

316 Islander 36 NEWS

Fall 2016
Volume 4, Issue #3

Fall Meeting, November 5th at ISLAND YACHT CLUB

Island Yacht Club was a great host for our Fall Meeting & Winner's Dinner on Saturday, November 5th.

Where else do you see the overflowing appetizer shrimp bowl, with a tangy dipping sauce, refilled not once, but twice during cocktail hour, and the cheese, veggies, crackers and brushgetta complemented the shrimp nicely.

Our dinner entrees of pork tenderloin or salmon were nicely cooked, and the grilled

vegetables, kale salad, mashed potatoes and rice pilaf were just right.

Commodore Nork had a wonderful 316 logo-decorated carrot cake sheet cake to accompany IYC's cheery cheese cake for dessert.

Add in a warm atmosphere of nautical flags and a ship in the rafter, plus a continuous slide show of 2016's web page pictures on the screen during dinner, and you get a wonderful picture of a great Islander evening.

You should have been there!

In all we had 45 folks representing 22 Islanders in attendance.

We had a wonderful representation of all ages, from 80's to 8's! Check out the [Fall Meeting Story & Pictures](#).



[Welcome Aboard](#)

Inside this issue:

Fall Meeting	1
The Elections	1
Melody Wins	2
Parade	2
Puerto Rico	2
Day, Racer, Cruiser	3
HF/SSB Connection	3
New Members	3
Chasing Away...	4
Dirty Jobs	4
Cruise Schedule	5
Race Schedule	5
Obituary	5
Nautical Notices	5
Nationals Results	6
LNМ	7
Best Seat	8
Diesel Filtration	9
Scrapped	9
Membership	11
Mission Statement	11

The Elections are over *(Editor Phillip J. Seaman)*

Not the general elections for our new president but our fantastic [Islander 36 Association](#) board of directors.

The board is essentially unchanged except for two couple of positions.

I would like to extend my personal thanks to all our past officers for all their great contributions and hard work over the last year.

Our newly elected Membership chair is Jocelyn Swanson and Robert da Prato is currently both Cruise Director and Vice Commodore.

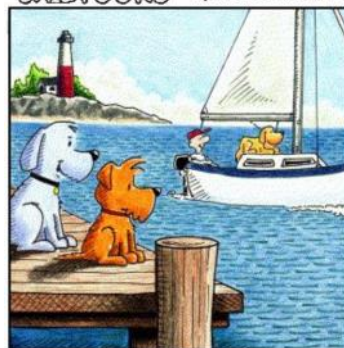
When you see any of them at a meeting or event please show your support and welcome them and thank them for the year to come.

Your 2017 Officers

- Commodore—[Susan Nork](#)
- Vice-Commodore—[Robert DaPrato](#)
- Treasurer—[Roy Samuelson](#)
- Secretary—[Bill Nork](#)
- Measurer—[Kit Wiegman](#)
- Race Chair—[Eric Mueller](#)
- Cruise Chair—[Robert DaPrato](#)
- Newletter—[Phillip Seaman](#)
- Membership—[Jocelyn Swanson](#)
- Webmaster/Staff—[Rick Van Mell](#)

For a complete listing and photos please [click here](#).

SAILTOONS by Michael Malzone



HE SAYS IT'S LIKE HANGING YOUR HEAD OUT THE CAR WINDOW BUT MUCH BETTER!



“Melody” wins in Mass. (by David Smookler)

We race an I-36 "Melody" out of Hull, Massachusetts (Boston area). Recently won the Hull Yacht Club Great Chase Race. One of the largest races held in the area. The I-36 continues to be a competitive, great sailing boat.



'Round Alameda Parade

Sunday, January 1, 2017

New Year's Day brings the 'Round Alameda Parade day with visits to the yacht clubs of Alameda. This is a fun day on the water if the weather is good (really is a "fair weather" event!) There is something special about our ability to get out on the water on the first day of a new year - something many of our members are envious of!

This year the tide is favorable for the complete circle as high tide is at 12:45 at 5.7 feet. It's a good year to try to make the full circuit. If we get to Aeolian about 11:15, we can enjoy their goodies and be under the Bayfarm Bridge into the shallowest water at Noon, with 45 minutes left of a rising tide to get out into the deeper water in the South Bay. More at <http://islander36.org/secure/events.html>

Puerto Rico (Cruise Chair Robert DaPrato)

When I look around at the membership and owners and crew, I see the need for an outreach program that involves diversity of qualities and characteristics. What does that mean?

To me it means getting more people of different ages, skill levels and interests in the Association! It means more outreach to those people who have NOT had the chance to sail the bay and feel

the pleasures of what nature has given us!

To me, it means a chance to share my passion for sailing with others who may want to be a part of a recreational activity that is a part of this country and our history. This sport has been one for those people more fortunate in the past, but within our group and focus, WE can make these pleasures available to friends and families to share!



“ focus on more involvement with newbies ... ”



Racer? DaySailor? Cruiser? *(Editor Phillip J. Seaman)*

What do you do with your Islander 36 Sloop?

We are a lucky group of boat owners who have a hull and sail configuration that can accomplish any or these needs or desires with ease.

I have personally experienced all three with Mouse Pad in her day.

When I first purchased Mouse Pad in 1995 I knew that my intention was to cruise her across the South Pacific and maybe further around the world to the Mediterranean. Before I could do that I needed to learn my boat inside and out — every characteristic and nuance she had to offer.

1) Racing her to learn her limitations (*mine too!*)

2) Day sail her to as many local places I could find

3) Armed with the information from Racing & Day Sailing was to turn her into the best Cruiser I could for my budget.

Crew Racing (95/6): with an all female crew our first two years performance at the MdR CYC weekly races to a fantastic 48% trophy record.

Shorthanded Racing(95/6): crew of two races we fared well but no trophies. My partner Jerry had never sailed until she started sailing with me on Mouse Pad. This is where I learned more about what was needed to modify Mouse Pad for cruising.

Throughout this period I was intensely working on honing my skills set as a

skipper, pilot, meteorologist, navigator, and sail trimmer.

Late 1996 ended my racing as I was converting Mouse Pad into a full time cruiser. Sea trials was a 1 month cruise in the Channel Islands California.

We left Calif. in April 1997. (see web site for the full story)

You too can make your Islander 36 a perfect racer, day sailor, or cruiser.



New Members *(Treasurer Roy Samuelson)*

Please help me welcome these new members to our I36 family:

Shawn Spring, Warrenton OR, 1973 'Isla Spring'


Nea Hanscomb, San Francisco CA, 1980, 'Camelot'

Adam Faura, Culver City CA, 1984, 'Symmetry'

Adam Berti, Calgary Alberta, ?, 'Merak'


Barron Effenberger, Long Beach CA, 1973, 'New Spirit'





Department of Transport

Remember to LOG ON LOG OFF! Every trip



VHF Radio Ch 16 Ch 67 72, 73, 77	Ch 16 Ch 67 72, 73, 77	Distress & calling Safety & emergency * Recreational & working
VHF Repeaters 21, 22, 80, 81, 82...	* Recreational & working	
27 MHz Radio Ch 88 Ch 88 90, 91, 94, 96	Ch 88 Ch 88 90, 91, 94, 96	Distress & calling Safety & emergency * Recreational & working

* Contact VMR groups for local information.
www.dfo.ca/wa.gov.au/contactus/page/volunteerresourceservices.aspx

HF/SSB Radio *(Editor Phillip J Seaman)*

Which HF/SSB radio is best for your cruising Islander. I pondered this question and researched for several months till I was more confused than before I started.

There are so many features and functions that it's hard to know what you need and don't?

Although I do not intent to tell you which brand or model of HF/SSB radio to get for either coastal or blue water cruising.

I thought I knew what I needed, a high priced HF radio that was clipped for SSB (*today's HF radios come clipped for both HAM and SSB frequencies legally*). I was wrong. Buying the most expensive, or a big ships "pro" radio, is not the best solution for a small boat. On a pro or commercial ship they have a dedicated radio officer. **You** have to be a Master of all things including radio operation.

In the end you only need two features and functions in a radio:

⇒ Easy of use (tuning for RX & TX)

⇒ Easy download of Weather Fax

Easy of use: Can you operate the radio without getting frustrated or pulling out the manual every time.

Weather Fax operation: Can you easily operate the radio to download weather faxes to your laptop or printer.

More on weather-fax next issue...



Chasing Away Business (Eric Mueller on Serenity) Dirty Jobs...

ISLANDER - 36: Battery Switch is Unavailable-- Keep Those Nuts Torqued!

I recently replaced the battery-selector switch on another I-36. You'd prefer not to need this done to yours...

On those boats where the electrical panel is above the sink (i.e. most boats), there is NO direct replacement for that battery switch available from ANY source. No comparable switch with a removable knob is available.

The most common cause of failure of these switches is the connection nuts working loose. Eventually the loose connection develops enough resistance to generate heat when the engine is cranked, which can damage the switch in various ways. To avoid this, do the following:

- 1) UNPOWER shore charger and DISCONNECT ALL battery "plus" connections at the batteries. Remember those switch nuts are electrically hot whenever the batteries are connected, and the battery terminals always are! Be careful: I use insulated tools you probably don't have.
- 2) EXAMINE the battery switch (and battery terminal) connections for corrosion and clean as needed.
- 3) TORQUE the switch connections. I use 70 oz-in. This is more than snug, but not TOO tight -- these are copper-alloy threads, not steel.
- 4) RECONNECT batteries.
- 5) TEST to ensure everything is working as it should.

If you see radial cracking of the plastic around the switch studs, this indicates past overheating and a short-

“cracking of the plastic around the switch studs, indicates past overheating and shortened life

ened (but still unpredictable) life expectancy. I would not replace the switch just for a few small cracks if it works OK and I were staying in the Bay, but before heading offshore I certainly would.

There are several possible approaches to replacing the switch if/when necessary, and I have tried a few of them. I now prefer these two:

A) Install the new switch in the cabinet under the sink, leaving the old switch in place. This is the simplest approach. If the old switch remains, and is used as terminals for connections (the simplest way by far), then the old switch should remain OFF at all times. No damage will result from misuse, but confusion and a dead-battery tow can result. Removing the knob and adding a warning label makes this more secure.

B) The other approach (more typical in larger boats) is to use a remote (relay-operated) battery switch, replacing the original switch with a low-power switch that controls the mag-latch relays. This approach is clean, but costs hundred\$ in parts and hundred\$ more in labor.

To avoid needing to choose between A and B above, check the torque on your



Holding tank

Our holding tank cracked.

Moreover, I discovered that our toilet plumbing was "cobbed up" and had to be completely removed.

I installed new plumbing and a new 28 gallon holding tank. A piano-hinged access port for old tank removal and new replacement had to be cut in the port vee berth. I developed new contortionist skills.

The tank had to be angled down on the aft end for the pump-out opening by a wedge secured underneath the forward edge of the tank. There was residual waste and odor from the old tank; lots of tight hose bends for the new 1.5 inch hoses, fiberglass dust from cutting the access holes; angled beam installation, and new tank placement.

It took me approximately five days to complete. It was not the most "complicated", but definitely the "dirtiest" job that I've undertaken on Charisma.:-)

John Hamlet-1978 "Charisma"

Mast base corrosion

Dirtiest this summer FOR SURE was the nasty-ass-corrosion-removal at the base of the mast. I attacked this during a 100% rig refurbish. The mast was super duper corroded but the mast step was a entirely GROSS. Almost as if the mast was filled with the worst goo-ish nasty material you could even imagine. When the mast was pulled the mast step was about 12" tall! Yeah, funny. Some serious "build up" I guess.

I did some considerable upgrades to Hangover this summer and the mast refinish was the most work.

David Brook "Hangover"

Bilge system!

There is a macerator on my sloop with four compartments above the keel!

One has an automatic bilge the second has a manual bilge, and the first two closest to the head have nothing. After months of having a smelly boat due to this situation I decided to clean it and repaint it! Or year or two later I am still dealing with a non-white painted bilge. But thanks to fellow Islander Bill Nork, I have some fancy cleaner that has done the job!

But there was a time when everything was dry and I painted all four compartments!

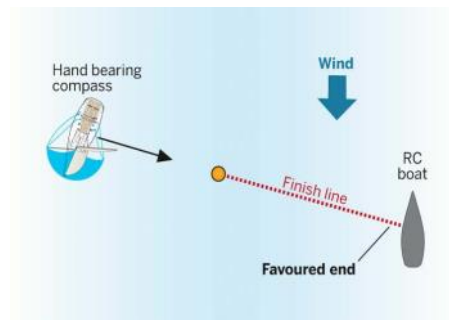


Race Schedule

Date	Event Name	Host
March 8th	Spring Meeting	G.G.Y.C.

A PRE-view of the **2017 Islander 36 Association Race** schedule is now available for your review on the web site please [click here](#) to be taken to the web site page.

For 2017 we will continue using adjusted ratings by boat started at the Nationals Regatta in 2014 that have resulted in very tight corrected finishes with only seconds between boats.



Nautical Notices (from Skipper Wall))

NAUTICAL NOTES:

Just a couple of comments this time: "WEATHER"

For landlubbers, weather is of only passing importance unless they happen to be farmers.

Cold weather is a fire in the fireplace, rain means you roll up your car windows, wind is when you hold onto your hat.

Sailors, however, are far closer to the vagaries of the weather. Too much wind is just as bad as no wind.

Fog can be frightening and disorienting. Storms are a test for sailors, waves can range from sparkling summer swells that toss back a spritzing of spray to towering black mountains that threaten your very existence.

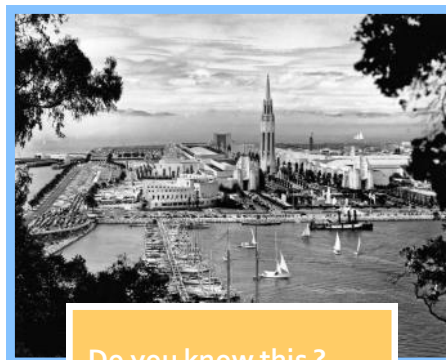
LASTLY:

There's no such thing as bad weather, only bad clothes! Like when you pull your foul weather bottoms over the top of the jacket!

And: The slot of SFO Bay; There are but two kinds of weather, neither one of them

a pleasant kind!

And maybe San Pablo Bay too when headed back to SFO!



Do you know this ?

Obituary

Tom Newton died on July 19th from complications due to COPD. He was 71. He learned to sail on an El Torro and a Snipe on Lake Berryessa and Lake Tahoe.

In 1980, Tom and his brother David purchased a Triton and raced YRA winning five season championships and one National championship. In 2005 they bought an Islander 36 and won two season championships and one National championship as well as a Lipton Cup.

The much loved and wily skipper of the Captain Hooke will be dearly missed.

He is survived by his wife Jeanne, son Steve, daughter Rosie, three grandchildren, and brother David.

A memorial at the Vallejo Yacht Club will be held at a date as yet to be determined. Contact David at newtondavid@fhda.edu for more information.

Here's just two memories of Tom from great times at Vallejo, <http://islander36.org/vallejorace09/vallejo09-055.html> , and the 2009 Fall Meeting, <http://islander36.org/fm09/fm09-052.html>

Cruise Schedule

Date	Location
March 8th	G.G.Y.C.

A PRE-view of the **2017 Islander 36 Association Cruise** schedule is now available for your review on the web site. [Click here](#)



Islander 36 Nationals Results *(by Eric Meuller)*

We had an absolutely fantastic Nationals.

A couple of us showed up on Friday evening and had a nice relaxing chili dinner with a wonderful sunset and good conversation as a backdrop.

Race day started with the race committee trying to figure if we were going to be able to get a temporary mark in where mark 6 off of Fort Mason is supposed to be. While we were waiting to find out I was madly trying to come up with some new courses since all of the existing ones used mark 6.

Fortunately the GGYC Rib was able to get going and with a loan of Roger from our crew they got the mark set.

With that crisis averted and after a discussion with the PRO we took a slight delay to allow the wind to build in a little as it was sitting between 5 and 10 knots with a decent flood.

Fortunately the delay was short and Serenity and Cassiopeia as the last ones left were unceremoniously kicked off of the dock.

I will leave the starts and positions (other than finishes) to Rick who was working with the Race Committee from the Yacht Club.

The first race was a nice short windward leeward up to Blackaller then to the newly set 6 then home. From our prospective we got an OK start on a little bit off the line but OK with just not quite the speed we needed. The winds were relatively light and all we had was a 85 to work with so there was no way to match speed or acceleration with everybody carrying 125-135's. Upwind our speed was a little slow but there was nothing to do downwind but watch everybody pass us by. We tried a flyer going a straighter line, but caught a bit of the current and lost even more. The crew was great, getting good tacks keeping the sails full. By the time we

ing the sails full. By the time we rounded the leeward mark there was only one boat left behind us leaving us 7th. Rumor has it that Cassiopeia got a bad start and climbed all the way back to 2nd. Great Job!

The finishes on the first race were:

Finish	Boat	Corrected time
1	Zenth	00:32:28
2	Cassiopeia	00:35:00
3	Zingara	00:35:44
4	Some Day	00:36:16
5	Kate	00:37:07
6	Kapai	00:37:59
7	Serenity	00:39:18
8	Bella Luna	00:44:24

This was fun sailing!

The second race was shortly after the first with increasing winds to what we had been hoping for all day. The course is what we normally call the paperclip course. It goes from the start to Blackaller, to Blossom Rock, to A off of the St. Francis, to our friend 6, and to the finish. We got a pretty decent start on the second race 1/2 way down the line maybe two seconds off the gun. (great crew work). We were in the mix all the way to the first mark. getting a little behind but not by much as the winds built.

Downwind once again we were out-matched by the bigger sails, but thanks to dedicated crew we held in there. The next windward is where my crew shined and we gained two spots where having the small jib allowed us to sneak by the overpowered Zingara and Kapai. In all fairness we misread the race instructions (I know, I know, I am the one who made sure they were good to go) in that I had thought I had insured

the start line was open, but had missed a note at the bottom. Us and a couple of other boats under the misconception we knew what we were doing went through the line. If I had realized at the time or someone had protested we would have gladly retired. That being said we are glad they didn't since it would not have changed the outcome and allowed everybody to finish. We managed to hold off the tailgaters all the way downwind to 6 (see the pic). It was close with everyone trying for that last little bit of speed. On the last windward it was nip and tuck with everyone going great to weather going all the way in to take advantage of the current break. We managed to finish just in front of them after that close tacking duel to the finish. An absolutely fantastic day of racing!! Just look at how close we were!

Corrected times for the second race were:

Finish	Boat	Corrected time
1	Zenith	01:06:45
2	Cassiopeia	01:07:39
3	Serenity	01:11:29
4	Kate	01:12:15
5	Kapai	01:12:38
6	Zingara	01:13:07
7	Bella Luna	01:24:45
9	Some Day	DNF

I have not included the points, but Zingara and Kate both had 9 points and the tie breaker was the third place Zingara got with Kates best finish being fourth This put them ahead per the PRO. What a fantastic photo finish. Give all of our skippers a great hand when you see them.

Continued on next page...



Islander 36 Nationals cont...

This leaves the final results:

Final Boat	Skipper
1 Zenith	Bill Nork
2 Cassiopeia	Kit Weigman
3 Zingara	Steve Swanson
4 Kate	Curt Rogers
5 Serenity	Eric Mueller
6 Kapai	Richard Egan
7 Some Day	RoySamuelson
8 Bella Luna	Robert Deprato

Three Cheers for our race committee and help:

Gary and Pat Salvo, Rick and Sandy Van Mell, Charles and Kathryn Hodg-

kins, Dennis and JudyBush, and Bob from GGYC. I believe I am missing someone here so please accept my apologies in advance and send out the correction.

Everybody was raving about the sailing and the fun racing. If you didn't make it this year I hope you can next year. It is a lot of fun and a great excuse to come out and play.

I know that there were at least two boats that were under repair or they would have made it out.

Rick said he will have more photos and info posted soon.

If you have any photos please get them to Rick so everybody can enjoy them!
BEFORE YOU GO!!! We have a crew

trophy at the end of the year and I expect each skipper to submit at least one entry! I have mine set to go. Where is yours.

Fair Winds and fun Islander sailing no matter where or what size.

Eric Mueller

316 SV Serenity

There is no such thing as a bad day to go sailing!
.....somewhere.

US Notice to Mariners



The US Notice to Mariners provides timely marine safety information for the correction of all US Government navigation charts and publications from a wide variety of sources, both region and domestic. To ensure the safety of life at sea, the information published in the Notice to Mariners is designed to provide for the correction of unclassified nautical charts, the unclassified NGA/DLIC Catalog of Hydrographic Products, United States Coast Pilots, NGA List of lights, USCG Light Lists, and other related nautical publications produced by NGA, NOS and the USCG.

The US Notice to Mariners corrects NGA and NOS charts using information collected from many sources, among them the Local Notice to Mariners published by the nine US Coast Guard Districts. The US Notice to Mariners will contain only those chart

corrections of interest to ocean-going vessels.

Below are some important links to publications that should be consulted prior to any voyage.

[Subscribe to the Region 7 LNM](#)

[USCG Notice to Mariners](#)

[Local Notice to Mariners](#)

[Weekly Light Lists](#)

When searching for additional products. All departments noted here are now part of the Homeland Security.



U.S. Department of Homeland Security
UNITED STATES COAST GUARD



Is this your boat? Maybe not but we still want to see photos of your boat or your neighbors interesting or unusual boat.

[Click here to send us photos.](#)



The Best Seat on the Boat *written by Jack Wolf*

Trillium, like all I-36's, is a sailboat with fantastic design qualities that apply to sailing aspects as well as the overall layout and interior design. When we purchased our 1976 Islander "Trillium" we fell in love with its unique and pioneering features such as the cabin entrance step, cockpit design, and fold away salon table. The sailing stability, speed and ease of sailing for a lone couple who are cruising is also great and these are all details that we have taken advantage of as we have cruised many thousands of miles in the Great Lakes over the years with Trillium.



The Background:

There are, however, some limitations in the I-36 design that we are not so happy with and these generally are mentioned in every review of this boat that I have had occasion to read. The I-36 Chart Table is one of these. Generally speaking chart tables on boats of this size, face forward or aft and have a bench seat that allows for a navigator or crew to set while planning, working with charts, using instruments or radio or just using a computer. For whatever reason, the chart table layout in the I-36, is placed facing starboard and has no seat of any kind to use. As a result we used our chart table to hold charts and storage and the top of the chart table was often piled with current use objects, tools or supplies – but never had a serious navigation use. One rainy day when we were held up in harbor due to weather I placed the V-berth spacer cushion in the gap between the chart table and the companionway steps with the steps side being held up with a cut to length piece

of 2x4 wood. To my surprise I found that I really liked to set in this space, especially when working on the computer or making notes. The cockpit table usually has too much sun or weather to work on a computer and the alternative large salon table is a bit of work to get out and takes up a lot of room. The alternative solution most often used was to use my lap and so I set out to see if I could make a stool that would give the best utility for this newly discovered space at the chart table.



To install – tilt stool at an angle and align the two bolts with floor block.

The Requirements:

This stool had to be very stable and be usable while underway. It should be reasonably comfortable and allow for easy access to the switch panels next to it and access to both the quarter berth and storage under the chart table. For serious use of the quarter berth the stool must be easily removable. The stool should also be reasonably attractive or at least not



Next – tilt stool vertical and push down to seat the bolts into the floor block and attach eye

stand out as an eye sore. To make the stool blend in with the cabin the padded seat was made with marine grade vinyl of the same color as the headliner.

Details and Mounting:

For secure mounting I used a three-point system. First are the 2 half inch stainless bolts that protrude about 1 inch below the bottom of the stool frame and fit snugly in the 2x4 block secured to the cabin sole. To install - tilt the stool to an angle to easily align the two bolts to the holes in the floor block – tilt the stool vertical against the steps and push down so the bolts are in place. Next attach the two stainless eye hooks which keep the stool upright and tight against the steps.

Cost of the project:

Marine vinyl and padding (1 yard)
\$18.00

Treated wood... \$8.00

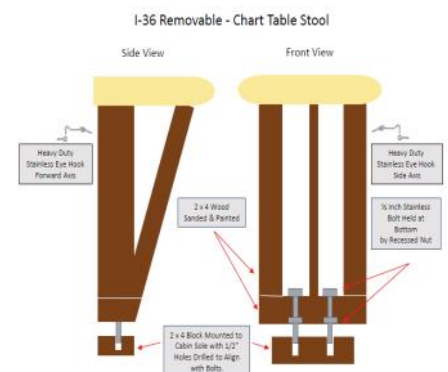
Heavy duty stainless eye hooks (2)

\$12.00 available at Home Depot

Stainless bolts and nuts (2) ...\$5.00

Results:

Even though the chart table stool is removable, it very rarely is taken out and it is usually my first place to land when I am in the cabin. We often use it to lean on when selecting switches on the electrical panel and in most cases it actually aids in getting things into and out of the quarter berth. My 190 lb. frame is comfortable and secure on the stool and there is enough leg room to stay for extended periods.



Diesel Fuel Filtration *(by John Hamlet)*

Preface

This article documents the installation of a switchable, dual fuel filter system for the marine diesel in our 1978 Islander 36 sailboat.

The incentive for this project was to prevent repeated engine stalls which were being caused by diesel fuel contamination.

I believe we initially ingested "fuel bugs" from a filling station that provided diesel fuel to cars and trucks. I normally bought our marine diesel at high volume truck stops to avoid contaminated diesel. However, for convenience, I purchased about 5 gallons from a low volume dealer. A regrettable choice.

The cladosporium resiniae colony took less than a year to begin blocking fuel flow to our diesel. In spite of our remediation attempts, diesel fuel starvation incidents occurred for over 8 years.

One boat yard even suggested that we put in a new fuel tank.

What follows is the story of the experience.

John Hamlet
Captain S/V Charisma (1978 I-36)
Philadelphia
jhamlet1@verizon.net
cb_sailor@msn.com

Introduction

Although I am a sailor, I occasionally require the "iron jib" to leave and enter a marina or anchorage. This dependency on the "iron jib" requires routine

engine maintenance for reliable propulsion. The last thing I want when working in close quarters is engine failure. Hence, my investigation into clean diesel fuel distribution.

Fuel Bugs

Incredibly, there are fungus that can live and thrive in diesel fuel. There are several kinds. The most well known is called "cladosporium resiniae". In the petroleum business it is known by its acronym "clad". The British call the condition "Kerosene fungus". Contamination is a rare condition in normal gasoline due to the high degree of refinement, but in lower grade petroleum products, such as kerosene and diesel, bugs may contaminate the fuel via the absorption of water into the fuel. That is why many boat yards recommend filling your tank for winter storage in order to reduce the occurrence of water condensation inside the fuel tank.

I had heard about fuel bugs, but my knowledge was limited to pouring 2 ounces of a biocide into our tank every fall and spring. Our first encounter with the affects of these critters came after we were in some rough seas that tossed us around considerably. As we reached our anchorage on the Chesapeake Bay our engine began to race and then died. This is a common symptom of fuel contamination.

Fortunately, we were able to sail off the anchorage and make it to a nearby marina where a diesel mechanic replaced our fuel filter and bleed the air out of the line.

He showed us black threads in the diesel residue. The black threads were the "clad" fungus contamination that had clogged our fuel filter. When I examined the fuel bug carcasses they felt like fine, black sand. The granular characteristic of the bugs easily aggregated and would clog the fuel lines and filters in short order. The mechanic was quite emphatic that we needed to take remedial action as soon as possible.

Remediation

The strands of fungus adhere to the fuel tank walls as well as the screen over the end of the tank pick-up tube. We removed our tank pick-up screen. The propagation of the fuel bugs is exponential. The bugs actually live off of the diesel by forming a channel into it. Once all of the fungus is killed off, there will be bug carcasses stuck to the walls of the tank. We selected a biocide, "Kill'em", that would dissolve these residual carcasses. The carcass residue is then eliminated by a 2 micron fuel filter.

Over a period of about 2 years, we pumped out the fuel tank; poured in various biocides; replaced fuel filters monthly; "polished" the diesel fuel; replaced the fuel tank pick-up tube; only refueled using a Baja filter; and finally settled on the installation of a switchable, dual filter. Table 1 below shows the effectiveness of each remediation action.

Continued on next page

Not scrapped yet! *(Phillip J Seaman)*

In the last issue of **I36News** I reported the happy news that my beloved [Mouse Pad](#) had new owners who were refurbishing her in San Carlos Mexico. Since then a hurricane ripped through the yard [Mouse Pad](#) was blown off the mounts and suffered irreparable damage.

I just received an email from the new owners that Mouse Pad is not really deceased.. but now part of multiple Is-

landers. Here is an extract from their email...

"We have officially donated her to a children's charity in San Carlos named Castaway Kids. There are several folks in the charity who are involved in the local yachting and have been actively supporting the next incarnation of Mouse Pad!

The great news is that she will live on, just in various forms... first many of her bits and pieces have been scooped up by folks who have needs for their own boats, but the

very exciting news is there is a gentleman with an I36 of the same year (I do not know the hull #) that has contacted Castaway and wants the hull, sails etc. His plan is to merge the two boats into one fantastic boat! For us this is great news because it means that the soul of Mouse Pad will continue to sail!!!"

Thanks to Scottie & Casey for keeping Mouse Pad alive

[Mouse Pad](#) 1974-2016



Diesel Fuel Filtration cont... *(by John Hamlet)*

Technique	Process	Issues	Effectiveness
Dump the contaminated diesel fuel	Use a hose down the fill tube to extract fuel with a drill pump into four 6 gal storage cans.	1. Agitating the fuel in the tank to get the bugs loose from the tank walls and baffles was problematic. 2. Finding a place to accept the contaminated fuel. We got our local recycling center to accept about 15 gals.	Moderate. A good first step.
Biocide treatment	Pour 2-3 oz in fill tube every month and run engine weekly.	Dead bug carcasses cling to tank walls. FPPF 'Killem' biocide dissolves the carcasses.	Good
Change fuel filter	Replace the filter at least monthly; sometimes weekly. Depends on engine usage.	1. Bleeding the air from the fuel line. 2. Protracted use of the mechanical lift pump to circulate the fuel into the injectors.	Essential
"Polish" fuel	Two probes inserted into tank to recycle fuel through a large filter.	Not all fuel is accessible. A persistent colony of bugs were located between the fuel tank pick-up tube and the primary filter.	Limited
Use of Baja filter	A 3 stage filter funnel to remove diesel impurities during fill-ups	1. Extends fill-up time 2. Requires separate fuel storage containers for quick visits to marina fuel pumps.	Good
Use switchable dual filters	Two selectable filters with a vacuum gauge to indicate any fuel line blockage. Fuel line bleeding is eliminated.	Choice of 2/10/30 micron filter element.	Excellent

Selection

Most diesel engines have two fuel filters. One is the primary; the other is the secondary. The primary filter collects the majority of diesel impurities. It generally has a 10 micron porosity rating. The secondary or downstream filter has a porosity rating of 2 microns.



Clean diesel fuel is a must. Some sailors even employ continuous fuel polishing systems.

The solution to our fuel contamination woes came after we installed the fuel filter system, shown in Figure 1 above. It is a Racor 75/500MAX fuel filter. There are many nice features with this product. My favorite is being able to change filters while the engine is running. No fuel bleeding is required. Another nice feature is the vacuum gauge which alerts you when the filter is becoming clogged. Installation was a breeze. The Racor dealer was extremely knowledgeable and helpful. I had to change the tank and lift pump fittings from 1/4" to 3/4". It takes 2, 10, and 30 micron drop-in filter elements. I alternate between 2 micron (brown top) and 10 micron (blue top). Since purchasing the filter, we changed from

a Westerbeke L25 engine to a Yanmar 3JH4E engine with no fuel distribution difficulties.

It has been 15 years now since we installed the Racor 75/500MAX. Installing a switchable Racor filter and regularly treating the diesel fuel with FPPF Killem biocide has enabled us to resume uninterrupted cruising. Our engine fuel starvation issues have become a distant memory.



Islander 36 Association

E-mail: Phill@AnalogGoesDigital.com
http://Islander36.org
San Francisco, Ca.

Islander 36 Association
New Member Application

Islander 36 Association
Member Information Update
Form

Were on the web
Islander36.org

CORPORATE MEMBERS GET FREE ADVERTISING
Submit your camera ready art (jpeg, png, gif, pub) for the next issue to: Phill@AnalogGoesDigital.com

MEMBERSHIP
For membership information or renewal please contact our Membership Chair Jocelyn Swanson or click here to email her directly



I36 Shoppe
Being a proud Islander owner means flying the Islander flag and wearing the cloths. Stop by our I36 Shoppe and buy some goodies click here.

Islander 36 Association Mission Statement

Welcome to the Islander 36 Association, which is now in it's 42nd year. You have joined a group of very interesting and diverse individuals (150+ boats) who enjoy and think the Islander 36 is the best boat in the world.

We hope you will participate in the One Design Racing we coordinate with Bay Area yacht clubs and the YRA, or in the cruises we have to the various yacht clubs and other locations around the SF Bay, Sacramento Delta, and outside the Golden Gate.

For those who don't race, the cruising schedule starts at the Spring meeting in March at the Golden Gate Yacht Club. During the year we then have approximately 9 cruises to various yacht clubs and other locations in the SF Bay, Sacramento Delta, and outside the Golden Gate to Half Moon Bay. Some of our Canadian and Washington State members hold their own cruise in British Columbia.

We welcome children and pets...just ask some of our sailing dogs!!! The evenings consist of happy hour, dinner at one of

the yacht clubs or a pot-luck BBQ on the dock, then aboard one of the boats for sailing stories and a night cap.

