

36 Islander 36 NEWS

Spring 2016
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Lightning Arrester *(Editor Phillip J. Seaman)*

What is that silly bit of wire with a [C-clamp](#) and [Cleat](#) on the ends for and do I need it? Yes you will need it... IT being a lightning arrester...

How does it work? Well the huge old brass cleat attached to one end goes in the water, while the C-clamp on the other end attaches to your rigging.

It is a cheap solution to saving your Islanders wiring & electronics.

Installing a wand (a brass thing that attaches to the top of the mast is very expensive) and 1oct



cable down the mast with some sort of dispenser on the hull was out of my budget, this was my version. I think I got it from a navel magazine years ago!

USAGE: Attach the [C-Clamp](#) to the base of one or the top standing rigging lines at the [turnbuckle](#) base. Then throw the heavy cleat over board.

PRECAUTION: When in a [lightning storm](#), which I was in several times, take the precaution of unplugging all electronics. Pay special attention to unplugging the radio antenna and making sure that the (now) floating plugs are facing **away** from anything metal. A pain but I never lost any electronics during my years and I suspect that I got hit at least twice during my Pacific crossing.

PARTS: I got the cleat from Mini's, a chandlery for used parts in Newport beach. All you need is something heavy made of brass or bronze. The [C-clamp](#) can be anything metallic that will let you firmly attach the wire to the rigging. Make sure the cleat or lower object is at least 15-20 lbs. if it is too light when you are sailing at 5 knots it will rise up in the water and be higher than the keel, also it will tap on the hull and chip the paint. I tested it with a 5lb cleat at 5 knots it was only about 3ft below the waterline... Mouse Pads keel is 7ft deep from the waterline. The wire should be at least 6ft longer than the water line to tip of keel and be 8 or 6 gauge or heavier.

Captain Hooke...

I'm *Captain Hooke* and I am sure many of you might have heard of me as I'm very famous. I am the fastest Islander 36 and I used to hold court at the [Richmond Yacht Club](#), home of the fastest boats on SF Bay. This past weekend the RYC held their annual [Big Daddy Regatta](#) and the only I36 that showed up was *Luna Sea*, a very poor excuse for a race boat, that I believe at one time was referred to as [DFL Luna Sea](#), a name that is pretty self-explanatory. She tried to be

nice but honestly she's not in my league and I heard she dropped her kite in the water a few hundred meters from the finish line and pretty much gave the race away. A rookie mistake if there ever was one.



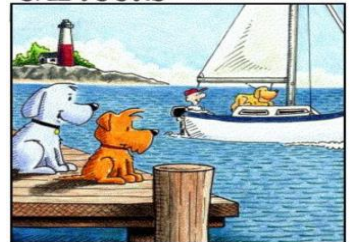
Anyway my life has been going downhill ever since my "crew" would not allow me to race in the last [America's Cup](#). I was really looking forward to that as I figured this would get me as much TV time as [Donald J. Trump](#) and I could show that other boats what racing in [SF Bay](#) was all about. Alas my crew would not even enter me as they complained about the entry fee and practice days and something about the costs of new sails.

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SAILTOONS by Michael Malzone



HE SAYS IT'S LIKE HANGING YOUR HEAD OUT THE CAR WINDOW BUT MUCH BETTER!



Thomas Point Light Annapolis, MD
From John Hamlet "Charisma"



Pacific Cup Preparation *(Race Chair Eric Mueller)*

For those who are wondering these are the kind of logistics that have been going on for the Pac Cup.

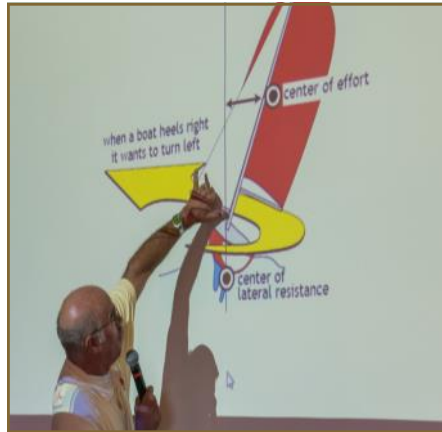
[Iridium Go](#) rental cost is verified and being finalized, for two months includes 150 min./ mo. and unlimited data and text.

This is a slow connection for data of 2400 (2.5K)baud which is the standard sat phone data rate. It is unlimited so we can play a little.

Bob came by and we tested and verified all of the PLB's. They have all been programmed with the boats [MMSI](#).

We did run into something that I think is just an alarm setting where the

hand held alarmed, but the fixed did not. The fixed VHF did record the notification that there was a test that was received so we know it works.



I spent lunch with the [Pac Cup](#) inspector for the boat and we are setting up for the final inspection. We have all of the stuff we need, just need to meet with him and have all of it on the boat. The flares were a great deal from the local raft rental place. They expire just after the race, but at a negligible cost. The raft rental is in place with deposit but I may have a better option from a neighbor at the marina. He has a raft that needs recertification and we might be able to work a deal. More if it happens.

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Puerto Rico *(Cruise Chair Robert DaPrato)*

This is a quick report from [Isla Verde](#) in [Puerto Rico](#)!

My duties to the sailors on the Bay has taken a turn south east for family business and vacation upon retirement! As you can see, the room has a view and access to beach and ocean! This photo is the closest thing to a sailboat I



have seen in a week!

The weather has not been favorable for sailing as there have been thunderstorms daily and enough rain to fill the water supplies of Northern California!

Hope you have had better conditions and opportunities to set sails!

Reminder that the **Summer Solstice and Sail** is our next event! See the [website](#) for [reservations](#) at the [Encinal Yacht Club in Alameda](#) with co-chair [Bill Nork](#).

“ enough rain to fill the water supplies...”



Wild & Crazy Racing... *(Race Chair Eric Mueller)*

It has been a wild and crazy racing season with racing on multiple fronts! We have the [Interclub](#) races being dominated by Windwalker and Cassiopeia dominating the Ocean racing front with Serenity showing up for some fun. You can see some of what we have been running into. Without a doubt it has been great fun. I have been getting only bits and pieces from the [interclub](#) other than people are enjoying the races. Thank You [Rick](#) for updating the web site [race results](#)!! There are still more to go so think about getting out there for some of the

fun. The more who show up the more fun it is. We on Serenity will be back at it at the end of August.

With myself on Serenity and Kit on Cassiopeia preparing for the [Pacific Cup](#) we have been doing the ocean races. [Faralons](#) for us was a little slow but showed we have the necessary boat speed if sailed right. Kit on the other hand has things nicely dialed in and is ready to go kicking butt on the recent races. It was fun trading places going to weather out the gate!

A couple of people have asked when we are departing for [Hawaii](#). If you want to see the [Pacific cup racers](#) off the starts are from Monday July 11th through Friday July 15th. The Islanders start on July 11th.

The best way to learn how your boat performs is to go out and sail it against other [islanders](#). If someone is doing better ask them what they are doing? Everybody I know in [the association](#) would be more than willing to share their experiences.

I hope everybody is having a great summer and thinking about getting out there and racing.



Captain Hooke cont...

I didn't need any stinking practice days and my sails are just fine. I just needed them to get the #\$\$%& out of the away so I could collect my trophy and become even more famous.

So I missed the [America's Cup](#) and now-a-days I hang out at [RYC](#) a shadow of my former self. People walk down C dock and it is embarrassing as I now have a dodger, a roller furler and this is the worse, a BBQ on the stern. A BBQ just handing off the stern is the last straw. I even have varnish, which is totally just added weight that slows me down. Now-a-day people party on me and they are turning me into a floating condo, oh the shame of it all.

Anyway I am here waiting to go racing. And I'm no wimpy [Peter Pan](#), I'm *Captain Hooke* and can beat any boat at any time.



Hints & Tips

Here some quick anchoring tips

- ◇ **Scope**
 - ◇ [Lunch hook](#): 3:1
 - ◇ [Overnight](#): 5:1
- ◇ **From a dead stop**
 - ◇ [Drop anchor](#)
 - ◇ Reverse engine
 - ◇ [Play out scope](#)
 - ◇ Cleat it off
 - ◇ [Set](#)

New Members *(Treasurer Roy Samuelson)*

Please help me welcome these new members to our I36 family:

Kurt Russell "Mililan" - Georgetown SC

Steve Douglass "Renaissance of Tahoe Vista" - El Cerrito CA



Andrew McEwan "Siren" - Capitola CA

Mike O'Connor "Flying Circus" - Oakville Ontario

Jeffrey Crosby "Taboo" - Bellevue OH

Ashwin Lalendran (prospective owner) - San Francisco CA



Steven Maionchi "Moriah" - Sonora CA

John Mahowald "Last Chance" - Hanover Park IL

David Smookler "Melody" - Newton Centre MA

VHF Radio	Ch 16 Ch 67 72, 73, 77	Distress & calling Safety & emergency * Recreational & working
VHF Repeaters	21, 22, 80, 81, 82 ...	* Recreational & working
27 MHz Radio	Ch 88 Ch 86 90, 91, 94, 96	Distress & calling Safety & emergency * Recreational & working

* Contact VMR groups for local information.
www.dftic.wa.gov.au/transport/pages/vhf-frequencies.aspx

HF/SSB Radio *(Editor Phillip J Seaman)*

What does a Mexico or blue water cruiser need to communicate with the rest of the world. A [mobile phone](#) or a [Sat-Phone](#)? Neither is reliable. The only correct solution is an [HF/SSB radio](#).

Although the first two answers are almost correct, the mobile phone has limited range, the Sat-Phone has dead spots and neither can be triangulated on.

[HF/SSB radio](#) has voice, data (packet), weather fax, emergency channels, and can be triangulated on.

What do you need?

⇒ [HF/SSB radio transceiver](#)

⇒ [Auto Antenna Tuner](#)

⇒ [Antenna](#)

Do not go cheap on any of these items get the best you can for your boat. Ask other Islander owners what they use.

There is no golden rule as to what combination makes the perfect system for your boat. Every boat is different so is your budget.

A radio that you can understand and operate. Take your time and go to your local radio shop and try them all. Your life may depend on your ability to quickly operate the radio in an emergency. So take your time and don't believe the hype. Do your homework, [HAM radio](#) people usually know nothing about [SSB](#).

There are many choices for auto-tuner, automatic or manual, your budget.

The best antenna is the [back-stay](#), but a good backup or substitute is a 6ft whip mounted on your rear railing.



Loves Lost Found *(Phillip J Seaman)*

On a personal note I sadly sold my beloved **Mouse Pad** back in 2013 to a young couple intent of sailing her throughout Mexico and South.



"Mouse Pad" - Daniel's Bay, Marquesas Islands (1997)

Well it seems that their adventures only got them as far as San Carlos, Mexico.

In 2015. I received an email from a couple who had just bought Mouse Pad from a broker in San Carlos in May of 2016.

The broker told them the young couple got to San Carlos and said they were done with cruising, dry-docked Mouse Pad and headed to Florida to be with family. I feel sorry for them that it didn't work out.

Now for the new couple from Tucson, Az. who purchased **Mouse Pad**. I have had the pleasure of exchanging several emails with them. They are very enthusiastic to get **Mouse Pad** back in seaworthy condition. They have been to San Carlos and made a start on refurbishing her. A local Captain has been hired to monitor and maintain **Mouse Pad**. A

start has been made on taking parts and tools etc. from Tucson to San Carlos.

To read more about the adventures aboard "**Mouse Pad**" please [click here](#).



"Mouse Pad" - 2012 Tsunami (Ventura Harbor)

Honorary Members

Rick put on his Past Commodore role hat at this years Spring Meeting at the GGYC to call forward Lou & Diane Zevanov to present them with an Honorary Member Award for being a Past Commodore, Measurer, dedicated champion racer, and a founding member of the Association in 1974. Lou thanked us all and recounted how at one point he had sold their boat *Diana*, went on to several other (don't mention power boat) and then went looking for an Islander again. They found her and bought her back and sailed again for many years with the fleet until giving

the boat to his son Steve, who now has it in Santa Cruz. Here is a link to [Lou & Diane's Certificate](#).

Following the meeting, Lou sent this message and picture to share:

We thank the I36 Association for the honorary membership presentation. We value the warmth and respect that this fine group of sailors has extended to us.
 Joyful sailing.
 Diane and Lou Zevanov



Fuel Consumption...

The rule of thumb for a Diesel running efficiently is 1/20th gallon per horsepower-hour (1/10th for gas). So if you could put 20HP into the water you'd consume 1 gallon per hour. This is most unlikely, IMHO -- 10 HP or less is more likely, suggesting maybe 1/2 gallon fuel per hour.

Michael Daley
 ABYC Certified in Marine Electrical
www.RedwoodCoastElectrical.com

Panel 1: "DORIS, I NEED YOU UP ON DECK."
Panel 2: "DORIS, WHAT THE HECK ARE YOU DOING DOWN THERE?" "CLEANING UP THE GALLEY. IT'S A PIGSTY!"
Panel 3: "HURRY UP AND PULL IN THAT JIB SHEET!" "I'M PULLING AS HARD AS I CAN, WAYNE!"
Panel 4: "PULL HARDER! THIS ISN'T A CRUISE SHIP, Y'KNOW!" "LIGHTEN UP, WAYNE!"
Panel 5: "SAILING IS ALL ABOUT TEAMWORK!" "THIS MEMBER OF THE !@%?! TEAM HAS JUST QUIT!"
Panel 6: "MUST BE GREAT TO BE ON A SAILBOAT. SO QUIET AND PEACEFUL."



Light Bucket Floater *(Eric Mueller on Serenity)*

This is the "Winter" (or Summer Mornings) version of the blustery San Francisco Bay!

For your reference, Serenity's home port of Coyote Point is 12.5 miles south of the Bay Bridge, and 16 miles from Golden Gate YC.

Anita Rock is only about half a mile from the starting line!

Rick

We had the [Lightship Race](#) a few weeks ago.

It started with me getting the new batteries installed Friday afternoon and setting up to take off to stage the boat at [Golden Gate Yacht Club](#). Well once the batteries were installed I headed over to the fuel dock and topped off the boat. I actually only wanted enough fuel to have 20 hrs or so of motoring but was unsure of what we had. The result is added just around 10 gallons and discovered we had a Full fuel tank. Well after that I stuck my nose out the harbor and started heading up-wind towards the city. I was making 2 kts over ground at the best and frequently finding swells the length of the boat that would run in a series of two or three pretty halting forward motion. It was solid whitecaps and probably running around 30kts wind. After about 45 min. of this I decided that discretion was the better part of valor and turned around. It took 15 min. to get back to the marina. I moored the boat and let people know I would get going early in the morning. Roger offered to join early if he was conscious and I took him up on it.



Saturday Morning was a beautiful calm morning with us making fantastic time in flat water. We were doing about 5kts over ground with 6 kts boat speed. There was absolutely no wind. When we were about 3/4 of a mile south of [Hunters](#)

[Point](#) Roger spotted a small skiff that looked to be empty. We detoured and sure enough it was an aluminum skiff with an outboard and nobody home. We called the [Coast Guard](#) and reported a full description and location. Once we were released we resumed our course heading to [GGYC](#). Roger was steering and took every current dodge he could find helping us stay on schedule.

When we got to [GGYC](#) Serge was waiting for us with food and snacks for the trip (he is an expert at this!). Bob showed up shortly afterwards and we had our crew for the race. We went over the basics of the boat and took off for the start. The only problem is there was more tide than wind. We had multiple delays including one at the preparatory for our start. With the lask of wind and high current I gave myself a little (alright way too much) of a buffer to keep from getting swept over the line early. The wind was slightly from the east so we threw up the chute and promptly got stuck with no wind. We eventually dropped the chute as not helping but by then our fate was sealed. We were caught by the current and flushed on the south side of [Anita Rock](#) which is a no-go zone for all races. We had to withdraw and start our engine and get out of there. We were not the first or the last but it was frustrating to not even make it out the gate. We wandered around a little mostly watching a tremendous lack of wind. Eventually we ended up heading back into [GGYC](#) and dropping off Bob and Serge.

Roger and I took headed back south catching a light breeze off of [Fort Mason](#).

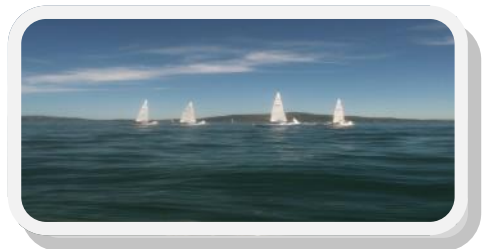
Once we caught that it was a beautiful pleasant light air sail all the way home. It actually picked up to about 10-12 off of the airport. Roger and I were grateful for the snacks left behind by Serge. Added to what was there we had plenty.



Sunday Morning was the traditional opening day breakfast at [South Bay Yacht Club](#). Roger had to remind me in the morning. It was much appreciated as we got the grand tour of the club including a chance to see the view from the cupola. All in all not a bad way to spend a weekend. Even if we didn't get to go out the gate as we planned.

We are still trying to do Wednesday night [Beer Can](#) races out of [Coyote Point](#). You would be most welcome to join us.

The next run for the boat is the weekend of the [Vallejo Race](#). Since we need to shake the boat down and make sure we are all comfortable offshore we are not doing Vallejo. Instead we are going to head out the gate overnight and see how she handles on a nice long run out and back.



"We were caught by the current and flushed on the South side of Anita Rock which was a no-go zone..."



Race Schedule

Date	Event Name	Host
Sat / Jun 11	Interclub # 3	Island Yacht Club
Sat / July 9	Interclub # 4	South Beach Yacht Club
Sat / Aug 13	Interclub # 5	BAMA
Sat-Sun / Aug 27-28	Coyote Point Destination Rally	-
Sat / Sept 10	Interclub # 6	Oakland Yacht Club
Sat / Oct. 1	I-36 Nationals Regatta	Golden Gate Yacht Club
Sat / Nov 5	Fall Meeting & Winner's Dinner	Oakland Yacht Club

For 2016 we will continue using adjusted ratings by boat started at the Nationals Regatta in 2014 that have resulted in very tight corrected finishes with only seconds between boats.

Offshore Fun-Run *(Eric Mueller)*

Bob and I took off Saturday Morning on a minus tide for a pleasant day on the ocean and promptly got stuck outside of the [Coyote point](#) channel. This is outside the final set of channel markers.

The channel is silting up farther and farther out. It took about a half hour to get ourselves free of the mud then on our way.

It was a nice motor up to the gate where we finally got to do some sailing. Unfortunately we were fighting against a big flood with light winds. After a couple of tacks revisiting the same spot on the north side Bob convinced me to start up the engine and get past the worst of the current.

Once outside it was any where from 6-12

kts of wind. Enough to keep us moving. The seas were virtually non-existent. just some nice swells.

We headed out on the north side and crossed over the potato patch without any drama at all.

Our trip took us out to the last set of channel markers. We turned back in and talked about running the spinnaker, but the wind was right on our beam at 12-14 which means it would have been a 50/50 bet as to whether we could carry it. I was hesitant initially but was considering it as we were approaching mile rock, with Bob not so sure later on.

We saw lots of whales, some of them quite close. A few dolphins that came by to play and numerous birds were playing

around the tide lines. There were also lots of seagulls hanging around just outside of the bridge (really don't consider those birds).

When we finally made it back under the bridge and were making little to no head-way with boat speeds creeping down to a couple of knots. we called it quits and motored the rest of the way home.

It was a wonderful sail and I wish more of you had been able to join us.



Cruise Schedule

Date	Location
Sat - Mon / July 2-4	July 4th Benicia Fireworks Cruise In
Sat - Sun / August 27-28	Coyote Point YC Destination Challenge\Cruise
Sat - Mon / Sept 3-5	Labor Day Cruise—Half Moon Bay
Sat / Nov 5	Fall Meeting & Winners' Dinner at Oakland YC.



Islander 36 Summer Sailstice Cruise-In *(event coordinator Bill Nork)*

Below is an update on all the happenings at [Encinal Yacht Club](#) for the [Summer Sailstice](#) celebration of sailing on Saturday, June 18th, the longest weekend of the year. There's something for everyone, it's all about sailing, and it's all FREE! Also attached is a press release and schedule. Call me if you need anything more.

The [America's Cup](#) (the actual trophy itself!) will be at the Club for Sailstice. The "Auld Mug" will be on display, under guard of course, upstairs in the main dining area. You and your friends can have their photos taken with the trophy, and EYC member and AC spokesperson [Tucker Thompson](#) will be one of the featured speakers in our great lineup of guests giving talks in the Regatta Room throughout the afternoon.

[Goslings Rum](#) is the event's major sponsor. They will have lots of decorations around the venue and will have a separate bar serving [Gosling's Dark and Stormy's](#) throughout the afternoon.

The [Coast Guard](#) will perform a helicopter water rescue demonstration. The scheduled start of their exercise is 1:00PM, subject of course to their personnel and equipment not being needed elsewhere for an actual rescue.

We will have several large boats on display which will be open for tours. The [National Park Service](#) will be bringing the 80 foot wooden hulled gaff rigged schooner [Alma](#) over from the [San Francisco Maritime Museum](#) at the [Hyde Street pier](#). Technically, the [Alma](#) is a historic [San Francisco Bay hay hauler](#). She's big, old and perfectly maintained, a fitting "pirate ship" for kids to explore.

Also attending will be the [Derek M. Baylis](#), a 65 foot wishbone rigged ketch. This [Wylie designed](#) sail powered research vessel will be at the docks for inspection. She is available for charter and other research projects including day trips to the [Farallon Islands](#).

We also expect to have several other classic wooden boats from the [Master Mariners Benevolent Association](#) in attendance.

[Alameda Fire and Rescue](#) will give a demonstration of marine firefighting using the powerful water cannons on their Fire

boat The Alameda. This demonstration is scheduled for 3:00PM.

We will enjoy a day full of music including several live bands and DJ's for our listening pleasure.

We have an exciting new twist on the boat building contest this year. We've decided to build the boats out of cardboard. If you look at cardboard boat building [YouTube](#) links, you'll see why -- almost anyone can enter -- the boats are cheap, easy to make, loads of fun even if you don't have any boat building experience (think masking tape and a box cutter) and easy to dispose of after the race. Looks like a lot of fun for the whole family, as most of the racers are kids -- they're lighter than adults!

provide boat rides on their dinghies.

Passage Yachts will have lots going on. They'll have two identical [ASA22 sailboats](#) at our docks, and will be giving rides in these new boats. Passage will also bring their new carbon First 35 racing boat to the docks for viewing.

This year we will be debuting the inaugural "PFD Pool Plunge" where participants can jump in our pool and see if their PFD (personal Flotation device) will inflate, and then folks can see what it's like to try to maneuver in their PFD (hint -- it ain't easy!) [West Marine](#) will have recharge kits available on sale for popular models. This is the perfect time to test PFD's that you've been meaning to recharge for years. Bring an extra one along and lend it to a kid to test!

We have a great panel of speakers set to present: [Jack van Ommen](#) of [Latitude 38](#) fame will speak about his [circumnavigation](#) in his home built plywood boat at Noon. EYC member [Tucker Thompson](#) who is spokesperson for the [America's Cup Campaign](#) will talk about the current AC campaign (he comes with the America's Cup trophy!) at 2:00. [Arnstein Mustad](#) will tell tales of a delivery skipper at 3:00. At 4:00, [Dan Leininger](#) will talk about the myths and realities of getting a [US Coast Guard Captain's license](#). Wrapping it up at 5:00 will be [Latitude 38's](#) Andy Turpin who will discuss the [Baja HaHa](#), the [Pacific Puddle Jump](#), the [Delta Doo Dah](#) and maybe even the [SoCal Ta-Ta!](#) All should prove very entertaining.

We are coordinating cruise-ins with other clubs to fill up the basin. Contact Port Captain Tony Shaffer at EYC to reserve a spot at the docks.

There will be lots of things for the kids -- a Jumpy House, boat rides, wooden boats to explore, heated pool, cardboard boat building contest and more!

Our club chef and staff are coordinating mouthwatering food and beverage. Along with the usual burgers, dogs, and other party faire, we'll be serving some healthy choices both outdoors and in the bar and dining room, and the outdoor tiki bars will be in full swing! Keep a lookout for a special frozen ice cream treat!

SUMMER SAILSTICE
Encinal Yacht Club
June 18th, 2016

AMERICA'S CUP
Presented by
Twin Rivers/ Chubb
Marine Insurance

Speakers Regatta Room
1st floor
Individuals subject to change

Noon: JACK VAN OMMEN
Author of Circumnavigation in his Home Built Plywood Boat

1pm: TUCKER THOMPSON
USA America's Cup Captain (previously represented by the USA in the 2007 America's Cup)

2pm: ANDY TURPIN
An Adventure on the Baja HaHa Pacific Puddle Jump and Doo Dah Cruise

3pm: ARNSTEIN MUSTAD
An Adventure on the Delta Doo Dah Pacific Puddle Jump and Doo Dah Cruise

4pm: DAN LEININGER
The "PFD" Plunge and the 2012 Captain's License

11 am: Kickoff/ Opening
Sign up for free boat rides begins

11:30 am: Master Mariners Arrive
Explore the "Auld Mug", "Deek M Baylis" & more

12 pm: America's Cup on Display
Get your picture taken next to the "Auld Mug"

12:30 pm: Cardboard Boat Building
Build your best cardboard boat! Families welcome and encouraged

1 pm: US Coast Guard Rescue Demonstration
See the orange helicopters come and do a mock rescue in the estuary

1:30 pm: Small boat regatta begins
Watch small boat dingies duke it out

2 pm: PFD Pool Plunge
Test your PFD in the Encinal pool

3 pm: Alameda Fire Boat Water Cannon Show
Watch as the AFD fire boat shows off its water cannons in the estuary

4 pm: Cardboard Boat Races Begin
See fresh-built cardboard boats in the bay face off in a regatta. Youth captains OK!

Live Music All Day! **FREE** **Delicious food and**
12-4 Tony Popera & Friends **ADMISSION** **Dark 'N' Stormies**
2-3:30 Deborah Orsini **AND** **All Day!**
4-7 The Bay Station Band **PARKING** **11-4pm**
3:30-4 EYC Ukulele Orchestra
4-6 Wicked Labral

ALL PRICES INCLUDE TAXES AND FEES
PASSAGE NATURAL
Goslings
Encinal Yacht Club & Sailing Association
Rum, Stormies & Clubhouse

Sailstice will also feature a full slate of small boat racing. A regatta will be in full swing racing off the Club docks and will include such boats as Bytes, Finns, Lasers, Snipes and Vanguard 15's.

We will again be running the ever popular boat ride program for adults, giving free rides to those who sign up. For kids, we will also provide free with the Juniors from our Juniors program who will also



Pacific Cup cont...

I completely cleaned out and replaced plumbing for the fresh water tanks and did a volume check last Saturday night (until about 11:00pm). The tanks hold 23 gallons each as measured with a 5 gallon bucket with measurement marks on it. That gives us 45 gallons to be conservative in our side tanks. I did not check the bow tank as I would rather make up the difference in bottles in the bilge or centrally located storage to keep weight out of the front of the boat and also give distributed storage in case something leaks. I will give the tanks a final scrubbing before we go.

I found another used 3/4oz spin and have a brand new 1.5 oz. downwind runner spin due to arrive in about 3-4 weeks.



That gives us a narrow shouldered 2.2oz full sized, 1.5 oz. DDW full sized, 3/4 Oz. Full sized and 3/4 oz. shy kite (old). I am setting the boat up for separate guys and sheets and am fine tuning the location for the guys.

For storm sails we have a storm jib, heavy weather jib 85% and third reef in the main that meets the requirement of a storm trysail. The sail that is going to live

normally on the roller is an old 135 which should do just fine after we get out the gate.

Bay Area Association of Disabled Sailors' *written by Christopher Naughton*

Orion, the [Bay Area Association of Disabled Sailors' \(BAADS\)](#) Islander 36, is part of a small fleet of boats that regularly take people sailing. Members of [BAADS](#), including veterans, cruise the [San Francisco Bay](#) on both Saturday and Sunday.

Last year our Veterans program coordinated a weekend on [Angel Island](#), Friday through Sunday. The first annual [Angel Island Weekend](#) took a lot of preparation and coordination. The adventure went well and a good time was had by all who attended. The old Officer's Club was reserved for overnight camping. Orion helped bring both people and supplies to the island. Some adventurous people arrived on Friday and stayed through Sunday afternoon. Others just came for the day for a picnic at Ayala Cove.

[BAADS](#) hopes to hold the second annual [Angel Island Weekend](#) this October.



A group of veterans heading out to cruise SF Bay from South Beach Harbor, headed up by skipper Ed Bridges.



Orion racing to the mark.

Charisma's Crew... *(member contribution)*

This is how we crew our Islanders in Cambridge, MD.

Let me introduce myself I am the skipper John Hamlet and my boat is Charisma a 1978 I-36.

My crew are two brothers who love to go sailing with us. They are Henry and Scotty never missing a photo op!



Henry showing Scotty his bravery



Scotty taking a cozy nap

"Scotty Body" Choptank River near Oxford, MD



Hangover's Self-Service *(by David Book)*

I single handed hangover from Alameda to Monterey a few weeks ago. Not only is Monterey home but it's the closest Self Serve boatyard I hear. What, no self-serve yards in Alameda anymore? Lame. I wanted to re-build the rig myself so south I went. I don't have an autopilot or a furler so old school I go. I got beat up pretty bad heading out of the GG channel. Not



sure what the wind was but boy it was windy. Not sure what the waves were but boy they were big. I left Alameda at 4:00 AM and turned left towards Half Moon bay around 10:00 AM after passing safely past mile rocks. I've made this trip in half the time before - nasty nasty.



After arriving Monterey I pulled the mast, removed every last part with the help of a hammer, some heat, a larger hammer, some more heat, and lots of penetrating oil. The screws on the spinnaker car track (on mast) took literally 2 hours each to remove. This ads up quick, I think there are 32 of them!

I was pleasantly surprised at the lack of corrosion on the mast step and on the bottom / inside of the mast itself so I didn't need to do anything in term so step-work, just everything else!

I replaced all standing rigging and

turnbuckles. Foredeck, steaming, mast-head tri-color and anchor lights. All tangs cleaned, clevis pins and cotter pins replaced, etc, etc. Re-wired completely.

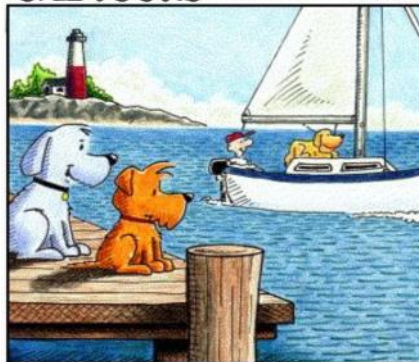
Refinished the entire section and all four spreaders. After countless hours of removing cracking, peeling, corroded paint from the previous job (unknown when but certainly years ago), etching, priming, repeat three times, painting, repeat three times, she's looking good.



Refinished, upgraded the main-sheet traveler.

Next up Catalina Island. My two kids and I (19, 21) plan to head south Monday and hope to make Catalina after doing the Channel islands thing. We're not on a schedule but have a week to drift south if we have too. I'll leave the boat in SoCal for a few months before returning it after 8-10 weeks of other obligations. If it's nasty I'll could go "out" instead of "up" and just do the Hawaii, Portland, SF triangle. Easier sometimes! Not entirely kidding here,

SAILTOONS by Michael Malzone



HE SAYS IT'S LIKE HANGING YOUR HEAD OUT THE CAR WINDOW BUT MUCH BETTER!

up-hill from LA to SF is a bitch sometimes.



Anyway, that's the Hangover update, with some pics attached in a .zip archive, and some more adventure ahead.

David Book

"Hangover"

I-36 #367

Alameda



Sunset sail—Banderas Bay (06/18/2016)



Islander 36 Association

E-mail: Phill@AnalogGoesDigital.com
http://Islander36.org
San Francisco, Ca.

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New Member Application

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CORPORATE MEMBERS GET FREE ADVERTISING
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MEMBERSHIP
For membership information or renewal please contact our Membership Chair Alice Butcher or click here to email her directly



I36 Shoppe
Being a proud Islander owner means flying the Islander flag and wearing the cloths. Stop by our I36 Shoppe and buy some goodies click here.

Islander 36 Association Mission Statement

Welcome to the Islander 36 Association, which is now in it's 42nd year. You have joined a group of very interesting and diverse individuals(200+ boats) who enjoy and think the Islander 36 is the best boat in the world.

We hope you will participate in the One Design Racing we offer under the auspices of San Francisco Bay Area Racing Associations or in the cruises we have to the various yacht clubs and other locations around the SF Bay, Sacramento Delta, and outside the Golden Gate.

For those who don't race, the cruising schedule starts at the Spring meeting in March at the Golden Gate Yacht Club. During the year we then have approximately 9 cruises to various yacht clubs and other locations in the SF Bay, Sacramento Delta, and outside the Golden Gate to Half Moon Bay. Some of our Canadian and Washington State members hold their own cruise in British Columbia. This year we sponsored the Inter Nationals at the Sausalito YC.

We welcome children and pets...just ask some of our sailing dogs!!! The evenings

consist of happy hour, dinner at one of the yacht clubs or a pot-luck BBQ on the dock, then aboard one of the boats for sailing stories and a night cap.

