

3/16 Islander 36 NEWS

SPRING 2021 Volume 8, Issue #2

Hi Everyone... *from your commodore*

Happy Summer everyone! As Covid restrictions ease and members are vaccinated, sailing can return to crewed boats with family and friends and outings to various destinations. Steve and I just returned from a Memorial Day trip to Petaluma, CA. It's an all day trip from Coyote Point Marina in San Mateo with a good third of it motoring in the channel leading to the Petaluma River. The river takes the boat through vineyards and ranches with a view of a traffic jam on the 101 North--lots of people headed up to Tahoe for the long weekend. Two bridges have to be raised to motor into the Petaluma basin which is in downtown Petaluma. It's a fun trip and the Petaluma YC was very welcoming even though the club wasn't open to visitors yet.

If you are on Facebook, there is an Islander 36 Facebook page. It's not managed by the Islander 36 Association; however, we used it to advertise the Association. It's proved to be successful and we have gained new members from the Facebook page. In fact one new member is from Tacoma where another member lives and they have connected with each other.

The Summer Sailtice event is Saturday, June 19. It's a worldwide event and open to all boaters to participate. If you do decide to participate in the event please take photos and send them to Phillip Seaman at phill@AnalogGoesDigital.com so he can add them to the next newsletter.

Jocelyn Swanson, Commodore

Zingara

Sailbot rescues power boat



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

The time has come for us Californians who have gone from the highest penetration of COVID to being back to normal, whatever that is, as of June 15th California will be open again!

* The I36A is expanding it's coverage to the many Islander 36 owners in the Pudget Sound. Welcome to all those of you North of SFB. Congratulations to our board and Pudget members in making us all one big family.

* After several days of frustration and long hours we all owe Rick thanks for fixing the issues with the WEB sites Forms. Well done Rick.

* Now to a subject that is close to my heart... FOOD! Have you visited your local YC just to experience their cullinary adventures. As and ex racer I used to just visit local YC's for the after race drinks and a burger. It took a long time for me to realise that they had a real professional Chef in the kitchen not just a line cook throwing burgers all day. But when I did I was amazed at the results... wonderful high class food and excellent professional service. What an eyeopener!

Not being an SFB sailor I missout on this part of being a member of a YC. From what I have discovered there are several YC's that have restaurants. What is your favorite YC restaurant? How about visiting your local YC for a special occasion or just a dinner with your partner. How about Liholiho YC or St Francis YC or even Corinthian YC. for example.

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Commodore
Jocelyn Swanson





SPENT HALF MY MONEY ON
BOATING AND DRINKING

THE OTHER HALF I WASTED

Your 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

Go Faster *(from Dan Knox)*

10 easy things you can do to sail a bit faster:

1. Put your boat on a diet. This is especially true if you have a later model boat. Pretty much each year Islander added things to the boat, and they got a heavier. I have a chubby boat and it is a never-ending battle to slim her down. Is all the chain in the bow of the boat really helping? No. What about the 300 pounds of tools? How about the two cases of beer and the hundred pounds of ice. OK some things are needed. Also, the I36 Rules (or as I like to refer to them as guidelines) do require you to leave some things in the boat. Be a good sport and try and follow the rules.
2. If your boat came to you with a three-blade fixed prop you have an excuse. Otherwise, you do not. This has got to go. There are many lower cost props that will help you sail faster. However, a two-blade fixed prop can be set so it is almost hidden by the skeg. You just need to stop it so the keyway on the shaft is pointing up or down. Yes, you can spend a lot of money and get a Max-Prop or a Gori but there are low cost options like a folding Martec that work just as well as when sailing as the expensive options. If you love your three-blade fix prop you are likely a power boater and just do not know it yet. The good news is that you will save a lot of money on sails.
3. Clean your bottom. We got new bottom paint last year, so we are OK will not cut it. If you are thinking it may need a little scrub, it needed to be cleaned months ago.
4. Trim your sails. When in doubt let it out. Really your sails are over trimmed. Most people over trim their sails. Remember tell tails are your friends, use them. Maybe ease the outhaul on the main a bit too.
5. If anyone tells you "You can't reef to early" run the other direction. There are plenty of ways to quickly depower an Islander 36. Reefing should be at the bottom of the list. Remember the words of my friend Tom Newton: "Reefing is for wimps!"
6. Go sailing more often. The more you go the better you will get. I know I used to be terrible and now I have improved too almost average. When you get a call from the Race Committee asking if you are still racing or if you can pick up the marks when you finally make it in, you will start to think maybe you need a bit more practice.

(Continued on page 15)



Around Alameda Parade *(by Rick Van Mell)*



[Round Alameda](#)

'Round

Alameda

Parade

1/1/21

What a difference a year makes! The COVID-19 pandemic of 2020 cancelled most regattas and all social gatherings. Everyone couldn't wait for New Year 2021 in hopes that things would be getting better and returning to some form of normal. Well, if the sailing gods are any guide, we certainly had a good omen to start the year. Warm sunshine and almost no wind made January 1st, 2021 a good day to be on the water. Five Islanders were on the water, Cassiopeia (Kit Wiegman, Naomi and Yvonne) Full Circle (Mark & Cindy Irwin), Kapai (Rick Egan), Luna Sea (Dan Knox), and Vanishing Animal (Rick & Sandy Van Mell) with White Horses (Rob and Ruby Blenderman) crewing aboard Luna Sea for a total of 6 boats represented.

[Round Alameda Parade pictures.](#)

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.

The world needs more sailors.

Roving Vice Commodore's Report *(by Rick Egan)*

So what's your Vice Commodore up to during this year of Covid? All vax'd up (we don't often get vaccinated but when we do, we prefer Moderna) my mate Kathy and I joined my brother and his wife on Alegria, his Northwind 43, for a two week cruise on the Sea of Cortez. We met up in La Paz which is a charming latin city and the flip side of Cabo San Lucas. Muy tranquilo. If you are wondering where all the moth balled cruise ships are hanging out that would be outside of the harbor at La Paz. At least half a dozen cruise ships are anchored out with skeleton crews awaiting the green light to start taking on passengers again. The other observation of La Paz that differed from my last trip a couple of years ago are the number of mega yachts stationed there. It seems the 1% like the idea of a 90 minute flight from SoCal to La Paz and a quick helicopter ride to the landing pad on the back of their yacht. Yacht tenders are so last millennium. Stephen Spielberg's yacht made a showing and was particularly impressive. Our offer to Stephen over channel 16 for a potluck on Alegria went unanswered so we sailed up to Caleta Partido for the night and then proceeded to switch anchorages nightly for the next 10 days. Playa Los Gatos and Candelaria Chica were favorite spots along with the back side of Isla Carmen.

So what dear reader does this have to do with Islander sailboats? Just that unlike "Where's Waldo", you will find Islanders everywhere in Mexico. There were two docked in La Paz and a couple of them sailed by us heading south as we were sailing north. My brother spent most of the winter between Puerto Vallarta and Z town and shared that Islander 36' a in particular were a common site in his anchorages. My favorite however was Respite, hailing port Alameda and currently tied up in Puerto Escondido. Respite has gone through a nice refit and sported a cherry Dyer dink on the foredeck. Respites owners prefer to stay in shape rowing the Dyer and keeping with that theme have even dumped the Westerbeke and installed an

(Continued on page 4)



Youth Sailing

Hello Skipper & Nancy Wall ,

Happy New Year and a big thank you for your generous donation to the Islander 36 Association of \$50 to support youth sailing. As past commodore you should be happy to know that the organization

Roving Vice Commodore's Report cont...

(Continued from page 3)

electric auxiliary.
So if you have an Islander, and a desire for some warm water, deserted beaches and lot's of wildlife, install a bimini and head south. Muy Tranquilo!
P.S. Spielberg's yacht draws 13 feet so our anchorage at Bahia Balandra was a bit tight for her. We managed nicely and enjoyed the sunset over Loreto. Islanders fit in well here.



St Francis YC



Opening Day on the Bay *(by Rick Van Mell)*



[Opening Day](#)

Thanks to Commodore Swanson's valiant efforts, 6 loyal Islanders signed up to have an "Islander Class" in the Opening Day On The Bay Parade on Sunday, April 25th. The tradition of Opening Day goes back to the 1800s, when the drawbridge at Beach Road and Main Street in Belvedere was opened to allow arks and boats back into the Bay after over-wintering in Belvedere Lagoon. In 1917 the Pacific Inter-Club Yacht Association (PICYA) started an annual celebration called Opening Day. It was cancelled completely in 2020 due to the new COVID-19 pandemic and was looking forward to a glorious rebirth this year. follow the link to see what happens when the wind hits the Plan. [Opening Day on the Bay 4/25/21](#)

From Your List_bounces...

First let me send out a THANK YOU to all the members who responded in mass to a couple of big issues covered in detail. This last couple of months has seen an ever expanding use of the mail list...

- ⇒ I have seen some great coverage of different solutions to propeller shaft work as well as propeller replacement.
- ⇒ The next issue was keel bolts and the differences between steel and lead keel removal and construction.
- ⇒ Lastly was the age old issue of Mast Base replacement and the myriad of strange solutions that came out of the factory.

After shifting my focus from an Islander 36 to a 36ft Diesel pusher I have come to realize they are very much akin to each other. It seems that who worked on an Islander or a Motor Home both use the same solutions... whatever is to hand! I have seen so many solutions the the mast step as well as hatch boards, Navigator station design that it boggles my mind. But that is what puts the Islander design apart from the stamped out Catalina etc.

Keep sending out those questions as you surly get more answers than you wanted! (-)



Stupid Question Series

Greetings all,

* I have looked through the maintenance section, with over 70 very interesting projects, and see NOTHING about the head. I will steer totally clear of any double entendre or other gaffs, and simply ask about any advice as I begin to plan work to restore and improve quality it that little room.

* I see that the PO purchased a Raritan manual in 1999. This means the first owner got about 20 years from his devices, the second owner got about 20 years from his devices, and now it has come to me to get into this.

* I have yet to pump out but was told the PO did that in October. I have inspected the raw water intake and see that all hoses probably need freshened up. I have looked into a small new Raritan electric that seems it would fit the footprint of the 1999 model. I can provide that info if anyone is interested.

* I have read that this new model can be plumbed to use only onboard fresh water to flush, which would eliminate any H2S odor from lake water being utilized. Since we have 27 gallons port and 27 gallons starboard I thought using the port tank and simply keeping them full or nearly full after each sail will be sufficient.

* Any tips on what to look for when I inspect the holding tank, the diaphragm pump that transfers from bowl to tank, and the intake pump (it brings in lake water, but does not at present move that to the tank. I am still learning operating instructions.

As always, any comments, learning, advice, or corrections regarding this information is most welcome. We have done a lot of restoration in the engine room, cockpit, and cabin, but I am now at the unavoidable end of my major item cut list.

Thanks to any and all for your comments.

Cheers,
Fred

S/V Water Music
Austin TX



COVID made me do it...

I HAD TOO MUCH TIME DURING COVID TO REMEMBER TO SUBMIT MY ARTICLE OR ADVERTISEMENT...

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

2021 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.

- Jim Mullarky, Albany, CA, *Kindred Spirits*
- Bill Holt, and Thomas Varner San Francisco, CA, *Tenacious*
- Juan Salas, Redwood City, CA, *Zorza*
- John and Annie Plumlee, Lincoln, CA, *Exit Strategy*
- Bill and Danielle Storm, Roseville, CA, *Tempesta*
- Tom Thompson, Loudonville, OH, *Butterscotch*
- David Wilson, Comox, BC, *Wings*
- Brendan Smith, Tacoma, WA, *Knotty Coug*
- Seth Vernon, Marina Del Rey, CA, *Islander 36*
- David Wadson, Thunder Bay, *Jubilee*



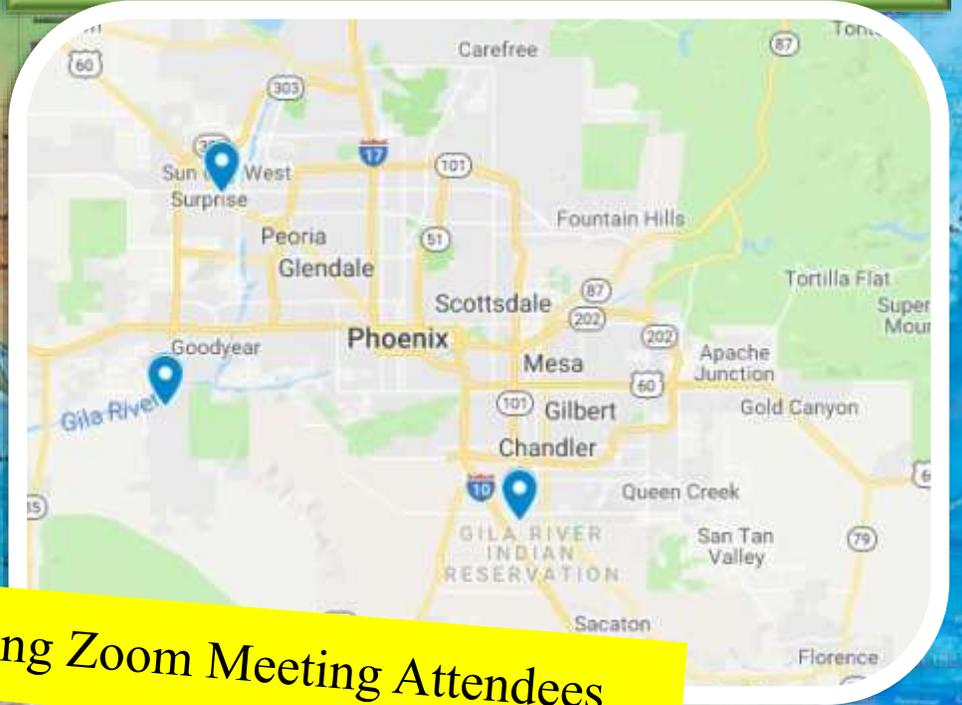
Members get FREE advertising

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 Arizona Area. Each of the flags shown is, one or more, Islander 36 Association member.



Spring Zoom Meeting Attendees



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
- IMAGERY AVAILABLE: Coast Guard seizes 1,395 lbs of cocaine from smuggling vessel off Central American coast
- Coast Guard flight crew to receive awards for rescue during Middle Fire
- Coast Guard rescues 2 people from sinking vessel near Whitesboro, Calif.

A Thought...

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

Kirill Sapelkin

I36A History—The begining

Has the name always been Green Flash or might it have been Tenacious once upon a time? Do you know? We had a good friend who raced his I-36 and had a green hull. Just curious.

Where is it berthed?
 Always a learning curve with these computers and programs I swear. Really thrilled the I-36 assoc. continues to survive. It's really an amazing group of folk. We had such incredible cruises back in the day. From anchoring out in the Sacramento Delta for weeks at a time during the summer and heading out "the gate" turning left to Half Moon Bay or right to Drakes Bay. And rarely less than 7 boats. At one point we had I think 17 boats at the Benicia Yacht Club for a late July cruise. then many of us headed up the river to Bethel Island where we docked at fellow Islander members summer home for a few days before we headed out to the delta for a week or so. Gosh--Some of this before Van Mells were here! And THEY'VE been part of the group for a few decades as well.

Good to hear back from you.
 Happy sailing and best to you. How are things in PDX?

Betsy and Art

(Continued on page 12)



Upgrading Your Cabin Sole

Islanders of all sizes were manufactured with a plywood cabin sole. In later years it was the “standard” very thin layer of teak and holly (probably 1/16th) on 5/8ths plywood. In earlier years (like our Bahama 30) it was just plywood, no teak & holly! The 70s and early 80s were all about carpet! In either case, that thin layer of teak & holly veneer has suffered over the years with plenty of battle damage. For those of us who wish to upgrade or refinish the cabin sole on our valued

Islanders there is an endless parade of options. One of those options is a product called NuTeak (<http://www.nuteak.com/>), the company based in Florida. I was asked to re-finish a parquet floor on a Grand Banks a few years ago and had some knowledge of the NuTeak product. It presented itself as a visually appealing, durable alternative. A molded-in teak finish on a plastic 36” x 2 1/2” plank, 1/8th thick. Unlike some other similar products, each plank is an individual plank. There is no “multiple planks ending on the same joint” appearance. There is also the choice of a light colored “holly” strip separating the planks, or a “black tar” strip, usually for outdoors. NuTeak has a web site that didn’t provide a great deal of information on this particular product, focusing instead on their custom-made sheets for quick installation.

But I did find a [NuTeak Northwest](#) web site that does detail these planks. The [informative video](#) makes it look more complicated than it really is.

This document is not going to be a “how to install” instruction sheet. However, it will be a “lessons learned” sheet to avoid first time mistakes on a one-time project.



Planning

- ⇒ The product arrives in long cardboard boxes with the Bostik glue in large sausages, probably in a separate box. There will be one white “holly” (or black) strip for each plank. The strips come in sheets of 15 and will need to be split. Bend each strip longitudinally and separate by hand. It’s far easier to do when the sheet is warm (lay it in the sun or heat it up with a heat gun).
- ⇒ Plan the floor by laying out the planks and strips as you would like to see them when finished. Not all of them, just enough to figure out the side-to-side numbers and cuts. You’d rather not cut planks longitudinally if avoidable. Check to see where the hatches (if any) are going to fit in.
- ⇒ Most installers will simply butt the planks into the bulkhead with a 90 degree athwartship plank. It’s simple, it’s elegant. I used 45degree corners simply because I didn’t think of the simpler way. I think the 45degree corners look nicer as well. If you are planning the 45degree corners indicate that in your order. You will need more strips.
- ⇒ Cutting the planks can be a challenge. If a table saw is handy, great. I use a sharp box cutter and metal straight edge, cutting through from the top with a few slices and then breaking off the end. The same plies for the longitudinal cuts.
- ⇒ Each plank has bevelled edges. When cutting a plank to a specific length I use a 120 grit sanding block to add the bevel to the cut edge. It looks better that way.

Lay out the planks in preparation for gluing them down:

- ⇒ I would limit the gluing process to what you can reach comfortably without having to kneel on the fresh product. Overnight drying is all that’s needed to be able to walk or kneel on the laid planks without disturbing them.
- ⇒ Number the planks once you’re pleased with the pattern. Where you cut a plank for a hatch you want to ensure that

(Continued on page 11)



Sole Upgrade...

(Continued from page 10)

the same plank carries onto the hatch. Once you start the gluing process it's very easy to grab the wrong plank.

⇒ When laying down for a hatch, remove the hatch and allow a small overhang into the void for the planks and . Same with the hatch itself, a small overhang all around. This can be trimmed later with a hand-held router (like countertop laminate). It's uch easier with better results than trying to perfect each cut.

⇒ Ensure that the plank ends and strip ends don't end in the same place. Cut the strip to move that joint.

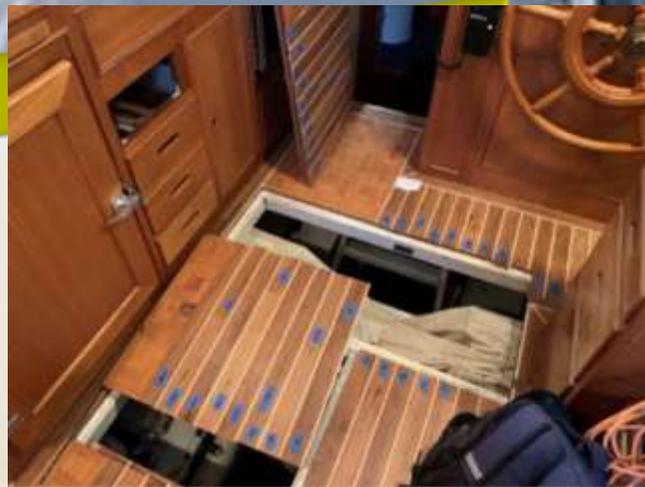
Gluing

⇒ Now comes the fun part! You could purchase a proper "gun" for the glue sausage, but it's just as easy to cut a small hole at the end of the sausage and squeeze the glue out. It's a very thick paste (very much like 3M4200 caulking, which you can also use if you run out. It's the same type of product).

⇒ I use a drywall spatula to spread it around, then a serrated plaster trowel to ensure an even thickness.

⇒ Once satisfied the glue is in all the right places, the plank(s) and strip(s) are laid onto it. Weights are sup-

(Continued on page 17)



**ULLMAN
SAILS™**

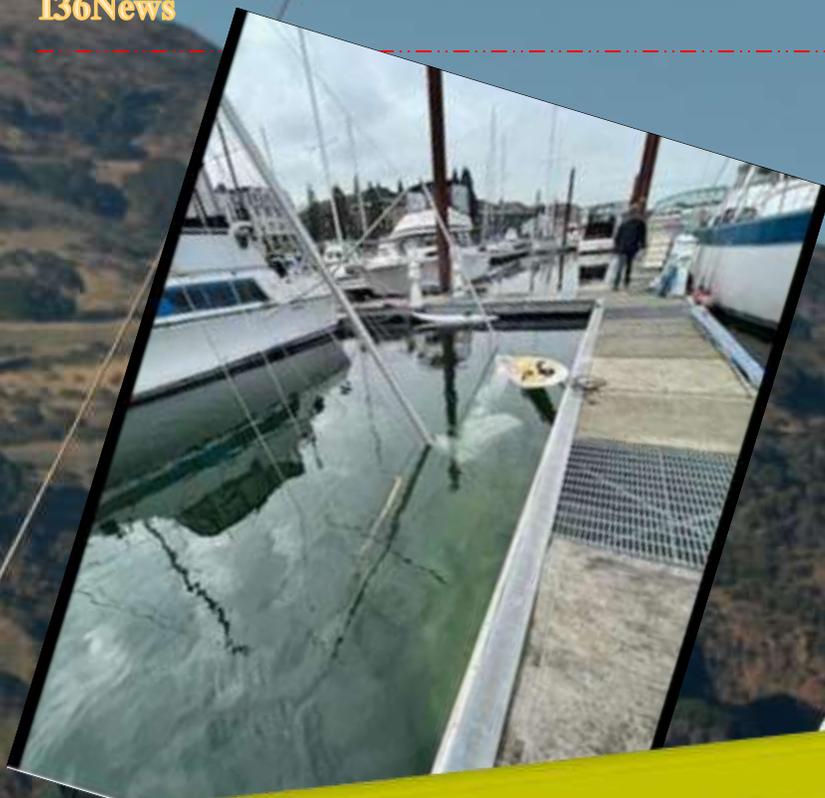
Ullman Sails San Diego is located on Harbor Island Drive as part of Harbor Island West Marina and travels to all marinas from Chula Vista to Oceanside. Ullman Sails Pacific Northwest is located in the heart of Anacortes, which is the last stop on the way to the San Juan Islands, and visits all marinas 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."





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

I36A History cont...

(Continued from page 9)

Glad to know you went to the Delta. It's amazing. We'd anchor off Mandeville Tip/Point and though we weren't there for July 4th. if one were up there that entire delta would be shore to shore boats with folk wanting to see some incredible fireworks. Doesn't happen anymore. Too darn dry. Sigh
Wish we could get some of your rain down here. We have relatives in Corvallis. I had a brother who was an MD in OR for many years.

Such a gorgeous state. Gotta have that rain to keep the place green, right?

When I first met Art, **Zenith** was at South Beach. "C" dock as I recall. Then we went to Treasure Island. Then the military installations hither and yon were shut down and we were supposedly going to be booted out. So we went to Alameda. Fabulous spot. We laughed because we met more people and gained good friends in the first week we were there than we'd met the entire 5 years at TI. Go figure.

Then we moved to the far East Bay from a little town called Los Altos on the peninsula and we were much closer to the boat. Chopped off 15 miles. (While in Los Altos we became great friends with Rick and Sandy Van Mell. He helped us remodel 2/3rds. of our home there. One Sat. AM he arrived tool belt strapped on ready to go and rang the bell. We were all still asleep but for some reason the phone had been knocked off the hook so everytime Rick called there was a busy signal and he decided we must all be up. We laughed, he came in, I fixed coffee while Art got out of bed and we all went to work. We used to call each other up and invite each other to dinner on a whim at 3-in the afternoon. We'd be there or they'd be at our door. Rick was an usher at our wedding. Sandy was with friends in D.C. I think. A reunion of a few college classmates.)

But it became more difficult for Art to keep his balance while we were heeled over and he finally decided we needed to sell. Bill Nork had been eyeing the boat for at least 3 years. Don Wilson-a boat broker who sold the first Islanders in the Bay- kept calling us a couple times a year. Finally it was time. Art called Don and the rest is history.

Norks don't live far from us but they loved sailing Zenith so much they decided to sell it and buy a larger boat, as you mentioned and berth it in Ensenada so they could do some real cruising out.
And so it goes. We understand the new family that bought her has at least one child and was seen out in the Estuary recently. I don't know if they've joined the association or not. Missing a lot if they haven't.

Wishing you & yours well.

Take Care.



Rigging & Reefing

Reefing, I rarely do it, but not too long ago it was blowing hard in the slot, I do not have a wind meter, and the white caps were breaking and trailing a very long distance, over my bow and into the cockpit, hitting and filling the mainsail, while on a close reach, and my leeward shrouds were flying all over the place, uppers and lowers both. I started to envision losing the rig.

I do not actually know how old my rig is, and it concerns me. Then I heard the voice of my friend's mother, an old sailor out of Southern England, tell me in a heavy British accent, "Sailing, it's all about goood decision making."

I reefed down the main. I only have one reefing point. I rolled in the 120% to about 90%. The shrouds were still flying around. The rail was still in the water. But I felt better.

Tim

PS. I tightened my shrouds last year, but I am curious to know what the tension should be. Anyone know? I have a LOOS meter, centered and tightened the rig from about 8% to 11% of breaking strength for 1/4inch wire on all the lines. Does anyone know what it should be?

Here are links to two of our Maintenance pages that give you another approach to setting up you wonderful Islander ring.

From the original Islander Owners manual: <http://islander36.org/manual1/Riggingguide1.jpg>

From fellow members: <http://islander36.org/mast.html#Rig>

Enjoy. Sail fast, have fun.

Rick

Here are the basic steps to reef your mainsail:

- Assume a close-hauled or close reaching course.
- Set the autopilot to maintain your course under jib alone, or heave-to.
- Release the mainsheet and vang.
- Lower the main halyard. Pull slack out of the reef line so it won't tangle.
- Secure the reef tack.
- Re-tension the halyard.
- Tension the reef line. It should be very tight, pulling down and out to flatten the reefed sail.

Snug the vang and trim the mainsheet.

Additional reefing tips:

- Mark the main halyard line relative to the mast, so you will know how far you need to lower it the next time you reef.
- If you expect to be reefed for a while, tie the reef clew down to the boom with a sail tie, to take the load should the reef line fail.

Editors Comment...

On Mouse Pad I installed a Harken single line Main Sail reefing system and ran the single line for each reef through the boom for neatness. I worked like a charm and I could take in any of the three reefs without leaving the cockpit. A great comfort for my girlfriend at the time.



Actor...



I have been cruising / racing going on 10 seasons and a few years ago worked on a charter boat in SF on an Islander 40' out of Tiburon and was impressed!
This is my first boat! It's needs some rudder repair and I could use some advice on obtaining the bottom gudgeon or rudder shoe. I've been told I need to have one cast and poured.
Unless of course someone has one lying around using it as a paper weight or something. !!
-Cheers

Tips for cruising to Petaluma (by Liz Munnelly)

The river channel was recently dredged with 8 feet of depth at low mean tide. Here's a great article from [Latitude](#) 38:
We were hoping to plan a cruise out to Petaluma over Memorial Day weekend, but there are already several other clubs visiting that weekend.

[PYC Contact info](#)
Linda Lockwood
Rear Commodore
Petaluma Yacht Club
415-755-8442

The D Street Bridge, which is operated by the City, can accommodate limited openings. The City is stipulating requests for opening the bridge be made multiple DAYS or even a WEEK in advance as opposed to 4 hours in advance as is currently stated on their website. This will support the City in planning for opening the bridge efficiently on busy weekends. Additionally if your Yacht Club can schedule Group Openings -- even better -- as this reduces the number of times the bridge will be opened.

Specifically here is the protocol from the City: Due to vehicle traffic concerns and bus schedules, the city requests that boaters schedule their arrival, when possible, for these times: 9:15am, 11:15am, 1:15pm, 3:15pm; To schedule a bridge opening boaters can call; 707.778.4303 Monday through Thursday 8am to 5pm. Friday through Sunday and Holidays dial the same number and press 1 after the prompt and you will get additional instructions. You may also contact online the "City of Petaluma, Bridge, Opening", find the "Online bridge opening form" and submit it to attain a bridge opening that suits your cruising plan. If bringing a car to Petaluma for the weekend, please plan to park in the Public Parking Garage adjacent to the Yacht Club. The Petaluma Yacht Club parking lot will NOT be available for guest parking. Upon your arrival one of our Greeters will get you the parking pass you will need to park in the Public Parking Garage over the weekend.

Safe & happy cruising to all -
Liz Munnelly
Cruise Director

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 \(uscg.mil\)](#)

Facebook (by Mike Patterson, Treasurer)

I've recently discovered a couple of interesting groups on FaceBook. You can find these using to the "Search" tool in FaceBook.

The first one is "[Islander Sailboat Owners](#)". I see several members of the Islander 36 Association are also active members of this group. There is active discussion of all sizes of Islanders and lots of great advice can be found here.

The second group is "[Classic Plastic; Vintage Fiberglass Sailboats](#)". This group discusses many makes and models of older fiberglass sailboats from the 70's and 80's.



Go Faster...

(Continued from page 2)

7. Get some help. There are plenty of go-fast people out there you can ask for help. Many are members of the I36 Association. Most work for food and beer and come with a smile.

8. Never listen to anyone that says there is only one way to do anything on a boat. There are always options. Go ahead and try something new.

9. Put your fenders away. Really not just on deck, put them away.

New Sails. This is a tuff one and this should not be your first option. We once had a speaker at the I36 Spring Meeting that said he counted his jibes and gets new sails after so many. At the same meeting someone attending said that they had used the same sails for 15 years. It is good not to be either one of those guys. New sails will help, and they will make you feel better but everything on this list is cheaper and will help more than new sails. In addition, if you do get new sails get them from someone that will come sailing with you and adjust the sails. I have never purchased a sail that did not need some adjustment. So yes, to get those, you need to buy the sails from a local sailmaker, and they will cost more than getting them online, but they will also fit and work better. I got my first set of sails for Jocelyn Nash. Going sailing with her was a high point of sailing for me. At the time I did not understand anything she said but it was still worth it. Now I get them from Kame. He's always there for me.

Liholiho YC



Cruise Schedule 2021

Sat, June 19	Summer Sailstice	Summer Sailstice Rally Details & Reservations.
Fri - Mon, July 4th Weekend	Benicia and Delta jump off?	(Stay tuned for details.)
Sat - Sun, August ???	Petaluma	(Stay tuned for details.)
Fri - Mon, Labor Day Weekend	Half Moon Bay / Monterey Bay	David Book is working on getting the 4 - 5 I-36s in Monterey Bay to host a rally
Saturday October 2	Nationals Regatta - GGYC	Contact Race Chair Bill Hackel , Nationals Regatta Details & Reservations.
Sat-Sun, October 16-17	China Camp/ McNears Beach anchor out rally	(Stay tuned for details.)
Sat, November 6	Fall Meeting & Winners dinner Coyote Point YC	Fall Meeting Details & Reservations.

Race Schedule 2021

Date	Event Name	Races	Host	Notes
Jan 30	3 Bridge Fiasco	1	SSS	Double handed event. NOR and SIs and Registration at https://www.jibeset.net/JACKY000.php?RG=T009335991
Mar 20	Spring Meeting	0	Zoom	Great time to meet your competitors! Information, Registration and Meal selection.
June 19	Summer Sailstice	1	TBD	Summer Sailstice Rally Details & Reservations.
Oct 2	Nationals Regatta	2-3	Golden Gate YC	Always a fun regatta! Details and Registration.
November 6	Fall Meeting & Winners Dinner	0	Coyote Point YC	Fall Meeting Details & Reservations.



NATIONAL WEATHER SERVICE
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Updated Sole...

(Continued from page 11)

posed to be used to hold the planks in place. That works well in a factory setting. I don't have a lot of weights although I have used bricks in the past. Now I just put paper towels on the planks and then carefully walk around on them, pressing them into the glue with body weight. This is where the importance of having flat planks and strips come apparent. If the plank or strip was bent when laid down, it will spring up again. The application of heat (a heat gun) should solve that problem. A few minutes of walking slowly over the planks should do it.



⇒ Remove the paper towels and clean up the glue that has squeezed up through the joints (hence the paper towels!). Clean up is time consuming but easy, ordinary paint solvent and small squares of paper towels. Dampen the paper towel and wipe. The planks may have shifted when pressing them down. Carefully slide them back into position.

⇒ If you have curved sections of hull (like in some Catalinas) warming the planks and strips up is critical. A heat gun works best. Some sort of moveable weight may be necessary as well.

⇒ The glue is not permanent for a few days. I have been able to correct mistakes up to a week later, pulling the plank up with some difficulty, but being able to replace it. I haven't tried it beyond a week but suspect that it would be possible as well, just a greater degree of effort.

⇒ Where there is a hatch pull or hinge involved, I remove the pull/hinge and do a rough cut in the plank before laying it down in the glue. The next day I carefully cut out the opening with a box cutter knife. It's much easier to do if careful heat is applied to the plank (it gets very soft). Then I use bits of the plank material in the opening to bring the pull/hinge back up to the right height.

⇒ Last but not least, at the end of the day, if I find small gaps in the plank/strip where the white glue is apparent, I fill the gap with LePage Teak wood filler. Unless you know where the filler is it's almost impossible to see it.

If I had known about this product 20 years ago when we purchased "Natasha", our Islander Bahama 30, I probably would have applied it over the factory plywood cabin sole. As it was, I installed an oak and mahogany sole along the same visual lines.

Bert Vermeer

s/v Natasha Sidney BC

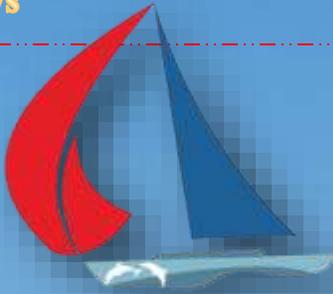


Welcome a New Member...

Welcome Brendan, Tacoma.

Thank you for the warm welcome! My boat is the Knotty Coug, and I am a liveaboard in Tacoma WA. I've lived on my islander for a little over a year now. I do mainly Puget Sound sailing on my boat.





PACIFIC — CUP — 2022

We Want Your Pics

We want to see photos of your boat
[Click here to send us photos.](#)

Cruising Sailors



What my friends think I do



What my mom thinks I do



What society thinks I do



What powerboaters think I do



What I think I do



What I really do

Make your own picture like this: <http://enatbanjorkskod.com/16>

What powerboaters think I do

What I think I do



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

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

Islander 36 Association

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.”

