

Islander 36 Newsletter

February 2002

Issue 1

The Islander 36 Spring Meeting

March 16, 2002

San Francisco
Yacht Club,
Belvedere

11:30 Libations
followed by
12:00 Lunch &
1:15 Meeting
See Page 3

Race Workshop Fri., March 15

7:00 p.m.
see page 6

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Islander 36 Fleet Takes YRA One Design Class Championship

by Paul Tara

The Champion of Champions Regatta, which has been held for the past thirty years, pits the season champions of all the one-design classes in the San Francisco Bay YRA against each other in a four-race, no-throwout series - but the competition is held by sailing in Dewitt Dinghies! Last year, Jim and Woody Robinson of Pilot took second place. This year, on October 6th, the regatta was again held at Richmond YC, but, because of a shortage of boats, participation was limited to only one person from each class. Eight classes sent representatives, including past four-time 505 North American Champ Dennis Surtees from the Antrim 27's.

The Dewitt Dinghies are eight foot rotomolded prams with carbon, full-batten rigs. Designer and former Mallory Cup winner Jim Dewitt rounded up the boats, and Jocelyn Nash and her family ran the regatta. In Santa Cruz, we race Jesters (7 foot over-canvassed wineglass dinghies). By comparison, the Dewitt, with its flat planing sections aft, felt like a battleship. In moderate air, the boat seemed about the same speed as an El Toro. In a breeze--which we didn't get--it's probably much faster.

From the start, I felt Surtees would be the one to beat. We'd raced each other for years in 505's, and I'd heard he'd been out practicing in a borrowed boat. In the first race he led until the leeward mark, but I passed him on the last beat by footing off slightly. Just before the second race, the wind went left and I got a good port tack start. Then, on the second beat, I hit a big shift to the right and finished while the next boat (Surtees) was still rounding the leeward mark.

After lunch, the breeze was building and I thought it might shift further right. I stayed on port behind the fleet in order to get to the right, and was on the layline after only about 200 yards. Surtees got tangled up with another boat at the windward mark and had to reround. I blew the fourth start completely, but was able to round the weather mark second, just behind Bob Harford of the



Paul Tara and Son bring the ODCA
Championship Trophy to I-36
Association's Fall Meeting

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Commodore's Corner

February, 2002

Dennis Bush

Sailing into the new year with the Islander 36 Association



We are starting the year with our annual Spring Meeting at the San Francisco Yacht Club on March 16th; please make time to join us.

The events of this past year--the tragedy of September 11th and the downturn in our economy--have made me reflect on how fortunate we are. Having an Islander and the ability to sail with family, friends and being a member of the Islander group with its strong core of friendly active members has made me feel very fortunate. If you have not taken advantage of our racing or cruising programs, please join us this year and find out how much fun it is. Sailing is always a lot of fun, but it's even more enjoyable when you're sailing with the other Islanders in our club. You can find both our racing and cruising schedules in the Newsletter on our web site www.Islander36.org.

To our members that live out of the area: It is important that we hear from you. We would enjoy receiving photographs of your boat and places you have cruised and will post them on our Web Site. We would really like to hear about your cruise as well. E-mail your story with photographs to Barbara Henderson, who does our Newsletter. She is always on the look out for articles.

I am really excited to be working with such dynamic and active officers. Please join me in welcoming our new Vice Commodore and Chairpersons. Without their hard work this club would not be as successful as it is. **Vice Commodore, Don Henderson**, was our Cruise Chair last year. He set up and organized a binder as a guideline, for future Chairpersons to use. **Treasurer, Harry Farrell**, has kept the numbers looking good for years (no need for Arthur Anderson here). Also returning for another year are **Secretary, Brian Jacobs; Measurer, Walter Levison; Race Captains, Daphne Jackson and Mike Dickson; Membership Chair Skipper Wall; and Webmaster Rick Van Mell.** Our new **Cruise Captains are Charles Hodgkins & Kathryn Munn.**

We want to give a **Special Thanks to Barbara Henderson** for putting out this newsletter so diligently last year. We are looking forward to another great year with Barbara as editor.

Don't forget our Spring Meeting March 16th - see you there.

Dennis Bush

Champion of Champions Race
continued from page 1

Newport 30 fleet. Surtees was breathing down our necks and went on to win the race by inches over Bob. I was content to stay out of trouble. My finishes were 1,1,1,3 (6 points) to Surtees' 2,2,2,1 (7 points). Surtees was faster downwind, but not quite fast enough. The balance of the fleet was off the pace. Last year's winner Ely Gilliam, from the Triton fleet, finished fourth.

At the YRA trophy presentation, people remarked how glad they were to see the I-36 fleet making a comeback. Thank you Mike and Daphne! And many thanks to all of you who participated in the season. Like Jim Robinson says, "It's like racing Ford station wagons!" But, come on, admit it, who didn't want to race their parents' car? - Paul Tara on *Zoop*

ed. note: Paul took 1st Place in the Non-Spinnaker Division of the Islander 36 Fleet Races.

Boating- Good for Your Love Life?

"A survey produced by Impulse Research of Los Angeles shows that those who take part in boating reported higher satisfaction with romance, friendship and well-being than non-boaters. Sixty-seven percent of boat owners rated their lives as "excellent" or "very good," compared to 56 percent of those who don't own a boat. In addition, boaters are better lovers, have good spiritual health – just ask them. Lastly among non-boat owners, four out of ten answered they wish they had a boat....Duh!!!" *(contributed by Dennis Bush, courtesy Marina Village Times)*

**Membership Captain
Skipper Wall:
Renewing Your Membership**

"As we start 2002 we have 168 members. Now that you have received your 2002 membership renewals, ***don't forget to return them with your check to Treasurer Harry Farrell.***

"We do not want to lose touch with any Islander 36 owner. We will be purging the membership list after the Spring Meeting, March 16th.

"Our Association has been holding steady the past several years. We gain a few and we lose a few. When you add in spouses and partners, this total comes close to 310 people involved in the Islander 36 Association worldwide!!! I think this is really superb.

So if you see an I-36 that is not a member, give them an application or get their address and I'll send them an application. -- Or tell them about our website and they can print the application from the website. Smooth Sailing in 2002." ~ Skipper Wall

Islander 36 Association Spring Meeting

Saturday, March 16th, 2002

You're Invited: Members and Prospective Members Welcome



San Francisco Yacht Club
Belvedere, California

To reserve lunch or a berth, contact:
Charles Hodgkins or Kathryn Munn

chas@data911.com
(510) 865-9045

11:30: Libations
12:00: Lunch
1:15: Meeting/Speaker

please check website for agenda:
www.islander36.org

Minutes of the Fall 2001 Meeting of the Islander 36 Association

San Francisco Yacht Club, October 27, 2001

Commodore Gary Salvo welcomed us to our 27th annual meeting and introduced new members and presented the recommendations by the election committee for new officers. He also thanked our generous contributors for the wonderful door prizes.

Membership:

Skipper Wall reported membership status showed 162 members from 27 states, two from Canada and one from Venezuela

Treasurer:

Rick Van Mell gave the Treasurer's report in Harry Farrell's absence. Per Harry, the club is in good shape financially. The cost of the newsletter was slightly higher, and the cost of the large pennant will be going up because of the difficulty in finding people that know how to stitch them so they will inevitably tie themselves in inextricable knots.

Secretary:

Brian Jacobs read the minutes that Barbara Henderson so generously took in his absence at the Spring Meeting. The minutes were approved and accepted.

Web Site Manager

Past Commodore Rick Van Mell told us that our web site is considered to be one of the most useful around. We now have 67 pages and 1080 pictures.

Cruising

Don Henderson informed us that if we want to know anything about cruising, Barbara told him to say that all the info is in the newsletter. But he did tell us that there were 26 boats participating in the 5 cruises, with a maximum of 17 and an average of 12 boats at each cruise. Every boat attending a cruise received two coffee mugs with the I-36 logo, courtesy of Dennis Bush.

Racing

Daphne Jackson and Mike Dickson talked about the great racing season we had. Eleven boats participated and we had the minimum five boats for every race.

Racing Awards

Engraved mugs were awarded to all racers.

The Ormand award went to Don Schumacher for First Place Spinnaker Division.

The Buster Hammond Half Hull Award went to Paul Tara for First Place Non-Spinnaker Division.

A paintbrush and can of paint were given to Jim Robinson so he could paint the wall (where the half hull has hung for so long) so it matches the rest of the wall .

Other awards and Prizes

Rick Van Mell was given the Schneider Cup for Service to the Association.

Sandy Van Mell conducted the door prize drawing for prizes so generously contributed by our benefactors.

Election:

The slate of officers presented by the election committee was approved.

Officers elected:

Commodore:	Dennis Bush
Vice Commodore	Donald Henderson
Secretary:	Brian Jacobs
Treasurer:	Harry Farrell
Measurer:	Walt Levison

Appointees:

Race Captains:	Daphne Jackson & Mike Dickson
Cruise Captains:	Charles Hodgkins & Kathryn Munn
Membership Capt:	Skipper Wall
Web Site Mgr:	Rick Van Mell
Newsletter:	Barbara Henderson

By-Law Changes

One change discussed was the need to move towards allowing more modern materials to be used for sails, while not allowing someone with an unlimited budget to "buy" the race with the latest equipment. Limiting the cost of sails and the frequency of replacement was discussed. The outcome of discussions will be presented at the 2002 Spring Meeting. Members also passed a proposal to change Article V. This changes first place scoring from 3/4 point to 1 point as per YRA scoring."

Speakers:

Mary Crowley of Ocean Voyages in Sausalito spoke about international cruising, and Allison Healy discussed the Tall Ships program, asking for volunteers for the Sail San Francisco Tall Ship event next fall.

Respectfully submitted,

Brian Jacobs, Secretary

Gary Salvo Takes Well-Deserved Break

Last year's Commodore Gary Salvo gets a breather after putting in six busy years with the Association. In 1993 Gary and wife Pat joined the I-36 Association and in 1995 they served as Cruise Chairs. For the following four years Gary was the Association Secretary and producer of the Newsletter. In 1997 he helped set up the I-36 website and became its first Webmaster, and still maintains the email List.

He was awarded the Association's Schneider Trophy for service in the spring of 2000, the year he served as Vice Commodore. Then in 2001 he took on the role of Commodore.

Amiable, low key, always willing to listen and ever responsive to the needs of I-36 Association members, boat owners, as well as officers and chairs working with him, Gary guided the Association's course through his year as Commodore in his usual unflappable, supportive, but get-it-done style.

So, is he resting on his laurels? Not really. Last year Gary added some racing to his credits, crewing with Harry Farrell on Pacific High during the fleet's racing season.

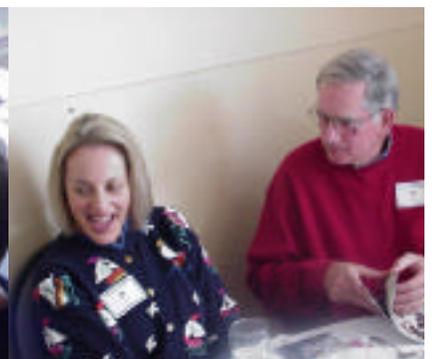


Pictures from Fall Meeting:

Rick Van Mell receives Schneider Trophy from Gary Salvo.



Dock-side after Fall Meeting: Jeff Crosby (Ohio), Jim Stover, Greg Yuhas, Charles Hodgkins, Paula Crosby, Walt Levison



Jim Garrison and children, Claudia Yuhas, Nancy and Allen Farnum with Frank Burkhart, Maureen & Bob Knickerbocker.



I-36 RACING SCHEDULE for 2002

by Daphne Jackson and Mike Dickson
Race Fleet Captains

<u>Date</u>	<u>Event</u>	<u>Categories</u>
May 4	Vallejo Opener-Day 1	Spinnaker and Non-Spinnaker Divisions
May 5	Vallejo Opener-Day 2	Spinnaker and Non-Spinnaker Divisions
May 18	Knox	Spinnaker and Non-Spinnaker Divisions
June 1	Olympic Circle	Spinnaker and Non-Spinnaker Divisions
June 15	Treasure Island	Spinnaker and Non-Spinnaker Divisions
July 27	Encinal 2nd Half Opener-Day 1	Spinnaker and Non-Spinnaker Divisions (Note some YRA schedules may include an I-36 start on July 28th, but the fleet only races the 1st day.)
August 10	South Bay	Spinnaker and Non-Spinnaker Divisions
August 24	City Front	Spinnaker and Non-Spinnaker Divisions

Both Divisions have 1 drop. Thus, boats race 8 races and count the best of 7 scores. It is important to have 5+ I-36 starters in every race. Please work hard to arrange your schedule to make each race, or find an alternate helmsman to sail your boat for you.

Islander 36 Race Fleet Gears Up Again for Another Great Season

We anticipate having just as many boats on the start line this year as last season - 11 entries.

Race Fleet Changes:

Changes to the fleet include the change in ownership of *Tenacious* from Larry Terzian and Roger Milligan to Chris Youngberg. We will definitely miss Larry's and Roger's great spirit and enthusiasm for I-36 racing. We anticipate they will both be heavily recruited for participation on other race fleet entries/contenders.

Chris Youngberg, a key member of the Nimbus crew, is considering racing *Tenacious* this year. Trouble for *Nimbus*? We will see at the kick-off season opener, Vallejo's Two-Day Race May 4th and May 5th.

In addition we have Jeff Edmonds, a new I-36 member who has verbally committed to racing with our fleet.

With new additions and more seasoned racers from last year, we'll see if *Zoop* has a formidable competitor this year. See you in March! - Mike & Daphne, *Nimbus*



*Congratulations & Best Wishes to
Daphne and Mike on their Marriage
February 2nd, 2002 !*

**Race captains, crew &
interested racers,
please plan to attend:**

The 2002 Spring Racers Workshop

Friday, March 15th

(night before Spring Meeting)

7:00 PM - 8:30 PM

**San Francisco Yacht Club in
Belvedere**

The meeting is designed to get to know other captains and their crew, find race mentors and/or additional crew, join a boat, and learn about some racing rules and technique.

For any questions or comments, please contact us:

**mike1d@pacbell.net, or
daphnej@pacbell.net,
415-928-8033**

Islander 36 CRUISING SCHEDULE for 2002

<u>Date</u>	<u>Place</u>	<u>Cruise Co-Sponsor</u>
March 16	Spring Meeting, San Francisco YC	---
April 27-28	Encinal Yacht Club	Dennis, Judy Bush
May 25-26	*Fun Race Cruise-Out: (Treasure Island)	Race Captains Daphne Jackson/Mike Dickson & Cruise Captains Charles Hodgkins/Kathryn Munn
July 4-7	Benicia (w/possible Delta cruise)	
Aug. 30-Sept 2 (Labor Day)	Tall Ships Regatta, City Front (Special Event)	Rick & Sandy Van Mell
Oct. 5-6	Coyote Point YC	
Oct. 26	Fall Meeting, SFYC	



Ron & Karen Damsen's Woodbine

*Fun Race Cruise-Out - May 25-26

Ever thought you might like to find out what this racing thing is all about? This year the Race Fleet Captains and the Cruise Captains are collaborating to bring you a Fun Race Cruise-Out on the weekend of May 25-26 at Treasure Island.

We are planning lots of fun, no pressure, and swell prizes. No special equipment is needed for your boat or your crew. Learn some racing terms and impress your friends at the yacht club. Join the fun races or just cheer from the sidelines. Reserve your spot in the Fun Race Fleet by emailing chodgkins@attbi.com or call (510) 865-9045.

For more information regarding the Tall Ships Regatta, please see page 10



Cruise Captains Charles Hodgkins &
Kathryn Munn

**Cruise Captains Charles Hodgkins and Kathryn Munn
invite you to**

“Co-Sponsor a Cruise”

Dock space has been arranged so Co-Sponsors get to plan fun stuff
-- potluck, meal out, any special activities.

Pick a cruise and contact Charles at:

**chodgkins@attbi.com or
(510) 865-9045**

Email Bytes. . . *Members Helping Members*

Be sure to check out the I-36 web site maintained by Rick Van Mell under Maintenance, Gadgets & Stuff, and Nav. Gear & Rigging covering topics such as hull numbers, Mast & Mast Step, Mast Painting, Spreaders, Rig Tuning, Booms, Engines, Transmissions, Props, Shaft Struts, Steering Cables, Rudder Bearing, Rudder Post Leaks, Bulkheads & Chainplates, Fixed Windows, Stantions, Hull Seam Cracks, Bilge Pumps, Sunk Boat, Lead/Iron Keels, Keel Bolts, Owner's Manual, Emergency Tiller, Ventilation, Cooling & Heating, Refrigeration, CNG Availability, Pressure Water, Battery Stowage, Instruments Panel, Kindred's Gadgets, Switch Panel Cover, Microwave Placement, Shelves & Stoves, Alcohol Stove Pressure, Stbd, Upper Bunk, "Checking for Leaks", Computers & Software, Helm Stations, Boom Vangs, New Vang, Spinnaker Rigging, Travelers, Control Lines. WEBSITE: www.islander36.org

Through your membership you also have access to the I-36 pipeline of information via email as members help other members.

Those Pesky Leaking Windows

Frank King recently asked for help on the subject of windows for the I-36. Here's an update:

Rick Van Mell:

Mark Plastics (909-735-7705) has supplied replacements for the fixed windows for the I-36. They are the successors to Go Industries, the original providers. The replacement process is not very difficult. The one thing you may want to check when you take the old windows out is if there is any rot problem with the core of the cabinhouse. Usually the only problem is discoloration/deterioration of the interior wood veneer.

If you are looking for opening ports, West Marine carries a number that may be suitable. Good Luck. Rick Van Mell

Mike Dickson:

I've replaced a couple ports on Nimbus and the job is straight forward, as Rick wrote. A couple of notes on things "I wish I'd known the first time" I did this. Most of this is common sense but might be of help.

1. Take your time removing the old ports. If you get them out 'clean' it makes getting the new one in really easy.

2. When the old one is out spend some time and clean up the hole inside and out. Surface preparation is probably the most important part of the job. Before you start the job make sure that you have all the solvents and scrapers you'll need to remove the old sealant. This makes sense but the first time I did it I really underestimated how much time it would take.

3. Dry fit the new port into place to make sure everything fits as planned and that you have all the right parts and tools you need handy. Once you start using the sealant is not the time realize you forgot something.

4. Don't over apply the sealant. The first port I replaced I used too much sealant and spent a significant amount of time cleaning up all the stuff that oozed out.

If you have used the stuff before I think you'll know what I mean. The first port I replaced was my real first time using significant amounts of sealant and I learned a few tricks along the way. (I used 3M 5200).

I would plan on spending a full afternoon to do one window.

Jim Slattery on Sea Trial:

I have a 1979 Islander and replaced the sliding ports with standard Lewmar ports. I chose the nearest size, ordered them from West Marine, and then increased the size of the hole to accommodate the new Lewmar ports. It has worked great without leaks and I like the safety of the Lewmar when blue water sailing over the sliding ports. They also come with screens which are extra but necessary here in Georgia. The whole project took two weekends to replace all of the sliding ports. Next is the stationary large ports.

Emergency Hand Bilge Pumps

Rick Van Mell:

We'd like to pass along a reminder to check your emergency hand bilge pumps, typically the "Gusher" or "Whale" types in the cockpit that you work with a handle--designed to move a lot of water in an emergency, and required equipment under most racing rules.

Many of us have installed electric bilge pumps to manage water from the stuffing box or ice box (or other places!) that gets into the bilge, so we don't use the manual pump very often. I thought I'd check ours out and ran a hose into the bilge and started pumping away. I couldn't get the pump to draw water. Over the years the rubber flapper valves had dried out and no longer made a seal, and corrosion had also set up under the valves, further reducing their ability to create a seal.

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Commercial Members and Supporting Vendors Donate Terrific Prizes for Fall Meeting

by Sandy Van Mell

At our Fall Meeting October 27th, we had a lot of fun drawing for the door prizes listed below, donated by our commercial members and supporting vendors - who operate our favorite "Toy Stores." Our heartiest thanks to each and every one of them. When you visit these stores, be sure to say "Hi!" and let them know you're from the Islander 36 Association. The Fall 2001 Donors and gifts were:

<u>Store</u>	<u>Manager</u>	<u>Donation</u>
North Sails	Chris Shining	3 Kevlar briefcases
Pineapple Sails	Sally Richards	T-Shirt & Hat
Svendsen's Boat Works	Alex Jordan	2 Henry Lloyd Storm Jackets
Embroidery Factory	Shirley Housley	2 Custom I-36 T-Shirts
Hood Sails	Robin Sodaro	2 Duffel Bags
KKMI	Jock MacLean	Free Haul Wine Bottle!
West Marine - San Fran.	Barry Griffin	Large Duffel & Polartec Vest
West Marine - S. San. Fran.	Brian Theobald	Orca Jacket
West Marine - Palo Alto	Glenn Mullin	2 Sets Foul Weather Gear
West Marine - Oakland	Robert Johnson	Orca Jacket
West Marine - Richmond	Kawika Ruddle	Large Duffel

Please give Sandy Van Mell a call or E-Mail if you have a **new vendor** to add to the list...collect the manager's business card the next time you visit so you can give Sandy the **manager's name and phone number**.
Sandy: 650-962-1515 vanmells@ix.netcom.com

A Big THANK YOU to Sandy for all her work in rounding up those door prizes for us!

Gallant Lady

Kay Farrell, 56 years old, wife of I-36 Treasurer Harry Farrell, left this world on January 14th after seven years of living and laughing and loving, despite her cancer.

She left a letter, The Final Letter. It says in part, *"Seek the good in people and situations. Commit a random act of kindness and say, 'That was for you, Kay.' Go on an adventure and invite my spirit to ride along on your shoulder. Whenever you see a butterfly, let it be a reminder to enjoy the moment and whatever it has to bring you. Choose to live your own life with joy and passion. Do not be afraid of failure. Go after your dreams with responsible abandon. It has been proven again and again that they are all attainable depending upon how much dedication, effort and commitment you put into achieving them. Be who you are right now with confidence and pride. Do what you can. Know that this kooky person named Kay loved you and was so grateful for the many ways you enhanced her life. . ."*



Kay was wife, mother, grandmother, sister, aunt, friend. Brave and plucky to the end. Thanks for enduring, for fighting, for handling it all, for being an inspiration to those who knew you.

Fair winds, Bright Spirit.



Tall Ships Challenge 2002:

**Aug. 28- Sept. 2
in San Francisco**

Hosted by Sail San Francisco

by Rick Van Mell

Square riggers, gaff and staysail schooners, barques, brigs, and brigantines are invited to the Tall Ships Challenge 2002 on the San Francisco city front in late summer, peaking over Labor Day weekend, August 28th-September 2nd.

Fostering seafaring education and lifetime friendships through local and international sail training programs, this is a rare opportunity to step aboard these fine ships. If you think just sailing on The Bay is exciting, walk their decks amid skeins of rigging, massive yards and gaffs, duck through the low overheads of the crew quarters - and picture yourself setting to sea for weeks or months at a time.

Sail San Francisco, a non-profit organization, serves as the local producer of this event and is working in

conjunction with The American Sail Training Association (official organizer of the Tall Ships Challenge 2002). This event brings international Tall Ships and their crews to the west coast of North America, from Victoria to San Diego. SSF's work involves fundraising, event planning, public relations and hosting the visit of thousands of young sailing cadets from around the world and the U.S.

The public will be invited to tour the ships and meet cadets. There will be ticketed events on board the visiting ships with colorful displays of ethnic food, music and dance.

The Islander 36 Association is planning to participate in the event by hosting a Tall Ships Crew Regatta. Up to ten Islander 36's will be raced by



in a planned 3-race series. See the detailed regatta description which follows. The Islander fleet will rendezvous along the City Front for the weekend for tours of the visiting ships.

Tall Ships Crew Regatta Aboard the Islander 36 Fleet of San Francisco Bay

By Rick Van Mell

The following regatta outline has been accepted in principle; final scheduling will depend on many variables, but it would be great fun if it all works out.

What: Qualified crews from the Tall Ships event will compete in a three race series in Islander 36 sailboats along the San Francisco Waterfront to determine a "small boat" racing winner.

When: Friday, August 30, 2002, or Saturday August 31, 2002. Skippers meeting at 1000 hours to draw boats and review race instructions. First start at noon, with each race taking about an hour, completion by 1600 hours, with an awards ceremony at 1700.

Races: Each race will begin and end off of Pier 39 (or St. Francis YC or GGYC). The course (assuming a Pier 39 start) will a windward leeward race westward to the St. Francis starting buoy, pass through the starting line

going east to round either a floating orange mark or Blossom Rock buoy, and return to the starting line to finish. All mark roundings to port, except the finish. All boats limited to working canvass, without spinnakers. The course is approximately 4.5 nm and should take about 1 hour. The second and third race would start as soon as boat rotation is accomplished.

Boats: Up to 10 reasonably matched Islander 36s would be selected from Owners who have raced and volunteered their boats. The Owner would be aboard to inform the crew about the unique aspects of the boat, and will remain ultimately responsible for the boat, including relieving the guest skipper if the owner feels there is a threat to the vessel or crew's safety. Competing crews would draw boat names for each race. Skipper and crew would be transferred among boats between races. The owner would remain aboard.

Crews: Each Tall Ship crew would consist of a person designated as the Skipper who has experience racing sailboats of 30 feet or larger and a knowledge of the Racing Rules of Sailing, plus 3 or 4 other crew, at least two of whom have some experience in racing.

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Tall Ships Crew Regatta .. cont'd from page 10

Thus a total of 5 or 6 people, including the Owner, would be aboard each Islander. Where possible, mixed gender crews are encouraged.

Public: The public would be encouraged to watch the races from the starting area on the end of Pier 39, Aquatic Park, and the St. Francis/GGYC waterfront. A commentator would describe the event for the public with a public address system at Pier 39. This would include frequent mention of the sponsor's name, descriptions of the competing crews, their Tall Ships and countries of origin, and updates on the race progress at the start, mid-race transit of the end of Pier 39, and the finish, plus updates via hand-held VHF for rounding of the western and eastern marks.

Spectators: Islander 36s not used for racing, Freeport Islanders, and other volunteered vessels would provide on-the-water rides for a modest number of spectators. Spectators may be additional Tall Ships crew, sponsor's employees or guests, and spouses of competing owners, and their guests (if there is room). (To avoid "passenger for hire" problems, spectator boat rides would not be

sold specifically, but a number can be provided to event sponsors.)

Awards: The sponsor would host a post-race Awards ceremony & reception. The reception should include, at a minimum, the competing crews, a senior officer from their ship (if not part of the racing crew), the Mayor (or other senior City official) to award the trophies, the General Manager of Pier 39 (or a representative), the Islander 36 race boat and spectator boat Owners and spouses, and the sponsor's invited guests. (An alternative would be a reception for the crews and Islander Owners, followed by an awards presentation at a large public event like a crew party for all ships.)

Media: Radio, TV and print media would be provided with pre-event PSA material, then invited to attend the Skipper's meeting at 1000 hours and interview the crews before the races. Space would be provided at the Pier 39 starting/finishing line for TV and other media, and a separate media boat or room aboard the spectator boats would be provided for a TV crew. If requested, a 2-person media crew could be carried aboard a racing boat. Crews would be available for post-race interviews, plus coverage of the awards ceremony. ~ Rick Van Mell

EMAIL BYTES . . .cont'd from page 8

Emergency Hand Bilge Pumps cont'd

A repair kit is available from West Marine for +/- \$40 to replace the seals. Corrosion had locked up the bolts holding the valves and it became a major remove, drill, and re-thread process, but when completed, it threw water almost as well as the proverbial "scared man and a bucket." So, we suggest you add it to your check list.

Art Fowler:

After hearing about Rick Van Mell's inoperative manual bilge pump, I decided it would be prudent to check the manual pump on my 1978 Islander 36. The pump was inoperative. After what seemed like an eternity of pumping, a small amount of water began to move through it, but far less than normal capacity.

I noticed a small amount of water trickling down the suction side of the hose where it descends from its routing up into the starboard side of the inside of the cockpit combing. The hose had failed along some of its seams that are created by the spiral wrap construction of that wire-reinforced hose. I not only had a failed pump, but 28 feet of inch and a half hose to replace and route through blind voids and around tight turns.

But replace it, I did, 20 feet on the suction side and 8 feet on exhaust side. I purchased a rebuild kit, a Whale Gusher 8, Mk III, from West Marine, for \$23.49, then took the pump home to clean it up and rebuild it. I decided to try the pump in its original condition upon arrival at home. To my surprise, it pumped water ten times faster than when it was on the boat at a rate that probably was close to what it was designed to do.

As it turns out the failed seams in the hoses were allowing enough air into the suction line, that the pump was unable to develop sufficient prime to operate anywhere near its potential. The pump was actually in pretty good shape. The housing on this particular pump is plastic, and therefore had none of the corrosion problems Rick found on his earlier model. Although I probably didn't need to, I rebuilt the pump by replacing the two flapper valves and the respective O rings; which comprises the kit.

Considering that the manual bilge pump is one of your most important pieces of emergency equipment, I feel a lot better knowing that mine is now back in working order. It would be wise to make sure that system works on your boat. You never know when you might need it.

~ Art Fowler

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