleet leaders and then some very close racing at the pack bringing up the rear. The racing stayed this way as the fleet raced up the city front of San Francisco and back to the leeward mark followed by a beat to weather and the finish. *Results: Midnight Sun, Pilot, Tom Cat, Windwalker, Blue Streak, Tenacious, Mischief, Mustang, Nimbus, Pacific High, Wooden, Love It.*

May 31st Olympic Circle. At high noon the fleet assembled at the XO marks in the center of the Olympic Circle ready for the fleet's first two-race day in years.

Race 1: The first race of the day was the longer of the two starting with a long beat to weather. The fleet was bunched up at the mark and the strong flood made for some close calls as each boat picked their lay-line for the mark. The wind built throughout the race and at the finish it was blowing hard. The fleet finished in two packs with close racing. *Results: Midnight Sun, Pilot, Tom Cat, Windwalker, Razor, Tenacious, Blue Streak, Nimbus, Pacific High, Lean Times, Mischief, Mustang, Woden, Pegasus*

Race 2: After the first race was done and the fleet was waiting for the next start, the wind picked up even stronger and several skippers made the decision not to race the second race. Once in sequence for the second start the strong wind made for a wild and wet start. The course was a short one with a windward, leeward, windward leeward course. The racing was similar to the first race but the high wind made for some tough sailing. After the finish of the two-race day most of the fleet agreed that we should incorporate more two-race days in our schedule in future seasons. *Results: Midnight Sun, Pilot, Tom Cat, Windwalker, Razor, Blue Streak, Mischief, Tenacious, Nimbus, Pacific High, Mustang, Lean Times*

June 17th the South Bay. This was the Islander fleet's last race before the summer break. The day



Lean Times, City Front 5/17

started with a light warm wind which built throughout the day, making for perfect sailing. With a crowd at the short starting line, it was close sailing as everyone made their way toward the windward mark on this perfect sunny day. Once around the mark the fleet was still close and there was some great racing as the boats headed to the outward mark followed by a quick jib and a broad reach to the leeward mark. Once around the mark it was back to weather and some close racing backed by the beautiful skyline of San Francisco. After the windward rounding the fleet started to split up with the Usual Suspects leading the chase down wind. The race course was quite interesting with a huge tanker anchored in the middle of the windward and leeward marks. A strong ebb tide made the decision as to which side of the tanker to navigate a crucial one. *Results: Midnight Sun, Windwalker, Pilot, Tom Cat, Blue Streak, Tenacious, Mischief, Nimbus, Pacific High, Razor, Lean Times, Mustang, Wooden, Love It.*

After two laps around, the fleet finished and the boats headed off to nearby South Beach Harbor for a great cocktail hour where everyone was greeted with great margaritas and excellent food, all thanks to the organizational skills of Peter Szasz and the generosity of Sail Magazine.

The fleet now has several weeks of R&R before our final three races of the season. *Thanks to everyone* who's been out there racing. The point totals are close as we move into the last leg of the season. Good luck and great sailing!

~~ Daphne and Mike Dickson, Nimbus

Islanders Wake Early & Beat Tide to Petaluma

Memorial Weekend Cruise May 24-26 - Cruise Coordinators: Charles and Kathryn Hodgkins

In preparation for an 8 a.m. departure Saturday from Southampton Shoal to Petaluma on Memorial Weekend, seven Islanders gathered at Emeryville Friday night (thanks Gary & Pat Salvo for berth arrangements). Group con-census was that a 6 a.m. departure was a safer bet to avoid getting stuck going into the Marina, so Cruise Coordinator Charles Hodgkins contacted those coming from



Lou Zevanov pours for Judy bush, Pat Salvo and Fran Jacobs at Emeryville



Jack and Sandy Thomson on Noncents plough through the countryside to Petaluma

was recharging his cell phone and couldn't be reached, so Don decided it was simplest to just go down to the boat to alert him and stay overnight, given the early start. All 16 boats made it through the shallows without mishap on Saturday. Smokey Stover on Solace was less fortunate Sunday but joined us at the restaurant for a nightcap.

First order of the day upon arrival Saturday, after taking the five dogs for a walk, was . . . a NAP! At 5:00 p.m., with overcast skies and a steady chill wind, everyone brought their hors d'oeuvres, dinner contributions and wine, and hunkered down in two adjacent Freeports: Shwartz' JoyFull and Bennett's Getaway to spend a cozy evening.

Robert Aston and Mary Gleim arrived by car Saturday and Robert measured racer Mischief while there. Barb Henderson drove up



Scott Shwartz and Madeleine Trembley with Al and Nancy Farnum

both evenings. The Farnums sailed up with the California Clippers Saturday, then joined us on Sunday. A total of 41 people (including 3 children) attended.

Sunday was sunnier and warmer, so people explored the nature trail (Leslie and Jackie saw "cute snakes"!), others strolled into town, worked on their boats, discussed their boats, or took naps on their boats, but by 6 p.m. it was Happy Hour again. At 7 p.m., everyone migrated into the adjacent Sheraton Hotel's lovely Jellyfish Restaurant. Meals had been preordered, and Islanders filled the space, split into small table groups. The food was very good, the wine flowed, the noise level elevated to the usual I-36 decibels and it was a good time. After dinner, members gathered in a small bar area where they could mix and mingle and swap stories.

Attendees: Robert Aston and Mary Gleim, Mike and Leslie Bennett and crewperson Jackie Davidson; Dennis, Judy and Matt Bush; Julian and Debby Cohen, Al and Nancy Farnum, Harry Farrell and Carol Williams, Don and Barbara Henderson, Jim and Bill Higdon, Charles and Kathryn Hodgkins, Brian and Fran Jacobs and David, Gary and Pat Salvo, Scott Shwartz and Madeleine Trembley, Jim Stover and Larry Reinstra, Jack and Sandy Thomson, Ashley, Katherine and Savannah Trewman, Rick and Sandy Van Mell, Skipper Wall, Lou and Diane Zevanov, Glenn and Julianna Zimmerman.

Monday was departure day and Islanders joined a flotilla of boats all heading for the bay and home at high tide. ~ B. Henderson



Skipper gives Kindred Spirits an assist at the Helm

I-36 CRUISING

CRUISE CAPTAINS: Charles Hodgkins & Kathryn Munn Hodgkins
 charles@sailingmischief.com or kathryn@sailingmischief.com
 or (510) 865-9045



Savannah Trewhman and Kathryn Hodgkins
 cuddle up with JoyFull mascot Darwin at Petaluma

The Islander 36 Association establishes its annual Cruise schedule based on the general input of members, and may include destinations around the Bay, on river tributaries, and outside the Golden Gate. However, the Association assumes no liability for any event. It is the sole responsibility of each individual owner to decide if his or her boat and crew are suitable for a given event, and whether to participate, start or continue in any event.

Cruises Remaining in 2003

<u>DATE</u>	<u>EVENT</u>	<u>Coordinator</u>
August 2-3 (Sat/Sun)	Coyote Point (see below)	Glenn Zimmerman
Aug. 30-Sept. 2 (Fri-Mon, Labor Day)	Half Moon Bay	Charles/Kathryn Hodgkins
Sept. 20-21 (Sat/Sun)	Marin Yacht Club (see below)	Skipper Wall
Nov. 8 (Saturday)	FALL MEETING, SFYC, Belvedere	Charles/Kathryn Hodgkins
Dec. 6-7 (Sat/Sun)	Lighted Boat Parade, Oakland YC	Charles/Kathryn Hodgkins
Jan. 1, 2004 (Thurs)	Around Alameda Cruise	Charles/Kathryn Hodgkins

MARIN YACHT CLUB CRUISE: Sept. 20-21

by Skipper Wall, Cruise Coordinator

The cruise to the Marin Yacht Club is scheduled for Saturday and Sunday, the 20th & 21st of September. 12 Boats Maximum. So the first 12 to let us know will have a slip. Although there is no cost for using the slips (free for 72 hours), there is a \$50.00 fee for using their spectacular BBQ/Charcoal & Patio, so we will be charging a \$10 per boat facilities fee, with the excess being a donation to their youth sailing program.

1. All boats gather at Green Marker #17 which is basically the beginning of the San Rafael Channel @ 1100. This is high tide. Monitor channel 72.
2. When you turn into the MYC harbor entrance stay in the middle. At high tide we will have no problem, but the channel only has 5'-8" @ "zero/zero".
3. The big BBQ will be available so bring your own meat and a dish to share. We will also have the glassed-in patio for dinner.
4. The MYC now owns the swim/tennis club located at the drive-in entrance and is available for our use. We do need a head count before we can use the pool or courts.
5. The MYC dining room is open on Sunday evening. So if you want to stay over I will need to know this too. Two reasons: the Harbormaster needs to know who's staying, and the manager for dinners required.
6. I will need to know the boats coming NO LATER than Monday, September 15th by e-mail. Afterwards by cell phone no later than Wednesday 17th @ 415 265 2416.

The Harbormaster (hopefully) will be able to pre-assign our slips which I will then relay to you as we are going down the channel. He said he would do his best to keep us together.

Sign up at: <http://www.islander36.org/marin03details.html> (or see Upcoming Events on the [islander36.org](http://www.islander36.org) website) or contact Skipper Wall, nvsnowflower@cs.com. phone is (775) 882-4798

Coyote Point Cruise Coming up August 2-3

by Charles Hodgkins

Glenn Zimmerman has made arrangements for us to cruise in to Coyote Point YC Saturday-Sunday, August 2-3. The club looks forward to hosting I-36ers and will not charge slip fees, though there will be a deposit (preferably a credit card) for a key.

Friday night (8/1) their bar and restaurant will be open on a cash basis. Saturday, we have opted for a do-it-yourself potluck BBQ. Coyote Pt. will provide the grills and we will have charcoal and some Bloody Mary mix available.

People should bring what they want to cook and perhaps some salad/dessert. The YC bar will be open.

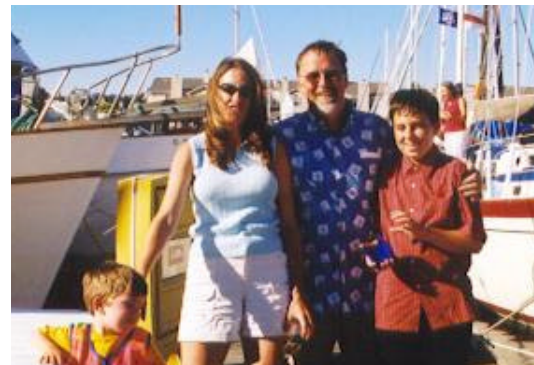
Sunday they will provide coffee, juice, bagels and doughnuts.

Sign up on [islander36.org](http://www.islander36.org) website "Upcoming Events" or contact Charles or Kathryn Hodgkins (see top of page)

Benicia Cruise continued from page 1

July 4th

Harry Farrell shepherded the remaining 10 boats north from San Francisco Bay to Benicia starting about 11:30. They motored uneventfully through a windless afternoon. Vanishing Animal arrived about 3:00 and the rest of the Islanders arrived one by one, flowing into the marina neatly at well spaced intervals. It was exciting to watch this impressive fleet come in. Ron Damsen talked them in while spouse Karen waited on E dock in 90+ heat to help with docking and distribute keys. The Walls on A dock and Thomsons on B dock helped tie up. E dock is a short distance by water to B dock, but a 10-15 minute walk around on foot, so Dennis Bush, Brian Jacobs and Tim Shea provided water taxi service.



Ian and Rhonda Shea, Dennis and Matthew Bush

At 5:30 we held our first gathering. The Hodgkins and Hank Williams and daughter Lori arrived by car. Boats with names A-M brought hors d'oeuvres [the next night boats N-Z took their turn]. Everyone brought potluck dishes, which were laid out buffet style on Kindred Spirits' dockside deck. We mingled, munched, shared wine, food, conversation and laughs along the dock. At dusk most of us drifted over to the field near the Harbor Master's to watch the fireworks display, then left the town revelry behind for the quiet of the marina.



Nancy and Skipper Wall with Karen Damsen

July 5th: R&R day to ply shops and watch glass being hand blown. Some toiled on their boats while others read, dozed, walked their dogs, fell into conversations, showered, planned future cruises, and enjoyed another great day.

Happy Hour at 5:00 was on the dock, using Noncents for the hors d'oeuvres buffet. The Hodgkins returned, having overnighted in town, and we welcomed the Hunters and Salvos who drove. Luscious pre-dinner offerings and happy smiles flowed like the wine. At 6:00 we headed for the Yacht Club's pretty downstairs dining room for a buffet dinner of barbecued chicken, beef tri tip, new potatoes, corn on the cob, and an assortment of fruit and vegetable salads, followed by brownies and tiramisu. Nicely done. A concert by a Diablo Regional orchestra, sponsored jointly by the Yacht Club and City of Benicia, was held on the adjacent lawn, so we drifted out there to enjoy the cool evening. Then it was time to turn in for an early start the next day.



Sandy and Jack Thomson ready to turn in

Sunday, July 6th: The ebb tide began at 7:00 a.m. Don asked that all keys be returned by 8:30. Dennis Bush would get them to the Harbor Master a la dinghy. Another beauty of a day. Getaway was the first to get away about 8:15, quickly followed by the boats on A and B docks and most on E. Dennis collected our key, then helped us shove off about 8:45

We left the peaceful sunny marina behind, not aware what lay ahead. We knew about the ebb tide and the wind on the nose but not that it would translate into the roughest ride I've experienced on Kindred Spirits, requiring foulies (a first for me) and a towel in the cockpit to mop faces and wipe eyeglasses. Emails next day enlightened the garbled bits we'd heard on the radio. Some, like us, motored home in the 20-25+++ knot winds with regular dowsings over the dodger until we hit Racoon Strait; some used the mainsail or jib to smooth the ride; and a few sailed all the way home.

Nancy Farnum: "Silver Shadow sailed all the way from Carquinez Bridge to Grand Marina. It was raildown, in 22-26 knots of wind, with one reef in, averaging 7.6 knots over the ground. We had one long port tack from Carquinez to just south of Marin Island, then two tacks through the Richmond Bridge and past the barges west of Red Rock and then over to a close hauled starboard tack which took us all the way to the mouth of the Estuary. A Great Ride, and a GREAT cruise. One mystery! We caught up to and passed Smokey

(Stover - on Solace), and then all of a sudden Smokey is going in the Estuary ahead of us. Now, how did you do that?"

Smokey Stover: "We set up full sail right away in SOME decent wind, but ended up motoring to the Carquinez Bridge. It wasn't long after that before we saw all the white water and reefed the main a bit. Our new member Larry Reinstra really needed to know what an Islander can put up with so we sailed out by the channel and pointed on a port tack all the way to the Sisters and toyed with a couple of larger Catalina's. We registered well over 30 knots of apparent wind most of the way and the GPS tracked a speed of almost ten knots over ground somewhere. We had just about caught up to Pacific High when the head of our jib parted and ruined our plans to rag on Harry. We dragged in the fallen wet jib and hung up another one on a spinnaker halyard while Silver Shadow sailed by. Then Harry bid us farewell. Glad everyone made it back all safe and sound. See you at the next one."

continued on page 11

Repairs & Maintenance

MYSTERY MAST STEP WATER POOLING by Eric Lyons, Pearl

During this past winter, I experienced a fair amount of water ending up in the bilge after rains. Even stranger, when I'd go sailing (*not* in the rain), MORE water would find its way into the bilge as the boat heeled, and the pump would run a half dozen times before it emptied out. The water seemed to be coming from the space under the floorboards under the sink in the head -- but where was it coming from? And why didn't it have a place to go without the boat heeling?

I sent out an inquiry to the Islander 36 mailing list, and got back a host of responses, which I'll summarize here, along with what I found in my own particular case.

First, it seems that the area around the mast step had several variations over the years. Mine (a 1977) has a hose that emerges into the bilge going through the little bulkhead at the very forward end of the bilge. Earlier boats (a 1972 was one in my replies) don't have this drain. This hose always appeared dry, so my assumption was either: a) the water wasn't coming from wherever the other end of the hose went, or b) the hose was plugged somehow.

I tried putting a mirror (and even a little video camera!) into the hole where the shower drain strainer went, but couldn't get effective light in there to see anything. A proverbial black hole. But sometime after a pretty good downpour in the early spring, I stuck a piece of stiff wire through the shower strainer hole toward the mast step, and swung it around as much as I could. Voila! The area was full of water. I then took the same piece of stiff wire and ran it up the hose from the bilge, and stirred it around. Whoosh! A good two gallons of muddy water poured down the hose.

Okay, so I now knew that a lot of water collected there, and that the hose had become plugged with muddy crud, but I still didn't know exactly where either the water or muddy crud was coming from.

I was lucky enough to be on the boat during a total downpour in late March, and all was revealed. Opening the doors to the chain locker in the forepeak showed a virtual river of water coming in from the: a) cleats, b) stanchions, c) toerail, and d) the forward end of the windlass locker, where there used to be a plastic plate covering the hole there, but which never got replaced

when I had some work done in that area (work that included rebedding the now-leaking cleats -- ugh!). Rain water flowed freely into the forward edge of the windlass hatch, down through this gaping hole, and down onto the chain and sides of the hull. Rivers of water. Naturally, my chain is covered with a rich coat of Bay Mud at all times, thus explaining the muddy crud.

So while the solution to getting the hose to drain properly was simple enough (stick a wire up the drain hose once in a while), the other discoveries have led to much more repair work. Work that I'll be getting to Real Soon Now.

If you've got an older I-36 with no drain hose, water will eventually build up in the area under the cockpit sole just forward of the mast step until it leaks out around the bulkhead there -- and on the starboard side as well, where it will otherwise inexplicably puddle up on the cabin sole just outside the door to the head. One owner went so far as to use a pump through the shower drain hole on a regular basis to make sure it was dry. At least one other owner said that there was a small bulkhead forward (under the v-berth) where water pooled as well (mine allows water to pass underneath).

While investigating this water ingress, I discovered that my never-used holding tank was rotting out in a corner. Another project! Eric Lyons

SCUTTLEBUTT

This is a link to an electronic sailing newsletter with all of the latest on global sailing and racing events:
<http://www.sailingscuttlebutt.com/>

If you like it, you can subscribe to get your own free copy as an email when it comes out. Just follow the links on their web page.

Scuttlebutt is a digest of yacht racing news of major significance; commentary, opinions, features and dock talk . . . with a North American emphasis.

Nancy Farnum Celebrates 55 Years in Sailing

You may have suspected that Silver Shadow is not Nancy Farnum's first boat. In fact, she started sailing El Toros in 1948 and won the National championship in 1973. We are lucky to have her and Al in our fleet. See how SHE made it home from Benicia. **CONGRATULATIONS, NANCY!** This year she celebrates 55 years of sailing.

Get the full story in July's *Latitude 38*, page 64.

Easy Ways to Update Your Personal Information

We need your most current contact information -- especially email, address and phone changes--so that we can notify you of meetings, cruises, and matters of general interest and so that you can receive your quarterly 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 Islander 36 Association, 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.

There are two ways to update your information:

1. Go to [islander36.org](http://www.islander36.org) website: On Home page click on: Member Info UPDATE, (or go directly to: <http://www.islander36.org/i-36appl2.html> and fill in changes to your information)

Or

2. Send your changes to: Ron Damsen
via email: ronand@msn.com or
write: 52 Foothill Road, San Anselmo, CA. 94960

New Member Sign Up

Encourage your Islander friends to sign up! Application can now be made online (confirmed when check received). See link on Home page, or go directly to:

<http://www.islander36.org/i-36appl-t.html>

The Eyes of Texas Are Upon Us

Here's a note from a former officer of the Islander 36 Association, down in the Lone Star State.

"Hello, Commodore Henderson. I'm a former Association member and past Secretary. I have an 1980 Islander 36 "Laurelai" presently in Long Beach, and I am writing from sunny Port Aransas, Texas, on the "Third Coast", where I'm scoping out a new harbor for Laurelai and planning to truck her here in November.

"Thought you-all would enjoy knowing there are lots of Islander 36s down here in Texas. In my harbor shopping I have seen:

"Turning Point" on blocks, getting new bottom paint in Corpus Christi Bay

"Gulf Stream" with fresh deck and topside paint, in Port Lavaca (between Galveston and Corpus Christi)

"Island Time" moored in the harbor in Port Aransas.

All the boats were in great shape, suggesting that, while the fleet is getting on in age, Texas I-36 owners still love their boats and are keeping them up well. I hear that there are 7 or so more in Keema, near Houston." ~~ Ken Wilson

Commodore Henderson's response:

Ken, good to hear from you and thanks for passing on those positive comments about Islander 36's. We note that our Texas membership includes the owners of Turning Point, which you mentioned. For the small price of membership, you'll get a great value to rejoin -- and recruit those other Islanders.

Membership Lists and Bumper Stickers Mailed by Membership Chair Skipper Wall

By the time you receive this newsletter you should have received your 2003 Membership List, showing 182 members as of 2 June 2003.

If you find someone's name missing whom you know should be a member, remind them: "We want to be in touch" and get them to rejoin. You should also have received two new bumper stickers. If not, let me know and I'll get them to you.

If anyone would like a listing of members:

1. By Boat name;
2. By Sail Number;
3. By Zip Code; or
4. By State,

let me know and I'll send you a copy.

Skipper Wall
Six Savage Circle, Carson City, NV 89703
email: nvsnowflower@cs.com
(775) 882-4798

The Farallon Run: Tall Waves Rock the Boat

Although a large fleet of Islander 36's were enthusiastically set to sail to the Farallons on ideal currents Sunday, May 18th, Neptune decreed, "not this time folks." Forecasts of gale force winds and heavy seas kept the bulk of the group snug in their berths or diverting to a romp in the Bay. Some ventured out to see for themselves: Jack Thomson on Noncents, Tom Furlong on Vitesse, Robert Aston on Pegasus, David Morton on Vivace, and Michael Daley on Laughing Matter.

Robert Aston, Pegasus:

"At 0630 it was beautiful. The sun was just rising; the water calm; not a wisp of fog, and the gentlest of breezes. My crew was comprised of my girlfriend and my father, who has spent years at sea on ships and boats of all sizes and in all kinds of weather. I have sailed on everything from tall ships to Lasers in quite a variety of weather. We left Golden Gate Yacht Club and headed for the Bridge, still well lit, beckoning us to the ocean beyond. We noticed two familiar rigs, much closer to the Bridge. We scanned the rest of the Bay for signs of other Islander 36's. No joy.

"I had been following the NOAA broadcasts for the past 24 hours. Despite gale warnings from Pillar Point to Point Arena, conditions at San Francisco Buoy were: winds 14, gusting to 23, with combined seas of 14 feet every 11 seconds; the Farallons were much the same, except combined seas 12-16 feet, every 9 seconds; though at the Golden Gate, winds were WSW at 6 knots.

"We passed under the Bridge and a few hundred yards out gentle rolling swells began to make their appearance. I had planned to go out the Gate in full-sail glory, but having seen our compadres ahead, I decided to motor until we were in a cluster of 136 kin. The plan had been to go to those Islands together, and I felt at least we should start together.

"Running at under 2000 rpm, the GPS showed we were zipping along well over 10 knots over ground. We were slowly catching the two boats. Attempting to communicate with them, I found my hand-held VHF, one of those blue and white jobbies, often on sale, to be useless. The mic cord for my on-board was just a little too short to be useful. About a mile or so outside the gate, one boat hoisted sails (Vitesse) while the lead boat (Noncents) kept motoring. I decided to motor and see how the sea would resolve itself. We continued to zip along on the ebb tide and current.

"Despite patches of relative flat, the seas continued to build. The farther we went, the higher and closer the waves. By mile 4 combined seas were around 14-16 feet, at approximately every 6-7 seconds. The tops were breaking on about +/- 30% of them. It was not the most comfortable time I have had at sea, but definitely not the worst. It was time to turn for the shelter of the Bay. Finding a comparatively flat spot large enough to make the turn and not get broadsided, we made for the North side of the Gate.

"Our return was nowhere near our departure speed. Surfing the waves in, and watching the engine RPM in the following seas,



Rick Van Mell, atop Marin Headlands, captures Pegasus' return

we still made good 3-4 knots OG. Even still, it seemed forever to get past the "Potato Patch" (officially Four Fathom Shoal) buoy.

"Just outside the Gate, we met Vivace, raised them on the radio, and related the conditions we had encountered. They thanked us, but wanted to see for themselves. We saw them later, sailing on the Bay.

"Back in the Bay, we doffed our foulies and enjoyed an excellent sail. Warm weather, blue skies, and for the most part, fair winds. By the time we reached Alcatraz, the two other I36's we had followed out were safely back in the Bay. By 1300, the NOAA broadcast for the Farallons was 14 knot winds, combined seas of 12-14 feet at 9 second intervals."

Jack Thomson, Noncents (Freeport), adds:

"I think Noncents was the first boat out under the bridge. We tried to hail Vitesse on the radio. We continued motoring and saw her put up sails and tracked her until she went under the south side of bridge. We motored (with main sail up) approximately 5 miles past the Bridge before deciding the seas were getting very uncomfortable, found a suitable time to turn and motored back. We had a nice sail around the bay and went home. We would like to do it again also. I hate not completing a goal. Maybe next time."

Tom Furlong, Vitesse, said:

"I left SFYC about 6:15 and headed for the Gate in the company of a Freeport (Noncents). I caught chatter from those at GGYC who decided to forego the trip, but since several of us were attempting it, I pressed on. Once out the gate I started sailing, a number three with a full main. The wind was still light. We stayed more to the southerly side of the channel. Those under power pulled ahead. Per Rick Van Mell's advice I stuck to the center of the traffic scheme and away from the Potato Patch. Made it out about four miles before we saw Noncents go about. Decided we would do the same. The conditions at that point were still lights winds, but the swells were getting quite large. We sailed most of the way back in, but needed the iron genny to get past Four Point to Blackhaller bouy. Back in the bay there was incredibly flat water. At any rate it wasn't a total loss and I would like to attempt the trip again. I also don't like not achieving a goal. See you out there."

continued on page 11

Bay to Breakers Tradition Carried On

By Rick Van Mell

Seven years ago I-36ers Pat & Gary Salvo and Kay Farrell started "running" in the annual Bay to Breakers race from the Bay side of San Francisco near the beginning of Howard Street, across the city to finish at the ocean side of Golden Gate Park. This race, which numbers 50-70,000 participants, includes world class runners, "centipede" teams tied together, and costumes from the sublime to the nude.

Two years ago Kay lost her battle with cancer, but again this year Pat & Gary, joined by Kay's daughter Marci Monroe-Jones and husband Brian, Kay's son Mike Monroe, plus Islanders Fran & Brian Jacobs, Judy Bush, Linda McClellan, and Barb Cucksey have carried on the tradition. Roger McClellan and Dennis Bush stayed aboard 4 Our Sanity and Natural High in South Beach Harbor while Harry Farrell had babysitting honors. The team walked the seven miles including Heartbreak Hill through Golden Gate Park to the finish, then took the Muni back to the harbor. Good going Islanders!



The Farallon Run: - continued

Michael Daley on Laughing Matter:

We passed under the Bridge at 10:30 and according to our plan, motored up the Bonita Channel, inside the Potato Patch, up to between Muir Beach and Stinson Beach. We saw one sail out to sea. From there we were able to shut down the motor and sail on a bearing for SE Farallon. It was clear it was too late to get there that day in the actual wind conditions, which were 12-15 Kts or so. Seas became somewhat lumpy, but we were able to hold a fairly comfortable angle off the bow.

After we bore North of the Westmost green buoy in the GG entry channel, we headed down for that, then back along the edge of the channel for the Bay. It was a nice sail, with great scenery and nothing like the predicted conditions in the area where we were, much of which is protected somewhat by Pt. Reyes.

Benicia Cruise continued from page 7

Jack Thomson: "We put up the sails around Mare Island and were getting a little wet (no dodger) but we all love an adventure, right? Had a great sail until well past Pinole Point. We were about to enter the narrow shipping channel which is frowned upon, so I decided to furl the jib and motor. Then the fun started. While motoring with reefed main, I noticed a little sloppiness in the upper shrouds. We lowered the main ASAP and found the upper shrouds were not secured at the spreaders. With all of the strain on the windward side, the leeward shroud was slack enough to come out of the slot. I improvised shrouds by attaching the main and spinnaker halyards to stantions which reduced bending of the mast in the swells. Fortunately, we were close to the Brothers by then and things quieted down some. Also, fortunately, this didn't happen with both sails up. Had I decided to tack instead of furling the jib, this story may have had a different ending."

Excerpts from Pacific High by Carol Williams:

Harry: The last gust was 30 knots"

Carol: "I thought it was racing that beats up boats."

Harry: I just heard glass breaking down below."

Carol: "I'll check". The window was leaking water which I tried to mop up. I found the GPS swimming in 2 inches of water still attached to the computer. It was no longer any fun to watch the progress of the little red boat, so I slammed the computer shut and yanked the cords from their respective outlets and put them safely into the quarter birth. Went up to the cockpit where I immediately received a direct hit with ocean spray into my left ear, leaving me

only the right one to receive orders from the skipper.

Harry: "OK, let's bring in that jib a little." Cranking started and a BIG BANG--the self tailing winch had let loose the sheets on the jib--it was just flopping out there. We both pulled in the sheets in unison but had knots all over the place (otherwise, Smokey, we would have been WAY AHEAD)

Carol: "So Harry - how long does this last, usually?"

Harry: "To the San Rafael Bridge."

Carol: "THE BRIDGE!!! Other people have their mains up.

Other people are motoring, etc." Harry is very patient. It was so nice to get back to 26 knots at San Rafael.

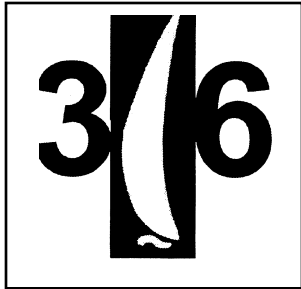
Ron Damsen: "Well, as far as San Pablo Bay goes, that was the "Full Monty". After passing the docks west of the bridge, the wind started kicking up. The hero of the day for us was Otto. I turned the autohelm on as soon as it started getting wet. We had steady water over the dodger all the way home but I was able to sit or stand behind the dodger and duck the spray. I saw a high of 32 kts apparent as we motored all the way home. I wasn't back by the gauges much and am curious as to other reports of wind speed. It took us 3.5 hours to get to Marina Bay in Richmond."

On Kindred Spirits, I took the helm while Don went below to put on dry clothes (he didn't get foulies on quite in time), and muttered encouraging words to our brave boat as she plunged through waves. Okay, I prayed too-- that the steady chug of the engine would not cease. Like childbirth, I suspect this rough ride will soon recede from memory and be supplanted by the joy of sailing and cruising with Islander 36ers.- B. Henderson

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July 2003 Newsletter - Islander 36 Association of San Francisco Bay

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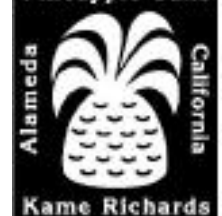
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