

Islander 36 NEWS

Fall 2019

Volume 7, Issue #3

Commodore Calling *(by Jocelyn Swanson)*

First of all I would like to thank the members who have volunteered to participate on the [2020 Board of Directors](#). Mike Patterson, Rick Van Mell, Kit Wiegman, and Roy Samuelson are continuing in their current BOD positions which is great as it provides continuity for the Association. New BOD members Rick Egan, Bill Hackel, Liz Munnely and Steve Swanson are a welcome addition to the BOD. Our newsletter editor, Phill Seaman, has agreed to continue to put together our terrific newsletter. Phill, Liz and Mike live out of the SF Bay area so not everyone is a "local sailor". Membership is another position which can be done from afar, too, as a welcome letter and attachments can be sent by e-mail. You might want to think about volunteering for 2021. It's never too early to encourage members to volunteer!

The BOD will meet in January to plan activities for the I-36 Association. I know association members are spread across the U.S. and the world but through our newsletter and website, we can all stay connected. It's fun to read about members' cruising and racing adventures so please send in photos and share your stories.

Steve and I wish you and your families a happy holiday season filled with good health, family, friends and of course, sailing (or for those of you who have to either take your boats out of the water or winterize them for the winter months) plans for sailing adventures this summer.

Fair winds and following seas.

Membership *(by Jocelyn Swanson)*

Looking at the membership list we have representation from 25 states with California representing the highest number of members. We have one member who lives in Tasmania—I'm assuming he sailed his Islander 36 to the island! We also have members in Canada—from British Columbia to Ontario and one member in the U.S. Virgin Islands. Oregon, Washington, Texas and Illinois have 5 or more Islander 36 owners.

This year brought in 13 new members and 2 rejoining members to our Association. The majority of new members come through our Islander 36 Association website which, as you know, provides a wealth of information to our members. Each new member receives the most recent membership list and the link to the maintenance in-

This Issue...

Commodore Calling	1
Membership	1
Editor's Notes	2
Nationals Roundup	3
Red Bra Regatta	3
Pacific Cup 2020	3
Fall Meeting / 2020 Officers	4
2019/20 Rogues Gallery	5
Secretary's Report	7
What makes a cruising boat	9
Useful links	10
Newby Notes	11
Mapping Members	12
Crew Nominations	12
USCG 11th News	13
Scuttlebutt News	13
America's Cup	13
Captain Hooke	14
Island Girl—A Family Story	15
From a New Member	16
Sailing Totem	16
Sail Race Tactics	18
2020 Cruise Schedule	18
Christopher Columbus	19
Islander Owners	19



Commodore
Jocelyn Swanson



Editor's Notes *(by Phillip J. Seaman)*

Looking at the past and future of the **I36News** newsletter and how I have been honored to be part of its growth and, hopefully, more pleasing and readability. I started as your Editor with the Winter Edition of 2016 I have enjoyed every minute since, including the last minute nudges for articles.

This issue includes the insertion of page background images. These images are directly associated to the page content. Well kind of! *(this pages background was taken by your truly of Atuona of the Marquesas.)*

This issue also includes additional articles and links to sailing and racing from all over the world. Which of course with this year introducing the new hybrid monohulled foil boats of the Americas Cup.

My goal is to bring the Islander Sloop to the forefront of each issue and present useful articles for all types of Islander owners from the hard core **racer** to the lazy **cruiser** to the casual **day sailor**. The **Islander** is a perfect boat for all occasions... I should know I petitioned **Mouse Pad** in two years ('94-'96) in a row at **Marina del Rey's Cal Yacht Club's** 22 week Sunset (Wet Wednesday) Series where with an all girl crew, except for yours truly, we triumphed in 45% of the races we entered. Then in 1998; to my best knowledge, we set the record for the fastest monohull crossing from **Cabo San Lucas** to **Atuona**, Marquesas some 2,843 nautical miles in 20 days and 8 hours. We stopped at 23 Islands and Atolls over the next year ending up in **Bay of Islands, New Zealand** where I docked **Mouse Pad** in the **Gulf Harbor Huirariki Gulf** and visited her a couple of times each year till the 2000 **Americas Cup** final series of races. I was on the water in the midst of the 3000 odd boats each day, what a thrill!

I finally realized that I missed my **Mouse Pad** too much to leave her in NZ any longer so had her top-decked shipped back to Long Beach in 2001. After a disastrous 3/4 mile truck ride from the LA docks and spent the next 6 months getting rebuilt, thankfully. I brought **Mouse Pad** up to **Ventura Harbor** where I spent the next 12 years sailing the wonderful Channel Islands. No more racing for me **Mouse Pad** had too many luxuries on her to be competitive.

I try to take all those wonderful experiences of being an Islander 36 owner and sailor to bring a new exciting and fresh look and articles to the member ship to read.

Thanks to the outgoing 2019 officers for the honor of being awarded the Schneider Trophy for 2019, I am humbled by even being considered for such an honor. I will always cherish everyone's confidence and support.

Thanks to all the readers of the **I36News**.



Cruising Sailors



What my friends thinks 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://jonathanbjorkskog.com/pic>



Nationals Roundup *(from Rick Van Mell)*



[Nationals Regatta](#)

Nationals Regatta at [Golden Gate YC](#) 10/6/19

Light winds called for a postponement to 1500 but we finally got in a good race with 7 Islanders on the course and a total of 12 represented.

: [Nationals Regatta story and pictures.](#)

Red Bra Regatta *(from Jocelyn Swanson)*

Zingara raced in [South Beach Yacht Club's](#) 8th annual all women's Regatta. Placed 2nd in fleet of 9 non-spin boats. 19 boats with 2 spin divisions and 1 non-spin division. Over 100 women raced in Regatta

Round White Island Race

The [Royal Akarana Yacht Club's](#) 320nm race from Auckland, round the active volcano [White Island](#), and then back to Auckland had an exhilarating start in 25-30 knots pushing the 22 strong fleet from the start line through the [Motuihe Channel](#) under spinnaker. The strong gusts coming threw caught a few of the crews by surprise.

"[Exhilarating start to the 2019 Round White Island Race](#)" is generated from [Live Sail Die.](#)

Race Promotion *(by Kit Wiegman)*



[Entry Form](#)
[Current List of Entries](#)

The Race

The [2020 Pacific Cup](#) will start the week of June 29, 2020, and invites well-prepared boats to race to the warm, welcoming shores of [Kaneohe Bay, Oahu.](#)

Underway, after a challenging reach down the coast to find the best weather, our participants will turn toward Hawaii, for day after day of incredible downwind sailing, culminating in the thrilling [Tradewinds](#), with steady, firm breezes driving them toward the finish.



This will be the 40th running of the [Pacific Cup Yacht Race](#). Our boat's design is going to be 50 next year. There are 3 Islander 36's as of now doing this race:

Cali, owned by Kerry Scott

Cassiopeia, Owned by Kit Wiegman. She did the very first race and 3 others.

Galatea, owned by Dave Herring, from the great lakes.

I have been asked by the Tech. Committee to act as mentor to these boats, which I will do. I would also like to see if we can't get another 2 boats (Eric and Steve) or more to come out and play. A one design race to Hawaii seems like great fun. These are great boats to do the ocean crossing on also.



I-36 Fall Meeting and 2020 Officers *(by Rick Van Mell)*

Cool and clear greeted your Islander fleet as we gathered at Coyote Point Yacht Club for our annual Fall Meeting and Winners dinner. Founding member Lou Zevanov and his son Steve brought *Diana* to the guest dock and was joined by John & Nanci Melton's *Freedom Won* to show off our great boats. In total 24 boats were represented by 47 people who enjoyed a terrific presentation by David Book on the restoration of *Hangover* and sailing off to the beautiful waters of Hawaii. The season's champions were presented with their trophies, and the special awards were given out. We had the whole 45 year span of membership represented including founding member Lou Zevanov to members new this year, and we elected new Officers for 2020.

Jocelyn Swanson (*Zingara*) Commodore
 Rick Egan (*Kapai*) Vice Commodore
 Roy Samuelson (*Some Day*) Treasurer
 Mike Patterson (*Green Flash*) Secretary
 Kit Wiegman (*Cassiopeia*) Measurer
 Bill Hackel (*Highlighter*) Fleet Captain
 Liz Munnely (*Green Flash*) Cruise Chair
 Phillip Seaman (*ex-Mouse Pad*) Newsletter Editor

Steve Swanson (*Zingara*) Membership Chair
 Rick Van Mell (*Vanishing Animal*) Webmaster
 Eric Mueller (*Serenity*) Staff Commodore

[Fall Meeting story and pictures.](#)



Your 2020 Officers

2020 Officers *(by Eric Mueller)*

Here are some good pictures of the 2019 and 2020 Board members and trophy winners that Doug Cross, Serenity crew, took which are better than the ones I wound up taking with my cell phone when my backup camera battery died.

I have updated the web page with many of the above. <http://www.islander36.org/fm19/fm19.html>

And Phill, in case Eric hasn't officially congratulated you, congratulations on being named the [Schneider Trophy](#) winner for 2019 in recognition of the great job you have done on the Newsletter and promoting the fleet in general.



2019-2020 ROGUES GALLERY

2019-2020 Rogues Gallery





Secretary's Report Abbreviated... (from Mike Patterson)

Hi All,

Below are my official notes from the meeting. My notes are not as amusing, nor timely, as Rick's [website write up](#), but maybe when I have as much experience as he does I can live up to the standard!

Best Regards,
Mike Patterson
Secretary



ISLANDER 36 ASSOCIATION OF SAN FRANCISCO BAY

FALL MEETING MINUTES OF NOVEMBER 9, 2019

AT THE COYOTE POINT YACHT CLUB

SAN MATEO, CALIFORNIA



Call To Order:

- Commodore Eric Mueller called the meeting to order at 6:30 pm, and dinner was served

Board Members in Attendance:

- Commodore Eric Mueller
- Membership Chair and Vice Commodore Jocelyn Swanson
- Secretary Mike Patterson
- Treasurer Roy Samuelson
- Measurer Kit Wiegman
- Race Chair Roger Anderson
- Webmaster Rick Van Mell
- Cruise Chair Robert ~~DaPrato~~

Absent:

- Newsletter Chair Phillip Seaman

Members in Attendance:

- A total of 47 members were in attendance (including Board Members)

Feature Presentation (7:30 pm):

- Dave Book, Sail to Hawaii
 - Crew
 - Yann Brown
 - Paige Book
 - Elizabeth ~~Buer~~ (not present)

David Book had our full attention and plenty of laughs and smiles as he described his odyssey from a starter boat to his Islander 36 "Hangover". There was a lot to do inside and out before he could leave for the trip.

They caught a strong northwester as they departed Monterey and after the first six hours were making 9 knots! 24 hours later they were off Los Angeles, and 2 days out had crossed the latitude of Mexico. Despite advice to stay left and hang on south, the urge to turn right and aim at Hawaii won out. Two days later they were enjoying swimming off the boat in a dead calm. Lots of fresh food, rain squalls, periods of surfing seas, and 21 days out they arrived in Honolulu.



Secretary continued...

Committee Reports (8:20 pm)

- Roy Samuelson presented the Treasurer's report
 - TBD funds will be awarded to support various (TBD) youth sailing programs
- Jocelyn Swanson presented the Membership Report
 - 13 new members in 2019 + 2 returning members

Awards Ceremony – 8:30 pm

- Bob DaPrato awarded the Winton Cruising Award to Liz Munnely and Mike Patterson, "*Green Flash*"
- Racing Awards
 - Roger Anderson awarded the Nationals Regatta trophy to Bill Hackel, "*Highlighter*"
 - Roger Anderson awarded the Crew Award trophy to Greg Anderson, "*Serenity*"
 - Roger Anderson awarded the special crew recognition to Frank Burkhart's young crew, "*Island Girl*"
 - Roger Anderson awarded the Hammond Trophy, non-spinnaker championship to Eric Mueller, "*Serenity*"
 - Roger Anderson awarded the Ormand Trophy, spinnaker championship to Steve Douglass, "*Renaissance of Tahoe Vista*"
 - Eric Mueller awarded the Schneider Trophy to Philip Seaman, "*Mouse Pad*"

Election of 2020 Officers – 9:00 pm

- Board Members
 - Commodore: Jocelyn Swanson
 - Vice Commodore: Rick Egan
 - Secretary: Mike Patterson
 - Treasurer: Roy Samuelson
 - Measurer: Kit Wiegman
- Appointees:
 - Race Chair: Bill Hackel
 - Cruise Chair: Liz Munnely
 - Membership Chair: Steve Swanson
 - Newsletter Chair: Phillip Seaman
 - Webmaster: Rick Van Mell

Adjournment:

There was no further business. M/Mueller that the meeting be adjourned. S/motion carried. The meeting was adjourned at 9:30 pm



What makes a Cruising boat? *(from Phillip Seaman)*

There is no quick answer to this age old question. *Whether I was to buy a new or used, oops "previously owned" boat?*

The questions and process were to be the same, only the price changes. I had decided to buy a used boat. My budget couldn't run to a new boat, nor my time. Few cruisers I have ever met purchased new boats.

Hmmm! Well it all came down to a lot of personal taste, likes and dislikes, and most of all what is it that I wanted the boat to do for me. Remember that this was to be my home for many years to come and a very large investment of time and money.

So I thought hard about the requirements of the boat. I had had several boats over the years which helped me immensely in making my decisions.

I went to a broker I had used previously and borrowed all their books. There are several books that show complete manufacturer's specifications on interior or layout, fuel and water capacities as well as engine size, etc.. I made a list of a dozen boats that seemed to fit the bill. When I had done this I hung around local yacht clubs and asked who has one of these or one of those. I made friends with the owners and asked if I could look at their boats and what they liked and what they would change about them. I very quickly started to remove boats from the list and add others that came to my attention. I got the list down to 6 makes and models in the end. That was almost 2 years

of work. I spent every weekend walking the docks in different marinas looking at boats asking owners if I can come aboard and look at the interior and asked lots of questions about performance, etc.. Just about every owner took me in as I showed some genuine interest in their vessel and they were proud to show me around. They even told me the good and bad things about their pride and joy. I was able to re-



move more boats from my list that I didn't think had the cruising spirit but yet again added others. One of the best places I found was Cruising World's Fax line for boat buyers. (Look in the middle of any issue of Cruising World and you will find the information you need. They give you a listing of all the vessels they have records on, you select the number next to your choices and in a few minutes they send a detail edfax to you of all the people that have participated in their surveys, including their phone numbers and facts about that type/model of boat. You can call the people and ask what they think about their boat. These people are from all over the continental US so you get a very wide variety of sailing experiences.) I changed my list again after some of my conversations. There is no quick answer to anything to do with boats. It took many hours, weeks, months and eventually years to just figure out the top six boats on my list. If

you ask around this sort of time period is not uncommon, I have spoken to people who are still looking after years. Don't fall into the trap that there is the "perfect boat" out there with your name on it at a rock bottom price, because there isn't!

Let's look at some of the questions I asked of myself when it came to the boat. This may get a little confusing since some of the questions here are the same ones you will see in several other places. I did a lot of going in circles before I got my list of six together.

I have tried to put these questions in some sort of order for you, but of course as any of the answers change then so does the order. In other words when you answer one question you have to go back and revise any of the other questions you have already formulated answers to. Very confusing and time consuming!

[How big should the boat be?](#)

[How much water do I need to carry?](#)

[How much fuel do I need to carry?](#)

[How much storage do I need?](#)

[How fast do I want to go?](#)

[How many sails do I need?](#)

[How old is too old?](#)

[Propane or alcohol galley?](#)

[What type of rig?](#)





Useful Links for the Racer

LIVE SAIL DIE

SAIL GP

PACIFIC CUP 2020
40th Anniversary
The FUN Race to Hawaii

SCUTTLEBUTT SAILING NEWS

36TH AMERICA'S CUP
PRESENTED BY PRADA
AUCKLAND 2021



Lazy Jack, VaVau, Tonga—Spinning Mast

We Want Your Pics

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

Useful Links for the Cruiser

NAVIGATION CENTER
The Navigation Center of Excellence
U.S. Department of Homeland Security
UNITED STATES COAST GUARD

77th ANNUAL MEETING
DEFENSE INDUSTRIES, INC.
1938 2015
WATERBURY, CT

IOOS INTEGRATED OCEAN OBSERVING SYSTEM

NM EA

SailNet SAILING COMMUNITY

CDC Centers for Disease Control and Prevention
The Nation's Prevention Agency
SPONSOR Emerging Infectious Diseases
International Conference on Emerging Infections
Bismarck
March 6-11, 2008



New Member Letter...

Thank you for your welcome emails.

I have been an **Islander 36** owner for one year now, and as far as I can tell by the records, I am the third owner of **Whisper**, who spent most of her early life in **Olympia, WA**. My first sailboat was a '67 **Islander 24**, and one day while out cruising I spotted an I36 at anchor and thought to myself, "now there is a sharp looking boat, I wonder what she is?"

The short skinny about me. I am originally from SoCal and am a Cal State Fullerton grad. I moved to the Puget Sound area in Washington State in '92 and I love it here. I was a power boat/water-skier for many years until a hamstring injury put an end to that. I have been sailing only about 5 years. My interest in sailing and cruising began with reading the novels of Patrick O'Brian, which then lead to taking the ASA 101 course and then to purchasing my first sailboat. I have been a member of the Corinthian Yacht Club of Tacoma for two years now and I have raced **Whisper** in 20 races this past 2019 season. There is nothing like racing to learn how to sail better.

I then began my research and contacted an I36

owner, **Tatoosh** ('73), in my home Tyee Marina in Tacoma, and we hit it off and started to sail and race together. I then sold my **Islander 24** the following summer and started my I36 search in earnest. I looked at several boats here in the PNW and also many in the LA and San Diego area (where I have family).

I have joined the **Islander Association** club mostly for two reasons, to gain maintenance knowledge from seasoned owners and to try to connect (through this group) with more **Islander 36** owners up here in the Puget Sound. My home marina, Tyee in Tacoma, has three **Islander 36**'s: **Whisper**, **Tatoosh**, and **Drommen** ('77), and we all race on Wednesday evenings from April through the end of August. There are many more I36's up here and my goal is to try to have an annual cruise-in and race through my yacht club, the Corinthian Yacht Club of Tacoma.

If any I36 club members are ever in the **Tacoma, WA** area, please do give me a shout out and we'll go sailing! It gets cold here in the winter, but we can still sail, usually.

Cheers,

Greg Greene

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.

Peter Kacandes "**Jonesque Jones**" Berkley, Ca.

Gregory Green "**Whisper**" Tacoma, Wa.

Andre Venturini "**Califia**" Sausalito, Ca.

John Hillsman "**Taisce**" Shalimar, FL.

Adam Berti "**Merak**" Calgary, AB.

Another Newby to the I36A

Jocelyn, thank you so much for the warm welcome! Patti and I are the new owners of a beautiful I-36 we plan to rename **Taisce** (Irish for Treasure). We were actually married on **Treasure Island Naval Station**...hence the name. We plan to do coastal cruising in the **Gulf of Mexico** between **Pensacola** and **Tampa/St Pete** for the next few years until we embark upon longer passages...perhaps a circumnavigation is in our future. Patti is from the Bay Area and still has lots of family there so we may take you up on your offer.

Cheers, John and Patti Hillsman

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.

Crew Nominations

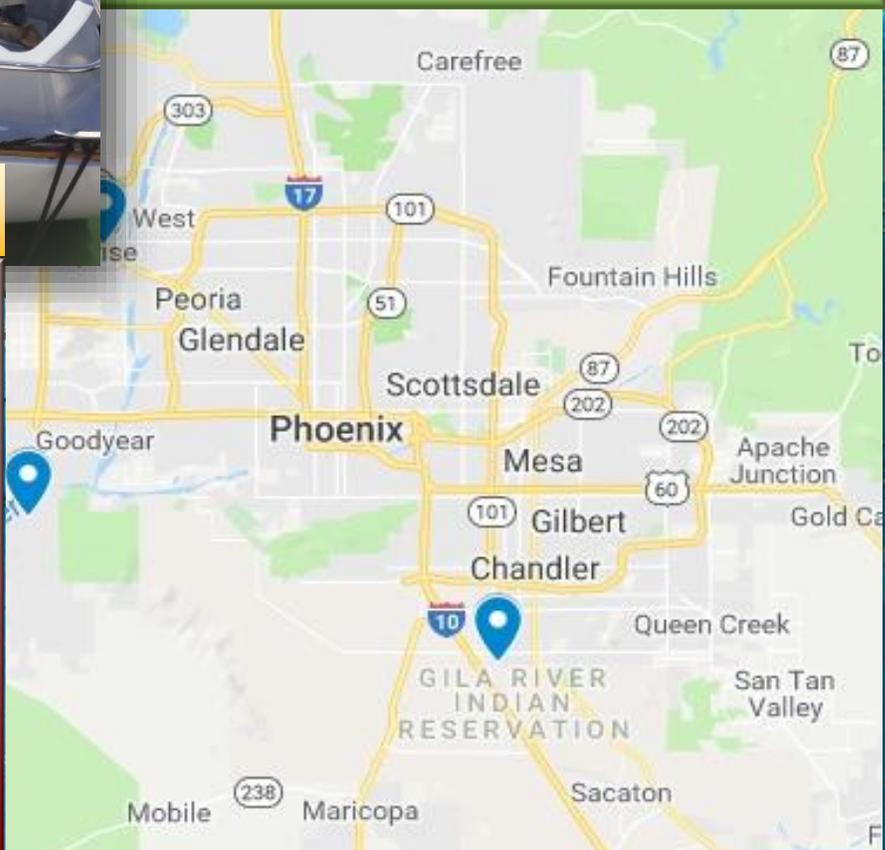
Here's a narrative that I think is newsworthy.

Frank Burkhart nominated his teenage sons for the crew trophy. Two problems for me: who would win between Will and Luc, and the other more limiting reason: the nomination came after the crew trophy went for engraving.

My solution was to provide his sons each with a framed pic of them on *Island Girl* with their Dad dockside at the Nationals this year.

Please see Frank's narrative, below, in support of his sons getting the crew trophy below.

Regards,
Roger Anderson



Franks Recommendation

As a skipper, I know that I expect a lot from crew. Asking for their time, energy and advice on multiple weekends is an imposition. Given that, I have 2 crew that have given more to having *Island Girl* remain competitive and remain in the racing arena. Not only are they available for each race, frequently catching errors that I have made in preparation (like reading the SIs), they have been instrumental in providing the motivation to race and then spending hours refitting the boat. Without their input, I would not have entered the OYRA races or done the [Vallejo race](#). And, making the commitment to race, they were there to sand the deck and varnish, repaint the deck, redo the non-skid and do the first 7 coats of varnish. After servicing all the winches, replacing 1 winch they made sure that we had done everything possible to make the boat watertight. And, they produced the drone shot of *Island Girl* under sail off Sausalito and multiple GoPro videos of the races. During the races, they were the first to do sail trim

and always ready to grind in that 135% genoa in 20 knots of wind.

Although not the most successful in terms of winning, *Island Girl* was out there, flying downwind under spinnaker or pounding to weather on the way to the [Farallones](#). Without these 2 crew, *Island Girl* would never have completed. So, for crew recommendations, I nominate Will Burkhart and Luc Burkhart. Not only great crew but probably the youngest crew to compete consistently on an Islander this season.

As I said, I can't imagine them coming to the annual dinner - getting 2 teenagers to sit that long just isn't going to happen. But, put a boat under their feet, sails up and a stiff wind and you won't find 2 more ready and able sailors.

Frank Burkhart



Scuttlebutt Sailing News..

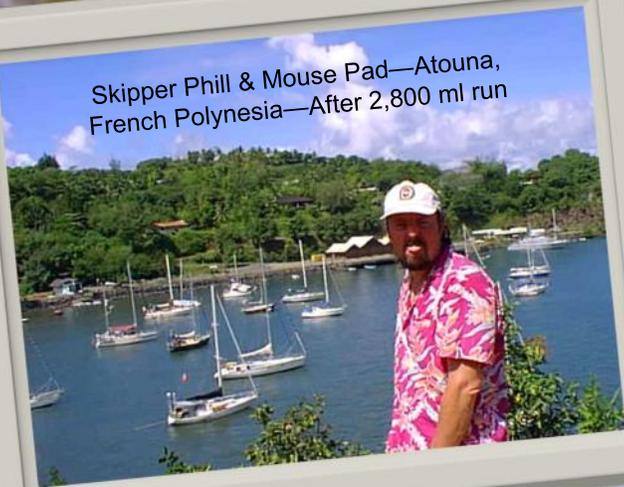
Read all the latest news and [scuttlebutt](#) of the sailing happenings in and around the San Francisco Bay area sailing.

Lots of videos of events and news stuff.

Click on the banner to be taken to Scuttlebutt.



Skipper Phill & Mouse Pad—Atouna, French Polynesia—After 2,800 ml run



UNITED STATES COAST GUARD
BOATING SAFETY

America's Cup... (editors opinion)

Do you follow the [America's Cup](#) race shenanigans? Work WITH mother nature and don't try to beat her is so much more fun.

This stopped being a sailboat race and is now just a speed boat and technology race. Who can pour the most money into their boat and get it going faster than [mother nature](#) intended?

I do have to admit that they do go like a bat out of hell with the devil chasing it! Check out this latest video from the NZ team ([click here](#)) I'm sorry but I am still basically a mono-hulled ([Keeler](#)) sailor at heart.



USCG 11th District News



[VIDEO AVAILABLE: Coast Guard suspends search for missing man after boat capsizes near Bodega Bay](#)

[Coast Guard rescues 3, continues search for 1 after boat capsizes off Bodega Bay](#)

[Coast Guard awards 2 service members with Air Medals from local rescue, hurricane deployment rescue](#)

[IMAGERY AVAILABLE: Coast Guard offloads more than \\$92 million worth of cocaine in San Diego](#)

[Coast Guard participates in San Francisco Fleet Week, enforces regulated safety and security areas](#)

[Coast Guard suspends search for missing woman near Land's End](#)

[UPDATE: Coast Guard suspends search, owner of adrift boat lo-](#)



“Captain Hooke” *(from Dan Knox)*

After we had rafted up at the end of C dock next to our long-time competitor “*Sir Leans-A-Lot*” we walked down the dock and we ran into the great “*Captain Hooke*” looking all clean the shiny with a glossy new painted deck and lots of varnish. As I walked by, she called out to me and asked if “*Luna Sea*” was here for the Great Pumpkin. I said of course and asked her if she was going to beat the heck out of us again. The Hooke said she doesn’t go out much in the daytime anymore as her crew, such as they are, now spends most of their time aboard cleaning and polishing. Well that’s a change I answered more than a little surprised.

For those of you aren’t familiar with a great boat “*Captain Hooke*”, she pretty much won all the races in the Islander fleet when she was actively racing. The Newton brothers just wiped us out and really, we were no competition. Sometimes “*Windwalker*” gave her a run for her money but she just toyed with the rest of us.

The Hooke went on to say that she goes out alone mostly at night now-a-days, but something takes on a ghost crew for a little company. She no longer has need for regular crew as they pretty much just screw things up and leave empty bottles of [Jameson](#) along with [Nintendo](#) controllers all over her cabin sole. A couple of weeks ago she sailed up to Vallejo on a Sunday evening and saw a few of the tail enders from the Vallejo 1-2 coming back to Richmond as she was leaving. She said she didn’t see “*Luna Sea*” so she assumed we didn’t partake. “Jez” I said “we don’t always finish last in fact once we actually won our division in the Vallejo 1-2!” She let out a little laugh knowing that we must have been in a one boat division because as hard as we may try, many times we end up bringing up the rear.

She then asked about our new mast. We got that 7 years ago I said. The paint is now beginning to peel. I went on to say Buzz said the primer just isn’t what it used to be but she would have none of that saying only that 7 years isn’t all that long and that I am probably now just learning on to tune it. Yes, I said, I’ve tried a few different things but the tune for upwind is way different than the tune for downwind and there is only so much you can

do with the backstay but we try and do the best we can. The Hooke laughed again as if any of this was news to her. What about that dopey RADAR tower and your ridiculous keel? That RADAR tower is just a lot of windage and I bet you can’t even remember the last time you used it. And your “S” shaped keel, does it still give you more lift on port tack than starboard? Yes that’s all true but there is nothing I can do about the keel, and well the RADAR cost me so much damn money I’m too cheap to just toss it. Toss the RADAR and get your damn keel fixed, stop being a wimp The Hooke said in a rather condescending voice.

Tell me more about these ghost sails you go on, I said. A few times a month some of my old crew comes down and we go for a sail, sometimes I let them think that are doing a few things to help sail but mostly they just enjoy the ride. There is a lot of drinking and some colorful stories many of which are tails of “*Luna Sea*” running aground. We sometimes sail up to Vallejo where my former skipper used to be Assistant Junior Harbor Master and other times, we just head out to Point Bonita and take a nice long spinnaker run back to the [Richmond Yacht Club](#). But we always get back before dawn. People tend to get freaked out seeing me sailing without any real crew aboard so I like to get tied up before anyone can see us. Yea, I said, I know we run aground a lot but remember that time we were ahead of you in the Vallejo Race, The Hooke interrupts, and you ran aground, and we didn’t even though we would closer to shore than you. Yes, I remember, we were ahead and so we didn’t need to take a chance and go that far inside, but you went for it and we ran aground, and you didn’t. Seems like that is the way it should have been I said. The Hooke laughed again.

The Hooke wished us luck in the Great Pumpkin and said she would do what she could to help. Saturday turned out to be a great day sailing for us, any day you get the gun is a good one. And I am sure that wouldn’t have happened without her help.

Anyway, if you are out sailing and see an Islander with no crew zoom by at twice your speed it is probably “*Captain Hooke*” just out sailing and doing what she does best.

THE MAST WALK

Video Link...

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.



“Island Girl” Family Story *(reprint UKSails August 2019)*

If the family that sails together stays together, the Burkhart family are clearly staying together. When Frank Burkhart bought the Islander 36, ISLAND GIRL, he had limited experience and no crew. Twenty-four years later, the Burkharths and ISLAND GIRL are a regular sight among the sailboats on San Francisco Bay and the surrounding waters.

However, she wasn't always a family bay-cruiser. Although Frank had some basic sailing skills when he bought ISLAND GIRL, he decided the best way to improve quickly was to race. So he entered the boat in the Offshore Yacht Racing Association (OYRA) series, which is a series of ocean races across local waters such as California's Half Moon Bay, Drakes Bay and the Farallones. “Putting a crew together took time, but ultimately I had a crew that made me look good,” said Frank.

By 1996 Frank and his crew were serious contenders in the OYRA and managed second place in their division, as well as receiving the South Tower Demon award for “having broached way too many times under the Golden Gate Bridge.”

The crew did improve and by the following year found themselves in first place. This was also the year that the future Mrs. Burkhart, then known as Lynn Langford, joined the boat and began to impress everyone with her sailing skills, and her boat-food skill, producing what Frank described as the “best food on the Bay.”

Soon after, Frank and one of his crew were invited to join a boat in the 1998 Pacific Cup (San Francisco to Hawaii). Following the PacCup, *ISLAND GIRL* and her crew relaxed a little with “less serious ocean racing and a lot of beer can racing and, a lot of casual sails”.

A few years later the Burkhart boys, Will and Luc, were born and sailing took a back seat to everyday family life. However, the twins were not going to stay onshore forever. Today the

teenagers are an integral crew on *ISLAND GIRL*, enjoying beer can racing out of Sausalito Yacht Club and regular weekend sails all over the Bay.

This past summer Frank and the boys gave ISLAND GIRL a much-needed make-over. “As with any boat, maintenance and upkeep is constant. With the boat being used only occasionally while the boys were growing up, there were multiple tasks and upgrades needed.”

Together they sanded her wood bare and applied 6 coats of varnish, sanded the deck, painted and applied new non-skid, and hauled the boat to have the hull topsides sanded and painted. “ISLAND GIRL is now looking like a new Islander 36,” Frank said.

Frank remembers one recent night sail across the Bay that stands out. “One son caught a ride home from Alameda by car, so my other son and I decided in the middle of the night to sail home. Leaving Alameda at 2am, we had the typical beautiful views of San Francisco, past Alcatraz and finally into Sausalito. Winds were definitely up, mostly above 20 knots with 30+ knots gusts coming into Sausalito. To say the least, the boat worked hard and had water pouring over the decks most of the way home.

“It was fun listening to the discussions between ship captains on the route they were taking and to watch out for a sailboat crossing the shipping channel. At least we knew, that we had been seen as we were the only sailboat on the Bay.” (For anyone who hasn't experienced San Francisco Bay at night, it can be very black and contain numerous large ships!)

And as Frank and his family become saltier and even more experienced, what will their sailing future hold? “More racing, maybe back to OYRA. And definitely many more days on the Bay with family and friends,” Frank said.

What a great testament to love of family, boat and sport!



From a New Member *(by Jocelyn Swanson)*

My name is Deven Hammond age:47

I purchased my Islander 36 in September of 2015. It is on the hard at [Green Cove Springs, FL](#). I am doing a total refit, & upgrading everything. The hull, keel, skeg, & rudder are all in great shape. The vessel is Documented under the name "**Second Wind**" which I plan to keep. Once complete, I plan to sail up & down the east coast, then up & down the pacific coast.

I am a long haul trucker & have been testing things on my truck to see how items work & last. Knowing the similarities are close. I plan to keep the Islander as part of my life, & hopefully my children as well.

I am always up for new adventures & to meet other owners along the way, & being part of the club!

Happy trails & seas,

Deven Hammond



Sailing Totem: Time to skip Tahiti? *(Courtesy Cruising World)*

"Should we skip Tahiti?" A question I never thought I'd hear was asked seriously over sundowners last week as we discussed 2020 plans.

The popular cruising destination is sending a strong message that cruisers aren't wanted anymore. Last week, a local cruiser reported that police began clearing boats from the busy Taina anchorage in Tahiti. This is overwhelmingly where transient boats anchor when they visit the largest island in French Polynesia. There was little notice for the meeting called to discuss plans, and no alternate option offered; the marina in Taina is typically booked in advance and not a ready option.

Tahiti isn't the only spot in French Polynesia that's tightening regulations and forcing out boats. Bora Bora has banned anchoring entirely. Moorea is expected to follow suit soon. There is a wider trend in French Polynesia to grow restrictions: local press report that the goal is to regulate anchoring throughout the islands. Meanwhile, in Tahiti, the port authorities clearing the Taina anchorage stated clearly that "there is no Plan B" for relocating the cleared boats; particularly unfortunate timing and tone given that cyclone season begins there this month.

Maybe it's not a big deal to be required to use moorings or marinas. But it's more complicated than just planning ahead and budgeting a little more. Ask the Hynes family on the Outremer 51, Archer. His family returned to the mooring field in Bora Bora where they'd left their boat to go ashore for dinner in July. Archer wasn't there: a search found the boat blown downwind until it hit the unforgiving structure of a resorts' overwater bungalow after the mooring (about \$30/night) they secured their boat to broke, causing massive damage to the vessel.

"It's really sad what happened to our boat," Seth reflects, "but even sadder to see what's happening regionally. I think it's great the locals want to protect their islands, but I wish they would have worked with the cruising community to do this safely rather than rush in change. By enforcing the "no anchoring" law before the infrastructure was in place it has put all of us in a very dangerous situation. I'm glad no one got hurt on our boat or at the hotel as things could have been much worse."

Bonaire has done a fantastic job of protecting their fringing reef by requiring boats to pick up affordable moorings. It is

(Continued on page 17)



Sailing Totem: Time to skip Tahiti? *(continued)*

(Continued from page 16)

magical to swim under your boat on a vibrant, thriving reef at snorkeling/freediving depth that this setup makes possible.

Cruisers all know the mantra not to trust a mooring until you've been able to check it. Easy in Bonaire, and we replaced the fraying line. But how could Archer have realistically been expected to check the shackle at 85' of depth that broke? Of course they can't, they have to rely on the integrity of the owners/managers, and that chain in Bora Bora clarifies a motivation for profit over vessel security.

Why is this happening?

The move in Tahiti is due in part to a development plan, but read the local press articles about restrictions and local sentiments come out. It hurts to know reader comments indicate they're happy for cruisers to go away, angered at the lack of respect they feel is shown for the local community and environment.

In Huahine, a youth group staged a protest that included floating a big mainsail painted with "no anchoring" – and gave press pictures of the coral damage caused by careless boats. Here, at least, is a positive move to direct boats to anchor in a boxed area away from the reef and vulnerable coral (fantastic, but sad they had to take this in their own hands). In Raiatea, the next most populous island after Tahiti, there were problems this past season with local boats aggressively threatening cruisers, with tactics ranging from verbal assault to cutting anchor rode.

Are there just too many boats? A couple of factors combined to significantly increase the number of boats in the area. A few years ago, French Polynesia began allowing vessels to remain three years before requiring importation (previously, boats were limited to

just a few months). Then long-stay visas became easier to acquire, so not only visiting boats but their crews can readily spend more time in the islands. There are simply more boats, and enough of those boats are not respecting the local mores. This is a response to a perceived invasion of disrespectful cruisers. The complaints range from cultural to environmental, and they are not for you or I to judge as the guests in a place; it's for the hosts, who seem ready to stop playing that role.

All this played into that conversation over sundowners a few nights ago, as we sat under Totem in the not-so-romantic shipyard with visions of much-more-romantic tropical anchorages in mind. Should we consider a major re-route and skip French Polynesia altogether? Hey, I'd love to visit my family in Hilo. The off-track destinations of Kiribati hold deep appeal. We want to skew towards places we haven't visited before, anyway.

We were dead serious for about 20 minutes, then snapped back to reality. Of course we'll go to French Polynesia! There are MANY islands, and we plan the least amount of time in the areas most subject to restrictions.

I'm keen to find the lesson in any situation. What's the lesson here? That we (cruisers) need to lose entitlement and gain perspective for our negative impact, real or perceived. It's incumbent on us to proactively be good citizens. Helping in this regard is AVP (Association Voiliers Polynesie); they're meeting with authorities to represent cruisers and find a bridge to educate cruisers and charterers on visiting responsibly, while boosting local confidence that these boats contribute to rather than detract from their community. Anyone can join the organization and help them advocate for the cruising community. Visit the website for details.

My friend Holly Scott sails her boat out

of Raiatea, and rightly pointed out – these islands pushing out cruising boats are both the least interesting and the most tourist-ed. They are exactly the places we prefer not to spend much time in. But they are the popular names that are familiar to outsiders, and have a historical draw based on beaten paths and accessibility. There are many nicer places to explore in French Polynesia. And hopefully, as they are visited by those with a keen eye for respect to local customs and environment. We'll keep an eye on the situation, spend less (or no) time in the Society islands, and always be mindful that we're guests in their home.

My facts will not be perfect here, in great part because the situation is changing so quickly. Big thanks to Linda Edeiken of Jacaranda, amazing ambassadors for the cruising community – I first learned about this from Linda; to Ryan Levinson, for his work in FP representing cruisers with AVP; thanks Seth Hynes for contributing, sorry your lovely Archer had to be the canary in this coal mine!

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](#)

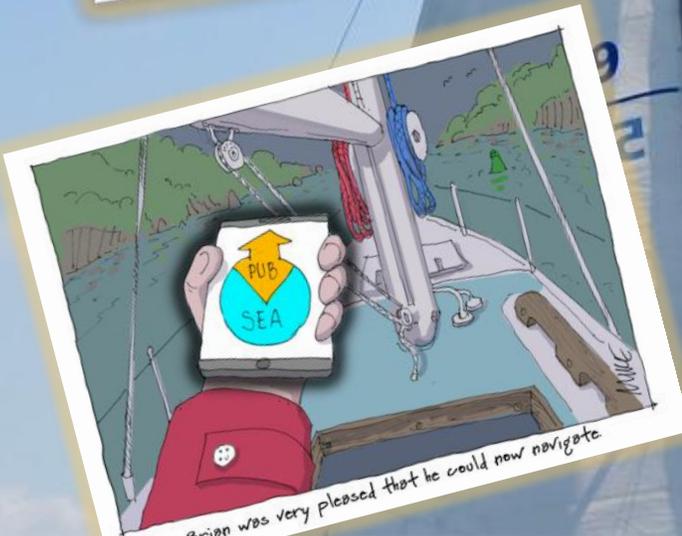
[Coast Guard Safety Alerts \(uscg.mil\)](#)





Sail Race Tactics

The pages in this site are about important aspects of perhaps one of the most complex sports in the World; *regatta sailing tactics*. This site is for all those who don't just stand at the Club Bar in the evening and relate with many gestures that they would have won the regatta if Miller, who is always so lucky, hadn't caught a gust and if Charles hadn't been so aggressive at the start. [\(Click here to access the site\)](#)



...ion was very pleased that he could now navigate.

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

Cruise Schedule 2020

Date	Location	Details
Wednesday, Jan 1	'Round Alameda Parade	t.b.a.



NATIONAL WEATHER SERVICE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION



Christopher Columbus's Ships

When it comes to [Columbus](#), the only fact that the history books really have right is that he sailed in 1492. First of all, he didn't "discover" America—people had already been living on the continent for thousands of years, after all. And he wasn't even the first European explorer to reach North America; a crew of Vikings actually sailed to Canada around 1000 AD. Even the oft-repeated names of his three ships aren't historically accurate. In the 15th century, most sailing ships were named after saints, so while the Santa Maria is probably the real name, the [Niña](#) and the [Pinta](#) were probably just casual sailor nicknames for more piously named vessels. According to [history.com](#), the Niña's real name was most likely "the Santa Clara," while the Pinta's real name is unknown. Just one more history and science fact you've always believed that is totally untrue.

Girls cooling off on Manihi Atoll beach



Islander Owners...

Ten years ago Commodore Michele Williams asked the Officers to write out their job descriptions so all would know what was expected and to help future officer candidates scope out their jobs. The attached is the only one that was presented - but - it covers almost everyone by proxy.

Objectives

The overall objective of the Webmaster position is to keep our I-36 Web Site both current and accurate throughout the year. In addition, the Webmaster helps promote the Association whenever practical. The three most critical areas are:

- 1) Officers, Racing & Cruising Schedule support forms
- 2) Upcoming Events Information and Registration
- 3) Results reporting following events.

This Webmaster believes that a large part of the success of the Web Site in attracting and retaining members is keeping it current. The goal has been to update the Web Site within 48 hours or less following an event whenever possible. Re-member to update the [Updated on dd/mm/yy](#) line of the Home page (index.html) every time you update any page on the site. This encourages "crawlers & bots" to reexamine the site for updates, and gets us more hits.

Detailed activities are outlined by section below. ([click here](#) for entire document.)

You could give our first female Commodore, Michele Williams, credit for the effort.



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

E-mail: Phill@AnalogGoesDigital.com
<http://Islander36.org>
San Francisco, 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.”

