

I36 Islander 36 NEWS

Winter 2015/2016
Volume 4, Issue #1 v2.5

Scribes Incantations *(Editor Phillip J. Seaman)*

Welcome to the new Islander 36 News, your direct portal to all things "Islander 36 Association". We will be including everything you want and need to know about your local area Islander 36 racing and cruise events.

Please allow me, Phillip J. Seaman your new I36News editor, along with your entire 2016 Board welcome you to an exciting year full of events with something for every member



and non-member alike.

See who is at the helm and your new board [click here](#).

A bit of my history in sailing—I was raised in England and learned to sail the lakes, rivers, and English Channel as a kid. Moved to America in 1974 or was it '73? Purchased my 1974 Islander 36 ("Mouse Pad") in 1994 raced her for 2 years in CYC Mdr (trophy 48%) then sailed her to New Zealand in 1997/8 season, returning to the USA by ship after the Americas Cup finals in Auckland 2000. Sadly sold her in 2013 because of bad health. To read more about my adventures aboard "Mouse Pad" please [click here](#).

The Fleet has been working very hard to bring together their

first year of race and cruise events as well as sailing school and racing classes. There are lots of family social events coming this year too.



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



"Mouse Pad" - 2012 Tsunami (Ventura Harbor)

Inside this issue:

Scribes incantations	1
Reader requests	1
Braggers Foredeck	2
Lazy Daze	2
Is your I36 rated?	2
Weather Radio	3
Money Goes	3
Who's Who	3
Skeg Rudder	4
Editors Solicitation	4
Safety Check	5
NAIS	5
Race Schedule	6
Cruise Schedule	6
Objective	7

Reader Requests

The I36News is your newsletter and is only as good as the articles that are contributed by you the general membership.

As your editor it is my job to guide and finesse the submissions presented.

For the upcoming 3 issues for the rest of this year I need the following articles:

- * Repairs (What & how)
- * Destinations
- * Services (Who & why)

- * Race Reviews
- * Gatherings
- * Reviews of Boat Yards
- * Sailing stories
- * Technology & sailing

[Click here](#) to submit an article

What do you want to read about in the I36News?

Email me with your suggestions of what you would like to read about in your I36News.

All suggestions are taken seriously as long as they are... sailing related, San Francisco, Islander build, sailing history, cruising or race related stories hints or tips for being a better sailor.

[Click here](#) to send email to the editor.

Special points of interest:

- NAIS
- Race Calendar
- Cruise Calendar
- I36 Purpose



Braggers Foredeck *(Race Chair Eric Mueller)*

We have come up with a great schedule for those who want to try racing. If you have never raced before or haven't raced in a long time, this is the year for you. If you dislike the hardcore racing attitude or feel intimidated by the fact that everyone



else seems to know more than you do, then we are here to help. It really isn't true that racers know a lot more about sailing than cruisers,

although some like to think so. We have a couple of experienced sailors who have offered to help those who want to try racing or experienced racers who just want a refresher. This unbelievably generous offer is to go out with you on your boat on a non-race day to answer questions, show you what happens, and how much fun it can be.

Please contact me for more information. We are doing the Interclub series as part of our season plus a lot of other fun events. Check out the racing page on our

web site.

Our first race is the Three Bridge Fiasco by the Single handed Sailing Society which is a great excuse to go out in light winter winds and have some fun.

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Lazy Daze *(Cruise Chair Robert DaPrato)*

I am a newbie to the world of cruising compared to the "stories told" and Latitude 38 stories!

Our Association has had some interesting outings in the last 5 years of my membership and I look forward to the challenges of sailing beyond The Bay! Yes, I have heard the motto of "if you can sail the San Francisco Bay all year (?) you can sail anywhere!" We shall see.

This year I was "asked to be the Cruise Director" and could not say no to our Commodore!

So here is the draft proposal of old favorites and new ventures!

You can look forward to our traditional sail outs to the Benicia Yacht Club for the 4th of July, the Treasure Island Flea Market and/or Music Festival and Half Moon Bay weekend. New ideas are the Coyote



" I have heard the motto of "if you can sail the San Francisco Bay all year you can sail anywhere! "

Point YC challenge and cruise, the summer solstice for Newbies, and of course the All Islander International challenge race/cruise.

Your Board of Directors have discussed limiting the number of cruise outs, but more ideas are always appreciated. Look for the actual dates and members to contact on the WEB Site...Soon!

Is Your Islander 36 Rated? *(Measurer Kit Wiegman)*

The job of the Class Measurer is to try and keep the boats as equal as possible. In some classes this is easy as they are all built alike, The Islander 36 though was not. We have lots of differences as can be seen here, <http://islander36.org/Differences%20table.html>. So over the last several years we have come up with a handicap system that appears to be working very well, Seen here [http://](http://islander36.org/16race.html)



islander36.org/16race.html, in the last two nationals boats have corrected out seconds apart. Unfortunately as in all handicapping some think it helps some and hurts others. We are just trying to make it so everybody can come out and race and feel good about it. This is a Corinthian sport so it is up to you to see to it you sail the boat as you describe it, or have me come by and take a look.

You also need to read and obey the racing rules, they are primarily for safety.



NOAA WEATHER RADIO ALL HAZARDS (NOAA-NWR)

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National

Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard

information 24 hours a day, 7 days a week.

Working with the Federal Communication Commission's (FCC) Emergency Alert System, NWR is an "All Hazards" radio network, making it your single source for comprehensive weather and emergency information. In conjunction with Federal, State, and Local Emergency Managers and other public officials, NWR also broadcasts warning and post-event information for all types of hazards – including natural (such as earthquakes or avalanches), environmental (such as chemical releases or oil spills), and public safety (such as AMBER alerts or 911 Telephone

outages).

Known as the "Voice of NOAA's National Weather Service," NWR is provided as a public service by the National Oceanic and Atmospheric Administration (NOAA), part of the Department of Commerce. NWR includes 1025 transmitters, covering all 50 states, adjacent coastal waters, Puerto Rico, the U.S. Virgin Islands, and the U.S. Pacific Territories. NWR requires a special radio receiver or scanner capable of picking up the signal. Broadcasts are found in the VHF public service band at these seven frequencies (MHz):

162.400	162.425	162.450	162.475	162.500	162.525	162.550
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Where the money goes... (Treasurer Roy Samuelson)

Many, many years ago I was born in Georgia, grew up on the East coast, went to school in Ohio, and moved to CA in 1967 and into our current Alameda home

in 1981. For the past 30+ years I have been managing residential income property. We have 2 grown daughters, 2 grandchildren with a 3rd due 12/3/15. **3rd grandchild was born 12/12. He**



and Mama are doing just fine. So is Dada.

I learned to sail in summer camp in Maine while an early teenager. Our first boat was a 'Quarter Tonne' which we had for about 5 years. We purchased SOME DAY about 5 years ago. We mostly putt around the Bay. One trip to the Delta a few years ago. We race in the Oakland YC midsummer series and the I36 National regatta.

If your annual dues are due check out the new I36 invoicing and payment system... very cool!

Membership Update:

- Bets Fowler "Zenith" - SOLD
- John & Marion Rodal "Holole'a" - SOLD
- Kerry Scott "Alafair" Vallejo YC - New
- Roger Kutz "Peregrine" - New
- Lou Hinkley "Whisper" Bellingham—New
- Anthony Chrobak "Ranger" Shelter Island—New
- Alice Butcher "Moondance" - New
- Paul Brewer "Intuition" West Neck Harbor—New
- Richard McFarran "Ava" Opua NZ—New
- Darrell Fairburn "Holole'a" North Saanich—New
- Michael Lee "Chauncey Gardiner" Sausalito—New
- David Book "Hangover" Grand Marina—New

Who's Who—'Islander' History

A blast from the past. Here is a phot that I am sure almost no-one will remember. Does anyone recognize any of this group of I36 happy campers in the photo here? It was taken about 25 years ago.



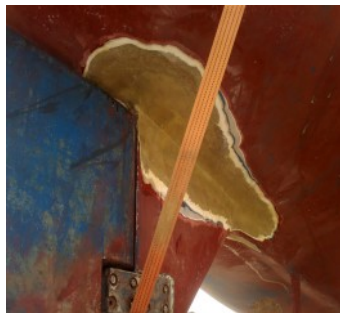
"What is the name of the original builder of the Islander Yachts? "

ANSWERS: Top row of pairs: Art & Betsy Fowler; ? might be Harry Farrell, but might not & ? (woman in red); Rick & Sandy Van Mell (Sandy has red collar); Skipper & Nancy Wall; Judy Bush and son Kyle (? - Below Nancy Wall are: Gary Salvo (glasses and mustache); Barbara Cucksey; Pat Salvo; Fred Cucksey with beard at far right edge.—Bottom row: Don't know woman in white; or man in gray fleece; Dennis Bush (glasses and beard; think it's another Bush son behind Dennis; don't know woman in glasses at lower right corner).



Skeg Rudder Repair *(courtesy BoatDesign.net)*

I'm not a sailor, yet alone a boat builder, but am at the sailing club here in Dakar Senegal waiting to hitch a ride across the Atlantic...



Anyway a boat arrived here a few weeks ago on it's way from the Canary islands with some fairly serious damage, a wave

hit the boat from the side during rough seas, and some time after it was noticed that the boat was leaking. The support for the rudder (skeg?) had cracked badly on both sides where it meets the hull. It sailed like this for probably a week with the pumps being enough to get the water out. Someone tried to temporarily repair it underwater in Morocco where they had no means to get the boat out of the water, unsuccessfully. They finally got the boat out of the water here, but from what i see the people here have little experience with fiber glass boat building, or at least with problems such as this one.

The steel axle for the rudder was bent around 10 degrees where it meets the rudder. This has been bent back at a workshop elsewhere. The skeg was also deformed a similar amount and has since

had the fiber glass cut away, and now lightly re-patched.

The captain wants to make it as strong as possible and has the idea of adding around 3 fabricated metal "L" brackets on each side, and then fiber glassing over that.

I have no experience or knowledge with fiber glass, but at least with my engineering background, it has got me thinking about this. Would this work? My concern is that it is going to generate stress concentrators that will then cause the brackets to produce new cracks in the hull.

They hope to be done in around 4-5 days. Things are slow of course in Africa.

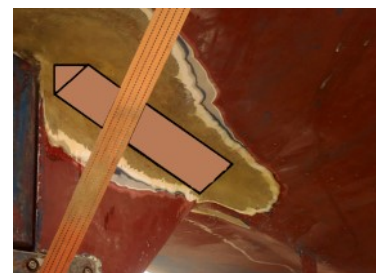
Skeg Solutions

The repair of this sort of damage is not simply building up again as you see in the temp repair, the inside of the boat has been damaged too, as the skeg was built as part of a whole, not simply added later. The interior will need to be ground away and rebuilt and extended in width, then the outside can be ground away and extended in width as well. The outside is ground away till it gets to the new inside.

Rudder bearing areas need to be treated the same as they will be stressed to the max to let the shaft bend as it did.

You can use triax and straight rovings to form a spread (web) of strength on the inside, use csm between layers to get fill in.

Along with what Landlubber said you might be better served by having a block of wood glassed into the area on each side until you reach a port with better repair services to re do it properly.



Editors Solicitation *(I36News Editor)*

Good day to all our readers, I couldn't find anything short that would fit into this small space so I thought I am the editor so damn it I'll use the space! So here goes... I need content for the upcoming issues of the **I36News** and my best source is you, the readers. So please put on your writing caps and send in your sailing jokes, sayings, short stories, funny anecdotes, repair nightmares, anything that is printable!

This goes for you crew members too. Maybe you have a story you can tell about your skipper and how he ignites

you into that winning attitude, or screams inaudible instructions when close hauled on the race course in a 25knot head wind!

Please send you submissions to Phill@AnalogGoesDigital.com

This is a reader supported publication and is only as good as its contributions.

Phill



Vessel Safety Checks *(USCG Division 4)*

Vessel Safety Checks are a very important function of the Coast Guard Auxiliary. The free safety checks help boaters understand potential safety problems with their vessels and provide boaters with insight into keeping their vessels safe for crew and passengers.

Obtaining a free Vessel Safety Check will allow a trained Vessel Examiner to look at a specific boat's configuration and advise



the owner on standards compliance, risks and safe operational procedures. Safety checks do not require the boater to fix problem areas, but do result in improved boater awareness of potential safety problems. Most boaters find these safety

checks very informative and accept recommendations to improve the safety of their vessel. Many insurance companies provide reduced insurance rates for vessels that pass the safety check.

The goal of every Vessel Safety Check is to increase boating safety with safe and compliant boats. Vessel Examiners will work with boaters to achieve a passing safety check (this may take multiple checks). Vessel safety check parameters are available to boaters so they can determine their own boat's compliance with rules and standards prior to the safety check. Some of the Vessel Safety Check parameters an examiner will be looking at are:

1. Current registration and/or documentation.
2. On-board equipment such as fire extinguishers, sound producing devices, navigation lights, engine ventilation, MARPOL/pollution placards as required for the vessel.

3. Overall condition and safety considerations of vessel equipment.

4. Compliance with added state and local requirements.

Vessel examiners can also discuss the following items with the boater.

Recommended extra items for your vessel such as marine radios, dewatering pumps, anchors and lines, first aid kits and distress signals.

Vessel capacity and certification of compliance.

General operating procedures as applicable including:

- Fueling and fuel management
- Boating check lists and Float plans
- Charts, navigation aids and survival tips
- Safe boating classes
- Insurance consideration

Nationwide Automatic Identification System *(USCG—NAIS)*

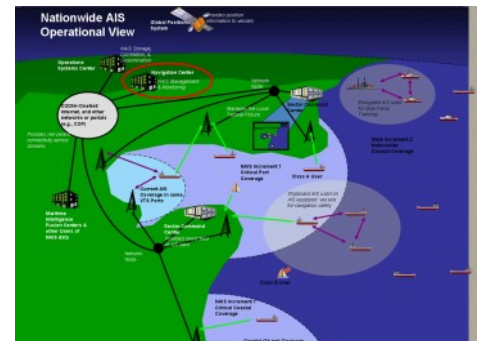
The Nationwide Automatic Identification System (NAIS) consists of approximately 200 VHF receiver sites located throughout the coastal continental United States, inland rivers, Alaska, Hawaii and Guam. NAIS is designed to collect AIS transmissions from local vessels. Currently, NAIS collects valuable maritime data in 58 critical ports throughout the United States for use by Coast Guard operators and port partners. The primary goal of NAIS is to increase Maritime Domain Awareness (MDA) through data dissemination via a network infrastructure, particularly focusing on improving maritime security, marine and navigational safety, search and rescue, and environmental protection services.

In response to the Maritime Transportation Security Act of 2002, the NAIS Project was initiated and officially chartered in December 2004. NAIS allows the USCG to collect safety and security data from AIS-equipped vessels in the nation's

territorial waters and adjacent sea areas, and share that data with USCG operators and other government partners. AIS data collected improves the safety of vessels and ports through collision avoidance and the safety of the nation through detection, identification, and classification of vessels.

NAIS consists of an integrated system of AIS, data storage, processing, and networking infrastructure. In addition, NAIS integrates with other systems for purposes of sharing infrastructure, quicker implementation, and improved performance.

You may click on the picture below to view a larger version of the image in a new browser window.



“ The primary goal of NAIS is to increase Maritime Domain Awareness “



Race Schedule

Date	Event Name	Host
Sat / Jan 30	3 Bridge Fiasco	Singlehanded Sailing Society
Sat / Mar 19	Spring Meeting	Golden Gate Yacht Club
Sat / XXX	Sailing Clinic TBC	TBD
Sat / Apr 9	Interclub # 1	Treasure Island Yacht Club
Sat / Apr 30	Vallejo Race - up	Vallejo Yacht Club
Sun / May 1	Vallejo Race - back	Vallejo Yacht Club
Sat / May 14	Interclub # 2	Encinal Yacht Club
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.

We are using a modified low point system to encourage more people to join us.

Cruise Schedule

Date	Location
Friday / Jan 1	'Round Alameda Parade
Sat / Mar 19	Spring Meeting at Golden Gate Yacht Club
Sat / XXX	Sail Clinic at TBC
Sat / April 23	Treasures and more at Treasure Island Flea Market
Sat / May 7	Ayala Cove, Angel Island
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 Association

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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 Objective

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.



Oh Land - I went sailing in a musthull and LINED :[!]

