

LIFE ON A BROAD REACH

Editor's Note: It's okay for sailors to have heroes or brag about the sailing accomplishments of others. This is not envy, but a healthy reality given the world most of us live in.

Being an average sailor is better than never have sailed at all. Striving to learn and master the art of sailing melds the spirit like few avocations. Yet, being exceptional at the helm aboard a competitive boat is reserved for a few. The rest of us are relegated to a contributive cadre that share a common bond.

Watching others sail for high stakes is not a wasted pursuit. It provides a platform where we extend ourselves onboard to enjoy a vicarious experience with minimum investment and maximum reward. Besides, it contributes to the growth of the sport and spawns others to take the plunge as we did years ago.

The dramatic orchestration of the past America's Cup promoted sailing like no other event. The Bay setting provided a sensual proximity for those viewing each race and the "come from behind" finish cemented what we value about who we are as Americans. Millions watched and only a select few were participants. Being there or viewing the Cup via a video feed allowed us to literally climb aboard and become a member of the crew.



Singlehanded TransPac Race

San Francisco to Hanalei

Starts June 28, 2014 – The 19th Edition!



The 2014 Singlehanded TransPac race from San Francisco to Hawaii was recently concluded. Steve Hodges, sailing an Islander 36, *Frolic*, earned top honors, first overall and first in class. His accomplishment obviously will rate high in the laurels of I-36 lore. His voyage covered 2214 nautical miles and had an elapsed finish time of 14 days, 15 hours, 22 minutes, and 5 seconds.

Take a moment and savor Steve's achievement. He collected three honors: The Hanalei Yacht Club Trophy (First Monohull to Finish on Corrected Time), The Jim Tallet Memorial Trophy (First Yacht from Outside Northern California to Finish on Corrected Time), and the Displacement Trophy (First Monohull with L/D >149 to Finish).

A boat just like the one you sail took on the open Pacific and a heralded collection of sailors and won the 2014 Singlehanded TransPac Race. Congratulations are extended to Steve from all of us.

The adage "You are only one decision away from doing anything you want" sounds great. To a degree, it is true; at least, in an ideal world. Without the gift of time and advantage, opportunities are rare and when they are realized they often slip away from a hand a bit too slow.

For a variety of reasons, not excuses, most of us end up a little short. Advancing age gains an upper hand or the responsibilities of family and career or the absence of leisure time and financial means sort of gums up the works a bit. Thoughts are easily turned to "what might have been". Life lived in the past tense tends to wallow.

The key is living in the present. Take advantage of Steve Hodges' triumph. I'm sure, if asked, he would enthusiastically share his adventure with you. He is, after all, an Islander 36 sailor - just like you. Grab on to a hero or two and go sailing. You have a great boat!



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THE COMMUNITY

What's not to like about being a member of the I-36 Association? Annual dues are reasonable, the website is an outstanding resource, and the number and variety of scheduled activities, whether cruising or racing oriented, provide ample opportunities for engagement. Further, the Association promotes the sport, sponsors youth sailing programs, and keeps the spirit of the I-36 alive and relevant. Finally, the members are reasonable people who are fun to be around and they are inclusive. What's not to like?

Whether one resides in or near the Bay Area or beyond doesn't matter. It has always been about the boat. That is what binds us together and creates our community. We sail an old boat. Yet, the I-36 remains an economical and smart choice in today's market. It's a great boat to move up to or keep. It sails well, looks great, and continues to impress with its competitive capabilities in racing events. The boat makes sense.

Connecting with members via email using "Islander Fleet" solves a myriad of problems and significantly lowers the frustration index. Three recent email exchanges demonstrate the value and power of our community.

Subj: Lazy Jack Pro and Con?

*Sailors,
I am making a decision to put a lazy jack system on Bella Luna. But, I need to know all the issues with install, use and maintenance.*

I love to sail solo and often short handed so I KNOW the advantage when dropping the main.

Any and all experiences are appreciated!

Editor's Note: 7 responses were offered.

Subj: Full Batten Mainsails & Mast Track

I am considering acquiring an experienced full batten main and converting it from having interior mast groove slugs to slides for an exterior mast track for my '74 I-36. What experiences with this conversion do any of you know of?

Editor's Note: 8 responses

Subj: Autopilot & GPS Interface

All right crew, here's a perplexing issue that certainly one of you learned electronic individuals can easily resolve for me.

I am attempting to connect a new Garmin 741 chart Plotter to a new Ray marine X-5 wheel autopilot. Both of these units are now installed and working fine as stand-alone units. The Ray marine X-4 system has a ACU-100, EV sensor, P70 head and ST4000 parts.

I have used Garmin's NEMA 183 power wire to feed power into the 741 plotter, and I also have a Garmin NEMA 2000 cable for data connections. I have a spur cable for the Ray marine system. The Garmin and Ray marine NEMA 2000 cables both have red, black, blue, white and a bare conductors that I need to tie together.

Since the Garmin's power feed goes into it on their NEMA 183/ power connection, I wonder if I should also connect the black red wires on the NEMA 2000 wires as a power source. I currently just have the black, blue, white and bare wires tied together color to color, without connecting the red NEMA 2000 wires.

Basically, I want to connect my autopilot and plotter together so that I can have the GPS send me to a autopilot steered waypoint, allowing me to sleep or read instead of paying attention to where my boat is headed (seems somewhat desirable).

Once I get these two units to talk to one another I will also need to sort out the settings on both units so they will actually communicate.

I have spent several hours attempting to sort this all out, and so far that only thing that seems to help is rum, and maybe gin.

Editor's Note: 11+ responses.

A CONVERSATION WITH BOB DAPRATO

Editor's Note: Last April, I had the pleasure to attend and participate in the Association's **Sail Trim and Racing Clinic** held at Golden Gate Yacht Club.

While many things stood out about the event, there were two elements that made the trip really worthwhile. First, I had the opportunity to spend time sailing on an Islander 36, *Bella Luna*, to practice and observe the finer points presented during the lecture portion. And secondly, I met a number of interesting people and thought it of value to share my good fortune by introducing you to one of them, Bob DaPrato, who sails *Bella Luna*.



Bill Ray, Peter Szasz, Bob DaPrato, and Dave Barclay

Editor: I'm curious. Your name didn't appear on the list of expected attendees. Yet, you decided to sail *Bella Luna* over the morning of the workshop and attend. Explain?

Bob: The race and trim clinic was the best \$15.00 I ever spent for my boat. I had planned on attending and wanted to bring at least one crew member but decided to sail short-handed when he bailed the day before. The presentation and discussions were worth all of the lessons! Later, having a master sailor/racer, Peter Szasz, come aboard and show me how to adjust and trim sails off the Golden Gate Yacht Club was worth all the effort it took to motor sail at the last minute from EMC to GGYC.

Editor: What sort of expectations did you have regarding the clinic?

Bob: Never having been to a trim/sail clinic I had no expectations other than to learn whatever I could.

Editor: How would you evaluate the commentary portion of the clinic?

Bob: I enjoyed both Jim Robinson and Peter Szasz for their knowledge and easy going informal discussions. I look forward to doing it again with a crew so we can take advantage of the data and discuss it later! Being more of a cruiser than racer, I can be swayed, the lessons learned are still important! Thanks are extended to Peter for asking questions that I had no knowledge of, but plan to learn!

Editor: Were there any specific points or tidbits that you found particularly useful to you and how you sail your boat?

Bob: The one tidbit of data is to keep all your tell tales happy and straight....with the perfect conical shape of the jib and main.

Editor: Your Islander 36 was one of three boats utilized for practical demonstration of sail trim and racing recommendation covered in the commentary portion of the event.

Bob: Everyone should have the experience of a master sailor taking the helm and show you how to make your vessel move at the best possible heel for comfort or speed. No toe rails in the water, please!

Editor: How would you rate the practical value of this experience for sailing *Bella Luna*?

Bob: It is most valuable to have your own boat and knowing her inside and out. They all have some slight differences, but being able to exchange experiences and differences of design and features creates a real learning experience!

Editor: Did having other Islander 36 sailors onboard as crew members detract from the value of having a mentor on your boat? Elaborate please.

Bob: Having other Islander sailors on my boat for the practical portion of the clinic was great as they were as knowledgeable, if not more, than I was about various issues. It is nice when you don't have to tell people what to do, they know and ask! I also need to learn the terms so we can speak the same language: What is the Cunningham again? What does it do? Refresher course needed!

Editor: Have you been able to successfully and easily incorporate the information gained from attending the clinic into sailing your Islander 36?

Bob: Since I sailed only once after the clinic, I did put the lessons to work on that day. I do plan on using all I learned this summer when more opportunities arise! Where is my crew?

(continued page 4)



LONESTAR

Assuming sufficient depth is available, what is the smallest amount of space required to sail an Islander 36? What is the minimum aquatic threshold for a 36-foot boat? What kind of question is that? Does a boat have to be sailed to be used and enjoyed?

There is nothing unusual about a 1981 Islander 36 being offered for sale. However, finding one for sale on Eagle Mountain Lake in Fort Worth, Texas seemed noteworthy for two reasons. First, given that the lake covers only 8700 acres, a 36-foot boat might represent a little bit of an overstatement. Secondly, no facilities on the lake are available, equipment-wise, to launch or haul out a boat of the I-36's physical characteristics.



Eagle Mountain Lake supports a variety of recreational pursuits and provides a water source for the city of Fort Worth and its environs. The lake is home to the Fort Worth Boat Club. Club members have sailed in races all over the world and brought home trophies for their skills. The club actively supported the Mariner syndicate for the Americas Cup competition and in 1971 club member Perry Bass won the World Ocean Racing Championship with Ted Turner.

LoneStar is obviously a "Texas" boat sailed on Texas waters. Since most things are bigger in Texas, maybe a 36-foot boat on a small reservoir isn't out of place after all. Compared to a more appropriately scaled 24-footer, a 36-foot boat offers the obvious advantage of being able to arrive at its destination 12 feet sooner than the shorter vessel. Perhaps Texans are prone to brag about such an accomplishment.

Prior to *LoneStar's* current location, the boat plied the waters of Lake Travis, another Texas lake near Austin. Following its purchase, *LoneStar* was transported to Eagle Mountain Lake, where it was "wet loaded". Wet loaded is a term used to describe a boat being floated off of its transport platform directly into the water. This technique is commonly used for trailerable boats. The idea of the procedure being applied to a much larger boat deviates from the norm, but provides an alternative when launch facilities such as a travel all or crane are not available. Makes perfect sense now.

In the Dallas-Fort Worth Metroplex, large boats on area lakes are quite common. The robust nature of the local and

regional economy, a sizable pool of income-qualified consumers, an inland location, and prevailing marketing strategies advanced by the boat industry, collectively provide a rationale. Slips measuring forty and fifty feet are readily available at local marinas.

Given the number of Islander 36s built, the length of its production run, the boat's enduring popularity, and a highly mobile population, finding an I-36 in seemingly "odd" places is not unusual at all. People simply took the boat with them when they moved. Or, perhaps, purchased the closest one available on a navigable body of water.

For the I-36, home is where the boat floats.

A CONVERSATION WITH BOB DAPRATO

(cont. from page 3)

Editor: If you were speaking to the Association's membership regarding next year's Sail Trim and Racing Clinic, would you recommend that they attend?

Bob: Most definitely!

Editor: As a consequence of attending the Sail Trim Clinic, are you a better sailor?

Bob: For sure, every little bit of knowledge helps!

Editor: In what way or manner?

Bob: The one item I can say makes a difference is the proper preparation for a tack or gibe as precious time and speed can be lost! Plus, the feel and look of a good turn always looks good!

Editor: What do you like most about your Islander 36?

Bob: We have a bond that has taken years to learn how she handles and can head into the wind with little weather helm!

Editor: Recommendations for next year's clinic.

Bob: Bring your boat and crew!! Take notes and practice!



THE GUY IN THE YARD (PART II)

“Just Ask Mark”

Places where people keep their boats run the gambit from trailers to mooring balls to full service marinas that have earned the loyalty of their customers and visitors alike. The decision we make reflects the individual importance and interaction of cost, convenience, physical elements, and certain intangibles.

Cedar Mills Marina, on Lake Texoma, is a full-service operation that once included a facility where the Valiant, a



Bob Perry design, was built. The assemblage of craftsmen, technicians, office staff, and "yard" guys at Cedar Mills was and remains insanely beyond anything anyone could ever conjure up for Gordonville, Texas; or for that matter, any other place on the map.

The marina has a long history with Islander. At one point in the 1980s, more Islanders were sold here than at any other dealer in the country. This turned out to be a good thing for the writer. After all, stuff breaks or out of nowhere the "gremlins" come aboard and perform their evil deeds. Consequently, somebody has to take care of it. They have a guy for that!

To this day at Cedar Mills, all questions "Islander" are only an answer away. All one has to do is simply, "Just ask Mark".

"Mark" is Mark Armer, an employee with twenty-three years of service. His expertise is not limited to Islanders but spans the full range of "boat stuff". Engines, rigging, electronics, and the various mechanical and structural systems all fall within his domain. For the mechanically challenged, time-limited class to which the writer belongs, Mark has all the answers even when the question or issue is not well stated. He fixes stuff and educates at the same time.

While soft-spoken and not prone to overstatements, Mark is easily engaged. Effort is not a prerequisite to "talk" with him. While on the job he provides an explanation for what he is doing. He knows the art of "backfilling" the inquirer's question to maximize communication and insure the best solution. His recommendations rival those of the "Most Interesting Man in the World" of TV "dos equis" fame.

The latest round of Mark's contribution to *Exit Strategy* involved assisting in the installation of a new headsail, servicing the steering system, replacing the exhaust elbow, testing and removal of the Data Marine wind vane, eliminating slippage with the throttle control lever, and upgrading the fuel system on the Yanmar. While a number of aforementioned tasks would have been undertaken by the writer five years ago, it was important to make sure it got done right this time, hopefully for the last time. All one had to do was "Just ask Mark".

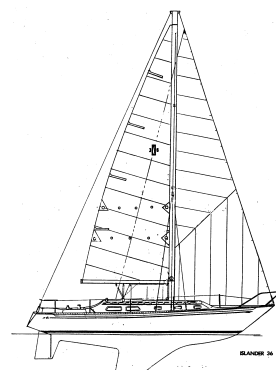


Watching Mark work is enjoyable and effective. He fixes things right. The necessary details are all there. Paying the bill is not a problem either because Mark doesn't waste your time or money. At Cedar Mills, time is a lot of money.

When *Exit Strategy* has a problem or another fantasy leads to a West Marine catalog or internet search. It simply makes sense to "Just ask Mark" for advice!

By the way, Mark is in the process of refitting his own Islander 30 as time permits. Islander any one?

Editor's Note: While Mark is herein nominated as a "one in a million" guy and with over 315,000,000 people living in the United States alone, surely other "Mark-types" are out there. What are their names? What are their stories?



“IT’S JACK’S FAULT” (PART II)

a conversation with
Stan Walker

Editor's Note: It seems plausible that most people who have purchased an Islander 36 over the past ten to fifteen years did not leap into the "culture" with the initial intention to undertake an immediate and major refit of the boat. The editor suggests that the decision to buy emanates from several well known and accepted characteristics of the boat; namely, its reputation under sail, the aesthetics of its lines and its interior, the value associated with being an "older boat", and the existence and high level of activity of its owner's association. Not being alone is important.

Once aboard, the possibilities afforded by the I-36 become immediately obvious. Whether one pursues cruising, racing, a combination of both, or entertaining at dockside, the I-36 lends itself well to be used and enjoyed. Multiple references with respect to basic repair, upgrading existing systems and components, and extensive refit projects are available, in a very useful and user-friendly format, on the [Association's website](#). Together with the many inquiries initiated via the "Islander Fleet" Internet forum, I-36 owners are seldom out of answers / suggestions and the encouragement to jump right in and tackle whatever project requires attention.

The Refit of *Yellow Bird*

Stan and Elizabeth purchased *Yellow Bird* in 2010 during a trip to Annapolis. Following a quick survey prior to purchase, the information gained from a shakedown voyage home to Lake Champlain via the Atlantic and up the Hudson River, and a set of prerequisites that would insure safe passage to the Bahamas and beyond, the proposed refit of their I-36 would require one and one-half years to complete.

Yellow Bird faced a number of water-related issues involving the deck, ports, and the toe rail. The severity of Vermont winters proved challenging but was lessened by constructing a weather tight shelter/enclosure. Stan and Elizabeth faced a tight timeline since they made plans to lease their home for the two years set aside of their intended cruise. Circumstances dictated that they vacate their home four months early. Use of a friend's ski house provided a temporary respite; however, given the time required to commute back and forth, they elected to camp out in the shelter to maximize on-the-job time.



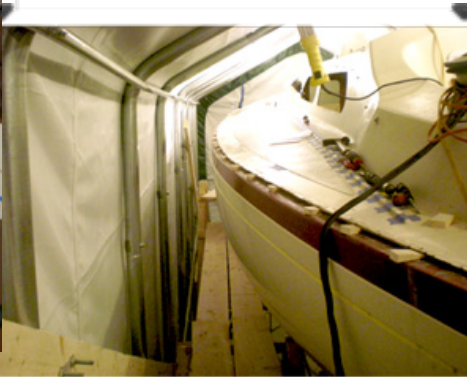
Stan & Elizabeth with Skip and Gerry
(Previous Owners)

The following photos document the extent of their task. For the most part, the interior was gutted, the deck stripped naked, and in some places total sections of the top skin were cut off. The hull and deck joints were cleaned and new fasteners attached and bulkheads replaced. New wiring was installed. With the exception of some topside fiberglass reconstruction, the Walker's performed all the work. Impressive to say the least.

When queried about the magnitude of the effort, Stan stated that it wasn't all that bad. Besides, once you start, you have to finish. And finish they did. Once launched to begin final preparations for their cruise, the boat was rechristened with a new name, *Dream Walker*.

The final question has to be, "Was it worth it?" Stan's response was quick, "Heads turn when we sail into a harbor. Boats are sailed close to simply get a look at us. People appreciate the lines."

Get to know the Walker's and follow their 11,000 nautical mile adventure aboard *Dream Walker* at [Jack's Fault](#)



VANISHING ANIMAL

A Boat Backstory



This begins a new series about the history of interesting boats in the Islander Association.

Vanishing Animal is sailed by Rick Van Mell, current Commodore of the Association and Website Editor.



Editor: Rick, how did you come up with the name “*Vanishing Animal*?”

Rick Van Mell: Back in 1978, when I bought the boat, I was a docent at the Lincoln Park Zoo in Chicago. The short list for names came down to “Endangered Species” or “*Vanishing Animal*.” Since we did fairly well in racing, sometimes even doing a “vanishing horizon job”, and it had “Van” in it, and, well, sailors are sometimes known to be “animals,” “*Vanishing Animal*” just seemed to fit.

Editor: You mention racing. How did you get into racing?

Rick: Actually, I was racing before I was born, with my mother racing until she was seven months pregnant. I’ve even been told that my first steps were on the yacht club grass, trying to get back aboard a family friend’s schooner, and that “boat” was among my first words. My father got a 39 foot Universal Rule R class sloop, *Ardelle*, when I was 4, and by the time I was 13, I was regular racing crew. I also rigged a mast and sails on our rowing dinghy, for which I received a trophy from Chicago Yacht Club in 1953 inscribed, “Most Original Rigging.” I went on to racing frostbiting dinghies and won the Junior Championships and eventually the regular adult frostbiting.

Editor: You’re a Dartmouth Alum, right. Did you sail in college?

Rick: Yes. I went to Dartmouth and started sailing Tech Dinghies. I became Commodore of the Dartmouth Corinthian Yacht Club in my sophomore year, and one of the things we did was establish a Women’s Invitational Regatta in the fall of 1960. At the time not only was Dartmouth male only, women were not allowed to skipper in collegiate racing – anywhere in the Intercollegiate Sailing Association. We had met female crew at regattas and they were frustrated that they couldn’t skipper, so we invited all female teams up to Lake Mascoma and put on a regatta for them – including a party on Saturday night, of course. By a year later (and I was then a Vice President of the New England Intercollegiate Sailing Association [NEISA]) we had convinced Len Fowle, the senior Graduate Secretary of intercollegiate racing, that the women should at least have their own collegiate association, and Women’s Intercollegiate Sailing Association [WISA] was born. We put on their first Fall Championship at Dartmouth in 1962 with Boston College, Mount Holyoke, Northeastern, Pembroke, University of Rhode Island and Wheaton competing.

Editor: Did you sail Tech Dinghies all those years?

Rick: No. the Techs were getting pretty old and some of the colleges were getting into sloops. We did some fund raising and purchased six fiberglass Jet 14 hulls, then built the decks, spars, rudders, centerboards and centerboard trunks into the hulls at the college wood working shop. We had Bus Mosbacher (Dartmouth ’43), the 1962 America’s Cup Winner, dedicate the fleet in May of 1964.

(continued page 8)

VANISHING ANIMAL

A Boat Backstory

(cont. from page 7)

Editor: What did you sail after college?

Rick: For the first seven years it was family racing on *Ardelle* in Season's Championship series, local regattas, and port-to-port racing. Then there was frostbite racing in the spring and fall. There were seven Sundays of frostbitching spring and fall with 5 races per day, and about 30 races in the summer, so a total of about 100 races a year.

Editor: How did you do?

Rick: Well, like almost all of us, we got better the more we kept at it. Lots of silverware began to pile up. I would skipper more and more often when my father wasn't aboard, particularly in port-to-port races. At the Fall Winners' Dinner I commented that the trophies for races I had skippered still have my father's name on them. He said, "Rick, when you pay the bills you can have your name on them." So in 1971 I chartered *Ardelle* from my father, skippered every race, won the Season's Championship, and got my name on the trophies.

Editor: What came after *Ardelle*?

Rick: From 1972 through 1977 we had a C&C 39 called "*Volare*." Now, in addition to a full summer season of offshore racing, we could sail Chicago - Mackinac races on our own boat. We managed to win Boat of the Year in our class several times, though the best we did was 2nd in class in Mac races. By this time I was more involved in running the frostbite programs rather than actively frostbite racing.

Editor: Then?

Rick: When my father sold "*Volare*," I started looking for a boat of my own. There were at least two Islander 36s racing offshore and they usually did well, and I was impressed with the room they had down below and their classic look. It happened that my aunt Esther worked with yachtsman and yacht broker Dick Bertram in Miami, and knew I was looking for a boat. She gave me a call that one was available and I could probably buy it for \$33K. I flew down to Miami to look her over, and in April 1978 a truck hauled her into Grebe's Yacht Yard on the north branch of the Chicago River.

Editor: Did you have to do anything to her?

Rick: She had evidence of leaks around the ports and the headliner was a bit tired. We raced our first year, then replaced the windows, veneer and headliner the winter of 78 - 79. I had "splurged" on inside storage to get the job done and had loyal crew to help, so it was as much fun as work.

Editor: How many crew did you have?

Rick: I was fortunate to have a core crew with my wife Wendy, brothers Robert & Derrick and father, about 6 more that were "regulars" and many who made individual races. For example that first year, 1978, we raced 19 races with a total of 138 crew positions filled, or an average of 7.2 crew per race. Of the 138, 77 were male and 61 female. We had

six 1st place finishes, two 2^{nds} and four 3^{rds}, or 12 of 19 races with prizes. Generally there were 20 - 30 names on the crew list.

Editor: How did you get to California?

Rick: We could skip this part, but in a short paragraph, it happened like this. Wendy, then 36, divorced me to marry her boss at the zoo (he was 60); I met Sandy in October of 1982; my position at GATX was eliminated in 1983; I became Administrative Director for Chicago Yacht Club's America's Cup challenge, Heart of America, with Buddy Melges as skipper; Sandy & her daughters Kelly & Erin moved to Chicago in 1984; Kelly & Erin's dad objected; so in June 1985 Sandy & I got married, moved us and *Vanishing Animal* to California; and I started work with Coopers & Lybrand out of their San Francisco office. (P.S. Buddy gave me a hard time for leaving the AC just to get married!)

Editor: Did you do any racing on the Bay?

Rick: I tried a little, but my C&L schedule was typically fly out on Sunday night to a consulting engagement, then fly home on Friday night. That went on for almost ten years before I became a partner in 1994, and travel was still regular and frequent then. What little time I had was spent with Sandy & Kelly & Erin on weekends, and starting in 1988, that included lots of Islander Association cruises. I found one example of racing in 1990. We put a crew together and sailed 3 of the 5 race Jack Frost Series and took a 5th, a 3rd and a first.

Editor: What do you like most about sailing?

Rick: I think that's a combination of the sheer joy of making a boat sail, and the wonderful friendships and camaraderie of this sport. As you can see, I've always been involved in and enjoy the administration of the sport as much as the sailing itself. That includes helping people learn how to sail, handle their boat or race. That's certainly been my experience in the Islander Association for the past 26 years, and I'm hoping it will continue for many more.

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CREW MANAGEMENT AND TRAINING

Back in the Day

by
Rick Van Mell

Management: Each year started with a letter detailing the plan for the season and a crew meeting at my house some time in February (remember, this was Chicago and harbors were frozen solid). A list of everyone's name, address, and phone number was passed around and updated as necessary. A draft racing schedule was distributed and everyone was asked to bid on which races they wanted to sail. Here's a quote from the minutes of the 2/7/79 crew meeting, attended by 12 of the crew: "Rick stated that crew selection was, at best, a dark science, but generally based on the following points: 1) Importance of the race for the season (Boat of the Year); 2) Difficulty of the expected course (overnight, long, etc); 3) Total skill of the chosen crew (helm, foredeck, navigation); 4) Total strength of the chosen crew (halyards, sail wrestling, winches); 5) Loyalty- practice session attended, boatyard parties attended; 6) Desire to develop new prospects."

Once crews were developed, a master list of all races, crew assigned, time aboard, and starting area was prepared and mailed to the crew. The crew list was on the back side of the page. This was long before the Internet so lots of typing, carbon paper, and sometimes copying got the job done. The bottom of every schedule page included: "If you can't make a race, call me. If you want to be on a race, call me. If you miss a race, and fail to call, you're off!"

Training: Training started with the first crew meetings in February, and continued after boatyard days through March up to launching in mid-April. In 1979 we developed three quizzes which covered general practices, setting up the boat, and spinnaker handling. These were simple multiple choice questions. We'd pass them out to everyone attending, usually 8 – 12 people, and ask the most junior crew members to give an answer. Then we ask an intermediate crew to comment on the answer. Finally experienced crew could elaborate on the reasoning behind answers. You can find these Crew Quizzes at [Racers' Clinics](#) on our home page. These training sessions were typically Sunday afternoons, and included beer or wine and a simple dinner. This allowed the crew to bond when there was plenty of time to get to know each other. Once the boat was in the water, we'd schedule practice sails over the 3 to 4 weeks until racing started.



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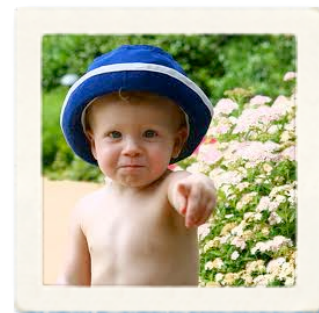
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THE EDITOR'S BUCKET LIST

Things I would like to see in the Newsletter

- 1) A regular section of the Newsletter devoted to the obvious. Such a segment would cover stuff the rest of us should know, have forgotten, or never had a need for until NOW!
- 2) A regular feature entitled "The Live Wire" put together by I-36 Association electrical guru, Michael Daley (ABYC Certified in Marine Electrical). Michael would provide monthly tidbits about electrical stuff on boats.
- 3) An International Census of Islander 36s that are still afloat and the production of an Islander 36 Map.
- 4) Storytime: Tales of Islander 36 Association members and / or their boats that warrant inclusion in I-36 lore. 2nd hand editions welcome.
- 5) Creation of an I-36 Hall of Fame.

We Need You Onboard



Volunteers required and gratefully accepted.
Editor will do all the "heavy lifting".

MAINTAINING TEAK ON BOATS

If a child is born into your life, you are going to have to change diapers. That's just part of the deal. As unattractive, messy, and, at times, untimely the ritual is, the child is better off as a result. So are you. IS THE SAME TRUE FOR MAINTAINING TEAK ON BOATS?

The Islander 36 comes with teak. What do you do? And why?

In a recent Practical Sailor article, the pros and cons of teak maintenance played out as follows:

Pro: "Owning a boat isn't all play. A boat is a major investment, and like most investments, the more attention you pay to it, the more it will return. The time you put into maintaining your exterior teak is well invested. The return is not only pride of ownership, but dollars in your pocket when the time comes to sell the boat."



Con: "I disagree with this obsession about caring for teak. Of course, if you want it to look shiny and new you have to obsess over it. But by doing a lot of the things described in this article you are doing more harm than good, and insuring that you will have to continue as a "teak addict". As was said, the silvering of teak is only on the very surface; in my experience it does no harm to the wood to leave it this way (I happen to think it is even very attractive). I wash the teak on my boat down once a year with a very light pressure washer. It removes the grime (and a bit of the silvering) without abrading the wood or seriously removing the oils. All of these other techniques damage the natural ability of teak to protect itself. That's why you need to keep sealing, oiling and varnishing it."



<http://www.practical-sailor.com/marine/Repairing-Teak-Trim-10074-1.html>

Both perspectives have merit. Neither proponent has an advantage for using or rejecting the role of teak maintenance as a bonding ritual. The same is true if we were to debate why the I-36 remains a relevant design to this day. The dialogue is healthy because it is always about the boat any way.



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