

October 2005 / Volume 4
 www.islander36.org

**Fall Meeting
 November 5!**

*Gala Event at
 St. Francis Yacht Club,
 See page 7 for details*



Crew members from Mustang, Tenacious, Pacific High, and Diana



Salsa on the foredeck!

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Race to the Party

Third Annual South Bay Race and Pier 40 Dock Party

It was not your typical South Bay race. On Aug 20th under grey skies and adequate breezes the first gun went off on time.

Nine Islanders participated in the race run by the South Bay Yacht Club. The start was challenging with a reach to a short line and an ebb tide sweeping toward the start. The course was a triangle/sausage sending the fleet first up to Pac Bell Park, south to a buoy near Potrero Point, down to a temporary buoy, back to Pac Bell, then a long down wind run to Alameda channel before heading up to the finish line.

The breeze stayed steady for the whole race, and we finished just after 2:30. There was a bit of a change to "the usual" winner, with *Tomcat* finishing first, *Absolute* second and *Midnight Sun* in third place.

Tenacious, Mustang, Zenith, Windwalker, Pacific High, Diana and Tomcat all assembled on Pier 40 at South Beach Harbor for the rare chance racers get to enjoy socializing together after a race. Two tables, brought by *Diana*

Please see *Race to the Party* on page 3

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Commodore's Corner

From Mike Dickson, Commodore

What a great joy and privilege it has been to steer the Islander 36 Association ship for a year. As captain it was just calling a few tacks and a quick gybe, but as we all know it is the crew that really makes a boat sail.

With Joseph and the racing fleet running our foredeck, seeing to the business end of the sails and taking the force of the spray from over the deck, we knew we would always get there first. With more racing this year in an expanded format our racing is straining from all of our success.

Our bellies were always full and our bodies relaxed thanks to the care of Laurie and Smokey and the cruisers seeing to the soul of our ship. We have enjoyed many great cruises this year, and with a new concentration on activities for children our Islander family will continue to grow.

As captain, I didn't need to worry about up-keep of the ship's systems; Rick and Kris have seen to the mechanics. Kris has been busy this season measuring even more boats than we thought possible and Rick has been hard at work expanding our web presence and making our e-world even more informative and interactive.

Not enough can be said about the keepers of the Log; Sylvia, Kelley and Kathryn have the busiest duties on our ship and without them I think we would truly be lost. Kelley did a redesign of our newsletter and then was off for a long sail, while Kathryn Munn stepped in to handle layout and design. Sylvia has been the rover of the ship by racing, cruising and

keeping the captain updating the Log.

Many thanks go to our shore crew for keeping us well provisioned, supported and outfitted to spec. Linda and Ron have done an excellent job tending to the numbers and kept us updated with the ever-growing membership.

Tacticians, Harry and Tim, have kept their eyes on our course so we would not go aground on any shoal. Their advice this year has been very helpful.

With our officers and members' countless efforts we can easily say we have the finest ship on the sea. So my thanks to the crew, and I look forward to sailing on the ship for many years to come.

- Stay on Starboard

Mike Dickson



*Paige and Rees Kent from Miss Kryptonite with Mike and Daphne Dickson's daughter Eleanor
~ See more Cruising Kids on page 8 ~*

Drakes Bay Cruise

Excerpted from the web article by Nancy & Skipper Wall, Snowflower

We were seven boats: *Snowflower* (Nancy & Skipper Wall); *Evanescence* (Laurie & Smokey Stover & Donnie); *Freedom Won* (Nanci & John Melton); *Dream Catcher* (Vern & Cheryl Verling); *Pulau* (Jonathann Muhiudeen & Linda Horne, Ian & Keegan); *Woodbine* (Karen & Ron Damsen). The phantom I-36, *Tom Cat* (Barry Stompe & Sylvia Stewart Stompe) came in Saturday at dusk, anchored for the night and left at dawn on Sunday!!! (editor's note: *Tom Cat's* engine died while anchoring and after a sleepless night of anchor watch she wanted to get back to her berth)

It was a 5.5 hour motor for *Snowflower* and a motorsail for the rest, picking our way thru the hundreds of fishing boats, with swells 4 to 5 feet and wind waves adding chop. At Drakes Bay all I-36s anchored within 100 yards of each other. We took a nap, then gathered on *Snowflower* for one of our famous I-36 potlucks with 13 below for dinner. During the night the wind blew about 20



At anchor in Drakes Bay

knots and the waves against the hull made it seem like being inside a bass drum!

On Saturday, Nancy Wall, Laurie Stover & Donnie took a hike up the road, landing by dinghy at the Pt. Joseph Fish Co building. The sun did break thru about 1400 on Saturday; light wind and not a cloud in the sky, quite a

Please see *Drakes Bay Cruise* on page 7



Jon and Carol Sjoberg from Diana with Angie Lackey from Tom Cat

Continued from *Race to the Party* on page 1

and *Pacific High* were set up mid docks. Soon they were packed with yummy dishes, and we assembled either around the food, or reclined in our cockpits for a couple nice hours of chatting and snacking. Someone set up a very cool little stereo/I-pod thing and a couple of the *Mustang* crew showed us all how to salsa on deck! We started heading back after a couple of hours, all except for the diehards, whom we last saw sitting on the dock, enjoying the late afternoon sunshine and relaxing a bit before heading out for a night of fun eating and dancing at the Ramp. It sure is a pleasure to get close enough to our fellow racers to have a nice conversation, rather than hollering suggestions at each other mid race!

Racing Notes

From Joseph Krensavage, Race Chair

Congratulations to all racers for a great season this year! I am looking forward to our Nationals Regatta and encourage all of you to turn out for this exciting event.

Thanks to all of you who responded to my recent survey regarding the 2006 race season. Shown below are the questions and a summary of the responses.

Question	Summary
1. Number of races and periodicity	
a. In 2005, we have 10 races with 2 throw outs for the season standings. In 2006, how many total races and throw outs do you want?	Majority of skippers support 10-12 races. Several skippers suggested reducing the number of allowable throw outs from 2 to 1.
b. In 2006, how many two-race days do you want?	Majority (10 vs. 2) in favor of 1 or 2 days of racing with two races per day (i.e., 1-2 two-race days).
c. In 2006, would you approve a race season format of 6 single ODCA races and 2 or 3 two-day regattas hosted by a yacht club such as: St. Francis, San Francisco or Corinthian? The two day regattas would have 2 races on Saturday, a yacht club party Saturday night (and cruise in?), and 1-2 races on Sunday. This could be a 15 race season spanning 12 days with 2 or 3 throw outs.	5 in favor, 7 not in favor, 4 would support one (1) Saturday-Sunday regatta.
d. Should the "Nationals" regatta count toward our season standings or remain as is?	Overwhelming majority supports keeping the National's as a stand alone event.
e. Should the "Nationals" regatta be renamed?	No.
f. Should the "Nationals" regatta be held in October or earlier? If earlier, when?	Majority (9 vs. 3) say keep it in October.
g. Should we include season counting races that occur earlier than the Vallejo Opener?	Majority (9 vs. 4) say no.
h. Should the race to Vallejo NOT count for season standings? (i.e., Saturday would not count, but Sunday would count).	Close majority (9 vs. 7) say the Saturday race to Vallejo should count. Since this is a close vote, I will reissue via email this survey question modified to ask what people think about NOT counting the Saturday race to Vallejo in the season standings, but allow use of a spinnaker for the Saturday race and award a special trophy to the winner of the Saturday race. In this scenario, the Sunday race from Vallejo would be the first season-counting race.
i. Should both the Saturday and Sunday Vallejo races count and scored as one race; averaging the results of both days for each boat	Majority (11 vs. 4) say no.
2. Sails and Rigging	
a. Should the class jib size be reduced to 125%	Majority (11 vs. 6) say no. Most of the skippers who said no said so adamantly.
b. Should the class headstay be roller furling?	Majority (10 vs. 7) say no. Most of the skippers who said no said so adamantly.
3. Class Rules	
Should the class adopt a change to Racing Rule 44.2 such that a penalty turn is reduced to one tack and one gybe?	Overwhelming majority (11 vs. 2) say yes.

I-36 National Championship

Coming October 8 and 9, 2005

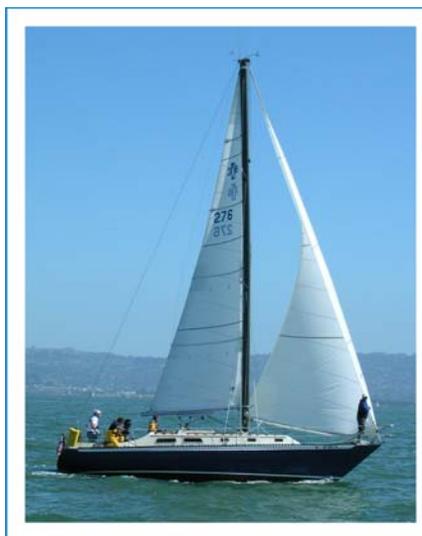
This is the Grand Finale of our racing season and a great party at San Francisco Yacht Club on Saturday night - with complimentary beer and a delicious BBQ Dinner. Svendsen's Boatworks and Harken are again providing the regatta T-shirts. This year cruisers are encouraged to join the fun; raft up at the yacht club, have a fun race of their own or just go out and support the I-36 racers. It's sad to come to the end of the season, but what a way to finish up!

For more information and to make reservations go to www.islander36.org!

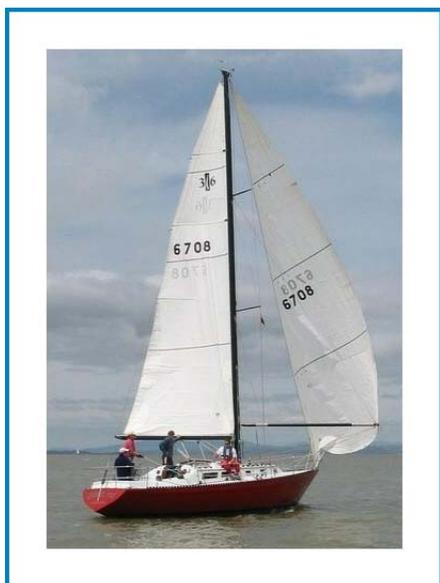
Islander 36 Final Race Results

Top Ten Places

Place	Boat	Points	After Throwouts
1	<i>Midnight Sun</i>	38	11
2	<i>Tom Cat</i>	34	14
3	<i>Absolute</i>	36	24
4	<i>Windwalker</i>	52	35
5	<i>Zenith</i>	67	43
6	<i>Diana</i>	77	47
7	<i>Pacific High</i>	87	62
8	<i>Tenacious</i>	104	65
9	<i>Mustang</i>	90	68
10	<i>Blue Streak</i>	108	74



Joseph Krensavage's Mustang



Peter Szasz' red boat, Midnight Sun, viewed from astern. This is the only view most of us get!

Way to Go Peter!

Midnight Sun Rockets to Wins

Congratulations to Peter Szasz and his crew from St. Francis Yacht Club. In addition to winning the I-36 season championship, they won the Larry Knight Perpetual Trophy with 2 firsts and a second place finish at the PICYA Lipton Cup Regatta, Golden Gate YC July 16 & 17.

August 27 Knox-Bonita Race

Organized by Encinal Yacht Club

It was a pleasure to head out the gate on such a beautiful day. The fog dissipated as we sailed West, yielding lovely warm sunshine.

As we tacked out toward the bridge, we had the thrill of seeing the 470 fleet charge by, along with their many support boats, on their last day of racing after 8 days of the 470 Worlds, hosted by the STFYC.

It was a good start. The fleet split immediately, most heading out to the Center Bay, but the 2 boats that sailed Raccoon Straights, up to the Marin headlands took the early lead just before the Bridge.

Midnight Sun then took the lead, widening it throughout the race. The rest of the Islander fleet sailed quite closely, with boats trading position on every tack.

We had plenty of wind, which only got light as we neared the Bonita Point buoy, making

it a challenge to reach the mark as the flood started coming in. There were some sail changes, both to larger sails in the light air, and to smaller sails as the breeze picked up in the Bay as we headed towards the leeward buoy down past Angel Island.

Midnight Sun finished so far ahead, that she was barely a dot in the distance, guiding the way to the finish line, but it was a good fight for second place, which was handily won by *Absolute*, followed by *Diana*, *Tomcat* and *Pacific High* all finishing very closely in that order. *Tenacious*, *Windwalker*, *Zenith*, *Blue Streak*, *Nimbus*, *Mustang*, and *Freedom Won* all finished not long after.



Absolute at Point Bonita Lighthouse

Membership Report

From Linda McClellan, Membership Chair

We now have 218 Members, with 33 new members added in 2005!

How do we keep growing at this rate? Many members carry I-36 Membership applications with them so when they see an I-36, they leave one with the owner or on the boat. Another way we attract new members is with one of the best Web Sites around!!

Some members may have been effected by Hurricane Katrina. We have 2 members in Louisiana and 2 in Alabama. I have e-mailed them but have not heard back. Hopefully by the Fall meeting we will know more.

If you have any changes to make to the Membership List, please e-mail lindamc819@cebridge.net

Cruising Notes

From Smokey & Laurie Stover, Cruise Chairs



Ballena Bay – October 22-23

Our last cruise of the 2005 season will be to the Ballena Bay Yacht Club located on the south-bay side of Alameda. This is home port for John and Nanci Melton of *Freedom Won*, our co-chairs for this cruise. Halloween is our theme so cruisers are encouraged to wear/bring a costume for the Saturday Yacht Club dinner. Saturday afternoon activities in the works are touring the USS Hornet and/or visiting Rosenblum Winery. Laurie has conjured up some special “bone chilling” activities for the kids.

BINGO is back with a special Halloween kids’ version and the traditional version (with a slight twist) for the adults. Visit the website and send in your registration form today.

Continued from *Drakes Bay* on page 3

change. However, about 1600 the winds and waves started to build as we got ready to go to *Evanescence* for dinner. Thus only the Walls and Meltons braved the conditions in foul weather gear. Dinner was just excellent. Laurie had Beef Stroganoff. Nancy Wall brought hot chili and Nanci Melton brought a mixed salad. We did not go hungry!!! By the time dinner was over the waves had built to about 2.5 feet and the wind was 24k. Not a pleasant ride back. Nancy & I stayed up until 2100 listening to the wind and the waves, checking our location. We must have slept hard after that as we later learned that Nancy & I had slept thru horns blowing as *Freedom Won & Evanescence* tried to get the attention of a ketch that had dragged her anchor down thru the boats and was about to go on the rocks/beach at the life



Fall Meeting – November 5

What could be more spectacular than spending the day on San Francisco Bay with your destination being the beautiful St. Francis Yacht Club. This prestigious San Francisco landmark offers stunning views of the Golden Gate Bridge, Alcatraz and Angel Islands and reminds us how unique and beautiful the San Francisco Bay is.

This will mark the closure of the 2005 cruising and racing season. Truly our “gala” event of the season for all members, celebrated with a fine dinner, dancing, racing and cruising award ceremonies and the announcement of the 2006 officers. Visit the website and make your reservations.

If you want to start the party a day early, there will be a dinner at the GGYC Friday.

boat building! It was saved by a couple of guys in a dinghy. Wind was in the mid 20's until about 0300 Monday, then quieted all of a sudden. One minute blowing like crazy and the next dead! At dawn we found a bright sunny sky, 5 knot winds and Drake's Bay like a mirror. On the way back, *Pulau* saw a whale just after leaving the east tip of Pt Reyes. *Evanescence* tried to troll thru Duxbury Reef with a 10 foot shark following them! Everyone motor/sailed back to the Golden Gate where finally some wind kicked in after none from Pt Reyes to Pt Bonita. It was a good trip, a little of this and a little of that! We think everyone had a good time and enjoyed heading out in the big water for a change.

See a kid's eye view of the Drakes Bay cruise in *Cruising Kids Corner* on page 8!

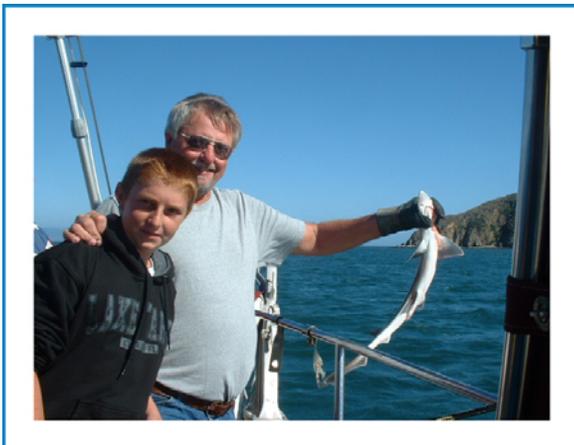


Cruising Kids Corner

This past season has seen a blossoming of kids' involvement in the I-36 cruises, with kid related games and activities becoming a main focus of events. This is the first of what will be a regular column in our newsletter, where the kids can tell their own cruise stories.

"The Drakes Bay trip was fun. We got to do a lot of stuff, like fish, walk on the shore and have a pot luck. We had a big shark follow us for a while and that was a little creepy. I also was able to catch a small shark, but we let it go. The best part was the potluck because I got to see everybody that I haven't seen in a long time. I had fun on this trip and can't wait to do it again."

-Donny Evans



Donny and Smokey catch a big one

"My name is Amber Evans from Smokey and Laurie's boat "Evanescence". On 4th of July weekend, we had a lot of fun. We played a lot of games such as, treasure hunt, walk the plank, tag and more. The fireworks were great. There were so many different shapes and sizes. I had a great time on the 4th of July. I think the weekend was perfect."

-Amber Evans



Amber, Smokey, and Donny

"On 4th of July weekend, we sailed from Alameda to the Bay Bridge and then to Redwood City. There we did many fun things including pirate games and celebrating the 4th of July. My favorite part was sailing there with all the other boats and meeting new people. I liked it a lot and can't wait to do it again."

-Donny Evans



Taylor and Nick Zevanove from Diana play animal bingo

What do you like the very best about cruising?

"Exploring the beaches and marinas."

What cruise or activity did you like the very best and why?

"Last October cruise to San Pablo, because I won 49er tickets at Bingo."

Where would you like to go on a cruise?

"Any place that has a beach or cove that is warm."

Comments or suggestions?

"The scavenger hunt was too easy for the big kids. Send us looking all over the marina. Also, cocktail hour is kind of boring."

-Zev kids check in

Hey Kids!

Send your letters to editor Sylvia Stewart at sylviaastewart@hotmail.com and a copy to publisher Kathryn Munn at kathryn@sailingmischief.com

Lazy Days of Summer – Napa, Benicia, and Beyond

Reflections on Summer Cruising



Benicia Cruisers

Napa and Benicia

Excerpted from articles by Rick Van Mell and Barb Henderson

Friday, August 8th, The Gods gave us no wind, but lots of sunshine, heat and a great flood tide to whisk eight Islanders up to Vice Commodore Tim & Rhonda Shea's home by the Napa River, for a Friday kickoff to a Benicia weekend and Delta jump-off. There we gathered on their deck to enjoy the swimming pool, hot tub or just nice shade. Meanwhile, Harry Farrell, Carol and Michelle Williams and friend Veronica on Pacific High went directly to Benicia as did the Hendersons on Kindred Spirits, and the Meltons on Freedom Won. Some took walks while the Pacific High crew inflated their kayaks and paddled about. The afternoon and evening were spent enjoying wine, hors d'oeuvres and conversation. On Saturday the Dicksons with the delightful Eleanor (11 months old) arrived from Tinsley on Nimbus, and the Damsens joined us by car as we waited to help dock the 9 boats (including Sheas on their power boat) from Napa and greet them with snacks and margaritas. Now we were 13 boats spread out on B, E and the Guest Dock. We dinghied ashore to fly kites before heading over to

the Benicia Yacht Club for a buffet of steak, mahi-mahi, potatoes, veggies, fruit and green salads. Prizes were given to father-son team Tim and Ian Shea for kite flying and the dinghy pilots were also rewarded for valor. John Melton celebrated his birthday with us, sharing a chocolate cake brought over by sister Pam. At the end of dinner, that most important topic came up - what time to leave the next day.



Carol and Harry from Pacific High

Summertime in the Delta

By Laurie Stover

The mornings were abuzz with calls from Marsh Wrens, Starlings and Woodpeckers. Great Blue Herons and Egrets waded in the shallows amongst the thick water hyacinths, snatching small unsuspecting fish as they swam by. Barn and Cliff Swallows were in full force flying effortlessly above the water, feasting on flying midges and mosquitoes. BIG Bass and Catfish could be seen frequently breaking water just long enough to entice you to grab a fishing rod and try your luck. I caught 4 catfish by rod, one in the crawdad trap. My excitement of catching the fish was contagious prompting Ian Shea to go fishing. Ian caught his very first catfish, and then some more! Early evening was a nice time for dinghy drives around the sloughs or visiting each other on our boats. As the sun set, the mosquitoes appeared and the fish began jumping. A sliver of a moon stood out in the night sky and the call from a Barn Owl could be heard off in the distance.

Please see *Summertime* on page 10

Continued from *Summertime* on page 9

The Delta

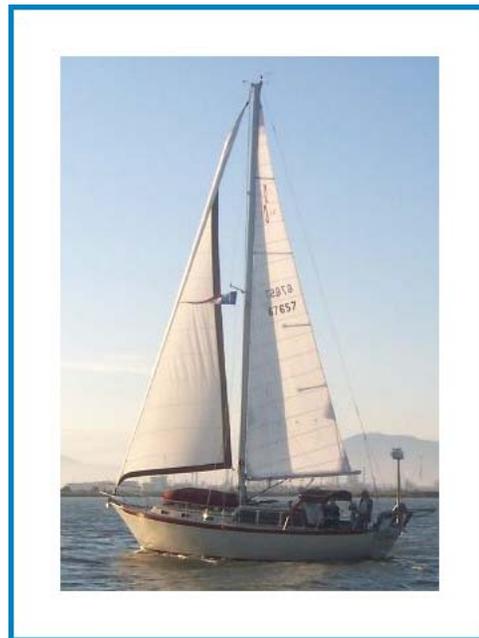
Excerpted from an article by Laurie Stover

The sunrise was beautiful as *Freedom Won*, *True North*, *Nantucket* and *Evanescence* motor/sailed across Suisun Bay under the Benicia /Martinez Bridge. Smokey promised me that the seas would “ease up” once we passed Pittsburg...he was right. We continued through False River, around Franks Tract, Old River, past Prisoners Point (hmmm, food for thought), Mandeville Cut, Tinsley Is, and Ward Cut, arriving at Hog Island around 3pm.

We anchored *Evanescence* first. Smokey snagged a tree with his grapnel anchor on the bow then the stern anchor was deployed. We lowered our dingy and Smokey assisted the others. With everyone secure, it was time to launch the dinghies and cool off with a swim. Neil invited us all to join him on *True North* for a potluck. Just as the sun was going down, the wind had died and all the food was on the BBQ *the mosquito's paid us a visit*. We were bombarded. Everyone was dancing around the cock pit smacking the little blood suckers, which seemed immune to the repellants we slathered on. Abandoning ship in a mass dinghy exodus, we all took refuge on our boats leaving dinner behind.

The next few days were spent kicking back, reading a book, enjoying the sights and sounds of the delta, great company, fuel filter maintenance, swimming and exploration by dinghy. We visited Tiki Lagoon for mosquito repellant, ice, popsicles and trash deposits.

And so we spent our three Delta days. Wednesday morning, 8/10, at 0600, we all left the peaceful Hog Island anchorage for our home ports. *Evanescence* stayed anchored there under the watchful eye of Twig who had arrived in his I36 *White Horses* while Smokey and I returned to Alameda on *True North* with Neil Lefmann. The following Friday, I drove Smokey to Tiki Lagoon where Twig was waiting for him. They spent a week exploring sloughs, islands and anchorages, returning to Alameda on Friday, 8/19 after stopping at Bethel Island, Pittsburg, China Camp and Paradise Cove.



Smokey and Laurie Stover's Evanescence

Lessons Learned

By Michael Jefferies

I thought about titling the story of my August Cruise.... "How Important Team Work Is In Preventing A Sinking", "Are We Having Fun Yet?", "Smokey Is My Hero", "Will My Family Still Sail With Me?" Sailing is a wonderful sport until something goes wrong and then it can be a real test of ones character. In my 40 years of sailing I've experienced 2 dismastings, rescued a man overboard and been a man overboard. In each situation I learned the importance of team work, quick action, maintaining your cool and being prepared.

Nantucket is the first boat I have owned so now I am learning the responsibility that comes along with the fun. During our cruise we had good times, but also a few mechanical challenges. One of the most alarming was when we were slowly working our way back toward Benicia. Within minutes of entering Suisun Bay we knew we were in for a rough ride. I have sailed in some nasty chop over the years and this easily matched the worst ever. Then Jean went down below and stepped into water above the floor boards. This was caused by the "dripless stuffing box" and exacerbated by the inoperative bilge pump. After baling with buckets and realizing that the leak slowed at lower RPMs, we radioed John and Nancy (*Freedom Won*) and Smokey and Laurie who were traveling with Neil Lefmann(*True*

Please see *Lessons* on page 11



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Orders must be placed by 12/15/2005. Prices do not include applicable sales taxes. Installation to be completed at Svendsen's Boat Works. Allow four weeks for sail delivery.

Continued from *Lessons* on page 10

North). It was very comforting to see two I-36's quickly arrive on scene and escort us to Benicia where we were able to fix it within minutes with Mike at KKMI on the phone talking Smokey through it.

We set out again, frequently checking the bilge for water as we worked our way through San Pablo Bay. As we neared the Richmond/San Rafael Bridge our engine began to struggle for fuel again and I realized that with all the turbulence of going through both Bays more debris had been shaken up in my 1984 fuel tank to the point that my filters needed to be replaced again. This had already happened on the way up and I had used my only spare filter at Hog Island. Luckily at slow speed I managed to finesse the engine and get the boat back to Sausalito. The engine crapped out just prior to berthing but we carried enough speed to reach our berth.

I learned a lot on this trip including:

1. What a great group of people are in the I-36 fleet.
2. That my family really knew how to work together in a pinch.
3. Clean your fuel tank once in awhile.
4. Make sure your stuffing box is in good order.
5. Make sure your manual bilge pumps are operable.
6. Learn more about the mechanics of your boat.
7. Appreciate sailors like Smokey who are fixers.
8. Carry extra filters.
9. Carry heavy duty mosquito fighting gear when going to the Delta.
10. Make sure your electric bilge pump works...I'm still working on that one.

Barb, Laurie and Michael's stories can be read in full at [www. Islander36.org](http://www.Islander36.org)

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www.islander36.org

Fall Newsletter, 2005 Islander 36 Association of San Francisco Bay

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