

Islander 36 Newsletter

October 2004

Issue 4



Midnight Sun Wins
I-36 Season Racing Trophy

In This Issue

Commodore's Report.....	2
Fall Meeting Agenda.....	3
Race Captain's Notes.....	4
Season Race Results.....	5
Cruise Attendance 2004.....	6
Cruise Chair's Notes.....	7
Sequoia Cruise on 4th.....	8
Webmaster Rick's Rept.....	9
Civil War Days, Angel Is...	9
Half Moon Bay Cruise.....	10
Oyster Pt. Cruise.....	11
All About Bill Higdon.....	12
Spring 04 Mtg. Minutes.....	13
Membership Update.....	13
Kudos for I-36.....	14
Deck Crazy.....	15
Editor's Farewell.....	15

Islander 36 Fall Meeting Will Be an Evening to Remember

Saturday, November 20, 2004

St. Francis Yacht Club, San Francisco

Dinner Meeting followed by Music and Dancing

Put a shine on your bright work and polish your shoes. There'll be dancing in the evening following the Islander 36 Association's Fall Meeting on November 20th.

Commodore Harry Farrell, in a departure from the traditional semi-annual luncheon meetings of the past, is taking us to town - the City of San Francisco no less - for a gala dinner and dance. Of course there will be the usual meeting, election of officers, racing and cruising awards, speaker--and door prizes!



After a season of roughing it out there on wet and windy race courses or sailing/motoring to cruises which are sometimes akin to a camp-out, here's a chance to mellow out, sit back and enjoy the ambience of the St. Francis Yacht Club, a fine meal, wonderful people and dancing to the music of *Pan Extasy* (toe tappers will also enjoy the music). Invite your crews! Out of towners: this is for you too.

Cocktails:	6:00 - 6:30 pm
Dinner/Meeting:	6:30 - 8:00 pm
Dancing/Door Prizes:	8:00-10:00 p.m.

Dinner choices: Filet Mignon or Salmon at \$50/person, including table wine and dancing. There are NO docking fees for a Friday or Saturday arrival. Attire: evening dress; for the guys slacks and blazer, tie optional.

Friday arrivals: social hour aboard boats with potluck, or dinner in St. Francis Grill. Saturday schedule (above). If you have a door prize to contribute, let Sandy Van Mell know: vanmells@ix.netcom.com

Get ALL the details and sign up at islander36.org/fallmeetingdetails.html or call Dennis Bush at 510-703-5779.

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95005 (831) 336-3622**Don Henderson, Past Commodore**111 Cypress Av, Kentfield, CA. 94904
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October 2004

Commodore's Corner

Harry Farrell

I've read enough Yacht Club newsletters to know if my Commodore's remarks were to start out with "I want to thank so and so for putting on such a great party last Sunday afternoon." I know I would have lost you by now, unless you happen to be so and so. I told myself I wasn't going to write that kind of article, but here I am writing my last letter to the membership and I have to say what's in my heart.



Is this a great organization or what! I have had the privilege of being your Commodore during another year of sustained growth and success. What has made us so successful? It certainly wasn't me. I feel like I've been running as fast as I can all year just trying to keep up with all the leaders and doers in this organization, and that's the key to our success. This organization is full of talented leaders and doers.

For example, we have a website that is getting national attention, with other sailing groups asking us if they can copy our format. We have Race and Cruise participation at such a high level that we are getting invitations from Yacht Clubs to come visit or join them next year in one of their race regattas.

All these talented leaders and doers have created an atmosphere of success around an Islander 36 sailboat. That atmosphere of success even got the attention of a local sailing newspaper and magazine, each printing articles about our organization's growth and success.

The cooperation and support I have received this past year from all this talent made my job an easy one, and I want you to know I sincerely appreciate all the help I received. It has made this year one I will fondly remember for the rest of my life.

I'm reluctant to try to name all of you who helped and supported me for fear of an omission, but you know who you are and I want you to know that you will continue to have my admiration, respect, friendship and support as our organization continues to prosper in the future. See you on the water dear friends,

Harry Farrell



Islander 36 Association Fall Meeting 2004

November 20, 2004
St. Francis Yacht Club, San Francisco

Schedule of Events

Cocktails: 6:00 - 6:30 pm
Dinner/Meeting: 6:30 - 8:00 pm
Dancing/Door Prizes: 8:00-10:00 p.m.



Commodore Harry Farrell completes a great year with the help of racer/cruiser Carol Williams

MEETING AGENDA

Welcome: Commodore Harry Farrell
Membership Status Skipper Wall
Secretary's Report Charles Hodgkins
Treasurer's Report Ron Damsen
Measurer Paul Tara
Web Site Status Webmaster Rick Van Mell
Newsletter Barbara Henderson

Cruise Program Cruise Captains Dennis & Judy Bush and Julian and Debby Cohen
- Presentation of the Annual Cruising Award (Charles Winton Trophy)

Racing Program Race Fleet Captain - Joseph Krensavage presents:
Season Racing Award: Buster Hammond Half Hull Trophy
I-36 Nationals Awards

Member Recognition Commodore Harry Farrell presents
John "Russ" Schneider Service Award

Jim Stover presents: Race-Cruise Award

Election of 2005 Officers Commodore Harry Farrell

New/Old Business

Post Meeting Program: Matt Wachowicz, America's Cup sailor

Dancing!



Commodore nominee Mike Dickson with Commadorable daughter Eleanor born 9/17/04

RACING ...



Notes from Mustang's Deck

Joseph Krensavage, Race Fleet Captain: josephk@synopsys.com - (408) 836-1510

Great Racing Season

It's been a terrific racing season for the Islander fleet with many great races in challenging conditions. The best part about this season is the record number of Islanders showing up on the starting line and the camaraderie that is developing as our fleet grows. At Vallejo, we had more boats than any other fleet!

We've received very favorable recognition from Latitude 38 thanks to fine leadership from Harry, Mike, Rick and others. I'm excited about competing in this year's Nationals hosted again by the San Francisco Yacht Club in October. We also have a great Fall Meeting with dinner/dance coming up.

I'm looking forward to a great season next year. Thanks to all of you who have invested a significant part of your life in our fleet. I look forward to serving as your race captain next year.

Proposed 2005 Racing Calendar

For the upcoming 2005 Season, we have proposed an expanded schedule of racing. However, you need only commit to 10 races (one two-day race, so that means 9 race days) with two throw-outs to win the I-36 Fleet Season Championship. This would be a competitive series with a mix of distance and course racing, including several social events.

You can also elect to participate in 3 additional regatta events and the Spring Race Clinic.



Amante



Tenacious

Finally, there would be the opportunity to race in 7 additional races where a group of five or more Islander might sign up and get their own start.

For the die-hard racer (who is determined to get better with practice), you can race all 30 races on the schedule.

Rick Van Mell has created a format so that you can sign up for the various options, and it will be posted shortly on the web site.



All pictures from 9/25/04 City Front Race by Gary and Pat Salvo

Race Results for the 2004 Racing Season

I-36 ASSOCIATION

Joseph Krensavage, Race Fleet Captain

Diana

photo of 9/25/04 City Front Race
courtesy Gary and Pat Salvo



BOAT		Valejo	Valejo	City Frt	Knox #1	Knox #2	Circle	So.Bay	Knox	City Frt	City Frt		
		5/1	5/2	5/15	6/5	6/5	8/14	8/28	9/11	9/25 #1	9/25 #2	Total	Final
		Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	points	Tally
Midnight Sun	Szasz	1	A	1	2	3	1	1	1	DNC13	DNC12	35	10
Tom Cat	Stompe	4	B	2	1	1	6	5	2	1	1	23	12
Diana	Zevanov	2	A	3	16w/d	14 DNF	2	3	4	3	2	49	19
Pilot	Robinson	3	N	5	3	15DNC	4	2	3	DNC13	DNC12	60	32
Windwalker	Shoen/Gill	9	D	6	5	14 DNF	5	4	7	2	3	55	32
Pacific High	Farrell	8	O	11	6	2	12	7	8	7	4	65	42
Kapai	Raos	6	N	4	4	14 DNF	3	6	DNC15	DNC13	DNC12	77	48
Blue Streak	Schumacher	7	E	DNC17	10	14 DNF	9	8	5	4	6	80	49
Zenith	Fowler	10	D	7	9	14 DNF	8	9	6	10	9	82	58
Razor	Englemann	14		8	7	14 DNF	7	12	10	5	DNC12	89	61
Mustang	Krensavage	11	N	w/d16	8	14 DNF	15	10	9	8	7	98	67
Tenacious	Youngberg	DNC21	O	10	11	14 DNF	10	14	DNC15	6	8	109	73
Freedom Won	Melton	13		13	17DNC	15DNC	14	11	11	9	5	108	76
Zoop	Tara	5	W	9	17	15DNC	17DNC	DNC19	DNC15	DNC13	DNC12	122	86
Amanti	Mayo	DNC21	I	14	16	15DNC	13	16	12	11	DNF11	129	92
Mischief	Hodgkins	12	N	12	16DNF	14 DNF	17DNC	15	DNC15	DNC13	DNC12	126	93
Four C's	Cohen	15	D	DNC17	17DNC	15DNC	11	13	DNC15	DNC13	DNC12	128	94
Nimbus	Dickson	16		DNC17	12	14 DNF	17DNC	17	13	DNC13	DNC12	131	97
Pegasus	Aston	DNC21		DNC17	17DNC	15DNC	17DNC	DNC19	DNC15	DNC13	DNC12	146	106
Pulau	Muhiudeen	23		DNC17	17DNC	15DNC	17DNC	DNC19	DNC15	DNC13	DNC12	148	106

Notes:

September 25th, the finish results note protests - outcome not included in standings as of 9/29/04.

Racers are listed in order by lowest score after 2 throw-outs, then by who beat the other more, then by lowest total points if still tied.

Post-Season:

Oct. 9-10: I-36 National Championship at San Francisco Yacht Club, Belvedere, CA. Entry fee \$65 for US SAILING members and \$70 for non-members. Saturday night barbecue. Registration by Oct. 4, 2004. Winner awarded the Winton Nationals (half hull) Trophy.

Oct. 16: ODCA Champion of Champions

Thanks to Your Cruise Chairs Dennis & Judy Bush
and Julian and Debby Cohen,

YOU WERE REALLY CRUISING THIS YEAR

2004 Cruise Attendance

	CRUISERS	BOAT	Enci- nal 4/24	Bay-Brk rs, So. Beach 5/16	Delta 5/20 -28	Peta- luma May 29-31	Angel Isl. June 14-15	Sequoi July 3-5	Oyster Pt. 8/14	Angel Is. Vict'n 8/7	Half Moon Bay 9/4-6	San Pablo Oct 15/16
1	Aston/Gleim	Pegasus							X	X		
2	Bennetts	Getaway		*				*	X			TOO
3	Bushes	Natural High	X	X		X	X	X	X		X	LATE
4	Callaghan, M	Iolanthe	*						X			TO
5	Cohens, J&D	Four C's	X				X					REPT.
6	Cuckseys	Mistral							*			ON
7	Damsens	Woodbine	X					X	X		X	IN
8	Dickson	Nimbus				X						THIS
9	Farnums	Silver Shadow			X	X						ISSUE
10	Farrell	Pacific High	X		*	X	X	X	X			
11	Fowlers	Zenith	X		*	X		X				
12	Fergusons	Wandering Star				X						
13	Fitz-Geralds	Shenanigan			X							
14	Hendersons	Kindred Spirits	X		X	X		X	X			
15	Higdons	Blockbuster	X			*		X	X			
16	Hodgkins	Mischief	X	X		*						
17	Hunters	Escape						X	*			
18	Jacobs	Endeavor		*		X	X	X			X	
19	Mayos	Amante				X						
20	McClellans	4 R Sanity									*	
21	Mellors	Spindrift	X			X		X			X	
22	Meltons	Freedom Won			X	X		*			X	
23	Muhiudeens	Pulau				X						
24	Noll	Gypsy	*									
25	Raos	Kapai	X									
26	Salvos	Ophira	X					X	X			
27	Schumacher	Don					X					
28	Sheas	Lean Times				X		X				
29	Snook	Solace			X	X						
30	Stones	Fantasy			X							
31	Stovers	Evanescence	*	*	X			X	X		X	
32	Szasz	Midnight Sun					X				*	
33	Taras	Zoop	X		X			X				
34	Thomsons	Noncents				*						
35	Van Mells	Vanish'g Anim'l	X		X	X		X			*	
36	Walls	Snowflower	X		X			X	X			
37	Zevanovs, L	Diana	X			X						
38	Zevanoves, S.	Diana				X						
39	Zimmermans	Dayna Marie II							X		X	
TOTAL BOATS REPRESENTED			18	5	11	20	6	17	14	1	10	

*Arriving by car.

This cruise season, Islander 36 had 6 regular cruises, 2 Meeting cruises, and 4 "Special Cruises" (Delta, Bay to Breakers (South Beach) and 2 Angel Island cruises).



Cruising with I-36

CRUISE CAPTAINS
Dennis & Judy Bush
dennis@henryplastic.com
(408) 559-3450

ASST. CRUISE CAPTAINS
Julian & Debby Cohen
debbycohen35@hotmail.com
(415) 435-3923



Islander 36 Remaining Cruise Schedule For 2004

<u>Date</u>	<u>Event</u>	<u>Coordinator</u>
The Newsletter deadline did not allow us to cover the San Pablo YC Cruise hosted by Kelley Montana on October 15-16th; please check our website for all the fun details. www.islander36.org		
Fri/Sat. Oct. 15-16	Pt. San Pablo Yacht Club	Kelley Montana Mellor
Sat. Nov. 13	Angel Island. Victorian Christmas	Extra Event - No-host cruise
Sat., Nov. 20	Fall Meeting - St. Francis YC, SF	Dennis & Judy Bush

2004 Cruise Season Ends on a High Note

by Dennis Bush

Another Islander 36 Cruising season is ending. The season began with the Annual Spring Meeting at San Francisco Yacht Club last March and will end with a Dinner & Dance (Fall Meeting) at St. Francis Yacht Club November 20th. What a wonderful way to start and finish a year.

I would like to take this opportunity to thank all the Cruise Coordinators that helped put together a great year of cruises.

Charles Hodgkins & Kathryn Munn for our Cruise to Encinal Yacht Club and Discount Night at Svendsens; this cruise looks like it is becoming an annual event.

Gary & Pat Salvo for the South Beach Bay to Breakers, also becoming an annual event.

Skipper and Nancy Wall for their Delta Cruise, a "special cruise" this year.

Julian & Debby Cohen for the Angel Island Civil War Days, a great family event. I would like to see this become an annual event.

Rick & Sandy Van Mell for our 4th of July Cruise to Sequoia Yacht Club, and Peter and Louisa Szasz for opening their home to our group.

Bill Higdon for the Oyster Point Yacht Club Cruise.

Chris Mellor & Kelly Montana for San Pablo Yacht Club Cruise.

Our Commodore Harry Farrell & Carol Williams for the Memorial Weekend Petaluma Basin cruise; it was the first time we have stayed in the Basin in many years. AND thanks to them for the Grand Finale Cruise at St. Francis Yacht Club this November 20th!

I would also like to thank my spouse Judy for being a GREAT first mate. - Dennis Bush

[ed note: Dennis, thank YOU for organizing a great cruising year]



Bruce & Carol Hunter, Brian & Fran Jacobs,
Laurie Stover at Sequoia 4th of July

Sequoia YC & Szasz's Create Perfect 4th of July

by Rick Van Mell, Cruise Host

Mix perfect weather on the 4th of July with 17 boats (represented), 43 crew and guests, pour into the Port of Redwood City, and you get a delightful Sequoia Yacht Club Cruise. It was fun and foodie - meals from Friday night through Monday morning - with lots of good cheer, everyone chipping in, and happy kids and dogs. Even a raid by a Pirate Ship added to the festivities!

On Friday morning Skipper & Nancy Wall on Snowflower, Bruce & Carol Hunter on Escape, and Don & Barb Henderson aboard Kindred Spirits motored south in light going to Sequoia Yacht Club, arriving around 12:30. Rick & Sandy Van Mell on Vanishing Animal arrived from Brisbane Marina soon after. Sequoia Commodore Larry Mayne welcomed us to their lounge overlooking the harbor and later prepared a lasagne dinner for us.

On Saturday, seven more Islanders rendezvoused at 1100 south of Yerba Buena Island to ride a 2.5 knot flood tide to Sequoia, led by Harry Farrell & Carol Williams on Pacific High. The convoy included Chris Mellor & Kelley Montana & Claire on Spindrift, Art & Betsy Fowler plus 2 guests aboard Zenith, Lean Times with Tim, Rhonda and 4 year old Ian Shea, Gary & Pat Salvo on Ophira, Ron & Karen Damsen aboard Woodbine, and Dennis, Judy & Matt Bush aboard Natural High. Along the way they picked up Bill & Jim Higdon's Blockbuster with Brian aboard, and Endeavor, Brian & Fran Jacobs' DeFever 41, with David aboard. Paul, Mary & Patrick Tara arrived with Zoop at 1730. John and Nanci Melton (Freedom Won) drove over to join the group.

Sequoia Port Captain Gaylord Van Dyne, helper Leeyee Su, and Assistant Port Captain Karrie Allen had begun at 0700 to prepare a Saturday dinner of deep fried turkey, chicken jambalaya, red beans & rice, fried calamari, and green salad plus sponge cake and ice cream. Carol Hunter prepared turkeys and helped carve chickens, as did Gary Salvo and John Melton. Sandy Van Mell and Barb Henderson decorated tables as Rick Van Mell set them up. The Saturday arrivals were tied in slips in plenty of time for the 17:45 Kimballs Bacon picture. Thirty-three people and two dogs piled onto Vanishing Animal but couldn't sink her.

"Good Old Boat" magazine had graciously sent us complimentary copies of a current issue, so a pic was taken with all holding the magazine. The crowd adjourned to the Sequoia lounge. Mike Bennett arrived by car and was cheered by all hands. The Stovers dropped by to deliver Laurie's special 4th of July goody bundles, including visors which challenged the most talented sailor to assemble. Suddenly a gang of Pirates from the 71' gaff-rigged ketch Royaliste appeared on the scene with cutlasses and flintlock pistols, a merry band. Then it was time to feast, and after a long day of fun in the sun, most trundled off to their bunks.

Sunday morning the 4th of July: a crew led by Sequoia Commodore Mayne assembled a fine pancake, scrambled egg, hash browns and sausage breakfast. A lunch of burgers, dogs, corn on the cob and beans was ready by noon for those who had room. Then Islanders with pot luck contributions assembled at 1445 for

rides to Peter & Louisa Szasz's home in nearby Redwood Shores.

We chatted, nibbled and sipped wine overlooking the waterfront by the Szasz home while the kids took a spin in the electric motorboat. At 1800 we returned to the docks. Smokey & Laurie Stover had arrived. About 2200 folks climbed aboard Jacobs' Endeavor at the end of "D" Dock to watch a great fireworks display.

Monday Rick & Gaylord made a simple French Toast & Little Smokey breakfast. A few Islanders slipped off at 7 a.m. to make the most of the ebb, and the main group got away by 1000. It was, all agreed, another fine Islander Rendezvous - and all hands heartily thank Sequoia Yacht Club for great hospitality, friendship and service.

[ed. note: THANKS to Rick and Sandy who did yeoman duty organizing, setting up, cooking, shuttling us around and all the things that made it festive.]



Pirate contingent on the Royaliste



Ian Shea takes dad Tim for a ride

Webmaster's 2004 Report ~

by Rick Van Mell: islander36.org

Your Association's web site continues to grow--as of September 21st there were 184 pages on the site with 3,750 pictures. We'll probably add 2 pages and 150 pictures by the time the year is over, with the addition of the Pt. San Pablo cruise and the Fall Meeting.

It is probably a reflection of the arrival of the digital camera that our annual picture additions have grown from 164 in 1998, to 1,023 in 2003, and likely to reach 1,040 in 2004. File sizes have increased from around 100 k bytes per picture in 1998, to 1-2 megabytes per picture for the bigger ones today. We have held to a standard of reducing pictures to an 800 x 600 pixels size so that visitors with a dial-up modem can look at the pictures in a reasonable time frame.

Your Webmaster has made the switch to DSL, and it is astounding how quickly our web pages fill in, compared

to the dial-up days. I highly recommend any of you considering switching to make the change – you'll really enjoy it. That said, we intend to continue to post reduced picture sizes for our standard offerings. However, if you find a picture you would like in its original size so you can print a good quality version, please send an email and we'll try to send it along.

As more of you get digital cameras--please take pictures of your boat, your family & crew, your racing and your cruising to share with our members. If you're sending, say 25 pictures or less, just attach them to emails (less than 10 meg on one email) to vanmells@ix.netcom.com. If you've had fun shooting dozens of pictures, please burn them to a CD and mail them to Rick Van Mell, 1629 Begon Avenue, Mountain View, CA 94040, or if that's inconvenient, call Rick at 650-962-1515 to discuss alternatives.

We need your pictures for our Picture-Of-The-Month right through the rest of 2004 and into 2005, so don't be bashful!

Angel Island Civil War Days June 15-16

Cruise Coordinators Debby and Julian Cohen

If you thought the Civil War was history, you'd have gotten a whole new perspective at the Angel Island Civil War Days Rendezvous June 15-16th. Six



David and Matt pose with Civil War figure

Islanders sailed in for the fun. Cruise Coordinators (also Cruise Co-Chairs) Julian & Debby Cohen with Four Cs, and Dennis, Judy & Matt Bush on Natural High arrived Friday night to grab two moorings and provide a base of operations. On Saturday, Don Schumacher snagged a slip for Blue Streak, as did Brian & Fran Jacobs with David on Endeavor (though not an Islander, they still fly the burgee!). Commodore Farrell & Carol Williams showed up with Pacific High, and Peter & Louisa Szasz arrived with Midnight Sun.

Saturday afternoon was filled with a civil war reverie, though a bit distorted in history. While it's true that the fortifications on Angel Island were erected for defense against the Confederates during the Civil War, no shot was ever fired. The garrisons were real enough, and a gun battle might

have looked like this - except for the soaring Golden Gate Bridge in the background! The little museum also reflects the almost 75 years that the island served as an "Ellis Island of the West" - a way station for emigrants coming to our shores. In addition to the special displays for the weekend, there are permanent exhibits of the history of the Island.

Saturated with history & culture, it was time to enjoy a BBQ dinner on the lawn. A good time was had by all, which included a hike up the island to enjoy the magnificent views of San Francisco Bay, Sausalito, and Tiburon.



Labor Day Weekend Cruise: Out the Gate and Down the Coast to Half Moon Bay and a Luau

by Dennis Bush, Cruise Coordinator

Seven boats and 23 people attended the I-36 Labor Day weekend in Half Moon Bay. Sailing in were Glenn and Julianna Zimmerman & friend Warren on Dayna Marie; Brian & Fran Jacobs on Endeavor (Defever); Smokey & Laurie Stover on Evanescence; John and Nanci Melton on Freedom Won; Dennis Bush on Natural High; Chris, Kelly & Claire Mellor on Spindrift; and Ron & Karen Damsen on Woodbine. Those who drove to join us Saturday: Judy and Matt Bush, Peter & Louisa Szasz (Midnight Sun), Rick & Sandy Van Mell (Vanishing Animal), and Roger & Linda McClellan (4 Our Sanity).

Harry Farrell and Carol Williams on Pacific High got a little past Mile Rock before their engine started to overheat and they had to head back. We sure missed them.

We had light winds so we were motoring down to Half Moon Bay and were joined by a school of dolphins that entertained us on our way. Our trip lasted about six hours.

The harbor had several mooring buoys, so we did not have to get our anchors wet, but we were spread out across the harbor. Thanks to Fran and Brian, we all met up each night on Endeavor for a social hour or two.

Waking up in the morning, a cup of coffee in hand, the boat swinging on the mooring, watching the sun come up, is a great way to start your day. The weather could not have been better. Shorts and T-shirts were the dress of the day. We spent our time visiting pottery galleries, restaurants, and other local shops. Saturday night we enjoyed a barbecue at the Half Moon Bay Yacht Club.

Sunday we played Matt Bush's Mind Trap Game. The questions were tough, and John Melton won, receiving an I-36 wine glass as a prize. The Yacht Club put on a Hawaiian Luau with a band which entertained the lively group. Some of us were back at our boats, snoring away before the band started.

Everyone headed home on Monday; it was another light-weather day of mostly motoring back to the Gate. Thanks to Ron and Karen for rescuing the Bushes, who were doing shuttle duty in their dingy when the motor gave out, then saved them again when the dingy sprung a leak!



Party time on Endeavor, the Jacobs Defever: Sandy Van Mell, Dennis Bush, John Melton, Chris Mellor, Smokey Stover, Ron Damsen and Rick Van Mell



Fran Jacobs, Louisa Szasz, Kelley Montana, Judy Bush, Linda McClellan, Sandy Van Mell and Nancy Melton



Claire Mellor with Matt Bush

Family, Friends and Fun at Oyster Point Cruise

Cruise Coordinator: Bill Higdon

by Barbara Henderson

Bill Higdon sponsored this cruise for I-36 members at Oyster Point Yacht Club. Ten boats, carrying 26 people, sailed in Friday and Saturday, August 13-14th; nine more people drove, adding up to a great group of 35.

Ophira (Pat & Gary Salvo and pooch Cathy) and Kindred Spirits (Don and Barb Henderson) ventured down on Friday the 13th, arriving about noon, with time for lunch, clean up, walk, and a drink at the very accommodating Oyster Point Yacht Club, which welcomed us to use their lovely facilities. Then it was back to Kindred Spirits for a potluck.

Saturday dawned overcast and never cleared. By noon, Snowflower arrived with Skipper Wall, Nancy, and niece Elaine with husband Cory. Walls' son Scott, wife Tracy and beautiful three-month old Kimberly arrived by car from Reno for a good old family get together on the boat.

Around 2:30, the rest of the contingent came floating in after an invigorating sail with lots of wind. Arriving: Dennis, Judy and Matt Bush on Natural High, Mike and Leslie Bennett with friends Julie and David Burns on Getaway, Smokey and Laurie Stover on Evanescence, Bill and Jim Higdon with Brian and his son Ian (11), and Ron and Karen Damsen (Woodbine), coming directly from Monterey. But their cockpit faced a stiff west wind. Undaunted, Smokey suggested they turn it around. With many hands, it was finally done--if only we'd had a shoehorn and gotten a picture of Woodbine blown crosswise up against and just outside the berth.

Everyone drifted up to the wind-protected Yacht Club deck for hors d'oeuvres and drinks, cards, and conversation. Bruce and Carol Hunter and Barbara and Fred Cucksey of Trinidad/Oakland drove in to join the cocktail hour. Robert Aston and Mary Gleim (Pegasus) arrived later by boat, then Glenn Zimmerman came in solo on Dayna Marie.

Dinner hour moved up to 6:00 and soon we were cozily ensconced in the bar where attractively set tables greeted us. Caesar



Pat Salvo with Nancy Wall, Elaine, Cory, Scott and Kimberly, Skipper Wall on Snowflower



Karen and Ron Damsen, Mary Gleim and Robert Aston, Fred and Barbara Cucksey, Gary Salvo

Salad and rolls were followed either by filet mignon or Salmon with scalloped potatoes and veggies. Harry Farrell and Carol Williams, who'd been racing, arrived after dinner, and added to the jolly group.

Sunday dawned with a very low tide, but with a promise of clearing. Most of the group trouped up to the club for brunch. Brilliant sunshine burned through the haze and about 10:30 Getaway left, followed by Dayna Marie, then Kindred Spirits. Some got sails up to pick up petulant, laggard winds. Kindred Spirits finally found some wind in San Francisco Bay enroute to Sausalito. It was a very fun weekend, catching up with friends.

Big thanks to Cruise Coordinator Bill Higdon for the invitation and making arrangements, and to Cruise Chairs Dennis and Judy Bush.

Born to Soar: Bill Higdon

Based on interviews and excerpts from Bill's unpublished autobiography, *Thoughts and Memories*

by Barbara Henderson

Anyone who's cruised San Francisco Bay with the Islander 36 Association knows Bill Higdon as an affable fellow and an astute sailor. And there's something in those twinkling, knowing eyes that suggests he's packed a lot of living into his 84 years.



Bill Higdon

The Higdon's are a hardy bunch-- Bill's parents lived into their 90's, and three of his four siblings are alive. Bill was born with club feet but played varsity football in high school; he survived a number of physical injuries and three killer diseases (Empyema as a child, lung cancer in his early 50's and colon cancer at age 60). The lung infection was so serious he lost the ability to walk for a time. But Bill says he's had a "lucky life." He's had three wives (claims his string of crushes on girlfriends started in 2nd grade), and three children (many of you know Jim, his youngest).

Tabriz, (Persia) was Bill's birthplace December 20, 1919; his father worked for Near East Relief following WWI. After the family returned to the States, Bill was joined by three more brothers and a sister, and grew up in Kansas City, with a view of an amusement park over the rooftops, providing a spectacular display of electric lights at night. He attended 7 schools in his 8 primary years. Bill discussed mechanical and scientific matters with his grandfather, and, with brother Bob, designed various experiments, like the aerial tramway from the house to the garage roof; little brother Pud was usually the guinea pig, but always managed to survive.

Bill recalls that Halloween in his high school days was more trick than treat so he and friends would put neighbors' porch gliders on their roofs. And then there was the time he got "taken for a ride" to Texas, trying to recover a family watch stolen from him, and wound up in the pokey. But he always seemed to have a friend or relative in the right place to get things squared away.

When Bill was just in the third grade, his aunt took him out to a local air field, and Bill's interest in aviation was sparked. After graduating from high school, he took a summer job there, sweeping up, and befriended the two airfield mechanics; for a month he went up with a flight student on days off and lunch hours. He attended Kansas University, but funds for course materials got spent on a model T, and his fraternity rent went to buy a partnership in a plane. Painful recovery from foot surgery and eye injuries contributed to his dropping out, but he got his wish and went to Parks Air College in Kahokia, Illinois.

Bill never had to look for work. That's not to say he didn't talk



Bill in the spring of 1944, as a civilian contract flight instructor for the Army Air Corps, Mustang Field, El Reno, Oklahoma.

his way into a few jobs, sometimes asserting qualifications that were a bit of a stretch, but he was adept at quickly learning whatever was required. Bill worked as an airplane mechanic, acquired a pilot's license, became a flight instructor for the Army, was a crop duster, went into business with 3 others to help build the Scott's Valley Airport and establish a GI flight training school; piloted the company president of Aero Industries Technical Institute, worked for California Eastern Airlines as a Flight Crew Training Supervisor, then became a Systems Engineer (trouble shooter) for Garrett Air Research Manufacturing. He then

joined Douglas Aircraft, and was a Flight Test Engineer on the B-66 and the C133. After the second time he almost had to bail out, he got out of the test flight business.

From 1958-83 Bill worked for Lockheed, initially claiming expertise in "telemetry," then quickly read up on it in the company library. When the designer of that system came by, wanting to meet the "expert", Bill complimented him on the design and its stability and from then on, Bill could do no wrong, progressing in the company, ultimately to the Space Systems Division, retiring as Senior Staff Engineer at age 63. In one of his jobs at Lockheed he was being considered for, they proudly showed him how they punched computer programs for satellite systems into milar tapes. Bill took one look and said, why not do it with electronic signals on magnetized tape? They laughed, but two weeks later called him back to develop just such a system. In 1971 he worked on computer-simulated satellite systems--remote piloted vehicles (a/k/a "spy planes"). Son Jim recalls going to see the first satellite that had been brought back from space, that his father had worked on.

In June of 1965 Bill married current wife Marge in Kansas City. She was racing snipes so Bill "got on board." He claims the first thing he did was to run the boat into the dock. They moved to northern California in 1966 and sailed 11 foot Sunflowers, exploring the Delta. In 1978 Fred Harbaugh, a co-worker and I-36 owner, sold Bill a partnership in "Seaward", which Bill sailed quite a bit, and learned as he sailed, self-taught, as he'd done with most things in his life. When Harbaugh bought back his share in 1999, Bill acquired Blockbuster. He joined the Islander 36 Association in 1985 at the age of 66 and has been a cruising regular.

Bill admits he made a lot of mistakes in his life, but says he never really had to pay for them - things just always worked out for him - he's had a lucky life.

Islander 36 Association Spring 2004 Meeting Minutes

March 13, 2004. Commodore Harry Farrell convened the Spring Meeting of the Islander 36 Association.

Skipper Wall reported the good news that there are 204 members, 39 of which had not yet paid their dues.

Treasurer Ron Damsen said the treasury was in good shape - as it always is just after dues collection!

Cruise Chair Dennis Bush emphasized the great fun and terrific bargains to be had at the upcoming April 24th rendezvous at Encinal Yacht Club and our Discount Night at Svendsen's marine store - complete with wine & cheese! With several kids in attendance at the meeting, Dennis reminded that the June 12-13 Angel Island Civil War Days cruise was to be a "Kids Cruise" and invited all to make a special effort to bring their kids to watch the mock battles on Angel Island. With regard to future I-36 Meetings, Dennis said that we may have to consider alternative sites for meetings. With 62 attending today, the Cove House was near capacity, and fall meetings are usually larger. Encinal was mentioned.

Skipper Wall, cruise coordinator for the Delta Cruise reminded all that it was May 20th to Memorial Day - a perfect way for newcomers to the Delta to go with the pros and encouraged use of the I-36 website on-line form for more details and to sign up.

Race Captain Joseph Krensavage said he expected to have 20 boats measured and on the starting line for racing this year. That was seconded by Peter Szasz who recommended racers attend the Race Clinic on March 27th at the St. Francis Yacht Club - there is still room for a few boats.

Measurer Paul Tara reminded newcomers to contact him or Assistant Measurer Robert Aston to get measured.

Revisions to the Bylaws were moved, seconded and passed. These clarified Measurement Rules, the corrections having been posted on the I-36 website January 22, 2004. Members were notified by email and in the February Newsletter of that posting. The changes correct a few typos, change the nomenclature from "exceptions" to "deviations" (from the measurement rules), and update allowable sail materials, construction and procurement procedures.

Commodore Farrell has received an email from an out of townier suggesting the Association be renamed America's Islander 36 Association.

Rick Van Mell, on behalf of all attending the meeting

thanked Harry Farrell and Carol Williams for their gift of wine and I-36 tote bag, to a round of hearty applause.

The meeting was adjourned, followed by speaker Kimball Livingston.



Nancy and Skipper Wall at Sequoia Cruise

Membership Report by Skipper Wall

The membership of our Islander 36 Association has again this year maintained an almost 200-member level. As of October 1st we have 201 members. This is not counting bodies so taking the liberty of doubling the 201 our real membership is over 400. Not bad for a boating organization.

A couple of breakdowns:

<u>BY STATE:</u>	<u>BY MEMBERSHIP TYPE:</u>
AK,2; AL, 2; AZ, 2;	CORPORATE: 5
British Columbia, 3; CA,	RESIDENT: 85
122; CT, 3; FL, 5; HI,2;	NONRESIDENT: 101
IL,2; KS,1; LA,1; MA,4;	HONORARY: 1
MD,4; MI,7; MN,3;	SUSTAINING: 7
ND,1; NJ,1; NV,4; OH,2;	CREW: 1
OR,3; RI,1; SC,1; TX,4;	
VIRGIN IS, 1; VA,1; VT,	
2; WEST INDIES, 1;	
WA,11; WI,1.	

I hope--really I know--the coming years will be as fruitful as the past 12 years have been since the beginning of our e-mail connections which started about 1992 and our excellent website. This is further evidenced in our fine cruise attendance and the wonderful resurgence of our racing "machine".

Remember, "Salt water cures all ills!"

It's been an "e-Ride"! Not really, as so many fine & good people have been there to assist through the years. Thank you all. ~ Skipper Wall

I-36 Earns Kudos from Its Fans

Test Of Time Decides

by Alan Hugenot

This excerpt is from an article, "Islander 36s Shine at ODCA Race," printed in THE LOG NEWSPAPER, "California's Boating Newspaper," San Diego, CA. on June 16, 2004. The race referred to was the Knox race June 5th, discussed in the I-36 Newsletter's July issue.

"The test of time often decides what is great and what is merely good, and the Islander 36, by all reports, is a great yacht. It has definitely stood that test of time with flying colors.

"There are over 200 Islanders registered with the class nationally, and the Northern California fleet alone numbers 82 boats spread out over many Bay-area yacht clubs. Most clubs have two boats or fewer, and only a few have three boats.

"Consequently, this racing fleet represents sailors from the entire SF Bay, giving continued good competition. At the Vallejo race there were 20 boats starting from the Islander 36 fleet, and only 19 J-105s, according to Farrell.

"Designed for dual purpose IOR racing and comfortable cruising by Alan Gurney back in 1970 - with the first hull launched in 1971 - 770 of these beautiful yachts were built before 1987, when production ceased.

"Renowned naval architect Robert Perry, who later redesigned the hull and interior as the Islander Freeport 36, actually lived aboard an original Gurney-designed Islander 36 for a few months, and he swears by them.

"Personally, between deliveries and vacation cruising, I have spent over 3,500 miles at sea aboard different copies of the Islander's two hulls, with most of my time on a 1974 copy of Gurney's hull.

"Great For Long Passages

"Much of that was in the open ocean, and in my book, they are a great boat for long passages at sea.

"But, among ocean-racing yachts, it is the outstanding performance of the Islander 36 that makes it such a favorite. Everyone loves a stiff boat, and she is very sure-footed downwind with a following sea.

"This is because of her Gurney's addition of the skeg rudder, so that any other racing cruising yacht with a spade rudder acts like a wallowing hog when compared to an Islander.

"Today, a third of a century after the first hull came down the ways, 11 percent of all Islanders ever manufactured and over 40 percent of those registered nationally are in the Northern California Fleet. This gives it the distinction of being the largest fleet of competitive Islanders in the nation.

"They have a full racing schedule with 11 races during the normal season, not counting the mid-winters, and a cruise-out schedule with 14 events. Indeed, according to Farrell, the cruising draws even more boats than the racing.

"For instance, at the Memorial Day cruise out to Petaluma, there were 23 Islander 36s in attendance."

ISLANDER 36 RULES!

from LETTERS TO THE CURMUDGEON OF SCUTTLEBUTT #1606 June 17, 2004. (Scuttlebutt is a digest of major yacht racing news, commentary, opinions, features and dock talk...with a North American emphasis.)

"From Chris Boome: I am continually amazed at how much time, money, frustration and BS goes into discussions about how

terrible the rating rules are and how expensive it is to have fun racing sailboats.

"The problem has already been solved here in San Francisco. A few years ago the people who run the Islander 36 class (1970's Alan Gurney design) got together to address the problem of dwindling participation in races. The answer was a One Design class that has no spinnakers, and max 135% jibs. The result is over 20 boats registered for the season and roughly 18 boats on the line every race. The Islander 36 class was the largest one design class for the season opening Vallejo race.

"The class sponsored a "Racers Clinic" at the beginning of the year to help the "middle of the fleet" guys that was a huge success. The class website has a "Racer's Lessons" section where some of the more experienced sailors give their impression of what went right and wrong during the weekend's races. There is very, very close racing throughout the entire fleet and most everybody is having a great time sailing their boat and building friendships. The pieces are already in place for people to enjoy their boats, we don't need another rule, another design or more restrictions about what category of person you can or cannot invite on your boat."

PETER SZASZ AND CREW IN (I-36) MIDNIGHT SUN WIN 2004 ST. FRANCIS YC INTRA CLUB REGATTA

Chris Boome was aboard Sunday June 27, 2004, as mast person, and reported: "This is a fun-filled no spinnaker event with reverse order of starts. . . . It was a really fun day and the Islander 36 really showed her stuff upwind in 15-17 kts of wind."

Maintenance: IS YOUR DECK CRAZING?

Robert Minton wrote 7/6/04:

The crazing pretty much covers the deck. It is worse in some spots than others. I'm having the boat surveyed as a pre-purchase survey and the surveyor has found significant moisture in the deck. So we've set out on a quest to find the coring material to assess how much repair work will be required. So if you know of anyone who might have replaced the coring in their deck, it would be much appreciated. I believe the moisture intrusion is resulting from the hardware, not the crazing. Where the stanchions, winches, and other hardware penetrate the decking is where the water is getting in. If you find this true, please let me know. If you think this is a serious problem let me know. If it is as simple as ferring down each crack and filling with an epoxy and then painting over, then it doesn't sound too bad. But because the crazing covers the deck, I think what I'm going to have to do is sand the entire deck down, sand off the non skid, fill the crazing, reapply nonskid and then reapply gel coat. Does all of this sound necessary? Thanks. Rob

Louis Zevanove 6 Jul 2004

Diana, our 1971 I-36, was delivered new with crazing over about 20% of the non-skin. The factory tried to fix it several times with no success. The deck non-skid has been re-coated 4 times over 33 years but the result is never perfect, neither am I, so we live with it because we like the boat so much. Boat yards give cost estimates of about \$7,000+ to grind down & finish. GOOD LUCK, Lou

Karen & Mike Reed 06 Jul 2004

My '74 Islander has lots of crazing on the decks and the plywood backing is quite sound. I just wish the wood around the windows was as good. But what the heck, when you live in the northwest almost everything leaks anyway. Since the water that comes in from around the windows sometimes runs all the way

down the sides of the boat, I'd suggest having a look at the windows as suspect as well. My decks are backed with plywood, not cored and I have a shipright friend who says that as long as the decks feel solid when you walk on them the fiberglass and backing is plenty strong. Cheers, Mike Ree Bellingham, WA

Bill Mottinger, 6 Jul 2004

Robert, Our 1974 I-36 had lots of random fine crazing and some stress crazing around hardware (stanchions mostly). The wide ones I opened to "Vs" and filled, the rest were handled nicely with two coats of primer/filler. My deck has no core; it is fiberglass over resin-impregnated marine grade plywood. Islanders, as far as I know, do not have cored decks or hulls . . . just solid FGlass over treated plywood.

I discovered most of the water damage to interior cabin panels was caused by leaking from eyebrow molding screws, rather than from around portals, which on mine have been replaced with opening SS units. I have removed the eyebrow moldings and filled the holes. I doubt you will have to use drastic measures with your deck. If it's feels solid underfoot, don't worry -- be happy! Good sailing, Bill, "Two-Can"

Mark Wyatt, 9 Jul 2004

I had that pesky leak and it took a few years to find. It was a empty eyebrow mounting screw hole misdrilled an inch from the correct hole. The factory installer goofed and didn't fill it. The hole didn't quite penetrate through the fiberglass; the last interior lay was dry so the hole wasn't visible, but weeped water. After grinding away the dry lay a perfectly drilled empty hole squirting water appeared!

My early model I36 was built a bit more primitively. The deck mold appears to be pieces of plain marine

grade plywood (scarfed in areas for curvature) pressed on to a final resin rich mat lay while in the female mold, with the icicles ground off. Some edges were filleted with mash, others were left bare. No attempt to go West System style and encapsulate all the wood. So water that gets into the plywood lams through a deck penetration or edge can travel far and wide, really making a mess of things. Mark, AXOLOTL

Newsletter Editor Retires



By Rick Van Mell:

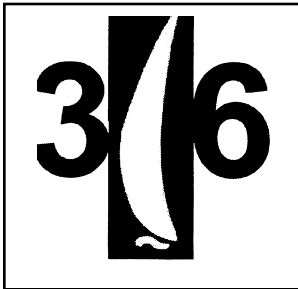
I'm sure I speak for all of the current and past Officers when I say that we owe Barb Henderson the biggest Thank You we can muster for her outstanding job as Newsletter Editor. Over five years, 20 issues, and 240 pages she has captured and distilled the spirit, excitement and vitality of the Islander Association for all to enjoy. She faithfully set and kept her schedule, gently prodding us all for our input, and reminding us to get our reports to her on time. She developed a format which is professional, readable, and redolent with the style and grace we love about Barbara. She takes the pictures, she writes copy when we don't provide it, and she works to make sure that every new member gets promptly on the mailing list. Thank you, thank you, is hardly enough. You earned the Schneider Trophy for service to the Association in 2002-- and have kept on for two more years. You have set a standard we shall strive to uphold, and have contributed greatly to the glory that is the Islander 36 Association. Congratulations on a job well done.

Editor's Response: Wow, what a wonderful tribute. Thank you. I've really loved working with all the great I-36 Commodores, Officers and Chairs over the last five years. You are a fine, fun group. And it was terrific hearing from our local and out of town members. But it's time to get off my computer chair and get Don to teach me how to raise that mainsail! Thanks to the generous Gary and Pat Salvo for easing me into the Newsletter and then proofing it until Don took that on. Cruisers, I'll be seeing you, as usual!~ Barb Henderson, Newsletter Editor, Retired

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October 2004 Newsletter - Islander 36 Association of San Francisco Bay

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