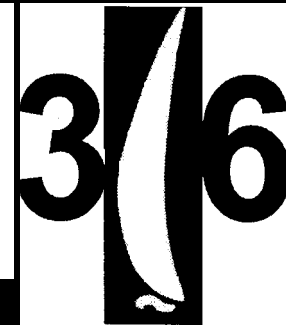


# Islander 36 Newsletter



April 1998

Issue 2

## Report from Mexico

By Don and Lenna Hossack

*Editors note: Sorry about publishing this late. Not enough room in last edition*

Feliz Navidad! Merry Christmas to all. We arrived in Mazatlan Oct. 16- drove to where our boat was stored during hurricane season. Spent 6 weeks working on our "TO DO" list. Found 3.7 peso beer plus a free lunch in old town Mazatlan, went to the theater to see live Flamenco dancers. Even found time to go to Copala, a tiny 400 year old village 40 mi. from Mazatlan. White buildings with red tile roofs and cobblestone streets make this town a picture postcard. Only three rooms at the only hotel in town. Left Mazatlan 11/28 to head south. Stopped at a very special island near Chamela-inhabited solely by frigate and booby birds. Walked the island-saw birds of all ages. They are not afraid of you-can get up close and personal and they don't fly away. Next at Tenacatita the water was very clear and warm as at Chamela. Stopped every night on our way down. The old harbor at Manzanillo was very quaint. At Lazaro Cardinas, we were asked to leave at 2am as we were in the way of a huge dredge! Arrived at Zihuatanejo where we are now anchored for awhile as Allison is flying in for Xmas. Had good weather and fair seas all the way down (436 mi.). It is great to see our old friends and of course make new ones. With the shop owners it is like "old home



week"-hugs etc. After 3 years, the hardware lady is coming out to our boat, plus the lady from Immigration, and the "Super Clean" laundry even gave us a T-shirt. When we arrived there were only 6 boats and now many more. Expect about 100 more to arrive in the next month. Don has been appointed the Mayor of La Ropa Beach by the other cruisers! I even have a fresh basil garden-one cruiser had to lighten ship for a race. The weather is beautiful-El Nino seems to treat Mexico well. Water is warmer this year at 82 degrees and air about the same. We have had light and following seas that were at times large, indicating that it was not so nice up north.

In most parts of Mexico, it takes weeks and mucho hassle to renew our FM3 yearly visa-here at Z-town they have become our friends!

Well, the Christmas tree is up and decorated (2.5' hi) and Don is working on the Xmas lites. Now there are 20 boats in the harbor. We miss you all. Don't forget you can reach us at this address:  
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## Commodore's Corner

By Rick Van Mell

We had a wonderful Spring Meeting with 15 boats rafted up at San Francisco YC. A good chance to catch up with friends after the winter months, and to plan for another season. Enthusiasm is running high and all signs point to a high level of participation. We even had a great songfest on Saturday night. We've gotten some pictures of the gathering, and they are posted on the web page: [www.paw.com/sail/islander36](http://www.paw.com/sail/islander36).

Another highlight of the weekend was watching Aquitaine Innovations sail in under the Golden Gate Bridge to win the Gold Race and set a new record for the 13,205 mile New York to San Francisco passage around Cape Horn. Back around 1850, the grand and glorious clipper ships were built to "clip" time off the run to attract more passengers who were headed west to make their fortune in the gold fields of California. The race started in New York Harbor on January 17th, exactly 150 years after the discovery of gold at Sutter's mill. There were only three boats in the race - all open 60 class boats originally designed for single handing around the world, but converted (by adding a second bunk) for a crew of four or five. One of these set the current world record for a 24 hour run - 449 nautical miles, or 18.7 knots average. Aquitaine's 57 day passage broke Isabelle Autissier's record of 62 days set in 1994, and was 42 days shorter than the clipper record of 89

days. Isabelle finished second this year, 6 days after Aquitaine as she got stuck in the slows coming up the California coast. Her time was 7 hours longer than her 1994 record. Aquitaine's average speed was about 9.6 knots! If you haven't found it, take a look at pictures from the day on our web page at [www.paw.com/sail/islander36](http://www.paw.com/sail/islander36).

Speaking of our web page, it has become a regular forum for questions about rigging, engines, repairs, and just plain interest. We have over 80 e-mail addresses now, but unfortunately, through a slip of a keystroke or members changing addresses, we get about ten back which are undeliverable. We try to keep up, so if you have an e-mail address and are not getting occasional I-36 mail, please send a message to Treasurer Harry Farrell (who keeps our master database) at [pachigh@aol.com](mailto:pachigh@aol.com).

So enjoy the newsletter, and plan to join our races and cruises (again, they are posted on the web page, and were in the last newsletter). We particularly encourage non-resident members to get in touch with us if they are coming to the Bay area if they would like an opportunity to sail on the Bay. Call or e-mail any of the officers - names and addresses are in the Newsletter.

Clear Sailing for 1998, and I'll see you on the water.

## TI Pier Race, Sunday, May 17

*Racers: Call Frank Burkhart 650-593-9982*

# Membership News

By Skipper Wall

At the Spring meeting it was reported that we had 146 members. The categories are as follows:

Regular:	80
Sustaining:	8
Non-Resident:	54
Crew:	0
Corporate:	6

Five members have sold their boats and are no longer members. Approximately 25 1997 members have not paid their 1998 dues. A second "We Don't Want To Lose Touch" letter was mailed to each on the 17th March and it is our hope that their not rejoining was just an oversight. If they do not respond by the 15 April they will be dropped from the membership list and we will lose touch with them. When the list is purged of the non-payees the up-dated list will be mailed to all current paid members.

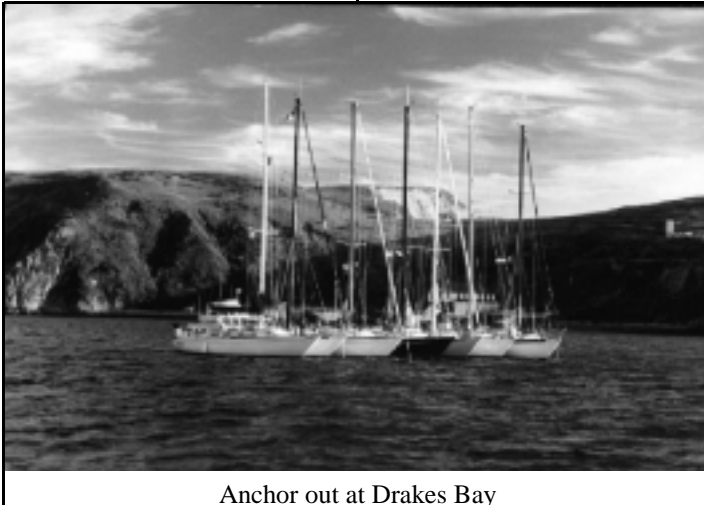
I would like to encourage all racing boat owners to make their crews aware that we

have memberships for them at \$5.00 each. We would really like to see them all join our Association. There were several a few years back. None now, let's change this! Your crew just might become an Islander36 owner by being a member.

And when you see an Islander 36 in a slip of your marina. Check to see if "it" is a member and if not slip an application under the hatch board. If you need an application give me a call and I'll get one back to you asap. And make a couple of copies for future use. Sometime in the near future, the application is to be posted on our I36 web-site so it can be downloaded directly from there.

We have gotten many requests for information and applications directly from our web site. And our web page has a counter on it. Check it out and see the huge number of people who have visited there....It's amazing!!!

Smooth Sailing this coming season....



Anchor out at Drakes Bay

## Memorial Day Cruise to Half Moon Bay

Saturday - Monday May 23,24,25

Cruisers: Call Tim Koester 510-638-7638

# TRY GOING NORTH THIS SUMMER--WAY NORTH

by Don Schumacher 4/98

Sometimes an opportunity to do something which is not an Islander 36 cruise, comes along which just can't be passed up. A view of the midnight sun at 180 degrees apart just in June of last year looked like a good candidate. The objective of this almost water story was to see that sight at Kirkeness, Norway, and at the North Slope of Alaska in a two week period without getting seasick, airsick, or sick of travel. In the end I can certainly recommend the North of Norway to any intrepid sailor who needs another yarn to spin or another notch on his seabag. Prudhome Bay on the other hand is better viewed in photographs.

The Norway part was 13 days on the Norwegian mail boat (it looks like a cruise boat but is really a mail boat and the primary transportation along the West Coast of Norway). It runs from Bergen to Kirkeness and returns, with stops at near 3 ports in every twenty four hours plus side trips by launch, bus and foot to proudly maintained places of interest along the way.

The biggest surprise, being largely a fairweather sailor, was the yachting facilities in Bodo. Under threatening skies and 9 degree Celsius we had a bracing walk 2 miles from the ship dock to the yacht basin thru the town centrum. The Bodo Yacht Club (Bodo Batforening) was a revelation:

600 members and 400 berths. They kindly gave us an annual financial report which was very enlightening as to how they got along. Approximately 1/3 of the berths contained sailboats, plus a dozen boats in a large yard (and maybe winter storage) and four 40 footers on the ship dock ready for launching. This is all above the Arctic Circle at N67o 17.425' and E14o 23.857'. One of the eight travelling companions was a sailor from Oslo who we had taken sailing on San Francisco Bay so part of the trip was to develop GPS waypoints for future use.

There were many other fascinating ports along the way; the descriptions of which can wait for another day. Suffice to say, if you had the urge, a private charter could surely be arranged with little risk (other than the occasional n'easter off the

icefields) for an unusual and gorgeous place in largely protected waters. I'm told the winters aren't quite as nice. Part of the treat, however, was some day-sailing on Oslofjord on a Rasmussen 35 which left no doubt about the quality of the boats and the pleasant summer sailing.

The second leg after a quick visit to friends in London was several days in Halibut Cove off Cook Inlet near Homer on the Kenai peninsula with some other friends. This is a totally isolated water community

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with only wooden walkways and small boats for moving around the small community and reached only by boat.

British Petroleum runs a daily plane 2 hours north from Anchorage for its employees and government visitors (I was neither but it was legal). On this clear day the pilot did a 360 around Mt McKinley, just above the elevation of the 20,000+ summit. Besides sightseeing we could count all the people who thought climbing the mountain was a cool thing to do--in fact a fair number seem to get permanently cooled each year.

Prudhoe Bay (approximately N71o and W149o- --no GPS along) is itself dead flat and besides the Elk, Ptarmigan, Owl, Fox and Bear it has a bunch of oilfield

equipment reaching off to the horizons. Also included is a lot of indoor living space for the people who come up for a two week shift—not exactly Lower 48 type living summer or winter. Besides the abundant wildlife a trip by road out to a gravel island at the edge of the Beaufort Sea starkly illustrated how tough the area could be. Particularly, to see the sea ice within a couple of hundred yards of the road waiting for the next strong wind to close the open water lead.

I, like many of you, cherish my days on the Bay, but there are some fascinating near-sailing adventures out there.

## ELECTRA-SAN WASTE TREATMENT SYSTEM:

By Skipper wall

Wanting to be environmentally correct, the first to install this waste treatment system was Pat & Gary Salvo (Ophira). When it was installed and had been working for several weeks Nancy & I (SnowFlower) decided to have an Electra-san unit ourselves. In addition, Barbara & Fred Cucksey (Misfit) replaced an old electro-mechanical unit with a new electronic unit now available.

To acquaint you with what an Electra-san unit is and what (how) it does it. It is a Coast Guard approved Type 1, MSD, manufactured by Raritan. It can be installed on a manual flush or an electric toilet. The units are available from Seapower in Oakland, West Marine and Boat US. It can be used in all locations not designated as "no discharge". For San Francisco Bay sailors that means only Richardson Bay.

The Electra-san unit consists of two chambers and an electrode pack that temporarily converts salt water into a powerful bactericide for the duration of the treatment cycle. The flushing action discharges waste and water into the first chamber where the waste is macerated and treated. The treatment is by the electrode plates being electrically energized to temporarily convert salt water into "hypochlorous acid". This solution treats the waste and destroys all forms of bacteria. The acid then reverts back to the original state of salt & water. The next flushing, new waste enters the first chamber forcing some of its contents into the second chamber where it is stirred and treated again. The mixing in the second chamber also prevents sludge from accumulating and to ensure uniform treat-

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ment. After several flushes the original (first) flush is finally overboard and is completely treated with no harmful elements added to the water.

For those in fresh water a salt tank is provided to add salt to the water to get the "hypochlorous acid". For those who don't install the salt tank which we didn't, as we are in salt water "all the time" but when we go into fresh water, such as up into the Delta, we think, just adding some table salt to the flush would be sufficient. May have to experiment some for the correct amount. The control panel will inform you as whether you have high or low salt.

The installation was fairly straight forward after getting the holding tank out. We installed the ES unit on the shelf where the holding tank was removed. On SnowFlower this is under the v-bunk. The unit requires a 60 amp breaker and a total of about 42' of #1 wire. When the unit is operating it draws 40

amps. Fortunately for only about 40 seconds. So the draw down on the batteries is not that great.

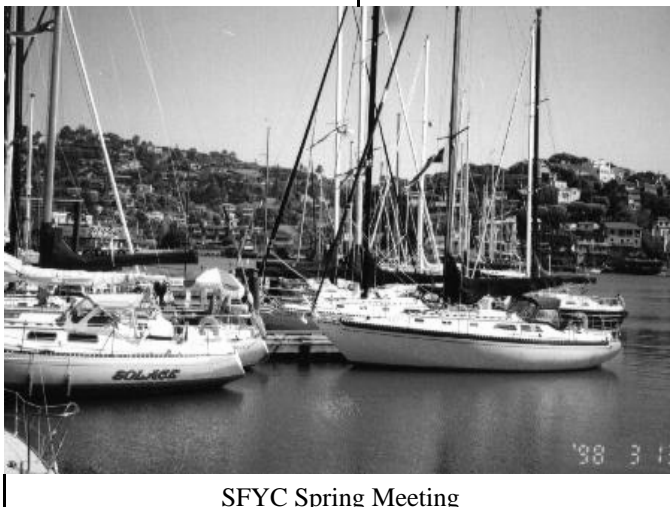
The Control Panel, which starts the treatment process was installed in the liner behind the toilet. The #1 wires, red & black run from the treatment unit under the v-bunk, under the toilet, outside the port water tank, under the chart table storage and under the quarter berth to the 60amp breaker under the electric panels by the steps.

From the Control panel, a ribbon cable runs to the treatment unit which does all the "thinking" that goes on with this system. New hoses were installed for the intake and discharge. Installation on SnowFlower took two of us about seven hours after I had spent about 4 hours cutting the hole for the Control Panel and an access panel in the v-bunk for future maintenance of the Treatment unit.

## The 1998 Cruising Season Has Begun!

by Tim Koester

The March 14<sup>th</sup> "Spring Kickoff meeting marked the beginning of the 1998 cruising season. After what seemed like months of rain and cold, we finally had a beautiful weekend to enjoy at the San Francisco Yacht Club. I believe we set a new record for the number of boats in attendance. There were a total of



SFYC Spring Meeting

16..!!! Snowflower, Ophira, Zenith, Vanishing Animal, Solace, Windago, In Conference, Natural High, Kindred Spirits, Night Train, Absolute, Escape (F36), Pacific High, Silver Shadow, Free Spirit (F36), Misfit. If we count the three Islanders who live in the marina (Blue Streak,

*(Continued from page 6)*

Pilot, Sultana) we had 19 Islanders present. Those who came via "land yachts": were Blockbuster, Blue Moon(F36), Obsession(E38), and Seaward. Lots of time was spent touring the boats and it was especially nice to have two Islander Freeports amongst us.

The SFYC served up another delicious meal during which the officers gave their reports. Rick Van Mell gave us a history of the "Gold Race" which was due to finish in San Francisco around the time of our meeting. The race is a 14,000 mile course from New York to San Francisco, around "The Horn", retracing the route that brought the first gold miners to San Francisco. We had hoped to see the boats after the meeting, but the race didn't finish until Sunday morning. After the formal part of the meeting we all headed

back out to spend more time boat touring, story telling, and comparing of varnish work. Don't miss our pictures of the meeting on the Web Page.

The Saturday evening event was hosted by Pat and Gary Salvo on "Ophira". The fare included steamed artichokes, brie, pate, nuts, wine and lots of Fun! Rick Van Mell & Bruce Hunter (F36-Escape) led the 14 people filling Ophira's salon in a sing-a-long of sea shanties and bawdy limericks!!!! Those spending the night were: Snow Flower, Ophira, Zenith, Vanishing Animal, Pacific High, Escape, Solace, Windago, Silver Shadow, & Misfit.....

To use an old phrase...a good time was had by all!!!

## Tune That Rig

by Rick Van Mell

This is a question that was posted on our Web Site. Rick Van Mell replied and asked if I would publish it in the newsletter.

### Question:

Who knows about how to tune my rig ?? I just slacked the whole thing in order to reinforce my starboard bulkheads. Thought I might feel out some ideas on how to do it. Any ideas ??  
Jim Stover

### Answer:

Jim:

You've asked a good question. I don't have an answer in specific pounds for the shrouds, but I have set the backstay gauge at 2,000 pounds for going upwind ( back

down to 1,200 off the wind or at rest.) There is probably a wide range of pounds depending on whether you have rod or wire rigging, and what size rigging, and what material.

Over many years of setting up masts, my technique has been to loosely put the spar in the boat.

Adjust the fore and aft rake with the forestay and backstay. I generally like the mast on our Islander within an inch of vertical when there is about 1,000 pounds on the backstay. Checking vertical is easy - just hang a weight on the main halyard so it hangs just above the boom. Then measure the distance from the halyard to the mast.

Next, use the main halyard to see if the top

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of the spar is over the center of the boat. A rough approximation is if the weight on the main halyard is hanging directly over the boom. (There will be enough wind, wave or just you walking around to make it obvious this is not precise.) Alignment is done (assuming a wire, or no-stretch halyard) by holding it down to the main chainplate on each side to see that it is the same length. (If the halyard doesn't reach the deck, lash on a metal tape measure, which also makes it easy to measure to an eighth of an inch.) Adjust the main shrouds until the halyard measure the exact same to port and starboard chainplates. This will center the top aloft. Take up two or three more full turns on the main shrouds. Then tighten the intermediates and lowers to hand tight.

The next step may seem rather funny, but it does work. Rock the boat. Yes, stand at the centerline, step out to one side grabbing the rigging and throwing your weight outboard like you might on a swing. Then, as the boat moves a little your way, time your return inboard just as the top of the mast starts back to center. But continue on across the boat, grabbing the opposite rigging and hanging out there to accelerate the roll. Repeat this process about 5-8 times until there is a good roll going. (This is best done in flat water tied to a mooring or just drifting - it won't work with tight dock lines.) Now for the value of this caper. Immediately lay your head along the aft side of the spar and watch the shape as the boat takes up at the end of the roll. If the

top of the mast seems to fall away in a curve to leeward, the first adjustment would be to tighten the upper shrouds, but be sure to tighten both sides the same amount to preserve the centering of the top. If the middle of the mast falls to leeward, tighten the lowers. If the top of the mast still appears to fall off to leeward, you may have tightened a lower excessively on one side. Repeat the process several times until the mast appears to remain straight on rolls to port and starboard.

The last step is going sailing upwind in a moderate breeze - say 10-12 knots. If the leeward rigging is loose, tighten to take out the slack, counting the turns for each shroud. Then tack and make the same adjustment on the other side. While doing this, again check that the mast remains straight looking up the back side of the mast. Repeat several times, and check again under 15-18 knot conditions and you should have a good set. This method will eventually achieve a tension which is sufficient to keep the mast aligned when under sail - the goal of a good set. Since this load is what the boat experiences under sail, it should not be too much to strain the boat or the rig.

I hope this is of some help. I'd be happy to hear any other opinions on the subject.

Richard Van Mell/CLC/San Francisco CA/  
C&L/US

## Dressing Ship

*Eavesdrop on a discussion as three old friends, Rick, Robert and Mel, offer suggestions to Steve who is building a new 53' J-160. Steve had invited suggestions to add to his shopping list at his favorite toy store - West Marine - and was*

*asked if he had signal flags, maybe two sets, on the list to Dress Ship. By Rick Van Mell*

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### Steve

Speaking of dressing ship, a couple of questions.

1. When you hook your 2 sets of signal flags together they are in the sequence listed in Chapmans, I presume.
2. How do you figure out at which point to attach the halyard? That question assumes that you hoist the string outside your shrouds. Do you? If so, do you have to put a downhaul on the halyard to get it down?
3. I was thinking of hoisting in two separate strings: One on the spinnaker halyard with the lower end affixed to the spinnaker tack line at the end of the spinnaker pole and the second string on the topping lift halyard with the lower end attached to the third reef clew line at the end of the boom. This would necessitate lowering the dutchman system out of the way - no problem.

### Rick

1. My recollection is that one is supposed to alternate letters and numbers, but the count doesn't come out right. I believe you also are NOT supposed to spell out anything. (Back when Chicago YC was raising money for the Heart of America challenge, I dressed ship with the flags spelling out Cup Race and 1986.)
2. Yes - I always use a spare sheet as a downhaul to retrieve the halyard if the string of flags separates. I tie the ends of the downhaul lines at the base of the mast. Luckily, I have only needed to use them once. The flags themselves are only held together with the toggle into the loop of the flag above. The top flag has a short piece of small stuff which I use to tie the first flag to the halyard.
3. I also always use two strings - fore and aft. I even leave them linked together and rolled up, with the first and last flags marked Fore or Aft and "Top" for the first flag. I use the spinnaker halyard forward with the lower end tied to the

bow pulpit. Proper form would be to have the string of flags continue on down to "water's edge" bow and stern - this I don't do. I use the main halyard for the aft string, and tie the end of it to the stern pulpit. In the old days, I would tie a short piece of small stuff around the forestay (and the backstay) about half way up with the thought that it would keep the flags from bowing out too much in a strong breeze. This has a disadvantage if in a parade where you are changing course a lot and the flags tend to get wrapped around the forestay and backstay. Now I just hoist away and it seems to work fine, even under way and changing course. I have been impressed at how strong the flag strings really are. I've flown flags in about 20 knots and though they sound a bit scary, they held together just fine. I tied the stern set a bit off center which seems to help it avoid wrapping around the backstay. And, the bow pulpit is far enough away from the headstay to do the same thing.

**Robert** (who was copied on the e-mail exchange as a true old salt of tradition.)

Hello Steve and Rick,

Quite an accolade coming from Rick, "Robert...who is the master of such things," when actually the only thing I am certain about these days is how to spell my name. Okay, here goes my "oar in the water."

You are quite right, that signal flags used for dressing ship, should not be used to spell out anything, nor be in such a configuration that it could be connoted that a signal is being sent. (I doubt the latter would even be considered these days. Not too many corinthian yachters can read those flags.)

Also, as Rick points out, the signal flags used to dress ship, should only be fore and aft along the outermost stays and not on inner stays nor athwartship along the shrouds.

Rick is also quite correct, that according to

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custom, the flags should be "water-to-water" and suspended from the stemhead to the water's edge forward, and from the taffrail to the water's edge aft. Like Rick, I usually dressed from deck-to-deck. On yachts having a bowsprit and a taffrail or a bumpkin or other appendages aft I would fly water-to-water. I have rarely seen this custom followed except in USS CONSTITUTION and in USCGC EAGLE, both sailing ships.

Following is the flag sequence proscribed by the U S Navy and in use since WWI. (Before then, flags were more custom to each nation and not International. Today the flags are recognized the world over.)

**AB2 UJ1 KE3 GH6 IV5 FL4 DM7  
PO3s RN1s STØ CX9 WQ8 ZY2s**

(the small 's' means 'substitute' or 'repeater.' i.e. '2s' is second repeater or substitute.)

You may know that the flag protocol accepted by many yacht clubs is that established back in the 30's by the New York Yacht Club and I recall seeing published (at least in earlier editions) of Chapman's. It calls for flying only one yacht club burgee and one officer's flag from the starboard spreader. For purposes of dressing ship, (if your spreaders are long enough), you may wish to just rig a temporary second flag halyard halfway between the shroud and the mast-tang.

On the outboard spreader halyard, fly your association burgee (or standard) and on the inboard halyard fly your yacht club burgee. Of course, if you have a flag halyard at the truck, your personal pennant, yacht pennant, or officer's flag is hoisted aloft. In that many modern yachts have so much jewelry at the truck, flying a flag aloft could damage equipment, so on many modern yachts flags at the truck are not flown. Fly those flags from the spreader.

If you remove the three flags, U, W, and 1, from the 'string' and fly together as 'UW1' from the port

halyard it is a recognized signal. Check H.O. Pub 102, International Code of Signals, and you will find that UW1 means "Thank you and bon voyage." Seriously, it does. Of course, you could also fly 'QR1' which means "Permission to lay alongside." ('QR' is "I cannot lay alongside.")

Rick describes a very effective method of hauling the flags aloft. Good system. I use a variation on the same theme, in that I like to have the main halyard on deck and available. I haul two temporary blocks (usually spare snatch blocks) aloft on the spinnaker halyard with secondary halyards reeved through the blocks. I use those halyards for the signal flags. To solve the catenary problem of the flags flying away from the rigging, I use a spare clevis shackle that can run freely up the headstay and backstay and is lashed to the flag string about half way up the rigging. Depending on the height of the mast, I agree with Rick that usually tensioning the halyards or quickly releasing the array from the tack and re-tensioning will usually clear a fouled flag from a stay.

I disagree with flying flags using the spinnaker pole or extending the flags forward with the spinnaker pole. Leave the spinnaker pole stowed and use only the two strings aloft as previously described. Dress ship flags should only be flown as one continuous string of flags from stemhead to truck to taffrail or the trucks of both masts, if you are sailing a schooner, yawl or ketch, etc. There should be no intermediate string of flags. If the 39 flags in a set do not complete the "string", consider a second set of flags and just repeat the array. I trust you would never stoop to using gas station pennants as I have seen done elsewhere.

A long time ago, somebody figured out that the above array gives you the most varied array of color and shape and does not signal nor spell a message.

# Islander Classifieds

To list your classifieds, please contact Fleet Secretary Gary Salvo at 916-363-4566 or via e-mail : [grsalvo@pacbell.net](mailto:grsalvo@pacbell.net)

**Embroidery Factory**  
**6008 Egret Ct.**  
**Benicia**  
**707-746-7625**



ROBIN SODARO

466 Coloma  
Sausalito, CA 94965  
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**The Industry Leader.**  
**(510) 522-5373**



**SVEND SVENDSEN**  
*President*

**(510) 522-2886**  
**FAX (510) 522-0870**  
**1851 CLEMENT AVENUE • ALAMEDA, CA 94501-1395**



**JOCELYN NASH**  
Sail Consultant

Quantum Pacific  
1230 Brickyard Cove Rd.  
Suite 200  
Point Richmond, CA 94801  
T: 510.234.4334  
F: 510.234.4863

# Pineapple Power!



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**(510) 444-4321**

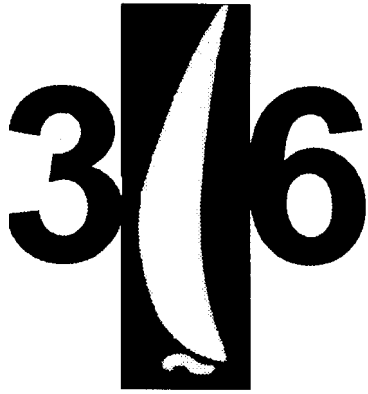
**123 SECOND STREET**  
**OAKLAND, CALIFORNIA 94607**

***In Our Next Issue...***  
***Cruise Notes***  
***Maintenance Tips***

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**Islander 36 Association  
of SF Bay  
9265 Linda Rio Dr.  
Sacramento, CA 95826**

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April 1998 Newsletter - Islander 36 Association of SF Bay

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