

Islander 3/6 Newsletter

August, 2001

Issue 3

**I-36/SFYC Regatta
Benefiting Jr. Sailing
August 17**

Final Races

8/18 Olympic Circle
9/9 Knox

Remaining Cruises

Aug. 18-19: Marin YC
Sept. 1-3: Sequoia YC

**Plan to
Sail to the Fall Meeting
San Francisco YC,
Belvedere
October 27**

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Benicia Cruise - Mystery, Fun and Surprises

Cruise Co-Sponsors: Carol and Bruce Hunter

by Barbara Henderson (with input from the Hunters and Rick Van Mell)

Unsympathetic currents and tides failed to dampen a lively Benicia Cruise experience the weekend June 30 to July 2nd. An early start caught the end of the flood to Benicia, leaving those who had a long way to come fighting the currents to catch up. It was a beautiful sail up with modest winds, mild temperatures and a blue sky, but the thermometer really spiked at Benicia.

Carol and Bruce Hunter did a terrific job of planning the "mystery cruise" to Benicia, and arranged a fine Yacht Club dinner Saturday, even bringing the fixings for the Barbeque on Sunday. Members just supplied the appetizers and chipped in for the rest. Ophira won the Mystery Contest with 14 right answers (the Hunters gave clues to objects to be identified on the sail up). Bruce explained the tricky answers, to the amusement of the dinner crowd, and the laughter rolled on as our Commodore and Treasurer got treated to a scupper-of-brandy tradition by the Benicia YC Commodore. More fun: the Salvo-Van Mell-Bush bocce ball tournament Sunday, won by Matt Bush.

Fun surprises: Racers Don Schumacher and Roger Milligan joined in the cruise in their stripped-for-racing boats (anybody have a spare dodger? - it was about 95 in the shade). Harry Farrell got his boat back in the water the night before the cruise and plans to take another whack (oops) at racing. He brought along Sol and Nancy Robin, who are considering buying an Islander. Ed Henry arrived on the restored *Balandra*. Barbara and Fred Cucksey flew in from Florida and got an invite to sleep over on Hunters' *Escape* as there was no room at the inn.

Tim and Rhonda Shea with bouncy Ian made it to their first cruise this year.



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Commodore's Corner

August, 2001

Gary Salvo



As you read this newsletter, I hope you are enjoying another great sailing season. Here in the San Francisco Bay area we are having a typical summer with boisterous winds and cold fog streaming in under the Golden Gate

Bridge. As we move away from the Golden Gate the wind and temperature moderate and become quite enjoyable. If any of our non-resident members are planning a trip to San Francisco and would like to go out for a day sail please let me know. I will try my best to arrange something for you.

The racing season is in full swing right now. Thanks to the enthusiasm of our race captains we are getting quite a few boats to the start line and the competition has gone up a few notches. Joining the race fleet with your own boat or as crew is a great way to hone your sailing skills and learn the nuances of the bay. The next race will be the Encinal half season opener on July 28th. We hope to see you out on the water.

Our last cruise was a resounding success thanks to our cruise co-hosts, Carol and Bruce Hunter, and everyone who participated. The "Cruise Co-host" idea was started last year and continues to be a big success. Cruise Captain Don Henderson does most of the hard work by arranging our dates and destinations, but the co-hosts pick the theme and set the tone for the cruise. I'd like to thank everyone who has volunteered to co-host a cruise.

Our group of Islanders sailed to the Benicia Marina and had a raft up that was 4 deep at times. The Benicia Yacht Club welcomed us and offered us use of their facilities. The club served a wonderful dinner on Saturday night and we had a great BBQ provided by our co-hosts on Sunday. The Benicia Yacht Club and Commodore Ginny Glover deserve thanks for the great hospitality.

It was a pleasure to meet new members, Noble and Barbara Brown, who berth Mai Pen Rai at Benicia. One of the first things Noble did upon introducing himself was to purchase the 6 foot long I-36 pennant so he could hang it from his spreader. It's always quite a sight to see all of our I-36 flags waving when we are together in a marina.

Our web site continues to be a great source of information for all of you. Rick Van Mell has done a wonderful job with all the updates this year. I receive much e-mail from the site with inquiries about the Islander and our association. One such inquiry was from members of the Benicia Yacht Club who are interested in purchasing an Islander 36. We arranged for them to crew on Harry Farrell's "Pacific High" sailing to Benicia. They were very impressed with the boat and I'm sure we have just recruited more new members.

In closing, whether you race or cruise, we invite you to participate in one of our functions. You will meet some great people and have some fun times.

Fair Winds ~ Gary

Islander 36er's and San Francisco Yacht Club Do It Again

~ the Great Annual Regatta to Benefit Junior Sailing

by Jim Robinson

Once again the summer is upon us and it's time for a party at someone else's expense.

The Islander 36 Youth Regatta will be held this year on Friday the 17th of August. All boats need to be at the docks of the San Francisco Yacht Club no later than 1100 on that day. Free berthing will be provided for that evening and a great party follows the sail with food and drink. The next day on the 18th is the Islander cruise to Marin Yacht Club. So, start the weekend on a good foot and come and join us.

Last year we had 20 boats attend and we raised \$10,000 for the junior sailing programs. That is the maximum number of boats we can use.

In any case.....I need you all to step up to the mast and be counted. I know your dad told you, "Never volunteer" but in this one case dad was wrong.

For those of you who are new to the fleet or who haven't participated before, the idea of the whole event is to take some folks, no more than 6 per boat, out on a couple of very short "races" between Knox buoy, up to Yellow Bluff and back to Knox. No spinnakers, no jibs larger than 90 or 100, no poles, no frowns, just smiles.

This is not a real race. We provide a starting time and note the finishes. There are no awards, and there is no list published. The event does not count for the season if you are a racer. As I mentioned to one captain, if you aren't comfortable with all the boats being on the line at the start, you can start 30 seconds later and just simply sail along with everyone. Or you can be like Tenacious and start 30 seconds early and simply sail in front of everyone. The starting line this year will be at least 2 miles long so there will be no reason for everyone to crowd together. SNP Networks donates \$500 for every boat that participates.

The idea is to get folks who don't have much experience out on the bay and to show them a good time. We can put the people who are serious about racing on "serious" boats. We can put those who want to go for a nice sail on boats that are captained by nice



people who don't want to act like they're racing. What I do need however is boats that are willing to sail in the approximate area between Angel Island and Sausalito for two to three hours and then return to the San Francisco Yacht Club for a great party.

It's not easy getting 20 boats but the benefits are tremendous. The Islander 36 Fleet raised \$10,000 last year that went toward the purchase of safety equipment for the junior sailing programs, we introduced over 100 people (in one day) to the pleasures of sailing on San Francisco Bay in Islander's, we had a great party with free food and drink at someone else's expense, and we were able to stay overnight at the San Francisco Yacht Club for nothing the day before a cruise.

Stop and think about that for a moment. When was the last time you were able to donate \$10,000, go for a sail with a bunch of people that will do anything you ask them to do without criticizing you, and have someone buy you dinner and supply you with all you can drink (it doesn't have to be alcoholic)? What could be better?

The fleet does not have to be Islander 36's. If you have friends who have boats of similar size please have them contact me.

As always if you're a female skipper I promise to fill your boat with off-duty firemen, if you're a male skipper, once again it's the girls from The Victoria's Secret catalogue.

Thanks, Jim Robinson, *Pilot*
jrobinson@pclient.ml.com
415 332 0806



Cruising Along

by

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

Roger & Linda McClellan, Nancy & Skipper Wall, Dennis & Judy Bush raise a glass at the River House Restaurant in Petaluma

Remaining Cruises

August 18-19	Marin YC	<u>Cruise Co-Sponsors</u> Skipper and Nancy Wall
Sept 1-3 (Labor Day)	Sequoia YC	Rick and Sandy Van Mell
October 27 Fall Mtg.	San Francisco YC, Belvedere - 11:30 a.m.	

MARIN YACHT CLUB CRUISE

Sat., Aug. 18 - Sun., Aug. 19

Co-Sponsors:
Skipper and Nancy Wall

Tides should be perfect for 11:00 rendezvous and Barbeque Pit is the best on the Bay. Advise if you'd like to stay over on Sunday.

Contact: Skipper or Nancy
 @nvsnowflower@cs.com or
 phone (775) 882-4798

CRUISERS	BOAT	Spring Mtg.	Encinal	Pet'lum	Benecia	TOTALS
Bennett, Mike&Leslie	Getaway	1 pt.	2 pts			2
Brown, Noble&Barb	Mai Pen Rai				2	2
Bush, Dennis,Judy,Matt	Natural High	2	2	2	2	8
Cucksey, Fred&Barb					1	1
Dusanic, Matt,Linda,fam.	SomeDay			2		2
Farrell, Harry&Kay	Pacific High	2	2		2	6
Fowler, Art&Betsy	Zenith	2	2			4
Henderson/Wilhite	Kindred Spirits	2	2	2	2	8
Henry, Ed	Balandra				2	2
Higdon, Bill	Blockbuster	1	2	2	2	7
Hunter, Bruce&Carol	Escape	2			2	4
Jackson,Daph/M Dickson	Nimbus	1				1
Jacobs, Brian&Fran	Blue Moon			2		2
McClellan, Linda&Roger	4 R Sanity		2	2		4
Milligan, Roger&Patty	Tenacious	2			2	4
Munn-Hodges, Kath,Chas	Mischief	1	2			3
Salvo, Pat&Gary	Ophira	2	2	2	2	8
Schumacher, Don	Blue Streak	2			2	4
Shea, Tim&Rhonda	Lean Times				1	1
Stover, Jim&Laurie	Solace	2			1	3
Tara, Paul, Mary, Pat	Zoop	1				1
Thomson, Jack&Sandy	Noncents	1	2		2	5
VanMell, Rick & Sandy	Vanish'g Animal	2	2	1	2	7
Wall, Skipper&Nancy	Snowflower	2	2	2	2	8

2001
Cruise
Attendance
to date



PLEASE CALL
DON
HENDERSON
IF YOU HAVE
CORRECTIONS

1 point if by land (drive)
2 if by sea

Petaluma Cruisin' - Memorial Weekend

by Co-Sponsors Pat and Gary Salvo



Linda & Roger McClellan's
4 R Sanity

At 11:00 am on May 26th eight Islanders met at Southhampton Shoal marker for our cruise-in to Petaluma. Well, maybe five were there at 11:00 but we waited for the others and got on our way at around 11:20 or so. Hey, we're cruisers, not racers. What's the hurry? We had Snowflower, Blockbuster, Someday (with new addition, Baby Hannah Dusanic), 4RSanity, Blue Moon, Kindred Spirits, Natural High and Ophira.

The weather was very agreeable with mild temperatures and a nice southwesterly breeze. We had a wonderful sail through San Pablo Bay and down the channel leading to the Petaluma River. Just under the Highway 37 Bridge everything changed! As we turned into the river the wind was on our nose and the sails came down. The wind increased to about 20 knots and we could see a big fog bank ahead. As we snaked up river the temperature dropped and the day looked entirely different. By the time we reached the Petaluma Marina (about 4:00 pm) it was blowing and cold!



Natural High - looking good
on the way to Petaluma

One of the things I love about the Islander group is how everybody helps everybody else. When you dock there's always someone there to catch your dock line whether you're in a slip or rafting up. Once you get your boat tied up you're off to help the next guy until everybody's in. After we got settled we bundled up and started what we do best, hors d'oeuvres on the dock! That led into the potluck and afterward everyone went back to his/her boat to warm up!

Sunday dawned cloudy, windy and cold. Even so, Brian Jacobs (*Blue Moon*) decided to take a dip in his clothes! Oh, that wasn't intentional? He gave a great demonstration on how the suspender-style PFD's operate and how you should tie off the painter to your dinghy to the dock when it's unattended. Thanks for that demo, Brian.

Some of us decided to brave the elements and walked or took our dinghies into town. It wasn't bad at all. Petaluma is a wonderful walking town and after awhile we forgot about the cold. Laughter is a great diversion!

It was Memorial Day Weekend and the turning basin in town was expecting 70 boats, so we stayed at the marina, approximately 1 mile east of Petaluma. The tides that weekend were going to drop down to -1.7 on one day and -1.5 on the others so we knew there would be mud issues. Although we had to walk or dinghy into town, we felt we would be more comfortable at the marina with their slips and shore power. When we went into town Sunday we were reassured about our decision when we saw the crowd in the turning basin rafted up 3 and 4 deep.

Sunday we had an excellent dinner at the River House Restaurant. Our dining room was on the second floor of a charming old Victorian home overlooking the river where we were witness to a beautiful sunset. After dinner everyone was invited aboard Ophira for dessert (strawberry shortcake) with entertainment provided by our young cruisers, Matthew and Clair Dusanic and Matt Bush in the form of knock-knock jokes.

We needed an early start Monday morning to catch the favorable tide so we were up and out by 8:00 am. This

time the wind was in our favor and we were able to sail the river all the way to the channel out into San Pablo Bay, the reverse of the trip up. When we got into the channel the wind was on our nose and we had to furl the sails but as soon as we got out of the channel back up they went and we had a terrific sail home.

It was a fun weekend. Even when the weather doesn't cooperate our Islander cruise-ins are great times. If you've never been on one it's time to come and join the fun. ~
Pat and Gary Salvo



Pat and Gary Salvo preside at Petaluma YC

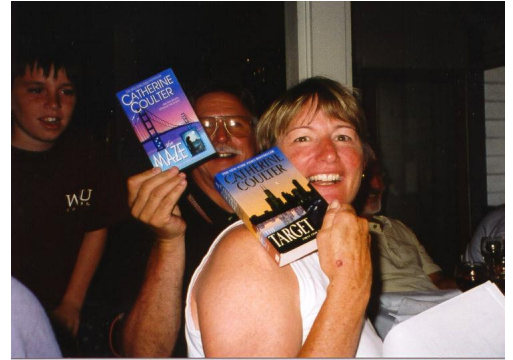
Benicia Cruise - Mystery, Fun and Surprises, *continued from page 1*

Cruise Co-Sponsors: Carol and Bruce Hunter

The Sheas have been traveling and Tim's done some racing. Local members Barbara and Noble Brown came on down, and Smokey and Laurie Stover beat the holiday traffic by arriving by motorcycle. Tim and Meryl Koester also dropped in.

Altogether there were 13 boats, including the Brown's, docked at Benicia, and a grand total of 38 members, guests, and former members who joined in the fun by Sunday.

The trick on Monday was how and when to get out. A big sailboat wound up planted in the middle of the channel until the Harbormaster towed him through the mud around 8:30. Vanishing Animal led the Islanders out about 9:45. At Point San Pablo the wind turned on. A few, like the Hunters and Walls were staying through the 4th to watch the local fireworks.



Another mystery: Who are those Mystery Contest Winners?



Cruise Co-Sponsor Carol Hunter, Jack Thomson, Rick Van Mell, Nancy and Sol Robin, Sandy Thomson, and Co-Sponsor Bruce Hunter



What cruising's all about - after the work of getting there: RELAXING!

Left: Skipper Wall, Don Henderson, Peter Wilhite.
Right: Judy & Dennis Bush, Fred & Barb Cucksey



Bill Higdon & Peter Wilhite- Next Contest: Guess How Many Years of Sailing Experience Between Them?

Harry Farrell, Rick & Sandy Van Mell, Patty Milligan and Gary Salvo on Ophira



MAINTENANCE STUFF

Tips from Skipper Wall

Keel Bolts

Since there have been several e-mails lately about keel bolts on our I36's and many of us have never heard of "our" keel bolts failing, hopefully the following will alleviate some concerns.

This applies to the nuts and the few threads still visible to our view. Several years ago I came across a "chemical" rust treatment made by "Loctite". It is called "Extend #754 Rust Treatment". It turns the rust black, looks awful but by following the instructions you will have a rust free area. The treatment can be top coated so you can make the bilge as nice as you want it to look. If you don't top coat the area, it will look awful but you will not have any rust. Just be sure you start with the bilge dry.

Turnbuckles

A couple of years ago we replaced all of the standing rigging on Snowflower which we were sure was at least 18 years old .

After the riggers at Svendsen's finished we asked them how best to minimize water from getting into the swage fitting? Their answer was so simple; "Every time you wax the cabin sides or polish the turnbuckles just put a tiny amount of wax on the wire and the swage entry point." Works for us and you can see the condition of the turnbuckles all the time--which is the main problem with boots, not being able to see the t-buckles.

If you cannot find the "Extend" locally try www.loctite.com and click on "Distributors". "Extend" comes in several sizes, Gallons/quarts/5 gallon pails/aerosol cans. ~~ Skipper Wall

Recurring Question on REPLACING WINDOWS

In February Rick Swantek from Michigan emailed Gary Salvo:

I bought a 1976 Islander 36 last year and I am doing some renovations on the boat, including replacing the windows. I want to replace the original plastic frame fixed windows with an aluminum frame window. I have talked to Wynne Enterprises in Alabama, which makes marine windows, but they can only make 3" radius corners. The existing opening has varying radius

corners. Might you know of a manufacturer that can make custom aluminum framed windows with the varying radius corners to fit my Islander 36? Thanks for your help. - Rick Swantek

L. M. Hillman responded later that day:

I have a '76 also. What I did was carefully cut out the port openings to fit a longer slightly larger Lewmar port. The asthetic and functional outcome was quite pleasing. For the larger windows I replaced them with new ones from Marc Plastics (909)735-7705 in California. They made the originals or at least they are the ones with the pattern for the original windows. Of course they were not Aluminum. You would have to talk with them to find out if they would make aluminum ones.

MORE ... ON REPLACEMENT WINDOWS

This is a question that keeps popping up. Last summer Andrew Kaplan of New York, NY discovered the I-36 Website and located a manufacturer to get replacement windows. He wrote Rick Van Mell:

Wow, What a Good Lead (from the Links on the I-36 Website). My sister found this (I-36) website by accident. I am an original owner of an Island Freeport 36. I have Hull number 15 and have spent 23 years fixing it myself (with my dad's help).

This had been a wonderful experience. I called Mark Plastics and they were extremely helpful, I never thought I would be able to find a place to get original windows. Thanks again for the information.

-- Andrew

Andrew,

Glad you like our web site, and that it was helpful in getting to Mark Plastics. We get a continuing stream of ideas and sources among our 150+ members around the country.

We encourage you to go back to the web site, print out the membership application and sent it in with the \$15 non-resident membership fee. You'll get included in our group e-mails and our complete member directory. Our collective sharing of knowledge and purchasing power reduces costs for owners and helps to maintain the value of the fleet for all owners. We have many Freeport owners as members, and members from MA, VT, RI and 3 from CT.

Hope you'll join us. Clear Sailing, Rick

RACE RESULTS TO DATE with 3 Races to Go

	Non-	Valejo5/5	Valejo5/6	City 5/19	Knox 6/2	S.Bay 6/16	TO DATE
Spinnaker	Spinnaker	Points	Points	Points	Points	Points	TALLIES
Blue Streak		1	DNF-9	4	DNC-8	3	25
Shenanigan*		*	*	-	-	-	*
Woden		5	DNC-10	6	DNC-8	7	36
	Pilot	2	DNF-9	1	1	DNC-9	22
	Zoop	3	1	2	3	1	10
	Tenacious	4	2	3	2	2	13
	Mischief	6	DNC-10	DNF-10	DNC-8	4	38
	Nimbus	7	DNF-9	DNF-10	4	5	35
	Pacific High	8	DNF-9	5	DNC-8	DNC-9	39
	Lean Times	9	DNF-9	DNC-11	DNC-8	6	43
	Rasbry Tart	10	3	DNC-11	DNF-7**	DNC-9	40
	Razor	DNC-10	DNC-10	7	DNF-7**	DNC-7	41

DNF - Did not finish
DNC - Did not compete

*Vallejo Race only; not included in series scoring
**Over Time Limit

Results to Date:
Blue Streak leads in Spinnaker Division followed by Woden

Zoop is in first place in Non-Spinnaker Division, followed by Tenacious, Pilot, Nimbus, Mischief, Pac High, Raspberry Tart, Razor and Lean Times

Both Divisions have 1 drop (Boats race 8 races and count the best of 7 scores).

Islander 36 Racing Update . . .

by Daphne Jackson and Mike Dickson, Race Fleet Captains

The Islander 36 Fleet racing season continues to thrive with an impressive number of Islanders at the start of each race. Here's a recap of the season to date:

May 19th - City Front Race.

Nine boats started. This was the most aggressive sailing day of the season in terms of heavy winds and waves. The race started out in moderate wind, but by the time the fleet had rounded the downwind mark the wind had built up, and continued to build throughout the upwind leg. This, combined with growing seas, caused a couple of fleet members to experience equipment failures. Among other "casualties" Nimbus blew a jib out and had to retire early, and Mischief broke the furler spool trying to reduce sail on an upwind leg.

Results:

Spinnaker Division - Blue Streak and Woden.
Non-Spinnaker Division - Pilot, Zoop, Tenacious, Pacific High and Razor.



South Bay Race June 16 - Islander Fleet on a broad reach, with PacBell Park in the back

June 2nd, Knox Race.

Six Islanders were at the start line in much lighter and variable winds. It was a close start with the wind favoring the pin and everyone jostling for position. With winds favoring different sides of the course, we saw the lead change hands several times. Tenacious had built a considerable lead around the last downwind mark, but with Pilot in striking distance no lead is safe.

continued next page . . .

Islander 36 Racing Update . . . *continued*

Results of June 2nd, Knox Race:

Spinnaker Division – Blue Steak and Woden

Non-Spinnaker Division – Pilot, Tenacious, Zoop, Nimbus, Razor and Raspberry Tart

June 16th, South Bay.

This race was delayed one hour due to lack of wind. Once underway, the fleet had another close start with Nimbus taking the line, but Zoop's strong upwind sailing saw them around the first mark ahead of the fleet. The steady wind - which built through the afternoon - and unusually warm weather, made for a great racing day.

Results:

Spinnaker Division – Blue Steak and Woden

Non-Spinnaker Division – Zoop, Tenacious, Mischief, Nimbus, and Lean Times

At time of press, the Islander fleet has three more races for the season:

<u>Date</u>	<u>Event</u>	<u>Categories</u>
July 28	Encinal 2nd 1/2 Opener	Spinnaker & Non-Spin. Div.
Aug, 18	Olympic Circle	Spinnaker & Non-Spin. Div.
Sept. 9	Knox	Spinnaker & Non-Spin. Div.

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

For more information, e-mail either Race Fleet Captain:

Daphne Jackson: daphnej@pacbell.net or

Mike Dickson: miked@pacbell.net or call

(415) 563-7997

Please see the Islander Web site for



Mischief at South Bay



Zoop and Blue Streak leading the fleet at South Bay

up-to-date race results.

Racers: Keep up the great race attendance!

Unexpected Dip in the Drink? - Getting Out the Easy Way

During the Petaluma Cruise Memorial weekend, Brian Jacobs took a refreshing but unscheduled dunk at the Petaluma Marina. The good news: he had on his personal flotation device. The bad news: it's still hard to get out of the water! Here are his suggestions.

"I simply didn't have the dingy properly secured. It moved away from the dock as I was getting in, and while I never let go of the dock with one hand, I ended up in the water. I happened to be wearing my self-inflating vest. After about five seconds, the vest inflated as it is supposed to do. Just for information, the vest fills up really hard, and it is designed to squeeze you to keep you secured in it. I was impressed. So be sure to put on your PFD before getting into the dingy.

"But that is only part of the story. I am a reasonably strong guy, but was UNABLE to get back on the dock without assistance!!!! My jacket, shoes and clothes were incredibly heavy. Had I been alone, I could possibly have worked something out, but I was beyond surprised at how hard it is to get out of the water. You wouldn't think it was that difficult to get up onto a one-foot high dock.

"The same weekend, my yacht club had a cruise and one of the members fell in and got trapped between his boat and the dock. Same thing, he could not get out without assistance. **He had a**



Still smiling, Brian Jacobs in his PFD waits for a hand up.

great suggestion that I have implemented and carried even further.

"On both sides of his dock, and on the dock wherever he goes, he fixes a short piece of line to a mooring cleat. Tie a loop in the line (where it would fall about 3 feet below the dock), big enough for your foot to fit in easily. He believes that simple one-step "ladder" could be a life saver. It doesn't have to hang in the water, just be laying on the dock. It is easy enough to reach. Probably a mooring line could be pressed into emergency service the same way. Not too complicated, but if you ever fall in, you will have a plan.

"I have made up several such pieces of line tied in loops. They are on my dock, I have a couple on the boat for visiting docks at other marinas, and I tucked one into each of our PFD's. I used 3/8-inch nylon line, which doesn't weigh much or take up much room." ~ Brian Jacobs



What I-36 Members Do When They're Not Sailing? Running the Bay to Breakers

Photo: shows Pat Salvo and Kay Farrell in this year's Bay to Breakers Race May 20th. They're holding up 13 fingers for the 13 years Kay (wife of Treasurer Harry Farrell) has participated in this 7.5 mile race-- quite an inspiration. Gary Salvo is the photographer. He and Pat completed their fourth year walking the Race, goaded on by Kay.

Kay has been running her own 6-year race against cancer and is working on the leading edge of treatment to win that battle.

continued next page

“Hustler” Discovers Islander 36 Association in Cyberspace

A recent email received from “Newmoon”:

“I was delighted to find the Islander 36 Association web page. My boat's previous owner, Bob Glennon, Las Vegas, NV. had told me about the Association.

“Bob sold me the boat in 1997 (he is the second owner ('87-'97), Ron Bates is the first - launched 1977). Unfortunately, I misplaced the info Bob had given me re: the Association.

“Initially I was checking the web for parts for Islander 36's. After opening your site I found I had to peruse it totally. Very impressive! I particularly liked the story about Black Coral (May, 2001). Similar to my own initiation, although I didn't have to sail into my slip at 25kts ... I was fortunate (twice) to only have to do it with 10kt winds. I am currently attempting to rectify mechanical problems (therefore, the search for parts).

“Another interesting facet of your site were the pictures. I was raised in Southern California, but never really sailed (mainly motors); however I am quite familiar (at this point memories only) with the ocean. The pictures were better than a thousand words.

“I really liked seeing other Islander interiors and rigging. Little things like the galley set up or the lighting are different from Hustler (my boat's name - inherited, but not from Larry Flint - the story is that the original owner saw the boat, really wanted it, had a small

business, hired temporary secretaries, installed extra phone lines, applied for the loan and ... ta-da, Hustler). The rigging appeared pretty much the same until I looked closely - wow, have I got some work to do !

“I'm not much of a "group" type person, but if the Association keeps the pictures coming and more info on the how's and why's of an Islander 36, I would be more than happy to join. I'll be filling in the blanks shortly. Maybe someday I'll get adventurous and offer my services as crew.

“Although I sail (mainly single handedly or crewing for someone else) on Lake Mead, the sailing is quite interesting. The wind is variable (direction and strength - knockdown winds to dead calm in a single day), the sailing community here is friendly, interesting and varied (we have some very, very good sailing talent - both racing and long distance cruising), the weather is pretty much constant(ly) - hot, my girlfriend (Julia) loves to sail (she's usually rocked asleep before we leave the marina - leaving me as Captain and Cook) and most importantly Hustler is 10 minutes from home (but never out of mind).”

Permission to print this email letter was obtained only with the agreement that “anyone who comes out here (Las Vegas/Henderson/Boulder City) has the option of contacting me at my email address to sail Lake Mead (please give as much forewarning as possible).” ~ “Newmoon” - newmoon@lvcm.com

BAY TO BREAKERS *continued from page 10*

Why does Kay do the Bay to Breakers? “It's so much fun, just like a big party,” she says. They start out by sailing their Islander 36's to South Beach the night before the race. South Beach is close to the start of the race and a great location for muni transportation to lots of good restaurants where they “carbohydrate load” for the following day.

Kay says walkers stay to the right to keep from getting run over. “The advantage of walking is getting a good look at the whole wild scene - and enjoying the bands - there's one on every corner.” The people on the sidelines watching the race (some bring couches - even wine racks filled with champagne), are as dressed up (or down to nothing!) as the racers, some squirting cooling water as the 80,000 racers stream by. [Kay, Pat, Gary, did you happen to see Nimbus' crew, who do the race yearly - dressed as Elvis?]

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