

# Islander 36 Newsletter

July 2002

Issue 3

## •Plan Ahead•

Fall Meeting

October 26

11:30 a.m.

San Francisco YC  
Belvedere, CA.

Tall Ships  
Are Coming  
See Page 8

Membership Chair  
Skipper Wall reports:  
I-36 Association  
Membership:  
173 STRONG  
... and counting

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## Islander 36 Worthy Cruiser

The Islander 36 Association has received inquiries over the years asking about the cruising suitability of the Islander 36. Here's praise from our members (excerpted from our web site's "Sailing Qualities of the I-36"):

**Rick Van Mell:** Even though designed many years ago, the Islander 36 is a sturdy, seakindly, and even competitive boat to sail. With regular winds in the 20-30 knot category on San Francisco Bay, they perform just fine. Lots of folks take their I-36 up and down the California coast to Mexico, and there are those who live aboard their Islanders full time. We have members who have sailed the Islander 36 around the Caribbean and across the South Pacific.



Doug Dyer's *Swan* among the Gulf Islands, British Columbia

The Islander combines three good qualities for a boat:

- 1) she sails well, and is competitive under the PHRF system;
- 2) she is soundly made and safe and seaworthy under the roughest conditions;
- 3) she is a very roomy and comfortable boat compared to almost anything else her size. The size and layout of the main cabin is particularly noteworthy. Spend a little time reading back copies of the Islander 36 Newsletter on the web site and you will find plenty of stories that support these points.

The boat goes well to windward, tracks well downwind with a chute set, and doesn't mind ocean swells. She does not like a short chop (like Lake Michigan on occasion) with light wind and will pound.

Depending on your engine and prop, the boat does 6-7 knots, but like many boats, tends to back to port or starboard in reverse. Most of our members have no trouble backing into slips and docks during our rendezvous - plan ahead and work with the engine, using light power and patience.

In the heavy summer 20-30 knot winds on the Bay, we frequently sail with just a headsail - a 135% or even just a 100% and get 6-7 knots and a nice ride. I've hit 12+ knots surfing, and 8+ is not unusual in a stiff breeze. They perform well in lighter winds too, but I used a 150% headsail when racing in Chicago.

...continued on page 9



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Association of  
San Francisco  
Bay**

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# Commodore's Corner

July, 2002

**Dennis Bush**



The first half of this year has proven to be very successful. Our membership continues to grow and is now at an all-time high. More families are attending our cruises, which has added to the overall enjoyment of those weekends. Our Racing Fleet is expanding and they are enjoying a competitive year. We are anticipating this trend will continue, making this another fantastic year for the Islander 36 Association.

There are 13 Boats in our racing fleet now. *Zoop, Blue Streak and Nimbus* currently hold the top 3 Standings, with three races to go. With only a 9 point separation between 1st and 8th place, the remainder of the fleet will be giving them tough competition in their effort to change those standings. I am wishing everyone a competitive and friendly finish to the racing season.

Cruises have been an equal success. More boats are attending and they are bringing their families along. With our Cruising Schedule including more onshore activities, we are attracting the younger sailors to participate in our Cruises and other activities.

On the Treasure Island Cruise the children especially enjoyed playing and getting wet on the beach. They kept me entertained as I moved them in the raft from beach to beach until they had put their mark on every beach in the cove. I thank Patrick from *Zoop*, Joey & Matthew from *Natural High* and David from *Blue Moon* for joining us that weekend.

The 4th of July Benicia Cruise was made more memorable when Rick and Sandy VanMell arrived with their baby granddaughter Amparo, who, with her parents, recently arrived from Argentina. *Lean Times* brought another welcome youngster Ian. We enjoyed visiting with him and his family. Savannah on *Moriah* and Matthew on *Natural High* did their share in keeping the adults entertained--Savannah with her flashlight during the fireworks and Matthew in the UNO card game after dinner on the Club House front lawn.

If you are looking for a good place to take your kids sailing, we still have a few cruises they should enjoy:

**On August 31st** the Tall Ship Cruise at Pier 39 is a place where you will find lots of activities to entertain them--Touring the Tall Ships, Exploring Pier 39 and Fisherman's Wharf.

**On September 28th** the Coyote Point Cruise will keep the whole family entertained with its Park and Nature Museum.

Don't forget our Final Cruise of the year to San Francisco Yacht Club for the Annual Meeting, which will be held on October 26th.

Clear Sailing and hope to see you on the Bay

~ Dennis Bush

# On Land and Sea, Islander 36 Members Commemorate Kay Farrell - in Bay to Breakers and Knox Race

Members of the Islander 36 Association, along with Kay and Harry Farrell's family joined together to run/walk the Bay to Breakers, San Francisco's version of Mardi Gras, a 7.7 mile course through the streets of San Francisco from the Bay to the Pacific Ocean on Sunday, May 19th.

Kay, who passed away January 24th, had made the run her annual event for 13 years, including the last six years while she was fighting cancer. Her extraordinary effort was honored by her friends and family who wore T-shirts with her picture. Under her picture was printed "Walking Together Hand In Hand."

This was the first time in the 25 year history of the Bay to Breakers that it rained. That didn't stop our hardy group from finishing the race, but they sure were glad when the pick up cars came to retrieve them. Everyone had a favorite character to tell a story about, including male and female naked runners, centipedes, strollers with beer kegs and every other kind of nonsense you could imagine.

All declared it a wonderful experience and vowed to do it again next year.



Runners/walkers Gary Salvo, Kay's daughter and son Michelle and Mike, Harry Farrell's son David, Pat Salvo, Kay's daughter Marci with her Seattle neighbors Lola and Nancy, Linda McClellan, Judy Bush, Brian and Fran Jacobs. Behind the scenes are photographers/drivers Harry Farrell and Dennis Bush

They said they could see why Kay had put all her energy into doing it each year.

Those participating and responsible for the shirts, logistics and pulling it off were: Pat and Gary Salvo (*Ophira*), Dennis and Judy Bush (*Natural High*) Fran and Brian Jacobs (*Blue Moon*) and Linda McClellan (*4 R Sanity*). The Monroe-Farrell family wishes to thank all of these people for their support and participation.

During the Islander 36 race (Knox) on May 18th, the day before Bay to Breakers, the race fleet hoisted teal colored pennants in Kay's honor. Pennants were then signed and given to Harry Farrell as a remembrance. Harry thanks all the racers for this gracious gesture, especially Daphne and Mike Dickson (*Nimbus*) for coordinating the effort and Paul Tara and Mary McKinnon (*Zoop*) for making the pennants. HF

## Kudos for Our Web Site

"Rick [Van Mell]

You are doing a great job with the web page. Even though we are over a thousand miles away we feel like we are a part of the organization. The stories and photos are great. Almost enough to make us pack up and move to San Francisco. As a non resident member, our trips are seldom with other boats and never with another I-36. We miss the perk of having other I-36'ers to share with. I guess that's why your web page has become so important to us."

Thanks again, and say hello to everyone from *Nepenthe II* in Mobile Bay."  
~~Steve & Paula Weatherford in Alabama

**CHECK IT OUT: [www.islander36.org](http://www.islander36.org)**

## Islander 36 Burgees

Can Be Obtained from  
Treasurer Harry Farrell

Burgees, \$16  
3-Meter Pennants, \$25

\$5.00 shipping for  
either or both

Check to Harry Farrell,  
91 Stanford Way,  
Sausalito, CA. 94965



# Islander 36 CRUISING

by CRUISE CAPTAINS Charles Hodgkins and Kathryn Munn Hodgkins  
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## Remaining Cruise Schedule for 2002

Date	Place	Cruise Co-Sponsor
July 4-7	Benicia	Don Henderson - henderkin@aol.com (415) 457-0771
Aug. 31-Sept 2 Labor Day	Cruise-in to Tall Ships Regatta, City Front (Special Event); details pending; see page 8	Rick & Sandy Van Mell - vanmells@ix.netcom.com (650) 962-1515
Sept. 28-29	Coyote Point YC	Brian and Fran Jacobs - jake2124@aol.com (408) 354-8078
Oct. 26th	Fall Meeting, SFYC, Belvedere, CA.	Charles & Kathryn Hodgkins for reservations, arrangements

### Stay tuned for possible Half Moon Bay Cruise in October

## Treasure Island Cruise – Snugly Anchored in the Cove

by Kathryn and Charles Hodgkins

### Memorial Day Weekend, May 25-26, 2002:

Snug and warm inside, cold and windy outside. **Brian and Fran Jacobs** on *Blue Moon*, **Dennis Bush** on *Natural High*, **Paul and Mary Tara** on *Zoop*, and **Charles and Kathryn Hodgkins** on *Mischief* braved the fog and wind to anchor out in busy Treasure Island Cove over the Memorial Day weekend.

Sailing in Saturday afternoon the fleet entertained the Cove with our anchoring prowess. *Zoop* took honors by anchoring for her first time ever and under sail at that. We then joined the anchoring critiquing game, imagining a placard system for signaling our scores. We spotted *Blockbuster* cruising by but didn't entice her to stay the night. Potential members on *Sundancer* (soon to be renamed *I36DD* by new owners Dale and Denise) anchored nearby and Dennis motored over on his dinghy for the sales pitch.



*Zoop, Mischief, Natural High and Nimbus* on Sunday (after *Blue Moon's* departure)



Mary and Paul Tara's *Zoop* packs its own el toro for more cruising fun.

Junior sailors were David on *Blue Moon*, Matt Bush and cousin Joey on *Natural High*, and Patrick on *Zoop*. They had a great time on the mud-sand beach. Patrick and Paul Tara rigged their El Toro to sail around the Cove. The potluck on Saturday night was a great combo of spaghetti and pasta from *Mischief*, lasagna from *Blue Moon*, salad from *Natural High*, and cookies and hot chocolate from *Zoop*. By request the Junior sailors had hot dogs.

On Sunday morning, **Mike and Daphne Dickson** on *Nimbus* joined the raft up to run the Fun Race and **Don Henderson** came by landcruiser and hitched a ride on a good samaritan's dinghy, to say hello and take some pictures. The Fun Race turned into an armchair race and racing rules review. All present agreed that next year we should try the Fun Race idea from a marina setting. The cruisers sailed off to the rest of their long weekend on Sunday afternoon. (photos: Don Henderson)

# Glorious 4th of July at Benicia

Cruise Host: Don Henderson

by Barbara and Don Henderson

Historic and charming Benicia attracted 16 Islanders and 48 people for a warm but beautiful 4th of July Cruise.

Kindred Spirits and a few boats went up on the 3rd. Ten Islanders rendezvoused at Southampton Shoal on the 4th. Mike Bennett on *Getaway* sent them off a little past 10 a.m., advising no one should pass the leader. Chuckles crackled back over Channel 72 and *Pacific High* broke quickly to show the way, passing *Blockbuster* which was without a jib. It was a perfect sail, good wind and smooth water all the way.

Ready hands greeted arrivals to help them dock. By late afternoon all were settled in: *Blockbuster* (Higdons), *Getaway* (Bennets), *Kindred Spirits* (Wilhite, Henderson); *Lean Times* (Sheas); *Mischief* (Hodgkins), *Moriah* (Trewmans); *Natural High* (Bushes); *Noncents* (Thomsons); *Ophira* (Salvos); *Pacific High* (Farrell); *Snowflower* (Walls); *Solace* (Stover); *Tom Cat* (Stompes); and *Woodbine* (Damsens).

Rick & Sandy Van Mell, their daughter, her husband and beautiful granddaughter Amparo, came by and stayed for the potluck. We were also glad to see Fred and Barbara Cucksey of Oakland/Tortola who stopped in. About 5:30 everyone brought hors d'oeuvres, side dishes and their barbecue meat to the Yacht Club. Dishes on the potluck table seemed to increase and multiply (no, not a miracle - we didn't realize we were part of the BYC Thursday Night Potluck!) Thanks to Laurie Skaling who made us fun 4th of July packets.

At 9 p.m., about 20 of us walked to the end of the marina to see the fireworks and sing songs, starting with "This Land is Your Land," and ending with "God Bless America," with the National Anthem in between. Well, we weren't always on the same note, but we made a spirited



How many people can you get on an Islander 36? At least 31 (on *Ophira*)

patriotic contribution at Benicia and it was fun. After some awesome fireworks, most of us were ready to turn in.

Friday the 5th: Time to explore. Most of us hit the 1st Street Cafe at some point, enroute to view glassblowing at Lindsay's or visit the Embroidery Factory which had a drawing for an I-36 windbreaker. The Szasz's (*Midnight Sun*) and Fowlers (*Zenith*) arrived by boat and the Hunters (*Escape*), came by land yacht. At 5:30 Happy Hour stretched across *Ophira*, *Solace* and *Noncents*. Food traversed the boats, even Hunters' caviar goody. Someone suggested we see how many people an I-36 can hold (see picture above). At 6:30 we headed to the Club for dinner.



Rhonda, Ian and Tim Shea just hangin' out on *Lean Times*

The dining room sparkled with red and white table cloths and fairy lights, pretty enough for tuxes, but it felt so good to be in shorts. The prime rib and salmon dinners were good, with cheesecake for dessert. Commodore Bush expressed his appreciation to members attending the cruise, the Cruise Host for his work, and commemorated this, our first 4th of July since September 11th.

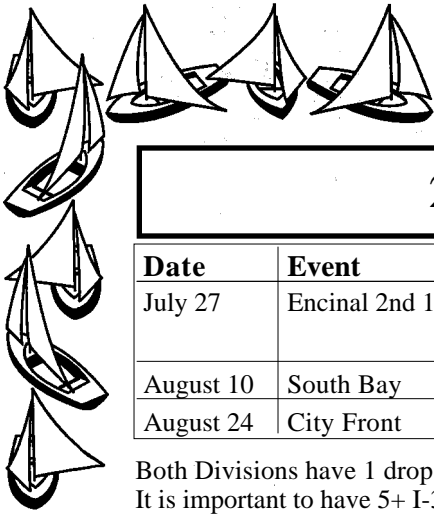
Saturday Skipper and Nancy Wall treated all comers to a breakfast of OJ, French toast, bacon and sausage. Many thanks to the Walls!

Nine Islanders left for home after breakfast. Five stayed on for more R&R, exploring, and the Saturday night dinner-dance; *Getaway* planned to probe the Delta. Thanks Benicia: It was lovely.

(see an expanded version of this write-up on the I-36 website).



Smokey Stover and Laurie Skaling (*Solace*) will wed August 3



# ISLANDER 36 RACING FLEET NEWS

by Daphne and Mike Dickson, Race Fleet Captains  
mike1d@pacbell.net or daphnej@pacbell.net

## 2002 Schedule of Races To Go

Date	Event	Categories
July 27	Encinal 2nd 1/2 Opener	Spinnaker & Non-Spinnaker Divisions. (NOTE: some YRA schedules may show an I-36 start on 7/28, but the fleet only races the first day)
August 10	South Bay	Spinnaker & Non-Spinnaker Division
August 24	City Front	Spinnaker & Non-Spinnaker Division

Both Divisions have 1 drop. Thus, boats race 8 races and count the best of 7 scores.

It is important to have 5+ I-36 starters in every race. Please work hard to arrange your schedule to make each race, or find an alternate helmsman to sail your boat for you.

## A Wild and Crazy Season Well Under Way

**The Islander 36 fleet is more than half way through another great season.** After a better-than-anticipated race back from Vallejo, the fleet started its busiest month of the season at:

### Knox, May 18th

Eleven boats at the line jockeying for position in a strong wind was quite a sight for all who witnessed it. Immediately after the gun sounded and the race started, *Mustang* blew out her main sail and had to retire from the race. Unfortunately this and other repairs kept her out of the next race as well.

After the start, the fleet separated and the north side of the course was the favored side, seeing the boats to the mark first. Once around the first mark the fleet was off on a broad reach toward Alcatraz with *Razor* and *Tom Cat* in the lead. A quick jibe around the outer mark and toward Angel Island and the leeward mark, with the fleet spreading out trying to decide if the wind or current would be the deciding factor. After rounding the leeward mark and heading to weather, the wind started shifting and gusting and the fleet

started to separate.

At the weather mark the fleet was in two groups with several minutes between the two, and at this point things got crazy. It appeared that the lead group sailed off to the leeward mark, missing the outer mark that the course called for, rounding the leeward mark and heading for the finish line. The slower end of the fleet rounded the weather mark, headed back to the outer mark, then made one more lap around the windward mark and leeward mark before finishing. There was a time separation between the two groups well over one hour. For the next week or so confusion ruled with no one really knowing what had happened on the course. Finally, after a flurry of phone calls and e-mails, the race and results were straightened out and we were ready to start the next race.

### Olympic Circle, June 1st

At high noon the fleet assembled at the XO marks in the center of the Olympic Circle, ready to erase the fiasco from the last race at Knox. With a crowd at the start line, *Pilot* was forced over early and had to sail

back around and restart. Off toward the weather mark on this windy, sunny day, *Razor* made the mark first and held the lead as everyone rounded for the outside mark.

The pack at the front was in close quarters, with the rest of the fleet giving chase as the outside mark was passed with a jibe. After the rough start, *Pilot* started her move up the fleet slowly picking off boat after boat and gaining ground on the race leaders. At the leeward mark, the fleet was starting to separate as they headed to weather and the long beat up.

*Tenacious* stayed on the north side of the course looking for a good header and found one, moving up several boats at the weather mark. Once more down the course to the mark and the fleet was spreading out around the leeward mark and back to the finish. *Zoop*, and amazingly *Pilot*, gave *Razor* a great chase to the finish but *Razor*, making the cover on every move, was unbeatable.

*continued on page 7*



# A Wild And Crazy Season *continued*

## Olympic Circle, June 1st *cont'd*

Once the boats started finishing, everyone noticed that *Tom Cat* was anchored on the course and wondered what was going on. Paul Tara on *Zoop* sailed up to investigate and found that *Tom Cat's* steering had gone (somewhere on the last windward leg?). Several boats offered assistance, but Paul with his emergency tiller in hand was quick with the assist. On their way home, *Tom Cat* was escorted by *Pacific High*. Many thanks to all the fleet for their generosity and sportsmanship.

The middle of the fleet was tight as they rounded the mark and quickly got their poles out for a wing-on-wing run down. Not many changes at the leeward mark as the crews hardened up for the quick sail back to weather.

The fleet gathered up again at the windward mark. With the flood against the mark, the lay lines were tight and several of the boats called their tack too soon, having to tack back on the starboard boats fighting for room. *Tom Cat*, with her steering fixed, was out in front on a run as the fleet barreled down in chase.

Rounding the last mark and heading up as tight as possible on a port tack, the entire fleet was quite close. With a quick tack to starboard and the finish line, the fleet finished the race early. The fleet now has several weeks of R&R before our long and tedious race, The Encinal Second Half Opener July 27th.

Thanks to everyone who's been out there racing. The point totals are close moving into the last leg of the season. Good luck and great sailing!

~~ Mike and Daphne

## Treasure Island, June 15th

Ten Islanders were back at it again. A beautiful day and perfect wind greeted the fleet as they sailed the line waiting for a start that had been postponed. The course was a simple windward, leeward, windward, leeward and finish, definitely the shortest course we will see all year. With a short starting line to boot, it was: "Get what space you can while it's there." The fleet split immediately with *Tenacious*, *Blue Streak* and *Nimbus* taking the north side of the course, the rest of the fleet staying on starboard to the south, with *Mischief* stalking the middle. The north side was favored with *Mischief* followed closely by *Nimbus* first to the mark.



**The season totals to date with no throw outs are below.**

## 2002 RACING TALLIES - to date

BOAT	Valejo5/4	Valejo5/5	Knox 5/18	Olmpe 6/1	T.I. 6/15	TOTALS
	Points	Points	Points	Points	Points	to date
Zoop	3	3	13	3	2	24
Blue Streak	13	4	1	4	3	25
Nimbus	5	7	3	7	4	26
Tom Cat	2	2	12	11	1	28
Pacific High	4	5	5	8	8	30
Razor	9	1	12	1	7	30
Pilot	1	6	12	2	12	33
Lean Times	10	8	4	5	6	33
Mischief	13	14	2	9	5	43
Tenacious	8	9	12	6	9	44
Woden	6	11	6	12	12	47
Mustang	7	10	12	12	10	51
Rasbry Tart	11	12	13	12	12	60

### When Things Go Wrong: I-36'ers to the Rescue

Barry & Sylvia Stompe (*Tom Cat*) send a big THANK YOU to:

Paul Tara on *Zoop* for loaning his emergency tiller; Harry Farrell of *Pacific High* for the escort home; and Kathryn and Charles Hodgkins of *Mischief* for offer of assistance when *Tom Cat* lost its steering mid-race on June 1st. Way to go, everyone.

# Sail San Francisco 2002!

August 28 - September 2

## It's Time for ... the Tall Ships

at the end of August and over Labor Day weekend! Enjoy the splendor of the seas and the majesty of square yards and gaff rigged schooners. This is your chance to see them up close and personal.



There will be a parade of Tall Ships on Wednesday August 28th - might be a chance for Islander folk to get a closer look at the vessels under way. There is likely to be a mix of those under sail and power. The time will be posted later on our web site and there will be an email update going out to members as details become known.

There is a Crew Race planned for Friday, August 30th in which the crews of these ships can race up and down the city waterfront in Islander 36's.

We are arranging space for the fleet to tie up close to where many of the visiting ships are docked, and ship tours will be part of the package.

*We'll post details for the Crew Race and the Cruise on the I-36 web site as we get them (www.islander36.org), but be sure to think about this as a wonderful way to spend Labor Day Weekend. Reserve the dates of Friday August 30th for the Crew Race. August 31st through September 2nd would be a cruise-in.*

Here's a list of the vessels scheduled as of July 1, 2002. Note under the last category, *Other Vessel Visits*, that two are coming early, and one late - and they are nice big ones!

Rick Van Mell  
vanmells@ix.netcom.com

SHIP	COUNTRY	TYPE	LENGTH	Berth - Pier
<b>Foreign Ships</b>				
BAT'KIVSHCHNYA	Ukraine	Two-masted gaff-rigged schooner	97'	45
CLIPPER PATRICIA	Honduras	Three-masted topsail schooner	172'	35N
COPPER SKY	Canada	Two-masted staysail schooner	88'	35N
EUROPA	Netherlands	Barque	185'	35N
R. TUCKER THOMPSON	New Zealand	Gaff-rigged schooner	85'	Hyde
<b>American Ships</b>				
COASTER II	WA	Schooner	60'	Hyde
NIÑA	DE	15th-century caravel redonda	93'	27S
SPIRIT OF DANA POINT	Long Beach	Two-masted gaff topsail schooner	118'	Pac Bell
TALOFA	US		93'	431/2?
ZODIAC	Seattle	Gaff schooner	160'	Pac Bell
<b>Local Ships</b>				
BAY LADY	SF	Two-masted schooner	90'	
BRIGADOON	SF		65'	
GLORY DAYS	Sausalito	Staysail ketch	51'	
HAWAIIAN CHIEFTAIN	Sausalito	Two-masted square topsail ketch	103'	Sausalito
NEHEMIAH	Richmond	Ketch	57'	Richmond
RENDEZVOUS	SF	Barquentine	78'	40S
RUBY	SF	Auxiliary sloop		? 70

<u>Other Vessel Visits this Summer &amp; Fall</u>		<u>Type (Dates)</u>		
GUAYAS*	ECUADOR	Barque (7/29-8/3)	257' 1"	35N
ROBERT C. SEAMANS	WA	Brigantine (8/12-8/15)	134' 5"	27S
CUAUHTEMOC	MEXICO	Barque (10/28-11/3)	270'	35N

**\*Free Tour of Guayas: 7/30 - 8/2, Pier 35**  
See: [www.sailsanfrancisco.org](http://www.sailsanfrancisco.org)



# Cruising in an Islander 36 *continued from page 1*

**Jeff Crosby, Port Clinton, Ohio:** I have had a 1977 Islander 36 for five years (previously owned a 1973 Islander 30). I love the boat, the space it has . . . But I think the thing that sold me was the way it sails. Lake Erie is famous for rough seas, and the Islander handles them extremely well. I bought the boat in Saginaw Michigan and sailed it back in May. We crossed Lake Erie in 8' swells and the boat handled them well. I knew I had a winner.

**Bruce Hallberg:** I have owned my 1973 I-36 for 23 years now. In my 30 years of sailing, I have sailed on many other makes in the same size class. I kiss my Islander every time I step on her wonderful decks. She has seen me through many a tough situation because of her strong construction and ability to take heavy wind. The old adage "when it's so bad that you cannot take care of the boat ...the boat should be able to take care of you" applies to an Islander 36.

## In Memory of . . . Ace Lehman

"Acy" Lehman, I-36 member (*Vivace*) who frequently sailed to the Association's cruises with Don Henderson and Peter Wilhite until illness limited his participation in 2000, died June 15, 2002, at a St. Helena Convalescent Hospital of heart and kidney problems at the age of 81.



On May 16th, Peter and Don hand-carried to Ace a letter from Commodore Dennis Bush, informing him that he had been nominated by Skipper Wall, and approved by the Association for honorary membership in the Association. He was most appreciative and was very sincerely touched by this recognition. He sent his best wishes to all in the Islander Association, whose activities he followed in the Newsletter. We will miss him.

Ace was an Art Director for RCA records in New York, and did a lot of sailing on his 32 foot Alberg on the east coast. He was a member of the Richmond County Yacht Club on Long Island. After his wife passed away, Ace relocated to the west coast in the early 1990's and found his new home aboard an Islander 36 berthed at Kappas (Richardson Bay Marina) in Sausalito.

## Remembering Mike Wardlow, Past Commodore

Mike Wardlow, I-36 association past Commodore, 1976 and 1977 (*The Perfect 36*) passed away June 21, 2002. Although no longer the owner of an Islander 36, Mike did own and race a J-44 out of Dana Point, CA. I had the privilege to crew for Mike a few times. He always spoke fondly of his Islander 36 and sailing on the San Francisco Bay. He will be missed. --Ken Ziegler, RASA

**Gary Salvo:** Although the design is 30+ years old, just think of the conditions in which you can sail her. The Bay has over 20+ knot winds every day from mid-May to mid-September. We have a 120% jib on a Harken furler and seldom reef. We do use techniques to depower the main but have sailed in 37 knot gusts going into Coyote Point under full sail, just my wife and me.

### Re Cruisability of the Freeport 36:

**Richard and Dana of Rick.Franz@AGNA.ZENECA.com** wrote: We were encouraged as to the seaworthiness of our Freeport 36 on our maiden voyage from Newport Beach to San Diego. We encountered a sea with 9 foot swells and 28 knot winds and averaged 7 knots with a 75% reefed Jib and no mainsail. The boat handled beautifully as was witnessed through a telescope by the teary eyed former owners from their hilltop home in Laguna Beach as we sailed by. The prior owners made two trips to Mexico and said they loved the way the boat handled. My boat neighbors in Oceanside took their F 36 to Mexico for 8 months last year and said their boat handled very well.

### Cruising Articles in I-36 Newsletters

(accessible on web site: [www.islander36.org](http://www.islander36.org)):

- Brian Jacob's "Cruising the California Coast" (Freeport 36: *BlueMoon* - I36 Newsletter, 2/01 issue)
- Heather and Patrick Hill's Cruise to Desolation Sound (2/00 issue)
- Jeff and Carolee Kingdon, in Southern New England (5/00 issue)
- Don and Lenna Hossack, Cruising in Mexico (2/99)

### Send us Tales of Your Cruises

-- cruises far and near--

for publication in the Newsletter

Babsadams@aol.com or mail to address on p. 2

# Gadgets, Maintenance n' Stuff

## Questions re: Propane Lockers

### Ken and Louise Landis, Seafair, 2/17/02 asked:

We recently joined your organization and look forward to cruising with other Islander 36 owners this summer. During the rainy season I am doing some upgrades to our 1974 Islander. I recently installed a LPG range and am wondering where other Islander owners have placed their propane cylinders?

### Steve Weatherford, Nepenthe II, Mobile Bay, AL, 6/13/02

I am replacing my alcohol stove with a propane range and need to find a good safe [approved] place for the propane locker. I had planned on installing in the aft lazarette.. Where is the best place on an Islander 36 for a propane cylinder?

## Answers:

### Gary R. Salvo, Ophira 2/18/02

We are attempting the same install (propane tanks). Roger McCellan of '4Rsanity' hung a hard shell for the Life Sling on his stern pulpit. He put a 6 pound propane cylinder inside and plumbed to the hard shell. I think the cylinder is the tall, narrow one and just fits inside the Life Sling container. Others have installed propane lockers in the starboard lazarette.

### Eric Lind, Ginni's Tonic 2/19/02

Greetings from Northern Michigan. We're looking forward to our season as the days get longer. This weekend we're having a hard water regatta -- that's ice sailing and if you haven't sailed on ice, you haven't really sailed!!! Check out the Grand Traverse Ice Yacht Club (GTIYC) site in the GTYC website: [www.gtyc.org](http://www.gtyc.org)

To the subject at hand. We have compressed natural gas (CNG) on our '79 I-36. The cylinder is secured by a strap in the starboard lazarette. It works very well and seems to last forever. Availability gets better every year, although we haven't had to fill a bottle for a number of years. The big difference is that CNG is lighter than air where propane is heavier. The theory is that CNG will dissipate rather than collect in low areas.

### Noble Brown, "Mai Pen Rai" 2/18/02

I have a 1974 Islander 36 which I have converted to propane. Seaward makes complete propane locker

systems which includes the tank, solenoid, regulator and a sealed enclosure. This can be located in one of the lazarettes and then simply vented to the outside. I used the Seaward #93268-P with a 4# tank (sold through West Marine) which I placed in the starboard stern lazarette. This was the perfect place as my boat has wheel steering and this lazarette is of little use because of the steering bracing. I was concerned about the size but I filled the tank last summer and have not had to refill it yet. I special ordered a Seaward #93271 with an 8# tank but did not want to give up space in the main starboard lazarette. If anyone is interested in this larger enclosure contact me.

### Kevin Novak, New Moon, 2/21/02

*Hustler*, my '77 I36 came with a 6# LPG tank in the port lazarette plumbed from the LPG stove on the starboard side of the galley. The plumbing is standard propane flex hose and runs behind the stove and along the starboard side, attached under the deck, across the stern and into the lazarette. It appears that the hose was run from the lazarette to the stove due to the LPG fitting since the hole in the lazarette is not large enough to accommodate the LPG fitting (fore the tank). The 6# tank is the short, squat version.

There is also a propane sensor on - off switch located in the galley which has to be turned on prior to using the propane. The switch lights up "red" when the propane feed is turned on (via the switch). Although you have to wait for air to blow out of the lines each time, it is safer to shut the tank valve after each use and re-open when you want to cook. The tank was original and I recently replaced it due to rust on the bottom ring. I purchased *Hustler* and lived and cooked aboard her daily for 10 months plus numerous overnights after that. I never had to fill the tank so the 6# of propane lasts quite a while.

### Randy Speck, "Cossack", Vancouver, BC to Steve Weatherford:

Finding a good spot is a tough one. I found the rear lazarette too confining so I located ours in the aft end of the starboard lazarette. It is a 12" x 20" x 14" high 3/8" plywood box. The corners were tight fitted, glued, and the complete exterior and interior was fiberglassed in light matting to ensure air tight construction. The lid fits snugly and uses a neoprene gasket. I had planned for some form of mechanical fastener but the lid and gasket seals well enough not to require it. As the locker lid closes, it naturally provides pressure to prevent the lid from opening accidentally.

*continued on page 11*

# Gadgets, Maintenance n' Stuff, *continued*

## **Propane Lockers, *continued***

### **Randy Speck, *continued***

The box is vented to the outside through a fitting in the bottom and it provides a safe environment in the event of a leak. The supply hose is sealed as it passes through the box and exits near the top of the box for added safety. The solenoid/gauge set fit nicely in the box and I have a sniffer sensor in both box and bilge to detect any fumes. The box fits two 10 lb tanks which, for a four burner stove with oven, lasts at least three weeks. The space in the lazarette was not used very well to begin with so the addition of the propane locker there really was not noticed all that much.

I also saw another Islander 36 last weekend that had installed a bridge deck in front of the companionway to conceal two propane tanks. The fiberglass construction was first class and it looked like it was factory installed but it also must have cost a lot more than the approach I took. Good Luck.

### **Steve Weatherford responds:**

Randy, Thanks for your reply. I'm impressed with the construction of your propane locker. I have been looking at lockers in catalogs that list for over \$500.00. They don't look any better than yours and they didn't fit my lazarette. I had come to the same conclusion with respect to the location. I have been attempting to keep the aft lazarette as clear as possible for easy access to the steering.

I appreciate the time you and our fellow I-36er's have spent responding. As I looked at my boat I had real problems visualizing acceptable solutions. I have received many great ideas and now have many options. Thanks.

## **Rejuvenating Interior Teak**

**Cliff Cohen, Latitude #657, Branford, CT.**

2/25/02 - Our 1984 Islander 36 had several water stained areas on its interior teak veneer where the fixed windows had once leaked. We tried removing the stains with several marine grade teak oils and treatments, but none worked very well. In a local paint store we came across Zar Oil Based Wood Stain 120 - Teak Natural. The color samples on oak and pine seemed to perfectly match our boat's interior. Amazingly, the water stains practically disappeared when we applied it to our teak. We also used it to restore other interior wood surfaces that had faded over the years, including the trim around the galley sink and the companionway stairs. If you decide to try it:

First, it's probably a good idea to test it on a relatively inconspicuous area (who knows if they used the same wood in all of our I-36's).

Second, remove all the cushions and curtains before you start (if you get it on fabric, you can probably kiss that item goodbye).

Finally, even if you apply it with a brush, some excess ends up on adjoining surfaces (like the white laminate in the galley), so we wiped it off right away to prevent staining. Good luck!

## **Horseshoe Buoys & Covers**

**Gary Salvo, Ophira**

3/3/02 - For those of you who use a throwable horseshoe buoy made by Jim-Buoy, now Cal-June: My cover has rotted away; it has a zipper in it so I tried to find the same cover at a local marine outlet. A new buoy costs \$94.99 (deluxe model) at West Marine, but the cover wasn't available. HOWEVER, you can get a cover directly from Jim-Buoy 818-761-3516. Deluxe is \$35.00 + shipping.

## **The Latest on Those Leaky Windows**

**Greg Thomsen, Freya, Seattle**

2/22/02 - I just received your latest newsletter (Feb. 02) with yet two more ideas regarding leaking windows. I've had three leaks - all in the larger, fixed windows. I carried one of my windows into an auto glass shop, reasoning that they have experience with recreational vehicles, and the originals on my boat looked very much like RV windows.

Their recommendation was to use glazing tape (a double sided butyl tape used in the glazing trades) under the outside flange and to run a thin bead of good-quality silicone around the outside flange joint - run into the seam with the end of a finger. It helps to mask off the cabin trunk with tape, because the silicone is difficult to clean up and eventually makes the gelcoat look stained.

I found the previous owners had made applications of silicone, geocel, and possibly 5200 filling the gap between the inside of the cabin trunk and the window frame. They still leaked, and it took me about two hours per window to reef out the old goo. My repair re-used the original windows, and they're dry after a Seattle spring, fall and winter, and I believe I stand a better-than-even chance of getting them apart again should they need servicing in the future.

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