

36 Islander 36 NEWS

Late Summer 2017

Volume 5, Issue #2

Islander Friends *(by Eric Mueller)*

The Coyote Point Rally was confusing but fun. There was an e-mail snafu which had people showing up a couple of hours early wondering where everyone was at and where we were supposed to meet. We eventually figured out enough about what was going on to collect everybody together for a start except for John, who I am still not sure where he started at but managed to make it to Coyote Point just fine. The rest of us started a little late, but game to go. It was a nice ride down to Coyote Point with a couple of lead changes in a nice light building breeze. Finding the finish mark was another fun time with people not finding it easily. **Windwalker, Zingara** and **Serenity** were the season racers in attendance. For the racers this was designed as a fun race that counted but given the various issues and snafus we are not going to count it toward the season totals.

John, Nancy and Riley, Bob and Maria, Smokey and Laurie and grandson, my fantastic crew Roger and Rebecca all managed to make it for the cruise. **Windwalker** and **Zingara**

had other important obligations and headed off after the race. We had one lost sheep in Bob and Maria who thought it would be fun to cruise all the way down to Redwood City before coming back to Coyote Point. They did eventually make it with a wonderful story to tell. As with last year we had a nice meal and fun prizes for those present. Bob and Maria got the fun wild wine bag, John and Nancy in honor of his birthday and renowned love of martinis got a Martini Special bag. Smokey, Laurie and Grandson had a tough choice between a Wine Connoisseur and Beer Heaven. After some debate they chose the Beer Heaven. For us we ended up with the Wine Connoisseur bag.

You will have to ask those present how much fun it was. It is never a bad thing to get together have a drink and tell tall tales after a day on the water.

Our last race for the season is the season closer on September 30th.

That leaves only the Nationals which at this point are still scheduled for October 14.

There is no such thing as a bad day to go sailing!

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Great Summer Sail *(by Commodore Susan Nork)*

What a great summer for sailing. Our boat has covered the Bay and then some. Labor Day has **Zenith** along with **Freedom Won, Hangover, Zingara** and **Secret Weapon** sailing down to Half Moon Bay for the weekend. Half Moon Bay YC hosts an annual Labor Day party. This will be the third year in a row for the Islanders to sail down. With weather hovering around 100 in the East Bay, heading down the coast is the best thing available.

One thing we did do before leaving is replace all the clamps around the rudder

post. One of the four was completely rusted through and the other three were on their way. At the dock we would not experience any dripping, but once underway, we had the bilge go off over 30 times during one of our beer can races. Problem found and solved. It only took one afternoon to get them perfectly re-set. But, an afternoon of maintenance is worth its weight in gold, when you are going down the coast and don't have to worry about the bilge going off.

Now on to the Nationals October 14th.

Commodore Susan



Kit Wiegman with custom Ballinger Boom



2017 Race Schedule

Date	Event Name	
Sat Sept 30th	Season Closer	YRA/Corinthian Yacht Club
Sun Oct 1st	Season Closer	YRA/Corinthian Yacht Club
Sat. Oct. 14th	I-36 Nationals Regatta	Golden Gate YC
Sat. Nov 4th @ Noon	Fall Meeting & Winner's Dinner	Encinal Yacht Club

For the latest updates to the I36 Race Schedule please check the web site by clicking here.

Islander Fleet (from Eric Mueller)

We have some great things coming up and hope you are ready to come out and enjoy them with us.

First results from our last race.

It happened Saturday on the Sailstice. We had **Kapai**, **Windwalker** and **Serenity** out to play at the races.

I would love to see some more boats out for the races. They are a lot of fun. It seems like we had plenty of interest in racing at the fall meeting. Can we

count on you for the next race on September 22?

Since we did not make the first race due to being stuck in the mud at the entrance to our marina I can only tell you what happened on the second race. We would love to hear from **Windwalker** or **Kapai** about the first race! The results of the race were **Windwalker** first and **Kapai** Second.



An Americas Cup J-Boat off Newport, RI

Yardarm

The very end of a yard. Often mistaken for a "yard", which refers to the entire spar. As in to hang "from the yardarm" and the sun being "over the yardarm" (late enough to have a drink).

What is a Yawl? (by Phillip J Seaman)

A yawl (from Dutch jol), in the United Kingdom sometimes known as a dandy, is a two-masted sailing craft similar to a sloop or cutter but with an additional mizzenmast located well aft of the main mast, often right on the transom, or aft of the rudder post if the vessel has an in-board hung rudder.

The yawl was originally developed as a rig for commercial fishing boats, one

good example of this being the Salcombe Yawl (a small traditional fishing boat built in Devon). In its heyday, the yawl's ability to be trimmed to sail without rudder input made it particularly popular with single-handed sailors, such as circumnavigators Harry Pidgeon and Francis Chichester.



The Numbers (from Roy Samuelson)

Our financial state is good with money in the bank and no significant current or long term liabilities. Most of our funds arrive in the first quarter but this was a good quarter with four new and one returning member paying dues. Our significant ex-



penses are to help pay for various events (Spring Meeting, Sail Clinic, National Regatta, and Fall Meeting) and gifts to various YC's that hosted our events during the year.

Advertise your business here and reach a targeted audience.

Advertising to paid I36A members is FREE (click here for details)



Halyard Restrainer *(by John Hamlet)*

Installed a jib halyard restrainer after my Hood roller furler halyard wrapped around my jib stay. The restrainer works great. It makes the furler work much smoother. The difficult part was determining the proper distance below the mast peak that the restrainer should be placed. I also added a shim and grease to prevent galvanic corrosion between the aluminum mast and the stainless steel restrainer.



Restrainer in place...

New Members *(by Jocelyn Swanson)*

Currently we have 143 active members

Please help me welcome these new members to our [I36](#) family:

Returning member:

◇ Jay & Jeannie Lund “**Solitude**”, Vallejo, Ca.

Our new members:

◇ Doug Ford “**WindCatcher**”, Sausalito, Ca.

◆ Mike & Renate Levin “**Highlander**”, Brickyard Cove, Ca.

◆ Carl Koomoe “**Jeremiah**”, Waikiki, Hawaii

◆ Ron & Carol Kilgore “**Blew Bayou**”, Log Beach, Ca.

◆ Rex & Pat Lowes “**Melody**”, Heriot Bay, BC.

◆ Michael Cafferty “**Rainbow**”, New Haven, Ct.

◆ Moudy & Robyn Elbayadi “**Symetry**” Carlsbad, Cs.



Waiting for Steve...

CORPORATE MEMBERS GET FREE ADVERTISING

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

Benicia Cruise *(by Bob DaPrato)*

Summary for Benicia Cruise

Two boats four sailors and a dog made the 5 hour trek!

Fair winds and tides for **Freedom Won** and **Bella Luna!**

Nice slips and locations for access and views of fireworks!

Ruby and Robs party was the highlight of the three days with great foods, friends and an Islander on the guitar to lead us in folk Songs!

The return trip was another story with winds at 24 knots across the slot!

We all lived to sail another day!

Whole nine yards:

This expression means everything or all encompassing. The expression comes from the old square-rigged sailing vessels that had three masts with three yards of sails on each. The whole nine yards meant all sails were up.



Owl Harbor Cruise (by Kerry Scott)

This summer Steve and Mara of **Renaissance**, my wife Jennifer and our grandson Tyler took a little jaunt up Delta to Owl Harbor.

We found the mud much to my grandson's delight! Steve and Mara were good enough to pull us off before the embarrassment got just too much to handle.



Jennifer at the helm of **Renaissance**



Tylor helping **Renaissance**



Renaissance at Owl Harbor



Renaissance at Owl Harbor

Keep an even keel:

A nautical term for keeping a boat upright, not heeling over to either side. Today the expression is used when describing a persons emotions. To "keep an even keel" is to remain level headed or emotionally stable.

East Coast Tour

(by Rick & Sandy Van Mall)

I will shortly be hauling anchor and casting off for three weeks of sailing on the east coast touching 5 states, leaving early on 8/1 and returning on 8/22.

I typically have sporadic cell phone and email connections and may be out of touch for several days at a time. (Delightful! :-))

If you'd like to follow our journey, we've posted a web page with The Plan of where we're going, and will periodically update it during the trip when we get good connectivity.

Here's the link: vrm1.org/javelin

Who needs a Ship Station License

You do not need a license to operate a marine VHF radio, radar, or EPIRBs aboard **voluntary ships operating domestically**. The term "voluntary ships" refers to ships that are not required by law to carry a radio. Generally, this term applies to recreation or pleasure craft. The term "voluntary ships" does not apply to the following:

1. Cargo ships over 300 gross tons navigating in the open sea;
2. Ships certified by the U.S. Coast Guard to carry more than 6 passengers for hire in the open sea or tide-waters of the U.S.;
3. Power driven ships over 20 meters in length on navigable waterways;
4. Ships of more than 100 gross tons certified by the U.S. Coast Guard to carry at least one passenger on navigable waterways;
5. Tow boats of more than 7.8 meters in length on navigable waterways; and,
6. Uninspected commercial fishing industry vessels required to carry a VHF radio.

Ships required to carry an Automatic Identification System (AIS) transceiver by the U.S. Coast Guard regulations enacted pursuant to the [Maritime Transportation Security Act of 2000](#).

Radio Equipment License

You do not need a license to use the marine [VHF radios](#), any type of [EPIRB](#), any type of [radar](#), [GPS](#) or [LORAN](#) receivers, [depth finders](#), [CB radio](#), or [amateur radio](#) (an amateur license is required). Ships that use [MF/HF single side-band radio](#), satellite communications, or telegraphy must continue to be licensed by the FCC



“Zingara” Update *(by Jocelyn Swenson)*

Steve has been doing lots of work on Zingara.

We spent 2 days at the boat show in Richmond, CA (ran into Bill Nork--he was getting his boat equipped for YRA offshore racing) and came back with a new roller fuller, AIS system, another handheld GPS, new foul weather gear and new offshore life jacket for Steve, a new dinghy from Four Seas which folds up into thirds and of course, if you have a dinghy you need a Yamaha outboard motor!

We took the boat to Svendens to have them install the new roller fuller and decided to get new standing rigging.

Since our current VHS radio didn't connect with the new AIS we bought a new radio! (no new kitchen for Jocelyn!)

So Steve has lots of projects to get the boat ready to sail to Catalina in September.

Jocelyn is going to Spain and London while Steve sails off into the blue Pacific.



We Want Your Pics

Is this your boat? Maybe not but we still want to see photos of your boat or your neighbors interesting or unusual boat.

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

Bahamas here we come...

Photos spread of our 1973 Islander 36 (**Flying Dogs**) as we crossed the Gulf Stream and currently at anchor in George Town, Bahamas.

Flying Dogs—Nancy, Daren and Libby Dog



Getting under way...



The only way to sail! Libby Dog



Under way crossing the Gulf Stream

Delta Days *(by Jean & Jay Lund)*

Jean & Jay took “**Solitude**” out for a sail and these are the wonderful sights that they captured along the way.



Lay of the land:

Nautically to "know the lay of the land" was important for navigation as well as an indicator of what the seafloor may be like. If the land is flat and sandy, the seabed is likely to be shallow and sandy.



Boating Safety *(by Phillip J Seaman)*

Communications

When you're out on the water, here are the key things to do to stay in touch and call for help if you need it.

Before you head out

If you are planning a boating trip, there are a number of safety measures you should take. These include, but are not limited to, informing a trusted person on shore where you are going and when you intend to return, and at what point they should raise the alarm should you fail to return.

Report Form

A [USCG form](#) that will help you note down the key information about your trip, your boat and the people on it. It could prove invaluable in the event of an emergency.

A shorter version is available on-line from the NZ Coastguard ([click here](#))

Trip Reporting

A Trip Report (TR) can be lodged from your VHF radio with VAAA or any safety or rescue service by VHF Radio.

When lodging a TR you'll be asked for your radio call sign. The format of a TR is to provide:

Your boat's name and call sign

- Where you plan to go
- The number of POB (people on board)
- When you plan to arrive or return

Please remember to close your TR when you have arrived at your destination.

Failing to close a TR may not initiate a search. If you require assistance you must be able to call for help. It is also a good idea to ensure a trusted person can raise an alarm from ashore if you fail to return as planned.

In the event of an emergency, a TR will help rescue authorities know

- where to start looking and
- how many people are aboard. Your reporting service database includes details of
- your emergency contact,
- the type, size and colour of your boat,
- what equipment you have aboard and other such details.

It's important you update your call sign details if you sell your boat or if any of your details change.



Nautical Notes *(by Skipper Wall)*

A bit of obscure history:

Brodie Stove: HMS Victory, 1781

The iron stove that replaced open hearths on British naval ships boasted cranes that swung multiple pots above the fire, a rotating spit big enough for an entire sheep, and a condenser able to distill fresh water from brine.

Amerika; 1904

Refrigeration; The Amerika's Ritz-Carlson restaurant was the first trans-atlantic service to offer food cooked to order. Such luxury was enabled by shipboard compression refrigeration



Getting ready to go through the Erie Canal. If the boat survives the terribly turbulent wall tie up today. Bucking bronco.

Last Chance, Buffalo, N.Y.



Aloof:

A nautical order to keep the ship's head to the wind, thus to stay clear of a lee shore or some other quarter.

The front part of the sail which meets the wind is called the luff.

A sailing vessel that could point higher to windward and hold its speed better than another was said to stand apart or to sail a-luff that later became aloof.

Today the word is used to describe a person who is distant or stands apart from the others.

Web Site Design

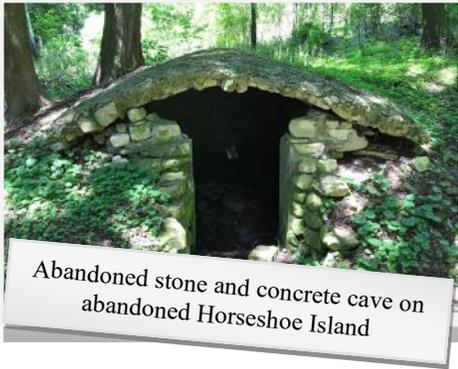
Phill@AnalogGoesDigital.com



“Last Chance” at Egg Harbor *(by John Mahowald)*

“Last Chance” in Egg Harbor, WI. as I make my way out of the Great Lakes.

The solar panel arch over the cockpit gives me 435 watts of power. Even on cloudy, overcast days with some rain I get enough to cover the efficient refrigerator plus a little extra. Max output seen so far is 22 amps. Most days I see 10 amps during the morning.



New Owner *(by Doug Ford)*

Thanks for the welcome, I'm looking forward to tapping the collective knowledge of the group and hopefully contributing from time to time!

I am the new owner of “WindCatcher”, although I have sailed on her for ten years with Marty Griffin who sadly passed away recently.

I started sailing in 2004, learning with a small non-profit in Richardson Bay. I went through all the relevant ASA certifications and gained a Coastguard OUPV license in 2011.

I retired from George Lucas' Skywalker

Sound facility in 2015 and am now active with the Sausalito yacht Club where I am Race Chair this year.

My time on the water is split between race committee work, racing aboard a couple of 40 foot boats and recreational sailing on WindCatcher.

I've chartered in the Caribbean and the Mediterranean.

I was fortunate to work on the water during the 34th America's Cup which was a real thrill.

Ships Bell Sequence and Timing:

The Ships Clock sequence counts the four-hour watches that is still common today where one on duty for the watch would expect a duration of four hours. Each watch would begin at 12:00, 4:00 or 8 day and night. For example a watch may start at 12:00 noon, The clock will strike 4 pairs of strikes at 12:00 indicating the start of the ships watch. At 12:30 one chime plays. The bell strikes are in pairs, the clock would strike twice - pause - then add another strike.

The chart on the next page indicates each strike at every half hour.

Department of Transport
Western Australia

Remember to
**LOG ON
LOG OFF!**
Every trip

VHF Radio	Ch 16	Distress & calling
	Ch 67	Safety & emergency
	72, 73, 77	* Recreational & working
VHF Repeaters	21, 22, 80, 81, 82	* Recreational & working
27 MHz Radio	Ch 88	Distress & calling
	Ch 86	Safety & emergency
	90, 91, 94, 96	* Recreational & working

* Contact VMR groups for local information.
www.dts.wa.gov.au/contact-us/pages/volunteer-services.aspx

Upbound

1. A vessel traveling upstream.
2. Westward-traveling vessels in the Great Lakes region (terminology as used by the St. Lawrence Seaway Development Corporation).



“WindCatcher”



<p>Ship's Watch Begins</p> <p>12:30 1 X</p> <p>1:00 2 XX</p> <p>1:30 3 XX X</p> <p>2:00 4 XX XX</p> <p>2:30 5 XX XX X</p> <p>3:00 6 XX XX XX</p> <p>3:30 7 XX XX XX X</p> <p>4:00 8 XX XX XX XX</p>	<p>Ship's Watch Begins</p> <p>4:30 1 X</p> <p>5:00 2 XX</p> <p>5:30 3 XX X</p> <p>6:00 4 XX XX</p> <p>6:30 5 XX XX X</p> <p>7:00 6 XX XX XX</p> <p>9:30 7 XX XX XX X</p> <p>8:00 8 XX XX XX XX</p>	<p>Ship's Watch Begins</p> <p>8:30 1 X</p> <p>9:00 2 XX</p> <p>9:30 3 XX X</p> <p>10:00 4 XX XX</p> <p>10:30 5 XX XX X</p> <p>11:00 6 XX XX XX</p> <p>11:30 7 XX XX XX X</p> <p>12:00 8 XX XX XX XX</p>
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2017 Cruise Schedule

Date	Location	
Sat - Mon, Sept 2nd-4th	Labor Day Cruise Half Moon Bay	Off shore flotilla with Encinal Yacht Club out the Gate and south to the other Bay! This is a good way to see the coast with friends and enjoy an overnight in the harbor. Nice restaurants and entertainment on shore or have provisions for two days! The weather should be good and the hospitality of the Yacht Club music, water taxi to shore! Bill Nork / Bob DaPrato
Sat. Oct. 14th	2017 Islander Nationals Regatta & Commodores Cup Race	This is the last official race for our group with bragging rights! Details for the event are Standard for the Organizing Authority who has been the Golden Gate Yacht Club in years past. The race committee and ALL commodores will have more data soon. (check with Commodores Corner in Newsletter)
Sat. Nov 4th @ Noon	Fall Meeting & Winners' Dinner at Encinal Y.C.	Vice Commodore will conduct this summary event to end the season. Association awards will be presented as usual !

For the latest update to the Cruise Schedule please check the web site by clicking here.

Race Review *(by Eric Mueller)*

Almost forgot our last race info just over a week ago.

We had an amazing pair of races. It was just like sailing in San Diego. Light winds and no wind then light winds then no wind then light wind. You get the idea.

There was a delay at the start looking for wind. Once it did get going we had a great start with everybody on the line. It was light wind t the first mark off of South Beach. It was staying pretty close. With **Windwalker** around first. On the downwind to the Alameda Navy Channel we managed to sneak by thanks to my amazing crew of Roger and Alex.. The wind almost died then came back. We managed to hold off everybody on the final leg to come in first followed by **Windwalker**, **Zingara** then **Kapai**. The sailing was challenging with big shifts in speed and direction.

For the second race it was a debate whether to run the race, use a shortened version, or just head home. Lots of god suggestions from every-

body! A light breeze came up and we elected to go for another short race. We also asked the race committee to keep in mind if we wanted to run a shortened course. The second race start was much like first with a great tight start and everybody staying close around the first mark. The problem came halfway down towards the downwind mark when the wind evaporated. Everybody was all over the place with **Kapai** who had stayed a little more north than everyone else ghosting by the fleet. With no wind we eventually asked if it was possible to shorten to the leeward mark, but the race committee still had boats finishing from the previous class. We all ended up getting around the leeward mark and 3/4 of the way back when the wind seemed to quit for good. We were making 1.9 kts through the water with a 1.0 knot current. We were scattered with **Kapai** and **Windwalker** to the north Serenity in the middle and **Zingara** to the south. We talked on the radio and eventually called the race committee and said give

us 30 min. to finish the race. As it would happen the wind filled in lightly from the north picking up **Windwalker** and **Kapai** then **Serenity** and **Zingara**. After all of that **Zingara** caught us and headed us up just before the finish sneaking in behind **Kapai**. The resulting finish had us all nose to tail with just a few feet between each boat. The finish was spectacular with the race committee cheering us on as we went by.



Islander 36 Association

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

Islander 36 Association
New Member Application

We're on the web
Islander36.org

Islander 36 Association
Member Information Update
Form

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 or renewal please contact our Membership Chair Jocelyn Swanson or [click here](#) to email her directly



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.”

