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Pencil in These Dates!

**Spring Meeting and Lunch
 Saturday, March 16**

(details in Spring newsletter)

**Tentative 2008 Cruising
 Calendar**
see page 7

Watch for all Upcoming Events and
 make Reservations at
www.Islander36.org

Bill Higdon Racer/Cruiser Award

Proven Racer and Cruiser Award gets a New Name

The Islander 36 Association offers a rigorous racing schedule and an ambitious cruising calendar, encouraging and supporting members to participate in both programs. In 2003 **Smokey Stover** of *Evanescence* initiated the Proven Racer and Cruiser award to be given to members that participated in all scheduled racing and cruising events that year. This now coveted award represents high commitment to the sailing activities sponsored by the Association and each year a few members attain that achievement.

The 2007 Bill Higdon Racer/Cruiser Award was achieved by **John Melton** from *Freedom Won* and **Dan Knox** from *Luna Sea* for their participation in the racing and cruising programs of the I-36 Association.

In addition to a successful racing season placing 5th overall, 6th in the Casual Classic series, and 2nd in the I-36 Nationals, **John Melton** and his wife **Nanci** served as the Cruising Chairs for 2007, providing a full calendar of excellent fun.



Bill Higdon congratulates John Melton and Dan Knox for achieving the 2007 Bill Higdon Racer/Cruiser Award

Dan Knox was further honored at the Fall meeting with the Scheider Trophy for his enthusiasm and 100% commitment to the Association during 2007. Dan was recognized for his generous support of Association activities, his keen interest in its success, and his warmth and friendliness in representing the spirit of the membership. His

At the 2007 Fall meeting this annual award was fittingly renamed the Bill Higdon Racer/Cruiser Award. As the only honorary member of the I-36 Association, Bill is a gold standard. Still actively sailing in his late 80's, Bill's sailing resume dates back to 1965. He has been an Islander 36 owner, racer, and cruiser since 1978, first in a partnership on *Seaward* and later on his beloved *Blockbuster*, which he sails with his son Jim. Read more about Bill and his interesting and inspiring life in the October 2004 newsletter on the Islander 36 Web site.

hilarious musing about finishing at the rear of the racing fleet in the 2007 September newsletter is a must read.



Brad Fowler presents Don Knox with the Scheider Award



John Melton is presented with a battle flag for *Freedom Won* at the 2007 Fall Meeting



Islander 36 Association
of San Francisco Bay
www.Islander36.org

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Commodore's Corner

From Ron Damsen, Commodore

Wow, this year has gone by so fast and here I am writing the Commodore's Corner column rather than reading it! It is a great honor to help guide the Islander 36 Association through the upcoming 2008 sailing season. There could have been no better tutor to prepare me, than Art Fowler. I will always value the time I spent working and socializing with Art this past year.

I have an outstanding support team that has already put together our tentative racing and cruising schedules for next year. Michele Williams is returning as Fleet Captain. Believe me, this is not a job for the faint of heart. She did an outstanding job last year, surviving the bumps and bruises, and has vaulted to the top of the learning curve. New to the fleet, Corky and Anna Stewart have taken on key roles as Vice Commodore and Cruise Chair. They participated in most all of the cruises this year and their enthusiasm was contagious. Corky's rum punch wasn't half bad either. Dan "Fort" Knox, who took over my position of Treasurer last year, will continue to guard the loot. Thanks to Judy Bush for staying on as Secretary and Kris Youngberg continuing as Measurer. Bob Knickerbocker, having just crewed on the Baja Ha Ha, returns to continue welcoming new members as Membership Chairman. Anyone who has gone to our web site (and LOTS of people do), can see the tireless effort that Rick Van Mell continues to put forth. Well done! Finally, a special thank you goes to Kathryn Munn, our newsletter Diva. These jobs entail countless hours of work and deserve recognition.

It is hard to express how much Karen and I have enjoyed sailing our Islander 36 and socializing with other I-36 owners. Woodbine has become our home away from home, as we have spent many

weekends anchored out or attending Islander 36 cruises in San Francisco Bay. We are lucky to have a year round sailing season, but since the Fall Meeting many of us have stayed at the dock due to the tragic oil spill from the freighter Cosco Busan, in early November. Fortunately, none of the fleet appears to have been impacted by the spill and things are getting back to normal.

As many members have winterized their boats and the days are getting shorter, we can look ahead to the 2008 season. It all kicks off with the Spring Meeting at the San Francisco Yacht Club on Saturday, March 15. Everyone is encouraged to attend. If you are from outside the Bay Area, it's a great opportunity to meet many other members and perhaps go for a sail on San Francisco Bay.

See you out there on the water!

Ron Damsen
Commodore

Visiting the San Francisco Bay area? Be sure to take advantage of that warm I-36 Association hospitality and contact me or any officer to include a sail on the Bay when you are here. Cliff and Sandy Cohen from Connecticut did. Read Cliff's article on page 3 about their trip. Visit soon!

~ Ron



2008 Officers at the Fall Meeting: Corky, Anna, Ron, Judy, Michele, Dan, Kris, and Kathryn

Islander 36 Association Hospitality

Travel Note from a Connecticut Member

by Clifford Cohen

As all Islander 36 sailors know, the I-36 is a very special boat. There are many things which make the I-36 special, those graceful hull lines that turn heads in crowded mooring fields (thank you Mr. Gurney), the spacious and comfortable main saloon (thank you Mr. Artese) and, of course, the solid glass hull and massive skeg that makes those occasional 40+ knot squalls seem ever so slightly less scary. Well, on the weekend of April 28, 2007, Sandy and I learned first hand that another special element of the I-36 is its wonderful Association.

For many years, we talked about celebrating our 25th wedding anniversary with a once in a lifetime vacation to the Hawaiian Islands. The hands-on planning started back in January, and it was quickly decided that an outbound stopover in San Francisco was in order. Neither of us had ever been to California, and what better place to start our trip than in San Francisco with its nearly unlimited attractions, the Golden Gate Bridge, Fisherman's Wharf, Alcatraz, cable cars, theatres, museums, and... Islanders!

By early April, our northeast spring-fitting out season was in full-swing. Despite having more chores than time within which to do them, I did manage to squeeze in a visit to the I-36 Web site (yeah, I know, I was supposed to be working). As our trip was fast approaching, I thought I would check out the calendar to see what Association activities were scheduled for the weekend of the 28th.



Sandy Cohen enjoys the San Francisco Bay

In previous years I had read about the annual Encinal & Svendsen's Cruise and always thought what a great time that must be, an entire fleet of I-36's all converging on a yacht club – what could possibly be better than that?!

Just as I was trying to decide which lucky Association officer would be the recipient of an email asking "you don't really know us, but do you think it would be ok if we cruise to Encinal via plane and rental car?" I received an email from our treasurer, **Dan Knox**, apologizing for inadvertently double-billing us for our annual membership fee. The old saying "timing is everything" certainly applied in this case, and Dan came up as the big winner.

In no time at all, we received a truly remarkable number of invitations and welcoming emails. Not only were we welcome (and encouraged) to attend the cruise, but in short order we had received travel tips, suggested itineraries, sightseeing ideas and, best of all, an invitation from Dan to sail on San Francisco Bay aboard *Luna Sea* on the afternoon of Friday the 27th. It was very apparent that Dan had passed the word to the other officers, and that he, **Art Fowler**, **Rick Van Mell**, and many others were making LOTS of effort to make us feel welcome and insure that our visit was enjoyable.

Once in San Francisco we followed Rick's suggested scenic tour with one tiny hiccup - our reserved Camry turned into a bright red Hummer H3!

The next day we left the H3 behind and started walking. As advertised, Fisherman's Wharf proved to be a fascinating area, with plenty of tourist traps and timeshare hawkers to avoid. The sea lions at Pier 39 were really amazing (the next time I hear people from New England complaining about *birds* making messes of their boats, I think I'll just tell them that they haven't seen anything).



Cliff Cohen working it on *Luna Sea*

Not that we were excited or anything, but we arrived for our sail aboard *Luna Sea* at 11:30AM -- a half an hour early. Of course, as early as we might have been, we found that Dan had already arrived, opened the boat, and gotten everything ready to go. As we approached *Luna Sea*, San Francisco's famous winds and currents welcomed us aboard. I briefly wondered about how great a challenge it would be to get *Luna Sea* out of her slip, but Dan backed her out with exceptional ease. Within minutes we were sailing on the Bay. Despite the wind's steady 15+ knots, and the Bay's moderate chop, *Luna Sea* quickly settled into that comfortable Islander 36 groove.

With Dan as our guide, we were treated to an absolutely wonderful tour of San Francisco Bay, with an up-close and personal view of the sights. As we approached the Golden Gate Bridge, the wind speed increased to near 20 knots – what a thrill it was to sail *under* the bridge, and on an I-36!

The return trip was, for the most part, pretty far off the wind, so Dan was able to avoid the usual 2:30PM San Francisco Bay reefing ritual. Again, *Luna Sea* purred like a kitten, and I remember thinking how cool it would be to surf with an I-36 (we've come close once or twice while on Rhode Island Sound, but it's not anything that's likely to happen with Long Island Sound's light summer breezes).

Once back in the Pier 39 neighborhood,

Please see Hospitality on page 4

From Hospitality on page 3

Dan brought *Luna Sea* in to port so that **Bonnie Aiello** could join us. A convenient rendezvous point was needed, and the municipal pump-out dock was selected. While waiting for Bonnie to arrive, Dan ducked down below and emerged with a bottle of champagne (and fluted glasses, of course). After quickly surveying the marina for a suitable champagne cork target the bottle was opened, the glasses filled, and soon we were joking about all those non-sailors out there who just can't appreciate the finer things in life – like viewing the underside of a bridge, and sipping champagne at a pump out dock!

Once Bonnie was aboard (and yes, we *were* polite enough to save her some champagne), Dan mentioned that he had decided to take *Luna Sea* to the Encinal Yacht Club and spend Friday night aboard. After a few more wonderfully relaxing minutes at the pump out dock, Dan suggested that we all sail over to Encinal with him. While an interesting idea, I couldn't help wondering (aloud) how we were going get back to San Francisco. Dan quickly dissuaded any concerns we might have had. As he put it, "We'll get you a cab, or a ride, or something - who cares!

The sail to Encinal was delightfully smooth, although the wind speed

dropped to levels reminiscent of Long Island Sound in August. It was a real thrill to see a fleet of I-36's docked and flying their pennants (there are only a handful of I-36's in New England).

Once dockside, introductions were made, and it was off to the veranda for drinks and conversation. Before I knew it, I was back aboard *Luna Sea* helping Dan and Smokey prep her for Encinal's weekly beer can race. Amazingly, the light winds continued, and the race was very much like what I'm used to on Long Island Sound (with a similar outcome!).

After enjoying the EYC's Friday evening barbeque and other amenities, it was time to figure out how to get back to San Francisco. As Dan promised, it was an uneventful trip, requiring only a car ride (graciously provided by Encinal's Vice-Commodore **Charles Hodgkins**) an excursion on the BART, and a taxi.

The next day, we leveraged the Hummer's navigation system and found our way back to EYC where we enjoyed the full festivities of the Encinal & Svendsen's Cruise. It was especially nice to spend time with so many other I-36 owners and their families. Everyone was incredibly nice. We found ourselves feeling as though we had been participating in I-36 Association

activities and attending these events for years.

Our trip to San Francisco, our sail with Dan and Bonnie, and our rendezvous in Encinal, was a great start to our vacation. Hawaii certainly was wonderful, but so was the time we spent with our Association friends. We would encourage all of our fellow non-resident Association members who have never attended an event, to do so. It was a blast!

Finally, we would like to extend an invitation to all of our fellow Association members (especially our friends on SF Bay) that if you ever find yourselves near Long Island Sound (during our painfully short sailing season) to join us aboard *Latitude*. We promise a good time (even if the wind might be much lighter than you're used to).



Dan Knox hosts the Cohens on *Luna Sea*

Nautical Terms

by Skipper Wall

Since we all "own" one thought you might be interested in the origin of the name

YACHT

From the Dutch /jacht, jagt, and jagtschip/; and compounded on /jagen,/ to hunt, to hurry.

Originally a yacht was a Dutch vessel of state, speedy and easy to handle, used for carrying important people. In 1660 the Dutch East India Company presented Charles II with a yacht as a pleasure boat, named the Mary, and from that time the word has remained in the language to mean "any vessel propelled by either sail or power, and not plying for hire". Yachts were first utilized by the Dutch navy as revenue cutters and dispatch boats, because they were fast and handy. Racing was not an original purpose. This began in England in October 1661 when Charles II challenged his brother the Duke of York 100 pounds to a race. The King lost the Greenwich to GravelSEND morning match but won the return afternoon race!

FLOWERS

A superstition: Sailors have for hundreds of years abhorred the carrying of flowers on board ship; they believed that flowers were destined to form a funeral wreath. Even 20th century submariners were firm on this point.

~ Skipper

As I mentioned at the Fall Meeting, the racing contingency of the Islander Association has a few issues to discuss before the start of the 2008 season. With the intent of continuing to improve both performance in and enjoyment of racing, a number of members have brought up suggestions/ideas to put before the Association. The commonality of the suggestions is that they are all geared toward making racing the Islander 36 easier for both skipper and boat. Because the boats are getting older and beginning to feel the impact of time, skippers are looking for ways to continue enjoy racing but in a way that puts less stress on the boat. The other suggestions have the purpose of bringing in skippers who may be hesitant for one reason or another.

This article is long but holds important information. Please take care in reading it. These are the discussions and decisions to be made if the Association so chooses. They are in no particular order:

DISCUSSION: Change in Jib Size

In order to reduce the stress on the boat (and skipper) during heavy air, a member suggested reducing the required jib size to 100%. Other members brought up the point that track placement might make it difficult to accurately trim a 100% jib but that a 110% would reduce the physical stress on the boat without requiring changing the track. A secondary issue to this suggestion is when to implement the change, if we do so. The primary question here is – is the 2008 season too soon to require skippers to purchase a new sail? (If and when this change is implemented, we could easily work with a sailmaker to establish sail dimensions and a clew height that make existing tracks work, and to obtain a reduced price for multiple sails.)

OPTIONS::

- Maintain the 135% jib rule as it stands.

- Change maximum jib size to 110% for the 2008 racing season
- Change maximum jib size to 110% for the 2009 racing season



Michele Williams and Harry Farrell present Debbie Fehr with the 2007 Perpetual Crew award for her exceptional crew work on *Pacific High*

DISCUSSION: Type of Race Course

(This item does not require a change in Association rules.)

Styles of racing change over time as types of courses come in and out of vogue. Race committees currently favor windward/leeward lap style courses. This type of course provides more races per day which means more starts and crowded roundings with shorter legs. Starts and roundings are typically the more exciting, adrenaline raising aspects of racing. Success in shorter races is heavily dependent on the skipper's skill at these two points in the race. Longer courses (those with typically two rounding marks other than the leeward mark) limit the number of races in one day but improve the chances for those skippers who struggle at the starting line or the roundings. These courses include longer legs (possibly a reaching leg) which give more opportunity to practice race tactics. Both styles of race have their own appeal.

OPTIONS:

- Favor windward/leeward shorter courses
- Favor longer courses
- Balance both types of course as evenly as possible

DISCUSSION: I-36 Nationals

For the past few years, our Nationals Regatta has been "Nationals" in name only although the original intent was to bring in skippers from other areas. The success of this year's All-Islander Rendezvous demonstrated a willingness of Islander owners to travel for the camaraderie of other Islander owners. A suggestion has been made to change the style of racing for Nationals in order to appeal to out-of-area skippers. The suggestion is to organize a boat switching "round robin" style of race. The boat owner would stay with his boat, but the crew would change. A second option mentioned is "boat swap" by skipper and

most crew. One crew member would stay on board the "home" boat to look out for the owning skipper's interest and tell the visiting skipper and crew where things are on that particular boat. Both options allow out-of-area skippers to participate without a boat on a variety of crews. This would also allow local crew to experience the layout of other boats as well as challenge local skippers because they would be working with new people and on new boats. In order to bring in more boats, we could organize it so that skippers without racing experience were given a couple of "home" boat crew to help guide them through the race.

OPTIONS:

- Keep Nationals as they are
- Change Nationals to a "round robin" race (This could be revisited next year.)
- Change Nationals to a "boat swap" race (This could be revisited next year.)

DISCUSSION: Adherence to One Design Specifications

This last item is simply up for discussion. As stated in our by-laws, "The intent of

Please see Racing Notes on page 6

THANKS to All Door Prize Donors!

by Betsy Fowler

Once again we close the racing and cruising season with a delightful evening at the Oakland Yacht Club. Through the generosity of members AND vendors we again had a grand time passing out door prizes. Please try to remember, that when doing business with the vendors you thank them for their continued support of our association. Not to forget also, the most generous of thanks to our own members who donated a plethora of door prizes! Thank you one and all for assisting me with your generous donations and time! Most especially **Laurie Stover** and **Karen Damsen** for helping draw and distribute the gifts.



Lots of fine prizes!

Donor/Boat/Company	Prize	Donor/Boat/Company	Prize
Tom Newton <i>Captain Hooke</i>	Personal books on engines	Pat & Gary Salvo <i>Ophira</i>	First Aid in a bottle
Kit Wiegman <i>Cassiopeia</i>	Garmin Accessory Kit	Harry Farrell & Carol Williams - <i>Pacific High</i>	Nautica Towel / photo frame
John Hansen Davis Instruments	24 key floats	Robert "Robyn" Aston <i>Pegasus</i>	Framed photo from his catalog
Cheryl Lawson <i>Dream Catcher</i>	Nautical gift cards	Skipper & Nancy Wall <i>Snowflower</i>	Cork trivets
Bruce & Carol Hunter <i>Escape</i>	Tumblers & towels	Sabrina Svendsen Svendsen's Boat Works	Harken Racing Bag, 2 pair Heavy Weather gloves, 2 Leatherman tools, Solar accessory
Smokey/Laurie Stover <i>Evanescence</i>	Basket of goodies / mugs, etc.	Jeff & Paula Crosby <i>Taboo</i>	Lake Erie Islands Caps
Nanci & John Melton <i>Freedom Won</i>	Gift Card & case	Sandy Van Mell <i>Vanishing Animal</i>	Handcrafted necklace
Frank Burkhardt <i>Island Girl</i>	Leather wheel cover kit	Dan Niessen, Manager West Marine Alameda	1000 Off shore life jacket
Paul Kaplan KKMI	Tote bag/wine/fleece blanket	Ron & Karen Damsen Woodbine Bakery	2 big bags of Treats
Tim & Rhonda Shea <i>Lean Times</i>	Napa Gift Basket	I-36 Association	2 All Islander logo T Shirts
Dan Knox <i>Luna Sea</i>	16 Bottles of All Islander logo wine	Anonymous	Gill Bag
Kathryn Munn <i>Mischief</i>	Custom fitted "V" berth sheets	Anonymous	Photo frames
Fred/Barbara Cucksey <i>Mistral</i>	Gill Bag		

Continued from Racing Notes on page 5

the measurement and other rules in these Bylaws is to discourage rule-beating practices and to foster confidence among competitors that I-36 fleet boats have as close to equal racing potential as is practical considering the options open to owners as to built-in facilities, and that they are outfitted comparably during races." Because, over the years, Islander have been both cruisers and racers, boats have been modified in a variety of ways. Some of these modifications can be easily changed (missing required equipment, non-standard replaceable equipment) given time and some cannot (tall rig, tapered mast, faired keel). The underlying issues here are inclusiveness, sustaining the number of boats on the starting line, and yet holding to the *intent* of one design racing.

QUESTIONS:

- How many years should an "Approved Deviation" be allowed for changeable modifications?
- How many "Approved Deviations" will be allowed per boat, per season?
- If a modification cannot be deemed beneficial, does there still need to be compensation?
- What criteria would deem a non-changeable modification as beneficial and thus needing compensation?
- Should the average number of boats on the starting line be a limiting factor for applying the by-laws?

Now that you have the outline of ideas, here's how things will work. We'll use the Islander 36 mailing list to have an open forum, on-line discussion. I encourage you to constructively share ideas and opinions. This discussion will be open from Dec. 15th (Newsletter mailing date) through Jan 4th. That's a 3 week window for discussion. With the help of our Commodore and a few veteran skippers, I will monitor the discussion and attempt to determine what the membership wants. That following weekend, I'll write up a proposal for changes; send it to the board and then out to you, the members of the Association. If we sense that members are asking for a change in the by-laws, we'll hold a special meeting of the Association in early February and hold a vote. We'll have to follow certain protocols for that vote including voting by proxy or email if you can't attend in person, but I'll give you that information when/if it becomes necessary. So, your job now is to put your heads together and discuss. Type away fellow sailors, type away.

~ Michele Williams, Fleet Captain



Cruising Notes

From Anna Stewart, Cruising Chair

Pencil in These Dates!

Get out your brand new 2008 calendar and pencil in these dates now! You don't want to miss any of these great coming attractions.

~ Anna

2008 Cruise Schedule (tentative)

March 15th & 16th:

Spring Meeting
San Francisco Yacht Club (confirmed)
Coordinators: Anna & Corky Stewart

April 26th & 27th:

Encinal Yacht Club Cruise & I-36 Night @ Svendsen's Marine Store (confirmed)
Coordinators: TBD

May 24th, 25th & 26th:

Offshore Sailing Event to Drakes Bay via The Farallon Islands or vice versa
Coordinators: TBD

June 14th & 15th:

South Beach Yacht Club Cruise & Bay Bridge Series Baseball Game (A's vs. Giants)
SBYC (confirmed)
Coordinators: Myphi Alloy & Dan Knox

July 4th, 5th & 6th:

Annual Napa Cruise to The Shea's
Coordinators: Tim & Rhonda Shea

August 9th & 10th:

Marin (?) Yacht Club
Coordinators: TBD

August 30th, 31st & September 1st:

Labor Day Cruise to Half Moon Bay
Coordinators: TBD

September 12-14:

2nd Annual San Francisco All Islanders Rendezvous
Encinal (confirmed) & Oakland Yacht Clubs,
Coordinators: Rick & Sandy Van Mell

October 11th & 12th:

Treasure Island Yacht Club/Clipper Cove, Return of The Dinghy Derby!
Coordinators: TBD

November 1st:

Fall Meeting & Awards Ceremony
Oakland Yacht Club
Coordinators: Anna & Corky Stewart

A Night to Remember

Scenes from the 2007 Fall Meeting and Winners Dinner



Gary and Pat Salvo of Ophira receive the 2007 Chuck Winton Award from John Melton



Cruising tumblers (above) and racing season prizes



Ernita and Noel O'Brien from Free Time and Chie and Captain Zen from Zen

Find more pictures and read about the party on the Islander 36 Web site at: www.Islander36.org.



Welcome table with Laurie Stover, master centerpiece designer, Anna Stewart, new cruising chair, and Karen Damsen, new I-36 First Lady.



Kit Wiegman on *Casseopeia* scores as Casual Classic Series champ and winner of the Nationals



Mary Gleim and Robert Aston from *Pegasus* and Linda and Roger McClellan from *4 R Sanity*

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Winter Newsletter, 2007 Islander 36 Association of San Francisco Bay

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