

# Islander 36 Newsletter

October 2000

Issue 4

Annual Meeting:  
Saturday,  
Nov. 4th:

San Francisco  
Yacht Club  
Belvedere

11:30  
Attitude  
Adjustment

12:00  
Lunch

See page 3

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## Youth Regatta A Success ~ And Fun for All

by Jim Robinson, *Pilot*



**T**he winds blew, the tide rolled, and everyone participating in this year's Youth Regatta August 11th experienced something they will not soon forget on this fund raiser for Junior Sailing Programs. There were 20 sailboats, one power boat on the starting line, and two zodiacs that set our windward mark and stood by to deliver late participants to the course. We were rewarded with a sight you just don't see anymore - 20 boats on the line, 20 boats going to weather, 20 boats running downwind. It was absolutely beautiful.

The crews, supplied by event sponsor SNP Networks, experienced first-hand what it is like to not only sail on San Francisco Bay, but to sail on a competitive boat. This event earned \$10,500 toward junior sailing programs.

Many captains arrived at the San Francisco Yacht Club Thursday night, but the majority arrived Friday morning between 0800 and 1130. There were 14 Islander-36's and six other boats which ranged in length from 30-39 feet. On the "line" you couldn't tell the difference and all boats finished each race within about 3 minutes of each other. From my point of view every boat was a winner in their class. We had three great races in total and then retired to the bar, which was placed outside on the lawn, and proceeded to tell lies to one another.

Everyone behaved themselves and there were no collisions, no angry sailors, no threats, no damage to crews or captains, and only one damaged sail (Don Schumacher later admitted that the sail was on Chris Columbus' second voyage and was amazed it lasted as long as it did). I would be surprised however if a couple of the crews didn't have a few pains in muscles they hadn't used in a couple of years.

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## Islander 36 Association of San Francisco Bay

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# Commodore's Corner

by Rick Van Mell

**W**ow! What a finish! That's the best way I can describe this season and four years serving as your Commodore. It's been an honor to serve this great organization and work with so many, many people who have helped it grow and thrive. What a ride!

Take the last race of the season. At the front of the six-boat fleet there was the old pro Don Schumacher on Blue Streak battling it out with Roger Milligan and Larry Terzian's Tenacious just seconds apart after a long double triangle, windward-leeward course. Roger and Larry are only a little over two years into racing, but right up there with the best. Meanwhile, two first-year racers, Tim & Rhonda Shea on Lean Times, and Daphne Jackson's Nimbus were locked in a duel of their own. These two made it fun by having their own "Smack Cup" which passed to the winner after each race - starting way back with the opener in Vallejo in the rain. Lots of margaritas have gone down the hatch through that cup! And just like the cup, which had gone back and forth over the season, in the last race the lead changed at least four times between them, with Nimbus coming from behind once more.



Take the cruising season. Tim & Rhonda (yes, they of racing fame) organized a second straight season of great events and themes, with individual boats being responsible for each rendezvous. It doesn't get much better than 18 boats represented at Benicia, thanks to Don Henderson and Peter Wilhite, and an outstanding tour of the new Pacific Bell Park as the highlight of the South Beach Cruise, thanks to Gary and Pat Salvo.

Take the administration and support. Vice Commodore Gary Salvo kept our web site fresh and current, and helped field dozens of questions from our members around the world. Past Commodore and Membership Chairman Skipper Wall welcomed each new member with an information packet of Newsletter, fleet list, schedule and goodies list. And speaking of this Newsletter, Barbara Henderson has brought it to new heights with it's color and format. Keeping us solvent, Treasurer Harry Farrell not only kept us well in the black, but also established himself as the fastest cruiser in the fleet - next year we think he should start racing!

Take the fundraiser regatta for youth sailing. Over the last 3-4 years, Jim Robinson has grown what started out as a client sailing day into a real fundraiser for Bay area Junior Sailing programs and a terrific event. Getting 14 Islander 36s, and 6 more for a total of 20 boats on the starting line for three races followed by a party on a Friday is just one more example of what we can do.

Take our great membership. Articles, experiences, questions and the wonderful open sharing of information among the members is at the core of

*continued on page 3*

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## Commodore's Corner *cont'd*

the spirit and strength of your Islander Association. We've had a great increase in the participation of the new Freeport 36 owners – and sure appreciate their roominess when it gets to dinner time. Thanks to Jack & Sandy Jackson on Noncents, Mike Bennett and Leslie on Getaway, Bruce & Carol Hunter on Escape, and Brian and Fran Jacobs on Blue Moon for their hospitality and all of their encouragement to new F-36 owner Susan Doelger of Shoshone. And for hospitality, there's Ed Henry's 42' Balandra – even power boat members are welcome!

As we head across the finish line for the 2000 season, I'd like again to thank all of you for making it great. Join us for the Winners' Luncheon and Fall Meeting on Saturday, November 4th at the San Francisco Yacht Club in Belvedere. It's a chance to see your friends, con-

gratulate each other, and make new friends. This year we've got two sets of great speakers – Cruising the California Coast, and Confessions of Novice Racers. Brian and Fran Jacobs will be there just one week after sailing Blue Moon down to San Diego to tell you about their experiences. Daphne & Mike and Tim & Rhonda will tell you what it was like to race for the Smack Cup – it looks like they've started a new tradition for the racing fleet. So come by sea or come by land, be there!

So as we prepare for the fall and winter seasons, tied up snug and secure or laid up "on the hard," keep your memories fresh, your friendships warm, may the wind be always at your back, and, until we meet again, I thank you all again for your support these last four years, and wish you, Clear Sailing.



Mike Dickson (Nimbus) and Tim Shea (Lean Times) have their own competition going during Racing Season - for the Smack Cup. Along with Daphne Jackson and Rhonda Shea, they'll discuss Beginning Racing 101 at the Fall Meeting.

### Proposed Nominees for Officers and Chairs, 2001\*

Commodore: Gary Salvo  
Vice Commodore: Dennis Bush  
Secretary: Brian Jacobs  
Newsletter: Barbara Henderson  
Treasurer: Harry Farrell  
Fleet Captain: Daphne Jackson & Mike Dickson  
Cruise Chairman: Don Henderson  
Measurer: Walt Levison

\*Nominations may also be made from the floor at the Meeting

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## Annual Fall Meeting

Saturday, November 4th, 2000

11:30 Attitude Adjustment  
12:00 Lunch  
1:15 Meeting & Program

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Racing: Award of Ormand Cup & Buster Hammond Half Hull

Program: **Cruising the California Coast:**

*Brian & Fran Jacobs*  
and

**The Race for the Smack Cup:**

*Tim & Rhonda Shea and*  
*Daphne Jackson & Mike Dickson*

**To Reserve Lunch (and dock space)  
Contact:**

**Tim & Rhonda Shea (707) 265-8669 or  
email: TandRNAPA@aol.com**

### Dues for 2001 remain the same:

Regular: (Owner) \$50  
Sustaining: (Non-Owner) \$30  
Commercial: \$30  
Non-Resident \$15

# Islander 36 Race Results for 2000 by Race Chairmen Roger Milligan & Larry Terzian

| race/dates:   | Vallejo5/6 | Vallejo5/7 | Berkeley5/20 | Richmond6/24 | Encinal7/29 | Richmd8/26 | Corinth9/9 |               | w/one            |
|---|------------|------------|--------------|--------------|-------------|------------|------------|---------------|------------------|
| <b>SPINNAKER</b>                                    | Race 1     | Race 2     | Race 3       | Race 4       | Race 5      | Race 6     | Race 7     | <b>TOTALS</b> | <b>throw-out</b> |
| Blue Streak   | 1          | 1          | 2            | DNF 2        | 1           | 1          | 1          | 9             | 7                |
| Island Girl   | 2          | 4          | 1            | 2            | 3           | 2          | 2          | 16            | 12               |
| Highlighter   | 3          | 2          | -            | -            | -           |            |            |               |                  |
| <b>CRUISING</b>                                     | Non Race   |            |              |              |             |            |            |               |                  |
| Pilot   | 1          | 1          | 1            | DNF 5        | 1           | 1          | 2          | 11            | 6                |
| Tenacious   | 2          | 2          | 2            | 1            | 2           | 2          | 1          | 10            | 8                |
| Nimbus  | 3          | 4          | 3            | 2            | 3           | 4          | 3          | 19            | 15               |
| Lean Times  | 4          | 3          | DNF 5        | 3            | 4           | 3          | 4          | 22            | 18               |
| Woden   |            | 5          |              |              |             |            |            |               |                  |
| <b>The Way Yacht Racing Assn. ODCA Looks At Us:</b> |            |            |              |              |             |            |            |               |                  |
| Blue Streak   | 1          | 1          | 5            | DNF5         | 1           | 2          | 1          | 16            | 11               |
| Pilot   | 4          | 2          | 1            | DNF 6        | 2           | 1          | 3          | 19            | 13               |
| Tenacious   | 6          | 3          | 3            | 1            | 3           | 3          | 2          | 21            | 15               |
| Island Girl   | 3          | 7          | 2            | DNF 6        | DNF 6       | 4          | 4          | 32            | 25               |
| Nimbus  | 5          | 6          | 4            | 2            | 4           | 5          | 5          | 31            | 25               |
| Lean Times  | 7          | 5          | (Baby) 6     | 3            | 5           | 6          | 6          | 37            | 31               |
| Highlighter   | 2          | 4          |              |              |             |            |            |               |                  |

## Don Schumacher's Blue Streak 1st in Spinnaker Division ~ Jim Robinson's Pilot 1st in Non-Spinnaker

**T**he 2000 Islander 36 racing season was the most important year for the Islander 36 fleet, and we not only made our goal but also had a great season. We were going to lose our one design status if we didn't have at least five boats on the line for each of the races of the season. I feel everyone had great racing and some great stories starting with "we could have won that race if we only would have ....."

**Fun stuff:** The race chairman learned how to spell Nimbus by the end of the season (inside joke). We saw Nimbus hit two marks in one race (with the Commodore aboard her, teaching racing skills); in the same race the Race Chairman showed up 10 minutes late (ran out of fuel); and the overall winner of the series was racing the wrong course. Frank, on Island Girl, was not there to show his special effects for kite flying as we saw in the first race (using spinnaker for net fishing and keel flossing and the other time using it as a mast head pennant). Jim's Pilot was not there because Martha, their "Rock Star" of the boat, was out of town and, as we saw in the last race - no Martha, no win.



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## **Islander 36 Race Results for 2000** *continued from page 4*

The season started out great and continued with some great racing finishes. One race had Pilot 14hrs. 20 Mn. 28 Sc., Blue Streak 14-23-33, Tenacious 14-23-41 and only 3 seconds between Nimbus and Lean Times. The Islander 36 boats sail so very close in hull speed. You know when you as a team did or did not sail well. Nimbus and Lean times came in very close together because of their fixed props. And the other boats sailed very evenly and showed some very close finishes. Blue Streak and

Pilot continued to show that great helmsmen make the difference and that is why they each won their fleet. Congratulations to all who raced and had the great times.

*Please take some time out of the fall meeting to congratulate the entire race team* for keeping the fleet alive and making your boat worth more money. Talk to them and ask if they don't feel they are better sailors, safer sailors, and more confident sailors for their racing efforts. Hope to see more of you out there in 2001.

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## **Youth Regatta Fun for All** *continued from page 1*

Everyone played by the rules. One was that no one would be called "over early". We would just announce it and allow other captains to "mock" them. A green vessel (which won't be named) started so early that when I asked the Committee Boat to announce who it was, they said they didn't realize it was an early start--they thought he was sailing home to Sausalito! [*ed. note: The green boat's captain claims he was over early because a gray boat was barging down and he went for safety.*]

One captain expressed concern about the starting "line", which was very long, stretching between a power boat and Knox Buoy. He said it got very tight because everyone wanted to be at the slightly favored end at the same time. Welcome to racing, me hardy.

Most of these boats are not active racers and yet realized where they needed to be and were competitive and competent enough to get their boats near that spot. The race committee loved how all the captains controlled their boats in close quarters, in a safe manner.

Every crew member I talked to was positive that they had the very best captain in the fleet, and everyone could hardly wait until next year. They felt that if they didn't win it was because the boats in front of them were cheating somehow. Well.....that's exactly how I feel every time I race.

The final list of participating vessels is:

- 1) Sultana (Robert Leighton III)
- 2) Lean Times (Tim Shea)
- 3) Kindred Spirits (Peter Wilhite/Don Henderson)
- 4) Some Day (Matt Dusanic)
- 5) Snow Flower (Skipper & Nancy Wall)
- 6) Zenith (Art & Betsy Fowler)
- 7) Blue Streak (Don Schumacher)
- 8) Solace (Jim Stover)
- 9) Windwalker (Greg Gilliom/Richard Shoenhair)
- 10) Pur Pleasure (Kris Youngberg)



- 11) Suds (Peter Gibson)
- 12) Vivace (Gordon & Mo Howard for Ace Lehman)
- 13) Tenacious (Roger Milligan/Larry Terzian)
- 14) Pilot (Jim Robinson)
- 15) Roe Boat (Rod Decker)
- 16) BuffleHead (Chris Dawson for Jerry Eaton)
- 17) Lone (Bruce Moody)
- 18) Cohesion (John McStay)
- 19) Firecracker (Randy Smith for Jim Rodriguez)
- 20) Cedalion (Chris Hammond)
- 21) Committee boat Golden Girl (Keltie McClosky)

Special recognition--Jerry Eaton and Jim Rodriguez couldn't attend, but asked if I could find someone competent to pilot their boats. Sadly I couldn't so I asked Chris Dawson to sail Bufflehead and Randy Smith to skipper Firecracker. (Chris is a wonderfully experienced sailor but his Beneteau was too big for our fleet, and Randy would be sailing in the America's Cup if he didn't have a wife, kids, and a real job like the rest of us.)

Thanks to the captains of the boats that made this year's fund raising event such a success and I encourage them to join us again next year. ~ Jim Robinson, "Pilot"

P.S. And I was not over early.....yes, I did try to barge ...a little (you guys wouldn't let me in I might add), but I *wasn't* over early

# Napa Cruise: Birthday, Blues and a Shake

by Rick Van Mell

**S**ome cruises really rock. In the case of the Napa Cruise we mean this literally. Nine boats and 27 people, including two infants and two toddlers, attended a great cruise hosted by Tim and Rhonda Shea, punctuated by a magnitude 5.3 earthquake!

Lots of great camaraderie and sailing. We started at noon on Saturday September 2, from Southampton Shoal, riding the flood with unusually light winds up San Pablo Bay. At times engines added assistance, but we sailed nicely into Mare Island Straits and under the bridge into the Napa River.

Lean Times and Nimbus sailed the whole way while the rest powered the five miles up river to the marina just below the town of Napa. Nine boats were present, with the Salvos and a few others arriving by car to put us in double digits. Saturday evening we went by car and dink to Moore's Landing for beer, wine and blues music on the deck alongside the Napa River.



We returned to cook our pot-luck dishes and everyone gathered on Mike & Leslie Bennett's Freeport-36 *Getaway* for the feast. Harry Farrell provided a giant cake for Kay's birthday. There



Cocktails on Snowflower: Skipper Wall, Mike Dickson, Daphne Jackson, Nancy Wall, Leslie Bennet, Sandy Van Mell and Ian Shea with dad Tim.



Birthday girl Kay Farrell is crowned by Pat Salvo; Harry gets crown to match as Art and Betsy Fowler watch the shenanigans

was more than enough to go around, and we drifted off to bed well before midnight.

Our sleep was abruptly interrupted at 1:36 am. Flashing lights from arcing power lines and sharp jolts shook us from our bunks. Sandy thought someone had run into the dock; Betsy thought it was a thunderstorm. The power went out. KCBS radio confirmed it was a 5.3 magnitude earthquake centered south of Yountville, about 10 miles up Napa Valley from where we were. No damage was done to the boats, and the Kindred Spirits crew and a few others slept through the whole thing. The radio reported little serious damage, and aside from jangled nerves, we went back to sleep.

By sunrise it was becoming clear that for many this was more serious. The city of Napa was under a state of emergency and 35 people had been admitted to hospitals, and at least two people were in critical condition. The store at the marina was a mess with groceries spilled off shelves. Tim & Rhonda went to check on their Napa home, and Betsy Fowler left to see how her sister Alison, also living in Napa, had fared. Fortunately, they were among the lucky ones with almost no damage.

The rest of Sunday was spent touring town, enjoying the symphony on the bridge, and evening fireworks. When Kay's birthday balloons lodged aloft at Snowflower's masthead, Harry and Rick provided Skipper an elevator ride to set them free.

Monday morning dawned soft and warm. With fresh coffee mugs steaming, the fleet cast off at 0800 to catch the falling tide down the Napa River. We cleared the Mare Island bridge in just over an hour and enjoyed a tranquil ride under power down San Pablo Bay. So unusual was it, that someone on channel 72 remarked, "I'm on 'Lake' San Pablo!" So ended another wonderful Islander rendezvous.

# South Beach Cruise August 12-13: A Home Run

By Pat and Gary Salvo

Saturday morning, August 12th was sunny with light, variable winds. Three Islander 36's and an Islander Freeport met at Treasure Island's Clipper Cove at 11:00 am for the short sail across the bay. The rest of the fleet met after tying up to their assigned berth at South Beach Marina. In all we had 12 boats (we could only get 12 berths from the marina). It has become a very popular destination now that Pacific Bell Ballpark is complete.

Since the San Francisco Giants were out of town getting defeated by the Mets, our cruise chairperson, Pat Salvo, arranged a group tour of the new Giants stadium. Twenty-nine adventuresome cruisers met our tour guide at 2:30 pm and began on the mezzanine which encircles the park. Then we got the view from the heights of the



Visiting Team: Islander 36'ers

stadium and from one of the luxury boxes, then onto the field and into the visitors dugout. That was quite a thrill for some of us, imagining how it would feel to play baseball with the stadium packed with fans.

Next was the visiting team's locker room. Some members of our tour were disappointed that no players were present! Finally the tour ended with a visit to the Giants Dugout Store where souvenirs could be purchased.

Then it was back to the boats or exploring the area around the new stadium. At 5:30 pm or so the hors-d'oeuvre flag was hoisted and we all met on Balandra, Ed Henry's 42-foot Nova. We heard quite a few stories about the Youth Benefit Regatta held the day before at the San Francisco Yacht Club. Fourteen Islanders plus six other

boats participated in a fun race to benefit SFYC's youth sailing program.



Happy Hour on top of Balandra

Dinner was attended by 30 hungry and hearty cruisers (hungry, after all those hors d'oeuvres??) at the Delancy Street Restaurant. The Delancy Street program takes people who were drug and alcohol dependent and teaches them a trade. Many restaurants in the city employ their graduates.

Sunday morning was very relaxing. Some of us had breakfast at the Java House at the foot of the marina and some elected to eat elsewhere. Some even slept in. Check out time was 12:00 noon so there was no hurry to start the sail back home.



Ed Henry & Earl Roberts  
Aboard Balandra for hors d'oeuvres

# Women Who Sail by Heather Hill

*This is the 2nd in a series of articles by "Women Who Sail." For women who don't sail (yet), Heather Hill says, "Learning to drive a car is much more difficult and far more dangerous!"*

"If you are married [to a sailor], I believe that a great deal depends on the attitude of your spouse as to how active and "sailor-savvy" you become. I was married, without children, when we first purchased a little 14 foot boat in Vancouver and we spent many summer evenings sailing in English Bay, often having to row back when the wind died at sunset. They say that if you can sail a small boat you can sail anything - things certainly happen fast on a small boat and we were dunked a few times when we didn't move fast enough from one side to the other in tacking; it didn't happen too often--the thought of cold NW water made us agile! It didn't take long to feel comfortable.

When the children came along we shared a 26' with another family, but soon realized that we wanted it to ourselves and bought them out. **We used to practice "man overboard" routines** with sailbags in the water and then I decided to take a Basic Seamanship course with the Canadian Power Squadron once a week for about 12 weeks where I learned the theory of sailing, anchoring, plotting, tides, weather, winds, longitude, latitude, compass bearings, etc. etc., finally taking an exam to prove my competence. Many Canadian insurance companies reduce their rates to members of the CPS (I wonder if they do this in the States?) I would thoroughly recommend taking the Power Squadron course. In Canada many experienced boaters are the mentors for these courses and are extremely knowledgeable. We explored miles of our Pacific northwest coastline and I was encouraged to take charge of the boat when coming into a harbour, just in case I might HAVE to do this some time, a daunting experience to start with, but a great boost to one's confidence when completed satisfactorily.

It was on this boat that we first started to race, and I was usually the only female aboard and encouraged to be just one of the crew. As far as finding any aspects difficult, I usually left the spinnaker work to a male member but I'm sure I could have done it if I'd had to. Unless you have an "obnoxious" skipper I wouldn't think it necessary to take lessons, although I know of girls who have taken "all female" lessons and have thoroughly enjoyed the experience.

**The thing I enjoy most about sailing is being able to turn the motor off and sail "free" in the wind,** able to explore places where the majority of people are unable to go, being able to drop the hook where you want and enjoy unspoiled areas "far from the madding crowd."

We later built a 42' boat in our back garden and successfully raced her. **I believe that racing is a very good way to learn all about sailing** and would recommend it if you have the opportunity.

We took our 2 children out of school for 13 months and sailed via San Francisco, Mexico, Marquesas, Tahiti, Hawaii, Alaska and home. My 13 year old daughter and I took the boat across the Georgia Straits to Victoria to see our son off in the '84 Victoria-Maui Race, and since



that time we've sailed in France, Turkey, Greece and Brazil. Two years ago we bought a Beneteau 35S5 in Bayfield, Wisconsin, and sailed her through the Great Lakes to Buffalo, thru' the Erie Canal to Albany, down the Hudson to New York and on to Atlantic City and into the "ditch" (IntraCoastal Waterway) at Norfolk, thence down to Ft. Lauderdale and over to the Bahamas and back to Florida where she was sold. **All these trips were great experiences, not just for the places we visited but the people we met, many of whom we're still in touch via snail/EM.** In a month's time we're joining a couple from New York, whom we met in the Bahamas, to sail with them. We have made many, many friends while sailing. As you might have heard, we lost our I-36 in a fire in November but we hope to purchase another one - we really loved her.

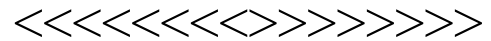
I hope this encourages women to become active crew members. You have no idea what doors will open up to you. Good luck. ~

Sincerely, Heather Hill



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# You've Got E-Mail



## REPOWERING ISLANDERS

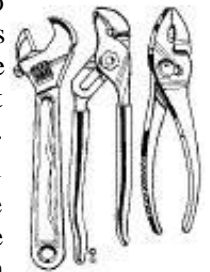
As long as opinions are being expressed, I repowered from a Perkins 4-108 with a 50HP Beta Marine Engine. It virtually drops right in with no modification to anything, and gets full HP at 2800 RPM. I run with an 18 inch, dia by 16" pitch, 2 blade prop, specially ground with some sort of cup shape to keep the flow laminar longer. (\$300.00, machined to order, one day turn around) At 2000 RPM with my 1.91:1 gear box, my Freeport makes 6.5+ knots. I burn .85 GPH v/s .83 with the Perkins, but making only 5.8 to 6 knots with the perkins at 2200 rpm. It is terrible in reverse for steering, just like it has always been, the power in reverse is fine. So far I am very pleased with the Beta Marine engine. I only have 120 hours on it, but it has been trouble free.--**Brian Jacobs**, *Blue Moon*



VA. (1.800.428.8569). This is similar to automotive conversions, since there is an external module plus a "firing light" which replaces the points inside the distributor. It is more expensive than the \$77.00 unit sold by Moyer Marine (it's around \$240.00). We have had one on our engine for over five years now. The plugs just don't wear out! Along with a higher voltage coil they also don't foul! It's been amazing. Indigo also sells a crankcase ventilation kit (feeds crankcase fumes back into the carb), an oil filter system, and a retrofit freshwater cooling system.

### Good website:

<http://ourworld.compuserve/homepages/Alberg30/atomic4.htm>. If that doesn't work, try [www.alberg30.org/atomic4](http://www.alberg30.org/atomic4). They have several "hints" sheets on the engine. Among other things they have a list of spark plugs and ignition wires that work, distributor caps, rotors, condensers, points, impellers, alternator belts-the kind you can buy at your local auto supply store. One sheet includes the rings and bearings needed for a rebuild. The gasket set is about the only thing that you need to buy from Westerbeke.



There's also an interesting article from the December 1993 Latitude 38 by the folks at Richmond Boat Works. I'd be interested in setting up a Bay Area Atomic 4 site somewhere. Anyone interested? -- **Pat Broderick**, Newport 30 "*Amanda*".

## REPOWERING

Another idea to add to the list: I put in a Universal 4cy diesel with no problem several yrs ago, later added a 3 blade max folding prop. No problems whatsoever and the max prop allows excellent control even going backwards.--**Walter Levison**

## MATCHING PROP TO ENGINE (REPOWERING)

Just saw all this I-36 stuff Re: re-powering I-36's. The Yanmar 3GM30F is, in my opinion, the only answer. One of the biggest problems is in proper propping. Killian Propeller in San Leandro has solved the problem with their patented "non-slip" prop which allows proper blade surface area, with decreased diameter by bending the tips of the blades over 90 degrees allowing clearance from the hull, to prevent cavitation, yet gives great performance in forward and reverse. On the newer models with less clearance, the 2.21:1 reduction gear is the answer. --**Mike Haley**, Richmond Boat Works

## ELECTRONIC IGNITION - ATOMIC 4

I had been looking for an electronic ignition for my Atomic four and found a resource at Featherman's in Pennsylvania, Phone #787-432-0601 and email [a4parts@epix.net](mailto:a4parts@epix.net). The electronic ignition lists for \$77.00. Cheap peace of mind. He has a complete parts inventory from rings to distributors. He even has overhaul manuals, blocks, heads, exhaust manifolds etc. --**Jeff Crosby**, *Taboo*

## ATOMIC 4 INFO

We have a Newport 30 with an Atomic 4, and I'd like to add some Internet addresses and other information you might not have. There is an electronic ignition manufactured by Indigo Electronics in Newport News,

## Palmer P 60 parts

For all of the Palmer P60 diehards, a nice list of parts suppliers is listed at: [www.halcyon.com/pford/wwwboard/messages/3698.html](http://www.halcyon.com/pford/wwwboard/messages/3698.html). You might want to link the page or at least list the suppliers. -- **Mike Reed** "*Islander*" Bellingham, WA

## OIL/FILTER CHANGE

When you change the oil and filter on your engine, I suggest that for your own information that you write in felt pen: The Date and Hours when you changed these two items. This makes for an easy spot to see when you did the last oil/filter change. And it's so easy too!--**Skipper Wall**

## PLASTIC MOLDINGS FOR I36

The molding around the cockpit side pockets were getting pretty broken up on our Islander, so we found the original manufacturer of the curved moldings for those

*continued on page 11*

## The Convenience of a Microwave on the I-36 ~ Jim Joubert, *Mon Ami*

Once you get used to the speed and convenience of a microwave oven, you're hooked! I'm glad I installed a microwave on the Mon Ami - dragging out the tea kettle, sauce pan etc. now would seem like stepping back a bit in time. I've seen inquiries on our web page regarding microwave installation on the I-36. Since I've installed a total of one, I am hardly an expert, but am willing to share what I have learned.

Finding the "right" spot is a big decision. Once past that, how do you mount it and where do you plug it in? Unless you like to play "What just crashed down below," make sure your microwave is bolted or screwed to something substantial. Is there a 110v outlet near the selected location? If not, you will probably have to install one.

My "right spot", was the shelf space over the starboard settee, just forward and to the left of the gas stove.



This space is adequate for a microwave, it is adjacent to the galley stove, and seems like a natural extension of the galley. I've seen pictures of microwaves in this location on other I-36's. The negatives are that the settee upholstery is exposed to potential spills from the microwave (I place the rear cushion face down, as the backside is mostly washable should you drip); there isn't a handy 110v outlet; and the height from the mounting surface to the overhead is limited, so only a low profile microwave will fit. You should be aware that the available height is less at the rear (outboard) than the front. The next issue is what size microwave will fit into the selected location. It required several trips to the store and back to the boat before I was reasonably sure I had found a fit.

To provide 110v power, I installed a blue plastic house-type outlet box from Home Depot to the surface of the bulkhead. It is low enough to be out of sight, and below the level of the microwave. It took about 8 feet of sheathed 3 conductor 14 gauge wire to reach from the new outlet box, through the dish storage area behind the stove, to the existing 110v outlet on the aft bulkhead over the sink. Connect the new wire to the 110v in this outlet box for microwave power. It's a good idea to use stranded, marine quality wire.

The shelf over the settee is below the teak trim/fiddle about 6 inches. The microwave must be raised high enough to allow the door to clear the trim. I fabricated a bracket made of 1" x 1/8" anodized aluminum bar stock (available at many hardware stores), to raise my microwave to the proper height. The bracket was formed into a "U" shaped rectangle the width of the microwave. It was high enough to hold the rear of the microwave level with the top edge of the teak trim/fiddle. The bracket was attached to the rear of the microwave by forming it to match up with existing screws in the microwave, drilling holes in the bracket, and mounting it to the microwave with the existing screws.

At this point, the rear of the microwave can be supported by the rear bracket, and the front of the microwave can be resting on the teak trim. Drill the rear bracket so two screws can be screwed into the shelf to attach the bracket to the shelf. This will secure the microwave to the shelf. However, before you attach the rear bracket to the shelf, you must secure the front of the microwave to the teak trim.

The front of the microwave can sit right on top and flush with the teak trim. To secure it against banging around in a sea, it needs to be fastened to the trim. For this you can use an "L" bracket formed from 1"x1/8" stock. Drill the "L" bracket to allow it to be mounted to the rear of the teak trim (out of sight) with two screws. Drill the bracket to pick up existing screws in the microwave, or drill new holes, but be careful where and how deeply you drill!

Fitting the front "L" bracket will require some trial and error to get it right. Considerations are: Will the attachment to the microwave align with wood on the trim thick enough to accommodate the wood screws? Will the microwave be level when all the brackets are attached? Will there adequate clearance to open the microwave door?

***continued on page 11***

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## *The Convenience of a Microwave on the I-36 ~ continued from page 10*

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To simplify this process, I fabricated a bracket that is a little more complicated than the one described above. It is drilled and tapped for a 5/16" bolt that allows the height of the microwave to be adjusted after the bracket is installed. The bolt fits into a hole in the bottom of the microwave which secures it horizontally, and provides a more accurate adjustment of height and leveling.

Experience is a great teacher, and, after working with the brackets, I decided it would have been simpler to just install a shelf to mount the microwave. However, the brackets take up less space than a shelf, and I saved enough space under the microwave to store microwave dishes etc. which was important to me.



The microwave I selected is a GE model JES735 . It's dimensions are 10h X 19w X 13d. It fits the space very nicely. It has been on the boat for a couple of years with no problems to date.

The pictures of this installation will hopefully provide answers not discussed in the text. Had I known I was going to show this installation to the world, I would have taken a little more time with the cosmetics, However, it works, seems solid, and makes great hot chocolate!

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## *You've Got E-Mail continued from page 9 >>>>>>><<<<<<<<<*

side pockets. I believe these guys made most of the plastic parts for the I36. Mark Plastics may have the molds for any plastic parts you may need. Mark Plastics, 369 E. Harrison St. Unit G, Corona, CA, 91719, ph: 909-735-7705 --**Greg Gilliom**, Windwalker

### **HEADLINERS**

We have an old boat with the vinyl liner with small perforations. The later 36's had solid vinyl head liners. Our boat is old and has had an exciting life with many deck changes (winches etc). The penalty for these things is that the headliner was rusting on the edges and falling down. Every year we have a Islander get-together at the start of the season in Mazatlan. Last year we were aboard "Wisper'n", an Islander 42 kit boat. My wife loved their head liner. It turned out to be linoleum with batts. We went to Home Depot to find white textured linoleum and found out that it was pretty obsolete.

Someone suggested using FRP that are used for bathrooms and wet areas. We brought down some of the new super insulation, glued it in place, used the old head liner for a pattern, (allow more area for the fact that as a

pattern the old headliner is not stretched to actual size once removed from the boat). Add teak or oak batts for the seams (White vinyl trim at the Vee Berth) and Viola, a super headliner that is guaranteed not to mildew and is removable for deck changes and very easy to clean (by the way- we thought we brought way too many of the FRP 4 X 8 panels- but we used all 6 panels and there is almost nothing left.) -- **Don Hossack**

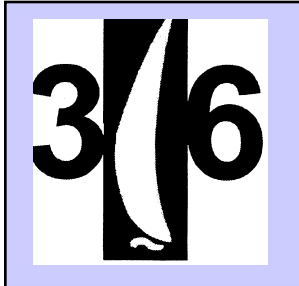
### **Subject: I-36 Models**

Ken Gardiner has done the I-36. No website yet, email is kgmodelmaker@worldnet.att.net.--**Robin Sodaro**, Hood Sales

*Thank You Gary Salvo  
and Pat Salvo  
For your support and assistance  
throughout the year in producing  
the Newsletter.*

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