

Willow and a bit of "Murphy's Law"

by Ted Brittsan/St. Helens, OR

It must be a corollary of "Murphy's Law" that, "if something is going to go wrong, it is going to go wrong at the worst possible time." At least that's the way I felt at 4:30 in the morning, on June 15, when a water pump bearing seized in the middle of crossing the Columbia River bar.

The plan had been that eight boats from the St. Helens Sailing Club had decided that this was the year to head to the San Juans and Canada. St. Helens is a small Oregon town on the Columbia River thirty miles North of Portland and approximately eighty miles from the mouth of the Columbia River. We had taken two leisurely days to reach the port of Hammond where we topped off our tanks and then departed at slack tide the following day.

My attention that morning was suddenly wrenched from the lighted buoys and steaming lights of my seven companions by a loud screeching noise emitting from my old reliable Yanmar. The cabin had filled with smoke from the scorched belt by the time I got everything shut down and my adrenaline rush calmed to the point where I could think logically.

I advised my Northbound friends by radio that all was well and watched their lights

disappear to the West as I sailed back to Hammond. I removed the offending belt. (Naturally it was the inner of three), then used the diesel sparingly to enter the narrow opening and "bump it" to the moorage. Before nightfall, two more of my companions were also back in Hammond. One returned because of overheating problems and the other because of rough sea conditions.



The remaining five boats did make it to Grays Harbor, but only one eventually went on from there. Wives and crew members were in a state of mutiny because of the rough conditions off the Washington Coast. This is not to say that a few intrepid skippers were not also relieved to be safely out of it.

Two days and \$94.00 later, the captain and crew of Willow (a 1979 Islander 36) again departed the mouth of the Columbia, blissfully ignorant of the trials our compadres had experienced.

Motor-sailing under fair skies and comfortable seas, we by-passed our friends in Gray's Harbor and smugly continued north. Gradually things began to change as the sun went down and the seas and wind began to build straight off our nose.

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Fall Meeting

Nov. 14th @ 11:30am

Golden Gate Yacht Club

**Islander 36
Association**
of San Francisco Bay

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Commodore's Corner

By Rick Van Mell

What a great year! As we head toward the Fall Meeting we can anticipate celebrating another fine year for your Association. It would not have been possible without the dedicated work of many individuals.

Our racing program is critical to the health of the fleet and maintaining the value of our boats. Race Chairman Frank Burkhart did a fine job of getting boats to the line and tracking the results. His innovative joint racer/cruiser event in April was a welcome addition. Encouraging Tenacious and Solace to join the racing fleet is the kind of development we need. Frank's service is very much appreciated and I thank him for his years of dedicated effort on behalf of the fleet. When you see Island Girl on the race course or waterfront, be sure to give him a hail and your hearty thanks for a job well done.

Another hard worker who deserves lots of recognition is Cruise Chairman Tim Koester. I hope you all appreciate his continuing effort to line up cruising destinations, then rounds up the fleet to participate. This season Tim handled two "emergencies" in routine fashion. First, a potential mix-up before the Marin YC cruise was resolved so well that Tim and the I-36 fleet now stand as the model example of how a cruising fleet should behave when visiting another club. Then, to finish off the year, the Petaluma cruise

had to be re-routed to Vallejo at the last minute due to dredging. Tim's efforts are very much appreciated by all who enjoyed the welcome receptions everywhere we went.

Skipper Wall continues to be the heart and sole of the Association, and the front line for contact with the rest of the world. As Membership Chairman he is our Public Relations expert. His dedication to recruiting new members and getting out new member packets has been the primary cause of our membership growth. The Internet continues to be the web which holds us together across the whole country. I hope you will find the humorous interchange across the web when the last issue of your Newsletter accidentally failed to mention our Texas members! New inquiries about the fleet or about some specific repair or supplier seem to happen once or twice a month.

Thanks to Skipper and our 70 members who have e-mail addresses, we continue to grow both in number and in friendship.

And where would we be without this Newsletter, the glue which keeps us all in touch with each other? Thanks to Gary Salvo for that sometimes tedious task of chasing down articles, doing all the technical formatting and paste-up, then getting it printed and mailed. Gary's pioneering work in getting us into the electronic age,

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Fall Meeting at GGYC
Saturday November 14th
11:30-3:00
Lunch \$15.00, Complimentary Wine

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both by setting up our web page and moving us to desktop publishing has played a very important part of our growth and our strength.

Keeping us solvent for these past five years is the necessary foundation for our growth and prosperity. Harry Farrell has carefully and successfully managed the Treasury for five years, thus making possible all of the features we have been able to provide.

Like a good doctor, sometimes the mark of a fine performance is almost invisibility. Fleet Measurer Walt Levison is our silent hero, keeping

competitors honest and answering questions for the fleet and members who would like to move into racing.

And finally, my thanks to our members and their families who participate in racing, cruising and the continuing dialog which has made us a strong and vibrant organization. Thank you for a fine 1998 and I, and the rest of your Officers look forward to celebrating our 25th year as an association with even more events in 1999.

Clear Sailing,

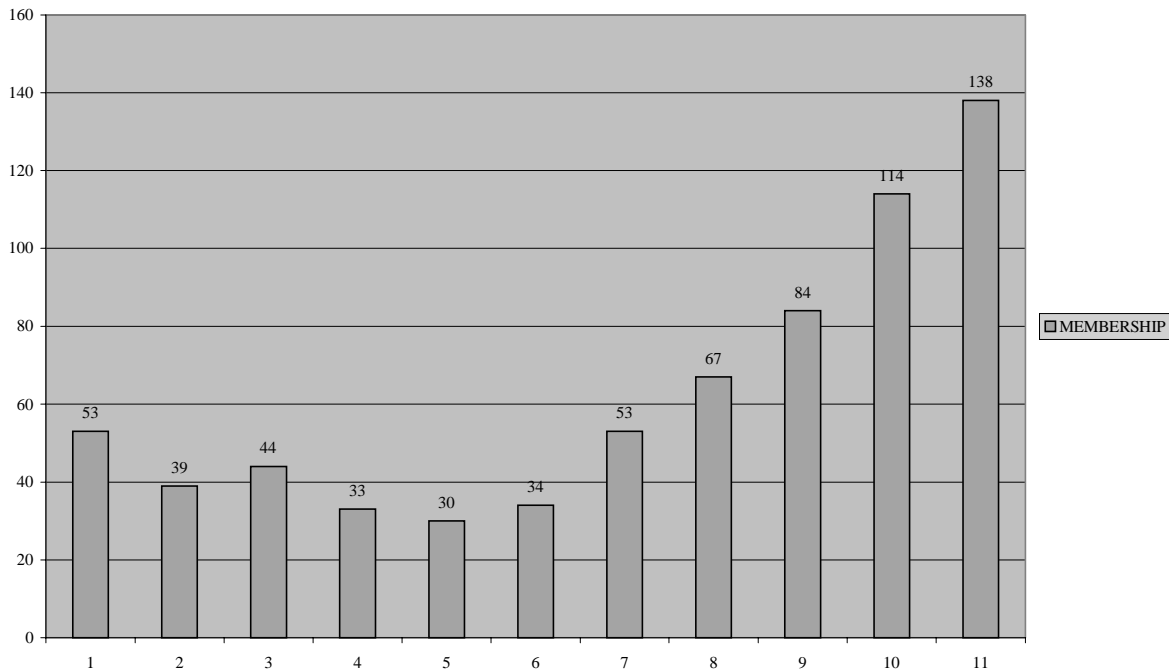
Rick Van Mell

Membership Continues to Grow

by Harry Farrell

At the moment we have 138 members. That is an additional 24 from last year. The chart shows how we have grown over the past eleven years (1988-1998), from 53 in 1988 to our present 138. You will see that our membership diminished in the early 90's as the I36 Association transitioned itself from a racing organization to a cruising fleet (with a stalwart group of racers continuing to keep our racing image alive on SF Bay) Our present growth can be attributed to the efforts of Skipper Wall our membership chairman, Gary Salvo our secretary, newsletter and web site maintainer and our hard working Commodore, Rick VanMell.

MEMBERSHIP



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Apparently it was time for us to pay "our dues."

From 2200 until 0400, forward progress virtually stopped. Looking at the plots I made that night, we made a total of six miles under double reefed main and motor during that six hour period. The light off Destruction Island seemed permanently locked to our starboard beam as we thrashed and pounded all night. These are the worst conditions in which I have ever sailed Willow, and, to me, a real confidence builder and a testimony to the Islander's strength and design.

Fortunately, as the sun came up, the seas started laying down and, 36 hours after leaving the Columbia River, we arrived in Neah Bay.

While the Strait of Juan de Fuca is nothing to take lightly, the rest of the trip turned into what cruising is supposed to be all about. Moorage in Victoria Harbor is very inexpensive and puts you right in the center of all the downtown action. My wife and kids joined me there, and it was difficult to pull them away from the excitement of the big city.

We moved on North to Sidney and around the Sannich Peninsula to anchor in Todd Inlet, off Bchart Gardens. Following that, stops were made in Fulford Harbor in the Saltsprings and Bedwell Harbor on South Fender Island. Because of the difference in the American and Canadian dollar, Canada was a real bargain at this time. I would advise using your credit card whenever possible to get the best exchange rate. The only time

we felt "had" was when we paid cash for moorage at Fulford, and the manager used a rate of exchange that put 15% in his pocket.

We cleared back into the States in Roche Harbor. Clearing customs is no big deal if you prepare yourself ahead of time and are aware of what you are permitted to have on-board going either way. When checking into Canada by phone, I admitted that, "yes, I did have two apples on-board." My penalty was an admonishment "not to do that again" and a cheery "welcome to Canada!"

I picked up my "downhill" crew in Port Angeles, and, other than facing confused seas getting out of the entrance to the Strait of Juan De Fuca, the trip back to Oregon went smoothly.

The only crisis on the way back was on the second day when John was struggling up the companionway to relieve me at the wheel at 0300. Half asleep, he was attempting to get his coat and inflatable harness on at the same time, when he accidentally pulled the lanyard that inflates his life vest. From all the noise I thought something was awry with the motor again. Meanwhile, John was under the impression that a big snake had jumped on his back and was trying to strangle him. After surviving the "giant snake attack," the return crossing of the Columbia River bar wasn't that bad!

Don't miss the Fall Meeting Nov. 14
Guest speaker: Jock McLean, Yardmaster at KKMI
on
Refitting Islanders

DRAKES BAY FOR LABOR DAY

by Don Schumacher

A coastwise cruise out of San Francisco Bay is often hard to arrange but this year it worked wonderfully well. The Labor Day weekend of September 5,6,&7 was the plan and an unusual weather front changed the normal summertime fog cycle and produced warm gentle breezes, gorgeous sunrises and sunsets.

As we know so well if it isn't heavy adverse currents, its fog, its lack of time or its blowing too hard and the seas are very lumpy,or something. This year nine boats started out at the North Tower of the Golden Gate Bridge for the 30 mile, 4 hour, cruise through the North Channel between the Potato Patch and Point Bonita. The shoreline to Drakes Bay is one of the most remarkable since so much of it is open space with only Rodeo Cove, Muir Beach, Stinson Beach and Bolinas showing just a sprinkling of visible houses during the daytime. At anchor in Drakes Bay only one light was visible on top of Mt Vision. The notion that most if not all this dedicated open space will be here for our children and their children to see is a most warming thought.

The 0900 start was missed by a whole collection of slow starter who had all kinds of fanciful excuses like barges at the GGYC docks, heavy floods, late nights, etc. Kindred Spirit and Blue Streak, it should be reported, were there on time. With the slow starters (second cup of coffee'ers?) arriving at 0925 we finally started off in a long line with a hazy but bright morning sun backlighting the Bridge and the City's wonderful skyline. While motoring for the first three hours was disappointing for those who wanted to sail, it did allow for pleasant sight seeing along the Marin shore, through the large fishing fleet at Duxbury Reef. An interesting survey later said that no one saw a fish

landed during our passage through the fleet although some fishermen bragged of having already boated good catches.

The continued hazy morning light did great things for the cliff-lined Marin shore which has been attacked for so long by the North Pacific weather and the San Andreas Fault which lies so close. On the following morning they bore an uncanny resemblance to the Cliffs of Dover in the yellow morning light. There were many Murres, Murrelets, Pelicans, Cormorants, Shearwaters, and Scoters to be watched, many just a boat length away. The hoped for surprise was a half an hour presentation by the whales. We saw full breeches, back dives, blows, and sounding dives. Many were close aboard and all were fascinating.

The last hour was a lovely sail into Drakes Bay with a 15 knot NW wind on a calm sea. Most of the boats sailed although some did not. There was some spirited Port/Starboard passing which was fun.

A VHF consensus confirmed everyone's desire to raft up the whole fleet, although initially it appeared that not all had a concept of how that was going to work. When finally the boats sailing got to the place chosen for the raft everyone seemed to want to be second. Snow Flower finally dropped an anchor (a prophetic word if ever there was one) followed by Blue Streak tying alongside. Blue Streak excused herself by explaining that she was the only racer and was not particularly well equipped for cruising although game. Then everyone piled in, and in short order the fleet was 9 boats wide and the boat-hopping started.

By now the afternoon was well along so the yardarm was shifted around, the sailing gear stowed away, snacks were broken out,

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and the secondary purpose of the cruise begun.

Drakes Bay was alive with tens of thousands of coots (?) making endless mass circling of the Bay followed by brief periods of rest and then starting all over again—indescribable. Few were there the next day so whether it was a greeting, a complaint, an omen, or just mother nature we can't know. There was some fishing boat and sailboat traffic, but generally it was very quiet so that the whirring of the wings was almost ethereal.

Several yardarms later, the last and largest on the Pearson 42, Windsong. Kindred Spirit interrupted the cycle by breaking out steak and corn on the barbee. What with such inviting coals Blue Streak put on salmon fillets instead of poaching them on the stove—it began to look like a meeting of the gourmet club.

The night was quiet but better placement of spring lines improved the raft the next night. The morning arrived bright and still shiny with most sleeping well into the sunrise, except for the dog patrol from Blue Moon.

Along about 1100 going ashore to view Pinnacle Rock seemed a good idea to Snow Flower, Ophira, Obsession (Ericson 38), Zenith and Blue Moon (Islander Freeport 36). The lighthouse at Pt Reyes proved to be irresistible although the notion that it was three miles away and 400 higher than the beach seemed not to be a factor. The return of this hardy group 3 hours later having missed lunch and with sore feet testified to memorableness of the walk.

Shortly after the return of the exploration party it was realized Snow Flower's south streaming

anchor rode compared to the three others which streamed north was a non-compute. Sure enough, the rode had worked its way around Ophira's keel during the night and was now holding the entire raft. Before it could be remedied the line parted leaving an expensive 34# plow anchor on the bottom. Fortunately, a light lunch hook used as a grapple and a lot of traverses over the estimated location in the 18 foot of water brought up the very end of the rode and the salvage of the anchor was completed. The addition of a couple of stern anchors was the lesson learned and the next night produced no such repeat. All agreed that they had never seen an anchor rode cut in such a manner but filed the lesson away for future use.



With Kindred Spirit having left during the day new alliances were formed and dinner took on a different alignment. Natural High found that they could buy a very fresh salmon at the tiny fish processing building on the shore and others snacked, cooked or shared as they chose.

Eight AM was the targeted time for sail away

Monday morning so at 0730 right on schedule the boats with anchors down started to prepare and the non-anchor boats slipped backwards out of the raft. All done very smoothly. Snow Flower and Blue Moon were going on to Bodega Bay but the rest of the boats were indeed headed south at 0800--a big improvement over Saturday. As it turned out Zenith needed to balance their late Saturday start so they did stay put for another morning snooze—ah well, they are still newlyweds.

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The value of gear for winging out was clear going south with much better balance, speed and light air use in the 6 knot over the deck and 5 knot boat speed on the light air morning. No whales or sharks on the way south, but the big fleet at Duxbury and a pair of seldom seen dolphins with a 3-4 foot following sea made an idyllic morning.

Three hours of sailing and 1 hour of motoring (or some combination of same) put the

fleet under the Bridge where a very nice 15 knot breeze moved the fleet to its various harbors after a quick farewell. The usual clean up put all boats to bed in the midafternoon.

Hopefully, this overly detailed report will tempt the reader to make this trip next year or the trip to Half Moon Bay. Both of which are the best of offshore cruising for which the Islander 36 is so well suited.

DRSCHUMACHER September 14, 1998

From Drakes Bay (Pt. Reyes) on North to Bodega Bay

by Skipper & Nancy Wall (Snowflower) and Brian & Fran Jacobs (BlueMoon)

Of the nine boats at Drakes Bay, two continued on 22nm on north to Bodega Bay after the nine boat raft broke up and headed back to SFO. The trip north was a motorsail, which started in the fog. Couldn't see the lighthouse at the west end of Pt. Reyes as the fog was hanging low. But the visibility was a mile or so and just after we turned north the sun broke through and it was a lovely day for the rest of the way. Wind was 15k apparent, seas 6 to 8 foot swells @ about 15 sec's or so. Not bad at all....So good there wasn't even water over the bow. We made our "ETA" as programmed to the Bodega Bay entrance. The entrance has some large rocks but are visible from a ways out and are well marked. The actual entrance is a triple dogleg to Spud Point Marina but is a very well marked, two mile long channel. But don't get outside of the channel, as it becomes a mud flat immediately. We finally arrived at an excellent marina facility owned by Sonoma County. Shorepower, water, concrete docks but, there is one quirk!!! You have to call the harbormaster on 16 to ask him to let you in the shower!!! They have not come to the money making possibility of a key deposit yet!!!

We had two excellent fresh king salmon dinners. The first at the "Sandpiper" and the second at "Lucas's Wharf" which is the nicer of the two.

Brian of "Blue Moon" befriended a commercial fisherman who loaned us his pickup truck to go to Lucas's Wharf. Always have Brian along we found out. He will find out most everything that needs to be known. Wednesday which was our original day to start back to SFO, we woke to small craft warnings, with winds 25 to 30k, gust to 35k, wind waves to 6' and swells 12' every 9secs....we elected to spend another night. Three boats came in from OR and WA that night and had to hove-to about 120 miles out in 60k wind gusts...45k wind sustained. All four of us and Bailey, Blue Moon's beagle were glad we were in a safe harbor.

We walked several more "only one more hill", and found two very nice art galleries and a good greasy spoon for fish and chips....What a good spot to be marooned!!!

Thursday: We left and as we were pulling away from the dock Nancy said "you can eat your way around Bodega Bay in two days...and it was good!!!" As we motored into the ocean...all four of us wondered if the weather people were in a different part of the pacific as they were forecasting much the same but with much diminished winds. We motorsailed back to Drakes to

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spend a windy (22k) night. We couldn't raft, as the wind was too much to come along side of each other.

While we were anchored, Nancy ask me to turn on the TV....I just looked at her and said the extension cord was not long enough....CRS was in control for a short time!!!

Which in the end it turns out that Bailey the beagle we now know has an Iron Bladder...17hrs!!!

Friday...after a 22k windy night at anchor we woke to dead flat water in Drakes Bay....very hazy but the visibility was still about 3 or 4

miles....We left at 0825 and motorsailed back to the GGYC arriving at 1240....very good time. Bluemoon continued on to Coyote Point as they had a flood tide that they could ride all the way.

So it was a quick return for the last two Islanders to return to SFO Bay. The sea was basically flat this last day and after the 60k winds of two nights before we were most glad.

We must say, Drakes Bay is a good spot and to continue on to Bodega Bay was just icing on the cake. We were sorry we didn't make it in to Tomales Bay but we will save it for next time going north.

It was a good, fun and safe trip.

I-36 on the Web

by Rick Van Mell

As noted many times, our Internet site gets a fair amount of use. We are currently working on improvements for the coming year. Some of them include an updated Repairs & Parts section, a subscribers list, and a members database.

Tim Koester has started taking digital pictures of some of the unique features people have built into their boats. The idea is to add pictures to the web site of the various repairs, changes, gadgets and similar things which can be shared with our members. So far there are pictures of Harry Farrell's microwave (did a great job on blueberry scones at Vallejo), the automated remote alcohol stove pressure system and the starboard side upper/lower bunk on Vanishing Animal. Don Henderson is going to send in pictures of their prop shaft strut replacement after their encounter with a seal at Half Moon Bay. As the rest of you have ideas or repairs done, please send in you pictures to include on the web.

Pictures can be sent by mail, or scanned and sent attached to an e-mail.

Some of you may be familiar with subscription lists on the web. You can address your e-mail to the name of the list and it will automatically forward your message to everyone on the list. This will facilitate responses to group questions and reduce the double handling currently done to transmit a message to all members.

An effort still on the drawing boards is to enable members to browse our membership database. Thus if you are visiting another part of the country or looking for a boat with a similar engine, etc. you can get up to date information. This would be an alternative to the annual mailing of the hard copy of the database information.

Look for these updates over the winter at www.paw.com/sail/islander36.

Lost in Cyberspace?!

If you are not getting several I-36 e-mails each month, we've lost you in cyberspace. Please send an e-mail to Membership Chairman Skipper Wall at snowflower@compuserve.com with your current address.

Long (Not long enough) Weekend Cruise in New York

by Carolee Maynard & Jeff Kingdon

We took off most of August and sailed though New York (Manhattan is beautiful from the water). The UN Building windows looked like fire, the Chrysler Building looked ensconced in gold and the Statute of Liberty was ablaze. It was 900am on a sunny Monday morning and gorgeous. On to NJ...Then around the OUTSIDE of Long Island...open ocean for 30 hours to Block Island is a trip unto itself. During the 2 to 4am watch I swore I saw sea monsters

readying to climb aboard the boat...then to Newport, Cutty Hunk Island and Martha's Vineyard (yes, we were there when the Prez arrived w/ his family. (No Monica, though!!!) Also saw a boat (40') sink in the storm there.

Finally back home and winding down, no more three day weekends in sight but still a couple of months of good sailing.

I36 Maintenance Tip

Thanks to Skipper Wall

For a new circuit breaker; Hard to find when you need one!!! So order an extra for each size!!!

These are the W31 series

They are Potter & Brumfield Div/Siemens Co.

Relays & Circuit Breakers

These are the one's that I have found to fit, I have a catalog. from:

Steven Engineering
230 Ryan Way
S. San Francisco CA 94080-6370
1.650.588.9200 ext 111 (Juanita Leung)

Islander 36 Racing Fleet

Spinnaker

	Vallejo	Vallejo	South Beach	GGYC	Encinal	Encinal	Knox	City Front	w/ 2 throwouts		
	1-May	2-May	17-May	20-Jun	1-Aug	2-Aug	15-Aug		Points	Points	Standing
Absolute	1	1	1	1	1	1	1	1	8	6	1
Blue Streak	3	2	3	3	4	4	3	4	26	18	3
Island Girl	4	5	6	6	4	4	4	4	37	26	4
Windwalker	2	5	2	2	2	2	2	2	19	12	2

Non-Spinnaker

	Vallejo	Vallejo	South Beach	GGYC					w/ 2 throwouts		
	1-May	2-May	17-May	20-Jun					Points	Points	Standing
Pilot		3	2	4	1	1	1	1	13	6	1
Solace		4	3	2	2	3	2	4	20	12	3
Tenacious		3	1	1	4	3	3	2	17	10	2

Scoring: 1 point for first, 2 points for second, 3 points for third, 4 points for fourth
DNF: Total number of boats competing in class plus 1 point
DNS: Total number of boats competing in class plus 2 points

Racing News:

The season is over, successful year for all in that no crew were lost, no significant damage to any boat, and all rigging is still intact. My thanks to all the boats, skippers and crew that participated this year. We had races with 7 Islanders on the line, the largest showing in the past several years.

It was also a year that Tenacious improved dramatically, making sure that Pilot paid more attention to the race than the water toys he was towing. Absolute and Windwalker battled each race, taking first and second place consistently. Blue Streak and Solace kept the competition honest while Island Girl made sure that the no one in the fleet got left behind on the course by sweeping up the back.

Until next season, fair winds and following seas to all.

Frank Burkhart

1 9 9 8 C r u i s e R e s u l t s

by Tim Koester

Name		Boat	SFYC 3/14	Angel Island 4/18- 19/98	Half Moon Bay 5/23- 25/98	Coyote Point 6/13- 14/98	Benicia 7/3- 5/98	Marin YC 8/15- 16/98	Drake's Bay 9/5-7/98	Vallejo YC 10/10- 11/98	Fall Meeting 11/14/9 8	Total Cruises
Bruce & Donna	Bbck	Bbckuster	Y									1
Frank	Bukhart	Island Girl		Race only	Sun Night			Visby car				0
Dennis & Judy	Bush	Natural High	Y	Y	Y	Y	Y	N	Y			6
Fred & Barbara	Cucksey	Mist	Y			Y	Y	N	N	Y		4
Harry & Kay	Farnell	Pacific High	Y	Y				Y		Y		4
Jack & La Vaugh	Fegush	Wandering Star						Y	N			1
Art & Betsy	Fowler/ Fouls	Zenith	Y		By Car		Y	BY Car				2
Don & Barbara	Henderson	Kirked Spins			Y		Y		Y	Y		4
Ed & Darleen	Henry	In Conference	Y	Y	Y							3
Bill & Marge	Hipdon	Seaward	Y									1
Steve & Jill	Hoffman	AWOL			Y							1
Bruce & Carol	Hunter	Escape	Y			Y	Y		Y	Y		5
Brian & Fran	Jacobs	Blue Moon	Y			Y	Y	Y	Y			5
Tim & Meryl	Koester	Obsession	Y	Y	Y	Y	Y	Y	Y	Y		8
Ace	Lehman	Viace	Y									1
Walter & Mini	Levison	Sulara	Y						N			1
Kathy	Munn	Mischief							Y			1
Roger & Patty	Milligan	Tenacious		Y								1
Gay & Pat	Sato	Ophia	Y	Y		Y	Y		Y			5
Steve	Scheider	Absolute	Y									1
Don	Schumacher	Blue Steak	Y	Race only					Y			2
Tim	Shea	Lean Times	Y	Y	Y		Y		N	Y		5
Jim & Loré	Stover	Solace	Y		Y			Y				3
Larry & Chris	Tuzian											0
Rick & Sandy	VanMell	Vanishing Animal	Y	Y	Y	Y	Y	Y		Y		7
Skipper & Nancy	Wall	Snow Flower	Y	N	Y	N	Y	N	Y			4
Peter & Magot	White	Kirked Spins						Y		Y		2
Total Attendees			18	8	9	7	11	7	9	8	0	0

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In Our Next Issue...

Fall Meeting

99 Officers

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of SF Bay
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