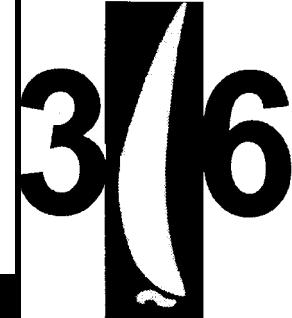




Islander 36 Newsletter



August 1998

Issue 3

Islander 36: Gurney Performance Cruiser

By Robert H. Perry, Yacht Designer, Seattle, WA

Editor's note: This article was reprinted with the author's permission. It's a little dated but the main theme still holds true.

The year 1970 was a tremendous year in Bordeaux that produced huge quantities of Bordeaux that will out-last my impatience to drink them. Try a 1970 Chateau Malartic-Lagraviere from Graves. Alan Gurney designed the Islander 36 in 1970. The first Islander 36 was launched in '71, and since that time over 500 of these boats have been built. The Islander 36 is still the backbone of the Islander line and production continues in a steady flow.

The Islander 36 was Gurney's first boat from Islander and was introduced at a time when his maxi boat WINDWARD PASSAGE was constantly in the headlines. The Islander 36 was intended to be a dual purpose IOR racing-cruising yacht. Obviously, the hull of the I-36 missed the IOR mark, although the I-36 did enjoy a brief period of rating effective racing. Gurney's approach to the IOR was too soft. The angular, designed-to-the-dots boats of Chance and Dick Carter would put

the I-36 out of the racing business. But, rated speed aside, the I-36 was a fast boat and a stiff boat with impeccable manners.

The lines are sweet and the freeboard is low. The overhangs are carefully shaped and the overall look was very racy in 1970. Freeboard tolerance has increased since 1970 and a walk around a boat show ending in front of the I-36 will show you just how enduring the aesthetics of the I-36 are. The rig of the I-36 was too small for the IOR, and the rudder had a large skeg which added superfluous wetted surface. The CGF was too high and L was too long. Ironically, it was this combination of quickly outdated features which insured the longevity of the I-36 and made it the forerunner of the performance cruising yacht. Everyone loves a stiff boat, and the skeg-rudder combination properly done produces very sure footed downwind control. The most active group of I-36 one-design racers are in San Francisco where fleets of over 20 boats are not uncommon on the race course. This fact alone is sufficient testimony to the performance of the I-36.

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Commodore's Corner

By Rick Van Mell

We've had a wonderful season, right from the start. The Spring Meeting with 15 boats rafted up at San Francisco YC was a good chance to catch up with friends after the winter months, and to plan for another season. Enthusiasm ran high and all signs pointed to the high level of participation we have enjoyed. We even had the first of several great songfests on Saturday night

Another highlight of that March weekend was watching Aquitaine Innovations sail in under the Golden Gate Bridge to win the Gold Race and set a new record for the 13,205 mile New York to San Francisco passage around Cape Horn. Back around 1850, the grand and glorious clipper ships were built to "clip" time off the run to attract more passengers who were headed west to make their fortune in the gold fields of California. The race started in New York Harbor on January 17th, exactly 150 years after the discovery of gold at Sutter's Mill. There were only three boats in the race - all open 60 class boats originally designed for single handing around the world, but converted (by adding a second bunk) for a crew of four or five. One of these set the current world record for a 24 hour run - 449 nautical miles, or 18.7 knots average. Aquitaine's 57 day passage broke Isabelle Autissier's record of 62 days set in 1994, and was 42 days shorter than the clipper record of 89 days. Isabelle finished second this year, 6 days after Aquitaine as she got stuck in the slows coming up the California coast. Her time was 7 hours longer than her 1994 record. Aquitaine's average speed was about 9.6 knots!

A real first are the two "fun" races for racers and cruisers. Seems the cruisers beat the racers once. Must have been the good night's sleep tucked in the cove at Angel Island!

Our web page and periodic posting of pictures has become a regular forum for questions about rigging, engines, repairs, and just plain interest. We have over 80 e-mail addresses now, but unfortunately, through a slip of a keystroke or members changing addresses, we get about ten back which are undeliverable. We try to keep up, so if you have an e-mail address and are not getting occasional I-36 mail, please send a message to Treasurer Harry Farrell (who keeps our master database) at pachigh@aol.com. If you haven't found it, take a look at pictures from this season on our web page at www.paw.com/sail/islander36.

So enjoy the newsletter, and plan to join our races and cruises (again, they are posted on the web page, and were in the last newsletter.) We particularly encourage non-resident members to get in touch with us if they are coming to the Bay area if they would like an opportunity to sail on the Bay. Call or e-mail any of the officers - names and addresses are in the Newsletter.

Clear Sailing for 1998, and I'll see you on the water.

Rick Van Mell, Commodore

8/25/98

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But, it was not performance that put the I-36 on the map. It was style spelled Joe Artese. He was the designer Islander hired to design the interior and deck of the I-36. Joe had not been involved exclusively in sailing yacht design projects and the result of this was that he brought to the project a fresh approach to interior layout. The interior of the I-36 was a true breakthrough. It was not designed by a yacht designer and your first step below told you that.

The I-36 had the most open interior yet seen on a cruising-racing yacht, and there was intense detail given to comfort and the integration of interior components. The main cabin dining table folded ingeniously away, leaving a big expanse of cabin sole. This yacht gave you the feeling that it was designed to be lived aboard. The initial impact of this layout was tremendous. The I-36 came to epitomize "boatshow pizzazz" and the stage was set for Southern California Gothic interior decorating in yachts.

It is beside the point that the I-36 interior has no real hanging lockers and that there are no sea berths. The I-36 was designed for comfort when you got there, not on the way. The theme was elbow room and teak veneer. I think it is safe to say that the I-36 established a trend that is still widely followed by builders of production yachts. The Spartan look of the Cal 40 and the Alberg's interior would not cut it in the 70s thanks to Joe Artese and his catalyst at Islander, Hank McCormick. Goodbye cotton duck, hello crushed velvet.

had the opportunity to live aboard an I-36 for several months, and, aside from the lack of full height hanging lockers. I can assure you that this is an extremely comfortable boat. My personal preference runs to a more austere style of fishing, but the layout Artese gave the I-36 is ideal. There is a quarter berth to starboard with a chart table directly forward. The chart table includes liquor cabinet. The settees in the main cabin are deep and the starboard settee extends to form a double berth. The galley is small and to have wrapped it into a U-shape would have compromised the overall feel of the interior. There is very good freedom of movement in this interior, which is helpful at the dock but could mean bruises at sea. There is a clever shelf forward of the starboard settee that winds around the mast, and significantly reduces the visual impact of the meat coming through the interior.

The I-36 is in its second generation deck mold now. There have been slight modifications to allow more headroom and a more practical main companionway, but you would have to take a very hard look to see the difference. The I-36 does have a very yacht appearance. For those of you collecting figures, the displacement to length ratio of the I-36 is 266, and the sail area to displacement ratio is 16.29. Ironically, it looks as though the I-36 will outlive the IOR and go on to establish itself as one of the production line classics.

Islander Yachts, 1922 Barranca Rd., Irvine, CA. 92714.

Ophira's Haul-Out

By Gary Salvo

Last year around this time we had "Ophira" hauled out for some much-needed maintenance. It had been almost two years since the last haul out and in addition to a bottom job we planned to replace the standing rigging and lifelines. Our Islander 36 was built in 1977 so I think this work was well over due. Prior to our haul out I noticed how much corrosion had been taking place on the mast and boom. Around every fitting I found that the original LPU paint had chipped and peeled. Now I knew where all that "black rain" came from every time we raised the mainsail. We decided to add a reconditioned mast/boom to our list of jobs.

We considered sanding as much of the mast/boom as we could and applying a one part LPU with a brush but after talking with a few Yards dropped that idea. From what we were told there is a world of difference between painting and spraying. I used to spray paint for a summer job and know that there is quite a difference unless the painter is very meticulous and has unlimited time on his/her hands. Since we didn't have either, we opted to have the yard apply a two part LPU with a commercial spray outfit.

We had our work done at Richmond Boat Works and recommend them highly. It is a small yard located next to the old Sanford Woods (now KKMI). I have had to talk to the owner, Mike Hailey and his yard boss, Millie Biller on numerous occasions and have established a good working relationship with them in the five years we have owned "Ophira".

We arrived at the yard at low tide, so that the hoist would have the most travel to lift the mast and lay it down. We then removed the mainsail, boom, furling headsail and tied all the running rigging we could to the mast.

Next we loosened all the rigging, disconnected the electrical, VHF connection and pulled the mast bolt at the partners. Mike was then lifted up the mast and secured the hoist to the middle of the mast. They did this by "eyeball" which amazed me. We disconnected the rigging and the hoist was actuated. Up came the mast very slowly. Higher and higher it came and when it cleared the partners it hardly moved from vertical. Pretty good "eyeball'n" I'd say! They must do this quite a bit. As the hoist dropped the mast it was swung to horizontal and lowered onto three oversized sawhorses.

That was the easy work! Before we could strip the old LPU we had to remove all the hardware. And what a job that was. Trying to remove cleats and spinnaker hardware that has been imbedded for twenty odd years with dissimilar metals is more than a mortal should undertake. We went through almost 4 commercial impact drivers while removing the hardware. Some of the cleats had to be hacksawed in half in order to

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remove the stainless steel screw holding it in to the mast. Then masthead, anchor, spreader lights, shrouds, shroud tangs and spreaders were removed.

WOW!! There it was. A big huge aluminum pole with nothing on it but a couple of winches that no one on this earth could have removed! I had purchased a dual action pneumatic sander so we could do most of the work of cleaning up the mast/boom before the yard painted it. So now all we had to do was remove all the LPU down to bare aluminum. I started with 60 grit sanding pads for the really corroded spots. I moved to 80 grit to remove all the LPU. Then in succession I used 120, 160, and finally 220 grit pads. We also cleaned the boom and spreaders. That mast felt as smooth as a baby's butt! I don't believe how much work we had put into it. And we were only half way done.

Now we turned the professional work over to the yard. The first job was to acid wash all the parts to be LPU'd. Then an aluminum primer was applied to all parts. The primer insures that the LPU adheres to the aluminum. Lastly, two coats of black, two-part LPU was sprayed on to all parts.

Now the job came back to us. All we had to do was replace the hardware we had re-

moved. It wasn't as hard as it might seem. At Mike's suggestion I made drawings of all hardware and measurements from which it came as we removed it. To restore things to normal we referred to our drawings and replaced the hardware as we went up the mast, boom and spreaders. We rewired all the electrical and ran a new amoemeter feed to the top of the mast. The yard had all of our new running rigging setup so we installed that to the masthead, tangs and shrouds. New all rope halyards were rigged and tied off and the whole thing was ready to hoist and replace.

One thing I haven't mentioned. The MAST-STEP! This is a critical failure point with the Islander. When we first bought the boat Mike suggested we lift the mast a few inches and inspect the maststep. All that was left of ours was powder and a small section of aluminum. The wood from the cabinet around the mast was almost all that was holding things together. A new mast-step was built and epoxied into place.

The mast was hoisted and returned to its proper place. The new running rigging was connected and adjusted (that's another story). Boom installed, electronics connected, sails replaced, lifelines installed. Wow! We were finally ready to go with an almost new, old boat.

Islander 36 membership spreads across the land!

Membership Report: as of 26 August 1998

Total membership: 135

Number of States: 19

AK,2; AZ,1; CA,98; CT,3; FL,6; GA,1; HI,1;
KS,1; MD,2; ME,1; MI,3; MO,1; ND,1; NV,2;
OH,1; OR,3; VT,1; WA,6; WI,1.

Resident: 65

Non-resident: 57

Corporate: 6

Honorary: 2

Sustaining: 5

Total number of Boats: 120

I-36,111; F-36, 4; I-37, 1; I-30, 1; I-40, 1;
E-38, 2.

Submitted by; Skipper Wall



AN OUTREACH PROGRAM (REDUX)

By Don Schumacher

Jim Robinson was again contacted to provide an afternoon (July 10, 1998) on the Bay racing sailboats. Because of the shifting dates and finally short notice, this time Jim couldn't find enough 3I6's for the task. However, with the help of SFYC members he did get 6 boats out for the trip. Besides Blue Streak (Don Schumacher), Pilot (Jim Robinson), and Tenacious (SYC Roger Milligan) we had Flip (30'sloop—Dave Imrie), Bumpy (36' C&C-Rich Wideman), Shenanigan 35'sloop-Doug Kent), and Rigorous (36'-Swan-Pat Adams). We all met at the SFYC and each took on 4-5 people as crew. Only the owner-driver with his boat was supposed show up at the dock to maximize the participation of guests. Few if any had much sailing experience—this made it a challenge for all. Lifejackets were a requirement by the owners. Each owner checked his insurance to ensure that all was covered and it was concluded that no fees would go to the owners of the vessels. Instead a generous contribution was made to the junior sailing program by the chartering company (a neat coup which worked to everyone's best interests).

The day started with a lot of scrambling around trying to sort out who was late and who would go with whom. It had been arranged that a 38ft power boat (candidate SFYC member Kelty McCloskey) would stand off Knox Buoy to provide a starting line and would also provide the timing. There were to be four races to Yellow Bluff and back. Food and beverages were supplied by the charterer.

The day had lots of surprises including the first notion that the starts might be a problem. As always one expects some people to be late so that instead of a hearty cheer and all boats leaving at the same time, leaving the harbor was some kind of spontaneous revelation. So

the boats dribbled out with the last boat picking up the last arrivers. In addition, a certain amount of highjacking was going on to make the best balance of crews.

Blue Streak ended up with the boss and a very strong German lady who's enthusiasm got every one moving faster. We never did figure out if that particular combination resulted in a little bit of "let the boss win" or "let's get the boss". It actually favored the latter because the boss' wife was on a different boat and she wasn't about to "let the boss win".

Jim Robinson for all his excellent traits has his own peculiar way of counting time for the starts. If Jim is in a good position the starts are three minutes (or even one minute) from now; otherwise they are kind of a fluid sometime soon. Of course, Jim also puts his wife, Martha, on the committee boat to keep time. This in turn seems to result in some kind of mental telepathy which has all the rest of the boats wondering what the last radio transmission was.

Jim also developed a new skill for the day of starting the same race twice if his start wasn't too good. Actually, there was a very strong flood and a light wind making getting away from Knox buoy quite difficult.

The first race got started but only three of us got away from the line leaving the other three sort of marking time waiting for some wind to get them to Harding rock.

Harding rock on the other hand had a big bow wave but a reasonable wind so starting again from Harding headed for Yellow Bluff seemed to have merit. We had a couple of port-starboard crossings which

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were fun right up until the sand dredge appeared in the middle of the course. The sand dredge being a moveable/immovable object mixed up with a whole bunch of current and current rips had everyone guessing except the guests. Since the skipper couldn't decipher the code for moving ahead, explaining what was going on to the guests was less than crisp. Most of the response to this by the guests was a tolerant smile.

Blue Streak got to Yellow Bluff first so it seemed reasonable to go around the mark twice. At this point the six boats were sort of spread out and getting back to the Club in time for dinner became one of the late

changes to the race instructions. The three 3I6's crossed the finish line at Knox overlapped which was a sort of tidy finish to the racing and the other three boats were close behind.

The dinner at the SFYC for all the participants was excellent. It was obvious that everyone was in high spirits from a great day on the bay in mild warm weather. The writer certainly thought the whole thing was well worth the effort of so many people. We all expressed the hope that day would be repeated again next year.

DRSCHUMACHER August 24, 1998

Cruise Update

by Rick Van Mell

Dear Members & Friends,

It was a great 4th of July for the Islander Association with a dozen boats represented at the Benicia Rendezvous. Plenty of Dockside chat before a fine dinner at Benicia YC on Friday night, complete with parade watching from their balcony. Then a lazy Saturday with trips to town, putting and patching on boats, then a bountiful potluck dinner along the dock Saturday night. Not one, but two sets of fireworks topped off the evening with all hands gathered on Tim Koester and Tim Shea's boats at the end of the dock. Benicia was close at hand to starboard, and Martinez' show off to port. Just like watching a tennis match!

Enjoy the fun with over 20 pictures posted on our web site. Look under "July 3-5, Benicia" at the bottom of the home page - www.paw.com/sail/islander36

Mark your calendars now for Sat-Sun Au-

gust 15/16 for the best dockside barbecue on the Bay at Marin YC Rendezvous.

The really adventurous will also want to sign up with Tim for the extended Labor Day trip beyond Drakes Bay to Tamales Bay.

Now is a good time to capture those pictures and stories of good anchorages and good times. Send them along to include in the newsletter.

Clear Sailing,

Rick

P.S. My e-mail address has changed with the merger with Price Waterhouse on July 1st to: Richard.van.mell@us.pwcglobal.com

Networking—A benefit of the I36 Association

Editor's Note:

This is an e-mail that was forwarded to me. When "Kindred Spirits" was returning from Half Moon Bay earlier this year she "caught" a seal with the strut. This is a response to the many who helped Don and Peter get her back in the water.

To: bruce.hallberg@city.palo-alto.ca.us
 cc: Richard Van Mell/CLC/San Francisco CA/C&L/US
 From: HENDERKIN@aol.com
 Date: 06/21/98 06:38:19 PM GMT
 Subject: I-36 "Strut" Problem

Bruce:

As promised, here's a quick status report on our "Strut" situation; and to again thank you for coming to the rescue! I've also copied Richard because of the many responses received from others to his initial communication of our problem to the membership at large.

As it was, the length of your "extra" strut was roughly 1/2 inch shorter than our original one, angled slightly differently (probably due to your offset shaft configuration vs. our "straight" line-up with the rudder), and the mounting bolt holes were of a different size and location. However, we were able to make the necessary modifications for what appears to be a great replacement installation. Saw it yesterday at the boat yard! Incidentally, we also followed up on your suggestion to ground the replacement strut to the engine block to minimize electrolysis exposure.

Briefly, a local prop shop brazed the hairline cracks in your extra strut and filled all the holes. In turn, the Stockton boat yard "built-up" the hull resin to compensate for the size/angle differences, and then re-drilled the mounting holes to match our configura-

tion. We'll be back in the water shortly -- after some non-Strut related work is done -- and expect to be returning "Kindred Spirits" to the Bay Area later this week. (Note to Rick – our fuel tank didn't need to be removed. They apparently had a very "skinny" guy who somehow managed to crawl over it. They didn't access through the starboard lazarette, as I envisioned. It no doubt helped that our hot water heater was previously removed pending a replacement yet to be made).

Thanks to your timely response and willingness to part with your "extra" strut, we probably saved at least four to six weeks of "out of water" time, as well as considerable \$'s vs. the alternative of a new casting. In this exercise we also benefited greatly from the support, suggestions and leads provided by other I-36 Association members -- among them: Bruce Block, Skipper Wall, Harry Farrell, Joe Thon and Rick Van Mell.

While not particularly convenient to you, Bruce, for the benefit of other I-36'ers in the Bay Area who may have future brazing and/or marine machine shop needs, I highly recommend "The Prop Shop" in Richmond (518 South 11th St, off Cutting Blvd). On a Saturday afternoon, the owner, David Elkin, immediately tackled our job -- extending his normal closing time by several hours to facilitate a new day delivery of the "recycled" strut to the boat yard. Including the installation of a new cutlass bearing, the price tag was just under \$100.

In summary -- we learned a lot from the "seal" experience -- and continue to be amazed at the effectiveness of the I-36 Association's e-mail network when it comes to sharing experiences and offering practical

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solutions to the inevitable problems (or is it opportunities??) of owning an older boat without a readily identifiable builders supply chain in the background. And, again, we very much appreciate your special involvement and generosity in helping to get us

back on the water. Looking forward to seeing you at future I-36 gatherings!

Don Henderson and Peter Wilhite
"Kindred Spirits"

Islander Steering Adjustments

by Rick Van Mell

Editor's Note: This is an e-mail reply to someone who was having trouble getting the wheel to center when the rudder was centered.

My reply is conditioned on knowing who sent the original message! (Seriously).

For many years in Chicago I made it a ritual every spring to crawl, no stuff, myself into the starboard cockpit locker and inspect and grease the steering cables and the sheaves that lead up to the binnacle. Grease also got applied to the shaft outside the binnacle, and inside by removing the compass.

I assume you have replaced the sheave pins and all is back aligned and tightened.

You should be able to adjust the eyebolts on the quadrant on the rudderpost to center the wheel. There should be double nuts on the eyebolts to lock them in place on the quadrant. I am assuming from your description that you have tried this and have reached a point where one eyebolt is flush up against the quadrant, yet the wheel is not centered. My suggestion is to loosen both eyebolts until the control cables are loose enough for you to remove the compass from the binnacle and move the bicycle chain a couple of teeth on the sprocket which is inside the binnacle on the shaft to the steering wheel. Then

readjust the eyebolts and check the rudder and wheel alignment. Don't put the compass back on until you have it the way you like it. Tension on the cables should be snug but not too tight.

For the rest of you, one of the most insidious places to look for problems is to loosen the cables at the quadrant eyebolts, then remove the pins holding the sheaves at the bottom of the pedestal (yes, from that cramped position inside the cockpit locker) - it is very likely that the pins have started wearing through. This loosens the cables (a

sure sign of wear) and increases the wear rate because there is no longer a full support on the center of the sheave. It probably takes ten years before there is significant wear in light day sailing, but if you carry a chute in heavy weather for one long offshore passage (2000 miles) you could get the same wear in two weeks. (One time we calculated that our 23-day transatlantic passage was the total equivalent of ten years of 30 races a year in home waters).

Hope this helps, and if anyone has any recent experience, please add your comments.

Rick



Raft-up at Angel Island

1998 Racing Results

Spin-naker								
	Vallejo	Vallejo	South Beach	GGYC			w/ 1 throwout	
	1-May	2-May	17-May	20-Jun		Points	Points	Standing
Absolute	1	1	1	1		4	3	1
Blue Streak	3	2	3	3		11	8	3
Island Girl	4	5	6	6		21	15	4
Wind-walker	2	5	2	2		11	6	2
Non-Spin-naker								
	Vallejo	Vallejo	South Beach	GGYC			w/ 1 throwout	
	1-May	2-May	17-May	20-Jun		Points	Points	Standing
Pilot		3	2	4		9	5	2
Solace		4	3	2		9	5	2
Tenacious		3	1	1		5	2	1

Scoring: 1 point for first, 2 points for second, 3 points for third, 4 points for fourth

DNF: Total number of boats competing in class plus 1 point

DNS: Total number of boats competing in class plus 2 points

Islander Classifieds

To list your classifieds, please contact Fleet Secretary
Gary Salvo at 916-363-4566 or via e-mail :
grsalvo@pacbell.net

**Embroidery Factory
6008 Egret Ct.
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707-746-7625**



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In Our Next Issue...
Cruise Notes
Maintenance Tips



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