

I36 Islander 36 NEWS

SPRING 2020 Volume 8, Issue #1

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From the Editor... *(by Phillip Seaman)*

As the editor I am supposed to be impartial and sit on the fence and present both sides of a situation... The situation is COVID-19 or as I call it Corona Beer. While the virus lingers on we are heading us towards another lock-down. The sailing community has a slight but wonderful advantage. We can sail solo or with family and still comply with social distancing. With another lock-down looming on the horizon I am seeing more and more people becoming either fedup with it all and basically ignoring the instructions or the other side is to embrace the rules and follow them to the letter. Now that there are a couple of vaccines being distributed here in the USA and others in Europe there is a high degree of hope for an end in the coming months. The I36A election and annual meeting has come and gone and was a great success for a first time on Zoom. We had 32 boats well represented by their skippers as well as a full board. We will not talk about that other election! Next on the agend is the America's Cup Races and the Prada one on one's. This is expected to be one of the most exciting monohull races with speeds expected to exceed 50knts. The New Prada Series of head to head races begin on December 17th with the America's Cup series starting in January 2021.

Hi Everyone... *from your commodore*

Hi everyone!
I think everyone can agree that 2020 has been a most unusual year for our sailing community. Races were cancelled along with any planned cruise outs as yacht clubs and marinas were closed. Crew was limited to those people who lived in the same house or apartment and single handed sailing was discouraged. Some yacht clubs (at least in the SF Bay area) were able to offer their junior sailing program over the summer. Going forward, 2021 will continue with challenges for racing and cruise outs. Challenges always present opportunity and even though the SF Bay area wasn't able to hold their Fall meeting in person this year, we invited the entire I36 Association to join us in our Zoom meeting. We did have several members out of the SF Bay area join us which was great. We are planning to conduct our annual Spring meeting via Zoom and again, will invite all the members of the I36 Association to join in. Kit Wiegman, our measurer, will be our guest



Commodore
Jocelyn Swanson

(Continued on page 8)



Your new Command Crew...

Office

Commodore
Vice Commodore
Secretary
Treasurer
Measurer,
Race Chair
Cruise Chair
Membership Chair
Newsletter Chair
Webmaster
Past Commodore

2021

Jocelyn Swanson
Rick Egan
David Book
Mike Patterson
Kit Wiegman
Bill Hackel
Liz Munnely
Steve Swanson
Phill Seaman
Rick Van Mell
Eric Mueller

Mouse Pad's Next Life *(from Phillip Seaman)*

History in brief...

I purchased **Mouse Pad** in 1994, raced her for 2 years, then started to convert her into a cruiser. 1997 got her ready to cruise the South Pacific, 1998 sailed from Marina del Rey, Ca. to Auckland NZ. Sailed NZ till after the 2000 Americas Cup after which I had her shipped back to Long Beach, Ca. 2013 sold her due to multiple heart attacks. The couple that purchased her was set to sail her South to Mexico. They abandoned **Mouse Pad** for sale in the Gulf of Cortez. She was then purchased in 2015 by a couple from Tucson, Az. who had plans to put her back in the water and continue to sail Mexico. A hurricane trashed the boat yard and left **Mouse Pad** beyond repair.

Now to the current situation...

Mouse Pad suffered significant hull damage and irreparable mast damage when she was sadly knocked over in the dry storage yard at Marina Seca San Carlos during a hurricane in September 2016.

After determining that repairs were not a possibility, her relatively new owners donated her to Castaway Kids, a fabulous program run by ex-pats from the US and Canada which fundraises and sends bright but poor Mexican children to school, through university, and also helps out individual families in need of housing. (<https://www.castawaykidsmx.org/>) After she was donated, two dedicated and hardworking Castaway Kids volunteers spent two months removing parts that they felt could be sold to "live on in another yacht".

Today, many of **Mouse Pad's** "bits and pieces" live happily in other yachts with very appreciative owners. The stove ended up in a beautiful 36-foot Islander Freeport and is a perfect match. Some lifelines and stanchions are, as we speak, cruising the Sea of Cortez on a trimaran. The engine was destined for an old trawler that a local fisherman uses to fish to support his own and a few other families. We have several parts of **Mouse Pad** on our Islander 36, **Contigo**, and good friends of ours have her beautiful boom and boom vang on their boat, which was also damaged during the hurricane.



Labor Day Rally (by Rick Van Mells)

Labor Day Rally 9/5/20

Let's see, COVID-19 Pandemic, hun-possibly happen to a modest attempt Rally on a September day? Who'd a WIND?

Yet we counted 6 intrepid Islanders on get in at least a little good sailing. An mer Sailstic course to rally from the Islnad, and back to finish at the Bay land. *Bella Luna*, *Jonesque Jones*, starting area by the center block in the start. So follow this link to get [the rest](#)



dreds of raging wildfires, what else could by your I-36 Association to hold a simple thought a scorching heat wave with NO

the Bay who were persistent enough to initial 5 signed up for a repeat of the Sum-west side of the Bay Bridge, around Angel Bridge on the east side of Treasure Is-*Kapai* and *Vanishing Animal* arrived in the 1130 - 1145 time frame, ready for a 1200 [of the story.](#)

NOTICE: All members of the [I36A](#) are encouraged to spread the word to juniors at your local schools.

The [I36A](#) has an open invitation to any junior sailor to come out and race with us on race days.

Off The Grid (by Mark Reinhardt)

San Juan sailing 2009
Robert DaPrato, s/v *Bella Luna*
Emery Cove Marina

How I became a certified sailor 12 years ago without a boat? I have been sailing since 1987 when I started bumming rides from people who have sailboats and would take on a novice but enthusiastic that enjoyed San Francisco Bay since my childhood. I finally decided to bite the bullet and buy a boat but, wanted to know how to sail properly have some practical experience from a licensed captain and fundamentals of Sailing under my belt. Having read latitude 38 for years I saw an ad for San Juan sailing school in the Northwest and saw the best deal in town... Seven days six nights, food, and an education in the San Juan Islands.

The learn-n- cruise program involved certification, practical experience and tests that would give me a better rate on insurance and confidence that I needed to be my own captain. I have never been to Bellingham Washington let alone the San Juan Islands and Canada, but this seemed to be an opportunity that would be an adventure and vacation with four strangers and a master captain on a old Hans Christian 43 foot Ketch!
After flying into the Bellingham Washington airport I was met by a van with food and crew to take me to the docks. After arriving I saw what looked like a ton of food boxes, and luggage for five people which I could not imagine where all this was going to be stowed! The ports of call were somewhat determined based on our needs, weather and wind. After seeing the salon of this old school big keel boat with beautiful teak and brass I was already captivated! My fellow students involved a younger husband and wife and her sister so I was the odd one out but got a little quarter birth for my sleeping compartment.
This was in June and so the weather was supposed to be the

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Merry Christmas

Christmas 2020 *(by Rick Van Mells)*

*'Twas the week before Christmas, and what a year has passed,
 The turmoil was great, and the changes were vast!
 We started the year all merry & bright,
 Then politics and a pandemic gave us a fright.
 With lock-downs and wipe-downs, social distance and masks,
 We sheltered in place, formed bubbles & pods to rise to the task.
 When out in social media, there arose such a clatter,
 We sprang to the tube to see what was the matter.
 And what to our wondering eyes did appear,
 Twenty-five candidates, spouting views they hold dear.
 Decrying each other as they spoke from the stump,
 Contending they're far better than fake-news and Trump.
 On Buttigieg, Bloomberg, Booker and Biden,
 Now Warren and Sanders and Klobuchar ridin'
 To the top of the charts, then follows a fall,
 Then dash away, dash away, dash away all.
 When wildfires and hurricanes mount to the sky,
 Just leave us alone, and please say Good Bye.
 So Santa please bring us a vaccine that's certain,
 Then we can have smiles and hugs, and potlucks in person.
 We'll fill up the venues, pack tight the stands
 With singers, and players and close-marching bands.
 We join Santa in wishing, as he drove out of sight,
 Have a Christmas and New Year that are Merry and Bright.*



From out of the Blue (from Pandora Nash-Karner)

Unfortunately, I have sad news. From out of the blue, Gary was diagnosed with pancreatic cancer. About a month ago he fell and injured his back. He had some lingering pain and we thought he might have a hairline fracture. He had a series of tests but the surgeon discovered a "mass." He spent 13 days in the hospital and when I asked what they could do for him that we couldn't do at home, and they said "nothing," we immediately brought him home. Every moment mattered. I was trying to be his cheerleader, and when I wasn't, he was mine. Of course he was, that's who he was.

Life can be so wonderful, and it can be devastating, sometimes at the very same moment. Monday, November 23 was a very fragile day. Gary was losing ground and was disappearing little by little. He was not in pain. He died with a beatific smile on his face. His sons, my best friend Libby, his dog Keesha and I were with him.

David, Shayne, Daniel and I would like to invite you to send your thoughts about Gary in a letter or email. Your words — of remembrance, esteem, regard, a story, whatever you want to write — will be included with him when he is cremated. No one will read them. But their power, love and feelings will be with him. Your thoughts will rise above the moment and be joined with him forever. In a way, when we mourn and when we write, we are weaving an indelible memory.

Not only must we navigate through emotions not shared, stories unheard, and things left unsaid, we can't get together to do so because of COVID. We will have a celebration of life in the future in our home in Los Osos and on Vancouver Island, British Columbia.

If you would like your thoughts to be included, please email or mail them to me [Pandora@PandoraAndCompany.com](mailto: Pandora@PandoraAndCompany.com)

Be well. Gary loved that I got to play on the water in Natasha, even if I was envious of how tricked out she is.

Nationals... (from Dan Knox)

It has been many years since we sailed in the Nationals and many thanks go to Rick for setting this all up.

I left The City about 8:00 and after a quick stop at Lucky's to pick up Cindy's special beer and one sandwich cut in half and made it to Marina Village in Alameda around 8:45. The air quality index was not good. Almost to the red which was not a good sign. But it was green in San Francisco and the projections said things would only get better. I needed to rig the boat and stow a few things on *Freedom Won*, something I usually do the night before but didn't because the bad air quality all day on Friday. But all the same many thanks to John Melton for allowing me to stow a few things like extra sails and equipment on this boat. She is looking very nice these days. Cindy Lu got there about 9:30 and the goal was to leave the dock by 10:30. Plenty of time. We rigged the boat for a kite even though kites were not allowed these days but I consider snatch blocks more like guideline than rules. We also ran a couple of extra sheet lines for reaching which were run to *Islander* rules on the rail. So we had a lot of spaghetti running all over the boat. She wasn't looking as good as her neighbors *Freedom Won* or *Zenith* but she was looking pretty good and she was ready to go.

I hooked up a Go-Pro to video the race but like most things I do these days I forget to turn the damn thing on! Oh well. (But if you want to see a lot of videos with kids sailing on *Luna Sea* check out *Luna Sea Racing* on YouTube. Go to the playlist and these things will run for hours. (I have 7 subscribers after two years which must be some kind of record.)

Cindy Lu Who and I talked a lot about strategy on the way over and the big thing was to stay out of the wind shadow of *Alcatraz* on the way to *Blossom* and to not forget about the current. Of course the big elephant in the room was the beat back to the finish because with our combined 138 years of age short tacking up *The City Front* was just not going to be an option. I figured I would be good for nothing after the second tack and Cindy would be yelling at me well I was dying and she would give up after the third tack.

We got there about 45 minutes before the start and did four practice starts. The best would be to start on port and make the mark without tacking but this had problems. Starting on the windward side would be next best because you would have the freedom to tack when you wanted. But trying that would put *Luna Sea* in the middle of the *Islander 36* "barge the line start" which is hit and miss but always exciting. Running the line on port and tacking back to starboard seemed like a good thing but that would require multiple tacks, so that wasn't an option. We decided that we would try to start in the middle of

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Membership Has Its Privileges *(by Mike Patterson)*

“Membership Has Its Privileges”

Or

“Friends With Benefits”

In November, 2019, we received an email from an I36 “out of town” member looking to sail San Francisco Bay while in town for a business trip. Liz and I were in town for the Fall meeting of the Islander 36 fraternity, and we readily agreed to meet up. John Robbins had recently joined the Islander 36 Association and was looking forward to his attending first meeting.

Several owners responded to John’s request, including Dan Knox of Luna Sea, and Rick Van Mel of Vanishing Animal. Our schedules coincided, so we set a date for a short sail on the Bay. We met John around 11 am at South Beach Harbor, located south of the Bay Bridge and next door to the San Francisco Giants baseball stadium. It was a typical November day, winds were light, 10 knots from the northwest. The sky was sunny and the air was crisp.

We sailed between the San Francisco waterfront and Alcatraz Island towards the Golden Gate and circled back to the marina. John was at the helm for much of the voyage, with a big grin on his face. Over beers, we learned about each other, John and Mike are both mechanical engineers and we both live in Portland, Oregon. Mike and Liz keep their boat in San Francisco, and John and Allison keep their boat in Puget Sound, just north of Seattle.

Last Christmas, (2019), John and Alli came to our floating home to watch our annual Christmas Ships parade, sail by on the Columbia River. Needless to say we have gained a lasting friendship.

Don’t let membership lapse this year -- One of the many advantages of your membership in the Islander 36 Association is to reach out through the mail list and make new friends and sail in new places! In actuality, as a member of our club, you don’t even need to own a boat to enjoy an Islander...



COVID made me do it...

THIS COULD HAVE BEEN YOUR FUN ARTICLE OF WHAT YOU GOT UP TO OFF THE WATER THIS SUMMER!

I reject your reality and substitute mine!
(c/o MythBusters)

2020 New Members

Please reach out to these new members of the [Islander 36 Association](#). Drop them a line and show the friendly nature of all Islander owners.

"Diana" Steve & Gena Zevanove, Pleasanton, Ca.

"Full Circle" Mrak & Cindy Irwin, Castro Velley, Ca.

"Intrepid" Lauren Moody, San Fransico, Ca.

"Adriana", John Trumpower, Cassoday KS

"Ukiah" Robert Kraus, Portland, OR

"Contigo" Bill & Micheila Chrysler, Sydney, BC.

"Dream Weaver" Erika & Michaila Carpenter, McCloud CA.

"Daddy O" Timothy & Janette Geistlinger, Oakland, Ca.

"Tenacious", Anne Reinert, SAN fransico, Ca.

"Seahorse" Kordula Oterle, Scheidt, Germany

"Opus" Frank & Penny Marmara, LaSalleke City, ON.

"Pura Vida" Diego Ulloa, Sammamish, WA.

"Water Music" Fred & Chris Manley, Austin, TX.

"Sand Piper" Steve & Lisa Kraft, Savage, MN.

"Sofie Feyerabend" Kordula Dterle, Germany

"Silver Shadow" Tim Shea, Napa, CA.

"Her Deepness" Jennifer Anders, Portsmouth, VA.

Dan & Lori Winters, Colleyville, TX.,

Tom & Elisa Hooper, Norton Shores, MI.

Sabine Suessman, San Diego, CA.



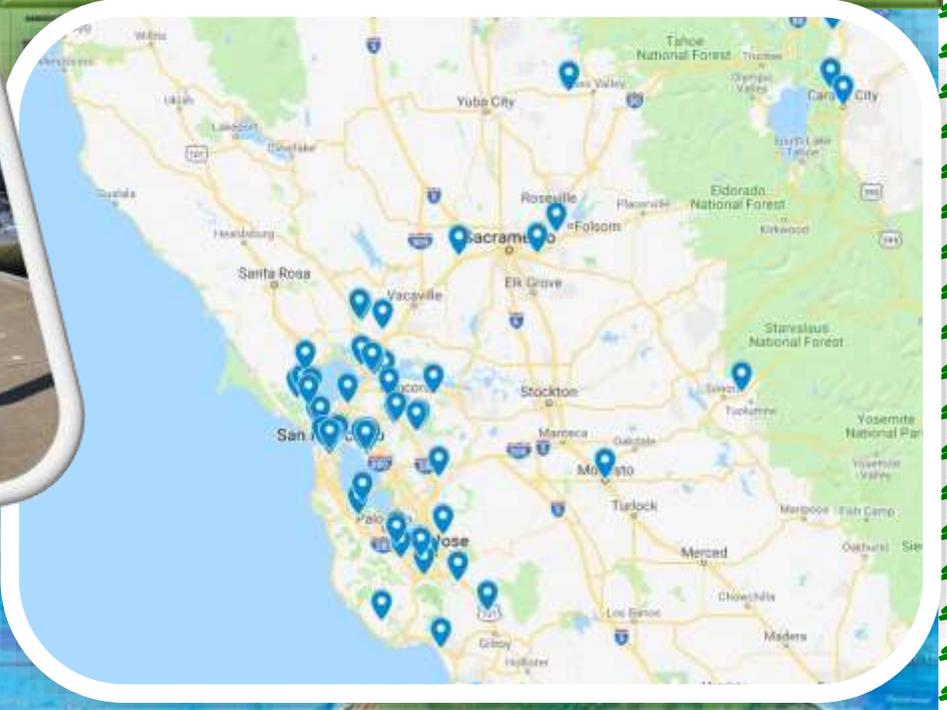
Members get FREE advertising

Submit your camera ready art (jpeg, png, gif) - [click here](#)



Mapping Members (from Mike Patterson)

This issue of the I36News has a map showing the location of our members living in the San Francisco Bay Area. Each of the flags shown is, one or more, Islander 36 Association member.



(Continued from page 1)

Hi Everyone...

speaker—more to come on the meeting after the holidays.

The recommendation of the Board is to allowing keel fairing because not all the I36 keels are not the same and most were not symmetrical from the factory. The first production boats had symmetrical keels but when the keels changed to lead/iron the keel mold was damaged causing the keels not to be symmetrical. We will change the Bylaws to reflect this.

We discussed the addition of carbon fiber sails to the Bylaws and decided that this type of sail would not be included. It's a sail that is designed not to flex (all the new non dacron or polyester sails are designed not to flex) which would have a negative safety affect on the Islander 36. The boat was not designed for in the boat's original design. The By Laws will remain not allow for this design and would cause loads that are unaccounted for in the boat's original design. The By Laws will remain as written for our class. You can race with carbon fiber sails under PHRF rating.

There is an active I36 fleet here in the SF Bay area but we also have several boats near each other in Washington and British Columbia and in southern California. Our plans are to advertise in 49 North to raise awareness of the Islander 36 Association in Washington/British Columbia. We advertise in Latitude 38 which covers both northern and southern California.

Steve and I send our very best wishes to you and your families for good health and good sailing in 2021.

Jocelyn Swanson, Commodore

OCEAN MAP OF THE WORLD

SHADED RELIEF, BATHYMETRIC and CURRENTS CHART OF THE OCEANS



USCG 11th District News



Coast Guard, Air National Guard conduct long-range joint rescue mission
 Coast Guard receives application for bridge replacement near Butte City, seeks public comment
 IMAGERY AVAILABLE: Coast Guard aircrew member receives award for Hurricane Florence rescues
 MEDIA ADVISORY: Coast Guard aircrew member to receive award for Hurricane Florence rescue
 Coast Guard rescues firefighter in Mendocino National Forest
 IMAGERY AVAILABLE: Coast Guard Civil Engineering Unit Oakland holds change-of-command and retirement ceremony
 IMAGERY AVAILABLE: Coast Guard aircrew receives awards for Middle Fire rescue
 IM-

A Thought...

*Saw the Island Girl in the bay today.
 Watched her backside as she sailed away.
 What pretty boats these are.*

Kirill Sapelkin

Nationals cont... (by Dan Knox)

(Continued from page 5)

the line going as fast as we could and try to sail directly at a motor home that was parked in the StFYC parking lot. If we did that, we could still duck a boat or two after tacking and make the first mark. We would be flexible at the start but the key was to go fast and try to get out in front so we could get on to port without having to dip any boats still on starboard tack. Seemed that this gave us a lot of options.

We both knew we were good for only one tack so we didn't even hoist the headsail until about 2:30 into the starting sequence. I figured we would get back to the start with 30 seconds extra to make it to the middle. We were about two boat lengths under the line and about five lengths from X with 1:30 to go. We were way early so we did a 360 and were about three boats lengths under the start line at the mark with 30 second to go. In clear air we reached off for just a bit to get some speed for about 15 seconds and then headed up and got to the line about five seconds late but we were going full speed. We were happy with the start and going faster than everyone around us. Things looked good until we saw Rich on *Windwalker* get a good start to windward right at the mark. He was going to be clear to tack on the port whenever he wanted and was going to have a big lead at the first mark. Nuts. Whenever Rich is on *Windwalker* she is hard to beat. The best we could do was to be second at the first mark. With our go fast and not tack to much strategy we continued on almost to the StFYC and then tacked to almost had a beam reach to the first mark. Where we were second but quite a distance behind *Windwalker*. Yet another example why sailing fast in the wrong direction doesn't pay.

It was a drag race to Harding Rock and we managed to screw that up too. (It's a sailboat race so these things happen!) We did manage to put on the second sheet and get a better angle on the headsail and cross sheet it to the windward primary but *Luna*

Sea along with *Windwalker* and *Highlighter* (I don't know about the other boats) seemed for the longest time to be sailing toward the wrong mark. We were all going to Little Harding and not Harding Rock! After all three boats seemed to figured that out at the same time, all made a hard right turn and had to sail very deep for the last five hundred yards or so very slowly. Now we were sailing slow in the right direction, again not a good thing to do!

So we gybed at Harding, which was easy because we were going so slow, and sailed a fast beam reach toward Blossom Rock being careful to not get caught in the wind shadow of Alcatraz. Through the water we were never under 8 knots. With the flood we were 8.5. *Windwalker* sailed higher and *Highlighter* sailed a bit lower and we were in the middle. We made distance on both of them and looked to pass *Highlighter* at one point but once they were able to heat it up they got back in front of us. Looked like sailing lower paid off for them. We were really hoping the keep that overlap but their stern was definitely a few feet in front of us as we entered the zone around the mark. *Windwalker* was probably two lengths in front of *Highlighter*, both were zooming.

OK so now was time for the big decision. I knew everyone was going to head for the City Front and my good friend Tom Newton told me hundreds of times "stay with the fleet", never ever take a "flyer" unless you are in last place. (I've been in last place a lot, so I have taken a lot of "flyers" and I can count the number on times taking a flyer has work on one hand. Actually, it only takes three fingers. But I knew short tacking was not going to work so we rounded inside of *Highlighter* and I told Cindy we were going to tack and head for the Alcatraz cone. She said we were too far away but we both knew we were not going to come out on the good side of a tacking battle. So we screwed up our tack and very slowly headed toward Alcatraz. For the first 10 minutes we could see that both *Windwalker* and *Highlighter* were making

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BAADS



Bay Area Association of Disabled Sailors

PIER 40 THE EMBARCADERO SUITE 16
SAN FRANCISCO, CA 94107

Roy Samuelson
Treasurer, Islander 36 Club

Dear Roy,

I was going through my year-end correspondence and was unable to find a recognition letter to the Islander 36 Club. As an all-volunteer organization, sometimes things slip through the cracks. I thought I had recognized your donation at the time but just in case, I did want to let you know how much the Bay Area Association of Disabled Sailors (BAADS) greatly appreciates the Club's generous donation of \$500.

BAADS strives to make sailing accessible to people with all kinds of disabilities. As an all-volunteer charitable organization, almost all of our donations go directly into keeping our sailboats safe and well maintained. Sailing is an expensive sport and we rely on the generous donations of people like you to keep our programs going and our boats afloat. Almost every weekend (weather permitting), we offer free sailing on our small boats on Saturdays and on our keelboats on Sundays.

Even during COVID-19, BAADS has kept our programs afloat albeit with fewer participants and more procedures and protective equipment. As sailors we are used to risk but with our population of people with disabilities, this is not a risk we could afford to take. So far none of our members have contracted the deadly virus but we are keeping things buttoned-down so that doesn't change.

Over the years, BAADS has had several of our members participate in your Club's activities. I believe Nina Riehs, a former BAADS board member, has also served as an officer on your board. Now that Nina has Anna, she is had to curtail her participation a bit but is still sailing and an active participant in BAADS. BAADS is a 501(c)(3) charitable organization with Federal Tax ID 94-3067409. This letter certifies that no goods or services were made in exchange for this donation.

Warmly,
Kathi Pugh, Commodore

BAADS is a 501(c)(3) Charitable Organization www.BAADS.org
BAY AREA ASSOCIATION OF DISABLED SAILORS
PIER 40 THE EMBARCADERO SUITE 16 SAN FRANCISCO, CA 94107



Off The Grid...

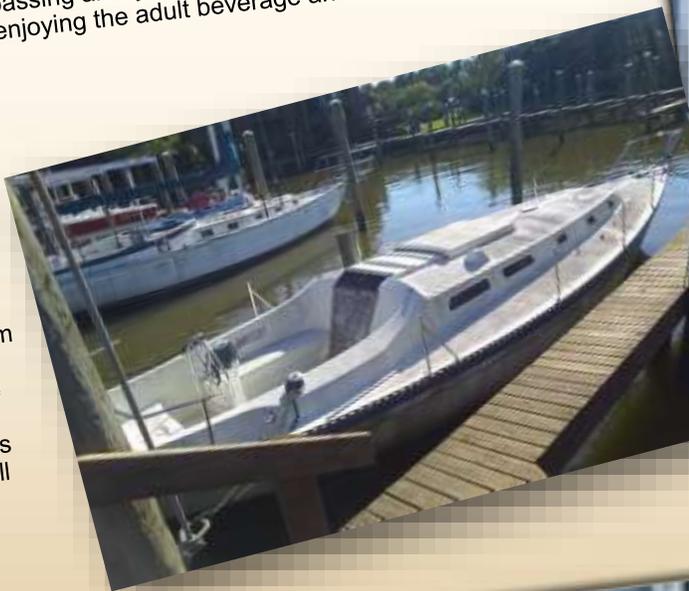
(Continued from page 3)

beginning of summer but that's another story when you're going to Friday harbor, Lopez Island, Victoria British Columbia and looking for wind on the Straits of Rosario, Haro or Georgia! Luckily there were beautiful photo opportunities of what nature has to offer in the northwest to someone who was there. But, with my eyes were wide open and following orders! As I was concerned about passing all my tests both written and practical, I did not want to waste too much time by having being a tourist, and enjoying the adult beverage and foods on board and at the selected ports of call.

This was an experience where we rotated jobs and positions on the boat from navigation, cooking, mechanics, piloting! Yes, there were times when we could enjoy the calm waters and kayak at night or early morning and mingle with other boaters. There were also moments of freezing cold winds and navigation that required attention by everyone!

To make a long story short I would do it again in a heartbeat with my wife and charter of a two bedroom two bath condo on the water with newer comforts, warmer weather and more time to roam around the wonderful ports of call! Now that I'm retired, I have the time and once this COVID-19 pandemic passes this is on the top of my bucket list! Meanwhile, I will sail the San Francisco Bay and the coast on my 1976 Islander 36, a classic plastic and enjoy my fellowship with other sailors.

[San Juan Island](#)



San Diego

**ULLMAN
SAILS™**

Ullman Sails San Diego is located on Harbor Island Drive as part of Harbor Island West Marina and travels to all marinas from Chula Vista to Oceanside. Ullman Sails Pacific Northwest is located in the heart of Anacortes, which is the last stop on the way to the San Juan Islands, and visits all marinas from Seattle to Anacortes and some of the PNW islands. Both lofts are owned and operated by Chuck Skewes, a veteran sailmaker with nearly 40 years of experience.

Both full service sail lofts have other experienced sailmakers and we service all sail brands. Qualified Sailmakers repair, maintain, recut or clean your sails.

We also sell high quality new sails for racing and cruising for any boat type. Sails can be sewn with Gore Tenara thread for cruising in high U.V. areas.

Contact Chuck and his team in San Diego at 619-268-1404, sd@ullmansails.com or in Anacortes at 360-504-6640, pnw@ullmansails.com."



"Opus" (from Penny & Frank)

Hi, and thank you for having us as members. The information available on your website is greatly appreciated. Our area has a few Islanders still sailing, mostly on the US side. Penny and I have sailed both sides of the border, from Lake Ontario up to northern Lake Michigan and Georgian Bay. We belong to LaSalle Mariner's Yacht Club in Windsor Ontario and enjoy cross border regattas and races with American and Canadian clubs and since Penny is American there is some stress onboard but still fun!!!

Basic Boating Safety Tips

- Be Weather Wise
- Follow a Pre-Departure Checklist
- Use Common Sense
- Designate an Assistant Skipper
- Develop a Float Plan
- Make proper use of lifejackets
- Avoid Alcohol
- Learn to Swim



Nationals cont...

(Continued from page 9)

stress and us and our race appeared over. Things were looking bad but then something good happened. It looked as if we had a bit more wind than they did and also our speed over ground was starting to improve. Instead of being in 1-2 knots of flood we were in almost slack and then the current turned positive for us. Yahoo! In fact it got to half a knot positive. So we keep a close eye on the wind speed dropping we tacked back onto starboard and ran right into a gaggle of Santana 22's. They were none too happy with us and there was some excitement as I looked for Debbie Fehr. But we were leeward and on starboard, so Cindy politely reminded them they had no rights. She's good at that! I told Cindy there was more current relief west of Alcatraz for a bit and a couple of more tacks is what Jimmy Spithill would do. She laughed pointed to shore and said go fast. We continued ahead closed hauled hoping for the wind to go a bit more to the north when I remembered some projections did call for it to go north around 2:00. (If I could only remember to turn on the Go-Pro!) But it didn't go north but we did get a few lifts that were short lived, every one of which did look good for a while. But the

wind going north never happened and the wind had filled in nicely along The City Front and we were not going to catch the boats ahead of us but we would have two only two easy tacks to finish as we could just follow in *Windwalker* and *Highlighter* and tack on their same lines. We were surprised to see that *Highlighter* had passed *Windwalker* and were happy for them. Passing Rich is not easy. Well done.

And actually, the last tack we overstayed so we only had to tack onto a beam reach to finish, no grinding! Maybe we lost a minute or two but there is a lot to be said when you don't have to grind in that headsail. We made only three closed hauled to close hauled tacks the whole day and two were pretty good.

Cindy Lou reminded me it was beer-o'clock as we sailed a deep reach to Angel Island gybed, put up the pole, ate our half of sandwich and wing on winged it backed to Alameda until we ran out of wind and motored the final three miles back to gate 8 at Marina Village.

Very good day. Congratulations to *Highlighter*. Thanks again Rick.



Lattitudes & Attitudes

The results are in, and we lost...

Seven days ago the Bear Fire was approaching the Lattitudes & Attitudes headquarters located on the Bitchin Ranch in what was once beautiful Downtown Berry Creek.

Unfortunately, we lost everything.

[Here's a video of the fires approaching, taken from our security camera just before the home burned to the ground.](#)

[Here's an interview on NBC with Bob Bitchin about what happened.](#)

And here's the Before & After...



Lattitudes & Attitudes is now being remotely operated out of our backpacks in our hotel room. Thankfully, our staff "remote offices" have not burned down and are helping to pick up the slack. There is good news, though:

THE MAGAZINE WILL BE ON TIME FOR THE WINTER ISSUE!

Oh, and it is a very special issue, with two complete magazines. The Lattitudes & Attitudes Winter Christmas/Chartering Special Issue, and a separate magazine titled "International Boat Show Spectacular" which we are creating to help those who wanted to go to the boat shows but were unable to due to the pandemic.

Send a copy to a friend!

Lattitudes & Attitudes Is America's #1 Selling Boating Lifestyle Magazine On The Newsstands Today. Wanna know why? See for yourself. Just click on the cover below or the link and see the complete Fall 2020 issue, hot off the presses!!

[Click Here To See The Full Current Fall Issue!](#)



Nationals... *(by Rick Van Mell)*



Nationals Regatta 10/3/20
 The wind and sailing gods must have approved of our Nationals Regatta, because we went from an unhealthy air situation on the Bay on Friday to a glorious 10 - 12 knot westerly with crisp blue skies and sparkling water. 9 Islanders with Highlighter signed up and 7 made it to the starting line. Highlighter won it, but there are lots of great pictures of the whole fleet to enjoy.

[Your 2020 Nationals Regatta.](#)

There's probably no better way to say what a great day this was than to quote Roy Samuelson (Some Day): "Weather was great. Racing was great with first 5 boats really close at Blossom. And wife and I got 4th and still talking to each other. Who would have thought?"

USCG Links...

[Maritime Safety Information Distribution Local Notices to Mariners](#)

[Light List Volumes](#)

[Navigation Rules - Amalgamated](#)

[Maritime Telecommunications](#)

[PAWSA](#)

[Public Notices for Bridges](#)

[Nav Pubs and Documents](#)

[Vessel Traffic Services](#)

[Coast Guard Safety Alerts \(uscg.mil\)](#)

Life of Sailing

10 Best Sailboats To Live In | Life of Sailing



Living aboard a sailboat is an exciting lifestyle choice, but there are lots of considerations you'll need to make. First and foremost, you have to pick a boat to live in.

New Year's Day *(by Rick Van Mell)*

Though New Year's Day usually brings the 'Round Alameda Parade day with visits to the yacht clubs of Alameda, this year the clubs themselves will not likely be open to crowds. HOWEVER, this year the tide could not be more perfect. The tide is at 3.2 feet at 6:11 am, rises to 6.6 feet at 12:07, perfect for using the Bay Farm bridge for getting out into SF Bay. Don't stay out too long as the tide will fall to a -0.9 feet at 7:03 pm. It is a great opportunity for an I-36 Rally to cruise around Alameda in company and exchange New Year's greetings. This is a fun day on the water if the weather is good (really is a "fair weather" event!) There is something special about our ability to get out on the water on the first day of a new year - something many of our members are envious of! With COVID-19 limitations, 2021 might be just sailing around Alameda without socializing along the way. But we'll lay out the past options in case there is good news.

Friday, January 1, 2021

More Info and Sign up at: ['Round Alameda](#).

'Round Alameda Parade

We plan to bring Vanishing Animal across from Brisbane into the Estuary to be off Encinal YC at 11:00. Then we'll join the parade until we are back in San Francisco Bay, then head for home. If the weather is nice, it will be a great day.



Standing Rigging *(from Greg Green)*

Greetings from Tacoma, WA! This is my first time posting, though I have responded here and there. I purchased Whisper, a 1976 I36, new2me in October 2018, and I appear to be the 3rd owner. The maintenance records and receipts were pretty well kept, but I see no records of the standing rigging ever being replaced. This is not uncommon in the Puget Sound as the sun is well hidden for about 60% of the year, and we are lucky to get 10 kts of wind in our summer sailing season. The strongest winds that I have sailed her were about 20 kt gusts.

That being said, I need to replace the forestay since it got knackered by a twisted genoa halyard (see attached pics). My furling system is a Harken Unit #1, and I still have the user manual. From what I can tell, the swivel dropped lower than it should be. The genoa halyard is also very close to the stay, so I am wondering if Islander 36's need a halyard restrainer?

My plan is to lower the sail, hoist up the mast this weekend and drop the stay (with help of course) to get the measurements. I am looking for referrals on where to get a good replacement? My thoughts are that riggers in the Bay area might already have more experience with I36's.

My plan is to replace all the standing rigging, backstay next, followed by the shrouds in 2021.

Cheers!
Greg Greene



Engine Bilge *(from Bob DePrato)*

I have attached some pictures of my recent engine work on Bella Luna as I am trying to get her back in shape for the next rally on the bay!
She is going into the yard September 29 for electrical problems that must address sure power and battery charging capabilities. In addition the water tanks and tubes are 50 years old and need to be updated!
This may be the last straw for my financial support□□□□

Yes, I will.

The water pump had to be checked in as a result the impeller was fine but the pump itself was old and leaking! After several attempts to fix it, Berkeley Marine center said the whole water pump needed to be replaced. It turns out that the Sherwood water pump for the universal 35 is a hot item and on back order for 4 to 6 weeks. The story I get is that only 36 are made every so often and therefore they are doled out to people throughout the United States and that's why the wait! Supply in the man bites me!

After starting the engine and running for 5 to 10 minutes I find that the diaper underneath the engine shows water and oil deposits about 6 ounces!

That makes me think it's not safe to run for any length of time even just going in and out of Marina.

Frustration but it's sunny and warm here now!
I could be in Chicago and have boat on the hard with snow



Cruise Schedule 2020

| | | |
|----------------------------|--|---|
| Fri - Mon, September 4-7 | Half Moon Bay Labor Day | Multiple clubs cruising in. |
| Tues - Sun, September 8-13 | Santa Cruz/Monterey | Multiple clubs cruising in. |
| Fri - Sun, October 16-18 | China Camp/Mcneers Beach | Anchor out! |
| Saturday October 3 | Nationals Regatta - GGYC | Don't miss our wonderful Nationals Regatta at Golden Gate Yacht Club. Here's your chance to |
| Sat, November 7 | Fall Meeting & Winners dinner - Coyote Point YC | Coordinator: Vice Commodore Rick Egan. Fall Meeting Details & Reservations. |

Race Schedule *(from Bill Hackel)*

| Date | Event Name | Races | Host | Notes |
|----------------|--------------------|-------|------------------|--|
| September 19 | Coyote Point Rally | 1 | Sierra Point YC | Could be a combined Cruise/Race day. |
| October 3 | Nationals Regatta | 2-3 | Golden Gate YC | Always a fun regatta! Details and Registration. |
| Oct TBD | To Vallejo | 1 | YRA | Information and registration. Postponed from April 25 due to COVID-19 virus. |
| Oct TBD | From Vallejo | 1 | YRA | Postponed from April 26 due to COVID-19 virus. |
| November 7 | Fall Meeting | 0 | Coyote Point YC. | Fall Meeting Details & Reservations. |



NATIONAL WEATHER SERVICE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION



First Timer *(from Diego Ulloa)*

This is my first boat, and my first year of sailing...it is fair to say that I'm a complete newbie. I'm originally from Costa Rica, moved with my family to Seattle 8 years ago as part of my work at Microsoft....and no, never had experience with sailing in the past.

So, how this happened? Well, I love camping. We bought a travel trailer 6 years ago and used it extensively, camping between 2 to 3 times per month throughout the year; however kids grew, 17 year old twins that now don't like camping anymore....teenagers!!! In parallel, I always loved the sea, and always wanted to buy a boat but never had the opportunity.

Therefore, we took the only reasonable decision: sell the trailer and buy a boat without any experience. But the universe was in our side, we found this great I36. I was not looking for any model/size in particular, only wanted a cruiser with nice living spaces. Saw aprox 20 boats until finally found this I36 in great shape, the price was right, the survey was done by coincidence on my birthday and the result was outstanding. In addition, the seller is a gentleman that not only provided great information during the selling process, but even now, 2 months later, is still in contact with me, sending me information, sharing tips & tricks and giving me advice about her. All stars aligned!

I couldn't be happier: expended several weekends on the boat doing minor stuff and creating an inventory of big changes, which include so far: redo the wiring of the electronics which is messy, put floor in the cabin, install a diesel heater and rename her. Yes I know, renaming is tricky, but I need to do it; already have the formal protocol to avoid offending Poseidon. Will have most of the improvements done in the next 2 months. By March 2021, my expectation is to rename her and do the inaugural sail.

In parallel, will peruse ASA 105 (already have 101 and 103) in Jan/Feb if COVIT permits.

My plans are pretty strait forward: get more experience by sailing extensively across Puget Sound during 2021. Then sail to San Francisco on 2022 and in 2023 sail to Hawaii, hopefully in a flotilla.

By this time you might be asking by her name, well...is going to be "Pura Vida". Is hard to translate it properly, literally it means "Pure Life", but the true meaning is way more deep. In my country, "Pura Vida" is used extensively to say that all is good, give good wishes and express good things. It is the country motto; if you are from Costa Rica or had visited the country then you know what I'm talking about.

Will be diligently reviewing the Newsletter as I already found content about projects similar to the ones I'll be doing, so might be asking for help if I break something :).

Regards,

Diego Ulloa



HAPPY HOLIDAYS & HAPPY NEW YEAR



Mouse Pad's Next Life

Once the salvage process was completed, the Castaway Kids volunteers started to think about finding a new home for **Mouse Pad**. Over the years they have "repurposed" a couple of smaller boats, up to about 27 feet, into kids play structures or, in one case, as a home for a young couple. Given **Mouse Pad's** size, they felt she would make a good home for someone else. They were told about a single mom and her young daughter who needed a home. The single mother's family agreed to donate a small section of their lot to "plant" the boat near access to electricity and water.

With the generously donated assistance of Marina San Carlos, **Mouse Pad** was trailered to the lot, and Castaway Kids hired a backhoe to dig a hole for the keel. Due to the size and weight of the boat it was a challenge to lower her into the ground but the marina staff are extremely experienced and professional, so with their help she was lowered and stabilized while workers built two concrete cradles to hold her securely upright. The volunteers also built a concrete stairway up to the stern to provide easier access. Once the interior was refurbished, **Mouse Pad** was ready to provide a safe, secure and spacious area for the small family. The photographs provided show **Mouse Pad** being moved and "planted". Photo #6, "Family", shows the single mom with a dog on the left and her parents on the right.

The Castaway Kids organization told me, "The funds from these parts have helped, at the very least, some of our sponsored students finish school and complete university. For a kid to be able to finish their education, who otherwise could not, absolutely changes their life and in many cases the life of the whole family as it just raises everyone up a level. Part of the proceeds also paid for some of the construction of the Castaway Kids Education Center so she lives on there as well. We really believe this is a good lasting legacy for **Mouse Pad**."

Latest contact...

Hi Phill,

I hope this email finds you well, and doesn't cause you to have a heart attack at finally hearing from me after more than two years. I haven't forgotten you and **Mouse Pad** - it has just taken me this long to get the full story and the pictures! The volunteers who worked with **Mouse Pad** are wonderful people. They dedicate all of their time to Castaway Kids and saving sea turtles and it was nearly impossible to nail them down. But I did it last week!! Please know that they are embarrassed and sorry for the long delay.

I'm writing to say that I will finally be sending you the story and photos in a new email string. I don't have permission to use names, but I will give you first names in the next email.

BTW, I just re-read this email string and I noticed again that you were disappointed that **Mouse Pad** wasn't insured. I'm not sure what year

she was, but down in Mexico you can't get insurance, other than liability, on anything - car, RV, boat, even an ambulance - over 15 years old. Our **Islander** is a 1972 and we have to insure her (at great expense of course) in Canada. So don't be too mad at them - they might have tried!

All the best. I'm sorry but I think this is going to make you tear up again...

Be well,

Micheila

(Continued on page 19)



Mouse Pad cont...

(Continued from page 18)

Hi Phill,

I hope you are happy and staying healthy. Thank you for your patience.
I'm happy to add a link to the photos on Google Drive.

https://drive.google.com/drive/folders/1uQZX_UJaCkUfAZewAggbLkDxRwMYZSub?usp=sharing

The two wonderful Castaway Kids volunteers who worked so hard on Mouse Pad are Art and Charles. They are two terrific guys! The story and photos were provided by Charles and his wife Lindy. I am so grateful to them for their help.

Be safe,

Micheila



We Want Your Pics

We want to see photos of your boat

[Click here to send us photos.](#)



I-36 Clothing

Several versions and sizes of the Islander logo are available to be embroidered on shirts, hats, etc. A wide variety of colors and styles is available. [Click here](#) to see the basic design.

Islander 36 Association

Islander 36 Association

Newsletter Editor

E-mail: Phill@AnalogGoesDigital.com
http://Islander36.org
San Fransico, Calif.

Islander 36 Association Member Information Update Form

We're on the web
Islander36.org

Corporate Members get FREE advertising

Submit your camera ready art (jpeg, png, gif, pub) for the next issue to: Phill@AnalogGoesDigital.com

MEMBERSHIP

For membership information please contact our Membership Chair Steve Swanson ([click here](#))



I36 Shoppe

Being a proud Islander owner means flying the Islander flag and wearing the clothes. Stop by our I36 Shoppe and buy some goodies [click here](#).

Islander 36 Association Mission Statement

“To promote ownership and use of Islander 36's via a one design racing fleet, cruising group and to provide valuable resources for the Islander 36 owner.”

