



*Tenacious tacking towards the Gate*

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check out the new twist to the  
**Half Moon Bay Cruise**  
**May 28-30th**  
 on the Islander website!

## Second Annual Sailing Clinic

*Sunday, April 17th:*

*Excerpted from Rick Van Mell's article at [www.islander36.org](http://www.islander36.org)*

San Francisco City Front, the sun shone with wind around 10 knots as the fleet gathered at The Golden Gate Yacht Club for the Sail Trim Clinic. There were 50 people (both racers and cruisers) with 8 boats tied up at the docks; the assembled crew represented 26 Islanders.

Joseph Krensavage, our Race Captain, kicked it off at 10:00. Robin Sodaro of Hood Sails reviewed the fundamentals of sail performance. He suggested using your digital camera to shoot straight up from the foot, getting a good image of the shape of the sail, then emailing it to your sail maker for analysis. Barry and Sylvia Stompe of *Tomcat* will attest that Robin Sodaro has been very helpful, even coming out to their boat on several occasions to analyze the performance of their new Hood Sails.



*photos of your sail can be analyzed by a sailmaker*

Lou Zevanov discussed Main Trim, reminding us that good crew anticipates the changes needed in trim. To get a really good feel for your boat, aim the



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of San Francisco Bay**

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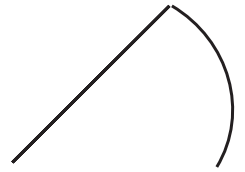
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# Commodore's Corner

*Mike Dickson*



Preparing *Nimbus* for the opening race of the 2005 Season, I thought about how much the Islander Association helps its members to keep their Islanders sailing in top shape. If we have a problem or question about our boats, in most cases someone before has solved the same problem.

As all of our members are aware, our web site is a great resource for finding information about some of the many fixes and upgrades that have been done to the fleet. Through our e-mail list, members have access to the fleet. They can pose questions on just about any subject regarding boat repairs and maintenance. I am overwhelmed by the number of e-mails I receive asking questions about Islander maintenance.

I would like to propose that over the next few years we put forth a major effort to make our great resource even better by each of us taking an additional few minutes as part of our boat maintenance, repair and upgrading process to document our findings, decisions and repair process. I am asking that as we move forward in the digital age, our members document repairs and upgrades to their boat with pictures and 'instructions' for their projects. I know our web master Rick Van Mell will be up to the task of build-

ing up the maintenance and upgrades section of our web site. The knowledge is out there, and if each of us over the summer brings our camera down to our boats, gets a few pictures and writes up quick notes about projects we have worked on, by year's end we can have a resource in place to serve Islander owners for years to come.

By the time you read this our racing season will be well underway and, with a great cruise to the Encinal Yacht club last weekend, it looks like another banner year for our fleet.

The cruise to Encinal was excellent and we would like to thank Svendsen's Chandlery for opening up the shop to us for what has become an annual Islander Shopping Fete.

I would like to thank our new Member chair, Linda McClellan, for stepping up and looking after our membership for the coming year, and thank Skipper Wall for his service over the years in that position.

Stay on Starboard –

*Mike Dickson*

# Spring Meeting Cruise Warm and Fun.

## Despite the Cold Rain.

by Barbara Henderson

Ignoring the rain, 58 members of the Islander 36 Association gathered Saturday, March 19th, for the Annual Spring Meeting, under the coordination of Cruise Chairs Smokey and Laurie Stover. Need we say that all went smooothly? (Thanks, Laurie for the fun shamrock necklaces and chocolate sailboats).

On Friday afternoon, four boats (Salvos on *Ophira*, Damsens on *Woodbine*, Cruise Chairs Smokey and Laurie Stover on *Evanescence*, and Harry Farrell on *Pacific High*) had a wet passage to SFYC, where the Hendersons joined them by car. Commodore Mike Dickson invited all to a relative's house on nearby Corinthian Island for a couple happy hours (4-6:00 p.m.). The fireplace was burning, hors d'oeuvres laid out and the wine flowed. The view of Belvedere Cove and the yacht club was gorgeous. Another intrepid I-36 was spied coming into dock - Freedom Won with the Meltons aboard! The group, along with Don Schumacher, piled aboard *Evanescence* for a hearty pot-luck of chicken Marbella, chicken wings, artichoke-bread salad, meatballs, veggies, and ambrosia fruit salad. Of course a bit of wine was sipped to wash down the food.

Saturday started out rainy, with those aboard dashing between bursts of rain

to take care of morning ablutions. By mid-morning the rain eased off and the land cruisers began to arrive. Due to the weather, most members drove. One additional boat cruised in late Saturday afternoon: *Miss Kryptonite* (formerly *Four Cs*) with new owner Steve Kent and friends George Ritchie and Linda Collison aboard. Though only six boats graced the dock, 34 were represented by 58 people. In addition to those mentioned above, attendees were: Noble Brown, Bushes, Matt Callahan and Rhys Cheung, Michael Daley, Mike, Daphne and Eleanor Dickson, the Fowlers, Hallbergs, Bill and Jim Higdon, the Hodgkins, Travis Huff and Katie Van Thillo, Michael Jeffries, Joseph Krensavage, Neil Lefmann, Walt Levison, the McClellans,

Michael Melin, Chris, and Claire Mellor, Kelley Montana, Noel O'Brien, Ray Riley, Cindy Schultz and Steven Peters, Tim Shea, Charles, Deborah and Stuart Stephens,

the Stompes, Rick Van Mell, the Verlings, Kris and Rory Youngberg, and the Lou Zevanovs. Special acknowledgment to the Taku III family of Charles & Deborah Stephens (with father Stuart Stephens) for joining us on their way home to Vancouver from Mexico.

*continued on page 10*



*The Stephens' and Nobel Brown.*

*The fireplace was burning, hors d'oeuvres laid out and the wine flowed. The view of Belvedere Cove and the yacht club was gorgeous.*



*Rick Van Mell has BIG PLANS! Check out the website for rig measurements.*

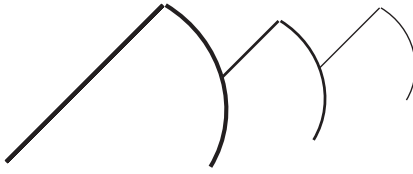
### Spring Meeting Minutes

- Commodore Mike Dickson welcomed the 136 members to the spring season.
- Don Schumacher provided I36 plans to Rick Van Mell
- Kris Youngberg announced measurement of 3 boats
- Ron Damsen gave a positive Treasurer's Report. We have 190 members. Burgees are available. Call or email Ron to purchase.
- New Membership Chairperson was announced. Linda McClellan is taking over from past chair, Skipper Wall.
- Welcome new members
- Rick Van Mell gave website report. There are 4,059 pictures and 8,100 files on the website. Exponential growth!
- Joseph Krensavage distributed YRA trophies and announced upcoming events. This is the biggest year for racing!
- Harry Farrell was thanked for his efforts to promote awareness of the I36 fleet with Kimball Livingston.
- Cruise Chair, Smokey Stover described the cruise calendar and encouraged lots of participation.
- Thanks to Laurie Stover for providing the chocolates and festive decorations for the meeting.
- Nobel Brown's presentation of his BAJA HA HA adventure.



# Cruising Notes

from Smokie and Laurie Stover, Cruise Chairs



## Encinal Cruise April 22-24

## What a Party!

by Barbara Henderson

Cruise Chairs Smokey and Laurie Stover really know how to throw a party, and about 60 Islander 36 members and friends showed up to enjoy it all at the gracious Encinal Yacht Club.

**Friday night:** Skipper and Nancy Wall on *Snowflower* were first to tuck in at Encinal, joined by Rick and Sandy Van Mell with dog Teak on *Vanishing Animal*. Ron and Karen Damsen on *Woodbine* and John, Nanci and Dennis Melton on *Freedom Won* anchored out in Clipper Cove for a wet and rocky night.

**Saturday:** Finally docked at Encinal Saturday, thanks to Charles and Kathryn Hodgkins who used Encinal's whaler to help pull bows around and get everyone tucked in, were 12 boats, including the above, with the addition of *Evanescence* (Stovers), *Diana* (Lou and Diane Zevanov), *Blockbuster* (Bill and Jim Higdon) *Miss Kryptonite* (Steve, Tammy Kent and children), Defever trawler *Endeavor* (Brian Jacobs with David, whose birthday got celebrated at dinner), *Nimbus* (Mike and Daphne Dickson with the bouncy and beautiful infant Eleanor), *Wind Lock* (Mike and Janice Tryon, Tim, Rhonda and Ian Shea on a new 26 ft. power boat), and the Catalina *Windward* (old friends Tim and Meryl Koester). Day trippers by car: Steve and Gina Zevanov with their three children, Pat and Gary Salvo, Dennis, Judy and Matt Bush, Art and Betsy Fowler, Don and Barb Henderson, Charles and Kathryn Hodgkins, Roger and Linda McClellan, Neil, Cindy Lefmann and daughter Kelly, and Don and Bev Wilson.

**Saturday afternoon:** Racing Rules Seminar

(report courtesy: Rick Van Mell) Joseph Krensavage with Mike Arrraj and Bruce Vogen, Peter Szasz, David and Tom Newton, and Kris Youngberg joined cruisers/racers for the seminar which began at 2:00 p.m. in Encinal's downstairs meeting



Vice Commodore Tim Shea with wife, Rhonda relax on their new ride



Mike & Janice Tryon of Wind Lock

room. About 20 people had gathered and, under US Sailing Chief Judge Tom Roberts' leadership, joined in a lively discussion. The focus was on basics "When Boats Meet." All agreed this was very worthwhile and should be continued in future years.

On with the fun: After the seminar, there just was time for some chit chat on the docks or a happy moment in the lounge. About 5:15 we jumped into cars and went to Svendsen's for wine, hors d'oeuvres, and shopping.

Sven Svendsen, Sr., was on hand, and

when informed that the previous year his son had jumped up on the counter to address the group, he spryly leaped up there and welcomed us! What a guy.

Then it was back to Encinal for cocktails and at 7:00 an Italian buffet dinner. Smokey gave us a cruise update and Commodore Mike Dickson welcomed new members: the Tryons and Wilsons. We filled up the west half of the dining room, adjacent to the dance floor, which got a workout when the DJ started off with, "In the Mood."

The Van Mells couldn't resist and many joined them; the Kent children and Ian Shea looked like they could have danced all night. It was a lovely evening after a day of sprinkles, and there were people spilling over Evanesence's cockpit for just a little more together time before settling in for the night. Next morning Encinal offered breakfast before everyone set off through the Bay on Opening Day. Cheers to Smokey and Laurie!!

The Stovers add: "We are so pleased there was such a great family turnout.

*continued on page 9*



Cruise Chair Laurie Stover & Barbara Henderson are dressed for shopping

## 2005 Islander 36 Cruising Calendar

**Sat-Mon, May 28-30**  
Half Moon Bay - Many new mooring buoys with dinghy access to the HMBYC and inner harbor.

**Sat-Sun, June 11-12**  
Clipper Cove (Treasure Island) - Calm anchorage for raft-up. Dinghy relay

**Sat-Mon, July 2-4**  
Sequoia Yacht Club - Redwood City; Pirates and fireworks in the South Bay!  
*Rick & Sandy Van Mell*

**Sat/Sun August 6-7**  
Benicia YC - Downwind sailing, lots to see downtown. Stage for a few following days in the Delta? Kids will like their water toys here.

**Sat-Mon September 3-5**  
Drakes Bay - Anchor out/raft up. Catch a fish for the BBQ and hike from the shore. There's even an option to head north to Bodega Bay at the end of the weekend.  
*Skipper & Nancy Wall*

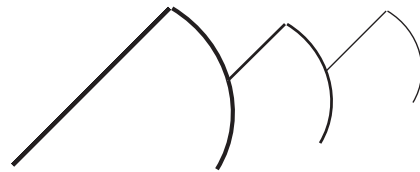
**Sat-Sun, October 22-23**  
Ballena Bay  
*John & Nanci Melton*

**Sat, November 5**  
Fall Meeting - St. Francis Yacht Club.  
Come a day early for a Friday evening pot-luck around the bar at Golden Gate YC!



# Racing Notes

from Mustang's Deck



Joseph Krensavage, Race Chair

## April 30 - May 1, 2005 Season Opening Vallejo Race



*Jim and Martha Robinson sailing Pilot doublehanded to a third place on day one of the Vallejo race, Midnight Sun just ahead*

The wily *Tom Cat* zigged and zagged to escape the mighty red hare to win the first race of the 105th Vallejo Opener.

Barry & Sylvia and their crew patiently clawed their way past boat after boat to overtake early leaders *Midnight Sun* and *Pilot*. But it wasn't easy. Nineteen Islanders stretched taut on the starting line - no early birds, no stragglers and no pushing, shoving or shouting. Just a bunch of sailors getting better and better every race.

A steady eight to ten knot westerly blew in through the Golden Gate making for a perfect upwind beat to R4. Good wind, even increasing a little helped push the fleet north against the peak of the ebb tide, as most boats steered east and low of the rhumb line. For a while it looked like *Tom Cat* and *Diana* had gotten too far east as *Pilot*, *Cassiopeia* and



Steve Zevanove of Diana



Islander 36's flying spinnakers? Maybe we'll see this sight more often if enough skippers choose to race spinnaker in this season's "optional" races.

*Pacific High* rode a back eddy and more wind ahead of them just north of Southampton Shoal. But as the wind went lighter, they gained the advantage with less current and a sharper angle to pull just ahead of them as we all hugged the Castro Rock buoy at the Richmond Bridge.

Poles flashed out to hold jibs wing-and-wing in the slow crawl against the ebb to pass Point San Pablo. Boats in other classes flying spinnakers complicated the problem as they overtook the Islanders and wind shadows further weakened the fickle breeze. Rounding into San Pablo Bay didn't help much as the wind veered to stay dead astern. At

least five Islanders rounded into the Bay as a pack. The trick was to try to keep clear air from astern while not going aground to stay out of the tide.

It was tedious sailing at times. Boat speed was 3-4 knots, but making only 2-3 over the bottom; the scenery moved by real slow! Everything happened in slow motion on the grind to Point Pinole. With puffs from astern, one boat would pass another, only to be retaken in a following puff or a wind line 25 yards abeam.

Thickening stratus developed into a black mantle stretching in from the southwest. A ragged line and fragments

of mamatus clouds suggested more wind, and slowly, as the sun disappeared, between lulls and shifts between southwest and west, it filled in. Finally a firm, cool westerly built to about 12 knots that pushed the fleet into Mare Island Straits and the two mile beat to the finish line.

After more than four hours of very close sailing, *Blue Streak*, *Pacific High*, *Absolute*, *Silver Cloud*, *Mustang*, *36 Double Ds* and *Zenith* rounded into the Straits in a pack behind the leaders. It was close to a dead beat up the channel with eight to ten tacks along the way. When the smoke cleared, the order was *Tom Cat*, *Midnight Sun*, *Pilot*,

## 2005 Islander 36 Racing Calendar

Date	Season Championship	Stand-alone Fleet Events	Individual or group participation
	10 Races	13 Races Best 8 of 10 Races (2 throwouts)	7 Races Attendance encouraged
May 14	Knox		
May 21	Stone Cup - St. FYC 2 races (party)		
May 22		Stone Cup - St. FYC 1 or 2 races	
June 4	Circle		
June 18	Knox		
June 25			Treasure Island
Aug 6			Encinal Race (Pt. Bonita)
Aug 7			Encinal Race (TI Course)
Aug 20	South Bay (Pier 40 party)		
Aug 27	Knox/Bonita (HDA)		
Sept 2,3 & 4		St. FYC Labor Day Regatta - 3 to 5 races	
Sept 10	ODCA Treasure Island		
Oct 8- 9		I-36 Nationals - 3 races	





Racer/cruisers Rick Van Mell, Michelle Williams, Harry Farrell and Carole Williams

*Windwalker* and *Diana*, followed in a 46 second period by *Nantucket*, *Absolute*, *Blue Streak*, and *Pacific High*. Close behind were *Mustang*, *Razor*, *Cassiopeia*, *Silver Cloud*, *Zenith*, *Freedom Won*, *Mai Pen Rai*, *Nimbus* and *Wind Lock*. 36 *Double Ds* would have been in that pack too, but she got a touch too far east and ran into the mud 50 yards short of the finish line. *Amante* chose to sail in a PHRF section and fly a spinnaker, so was not scored with the fleet. In total there were again 20 Islanders in the the Vallejo race!

the ever-present colorful barker from Vallejo's upper deck declared,  
"The Harbor is CLOSED."



The Vallejo Yacht Club Harbor was stuffed tighter than usual when the Islanders arrived because the J 105 fleet had pulled in rather than going on to the municipal harbor as they had done in the past. Only about seven Islanders squeezed in before the ever-present colorful barker from Vallejo's upper deck declared, "The Harbor is CLOSED."



the crew of *Pilot*

But that was just the start of the fun. The J 105s held their traditional big bash toast. The docks were packed with crews, family, friends and spectators swapping stories and drinks. Even a few drops of rain couldn't dampen the spirit. Up in the clubhouse, a video of the race was replayed over and over on a big plasma screen well into the evening. Though the fleet was split between the two basins, skippers and crews visited from boat to boat to congratulate the winners and share stories with their friends. Harry Farrell remarked, after many such visits, that he was struck by what good friends and good sports the Islander fleet had become. What can be better than good racing, on good boats, with great people!

The hardy were still going strong when the band cranked up just before nine, and some still on their feet when it wrapped at midnight. But most had enjoyed dinner at the club, aboard their boats, or gone home before the night was too old.

Sunday morning dawned clear, quiet and mild. But luck was with us and that 8-10 knot wind came back just in time to get the starting sequences going at

10:00. In the very fluky, crowded conditions in the narrow starting area, the *Islander* start was more ragged with *Midnight Sun* having the best boat speed and leading a tight pack including 36 *Double Ds*, *Pacific High*, *Mustang*, *Freedom Won*, *Absolute* and *Windwalker* down the channel.

Rippling water marked the junction of the building ebb from Mare Island Straits with the Carquinez ebb and away we were all swept in the bright sunshine out onto San Pablo Bay. Your grandmother would have enjoyed this sail! Keeping out toward the shipping channel was the strategy to stay in the building current while beating upwind. Slowly the wind increased to around 12 knots by the finish and shifted a little south lifting the fleet almost to the finish line.



Pre race prep for Saturday race winners, Sylvia and Barry Stompe of *Tomcat*.

On Sunday, The Red Hare (*Midnight Sun*) returned to her winning ways, followed by *Absolute*, *Pilot*, *Windwalker*, *Cassiopeia*, *Diana*, *Tom Cat*, *Blue Streak*, *Pacific High*, *Mustang*, *Freedom Won*, *Nimbus*, *Zenith*, *Silver Cloud*, *Amante*, 36 *Double Ds*, *Nantucket* and *Wind Lock*. *Mai Pen Rai*, *Razor*, *Tenacious* and *Pulau* scored as DNC. *Cassiopeia* is not (yet!) a member of the I-36 association, so her results are not included in the Season Scoring which can be viewed at the website.

Everyone was swept home to their harbors on the ebb and the fresh, but not blustery afternoon sea breeze. It was a weekend to be savored!



## Spring Meeting cont...

# Shop 'til You DROP!

from Rick Van Mell's web article

Our third annual Svendsen's Discount Night began right on time as over 40 people piled into cars at 17:15. Sven himself was there to greet us, express his appreciation for the support of the Islander fleet, invite us to shop 'til we dropped, and lubricate the process with wine, cheese and assorted goodies. It sure seemed to work as beaming shoppers filled baskets and made piles on the counters.



Sven Svendsen



Roger and Linda McClellan fortify for shopping



John Melton gets a big wheel



Gary Salvo and Karen Damsen pay up

The line section fairly hummed as cordage streamed off the reels - hey why not with a 40% discount!

A great time was had by all.

Thank you Svendsen's!

This was our first cruise with seven very active and GREAT KIDS (8 total with Miss. Eleanor)! Eleanor was learning about racing rules with her mom and dad, the Dicksons, Taylor, Nick and Sam Zevanove, and mom, Gena; Paige and Rees Kent and mom, Tammy, along with Ian Shea and mom Rhonda, enjoyed several rounds of animal BINGO, horse shoes, soccer and badminton and kite flying on the club lawn. Nancy Wall and Diane Zevanov couldn't help but join in a few rounds of animal BINGO and horseshoes themselves. Many thanks to Tom Hunt of the EYC for their wonderful hospitality, fine food, entertainment and assistance at the docks. They certainly know how to welcome their visitors."



Diane Zevanov leads a brisk round of animal bingo

### Many Thanks to Tom Roberts,

Director of US Sailing, Area G, for sharing his time and knowledge with us at the April 24th Racing Rules Seminar at Encinal Yacht Club

Here's a link to the web page with a brief summary of the rules

he covered:

<http://islander36.org/rulesummary.html>

### **POSITION OPEN!**

Newsletter publisher needed to take over layout and production of this newsletter. Macintosh users familiar with Quark Express can easily use established template files, or you can create one of your own in the program you prefer.

please email: kelley montana at: [kelleym@earthlink.net](mailto:kelleym@earthlink.net)

## Spring Meeting cont...



*The Verlings with Ron Damsen*

Attitude Adjustment commenced at 11:30 in the Cove House. The lunch was delicious--salad, entrees of beef, chicken or fish and lemon meringue tart for dessert. Mike started the meeting with his humorous take on how to prep your crew for the racing season: after having them lug all sailing gear to the attic from the basement, and while still

wearing their wet gear, pile into the tub together, turn the shower on (cold water), take turns tearing up \$20 bills, eat soggy sandwiches and then lug the gear back to the basement. Sounds about right.

The after-meeting speaker was our own Noble Brown of Benicia who captivated the crowd with his witty and insightful narrative of sailing his I-36 *Mai Pen Rai* in the 2004 Baja Ha Ha Race-Cruise. Noble led us through the prep work leading up to the three week event. Special attention was given to electrical issues - batteries, lights and all those things you want to keep working; finding and fixing leaks. Lots of attention to the engine and fuel system too - often a problem when shaken up at sea. He even had his standing rigging replaced. But it was all worth it, because every-

thing worked just fine when they crossed the starting line in San Diego in October for the 750 mile journey.

It was a great afternoon and the rain held off long enough for folks who drove to chat and visit aboard the boats before heading home. Crews from the 6 docked boats had dinner at the YC or in town, then Sunday morning hung about a bit for breakfast, then headed home. Smokey reports, "We had sailed to the meeting from Alameda wing and-wing, and sailed back on a beam reach. Can't ask for better than that!"

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## Sailing Clinic cont...

boat a little below close hauled, lash the helm, then sail the boat in a straight line by playing the main traveler and jib sheet. Pull the traveler to weather to point higher (and maybe ease the jib a bit). Reverse the process (and maybe ease the main) to bear away. This exercise will teach you a lot about how your boat handles. All too often we sail our boats with the wheel, when we ought to trim the sails to make the boat go faster and easier in the direction we want to go.

Peter Szasz started out his discussion of Jib trim talking about being "In the Groove". It's a combination of the right jib and main trim for the conditions you are sailing in. Keeping both the inner and outer jib telltales flowing parallel upwind in 10-15 knots is likely to be fast. As the wind increases, pinching a little pops the inside telltale up about 45 degrees and keeps you going fast without putting the lee rail in the water. In stronger wind try feathering mode with the inside telltale almost 90 degrees up to keep your boat on its feet and still moving well.

From a "technical" viewpoint, a jib's draft position should be in the 40 - 50% aft range. Increased halyard tension moves the draft point forward, while an eased halyard moves it aft. Don't forget to tighten your backstay to minimize headstay sag.

Jib lead position is critical. You want your top, middle and bot-



*Mentor Jim Robinson and member Smokey Stover aboard Wind Lock, with a Wind Lock crew member*

tom jib telltales to break at the same time. If the top breaks before the bottom two, move your lead forward. If the bottom telltales break first, move the lead aft. Apparent wind velocity is important too. In heavy winds, move your lead aft to open the leech and let the sail twist to reduce heeling.

When reaching, add an extra sheet to move the jib lead out to the rail and forward of its upwind position.

Joseph Krensavage continued the discussion with Tacking. While there are lots of different ways to tack your boat in light or heavy wind, the important thing is to keep the boat moving and allow your crew time to get the sails trimmed for the new tack. In light to medium air, you can come up slowly, then turn



a little past head-to-wind and let the crew sheet home the jib before you fall off on to the new course. It's very important to NOT over-trim coming out of a tack. Let your boat build speed, then trim in for higher pointing.



*Windwalker and Freedom Won well trimmed.*

After moving to the docks and using *Mustang* as the demonstration boat to go over what we'd talked about upstairs, it was time for a lunch break. Gary Salvo had arranged a terrific reception from his Golden Gate Yacht Club with a fabulous lunch of soup, salad, paella and a strawberry mousse for dessert.

Shortly after 13:00 everyone headed out onto the Bay to practice what we'd learned. Eight mentors aboard eight boats helped them set up sails and maximize performance in the 18-20 knot apparent wind.

At 14:20 Joseph Krensavage hailed the fleet on VHF and started a countdown for the first practice start. With a 2 knot current running directly downwind across the starting line, a number of boats struggled to make the line despite the strong wind. By the second practice start, most had figured it out. With the third start it was as tightly packed as any one-design fleet around with one or two feet between boats. Away we went for Blackhaller Buoy. With the full flood tide, the game plan was to short tack up the shore, driving to windward along the city front toward the Golden Gate Bridge. After rounding, a gybe to get back out into the current and a gybe back to cross the line finished the event. The Islanders returned to the GGYC docks; sails were furled, wet gear stowed and all gathered again for libation and camaraderie

Thanks to Joseph Krensavage for the idea, Robin Sadaro of Hood Sails for being our anchor, Lou Zevanov and Peter Szasz for being our main and jib speakers, and the five other mentors: Jim Robinson, Don Schumacher, Barry Stompe, Paul Tara and Rick Van Mell who came out to support the fleet and share their knowledge.



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## ***Thank You Skipper!***

After 12 years of being the I-36 Associations Membership Chairman, which had followed being our Commodore, Skipper Wall decided to pass the membership duties on . Skipper has evolved the job beyond simply welcoming in new members. He catalogued a history of the I-36 boats and owners. In 1997, Skipper started assigning each member with a number. At that time we had 64 members. If a member dropped out of the association due to reasons such as selling the I-36, Skipper did not reassign the number, in order to keep a continuous list of all the people that have come through our Islander 36 Association. As of April 28th, we have 190 members, but the Membership Roster number is up to 343. Next time you receive the Islander 36 Membership roster, take a look at the numbers and see where you are.

I want to thank Skipper and Nancy for the wonderful job they both have done and because of their hard work, it has made it easier for me to take over.

*Linda McClellan*

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Dear fellow I36 owners,

I am a member of the US Coast Guard Auxiliary, and am a Vessel Examiner. If you, or anyone you know, is interested in a **FREE** Vessel Safety Check, please let me know.

The examination is NOT a Boat Survey. It is a check of your boat's compliance to Federal and State vessel requirements. Should your vessel pass, it will be awarded a decal demonstrating compliance, and may possibly get you a discount on your boat insurance. The information attained is confidential, and will not be sent to any authoritative body, for any reason. If nothing else, an examination will let you know of any deficiencies in your craft.

*Robert Aston*

*Pegasus*  
San Francisco, CA  
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pegasus.sfca@earthlink.net

**Islander 36 Association  
of San Francisco Bay**  
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www.islander36.org

**Spring Newsletter, 2005    Islander 36 Association of San Francisco Bay**

**Support our member vendors and supporting vendors!**



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