

Islander 36 Newsletter

May 2002

Issue 2

Join the Fun Race
& Cruise Out:
Treasure Island
May 25/26

Tall Ships Come to
San Francisco
This Summer



Joseph Krensavage's *Mustang*
at Vallejo

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~ Spring Meeting 2002 ~ Old Friends Reconnect and New Members Sign On

A glorious morning greeted the 52 participants who came to the Spring Meeting of the Islander 36 Association at the San Francisco Yacht Club in Belvedere, California, on March 16th.

Despite the threat of rain, eight Islanders docked that morning: Blockbuster, Kindred Spirits, Mustang, Ophira, Pacific High, Silver Shadow, Snowflower and Woodbine. All else came via "land cruiser."

The morning started at 10:00 a.m. for owners and crew of eleven boats who attended the Racing Clinic held by Race Fleet Captains Mike and Daphne Dickson. See Racing Clinic on page 4.



Nancy & Allen Farnum's *Silver Shadow*
docked at SFYC for Meeting

Commodore Dennis Bush conducted the meeting, following a delicious London Broil lunch (Meeting Minutes on page 3.)

Lynn Eichinger, President of the Angel Island Association, was this Spring's speaker. She related how the island in San Francisco Bay was used as a fort in the Civil War, a Quarantine Station from 1892-1940's, an immigration station 1910-40, and from 1942-46 it was a POW Detention center, then a Nike missile base 1954-62. Now it's a beautiful park open to the public.

Ayala Cove has moorings. Limited dock space there is available 8 a.m. through sunset. Questions? E-mail: leichinger@earthlink.net. See www.angelisland.org. One of the neatest things is the photo cam available at this website, which shows the dock situation, providing a current picture of the cove refreshing every 30 seconds.

Check out Spring Meeting pictures on page 3. More photos appear on our web site: www.islander36.org.



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of San Francisco Bay**

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Commodore's Corner

May, 2002

Dennis Bush

Our Islander 36 Association may be getting older but the average age of our membership is getting younger. The membership has grown to 169 and our future looks very promising, judging by the Spring Meeting and new members, several with younger children. It is time to have the association become more appealing to young children. From personal experience, I've found my children have found the cruises more fun when other children have been in attendance.



We started the year with our annual Spring Meeting at San Francisco Yacht Club. The weatherman reported a front was coming through, so many of us drove. But it was absolutely beautiful on into the afternoon and evening. The San Francisco Yacht Club was the birthplace of the Islanders 36 Association some 28 years ago, and they have always made us feel especially welcome. This event is a great opportunity to renew friendships after a long winter and for new members to experience the association for the first time.

Mike and Daphne Dickson held another superb Racing Clinic to an ever-increasing group of racers. Even for the non-racing contingent, it was very interesting. Because of Mike and Daphne's hard work and the fact that some of their crew have deserted Nimbus to buy their own Islander, our racing fleet continues to grow. We should have an even stronger racing fleet this year.

Charles Hodgkins and Kathryn Munn Hodgkins have outlined an excellent cruise schedule - you will all want to participate! The schedule is posted in this Newsletter and on our web site.

Lynn Eichinger, President of the Angel Island Association, gave a very informative presentation to our group on the history and current events held on the Island. If one arrives before 10 AM on most weekends, there are still slips available, and later arrivals, with a little luck, should find slips open throughout the day. The island is a great place to spend a day or weekend. It has always been my family's first choice when selecting a destination. I had my fun sailing there, and the boys had a great day at the park. My favorite experience at Angel Island is that time between when the last ferry leaves and the rangers close the island at sunset and you have to leave the dock. It becomes a very peaceful place, the winds die down and the deer come down into the cove.

If you missed the Spring Meeting, check out our web page to see what you missed. You will find some great pictures.

I hope everyone has a chance to get out and enjoy their Islander. Wishing you an enjoyable sailing season.

~ Dennis Bush

Spring Meeting Minutes, by Brian Jacobs, Secretary

March 16, 2002, San Francisco Yacht Club

Commodore Dennis Bush welcomed us to the Spring 2002 meeting. He called on all the officers and committee chairpersons, except the secretary, for their reports.

Membership:

Skipper Wall reported membership was basically steady. We had gained and lost a few members.

Treasurer:

Harry Farrell told us we were doing fine.

Secretary:

Brian Jacobs read the minutes he was not asked to read. Most everyone would have preferred that he did not read them since anyone interested had already read them in the newsletter.

Web Site Manager

Past Commodore Rick Van Mell told us that our web site is well read, even by non-members. We have added yet another 13 pages for a new total of around 80.

Cruising chairman:

Charles and Kathryn Hodgkins discussed the upcoming cruise season and asked for volunteers to co-host the remaining unassigned cruises.

Racing

Daphne and Mike Dickson talked about the upcoming racing season. Our racing fleet is now back to the size it was in the heyday of the 1980's.



Vice Commodore Don Henderson & Commodore Dennis Bush confer



Sandy Thompson with Jim and Bill Higdon

Minutes cont'd on p. 5

Attendees not pictured are: Ron & Karen Damsen, Jeff & Leslie

Edmonds, Nancy & Allen Farnum, Harry Farrell, Jim & Michi Garrison & children, Barbara Henderson, Kathryn & Charles Hodgkins, Brian Jacobs, Bob & Maureen Knickerbocker, Steve Murphy, Gary & Pat Salvo, Bob & Betty Sawyer, Kurt Smith, Paul and Mary Tara, Jack Thompson, Rick & Sandy Van Mell, and Skipper Wall.



Fran Jacobs and Betsy Fowler catching up



Marty Griffin, Ed Henry, Art Fowler and Don Schumacher during Attitude Adjustment



Racers are serious about racing - and eating: Roger Milligan, Larry Terzian, Joseph Krensavage, Chris Bober, Seth Miguel and Kris Youngberg



Trewman family (Ashley, Savannah, Katherine) flanked by Mike Bennett, Peter Wilhite

I-36 Racing: 2002 Schedule of Races To Go

| Date | Event | Categories |
|-----------|-------------------------------|---|
| May 18 | Knox | Spinnaker & Non-Spinnaker Division |
| June 1 | Olympic Circle | Spinnaker & Non-Spinnaker Division |
| June 15 | Treasure Island | Spinnaker & Non-Spinnaker Division |
| June 27 | Encinal 2nd Half Opener Day 1 | Spinnaker & Non-Spinnaker Division (Note some YRA schedules may include an I-36 start on July 28th, but the fleet only races the 1st day.) |
| August 10 | South Bay | Spinnaker & Non-Spinnaker Division |
| August 24 | City Front | Spinnaker & Non-Spinnaker Division |



Daphne & Mike Dickson

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.

The Beginnings of Another Great Season

by Daphne and Mike Dickson, Race Fleet Captains

The Islander 36 racing fleet is looking forward to another great season with more boats racing this year than last. By the time you read this we should have two to three races completed (Vallejo and Knox) and another great and competitive season underway.

Race Clinic

We had a very successful race clinic on Saturday March 16th before our annual spring meeting to prepare the fleet for this year's racing. The event was well attended and we had everyone from first time racers with the fleet to some of our best veterans. We were very fortunate to have last year's I36 fleet winner and the Champion of Champions for the ODCA, Paul Tara, speak to our group about some of his thoughts on racing in the Islander 36 fleet.

Paul had some very simple tips to race by:

Philosophy

- Sailboat racing is a game of probabilities, like Zen; ignore the unimportant ones.
- Style Points – everybody starts with the same number of points, the winner usually loses the least points.
- Avoid the seven most common ways to lose the most points (From Joe Duplin, Tufts):

1. Don't be late to the start
2. Don't be over early

3. Don't sail the wrong course
4. Don't over-stand the weather mark
5. Don't hit a mark
6. Don't hit another boat
7. Don't capsize (Run aground, lose the rig, etc.)

Strategy

- **Strategy is the course you would sail in the absence of other boats.**
- On the San Francisco bay 90% of strategy is tides.
- Spend time to analyze the tides before you go out.

Tactics

Tactics are how you implement the strategy with other boats.

- 1. Know the rules, be conservative, think ahead.
- 2. Islander 36s don't accelerate quickly, and they don't stop.
- 3. Other classes racing have the same rights under the rules.

Trim

- Don't Pinch
- Helm: 1/4 turn equals 10 degrees of rudder angle, more is bad

RACING NEWS, *continued on page 5*

YRA Changes

At the meeting we also covered starts for this season and some of the basic changes that the YRA has made for this year:

Starts

Times are taken from the visual signals in the absence of sound signal.

| Signal | Flags | Sound | Minutes Before Start | Course Signal |
|-------------|------------------|--------|----------------------|---------------------|
| WARNING | Class or Group | 1 Gun | 5 | Raise Course Signal |
| PREPARATORY | P, I or Z | 1 Gun | 4 | |
| Drop PREP | | 1 Horn | 1 | Drop Course Signal |
| START | Drop Class/Group | 1 Gun | 0 | |

Warning signals for each succeeding class shall be made with or after the starting signal for the preceding class.

Radio Communications

A new system has been put in place with Race committees using different radio channels depending on the area in which they are operating.

- Channel 69 - City Front and Ocean
- Channel 71 - Olympic Circle, South Bay, Knox and Second Half Opener
- Channel 72 - Vallejo Opener

See the rest of this year's schedule on page 4. Thanks for everyone's continued help and support ~ Mike & Daphne Dickson, *Nimbus*

Vallejo Opener Picture Perfect by Mike & Daphne Dickson

The Vallejo Opener May 4th-5th was a great beginning - thirteen Islanders started Saturday, which was beautiful with moderate winds - no speed records, but everyone enjoyed the long downwind sail to Vallejo. Jim Robinson commented how great it was to see so many Islanders out there and lots of new faces. Unofficial results: *Blue Streak, Pilot, Tom Cat, Zoop, Pacific High, Nimbus, Woden, Mustang, Tenacious, Razor, Lean Times, Raspberry Tart, Mischief (DNF)*.



Sunday was postcard perfect, warm, with a strong ebb and light breeze building to a full blow which brought the fleet to the finish line. Unofficially: *Razor, Tom Cat, Zoop, Blue Streak, Pacific High, Pilot, Nimbus, Lean Times, Tenacious, Mustang, Raspberry Tart, Woden*. Photos above and p. 1 by M. Dickson. For more info, check out Vallejo Race on I36 website: www.islander36.org.

Spring Meeting Minutes, *continued from page 3*

Racing (continued)

The discussion / implementation of changing the by-laws regarding equipment will be postponed until the fall meeting. The Memorial Day cruise will include a special fun race for all who would like to participate.

We agreed to encourage out of town I36 owners to cruise or race with us when they are here during an event.

A contingent from the Islanders will do the Bay to Breakers race to commemorate dear friend Kay Farrell..

Other:

Rick Van Mell spoke about plans for the Tall Ships Regatta visiting San Francisco in summer. The Islanders will provide the boats for the crew of the tall ships to have a single design race on August 30th There will be 15 spots at J dock at Pier 39. Hopefully we will have 10 boats for racing, and the Freeport fleet will provide the spectator boats. See Rick for details.

Speakers:

Lynn Eichinger from the Docent staff at Angel Island spoke to us about the Island and encouraged us to enjoy the wonderful area. She gave us a brief history of the island, and an overview of the events and sights to see, including the very popular artillery battle and cannon firings on weekends. Respectfully submitted, Brian Jacobs, Secretary.

Islander 36 CRUISING SCHEDULE for 2002

by CRUISE CAPTAINS Charles Hodgkins and Kathryn Munn Hodgkins
 contact: chas@data911.com or kmunn@intraspect.com (510 865-9045)

| Date | Place | Cruise Co-Sponsor |
|-----------------------------|--|--|
| May 25-26 | Fun Race/Cruise-Out: Treasure Island | Daphne & Mike Dickson and Charles & Kathryn Hodgkins |
| July 4-7 | Benicia | Don Henderson - henderkin@aol.com (415) 457-0771 |
| Aug. 30-Sept 2 Labor Day | Tall Ships Regatta, City Front (Special Event) | Rick & Sandy Van Mell - vanmells@ix.netcom.com (650) 962-1515 |
| Oct. 5-6 | Coyote Point YC | Charles & Kathryn Hodgkins |
| Oct. 26th | Fall Meeting, SFYC, Belvedere, CA. | Hodgkins for reservations, arrangements |



Snowflower enroute to Encinal

Encinal Cruise Triumphs Over Forecast

Hosts: Dennis and Judy Bush

edited from Rick Van Mell's Web Site Write Up

**If you had heard the forecast, . . .
 you would have stayed home.**

It was supposed to be windy, cold and rainy, but turned out sunny, good-sailing windy, and shirt-sleeve warm for the I36 Cruise to Encinal April 27th.



Trewman's tight turn with *Moriah*

Eight boats sailed into Encinal Yacht Club: Harry Farrell on *Pacific High* with the Slater clan aboard, Bill & Jim Higdon on *Blockbuster*, Don Henderson with guests Bruce Hope, Bob Williamson, and Paul Winter on *Kindred Spirits*, Skipper and Nancy Wall on *Snowflower*, Rick Van Mell on *Vanishing Animal*, Ashley, Katherine and Savannah Trewman on *Moriah*, Gary and Pat Salvo on *Ophira*, and Karen and Ron Damsen on *Woodbine*. . . .



Kindred Spirits on way to Encinal

Continued on page 9



Karen & Ron Damsen, Harry Farrell, Dennis Bush, Linda McClellan and Skipper Wall waving from *Snowflower*



Savannah Trewman on *Kindred Spirits*



Matt Bush and Pat Salvo at dinner

Islander 36 Holds Tough Despite Hard Knock

by Lorraine Hillman, *Carolyn H.*

1/19/2002 Last September I had a scary experience with my Islander in Samsung Narrows near Cowichan Bay in British Columbia. I am not proud that I had a boating accident; however I thought the information concerning how my 1976 Islander took the blow and the subsequent repairs and costs may be of interest to members.

I live in Bellingham, Washington, and do mostly single-handed cruising. Last fall I got some time off and, with my daughter and my hound dog "Molly", cruised the Gulf Islands for two weeks before dropping my daughter off in Vancouver. I decided to go up the west coast of BC to Princess Louisa Inlet. The weather was beautiful and the crowds much diminished. ***I had Princess Louisa Inlet to myself for a couple days and it lived up to it's reputation as the holy grail of cruising. I highly recommend it!***

On my way back I stopped at Egmont, Pender Harbor, crossed the straight over to Nanimo, then went through Dodd Narrows, and on down to Maple Bay. So far I'd had beautiful weather, calm anchorages, and wonderful cities and marinas to visit. It had been almost a month since I left Bellingham. I had read about the September 11th attack in Canadian Newspapers. I was at peace in another world, reluctant to go back home. Maybe I got too complacent. Leaving Maple Bay I went down Samsung Narrows. I had read a book that talked about a family called the Smeeton's. It said that remnants of where they once lived and moored their famous ketch "Tzu Hang" were still visible on the shore of Saltspring Island around Musgrave Point. I thought I was in deep water, under power with my 150 genoa unfurled, going around 7 knots through the water, but fighting a one to two knot current.

As I stood in front of the companionway, studying the shore line with binoculars for signs of where the Smeeton's once lived, we hit a submerged rock. The boat stopped with a shock wave that was unlike anything I have ever experienced. I ended up on the cabin floor near the head, landing on my right shoulder and dislocating it. My dog came to my side. Thinking we would sink, I looked for signs of water rushing in. There was nothing. I was sure we had been hit by a power boat for a shock that big. I managed to get myself up holding my right arm., went topside and saw no other boats. We were aground on something. The sail was full and we weren't moving. I let the sheet go and shut down the motor. I was in pain and needed help, so went below and called the Coast Guard. No answer. I went top side

thinking I could do something.

I made another call on the radio. Just then I saw a small outboard with three guys who offered help. We got the sail furled. We had drifted off the rock and were going along with the current so we anchored the boat. I was never so glad that I had invested in an electric windlass than at that moment. "Just push that button," I said, "and push the anchor over," and it was done.

I was hurting! One of guys pulled out a cell phone and called the Canadian Coast Guard. It wasn't long before they pulled up. They got me to a hospital and sent another boat to tow my boat into Cowichan Bay. The hospital in Duncan BC did x-rays, put me to sleep and a doctor reset my arm.

I woke up feeling way better! They wheeled me out, with a supply of pain medication. The Coast Guard took me back to my boat. It was tied snugly to the dock and there wasn't any sign that there had been any trouble. They had fed Molly and watched her while I was in the hospital. I went below to sleep and spent the next day resting, checking out the boat and planning my trip home to Bellingham. I had thoughts of hauling the boat in a Canadian Boat yard, but since I had insurance, I headed back to the States.

I got up early with the tide and cast off for home. The boat operated like nothing had happened. Still no water in the bilge. I motored until a fair wind came up and I unfurled the genoa. Since I was using only one arm, the two conveniences I had long resisted to install were god-sends (the roller furling and anchor windlass). I never could have hoisted a sail or retrieved an anchor from the foredeck in my condition. The auto pilot was also indispensable. I have had an auto pilot of some sort aboard since I bought the boat in 1982. My trip home was uneventful, even fun. My chart plotter and GPS made navigation a breeze. It was clear, and all I did was watch for things I might run into! I made it to Bellingham before dark.

Home safe and sound, the real fun began. I called my insurance company. I didn't know I had an agent who might have helped me with some of the hassles that were to come. All I will say now about my experience is that I am currently looking for another carrier.

The real reason I am writing this is to say that the boat held up great during this mishap. Though not undamaged, upon hauling the boat the surveyor and I were pleased at the condition of the bottom and keel.

continued on page 8

I 36 Holds Tough, *continued from p. 7*

I have a lead keel and there was a rather large mushroomed-out area right in the front and at the bottom of the keel. If I'd had a few more inches of water under me, I would have missed it. There was also a hairline crack around part of the keel to hull seam where the keel bolts are. I usually have that without hitting something.

The real damage was inside. The cross wise plywood thwarts that you see if you lift the floor boards were all delaminated from the hull. The front one under the mast had significant dry-rot due to water coming down the mast or from up forward, and the aft ones couldn't be seen until we cut out the plywood right aft of the floor boards. There was some delaminating under the port settee, but I think it was old. The surveyor could find no other damage. My engine mounts were OK and there was no apparent damage around the chain plates, where there had to be a lot of strain.

After the repairs, we had the keel bolts tightened. The rigger who did it said he got something but not much. By the way, my keel bolts looked badly rusted and I used to worry about them, but I now think that they are still doing their job. That keel didn't move at all!

The total bill for the repair was \$4400. plus \$1200 for laydays. The yard here is separate from the repair facility. My deductible is \$830. The rotted thwart was not part of the repair and was not covered. I got a check for \$4700 from the insurance carrier. The \$1000 difference was the storage which they refused to pay. Nor would they pay for my surveyor. Another \$441. So I came up a little short. I also lost a used outboard while the Coast Guard was towing my boat to port. It got knocked off the stanchion. Although covered by insurance, after depreciation they only gave me \$137. If I had to do it again, I would have asked a lot more questions about the procedure following a claim. You can't hire your own surveyor unless you clear it with them and he is on their list.

Anyway my boat is afloat again and I am in the process of getting her ready for another cruise. I have had a better depth sounder installed. One of those big long brass ones that you need a fairing block to install. Future projects are to paint the deck and replace my headliner. Someone else had just written in about that. I wonder if anyone has had the nerve to pull the old one off and take on that project?

I have just had surgery for a torn rotator cuff and I am laid up for another six weeks. Watch out for those rocks! Fair Winds! - Lorraine Hillman, *Carolyn H.*

I-36 MEMBERSHIP

By Membership Chair Skipper Wall

At the Spring meeting Treasurer Harry Farrell reported, "We have Money!" I can only say, "We have Members!" - 169 as of May 1, 2002. We lost eleven but have gained that many back since the first of the year. As I have said many times at our meetings, we are so much stronger than the 33 members we had just a short 8 years ago.

I attribute this to the internet, our great web page and e-mail which so easily allows us to be closer to each other. In addition, our Race & Cruise Captains have done a wonderful job of keeping the Islander name "alive & well".

The official members list was mailed to all members about April 18th. If you have not received it, please let me know and I'll mail you one.

Remember, when talking to someone about membership, you can get an application from me or it can be printed from our web site.

Report from the Treasurer

By Treasurer Harry Farrell

I was quoted at the meeting as saying "we're doing fine." Actually, we're doing GREAT! Here is a breakdown of membership numbers compared with 2001.

| Membership | 4/01 | 4/02 |
|-------------|------|------|
| Commercial | 5 | 5 |
| Crew | 1 | 1 |
| Honorary | 2 | 2 |
| Nonresident | 76 | 86 |
| Regular | 58 | 67 |
| Sustaining | 7 | 8 |
| TOTAL | 149 | 169 |

Our April membership at 169 is a new high for this time of the year. Since many boats change ownership in spring and summer, membership is usually lowest at this point, then grows throughout the remainder of the year. This year has all the signs of being a record breaker for us.

I would like to thank the people who I believe are responsible for our sustained growth: Rick Van Mell & Gary Salvo who have put in many hours making our website what it is today. Barbara Henderson who has created a reputation for continual improvements in our newsletter. Skipper Wall who not only manages our membership process, but continues to entertain us with Islander history he has uncovered. All of the above have resulted in our treasury having a healthy balance of \$9,222.00 as of 4/23/02.

One World, One Ocean

Tall Ships Come to San Francisco

Islander 36's Host Race for Tall Ships' Crews

by Rick Van Mell



Square riggers, gaff and staysail schooners, barques, brigs, and brigantines are invited to the Tall Ships Challenge 2002 on the San Francisco city front in late summer, peaking over Labor Day weekend, August 28th - September 2nd, including:

In addition, there are these "extras" to visit:

- 7/29 - 8/5: 257' barque Guayas
- 8/12-15: 134' brigantine Robert C. Seamans
- 10/ 28 -11/ 2: 270' barque Cusuhtemoc

This is a rare opportunity to step aboard these fine ships. Picture yourself setting to sea for weeks or months at a time.

Sail San Francisco is the local producer of this event and is working in conjunction with The American Sail Training Association (official organizer of the Tall Ships Challenge 2002). ASTA fosters seafaring education and lifetime friendships through local and international sail training programs. This event brings international Tall Ships to the west coast from Victoria to San Diego. SSF's work involves hosting the visit of thousands of young sailing cadets from around the world and the U.S.

There will be ticketed events on board visiting ships with colorful displays of ethnic food, music and dance.

The Islander 36 Association is planning to participate in the event by hosting a Tall Ships Crew Regatta. Islander 36s will be raced by crews from the Tall Ships in a planned 3-race series.

Up to 10 reasonably matched Islander 36s would be selected from Owners who have raced their boats. The Owner would be aboard to inform the crew about the unique aspects of the boat, and will remain responsible for the boat. Competing crews would draw boat names for each race. The crew would be transferred among boats between races.

Encinal Cruise *continued from page 6*

Those with boats berthed nearby: Dennis, Judy and Matt Bush of *Natural High*, Charles & Kathryn Hodgkins of *Mischief*, and Roger and Linda McClellan of *4 R Sanity*.

Arriving by car: Bob Knickerbocker & Maureen Drotleff of *Woden*, and Barbara Henderson. Prospective members George, Denise, Jake and Tyler Grubb of *Finesse* joined the group.

Dennis and Judy had arranged an afternoon visit to the nearby Meyers House - built in 1897, a wonderful example of a Victorian house in excellent condition.

Despite engine trouble earlier in the day, the Trewmans arrived and squeezed in neatly on the end of the raft up just in time for appetizers. Kids, dogs and most of the 31 attending the cruise spread themselves between the adjacent *Snowflower* and *Kindred Spirits* for a happy hour, or so.

At 6:30 the crowd abandoned ship and trooped into the Yacht Club for a dinner of pasta, halibut or steak, starting with salad and ending with cheesecake; with special meals for the children.

Sunday morning the first of the Islanders departed about 9 a.m., while others stayed for a leisurely breakfast before heading home. Another great weekend for the Islander Fleet.



George Grubb, Rick Van Mell, Judy Bush



Kathryn & Charles Hodgkins holding Tyler Grubb with Jake and Denise Grubb at dinner

Photos by Rick Van Mell, Bill Higdon, Savannah Trewman and Barb Henderson

Headliner Fixes

Mark B. Wyatt, *January 21, 2002*

Headliner problems can result from allowing a lot of water to get behind the liner and rust zippers and staples. Because the deck is plywood backed, any penetrations (grab rails, winches, etc.) which leak allow the water to capillary wick along the plywood lams and ultimately to the liner edge. If leaks aren't fixed immediately, the plywood will soften and bigger problems may arise. That goes for hatches and windows too.

The headliner system on I36s is pretty convenient, if somewhat low tech. I've installed turning blocks, Nicro vents etc. on the doghouse and all you do is pop off the staples, reach in with your hands to turn nuts, etc., then staple back together. Of course the zippers allow quick access to winches, etc. Try that with molded roof liners or full wood ceilings. Don't stuff charts up there. That thin foam sheet is important; in tropical climates, the vinyl headliner sags and doesn't stretch back. So realign it before restapling.

My headliner is thirty years old and looks factory fresh, probably because the boat has never been in tropical waters. Just the salt air will do a number on the zippers over the years if you don't exercise them regularly and rub some candle wax (or your choice of incredibly expensive lubricant) on the teeth every few years. Don't leave them completely closed; move around the place where the slider rests an inch or so after exercise.

But liner maintenance is just a small part of a bigger maintenance picture; you should take a look around the liner, chainplates and hull to deck join after a long hard rain, 'specially one with some wind. A hose will not do unless the leak is Code 1. I've had leaks that only showed in strong port beam winds. Trace any leaks to their source (which may involve opening the liner or taking off the wire raceways) and note to fix them after a week of hot sun. Stuff newspapers in there to let the air circulate. Take a hard look at the chainplate penetrations; any leaks there are right into the edge-on plies of the main bulkhead which are waiting to suck up water and result in a big repair bill. Don't let leaks ruin your headliner.

Repair

I've never taken a piece of headliner completely off but it may be doable. If the liner's in good shape why not take it to a canvasmaker and have them sew in new zippers only? If the liner's shot you can use it for a pattern. That's a lot of high quality vinyl to buy. Having restapled, I suspect the builder made the

headliner pieces a little too big along the stapled edges and cut them to size during installation. It cuts easy so why have the supplier trim? It would take a pretty hefty machine to sew it, especially the zippers. Of course you staple the liner to the wood below the wood halfround moulding strip first, THEN staple the edging strip.

Replacing the edging with wood sounds like a nightmare. How are you going to go around the tricky edges above the starboard closet with wood? And the quick unstaple-fix leak-restaple procedure might not be so easy with wood strips. I've been told to use stainless steel staples but haven't found any for my little stapler; the regular staples last years before rusting out. You're going into hard wood so short staples are best. [Ed. note: Don Henderson suggests Monel non-rusting 3/8" staples.]

This is essentially upholstery work, no need to pay engine man prices to have someone redo it cheap labor. Buy good (but light!) vinyl. Mine looks like cattle hide. I wouldn't recommend white; the flesh color hides stains, even over the stove. Clean with a light detergent.

Jim Joubert, *3/14/2002* courtesy Harry Farrell

My experience with the zippers on my headliner was that the plastic zipper was in good shape but the metal slider was corroded beyond repair.

The slider can be replaced by prying apart the old slider. Insert a screw driver blade in the slot on the side of the slider and gently twist to force apart upper and lower sections enough to pull the slider off the zipper material.

The slider replacement was a "YKK#5 coil type slider." Zippers come in all shapes and sizes but this is THE one for the I-36. I would expect that Islander probably used the same zipper in most of its boats.

With new slider in hand, go to the "open" end of the zipper (where slider would be if it was zipped open). Open 2 inches of the zipper from the end so you can cut through the zipper teeth with scissors and almost to the stitching that attaches zipper to the headliner. (The zipper teeth can be opened by forcing a sharp object between the two sides.)

Make the cut as close to the end as you can, leaving room to insert the zipper slider over the separated sides of the zipper. Have the wide end of the slider toward the "closed" end of the zipper. Work the slider onto the two sides of the zipper...it may take a few tries...and

continued on page 11

Islander 36 Included in the \$50K-to-75K Club

The Islander 36 was one of a dozen sailboats featured in Cruising World's article, *The \$50K-to-75K Club*, by Jeremy McGeary (Feb. 2002 issue). "In this price range, you can buy a lot of boat, well-equipped and in set-sail shape."

The boats reviewed were between 30-40 feet and built before 1985. In addition to the Islander, other boats reviewed included the Bristol 35.5, Baba 30, Nonsuch 30, Catalina 38, Gulfstar 37, Morgan OI41 and Block Island 40.



Mike Dickson's picture of the Islander 36 Racing Fleet, from 2001 season

Headliner Fixes *continued from page 10*

Jim Joubert *cont'd*:

then gently work/slide it away from the cut section. Once each side of the zipper is properly inserted in the slider, the slider will close the zipper sides behind it and you are back in business!

To preclude running the slider off the zipper where you cut it, you can sew the two sides together with a couple hand-sewn stitches. I found my sliders at an automobile/furniture upholstery supply company. Don't know if they do mail order business or not, but they are: A-1 Foam & Fabrics, 1812 South Main Street, Santa Ana, CA 92707 (714) 835-1181. Package of 3 sliders was \$3.20.

Ed Weber 2/8/02 emailed Gary Salvo, who surveyed the I-36 Email List:

I would like to replace sections of my headliner. It is a perforated (1/16th inch holes spaced 1/4 inch apart) white liner with 1/4 inch thick foam padding. Do you know of a sources?

Steve Schneider 2/11/02 answered:

That is automotive headliner material. I just replaced some of it myself. Check with your local auto upholstery shops. I had to call several before I found one that would order it for me. If you can't find a local source, I have one in California.

Water Temperature Gauge for Boat

by Skipper Wall, *Snowflower*

3/18/02 For those without a dial water temperature gauge who want to determine water temperature without waiting for the light and horn to come on: I found, in a Volvo after-market catalog, the "Noncontact Thermometer" manufactured by Raytek Corp. 1201 Shaffer Road, Santa Cruz CA 95060. The cost is \$100.00. (I'll bet Radio Shack has the same type unit for \$50.00.) It has a pistol grip with the temperature displayed above the handle. Just point, pull the trigger and read the surface temp where you put the red laser dot on the surface. Not only can you use it for your boat engine, but I have checked our house walls to see if there are any cold spots that would indicate little or no insulation

Invitation to Out-of -Town Islander 36 members:

Visiting the San Francisco Bay Area?

Let us know and we will make every effort to arrange a sail for you. If there is a race or a cruise happening, we can try to get you on board to enjoy a wonderful day on the Bay.

Of course, you are always welcome to join us at our Spring and Fall Meetings in Belvedere, CA. The Fall Meeting is Oct. 26, 2002, 11:30 a.m. sharp! Contact

any officer (see page 2).

Send Us Your Photos

A special note to our non-resident members who are unable to attend our scheduled events and would like to share their sailing experiences with us: Please send us your photos. Be sure to identify everyone in the pictures and tell us where they were taken, so we can post them on our web site.

Islander 36 Association

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with special appreciation to:
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