

Cruising the Islander 36

by Don and Lenna Hossack

**Spring
Meeting
Saturday
March 13
San
Francisco
Yacht
Club
11:30 A.M.**

Great to hear from you. As far as an article for other Islander 36 owners, glad to do it. They are a great boat for what we are doing. I loved the picture in Latitude 38 that listed the Islander 36 as one of the top boats in the best ten designs. So here is the article. Edit, or take it for what it's worth.

I was asked to write an article for the Islander 36 newsletter on using the boat for cruising. We can only speak of Mexico as that is where we have been for the past four seasons. It is a great boat for this area, and maybe I can cover a few reasons. They are all over the world, so perhaps you can get some other ideas/opinions from other areas.

First, we only use the boat for 6 to 7 months a year. We store it in Mazatlan (mainland Mexico, about half way down) and return to our home/cabin in Truckee for the hurricane season (summer). We then return and sail down to various locations south. We have got almost to the southern border, but that is as far as we will ever take "Windward Luv". We spend around three months in Zihuatanejo each year, with the rest of the time divided between other stops. Some a week or more, other stops shorter. So this article is in response to Rick Van Mell's note and our cruising pattern.

The first question was about clothing.

There isn't even a pair of long pants about the boat at this time. Quite often I wear a pair down, but that is it. This is bathing suits, shorts, Islander 36 T Shirts, and other shirts type country. Zihuatanejo is 86 degree high, 72 degree low today and never varies more than a degree or so from Jan 1, to April 1, each year and then we leave. The Sea of Cortez is a completely different story, with the weather patterns/temperatures close to those of San Diego in the winter time. Mazatlan is north of us and tends to be about 8-10 degrees cooler. Once you leave Puerto Vallarta, you are in the tropics. P.V is right in the middle, with weather that can vary during the season. Lenna has a couple of light cotton dresses. They are very comfortable, easy to wash types. She has bought these and other light cotton blouses down here. Bathing suits are nice but she thinks they are a little warm and prefers shorts and light shirts.. We do have a set of wet weather gear, but while we still have the "Foulies" stored we have never used them. We do use light "wet weather gear" for the trip up hill from "Zihuha" to Mazatlan. The wind and seas tend to be on the nose during the trip back. Not necessarily cold, but can be wet and things do go wrong on any boat.

Storage of the clothes are not a big

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Association
 of San Francisco Bay

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Commodore's Corner

By Rick Van Mell

Welcome to the first I-36 newsletter of 1999. We've shoved off for another fine year of racing, cruising and the camaraderie of common interests. We are geared up with a good leadership team, fine racing program and an expanded cruising schedule. Enjoy reading about them in this issue, and mark your calendars now with your preferences for the season.

First, reserve Saturday, March 13th for the Spring Meeting at the San Francisco Yacht Club in Tiburon. Attitude adjustment 11:30, lunch at noon, with our program to follow. If you don't come by boat, be sure to come by car. Ever thought: How do I pack for two weeks at sea? Set a spinnaker.... singlehanded? Which is more important: eating, sleeping, navigating or steering? Our speaker knows. He is the first place skipper in the 1998 Singlehanded Transpac to Hawaii. Dale Parshall is a world class skipper with a down home attitude. His Baltic 38, *Giggles* is not that much different from an Islander. He's raced for years on the Great Lakes and the Bay, cruised the Delta, then took 2 years to cruise the South Pacific before getting into singlehanded sailing. He will have you riveted with tales of harrowing days and nights at sea. And the preparation and planning for everything from food to self steering will be of interest to both racers and cruisers. Of course you can ask him about cruising in Tahiti, Tonga and New Zealand too!

Our internet chatter continues to perk along with an inquiry or two each month. This has been a great way to be in touch with owners around the country and to share ideas and knowledge. Discussing

an issue we commonly understand develops a bond almost as if we were all standing on the dock after a race or cruise. You can just picture the situations and solutions.

It was the collection of more than 35 pages of such e-mails that served to populate our new web pages with suggestions, ideas and sources of information. Thanks to Tim Koester, Don Henderson and others, we even have pictures of gadgets and maintenance tips for people to look at. You can expand them to full screen if you wish with another mouse click. Check out the new maintenance and gadgets pages, or send in a Buy/Sell classified ad to post. You will even find links to I-36 friendly vendors. For those of you new to the web, the address is: www.sailingsource.com/islander36. And when you find it, send the Webmaster an e-mail just to say Hi! That will give us your new e-mail address so we can add you to the more than 80 members who already share in our general broadcasts.

Collectively, let's make 1999 another growth year for our association. Let's build our racing fleet by a few more boats. If you've raced before, or want to try, this is the year to get yourself on the starting line. It's not hard, and you can start as a non-spinnaker participant. Call Roger Milligan or Larry Terzian and have a chat, their numbers are in this issue.

Or, join a cruise. It's a great way to spend a day on the water, enjoy sailing with other boats. Spend a pleasant evening and the escape from the world of traffic and hurry. Sleep aboard and rise slowly in the soft-

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 ness of the morning, taking in the ripples on the water or ducks on a morning swim. Call Tim or Rhonda Shea for more details.

Enjoy this issue, and we'll see you on the water.
 Clear Sailing,
 Rick Van Mell

(Cruising from page 1)
 problem on the Islander 36 during the season, but we have made some changes to the boat, and most others have also. In the "V" berth we have taken a skill saw and cut three openings on each side above the berth. We then put plastic "u" channel trim around the openings. We filled in the bottom and our clothes go here, in addition to plastic storage boxes on the shelves. We will add small net hammocks for more clothes when needed. The Islanders tend to be leakers. When traveling, the plastic boxes with lids are a big help and sometimes on the trip back up and on longer passages those boxes and every thing else up forward goes into garbage bags. When we get to the boat in Mazatlan, we will have a light blanket or comforter over the sheets. After that, it is sheets most of the time. Lenna has a cotton bed cover that we can use during the day to dress things up, and we will use it at night occasionally. Cut a piece of plywood for the cockpit so that you can convert the seats to sleeping at night. A throw-cushion fits perfectly. We use the V-berth storage well for the "foulies" and extra food and junk that doesn't have to be touched much such as "Christmas Lights" and other occasional stuff.

We put a large tool box in the "V" and use the bunk full width all the time. We made a

ladder to get up to the v-berth bed, and it works great. We are close to those always needed tools and the ladder somewhat hides the box... There are only the two of us and that's how we like it. When our daughter comes down a few times each year, she sleeps outside most of the time. Our company usually will stay at one of the cheaper hotels that run around \$15.00 per night per person any where in Mexico. We day sail or do one night of anchoring at the local islands with them and there is sufficient room for overnights.

The same skill saw was used to cut extra storage area holes behind the Starboard salon berth. We took the cushion off the top and made a nice storage area with wicker baskets as ours didn't have cabinets. We took the pole out of the closet and just use it for stacked items.

We bought a full sized shower curtain and installed cup-hooks in front of the door and on the port wall. We pull it in front of the door and the sink and take our "Sun Shower" showers here. We wipe the teak walls down after each shower.

FOOD. Rick loves food and this was his second question. Lenna calls this the "Home of 24 stop shopping". Our average

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***Spring Meeting at San Francisco Yacht Club
 Saturday March 13 at 11:30 a.m.
 Guest Speaker: Dale Parshall***

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day consists of doing boat chores in the morning, (The definition of cruising is doing routine maintenance in Exotic Locations) and then off to what ever town we are at. We will take in the laundry every week or so. (The laundries are nothing more than a few washing machines in the front of a home, but they do a great job and it comes back folded in a plastic bag for about \$5.00 for a bag too heavy to carry back without stopping for beer on the way home, and every little or big town has at least one. If you are at a marina they arrange to have it done for you.) The Islander is perfectly suited to Mexico. There isn't much storage so you shop every day or so. And why not? What else are you going to do? The Mexican people do, as do most people in the rest of the world. Everything is available at small tiendas (Shops about 12 feet wide). Contrary to the U.S. the prices are normally better at the small stores than at the few "Super Markets". But they can't fit much into 12 feet so you go to one store for meat, then another for produce, and a third for bread and so on. On the way you normally stop for lunch which is the big meal. Our lunch today cost \$1.70 per person for enchilada's. An ice cold beer cost 10 pesos or \$1.00. So we were shopping today for our evening meal, which is normally very light, and for some things for breakfast. We did stop and do our "E" mail at the ice-cream store. In reality there is nothing you need to bring down unless you start a list of special items that you can't get here. That list gets smaller every year as Sam's Club has moved into the major areas such as Mazatlan and Puerto Vallarta. Remember that the Islander doesn't hold much. We haven't been to Sam's Club in two years. There is too much stuff that we don't need, and the packages are too big. Buy for today and enjoy cruising.



Now for niceties. Every marina and virtually every port has a Corona Beer truck that will come on a routine schedule. So does the Coke truck. This means that you buy at wholesale. You have to pay a "deposito" of a few cents on the bottles but after that at case of 20 Corona's is currently running \$7.00. The bottles become part of the Islander and you carry them with you forever. Find a spot for the empties. We built covers forward for the Jerry jugs and the plastic Pepsi container we stole in the States for the beer bottles. The Islander 36 has a huge "Ice-Box". We installed a Alder-Barbour Super Cold Machine in the larger size. We added extra insulation to the outside. It has a small freezing unit which we mounted forward in the Box. It makes 3 ice trays each day on a medium setting. It spills over cold into the rest of the box and keeps everything wonderful. Two large

solar panels provide enough power for them normally for night lights etc.. In other words my beer and pop is always cold and there is plenty of room for things like food. Don't try to keep frozen foods as they take up space and you never seem to use it. Ice cubes are better and go shopping or out for dinner/ lunch/ breakfast. The John Rains Boating Guide to Mexico says that while food is not overly cheap, the cost of preparation is. So eat out and save money says my wife. We have found that food is not that much money or that much of the budget, while you are cruising. All you can buy is food and diesel. Vegetables are far better than those in the States because they are fresh. For the same reason they don't last long. A huge bag of produce seldom runs over \$2.00. They have the best pork in the world and that runs about \$5.00 a kilo or over two pounds. You can buy

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bread and sweet rolls at the local "Paneria" for almost nothing and it will last two days, or you can buy "Bimbo" bread at .80 cents and it last for weeks. Put a loaf of Bimbo on the boat and you have fresh bread forever. We think it must have shelf life of three weeks. (Lenna says that if you buy 10 loaves you become immortal). Don't laugh too loud. Bimbo is the biggest bread company in the world and now owns Hostess in the U.S. Milk comes in cartons and lasts forever until you open it. We have some that is at least 4 weeks old on board now and tastes pretty good. All types of juices at about 75 cents a liter come in a square cardboard box that store wonderfully. The pork store in Zihua butchers three pigs every day. When they are gone the store closes down. No danger about freshness. The beef is not much like the U.S. but some good stuff comes in frozen and they cut it with band-saws. It looks like wood boards until it thaws, but then it is pretty good. Fish is the best deal because you buy it as the boats come in. Not only is it fresh, on occasion we have had them try to jump out of the bag. You can catch your own, but the fish tend to be so big that you give most of it away. We don't fish much, friends give us quite a bit. It is amazing how far 80 pound tuna goes when your freezer holds three ice cube trays. Neat little chicken stands, that close when they have sold that day's chickens. Purified Water runs \$1.00 for a five gallon bottle and is readily available.

So in summary...we have found that the Islander 36 is a great coastal cruiser for two people for six months a year. If you want to sell the farm and move aboard fulltime and see the world buy a Freeport series or another boat. We have many friends who live full time aboard I-36's and they are very happy, but we would opt for something different for full time especially in the Sea. On the other hand, it is one of the best boats for the Winter Season in Mexico. Other people have to climb steep ladders, climb over walk-ways just to get a cold beer in the cockpit. It has a huge cockpit and you spend 90% of your time out side. The super sea worthy types tend to be terrible unless you are sailing across a major ocean. We spend about 20 days at sea, normally in one day hop's, in six months each year. Better to have a boat you can enjoy at anchor. They are also very fast and we tend to always beat everybody to a port. On occasion we have out sailed the worst of a storm. We have had cold beers and are taking naps when some of the "Sea-worthy" monsters come in, some times at night.

I hope this answers some of your questions. You may have to put this in "Installments" to get it in the newsletter. We love "E" mail and I don't mind waiting with a ice cream while Lenna collects it.

Don and Lenna Hossack, Windward Luv, Zihuatanejo Mexico.

Membership Chairperson-A Job Description

by Skipper Wall

I thought you might like to know what the membership person does with some of your money (dues).

1. After receiving an application from Harry Farrell
2. Entering it into my MS Access database
3. I prepare a packet for mailing consisting of:

- a. A Welcome Letter which tells a little about the I36 Association
- b. Another application (to give to other I36 owners they might meet or already know).
- c. A membership list with their names

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listed.

d. Order form for the “official” t-shirt

e. Order form for the pennant/burgee/
bumper sticker/owners manual (1978 ed)/ 1
999 25th Anniversary pocket calendar.

f. Provide one bumper sticker

g. Several old newsletters

As Harry Farrell is the “official” keeper of the Association’s database please let him know if there

are any changes regarding your address, all your phones, e-mails, whatever about yourself. It’s important, so we can be sure you keep receiving your newsletter in a timely manner. Harry will then distribute the changes to Rick Van Mell (Commodore), Gary Salvo (newsletter editor) and myself (just to have a check on membership). Keep us apprised of any changes; “We want to stay in touch.”

Steve & Jill Turn Left at the Gate

by Steve & JillHoffman

Editors Note: Steve and Jill used to cruise their Islander40 (AWOL) with us. This is a series of e-mails to keep you up to date. More to follow in the next issue.

First E-mail

Departed Treasure Island Marina at 1100 today under partly cloudy skies, but by the time we got under the Golden Gate it was a beautiful sunny day as the Navy’s Blue Angels escorted us out the Gate. Going out the Gate can be quite boisterous and today was no exception. We had 23kts of wind on the nose so we had to tack a few times to get out. Once we made the big left hand-turn to the South the boat settled down for a fast sail to Half Moon Bay where we safely anchored. Next stop Monterey.

Second E-mail

Greetings from Cabo San Lucas Mexico. The Captain and crew from AWOL arrived safely Nov 5 after a fantastic trip down from San Diego. Before I say anymore on our current status, let me pickup where I last left you in Half Moon Bay.

After a great pizza dinner with our friends Dave and Judy Doolan on Oct 8, Jill and I headed down to Monterey the following day. The sail to Monterey was a little too fast to say the least. We had 20+ knots of wind, 6-8 ft swells and quartering seas. It made steering the boat a challenge. During this leg of the trip

we were pulling our dingy behind us (mistake). At one point I heard a wave breaking behind us and I turned around in time to see the dingy doing a handstand on the stern of the boat. When we attempted to reduce our sail area to regain control of the boat, our roller furling line jammed preventing us from furling our jib. After several unsuccessful attempts from clearing the jam and after taking a few violent rolls, we rocketed towards Monterey harbor. We got in the lee of the harbor and wrestled the sails on the deck while dodging boats on their mooring. When Jill and I finally got into the marina we did some high fiving and cracked open a couple of cold ones to savor the moment. The following day I fixed the jammed line and did a once over on the boat to see if there were any other problems after stressing the boat so hard. I found a cracked turnbuckle on one of my lower shrouds (this holds the mast up). It could have spelled disaster on our next outing if we hadn’t caught it in time. As a consequence, I had to rent a car and drive to San Francisco and spend the day tracking down a part. So much for enjoying the sites of Monterey.

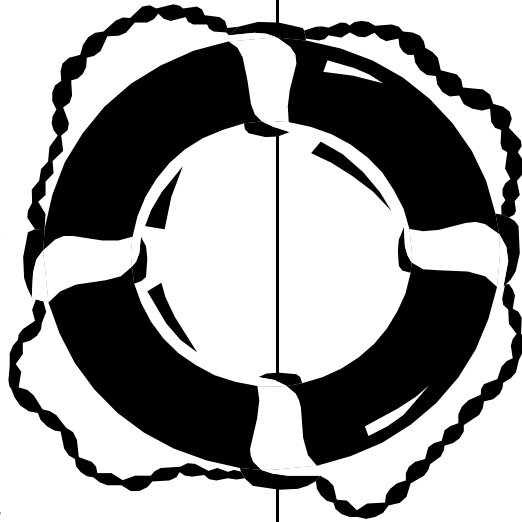
The following day (Oct 11) we were fortunate to pick up our first crew member Mike Glenn. Mike is a former Nortel

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employee that successfully started his own company. Mike is one of those guys that is a true pleasure to do business with and Jill and I were more than happy to have an additional crew member for our trip from Monterey to Long Beach. We departed that Sunday under perfect conditions and enjoyed a fast comfortable broad reach down the coast past Carmel and Pt. Sur. We were able to sail through the night but had to motor by morning. As we continued down the coast we encountered several pods of dolphins, a couple numbering in the hundreds. Often a few of the dolphins would break away from their pod and ride our bow wave. You can clearly hear their high pitched whistles through the hull of the boat or on top of the water. While sitting on the bow of the boat you can extend your hand down nearly touching them. Some of them would come up and roll on their side and look at you with their big eye. It's pretty cool. We also saw a few whales, but none did the Free Willy maneuvers I was hoping for. Our rounding of Pt. Conception was benign and we ended up motoring from there on to Long Beach.

While passing through the Channel Islands we did have an X Files encounter. As we cleared Anacapa Island a civilian helicopter buzzed by us a few times. Mike and I were in the cockpit and waved as the helicopter did a few low level passes. I figured he was your average pilot looking for a topless chic on a sailboat. He continued making passes getting closer each time. Finally, he approached off our stern, turned abeam of us and crabbed towards us. He got within 100yds and Mike noted that the pilot was pointing to his headset. The light finally came on in my head and I grabbed my



handheld radio and came up on channel 16. The pilot advised us we were in a "hazardous operating area" and that we were to evacuate the area on a heading of 300 degrees post haste. Of course that was a heading 180 degrees off from where I wanted to go. I requested to be rerouted, but was denied with out any explanation. In fact, we had no explanation as to what was going on. The only thing I can think of is that we were off Pt.Hueneme, a Navy Weapons research/testing facility. In any event, we complied with the helicopter's request and after 45 minutes he came back on the radio indicating that we were free to resume our course. After motoring almost 50 hours we finally arrived at Long Beach on Oct 14. Mike headed back up to San Jose (we hope to see him again on another trip) and Jill's parents flew in from Indianapolis to sail

with us to Catalina. Unfortunately, due to a continued lack of wind we had to motor over in lumpy seas for six hours. When we arrived in Catalina we stayed at the Inn on Mt. Ada located in Avalon. The inn is a first class Bed and Breakfast, it is also the spot where Jill and I honeymooned. In fact, we got the same suite again. After a wonderful day of relaxation we motored up to Two Harbors. Two Harbors is a neat place for yachts, but as luck would have it we had a rolley anchorage. Jill's parents were good sports about the whole situation and we all enjoyed a barbecue dinner off the grill mounted on the stern. The following day we headed back down to Avalon to drop Jill's parents off at the ferry landing to catch a flight back home. All of the moorings were full and we had to anchor out in 100ft of water. It was extremely difficult sleeping that night and it has to be the single worse

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night of the trip so far. The following day we pulled anchor and motored (once again) to Camp Pendleton. We hooked up with some Marine Corps friends (Rich and Deborah Schmitz) that have multiplied (four kids!) since the last time I saw them after the Gulf War.

On Oct 19 we finally arrived in San Diego. The sail down was a good shakedown for us and the boat. Our crew for the Baja Ha-Ha Cruisers Rally flew down to San Diego a few days early to help us get the boat ready for the rally. Geoff Evans, a pilot for United Airlines who I met as a result of an ad in Latitude 38 Sailing Magazine, and Cynthia and Dr. Chris Reading rounded out our crew. Geoff is an all around stud and about as competent as they come. Cynthia lived across the hall from me in college and also saw the write up that was done on Jill and I in Latitude 38. Fortunately for us, our crew were all live aboard sailors and very knowledgeable not only in sailing, but with boat systems as a whole. They all put forth a tremendous amount of effort getting new hardware installed (water maker, inverter, solar panels, steaming light, etc) re-wiring, organizing storage spaces, provisioning, just to name a few of the things on our list. When we finally crossed the starting line with approximately 90 othersailboats on Oct 27 our boat was in the best condition it had been in for years - all as a result of the hard work exerted by our friends.

We had an excellent start and with our asymmetrical spinnaker up as we crossed the line. The organizers of the race had a helicopter fly over and they took a great photo of AWOL. Hopefully we can digitize it and have it emailed to you. On the first leg to Turtle Bay Mexico we only motored 6 hours out of the three day sail. We had a great time at a beach party organized by Latitude 38 and enjoyed eating the fish caught by several of the sailing boats. Due to a work conflict, Dr. Chris Reading met us in Turtle Bay. He ended up having his own

version of Planes, Trains, and Automobiles. The last leg of his journey to meet us included 8 hours in which he covered 90 miles in a Mexican "taxi" over largely unpaved roads. The taxi broke down several times and to keep the driver happy (and Chris) they had to consume two cases of beer. At the end of the race he received an award for most determined racer and will more than likely receive a write-up in the Dec issue of Latitude 38.

On leg two to Bahia Santa Maria we sailed the entire way with our spinnaker up and had a blast. During one four hour period we consistently kept the boat speed over 8 knots with bursts of speed much higher as we surfed down waves. Now this is the program I signed up for! During all of that motoring in Southern California I was beginning to wonder if I was a latent power boater but just didn't know it. We also caught a couple of fish and Chris did a superb job of cooking a tuna dinner. We arrived late in the night on Nov 2 at Bahia Santa Maria. Nothing really noteworthy about this place other than we were able to finally shed our foul weather gear and jump in the water without freezing. On the last leg to Cabo San Lucas we had to motor 27 of the 30 hours it took us to complete the trip.

So here we are in Cabo San Lucas - land of the \$1 beers. We have finally kicked in to the cruising mode. Chris and Cynthia got a hotel room at one of the plush resorts and we were able to get access to their luxurious facilities. Also, our friends Jim Druckrey and Karina Trowbridge from San Francisco flew down for a few days. We did some scuba diving and snorkeling (swimming with the sea lions was my first and a real treat) as well as some off shore fishing (we caught several dorados). We are currently in the marina waiting on our mail to catch up to us. At \$70 a night for water and electricity we won't be here for long. We should get our mail by tomorrow and then we will be off to La Paz.

Pacific High gets PROP-POSITIONED

by Harry Farrell

On my first haulout after purchasing Pacific High, the yard crew asked what I was doing with a three-blade powerboat prop on my sailboat. Not being able to tell the difference, I asked, "What do you suggest?" Everyone said I should have a three blade-feathering prop. (funny how advice from boatyards always carries a stiff price tag attached to it) After financially discarding that advice, I settled for a 14X14 fixed two blade.

To better appreciate the rest of this story you should know a few of Pacific High's technical facts. She is a 1980 I36 with a Pathfinder engine. (42HP@ 4000 RPM and a 2.8:1 transmission)

I was delighted with my new found sailing speed. With new bottom paint and the new prop I had gained almost 2 knots in a 20 knot breeze. The down side was I could only power at a maximum of 5.3 knots at 2600 RPM and any head wind or chop quickly took me down to 4.0 knots. Anything over this RPM caused the prop to cavitate and the engine would race out of control up to 4000 RPM (not a good thing). I lived with this arrangement for several years figuring the ultimate solution was probably that costly three blade MaxProp. Over the years I have been able to rationalize a lot reasons I needed to spend big bucks on Pacific High, but even I couldn't justify that three blade MaxProp to myself, let alone to my wife Kay.

I hauled out this January for my "every 18 mo." bottom job and decided to just look into prop alternatives. I ended up buying a 14" two blade MaxProp. After several discussions with PYI, (MaxProp's distributor) we decided on a 12.8" pitch (26 degrees). The result was better power performance, but it still cavitated at 3000 RPM and it had a vibration caused by minimal clearance between the prop and the skeg. More calls to PYI and an additional \$700. brought me a 12"

three blade MaxProp causing haul number two. We set this prop at 26 degrees also. The performance was worse than the two blade, I was back to cavitation at 2700 RPM.

At this point I called Pathfinder in Montreal Canada for their opinion. They looked up my engine serial number and confirmed that I had the 2.8:1 transmission and then informed me that this engine transmission combination was for a powerboat, not a sailboat. (Ahh - The reason for that original power boat prop). The correct transmission for this engine in an I36 has a ratio of 2.0:1.

Pathfinder would swap transmissions for me for \$700. Each decision to correct the problem had a \$700. price tag attached to it, not including labor and haulout costs.

After letting all of the above sink in for about a week, I called PYI back and told them the Pathfinder story and the results I had with the three blade. They were very nice and said I could just send the two props back and they would give me a refund. This meant I had to do haulout number three just to get the three blade MaxProp back off the boat so I could send the props back and then what, put my old two blade back on? I decided to give the two blade MaxProp one more shot at a different pitch, 13.8". (28 degrees). PYI said that changing the pitch just this two degrees would put an additional 60% load on the engine. What the heck, I would give it a try. IT WORKED! No more cavitation, a little vibration, but not as bad and I could move the boat at 6.5 knots at 2800 RPM.

I haven't had time to check out my sailing speed yet. That might be another story.

1999 Cruise and Race Schedule

Date	Cruise	Race	Location
March 13	X	X	Spring Meeting SFYC
April 17,18	X		Coyote Point
May 1,2	X		San Leandro
May 1		X	Vallejo Opener-Spinnaker
May 2		X	Vallejo Opener-Both
May 22		X	Knox-Both
May 29,30,31	X		Vallejo Yacht Club
June 13		X	City Race-Both
June 19,20	X		Marin Yacht Club
June 27		X	City Race-Both
July 3,4,5	X		Tall Ships Parade Clipper Cove Raft-up
July 31, 8/1	X		Quinn's Lighthouse
July 31		X	Encinal-2 nd half opener-Both
Aug. 1		X	Encinal-2 nd half opener-Both
Aug. 21,22	X		Richmond Yacht Club
Aug.21		X	Berkeley Circle-Both
Sept. 4,5,6	X		Petaluma
Sept. 11		X	TI Bridge-Both
Oct. 10,11	X		Half Moon Bay
Nov. 13	X	X	Fall Meeting SFYC

Islander Classifieds

1980 islander 36', bristol condition in fresh water. Located in Lake Mead, NV. Many many extras, furling, wheel, instruments include: compass, speed, direction knotlog & depth. Custom swing hatch doors, cockpit canvas and screen room, swim ladder, manual windless, self tailing winches, refrigerator a/c d/c, water heater, stove & oven, and more. \$60,000
 Sal & Barbara Ermocida,
 461 Rose St. Henderson, NV 89015
 Phone 702-568-7673.
 We can negotiate moving above to the coast.

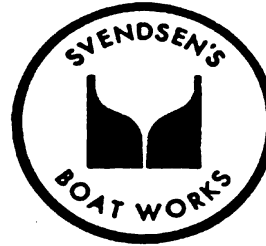
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