

IMPORTANT DATES**(CHECK WEBSITE FOR DETAILS)**

- March 4-6:* Annual Spring Meeting at the SFYC
- April 1-3:* Encinal Yacht Club BBQ and Sven's shopping weekend
- April 29 - May 2:* Great Vallejo Race
- May 20-22:* Cruise to South Beach - Attend Giants and A's game
- May 28-30:* Petaluma Yacht Club Cruise
- July 2-4:* Napa Cruise
- Sept. 2-5:* Schoonmaker Marina and Sausalito Art & Wine Festival

INSIDE THIS ISSUE

The Poop Deck: page 2

2011 Officers: page 3

2011 Program Activities: page 4

Tim Shea Spotlight: pages 5

Dan Knox Spotlight: pages 6

It's All About the Boat: page 7

Kissing Cousins: page 8

On the Dock: page 9

Stuff that Works: page 10

CARRYING ON WITH THE GOOD WORK**A NEW BEGINNING**

Bill Ray

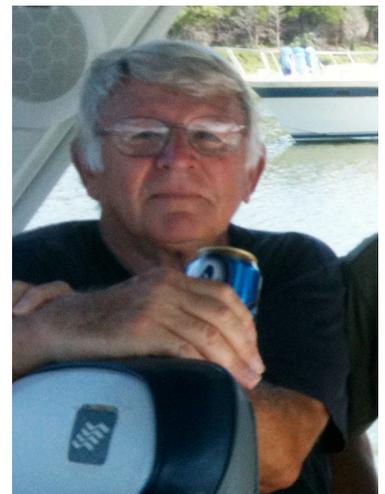
Last fall when the announcement was issued that the Association was taking applications for a new newsletter editor, I was excited with the prospects that I might have the necessary credentials and temperament to be selected. I was encouraged with the pronouncement that persons residing outside the "Bay" area would be considered. *Voila, voila!* Nothing ventured, nothing gained.

Why did I apply for the job? I just wanted to be a part of a good thing and contribute in some small way to the legacy of the I-36. What better way is there than volunteering and becoming a more involved member of the Association?

Simply benefiting from the labor of those who built and supported the Association; specifically, taking advantage of a great website and the email exchanges generated by a myriad of questions / inquiries about the I-36 was not enough. I needed to invest something of myself into the mix.

Further, the camaraderie displayed and enjoyed at the All Islander Rendezvous that we attended in 2008 was impressive. The enthusiasm of Rendezvous attendees, the awesome passion of Dan Knox, John Melton, and other as they continue their noble quest for mastery of the "art" of sailing the I-36, and the continuous stream of information and advice from Michael Daley and others sealed and closed the deal. The merits of going "all in" were obvious. So here I am.

Over the past ten years, I have missed the incredible collegiality that was mine for nearly 30 years as a faculty member at TCU (How about those Horned Frogs). I anticipate being immersed in a similar comfort zone with the Islander 36 bunch.



THE POOP DECK

The poop deck forms the roof of a cabin built in the aft part of the superstructure of a ship. The name originates from the French word for stern, la poupe. Thus the poop deck is technically a stern deck, which in sailing ships was usually elevated as the roof of the stern or "after" cabin. In sailing ships, with the helmsman at the stern, an elevated position was ideal for both navigation and observation of the crew and sails.

NOTES FROM THE COMMODORE

Happy 2011! As we enter this year's boating season, I would like to give a hearty welcome to members new, and not so new.



Over the past few years, our club has undergone a few growing pains, which have not been helped by the state of the economy, the stresses it raises, and our personal comfort within it. The several things that have been relatively stable, are our members' love of the Islander, and an ever expanding camaraderie within the Association [the latter has led to more than a few sprightly discussions]. May this continue to blossom as membership in the club expands beyond the I36 and I36 Freeport; down into the 20's and up through the 40's. It goes to show just how valuable the I36 Association of San Francisco Bay is, to the owners of all Islander sailboats.

Let me share with you, a little about myself. As a member of the Association since 2003, at various times I have been involved in Racing, Cruising, and for awhile, assisted with the measuring of our Racing fleet. Additionally, as I am also a US Coast Guard Auxiliant Vessel Examiner, I have conducted quite a number of Coast Guard Vessel Safety Checks, on many of our San Francisco Bay based Islanders.

My background in boating goes back about 48 years to sailing with my father at the ripe old age of eight. Since then, my experiences have varied and include: crewing on a 100-foot topsail schooner, while racing from Seattle to San Francisco; teaching Laser sailing on Catalina Island; "boat-sitting" a 120-foot wood 1860's schooner [it had been pressed into service for the North during the Civil War]. Recently, time has been spent cruising on the Chesapeake, with an upcoming trip to the Bahamas, on a 44-foot cutter.

As we look to the coming year, it is my hope that with the time we spend on the water, we each take a little time to work on improving our own personal level of seamanship, general boating safety, and the keeping of our boats in a "shipshape and Bristol fashion." We could all do with a little practice and improvement in one or more areas. When was the last time you, and your crew, each did a crew-overboard recovery drill? Things like that will only make us better sailors, more accomplished sailors, and more confident on the water—nothing but a benefit.

Please, should you have any questions or comments, or would like a **FREE** USCG Vessel Safety Check [I can help arrange for one, anywhere in the US], please feel free to call, email, or snail mail me. If you want, just come up and introduce yourself, at any meeting or cruise, as it would, definitely, be my pleasure to meet you.

Hope to see you on the water...

May you have fare winds, and following seas,

Robert "Robyn" Aston



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OF SAN FRANCISCO BAY**
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Left to right:

Michele Williams, Past Commodore; Robert Aston, Commodore; John Melton, Vice Commodore; Pat Salvo, Treasurer; Ray Duran, Secretary; Kris Youngberg, Measurer



Left to right:

Bob Knickerbocker, Membership Chair; Robert Aston, Commodore; Dan Knox, Race Chair; Tim Shea, Cruise Chair

2011 PROGRAM ACTIVITIES

On-line registration forms are available for the scheduled activities on the [EVENTS](#) page of the Association's website about a month before each event. The Annual Spring Meeting, March 5, 2011 at San Francisco YC, will cover the Cruise and Race programs for the year. Members are urged to attend.

CRUISE SCHEDULE

The 2011 Cruise Schedule is available at [CRUISE](#). As details for individual events are finalized, you can Click on the "Get Details / Make Reservation" links for more specific information and to let the Cruise Coordinator(s) know you are joining the fleet. Persons wishing to volunteer to be an Event Coordinator, email [TIM SHEA](#), or give him a call at 707-265-8669.

RACE SCHEDULE

Now is a good time to sign up for racing. Email [DAN KNOX](#) or give him a call at 415-559-8740. Start lining up your crew. Dan will assist you in making your season entry if you have not done so previously. Once the racing schedule is finalized, it will be a simple mouse click away at [RACING11](#).



IN THE SPOTLIGHT

TIM SHEA

(2011 Cruise Chair)

Tim's service to the Association is one of long standing, dating back to 1999 when he first served as Cruise Chair. Since then he moved up through the ranks as Vice Commodore (2005), Commodore (2006), and Past Commodore (2007). In addition, Tim also served as Cruise Co-Chair in 2000.

Tim grew up in the SF Bay Area and always dreamed of being on the water, but no one in his family was into boating. He finally purchased a brand new runabout at the age of 21. The boat plied the waters of the Bay, the Delta and local lakes. That boat allowed him to explore areas he grew up only dreaming about.

Tim eventually moved away from the Bay Area but upon his return decided to try sailing. On April of 1997, he purchased a 27ft Coronado. With Rhonda along side, many hours were spent onboard and they restored her to a beautiful little bay cruiser. Later in September, they went to a boat show at Bill Gorman Yachts in Alameda with the intent of finding a few decorating ideas for their Coronado.

A myriad of decorating ideas cascaded around them in the shape of a beautiful 1982 I-36 named *Windigo*. Going below, they admired the gorgeous wood work, the deep blue upholstery, the incredible floor plan, and the boat's pristine condition. Tim boldly stated, "I think we found our decorating ideas and they don't fit the Coronado!" So they decided to purchase the I-36 and closed on it a day before they got married!

The I-36 was renamed *Lean Times* and she provided them with many years of enjoyment. Tim and Rhonda first joined the I-36 Association at the Spring Meeting 1998, got involved in cruising and took *Lean Times* out the gate to Half Moon Bay (our first offshore experience) in September 1998. They started racing in 1999 - 2003, then reverted back to cruising until *Lean Times* was reluctantly sold in 2008.

The experience of owning *Lean Times* taught Tim a love of sailing and as a result, both he and Rhonda have had the privilege of meeting a wonderful group of I-36 fanatics. Committed to spending time with their many friends in the Association, they look forward to sharing numerous future sailing adventures with the group.

As in years past, participants in the Napa River Cruise, July 2-4, will once again be welcomed at the home of Tim and Rhonda.



IN THE SPOTLIGHT

DAN KNOX

(2011 Race Chair)

Dan Knox began sailing after he turned 50 (and taking sailing lessons) and shortly thereafter got into racing. He proceeded to finish last in every race he entered for three years in a row! Since then, Dan, sailing aboard *Luna Sea*, has done much better having recently won the Larry Knight Regatta representing SBYC, finishing third in this year's Three Bridge Fiasco (single handed division), and losing the I-36 Nationals by a single point.

In addition to being a member of the I-36 Association, Dan is a long time member of the US Sailing and the South Beach Yacht Club where he currently is Treasurer. He also served as the Association's treasurer for three years, 2007-09. Dan is a graduate of UCSD having attended Revelle College. He has four grown children and is the only person in his house that does not speak French!

When not aboard *Luna Sea*, Dan spends most of his time watching the video's Rick Van Mell has posted on the I-36 web site and reading about sailing. He smiles whenever he reads something from a sailing expert



Luna Sea

explaining why it is important NOT to do what the last writer just said was the secret to his or her success!

It would be a grave mistake in judgement if a "rookie" I-36 Newsletter editor failed to acknowledge Dan's passion for the World Champion San Francisco Giants!

Quote by Dan: if you want to really learn how to sail forget about the lessons and go racing.

Quote about Dan: "Aye, *Luna Sea* may have more last place race finishes, but she always has the coldest beer & the best munchies". *Corky Stewart*

"Dan has been committed to the fleet for many years, working his way up in the racing fleet, and attending lots and lots of cruises too. Dan is living proof of someone who loves sailing and gives back at least as much as he gets out of the sport". *Rick Van Mell*

Dan's Favorite Quote: "Slack tide is just a state of mind." *Hank Easom*

IT'S ALL ABOUT THE BOAT

As stated in the Association's Constitution, *the purpose of the Association shall be to promote class racing under uniform rules and regulations, to maintain the one-design status of the I-36 yacht, and to promote cruising and social activities within the Association.* Basically through the pursuits of racing and cruising opportunities, members are wrapped together in their celebration. Whether onboard or ashore, it's all about the I-36.

For those of us beyond the immediate vicinity of San Francisco Bay, our lack of frequent social involvement with the core membership is excused and compensated by a generous reduction in annual dues. Functional proximity, courtesy of the internet; however, keeps us in touch. Those of us who have added little to the mix have gained much.



Islander 36 owners are never alone. The familiarity a new owner may lack with his / her boat evaporates with a single mouse click on Islander36.org. The website is a "gold mine". The efforts of Rich Van Mell and those whose episodes he has chronicled and uploaded are beyond an expression of appreciation. And now its Charles Hodgkins turn. Lucky him. He gets to follow Rick as interim webmaster.

Whether one needs to replace an opening port, repower the boat, summon the courage to do something with the headliner, or simply get the name, phone number or email address of that person who can supply this little part or that or be reassured that Mark Plastics still stocks your fixed ports or the trim molding for your cockpit coaming box, just about everything you need to know about YOUR I-36 is on the website. A single mouse click away. WOW!

Have a question? No problem! Inquiries never go unanswered when your email plea is addressed to the "Islander 36 list". On the 27 of January 2011, Sean Russell's query regarding his Velvet Drive netted at least four replies. On February 1, Doug Svik needed information about a new/used main. Five replies were forwarded. On the same day, John Meyer raised the question of fuel consumption rates. Four responses were logged. The information stream continues to flow on as it has.

Attending the All Islander Rendezvous in 2008 was a great experience. Somehow or another all Association members need to make the pilgrimage. Trust me. You will be welcomed. The camaraderie within and among the attendees will exceed your expectations. YOU SEE, IT'S ALL ABOUT THE BOAT. Hopefully, a way can be found to accommodate "visitors" on the many neat cruises that are scheduled each year.



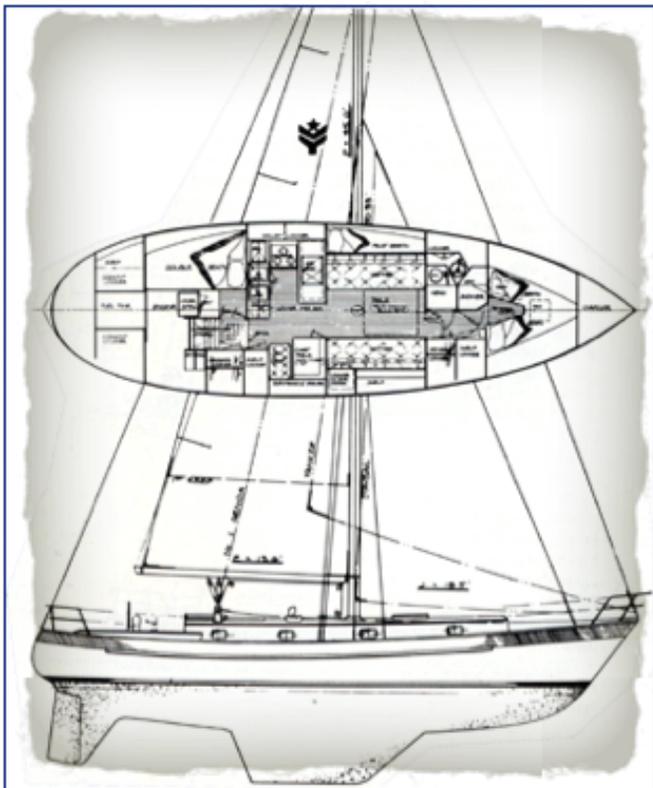
KISSING COUSINS:

THE VALIANT 40 AND THE ISLANDER 36

VALIANT 40 AMERICAN SAILBOAT HALL OF FAME 1997 INDUCTEE

Valiant 40 owners love their boats with an almost religious fervor. That's not surprising, considering that the Valiant 40 gives them a combination of characteristics summed up in the term it introduced: performance cruiser.

Designed in 1973 by a youthful Bob Perry, the Valiant offered something most cruising boats just didn't have then – the ability to sail fast. The skeg hung rudder and modified fin keel give the double ended hull a level of quickness and maneuverability unheard of in cruising boats of the time. This, combined with comfortable cruising interior and an exceptionally strong hull, made the Valiant 40 a veritable sailing phenomenon.



THE ISLANDER 36 PEDIGREE

Sylvia & Stanley Dabney purchased their Islander 36 in 1969. Shortly thereafter, they established a friendship with a young yacht designer named Bob Perry, who moved aboard their "36" berthed at Shilshole Bay Marina in Seattle. All spent considerable time aboard the Islander and established the parameters for a new "true blue water passagemaker, whatever that was". Ultimately, all of the ideas eventually evolved into the VALIANT 40.



Bob Perry

Among the necessary characteristics included the stipulation that it had to sail equally as well as our Islander 36. Bob was confident that he could incorporate the current performance design parameters of the time, within a comfortable performance cruising yacht. It still had to sail as well as our Islander 36!

To this day, the Islander 36 continues to be one of the Dabneys' " favorite boats. It has beautiful lines and sails wonderfully."

Source: *Birth of the Valiant* by Sylvia Williams Dabney (http://www.yachtworld.com/offshoreatlantic/offshoreatlantic_4.html)

Sad Note: Valiant Yacht recently announced the cession of production of new boats on January 22, 2011. Valiant Yachts will continue to supply parts and focus on refurbishing older boats so that Valiant Yachts will be around far into the future.

ON THE DOCK

RACING, CRUISING, OR DIRECTV IN THE SLIP

THE VIEW FROM 33°49'33.71"N, 96°50'55.15"W

The following is a portion of a recent conversation with a fellow dock mate regarding time spent "on the water".

Bill: How's the boat doing?

Ed: Great! Yours?

Bill: Recently finished installing a new stove/range complete with a total redo of my propane system and the safety sensor.

Ed: We have a number of projects planned, but will wait until spring.

Bill: How do you see your use of the boat this year?

Ed: As you know, Beth and I consider ourselves novice sailors and pretty much stick to what we call "cruising". Sometimes we pick out a destination and other times we just head either up or down wind for the sheer relaxation of it and simply "lollygagging" around. The nice thing about Texoma is that it never seems to run out of places to go or routes to take. Dropping the "hook" for an occasional overnighter is still all that it was the first time.

Bill: Any interest in getting involved in racing this year?

Ed: Not really. We seemed to have found a niche and have settled in to a comfortable routine.

Bill: Did you ever do any racing?

Ed: Yes. We gave it a try and caved in due to a slow learning curve regarding all the rules and strategies. My concern with the embarrassment of getting in the way, committing a foul, and risking damage to my boat and someone else pretty much ended the thought.

Bill: Have you ever thought about crewing on someone else's boat and watching the "racing" process unfold?

Ed: Not really, but that sounds like it might work. Is it easy to get on another boat without having a racing skill set?

Bill: Well, in my case I can offer you the prospect and merit of serving as "rail meat". You simply follow instructions. It becomes second nature real quick. Being on the rail allows you to look around and watch the "guys" go through his or her various assignments

Ed: Is it easy to get a ride?

Bill: Generally, if you let the word get out that you are interested in racing and would like to crew on a boat, in a true novice-capacity, you should have no problem.

Ed: All right. Sounds good.

Bill: By the way, I will be racing in the Texoma Classic with the guys up at Texoma Sailing Club on May 7. If you would like, you can crew for me.

Ed: Let me check my calendar and I will get back to you soon.

Bill: By the way. The Texoma Classic is a destination race. The race is designated as a "Pursuit Race". In a Pursuit race the slowest boats start first and then the faster boats set off in pursuit with the time delay between classes of boats being determined from their handicaps. If boats of different classes are sailed by crews of equal ability then they should all cross the finishing line together.

Ed: Interesting.

Bill: For me, a Pursuit race eliminates all the "hassle" with the normal start. Further it is relatively easy to know how well you are sailing compared with the other boats and, if you are sailing well, there is always the next boat to try to overtake.



STUFF THAT WORKS

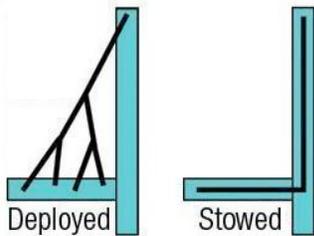
Editor's Note: It is my intention that members will submit items for inclusion in future issues. If you have come across an impressive piece of equipment, product, or technique that makes sailing easier, safer, or less expensive, drop me an email or call so we can share your success / satisfaction with others.



The **fast** sail-flaking system!

Advertised as a cost effective, easily installed, retractable sail flaking system, Jiffy Jax ends the frustration and mess associated with lowering your mainsail.

Since the system stows in and "L" configuration along the boom and mast, sail chafe is eliminated and no sail or sail cover modifications are required.



"The installation of my Jiffy Jax system on our Islander 36 has been successfully completed without a single problem. I really want to thank you for the outstanding set of instructions that you prepared to assist me in the installation. They were detailed, easily understood, properly sequenced, and reassuring. The amount of time required was minimal and not belabored. Truly, if I can successfully install the Jiffy Jax, no one should consider the job beyond his or her talent level. Your instructions made the job simplistic. Thanks!

Additionally, the quality of materials used in the Jiffy Jax system was impressive. Everything was first-rate. Your price was very reasonable, a bargain. Throwing in a few extra rivets, screws, and hog rings is a good idea; however, I didn't drop or lose an item.

Now for the "great" news. Once I completed the installation, I tested the system three (3) times. In all three instances the main dropped into its "cradle" as if it was "meant to be"; that is, flaking efficiently in a manner better than I have been able to accomplish by hand - with assistance. What an improvement. The most difficult aspect of sailing an Islander 36 single-handed has been relegated to the past tense. Your suggestion of using a four-line system to accommodate my fully battened mainsail was very appropriate.

Stowing the Jiffy Jax inside the sail cover is slick with no halyard slap to worry about. Neat! While my experience might sound "too good to be true" the fact of the matter is that it WAS. Congratulations for designing an outstanding product and providing the means to install it like a professional rigger."

Testimonial provided to Jiffy Jax by Bill Ray



Roll-Off simply works for me. Developed to handle a variety of tough stains sailors have to deal with to maintain the appearance of their boats. A non-acid base insures biodegradability and environmental safety.

Manufacturer's advertisements state that Roll-Off leaves gleaming, rust inhibiting, wax-like finish, which actually resists dirt. My experience lends credence to the claim. Works with water. Excellent as a general purpose cleaner diluted in water.

Boaters use Roll-Off for cleaning canvas, fiberglass, leather, teak, vinyl, sails, bimini tops, formica, stainless steel, chrome, copper and more.

SUPPORT THE BUSINESSES THAT SUPPORT US

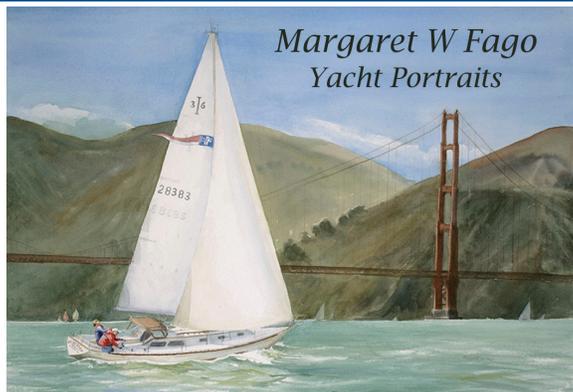


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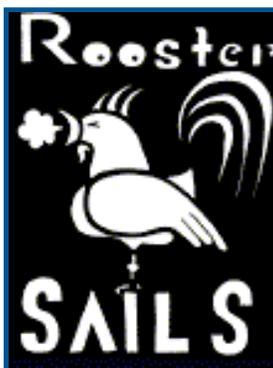


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