

GARDEN BAY SAILING CLUB

Winners of the Membership Sweepstakes

After careful scrutiny and application of appropriate handicaps, the first five skippers to return their completed memberships were: Ian Wright, Ron Breadner, Andy Cardiff, Dale Keerfoot, and John Mattison, each of whom received a pound of Twentyman's Coffee!!

Membership Renewals 2014

We have so far received 28 returned membership renewals, out of a total of 75 forms that were sent out by email and mail. It would appear as if there must be still quite a few who have not paid their dues. You are asked to do so ASAP. Thank you.

Winter Racing

This winter has seen some of the quietest Saturday Races, with hardly a zephyr of wind. But despite this we have managed to lure a few boats off their moorings to enjoy Pender Harbour.

Although many of you have tucked your boats away for the winter, we still expect to get a race going every Saturday, so if you plan to come out give me a call around 10am (883-1199), as we would love to see you out on the line!

This past month there were three races with a total of thirteen boats participating.

Next Pub Gathering

The next Pub Meeting is scheduled for Saturday 15th February. As usual this is at the Garden Bay Pub, after the race, or around 12.30pm if there is no race.

First Race/Cruise 2014

Although there was some interest in doing a cruise this month to Princess Louisa, it was not possible due to conflicting schedules. The team is working on the first Race/Cruise of the season and details will be announced in the next Newsletter, together with the dates and destinations for the rest of the year.

Skipper's Boat



Frendy, Islander 36

Frendy was built in 1977, and Charlie Park bought her in the US in 1991. Over the course of the last 23 years he has made many alterations to her, including changing the interior substantially, replacing the electrical and plumbing systems completely. Putting in new Holding and Fuel tanks. Installing new heating and refrigeration systems, as well as modern electronics. More recently he has just completed a rebuild of the original Perkins diesel engine. As Charlie says "in fact there is not much left that was on the boat when I purchased it!".

Charlie has been a long time participant in the club activities and races, and a leader in the new Racing/Cruising programme. He also takes part each year in the Single-handed Vancouver-Nanaimo-Vancouver race.

History.

Back in the mid 1950s a wooden boat builder named Joseph McGlasson based in Costa Mesa, California decided that he should pioneer fibreglass boat building and partnered together with Glas Laminates. This resulted in 1961 in the Islander 24, which sold like hot cakes. By 1962 they went their separate ways with Glas Laminates turning into Columbia Sailboats. Over the next number of years the company changed hands and name four times ending up as part of the Radion Group in 1971. Islander Yachts, moved to Irvine, California in 1974, and in 1984 the production was moved to Costa Rica, and bankruptcy followed in 1986. They were

not alone as such venerable names as Cal, Pearson, Gulfstar, Irwin, Bristol and Tartan all went into receivership.

During its existence, Islander produced many sizes of sailboats ranging from 21-foot (6.4 m) to 40-foot (12 m). The most popular and longest selling boat Islander produced was their 36-foot (11 m) long sloop, commonly called the I-36. This boat is of fiberglass construction with a wood-cored fiberglass deck and cabin roof. It has a skeg-mounted rudder and a fin keel.

The hull and rig were designed by naval architect Alan Gurney. The deck, cockpit and interior were designed by Joseph Artese Design.

Engine types.

The Islander 36 has had many engine types installed during its years of production. The early boats had gas engines, but later models like *Frendy*, came with diesel engines, but at an extra cost. She has the [Perkins 4-108](#) diesel engine.

Deck Layout.

The foredeck is fairly typical, containing an anchor roller and locker, two mooring cleats, and the forestay. The area under the roller and cleats is trimmed out in teak. The front overhead hatch is on an elevated section over the V-berth portion of the cabin. There is good space between the anchor locker and the cabin allowing for maneuverability on deck.

The cockpit is reasonably deep, with small to medium-sized drains. *Frendy* like most I-36s has a wheel for steering, and an emergency tiller attachment. The engine monitor panel is to the right of the wheel, about knee height. To port and starboard are cockpit coaming boxes. A locker with engine access is in the starboard bench, and two lazarettes are in the aft bench, with the tiller attachment placed between them. There is a perforated toe rail running along the deck and hull joint, and the genoa car tracks are set well inboard.

Interior.

From the companionway the galley is immediately to starboard. The galley has a

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sink, refrigerator, and a combined stove/oven. A wall separates the aft end of the galley from the cockpit sail locker. The galley is separated on its forward side from the main cabin by a low wall.

On the port side is the chart table over a drawer stack, and aft of the chart table is a quarter berth. Forward of the chart table and galley are two settees. Forward is a hanging locker to the starboard side and a head to the port side. The mast passes through the cabin roof at the aft-most point of the head.

At the most forward section of the main cabin is a door to the v-berth, master stateroom. This sleeping area contains a second hanging locker, plus an anchor locker door at the narrow end of the v-berth. The head has a door, sink with storage underneath, shower, and toilet.

Under Sail

The I36 has a relatively small mainsail compared to other yachts of this size, and therefore uses a large headsail to increase sail area. The boom is positioned relatively high from the bottom of the cockpit, and the end is more forward. Mainsail controls are through a cabin top mounted winch, leading to a traveler car system running across the deck in front of the main cabin sliding hatch.

The one aspect that Charlie says is awkward in the layout is that in order to adjust the main sail, he has to leave the wheel and go forward to do it. Other than that he says that she is a joy to sail.

After all these years the I36 is still a very popular boat and there is a large and active fleet in California. She is also a good off shore boat, and a few have completed circumnavigations of the earth.

Racing Rules Discussion

The first of the presentations on the new Racing Rules was held on Jan 18th. at the Garden Bay Pub. The Rules that were looked at were numbers 10 (On opposite tacks), 11 (On the same tack, overlapped), 12 (On the same tack not overlapped), 13 (While Tacking) and 14 (Avoiding

Contact). These are the Basic Rules of the Road for sailing and although everyone was aware of them it was a good opportunity to restate them. As with any discussion about the rules there were inevitably other rules that were touched on, just as in the real world.

One interesting point that came up is the two interpretations of Windward/Leeward side. Usually the windward side of a boat is interpreted as the side over which the wind is coming. However, when one is sailing directly downwind, or by the lee, the windward side is considered as the side opposite to where the mainsail is lying, i.e. it could be either side depending on the skipper's call. As soon as one steers away from directly downwind then the earlier interpretation reverts into play.

The date of next discussion will be announced shortly.

Rules Quiz

Just to keep the interest going, here is a question to ponder. Try sketching it on paper it helps!

Two boats **Red** and **Green** are maneuvering for a downwind start. The first mark is at right angles to the start line. The wind is at 15 knots and at about 150 degrees.

Red was sailing slowly with her sails luffing, about two boat lengths from the start line, on a course that was slowly converging with the start line, near the pin end.

Green was to leeward and astern of **Red** sailing faster on a course that was parallel to, and just to windward of the line.

When the two boats came overlapped, **Red** sheeted in her sails and they sailed roughly parallel directly towards the committee boat. Shortly after, **Red** hailed **Green** for "Room".

At the starting signal both boats were about 2 1/2 lengths from the committee boat.

Green continued on this course until she was within 1/2 a length of the committee boat, at which point she bore off and set her spinnaker.

Since there was not enough room for **Red** between the committee boat and

Green, **Red** hailed "Protest" and tacked around to start the race on port tack.

Who was in the right and why? Let me have your answers!!

Interesting Websites

For those who are nostalgic about sailing there are some good films to be found on the following sites:

[J-Class - St. Barths Bucket 2013](#)

For those who have built or are building their own boat:

[J-Class Yacht Atlantis J-7 - YouTube](#)

For those who want to know how to take down a spinnaker:

[Spinnaker takedown onboard the J Class Yacht Hanuman](#)

Enjoy!

Newsletter contributors

If anyone is interested in submitting an article for the Monthly Newsletter all you have to do is send it to me by the middle of the preceding month.

I am sure that many of you have items that you would like to share with fellow members.

Crewing

Many of the boats that belong to the club sail singlehandedly, either by choice or because of the lack of crew.

There are a number of people who are Club members who are listed as crew or "non boat owners".

It would be convenient for both groups if we could have a central point where skippers can contact potential crew. This I would propose should be on the web site.

Please let me know if I can add your name to the list, and lets start getting everyone in the club involved!

Fair Winds!

David Ll. Twentyman