

Islander 3/6 Newsletter

May 2000

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The I-36 Pendant Flies in Southern New England

Jeff & Carolee Kingdon: "Contessa II"

Once again Contessa II fulfilled an integral part of how we choose to spend our weekends and vacation during the summer.

She was launched in mid May and returned to the hard by the first week of November.

It was a good summer weather wise. Our schedule was filled with "other than Contessa II obligations" more this year than in the past. However the time we did share with her was, as expected, awesome.

We loved our usual weekend trips to Port Jefferson, NY, Stonington, CT., New Haven for the fireworks on the 4th of July, and the Thimble Islands in our home town of Branford, CT. Contessa II is proud of the I36 pendant that is flown at the top of her mast whenever we are aboard. Periodically we fly the pendant off the spreader when we plan to go down wind.

I had the opportunity to crew on an Island Packet 35 from Bermuda to

Branford. We had a wild ride but that displacement hull sure impressed me when I saw over 9 knots.

This year's summer vacation took place during the first two weeks of August. The only bad part of a trip is that however far you go away – you

have to come back. The return trip usually includes stops that you visited on the way out. So we try to make the most of our stops by varying them or at least making them interesting enough to want to stop back.

This year's destination was Provincetown, Cape Cod. We had been there a number of times by land but never by boat.

The first day out we traveled next to friends in their C&C 35. The fog in Long Island Sound was very thick that day. Thank god for Mr. Raytheon (his radar always adds a level of comfort when visibility is less than 200 feet. Some of the



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Commodore's Corner

by Rick Van Mell

Another season off to a good start. The Spring Meeting at San Francisco YC was well attended with a fine presentation by Susan Daly on the America's Cup and Quokka Sports coverage. Enjoy the article to learn more.



The first cruise was also a great success - special thanks to Linda and Roger McClellan who first, found the perfect anchoring spot at Treasure Island which kept us sheltered from the 30 knot wind dusting the Bay. Then, they organized the great Blindfolded Dingy race - with the men blindfolded and rowing while the women gave orders from the stern. Congratulations to Nancy & Al Farnum who led around the figure eight course despite dodge-em cars at the mark and finish! Gary & Pat Salvo got the prize for determination and providing the most entertainment but managed to arrive back safe and sound. There were the usual fine choices for nibbles, and then the treat of gathering on Tim & Meryl's new Catalina 42 for dinner. Of course we toasted their engagement too, so it was a fine evening. So good in fact, that we all were snug in our bunks shortly after sundown.

Roger and Larry are doing their best to encourage new racers this season, and Daphne Jackson and Mike Dickson on Nimbus are taking the challenge seriously. They've been out on Sundays and Wednesdays practicing tacking, starts, reefing and getting the boat moving. First race was May 6-7 to Vallejo and coming up May 20th is the Berkeley YC Olympic Circle.

It seems the e-mail address maintenance is going better this year. Please remember to keep us posted when you change e-mail addresses, or if you're new to the Internet, be sure to send us an e-mail (go to the web site and click on the "Webmaster" on the home page to get an e-mail form).

Also, our islander36-list function seems to be working well, however, I'd like to remind everyone to be sure to include the e-mail address of the original requester when responding to an inquiry. Since Gary and I have been screening messages before sending them along, our e-mail addresses appear automatically when you press your "Reply" button. If you don't also pick up the address of the original requester, we have to forward your message again.

So have a great 2000 season, and be sure to send us pictures and stories about your Islander 36 (or Freeport, or I-xx) adventures this summer to share with our members.

SPRING MEETING

~ San Francisco Yacht Club, Belvedere ~ March 18, 2000

Minutes by Brian Jacobs, Secretary

Commodore Rick Van Mell called the meeting to order and outlined the agenda.

Treasurer Harry Farrell gave a brief report--essentially there were no boring details--but shared for our amusement his new guide book, *Which Bills Not to Pay*, pointing out that since I-36 is not mentioned, he expected everyone would be paying their dues. We were reminded that for the cruise to South Beach, an accurate count is required because we pay for what we reserve, used or not.

Racing Chairs Roger Milligan and Larry Terzian talked about the racing season, pointing out that since there are no racing and cruising date conflicts, there's no excuse not to race. We are on probation in the one design class, and must start and finish 5 boats for a minimum of four races to keep our one-design designation. They suggested committing to fewer races, but keeping the commitments.



Jack and Sandy Thomson, new F36 owners, check out the presentation.

The feature of the meeting was a talk by Susan Daly of QUOKKA Corporation, who helped us understand the politics and technology of America's Cup racing. We



front: Francine & Brian Jacobs (Secretary); back: Judy & Dennis Bush & son, prospective member John Stofanik, and Don Schumacher.

agreed to create a link to QUOKKA at our web site: www.quokka.com. (See Susan's article on page 7 of this Newsletter.)

We're Always on the Lookout for New Members

Encourage Islander 36 owners you know, particularly in the Bay area, to join up - Application is on the web site. Check out your dock for Islanders and leave a note, or even a copy of the application form. Put them in touch with Membership Chair Skipper Wall (snowflower@compuserve.com). **Dues:** Regular: \$50; Sustaining: \$30; Commercial: \$30; Out of Bay area: \$15 go to Treasurer Harry Farrell, 91 Stanford Way, Sausalito, CA. 94965

Memorial Day Weekend Cruise

Coyote Point Yacht Club

Sat. May 27, Sun. May 28 & Mon. May 29

RSVP for Dock Space to:

Sandy & Rick Van Mell Richard.van.mell@us.pwcglobal.com
or 650.962.1515 by Wednesday, May 24

LOOK FOR DETAILS IN E-MAIL
AND VIA POST CARD MAILING

~ Nancy & Skipper Wall, Coyote Pt Cruise Co-Chairs

Cruising Cuisine

Kay Pastorius has written: *CRUISING CUISINE, FRESH FROM THE GALLEY* while cruising in Mexico a few years ago. **\$22.00 inclgd tax/shipping: Kay Pastorius, 2726-378 Shelter Island Drive, San Diego, CA 92106.**

Look for recipe Corn Cakes with Cilantro and Avocado in the August issue of the I-36 Newsletter.

I-36 Pendant in Southern New England - continued from page 1

powerboaters around here should have their propellers revoked in limited visibility.

It reminds me of the latest saying on our dock. "Friends don't let friends drive powerboats" We traveled 50nm. to Stonington, CT. the first day. The anchor was set and Carolee prepared a delicious meal for both boats. The next day was the blessing of the fleet.

On the 18nm. trip to Block Island, RI, we had one of our best sails of the season. Conditions were perfect. Contessa II loved the sail and proved it by increasing the distance between herself and the C&C. Once in Great Salt Pond in Block Island we picked up a mooring and were secure for the night. We happened on several other sailboats from Branford, shared sea stories, and had a few pops. It was dinner for 10 on an Islander 34 and then back to Contessa II for a comfortable night's rest. We looked for Joe and Ann Thon aboard Vittoria, #647, who frequent Block Island, but were unable to locate them.

The next morning we left Block Island to point the Islander 36 toward Cuttyhunk Island, MA. I think that was a 40nm trip. Passing Newport, RI. to port we noticed several 12 meter boats competing in Block Island Sound. Cuttyhunk Island is the westernmost island in the Elizabeth Island chain. It is a great place to visit. I think there are some 30 year-round residences on the island. And as you can guess - kinda independent. We secured Contessa II to a mooring in the outer harbor for the night, then went ashore to buy a couple of lobsters for dinner. After we returned to the boat, the Raw Bar boat came out with appetizers. Of course we had to oblige. Cuttyhunk oysters are the best.

The following day took us northerly through Buzzards Bay. We witnessed the salvage of a 100' fishing boat (Cape Fear) that had sunk the previous winter. Marion, MA. was the stopover for that evening. Marion is the starting place for the famed Marion-to-Bermuda race. The following day we entered the Cape Cod Canal with permission of Canal Control. The only way to transit the canal is with a favorable tide. The current in the canal can reach 6-7 kts. Contessa II was doing 11 kts over the bottom. We were exiting the canal on the Cape Cod Bay side before we knew it. Then Contessa II had her 2nd best sail of the season as she took us to Provincetown.

Provincetown has abundant moorings for a secure stay overnight or however long you want refuge.

It is a common stopover for boats transiting from Southern New England to Boston and Down East. Some weather set in so we stayed in Provincetown for a couple of days. The town is unique and offers some interesting enter-tainment.

It was time to start the return trip to Branford. We think Contessa II wanted to keep on going north -- however this year we only planned a two week vacation. Work obligations kept calling Carolee and me to return home. To Contessa's chagrin we headed her back to the canal to start home. Our first stop was Cuttyhunk (55nm.), and we could hear the lobster and the raw bar calling us. Once again the radar came in handy periodically. Between 'Otto' the autopilot and 'Randy' the radar our trips are made easier and a lot safer.

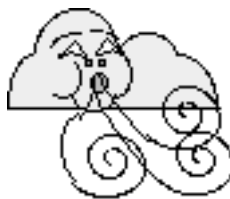
Contessa II was kind enough to share

a very nice vacation with us, and gave us another great season.

Contessa II, Carolee and I host what is now becoming an annual October sailing regatta. The Second Annual "Tommy Sullivans 'Round Faulkner Island Sailing Regatta" was held on October 16th. If you are at all familiar with Long Island Sound there is a good chance that you know Faulkner Island. The 18.5 nm. race starts in Branford. Keeping the island and reefs to starboard, you round the island and head back to Branford. Last year 5 boats participated. This year the fleet grew to 18. Contessa II was the committee boat with her pendant at the top of the mast. Dinner, brews and trophies at the awards dinner rounded out a great day of October sailing on Long Island Sound.

Our I36 pendant is now washed, dried and folded for the winter. Contessa II gets plastic wrapped in early December and put to bed. We sure do miss her in the winter. Sometimes we visit and have a snack in the cockpit under the plastic cover. Helps get us through the time on the hard.

May new winds fill your sails ~~
Jeff & Carolee Kingdon
Contessa II #657



HAVE SOMETHING TO SHARE WITH I-36 MEMBERS?

If you have info or suggestions on repairs/maintenance, or stories of your I-36 travels, or other items of interest, send to:

Barbara Henderson:
babsadams@aol.com
111 Cypress Ave, Kentfield,
CA. 94904
(415) 457-0771

Treasure Island Cruise

Wind, Dingy-Races and the Easter Bunny

by Linda and Roger McClellan on *4 R Sanity*

If you didn't make the Clipper Cove cruise, you missed a great time! Linda and I arrived at Treasure Island Thursday afternoon in bright sunshine and mild winds. Friday we awoke to one of those "Can't be beat Bay mornings." Not a cloud, not a ripple. Then the wind started blowing at 15 to 20 knots with gusts up to 25-30. Gary and Pat Salvo said they would be right over in the dingy, but radioed back they didn't even get out of the Emery Channel before they had to turn around because of the high winds and water coming over the top. They decided to sail *Ophira* over on Saturday.

Some brave souls came all the way from Sausalito. *Someday* with Matt and Linda Dusanic along with their children, Matthew and Mary Clare (and one on the way). These guys did a great job in the wind, but unfortunately listened to my instructions on where to drop anchor. I meant to say 50 yards off shore, but it came out 50 feet. By the time Linda had backed their boat up, Matt had about 3 feet of rope left. Young Matthew took Dad and Sister Claire out for a nice dingy ride, handled that motor like a pro, and it was his first time.

The wind blew all night, but our anchors held. Saturday we woke to calm wind and lots of sunshine. Joining our group along with *Ophira* were Al & Nancy Farnum on *Silver Shadow*, Tim Koester and Meryl Hand and their new 42 ft Catalina, Dennis, Judy and Matt Bush on *Natural High*, Rick Van Mell and Teak in *Vanishing Animal*. Earl & Evie Roberts on *Raspberry Tart* stopped by but were unable to stay the night.

After getting everyone rafted up and snug, it was time for the "Surprise" Activity with the Dingies. The idea was to have one member row around the preset figure eight markers while the other team member could only give sailing instructions (port, starboard, aft and so on). Oh yeah, I forgot to mention the member manning the oars had to wear a blindfold.

We had several false starts, were not sure the Bush team ever did start, and were having cocktails by the time the Salvos finished. The winners were Al and Nancy Farnum. We figured after being married as long as they have, Al is very good at taking directions from Nancy. The Van Mell/McClellan team came in second, probably because Teak was helping. Congratulations Al & Nancy, but wait until next year!! Rumor is several teams are already practicing for next time.

2000 Cruise Schedule

<u>Date</u>	<u>Location</u>	<u>Co-Chair</u>
May 27, 28, 29	Coyote Pt. YC	Walls
July 1, 2, 3	Benicia Marina	Henderson/Wilhite
August 12-13	South Beach	Salvo
Sept. 2, 3, 4	Napa Marina	Sheas
Oct 7, 8	Drake's Bay	
Nov 4	Fall Meeting SF Yacht Club, Belvedere	confirmed w/dock space

**Cruise Chairs: Tim & Rhonda Shea -
T&RNapa@aol.com or (707-265-8669)
& Linda McClellan (lindamc@psyber.com)**



Roger, Rick, Teak,
and
Pat & Gary



We enjoyed cocktails aboard *4 R Sanity*. Everyone knows these I-36er's really can put out the hors d'oeuvres. Tim and Meryl invited us to have the potluck on their new big boat. The food was fabulous and we watched a video of the dingy race. Pat, did you push the Bush dingy out of the way or were you just trying to help them get a good start? We might have to show this at our Fall Meeting.

If we didn't believe in the Easter Bunny before, we do now. Three Easter Bunnies visited our boat. We figured out two of the bunnies, but believe it or not, the 3rd bunny was not from our group. Makes you wonder!!

If anyone wants to try this again, just give Roger and Linda McClellan, *4 R Sanity* a call. We're always looking for a good reason to anchor out at Clipper Cove.

First Race Results



Chairmen: Roger Milligan and Larry Terzian

Saturday, May 6th

Vallejo Opener*

Sunday May 7th

Spinnaker

Non-Spinnaker

Spinnaker

Non-Spinnaker

- 1st Blue Streak
 - 2nd Highlighter
 - 3rd Island Girl
- *unofficial results

- 1st Pilot
- 2nd Nimbus
- 3rd Tenacious
- 4th Lean Times
- DNS Woden

Not available in time for this issue;
SEE www.yra.org - (ODCA results)



May 6th Vallejo Opener: Tim Shea helps celebrate with tequila loving cup as Nimbus takes 2nd place in Non-Spinnaker Division in its very first race.

Racing season's off to an enthusiastic start with 7 Islanders competing on Saturday and 8 on Sunday. The weather for the Vallejo Opener was mediocre Saturday but good sailing with 20 knot winds.

Honors go to:

Spinnaker: Don Schumacher on Blue Streak, followed by William Hackel on Highlighter, and Frank Burkhart on Island Girl.

Non-Spinnaker: 1st place to Jim Robinson on Pilot, Daphne Jackson and Mike Dickson 2nd on Nimbus, and Roger Milligan and Larry Terzian 3rd on Tenacious. Don said he was hard pushed by Highlighter, who raced alongside Don's cockpit most of the way.

Sunday was foulies weather, with rain and a lack of wind, resulting in some pretty soggy spinnakers, but not sagging spirits. Nimbus went aground for a picnic. Thanks to Don Schumacher for all his time and phoning to get racers out there and to Rick Van Mell, who worked with Nimbus prior to start of the season and on Saturday getting them started in racing. ~ Roger Milligan



Pilot



REMAINING RACING SCHEDULE: YEAR 2000

<u>Date</u>	<u>Event</u>	<u>Category</u>
May 20	Berkeley YC /Olympic Circle	Spinnaker and Non-Spin
June 24	Richmond YC/Olympic Circle	Spinnaker and Non-Spin
July 29	Encinal 2nd Half Opener, Day 1	Spinnaker and Non-Spin
August 26	Richmond YC/City Front	Spinnaker and Non-Spin
Sept. 9	Corinthian YC/Knox	Spinnaker and Non-Spin

Note: BOTH DIVISIONS: 1 DROP - boats race 7 races and count the best of 6
Any questions on schedule and how it works, feel free to call RACE CHAIRMEN:
Larry Terzian (415-459-5580) or Roger Milligan (415-461-4296)



Susan Daly Describes America's Cup

Presenter at the I-36 Spring Meeting March 18th was **Susan Daly**, Vice President, Sailing, for the **Quokka Sports** website, who came to talk about her experience covering the America's Cup Races. Susan grew up sailing on Long Island Sound. In 1975 she won the Intercollegiate National Championship as a member of the Yale Varsity Sailing Team and has competed at both the national and international levels of the sport. Susan's had ten years experience in advertising and marketing, and in 1995, as Associate Director of Development for America3, the first women's America's Cup team, she raised the largest amount of sponsorship money for a women's sporting team at that time.

Susan oversees Quokka's sailing efforts, which have included the break-through on-line coverage of the Whitbread Round the World Race in 1997-98 and America's Cup 2000. Quokka Sports (**Quokka.com**) was founded in 1996 by Al Ramadan and John Bertrand, who developed "a high-intensity digital experience that takes sports entertainment to a new level." In addition to audio, video and images, Quokka captures and delivers telemetry, GPS data, timing, statistics and email directly from the competitors. Quokka's coverage of the Whitbread Race earned them media raves, and in addition to the America's Cup

Races they have secured the internet rights for a wide variety of upcoming global sporting events, including the 2000-2001 BT Global Challenge (**www.btchallenge.com**) and the Volvo Ocean Race 2001-2002 (**www.volvo-oceanrace.org**) as well as the next three Olympics (**www.nbcolympics.com**).

In Auckland, for the America's Cup, a team of 20+ writers, photographers, technicians and media engineers worked non-stop for six months (backed by another team in San Francisco) to deliver the internet coverage.

Susan's assessment of the races was that the **"challenge to the Kiwi's was ultimately not that strong.** The Kiwis, with their small country and limited resources, chose not to hold a defender series but focused their efforts around Team New Zealand. **But Prada did not have the experience and depth of time that the Kiwis did.**" To win, Susan said, "you need a lot of money (\$25-\$30M) and a lot of time in the boats. The only challenger who had that kind of time were the Italians, who arrived a year before the races. It involves sixteen people in a boat, working perfectly together. There were a lot of early accidents. Also, it's a design exercise for light and heavy air. The boats are constantly being redesigned between races."

Young America, sponsored by the New York YC was well funded, but cracked in heavy wind. "It was hard to come back from that trauma." The Japanese broke their mast, had an injury and teamwork issues. The Swiss had good talent aboard but also broke a mast and ran out of money. Dawn Riley (AmericaTrue) got to the semi-finals with one boat out of sheer true grit. It was a bittersweet moment for the women when they beat Dennis Connor.

Prada had the money; Paul Cayard had more experience. AmericaOne cracked their mast, had a crewman

injured, and tore 7-8 spinnakers. In the last two races of the Challenger Finals with Prada, "it became apparent that the AmericaOne crew simply hadn't had enough time in the boat. The finals (Prada vs. the Kiwis) were uneventful. The Italians fell apart. They were never even close."

For the first time in 159 years the Americans were not in the finals. One suggestion has been made that yacht club entries have a run-off, then join to support the winner. (Susan said it was difficult to get corporate funding for the American syndicates, which were underfunded.) A major consideration is yacht club pride in sponsorship. An Islander 36 member commented that, "people need to get out of their yacht club egos and create a national syndicate." The question is how to do it. Rick Van Mell asked: "if there were a national syndicate, where would they hold the race if America won?"

Susan talked about the BT Global Challenge which begins on September 10th, the "world's toughest yacht race" - a 30,000 mile westerly round-the-world (the wrong way) race sailed by amateurs who pay \$40,000 to participate (smaller segments can be purchased. These 168 people come from all walks of life, and are trained in Southampton, England, to crew the twelve 72-foot boats.

So what's a "Quokka"? It's a rare relative of the kangaroo, found in the hosiery desert environment on Rottnest Island off Perth, Australia, here it has not merely survived, but thrived. Check out: **www.Quokka.com.**



AmericaOne & Prada.
~ not this time.

Annual Report from Mexico Mainland -

Don & Lenna Hossack Suggest You Check Out Your Boat! ~ "Windward Luv" ~ 12/06/99

Greetings from Mazatlan: This is our fifth season cruising down here, and the Islander 36 is turning out to be a Great Mexico cruiser. We spend six months in Truckee, California, then go back to the boat for six months. ***I'm writing because something happened that I wanted to call to the attention of Islander 36 owners.***

We did the four day Banderas Bay Regatta for 1999 (March). I recruited a crew from the Islander 36 "Prelude" and a few others from the states. My wife stayed on shore and instructed me "not break my house"... as she refers to the boat.

After a super start in the first race we were charging in a 20-25 knot wind with short choppy seas (and just to rub it in--85 degrees and sun) when I went below to discover that most of the toiletries in the head cabinet were in the sink. No big deal except that the cabinet doors were still closed. About that time we hit a large swell and the entire cabinet lifted up, more things fell into the sink and then it settled back down. I rushed up to the cockpit and gave the order to "Drop all the sails."

".... Are you kidding? We're just beginning to kick some real butt," came from some of the crew, but the sails came down, notice was given to the race committee and we motored into the Paradise Marina. Fortunately we were met at the dock by a large group of other racers. They expressed concern, but in reality I think they were more concerned with recruiting my crew for the next day's race. They all had three more days of great racing, but I was faced with a broken house, as my wife calls it.

It turned out that the port bulkhead

had given away. My first assumption was that the fiberglass had given away and the entire bulkhead had broken away from the hull. I was prepared for a major project in the Opequimar Marina Yard (they had offered a free haul out for any major problem during the racing--a very nice \$300.00 offer). Arnie Solberg, top machinist (father of Jean Solberg, my crew from Lake Tahoe) and I waited until the next day and then went into the head area with earnest, (after a ham and egg breakfast from my wife). ***What we found was very strange and that is the reason I want the I-36 people to check out their boats.***

We have hull #47. One of the early boats and perhaps a transition boat from the old dairy in Newport to the new plant. ***We discovered that the lower bulkhead in the head was fine. Still glassed securely to the hull, but low and behold, it had been cut at the cabinet height.*** A series of elaborate stainless fittings had been made to offset the top and bottom of the bulkhead by about 2". The bulkhead on the starboard side was one piece and apparently the port bulkhead had started out that way.

I would guess that the error in the placement of the port bulkhead was not discovered until the deck was placed on the hull. They were not going to throw the boat away, so the bulkhead was cut and these modifications were made. Actually it was a hell of a job. The stainless fittings were very well made. The problem only occurred after many years of use. Apparently water had seeped down the chain plates in the deck (it is always a problem with any boat) The bulkhead now rested in a channel of Stainless Steel. Only 1/2 inch of plywood set in the channel. A number of stainless bolts were run

through the stainless and the plywood. Dry rot and a poor design, using only a small area of wood had caused the separation of the port bulkhead.

As it turned out, Arnie Solberg was a superb USA engineer who found himself in a third world country that makes things, not orders them. A fellow cruiser had a sheet of 3/8 inch plate stainless. Drawing were made by Arnie of the bulkhead connection, a machine shop was found, and perhaps only in Mexico could you walk out the door 3 hours later with a polished Stainless Steel bulkhead replacement for the piece of plywood. It went from the stainless channel, bolted to that channel and then bolted to the chain plate. I thought it was very pretty but my wife had a local cabinet maker put book shelves in front of it. The entire cost, not counting the book shelf was less that \$60.00, but that was with help from cruisers and a Mexico welding shop.

So please go to the port side bulkhead, salon side, and check the area from the white formica cabinet top to the bulkhead. Our boat had been surveyed and even just before the race there was no evidence of dry rot here. The bulkhead pulled completely free and there was a strip of wood still in the channel and quite a bit of dry rot. The dry rot, combined with the fact that only 1/2 inch to 3/4 of inch of wood bulkhead was used in the connection was the joint problem. There was only partial dry rot in the area, but combined with the small area of plywood and the fact that we were stressing the boat in race conditions combined to give me one heck of a shock. ***Ours might be a rare condition but please check it out.***

Cyberspace Info-Swap

More . . .

On Circuit Breaker Switches

Rick Van Mell says, "Nice addition from Jim" (Joubert) of the Mon Ami Joub@compuserve.com who writes (2/13/00):

Just finished reading the Newsletter and enjoyed it as usual. The article on switches/circuit breakers was appreciated as I am sure most of us are happy to learn of a source for hard to find parts.

I want to pass along a caveat regarding circuit breaker/switch replacement. If the old switch/circuit breaker was rated for 10 amperes, it is important to replace it with a switch/circuit breaker of the same rating.

Circuit breakers are normally designed to protect the WIRE, not the load to which it may be connected. A given wire size is designed to handle "x" number of amperes. Should the current through the circuit exceed the wire's rated current capacity, the wire will overheat and could cause an electrical fire. If a wire is rated to handle, lets say, 10 amperes, and you replace the circuit breaker/switch with a 20 ampere rated unit, the circuit breaker will not "pop" until 20 amperes flows through the circuit for a short period of time. The higher rated circuit breaker will not protect the wire from excessive current flow and an electrical fire or at least a scorched wire bundle could result .

If Islander Yachts used a 10 ampere rated switch/circuit breaker in the original design, it is a pretty good bet that the wire size connected to that breaker needs a 10 amp breaker to keep it from overheating. If you wish to look into this further, tables providing wire sizes/ampere ratings are available from various sources. If you can't find the data, I can probably get it for you.

Jim

Jeff Crosby (jCrosby@usco.com) writes 2/15/2000

You can obtain the proper circuit breakers by contacting Lynn at Brands Marina in Port Clinton, Ohio. Her email address is:

Lyn@brandsmarina.com
or Service@brandsmarina.com.

One of mine went out last year and Lynn found a source in South Carolina. Since there are two Islander 36s at the marina. She keeps a 10, 20, and 30 amp in stock.

Remembering

Russ Schneider

(November 29, 1915 - March 26, 2000)

Russ Schneider, who had been so much a part of the Islander 36 Association in years past, died March 26th, 2000. On April 7 his ashes were spread off Angel Island from his 46' powerboat, "Fathom This," accompanied by a flotilla from Corinthian Yacht Club.

Russ purchased *Absolute* in late '72/early '73 from the original owner who had only had her for a few months. Son Steve Schneider says of his father, "he loved the boat and racing her. He raced through the 1984 season (his only championship in the I-36). His main competition was Lou Zevanoff (on *Diana*), Rich Fordiani (on *Willowa*) and Eric Werner (on *Prima Donna*). There were 25 boats on the starting line in those early days. Later he retired the boat to cruising mode with a roller furling main and jib. When sailing felt too cold, Russ moved to powerboats. *The Association's "Schneider Trophy" is Russ's contribution, now awarded for service to the Association.*

At 12 years of age Russ made his first circumnavigation as a guest of his father, Chief Engineer on a Merchant Marine. He made seven more circumnavigations prior to and during WWII, again on Merchant Marine ships, but this time as Chief Electrician. Obviously, he loved the water. He'd been sailing on San Francisco Bay as a Sea Scout since the age of 14. Son Steve, also an I-36 member, has carried on the tradition, racing *Absolute* to victory.

Bruce Hallberg Gets 3-Alarm Send-Off As He Retires

December 27, 1999: Long-term I-36 member Bruce Hallberg was working his last shift as acting battalion chief for the Palo Alto Fire Department before retiring after 30 years of service.

Meanwhile, at the HomeChef store on University Avenue in Palo Alto, cooking students smelled smoke, but it wasn't the cuisine. Forty-four firefighters battled the blaze. "It was Palo Alo's biggest fire this year," said Hallberg. "I'm so happy that no one was hurt."

Bruce's shift ended the next morning at 8 a.m., but he was still hard at work at 3 pm. "We're going to miss him. He's been a dedicated, excellent fire officer," Battalion Chief Donald Dudak said. "But he's going to be out on his sailboat, riding his horse or his Harley-Davidson. So it's not all bad." (*Not bad at all, we'd say.*) Thanks to *Betsy Fowler for the item.*

Keeping in Touch with I-36

I-36 Website: <http://www.sailingsource.com/islander36/>

Maintained by our Master of the Web: Vice Commodore Gary Salvo

Send e-mail to ALL members: The List Function

Use the **List Function**: islander36-list@sailingsource.com
(simply send an e-mail to above as you would a normal e-mail)

Note these guidelines for Using the List Function

1. It's against the law to provide our list name for use by non-members, or any form of spam or mass mailings. (An Officer may approve a non-member message if it contributes something to value of our fleet, e.g., buying or selling an islander.)
2. We will NOT accept messages which promote commercial or personal business, except for special offers not available to general public (pre-approved by Officer)
3. We DO accept member messages to sell/buy their personal boat or marine equipment.
4. We expect that members will carefully select the return address for responses. If response is personal (to buy/sell something), respond ONLY to individual sender, DO NOT SIMPLY USE YOUR "Reply" or "Reply to All" button (islander 36 list). If the response is of general interest to members, you may Reply to all.
5. You must include your name and e-mail address.

Officers and Committee Chairs:

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CHANGES TO YOUR PERSONAL DATA? (snail mail address, phone number etc.):

Notify: **Harry Farrell**
pachigh@aol.com ~ (415) 331-7631,
or write to 90 Stanford Way, Sausalito, CA. 94965

FOR E-MAIL CHANGES SEE COLUMN ON RIGHT



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SALVAGE CLAIMS AND YOU by Don R. Schumacher, *Blue Streak*

I found an interesting article by Becky Squires in a recent issue of BOAT/U.S. Magazine. It reminded me not to put my Islander 36 in an uncompromising position and to think things out before getting into a predicament which might attract salvage.

Salvage law is an arcane element of the hazards of the sea which may not correspond to how you might be treated on land in your car.

Case law and tradition defines *towing (ungrounding)* as “any operation not involving immediate danger to the boat or to a legally protected marine environment, requiring only one towing vessel with lines attached to the grounded boat to refloat it, or to the disabled boat to tow it.” For such service the boater pays a fee, either task-defined lump sum or time defined.

Salvage is defined as “any operation involving immediate peril to a grounded, sunk or stranded boat, or requiring multiple towing vessels or special salvage equipment (pumps, to refloat it.” For such service the boater shares his boat with the salvor.

BOAT/U.S. suggests there are several options, depending on the circum-stances and the boater’s assessment of the current danger to the boat and its occupants and the potential future danger. First determine if the help constitutes towing or salvage. If it is salvage, you may

wish to do the following:

1. Accept the work as salvage and let your insurance company work out any claim with the salvor.
2. Get the insurance company on the phone/radio and let them negotiate immediately with the salvor.
3. Negotiate the deal yourself.
You can obtain a standard form to have on hand (covering yacht salvage “for use in the rescue of a boat suffering a serious marine peril,” from the Boat Owners Assn. of the United States (www.boatus.com/consumer/salvage/htm) or write to 880 South Pickett St., Alexandria, VA 22304 and request Alexandria, VA 22304 and request the STANDARD FORM YACHT SALVAGE CONTRACT.
4. DO NOT sign a Lloyd’s Salvage Contract.
5. Contact another marine assistance company.
6. Before your next trip with even modest exposure, be sure your insurance “provides for salvage up to the full value of your boat,” not just a percentage of its value and there is no deductible applied to salvage costs.”
7. The salvage contract referenced in #3 above gives the rudiments of what the contract needs to contain, although your best advice would come from your lawyer, your insurance company, or directly from BOAT/U.S.

2000 Youth Regatta Needs You - And Your Boat: Friday, August 11

A few years ago Jim Robinson and a friend initiated a sailing event to raise money for a good cause. The original boats participating were Blue Streak, Block Buster, Tenacious and Pilot. This year the event will be Friday, August 11. SNP Networks pays the junior program \$500 per boat that takes SNP guests as “crew” members. SNP supplies the lunches and soft drinks. The captains don't need to bring anything but themselves and their boat.

The money raised goes towards scholarships for children who wouldn't be able to afford summer sailing programs in the bay area, and safety equipment for the junior sailing programs.

Captains bring their vessels to the San Francisco Yacht Club on Friday afternoon around 10:00 am. The guests arrive around 11:00. The first race will start around 12:00 off Knox. The last race will be around 3:00. The captains steer the boats, but the crew pulls all the lines. Working jibs 90's or 100's and no poles, no spinnakers.

The races are really short, (normally from Knox to Yellow Bluff and back) and there is tacit agreement that it would be inappropriate to win more than one race (captains have to be relatively clever when sailing in an inefficient manner). It is also agreed that the fastest boat sails no

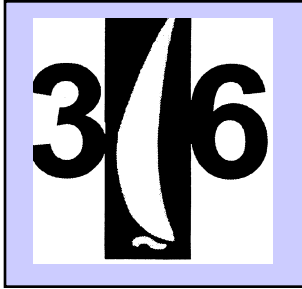
faster than the slowest, keeping the boats close and creating a great time for the guests. Since the Regatta began, the word has been passed and over 75 guests last year filled twelve boats, in addition to a couple of power boats for spectators.

There is a great party following the last race at the San Francisco Yacht Club. It costs the captains nothing to attend. Due to the success of the program, this year 15-20 vessels will be needed. It is major fun for all involved.

If you can participate, email Jim at jrobinson@pclient.ml.com or call 415 332 0806

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