

Islander 36 Newsletter

August 2000

Issue 3

Coming up -

Annual Meeting

Nov. 4th

San Francisco YC Belvedere

Details in October issue

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SAILING THE SOUTH PACIFIC ... A Lifelong Dream Come True

Richard and Sun Hee Balcom: "Moku Uhane"

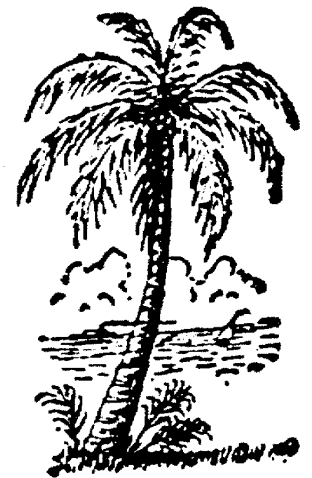
About a year ago two fellow sailors, Joe Hollars and Charlie Broder, approached me about sailing the South Pacific, which was a lifelong dream. Since I couldn't take off from work for the four-six month duration of the voyage, they agreed that I could make a one-way passage south, and a friend of Charlie's would take my place for the return passage. After inspecting our three boats we agreed that Joe's traditional 38 foot full keel cutter would be the most comfortable, since Charlie's boat and my boat are similar 36 foot fin-keel sloops (Islander 36's) built more for speed than comfort.

We spent most of our free time the first six months of the year (with a big assist from Sun Hee) getting Joe's' 20-year old boat ready. I was assigned the navigation duties of planning when and where we would go. We departed July 1 from Honolulu for the Marquesas Islands with a planned half-day stop at Kealekekua Bay on the Big Island. We spent the days on the long sea passages following a routine of preparing meals, napping, reading, laundering and showering on the stern, taking three-hour watches at the helm at night.

The nights were the most memorable with the brilliant planets, constellations and Milky Way, and the

fireworks display of twinkling and exploding bioluminescence in the sea. After a few weeks I could tell what time it was and confirm we were headed in the right direction with a glance at the heavens. Between the wind steering vane and autopilot that we had installed before the voyage, we rarely needed to hand steer the boat which would have been tiresome. After beating into light 10-15 mph winds and smooth 4-8 foot seas for three weeks, we reached Nuku Hiva on July 22, a 2,300 mile passage from Hawaii.

We spent a week hiking and taking 4WD sightseeing excursions on four of the six inhabited islands of the Marquesas. The Marquesas are extremely rugged with mountains that rise vertically out of the sea with good anchorage in the deep bays that indent the rugged coastline.



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Commodore's Corner

by Rick Van Mell

Another good year is rail down and flying past for your Islander Association. Across our membership communication continues at a good pace with ideas, questions, and answers flowing over the internet and in the Newsletter. Sales and purchases among I-36 and Freeport owners has been particularly strong this year. Our boat values remain strong and there appears to be a healthy "liquidity" of sorts too. There are buyers and sellers looking for both well maintained, top-shape, feature loaded boats and bargain priced boats that may need a little work.



Stories and pictures from members around the country keep us all in touch with each other and allow us to share the endless ideas and pleasures of sailing an Islander. And they are in many, many places. On a July cruise from Maryland to Maine I saw two fine I-36s in the slips at Galesville, MD. So, take a few minutes to send an e-mail about a particularly nice place you visited, a glorious passage, or a great party you had aboard. Attaching a picture file makes it easy to share with everyone and paste into the Newsletter.

On San Francisco Bay, our participation in events remains very active. The racing is showing some new life with Daphne Jackson's Nimbus and Tim & Rhonda Shea's Lean Times being new members on the starting line. And Tim & Rhonda, our Cruise Chairmen no less, have a brand new baby too! Our July 4th Benicia rendezvous was probably the largest ever - 16 boats represented. Look for more details on racing and cruising in articles from Roger Milligan, Larry Terzian and Tim & Rhonda.

It's hard to believe that by the time you're reading this, our Fall Meeting on Saturday, November 4th will be on the outer edge of your radar screen. That's usually a great time to be in San Francisco, and I invite any of you with potential plans to travel west to try and arrange being with us for this great event. I'm sure we can get you sailing on the Bay, and Napa Valley's wine country is less than an hour from our meeting at the San Francisco Yacht Club in Tiburon.

Clear sailing for the rest of a great 2000 season.

Women Who Sail

Watching women compete in the America's Cup was inspiring. The skills of the women of the I-36 Association are impressive too. From this editor's perspective, it seems an awesome leap to progress from Novice to a "Woman Who Sails"--who has learned to tackle the gear, the lingo and the intricacies of sailing and face the unpredictable elements of wind and water. This is the first in a series of articles exploring how some women sailors got involved with and became proficient in the sport, and what they find that is fun, as well as challenging about sailing. Hopefully it will inspire more women to brave the waves.

Here is one woman's story of how she came to sail:

I was a teenager when I began sailing as a member of a Girl Scout Mariner troupe and sailed all through High School. The scout leader's husband had been a life-long Boy Scout and thought that his two daughters and their friends should be able to do all the things boy scouts got to do. He is the one that proposed forming the Mariner Troupe and our parents all agreed. He taught us to sail in an 8-foot Sabot that he made us build from a kit. We learned to row a dingy, paddle a canoe and tie knots. Most times we thought of him as a slave driver; he



allowed for no sniveling and expected us to do our best. We loved him and we had a blast!

Every summer we sailed to Catalina on an old 45-foot wooden Ketch named "Resolute," owned and sailed by "Captain Ed". It had a nice long bowsprit, and we would fight over who got to be the one that stood or sat on the tip when we got underway,

then we would pack on as many as could fit. After several years, his insurance carrier required that he put a net under the bowsprit because of liability--and being out on the sprit was never quite as exciting again. Every afternoon of this trip we sailed! We raised & lowered the anchor, raised & lowered the sails, handled the helm, and the all lines (no roller furling or self-tailing winches).

During the summer we entered sailing races all around the Los Angeles area. We learned a lot and did pretty well. After High School I did not sail again until 1984 when my husband and I began chartering sailboats in the Caribbean with friends. Then we decided to buy our own boat to sail in San Francisco Bay.

I have crewed on races and "absolutely" recommend lessons, especially if one is new to boating and uncomfortable about being on a boat. And I think that just like learning to drive, it may be best to be taught by someone other than one's "significant other." The most difficult thing? Obeying a command without questioning, *i.e.*, "Why do we want to tack now? Why *can't* we tack now?" My hubby says that I take too seriously the words on an old bumper sticker that says, "Question Authority!"

What I like most about sailing? The feeling of excitement when a boat is trimmed perfectly and it is cutting through the water like an arrow, the sails filled with wind propelling you forward. I feel like I could go on forever, and never want to stop.

My favorite sailing experience was sailing the boat down to Mexico. My watch was always 3:00 to 7:00 am. When I got up on deck I would see the stars and then watch the darkness give way to the sunrise. Magic!

Her recommendations: "Learn to sail. If a person is afraid, then learning what to do instead of being afraid, is very powerful."

(If you would like to share your sailing experiences, contact Newsletter Editor Barbara Henderson, babsadams@aol.com - 415 457 0771).

The natives were very friendly, especially since they spend the entire month of July feasting, drinking, dancing and singing every night during their Rare festival in makeshift bars and restaurants set up next to the beach. On our hikes we saw spectacular waterfalls and impressive cut stone ruins, petroglyphs and castrated stone tikis representing ancient Polynesian nude gods overgrown by the jungle.

From the Marquesas we sailed 600 miles with the Southeast Trade winds on our port beam to Rangiroa in the Tuamotos. Despite light winds, we made good speed by deploying a genaker (cruising spinnaker sail). Some days we averaged almost 150 miles which is record-breaking for Joe's boat.

The Tuamotos are the so-called dangerous archipelago of flat palm-fringed coral atolls where many ships have run aground before the advent of GPS satellite navigation. On our approach to Rangiroa we passed through a pile of thrashing feeding fish and managed to land a 90-pound Ahi (yellow fin tuna) with our hand line (no easy task). After anchoring in the gin-clear lagoon of Rangiroa, which is the most developed of the 20 or so atolls in the Tuamotos, we managed to sell our big fish to a local resort hotel.

Rangiroa is the second largest atoll in the world after Kwajalien with a lagoon that is some 40 miles long, and so wide that you can't see across to the islands on the opposite side of the lagoon. A few days after we arrived, Sun Hee and Sue (Joe's wife) flew in from Honolulu via Tahiti, and Charlie flew to Tahiti to join his wife for a two week vacation in a resort hotel. For the final two weeks of my cruise we were two couples who sailed 400 miles through the Tuamoto and Society Islands.

We did a lot of scuba and skin diving in Rangiroa which is an underwater paradise. Scuba dives consisted of being dropped off from an inflatable boat at the seaward entrance of the passes that lead into the lagoon and drifting with the tidal current at a depth of 60-80 feet into the lagoon.



We saw schools of hundreds of gray sharks (no exaggeration), manta rays and huge Napoleon Wrasses. Perhaps because of the sharks, I found myself running out of air at the end of each dive! From Rangiroa we daysailed to the adjacent atoll of Tiki hau, which contained a picturesque village of simple homes with well-maintained yards of exotic flowering plants. We were fortunate to arrive the day that the island's small resort was having a beach side luau.

The next day we sailed to Tahiti which took 30 hours. Unfortunately for the gals, this was our roughest passage, with 20-30 mph winds and 12-16 foot seas. We needed to stop in Papeete to check in with immigration, stock up on provisions and top off the fuel. Papeete was definitely the low point of the voyage. While it looks picturesque

with yachts lining its harbor front and a backdrop of lushly forested mountains, the car exhaust, polluted harbor, dirty streets and prices two to three times higher than Hawaii was a turn-off.

We spent a day driving around the island in a rental car. Except for Papeete and its suburbs, the rest of the island is lightly developed and lushly forested but has few good beaches. It has a few tourist attractions such as the Gauguin Museum (\$15 entrance fee but no paintings) and reconstructed Tahitian temples, which were destroyed by the missionaries.

From Tahiti it took only four hours to sail across the channel to Moorea where we anchored in spectacular Cook's Bay, the backdrop of several Mutiny on the Bounty films. *Moorea was our favorite island in French Polynesia.* The road around the island is lined with fancy and quaint homes with well-tended yards and thatched-roofed resorts interspersed with small shops and restaurants. While prices are just as high as Tahiti, it's more palatable with good ambiance. ~

Richard and Sun Hee Balcom

**WE'D LIKE TO PRINT
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**(email's easy, but send it
any way you like)**

Coyote Point Cruise- Memorial Day Weekend 2000

by Skipper and Nancy Wall, *Snowflower*

Saturday, May 27th: We met at Clipper Cove at Treasure Island. When all arrived, Blockbuster, Raspberry Tart, Noncents and Snowflower headed south. Ophira joined us for ten minutes before turning into PacBell Park for a Giants game. They lost!

It was bright, sunny and warm when we left at 1100. The wind was about 8k but was only off the bow about 5degs. So with the main up we motored towards Hunters Point where we met Vanishing Animal under the stern of a large (and I mean BIG) tanker "North Slope." As we approached Hunters Point the wind started to build to 20k apparent. So we now had a beam reach and choppy seas off our starboard quarter. Steering was a real workout and 7.5sog was not uncommon. It was a great sail as it always seems to be when crossing from Hunters Point to Coyote Point entrance channel.

We arrived at 1400 and were greeted by the CPYC Port Captain, Buz Ashbaugh. After all were tied up, former I36 member Lousia & Pete Szasz and son came in on their centennial red I36 "Midnight Sun". We were very glad they joined us for the weekend. Saturday evening, Betsy & Art Fowler (Zenith) joined us. Happy hour was on "Noncents," Sandy & Jack Thomson's new F36.....As you can guess, happy hour turned into dinner, washed down with a variety of box, jug & other excellent bottled vinos. We closed down only after the sun set. I think most were tired from the workout received sailing across the SFO aerodrome gap!!!

The wind howled most of the night, and although the SFO landing pattern is "almost" overhead, we had no problem sleeping. It's really fun to try to identify each plane and guess where they have just come from. And there seems to be one passing by every 4 or 5 minutes or more. Sunday morning the Port Captain provided coffee, donuts, bagels, cream cheese and even Sunday newspapers up in the CPYC Clubhouse. After this, the day was spent walking to the new golf course clubhouse and the excellent museum.

There was some boat maintenance, Sandy & Rick waxed the cockpit & hatch cover of Vanishing Animal and Skipper varnished the teak on Snowflower, getting that welcomed third coat finished. Sunday evening we had our potluck BBQ & cocktails in the Clubhouse as we have done in the past. The CPYC did not serve dinner all weekend as they had a 25 person minimum guarantee. We would not have come close to that on this trip. The BBQ was complete with ribs and corn on

Remaining Cruises

<u>Date</u>	<u>Location</u>	<u>Co-Chair</u>
Sept. 2, 3, 4	Napa Marina	Sheas
Oct 7, 8	Drake's Bay	
Nov 4	Fall Meeting SF Yacht Club, Belvedere	confirmed w/dock space

**Cruise Chairs: Tim & Rhonda Shea -
T&RNapa@aol.com or (707-265-8669)
& Linda McClellan (lindamc@psyber.com)**



Skipper Wall and Evie Roberts

the cob and several chocolate cakes for desert. And we were very glad to be inside as it was really howling out where we had been the night before. After dinner, there was a sing-along with Rick playing his guitar.

Monday morning (Memorial Day) the wind abated after a rather noisy night so we all proceeded to leave at 0900. The Port Captain again provided coffee. No bagels this time! No problem leaving the harbor as we left on a high tide. Outside the harbor entrance the wind was off the port bow at 12k apparent so we were able to motorsail with just the jib out back toward the City and our various homeports. Those headed for the East Bay had a better wind angle and they had everything up.

We all enjoyed our stay at the Coyote Point YC. The Port Captain was most hospitable and friendly. So much so we invited him and his wife to have dinner with us Sunday night, which they did. We will return.

-- Nancy & Skipper Wall

Thanks to Bill Higdon of Blockbuster for the photo.

Racing Wrap Up

Chairmen Roger Milligan and Larry Terzian

Berkeley YC - Olympic Circle 5/20

Lean times has a new crew member

by Roger Milligan

Well we now know why Lean Times wasn't on the line Saturday. The Shea's were out getting new crew. An 8 lb.+ baby boy. Now if we can figure out why Blue Streak went north and we all went south after the first leg, maybe Don had a trick up his sleeve? Nimbus had a great race until the second to the last leg when we thought they were going looking for Lean Times (way out there).

Island Girl was in spinnaker class but never put it up - did they forget their spinnaker or just showing off? Pilot did an outstanding job of making us all look like first timers out there, great job Jim.

Blue Streak, we were only kidding about you doing a 360 at each mark. It took real class to come back and finish the race - good job Don.



The Great Race Saturday, June 24th

by Roger Milligan

It was a Outstanding day Saturday, June 24 with three boats working for a great start. Why three boats you ask ????? Tenacious was being weaned off Diesel and ran out at the dock so we got there late but in time to start with the next fleet.

From what I hear, because I wasn't there, Nimbus was not passing marks on the port - they were *hitting* the marks on the Port, but with all that they came in second. Blue streak was out there looking for new and different marks and disqualified himself after the race for sailing the incorrect course. Lean Times came in Third and was just happy not hearing a baby cry.

Tenacious had just had it's bottom cleaned and has a Maxi Prop which gives it an advantage over the other two boats. If you want to try my old folding prop I will loan it to someone

who wants to put it on for the second half. It was a wild day for most of us but great fun. Island Girl's crew was off learning how to make Pasta in Italy and Pilot's crew was down sailing in the Caribbean. Where were the rest of the boats???? We have to have 5 boats on the line and finish for us to keep our one design class.



All photos this page from 7/29
Encinal 2nd Half Opener, Day 1,
courtesy Roger Milligan

Remaining RACE SCHEDULE: YEAR 2000

<u>Date</u>	<u>Event</u>	<u>Category</u>
August 26	Richmond YC/City Front	Spinnaker and Non-Spin
Sept. 9	Corinthian YC/Knox	Spinnaker and Non-Spin

Race Results

Vallejo Opener 5/6

Time in	SPIN	NON-Sp	Points
14 17 38	Blue Streak		1
14 18 40	Highlighter		2
14 22 06	Island Girl		3
14 25 41		Pilot	4
14 32 23		Nimbus	5
14 35 17		Tenacious	6
DNF		Lean Times	8
DNF		Woden	9

Vallejo Opener 5/7

Time in	SPIN	NON-Sp	Points
14 40 12	Blue Streak		1
14 49 02		Pilot	2
15 01 58		Tenacious	3
15 19 00	Highlighter		4
15 45 48		Lean Times	5
16 12 18		Nimbus	6
DNF		Woden	8
DNF	Island Girl		8

Berkeley YC Circle 5/20

Time in	SPIN	NON-Sp	Points
13 57 44		Pilot	1
14 02 04	Island Girl		2
14 04 13		Tenacious	3
14 07 44		Nimbus	4
14 12 58	Blue Streak		5
DNF		Lean Times	7

Richmond YC Olym. Circle 6/24

Time in	SPIN	NON-Sp	Points
14 24 57	Blue Streak		1
14 52 06		Tenacious	2
14 59 11		Nimbus	3
15 04 53		Lean Times	4
DNF	Island Girl		5
DNF		Pilot	6

Note: BOTH DIVISIONS HAVE 1 DROP (Boats race 7 races and count the best of 6 scores)



Pilot at 7/29 Encinal Race. Race results not available at this time.

Questions? - feel free to call Race Chairmen: Larry Terzian (415-459-5580) or Roger Milligan (415-461-4296)

Northern California Women's Sailing Seminar October 7-8

Island Yacht Club in Alameda is home to the Northern California Women's Sailing Seminar. See: www.iyc.org/pages/wsspage.htm for details, which should be posted in August (also check Latitude 38)

Pat Salvo enthusiastically recommends the seminar:

"I am a huge fan of the Women's Sailing Seminar, having attended my first one in 1996. I didn't know it was very important to get your registration in early to get the workshops you want so I ended up with two I had requested and two I hadn't. No matter! The day was extremely rewarding. The atmosphere is very upbeat with a lot of female camaraderie. There's a speaker for about 15 mins or so, and then you head off to your first seminar workshop.

"There are about 25-30 workshops, with a range in experience level, from Intro to Basic Sailing to Advanced Spinnaker Handling. Some of the workshops are held in classrooms (mostly the technical classes like diesel engines, computing on board, navigation, etc.) Some of them are held dockside (Basic Boat Rigging, Spinnaker Basics). Some are on-the-water (Crew Overboard & Recovery, Docking & Motoring, Basic Boat Handling). Now I can handle the sails and Gary's the helmsman.

It has made all the difference in my confidence as The Crew aboard Ophira. Call as soon as there's a phone # in Latitude 38 (or it's available on website). It's presented by the Island Yacht Club in Alameda." **[Also check out Encinal Yacht Club's links to women's sailing: www.encinal.org/wsail.htm]**

Youngest I-36 Member



Rhonda Shea with Ian, born May 20th, day of the Olympic Circle Race. Dad Tim began racing this year and can't wait to have his new crewman aboard Lean Times. The Sheas are Cruise Chairs

Spinnaker Savvy on the Islander 36

by Rick Van Mell, *Vanishing Animal*

Ken Ziegler (kziegler@edisonmission.com) wrote
RE: Spinnaker Advice Requested

I am looking to add a spinnaker to my sail inventory. I would appreciate any advice on how to run the control lines including hardware recommendations. Specifically, how are the sheets and guys run on the I-36? Any advice would be appreciated including what not to do. Responses can be directed to my e-mail address below. Thanks in advance. Fax (949) 225-2753

Rick Van Mell answers June 14, 2000

Ken,
There are many options for rigging spinnaker strings, and I'll give you my two cents on the subject for what they are worth. My comments are based on about 30 years of racing experience, and incorporate general comments that go beyond just an I-36. Other members of our Association may have other, even better, suggestions.

First, every boat is configured differently, and the extent of your additions or changes to the boat will have a lot to do with whether you are looking at using a spinnaker for a few pleasure sails, cruising passages, beer can racing, or PHRF championships. In each area, I'll try to give a range of options from simplest on up.

The basic "equipment" list would include:

Spinnaker or "chute" (spinnaker nickname from its original name of Parachute Spinnaker)

Optional spinnaker "**sock**" or "**snuffer**" to contain the chute during hoisting and lowering

Spinnaker halyard which is above the upper end of the headstay

Spinnaker pole

Mast fitting for attachment of pole (can be fixed or on a track)

Pole lift (sometimes called a "topping lift", but technically a topping lift holds up the aft end of the boom.)

3 lines:

a sheet,

an afterguy (the "guy") to pull the outboard end of the pole aft

a foreguy to hold the outboard end of the pole forward and down

A minimum of 2 or 3 snatch blocks to lead the sheet, guy, and usually the foreguy to a winch or cleat.

Since you specifically asked about the sheets and guys,

I'll start with them.

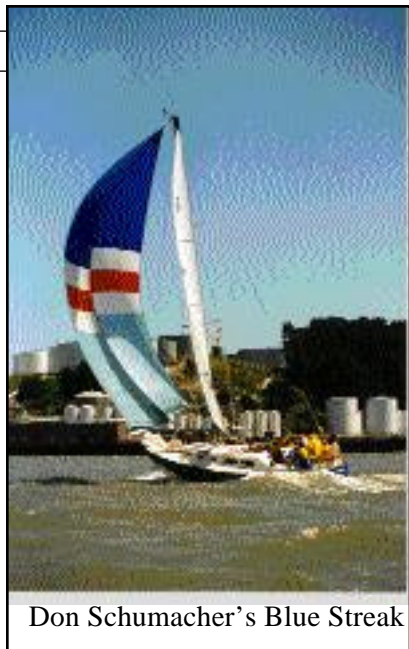
Basic, for very occasional use:

I'll assume you have only one sheet winch in the cockpit on each side. Put snatch blocks on the rail at about the forward end of the cockpit on each side and lead the sheet/guy through them to the winch. If you are sailing on a broad reach or a run, move the sheet block forward on the rail to about the lower shrouds, if the wind is on the beam, move the lead aft on the rail.

Trim the afterguy so the pole is perpendicular to the apparent wind. If you want to get fancy, tape a 12" piece of yarn or ribbon to the bottom of the pole about the midpoint to provide a visual guide to getting it perpendicular. When the pole is perpendicular, tighten the foreguy to hold the pole in place. (A bow cleat will suffice.) A sock or snuffer simplifies hoisting and dousing, and makes it safer to handle with a limited crew.

Advanced Basic, for more frequent use & easier adjustment:

Rig a block on the foredeck so the foreguy can be led all the way back to the cockpit so the pole angle can be adjusted entirely from the cockpit. A winch is not required on an I-36, though being able to lead the tail of the foreguy to a winch in heavy weather is a plus. A cam cleat with a built-in lead, or even a sheet stopper, makes adjustments faster than a regular cleat. Given the importance of the foreguy as the wind increases, I don't recommend a clam cleat as being too vulnerable to accidentally coming loose.



Don Schumacher's Blue Streak

Add a "turning block" at the aft end of your rail and lead the tail of the sheet and guy through it to your winch. This provides a consistent lead angle to the winch and avoids the problems of releading the sheet around stanchions as you move the lead fore and aft.

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Spinnaker Savvy on Islander 36 - *continued from page 8*

Beer Can Racing:

Add an additional sheet and guy so you have both a sheet and guy on each side, both clipped into the clew of the sail at all times. This enables the crew to keep the chute full and drawing during a gybe. The sheet/guy that is not currently holding the load is referred to as the "lazy" guy or sheet. These require 2 additional snatch blocks.

Note: on smaller boats it is possible to use only one set because the pole is "end for ended" during a gybe. That means disconnecting the inboard end of the pole from the mast, reaching out and grabbing the old sheet and putting it into the fitting on the end of the pole, then pushing out the pole until you can attach the new inboard end to the mast. On an I-36, the size and weight of the pole, and the forces in any wind above ten knots puts this type of gybe in the difficult to unsafe to impossible category. My assumption is that gybes are "dip pole", in that the guy is released from the outboard end of the pole and then the pole is lowered ("dipped") until the outboard end clears the headstay and can be raised on the other side.

Two winches each side in the cockpit, a larger "primary" and a smaller "secondary" are optional if only doing 4-5 races a season and you don't care if you are slow in sail transitions, but required if you expect to have the jib and spinnaker set at the same time (when setting and dousing or some close reaching conditions).

Go For The Gold:

Install double turning blocks at the aft end of the rail to handle a sheet and guy on each side. Blocks with built-in sheet snubbers will let you temporarily take the sheet or guy off one winch and put it on another.

Select sheets, guys and foreguy (and jib sheets) in different colors so you have a better chance of sorting out the spaghetti that collects in the cockpit and can yell "grab the red one you @#%\$*&...." Be sure the sheets and guys are extra long so crew can stand up on deck near the weather shrouds and hold the spinnaker sheet from there while someone else grinds on the winch handle when called for.

Add heavy and light spinnaker sheets to keep the chute drawing in light air (have gone all the way down to 1/8 inch flag halyard on occasion.)

Add a track on the mast to move the inboard end of the pole up and down. With it, a block and line system to raise and lower the inboard end, with the tails leading back to the cockpit so the entire pole can be adjusted

from there. (Think of it as a vertical traveler car.)

Mark the pole lift and inboard end control lines with the exact position that enables the pole to swing from port to starboard so the outboard end is just above the lifelines, but doesn't hit the headstay - required for fast gybing.

Lead the pole lift back to the cockpit and add a winch for it so the pole height and gybing can be done with only one person at the bow.

Add a Reaching Strut, and mast fitting for it, to hold the afterguy about two feet outside the hull when you are close reaching with the pole on the headstay.

Add a second spinnaker halyard to enable setting a second chute while the first is still set. Buy additional chutes: .5 oz for light air; .75 oz for medium; 1.5 oz for heavy weather; then consider a light and heavy close reaching spinnaker.

The spinnaker pole should have a trip line or mechanism for opening the outer end from the inboard end.

The spinnaker bag or "turtle" should have clips with matching fittings on deck to secure the bag to the leeward side of the foredeck when approaching the weather mark.

The sheet/guy snap shackles should have short (1-2") leather tails to facilitate fast opening.

Guys should have a jam protector collar to prevent the shackle from becoming wedged in the fitting at the end of the pole.

The spinnaker can be fitted with a "belly button" line. Usually a 1/8 inch line to an attachment loop at about the center of the spinnaker. The spinnaker is set so the line is on the outboard side of the sail, then when taking down the chute, the halyard is almost "let run" and the crew pulls like crazy on the little line to gather in the center of the sail. If done fast enough the sail never hits the water, and goes from fully set to on board in under 10 seconds.

A good gybe can also be done in 10 seconds.

Consider buying a spinnaker staysail. This is not legal under the I-36 Association One Design class racing rules, but is under PHRF.

So have fun, and Clear Sailing, -- Rick Van Mell

Flags Fly 4th of July Weekend

Benicia Cruise: 16 Boats & 48 Souls Attend

by Don Henderson & Peter Wilhite of *Kindred Spirits*,
Cruise Co-Chairs



Carol Hunter is a flag

The turnout for the July 1-3 Benicia Cruise was a record sixteen boats and two drive-up couples for a total of 48 "sailors" ranging in age from 6 weeks (Ian Shea with parents Tim and Rhonda aboard *Lean Times*) to our 80-something regular (guess who!!). There were four Freeport 36's and two "out of class" vessels skippered by former I-36 owners Ed Henry and Tim Koester.



Bill Higdon of *Blockbuster*

Peter Wilhite and I aboard *Kindred Spirits* arrived at Benicia on Friday to coordinate the tricky business of docking the large number of boats in limited space on a holiday weekend. We were joined by Carol and Bruce Hunter on *Escape*, followed by Skipper and Nancy Wall on *Snowflower*. On Saturday the rest of the group was rounded up by Rick and Sandy Van Mell on *Vanishing Animal* at the rendezvous point (Southampton shoal). Here's Rick's account of the trip up (see the Web Page for his synopsis). "We enjoyed a fast sail up on a full 4.7 knot flood which we rode right into Benicia. After light air through the San Rafael Bridge to Point San Pablo, the breeze filled in and gusted between 20-30 around Point Pinole, before backing down as we got into Carquinez Strait. Harry Farrell romped away from the fleet with his clean (boat) bottom and MaxProp."

Jack Thomson on *Noncents* towed in Bill Higdon's *Blockbuster*, whose engine and roller furling both refused to cooperate in the final hours of the cruise. All in all, it just wasn't Bill's day, but *Blockbuster* was ready for action again by Sunday.

Thanks to the cooperation of the Harbormaster, we managed to position 11 boats together. The others were in fairly close proximity; however, Brian and Fran Jacobs on *Blue Moon* commuted by dingy, and it was more or less a unanimous vote to isolate *Lean Times* (Ian's got a really healthy set of lungs!). After a round or two of "refreshments" at dockside Saturday night, we migrated to the Benicia Yacht Club's lovely 2nd floor dining room for dinner. The Club's attentive Manager, Karen Garrett, orchestrated a great menu for a bargain basement price.



Sunday was a day for "relaxing", strolling into town, quiet socializing, and -- for those who like excitement -- watching the show of power boats fighting for control in the harbor where the current was strong and winds howled up to 20 knots before the evening calm. One "runaway" modified the bow pulpit of Mike Bennett's *Getaway*. Sunday evening was the traditional potluck in the Clubhouse. Given the record attendance, the quantity and variety of the food contributions was almost exponential. As always, the quality was superb.

Alarms were ringing before 0500 hours on Monday, July 3rd, with boats casting off between 0600 and 0630 hrs in order to exit the channel prior to a negative entrapping low tide. A favorable ebb tide contributed to a speedy return home with over-the-bottom speeds clocked in excess of 9 knots.



Henderson & Wilhite
bake beans for the Potluck

Replacing Atomic 4 Engine with Yanmar JH Series 38-40

Frank King from Chicago (1/13/00):

Approximately 4 years ago we purchased our Islander 36 ('79) which has an Atomic 4 engine. This engine has now become unreliable, especially for Lake Michigan. We would like to replace it with a YANMAR JH SERIES.

Presently I'm using a 12 or 13" Feathering Max Prop. However, my yard has had a problem adjusting this prop's pitch to this engine(Atomic-4).

Any information or advice would be greatly appreciated on this engine replacement.

* * *

Rick's Van Mell (1/13):

Frank,
Hope you have seen the recent traffic on the Kobota alternative to include in your evaluation. (Let me know if you haven't.) Also, while hanging on to the Max Prop, our Treasurer, Harry Farrell pachigh@aol.com went through a series of adjustments to get his just right. Perhaps he can help you.

Harry Farrell (1/13):

Frank:

As Rick mentioned, I installed a 14" two blade Maxprop powered by my Pathfinder 50. I went through three haulouts before I got it right. I would not try to suggest what might be the correct pitch for your situation, but I'm sure Maxprop will help. You can call them at 1-800-523-7558. Ask for Fred Hutchinson. - Good Luck

* * *

Gary Salvo writes (3/15): If anyone is looking for an electronic ignition for the Atomic 4, read the following. Thanks for the input Jeff.

Jeff Crosby (3/14):

Don't know if this is of any use to anyone but I had been looking for an **electronic ignition for my Atomic four. I found a resource at Featherman's** in Pennsylvania, Phone # 787-432-0601 and email: a4parts@epix.net The electronic ignition lists for \$77.00. Cheap peace of mind. He has a complete parts inventory from rings to distributors. He even has overhaul manuals, blocks, heads, exhaust manifolds etc.

Sample Recipe from:

CRUISING CUISINE, FRESH FROM THE GALLEY.

A Cookbook by Kay Pastorius

Corn Cakes with Cilantro and Avocado

This is a great Appetizer - corn cakes can be made ahead - All the important ingredients can be kept easily - sour cream and cilantro are optional--or make at the beginning of a long voyage. I've also had good luck using Mexican Crema by Nestle for sour cream - read the book!!

For the corn cakes:

1 1/2 cups dry pancake mix (See Breakfasts)
2 teaspoons Tabasco Sauce
2 eggs
3/4 cup water

2 tablespoons butter, melted
1 (16 ounce) can corn, drained
Vegetable oil for frying
cilantro leaves

1. Combine dry pancake mix with Tabasco, eggs, water and butter. Stir in corn.
 2. Heat frying pan and add 1 tablespoon oil. When oil has heated drop batter by tablespoons full into pan. Press a leaf of cilantro into each corn cake. Brown corn cake on bottom and turn over to cook on other side.
- To Serve: Serve hot with a dollop of sour cream, salsa to taste and a slice of avocado on top.
Do-Ahead Tips: Make the corn cakes 2 days ahead and store in the refrigerator. To reheat: Wrap in foil and place in a 325 degree oven for 15 minutes. Yield: 16 (2") corn cakes

Kay and husband Joe Waller own a Freeport. She wrote this while cruising in Mexico a few years ago. "I didn't like the boat cookbooks - a can of this and a can of that were not my kind of food. So I wrote my book with recipes that I enjoy fixing and which taste wonderful! Lots of tips on provisioning and cooking native ingredients in various cruising areas of the world." **Available by mail \$22.00 including tax and shipping. Kay Pastorius, 2726-378 Shelter Island Drive, San Diego, CA 92106.**

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