

Islander 3/6 Newsletter

May 2004

Issue 2

Membership
Tops 200

Vallejo
Race Season
Opener
May 1-2

Cruising
Season Has
Begun!

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Spring Meeting Celebrates Association's 30th Year and 200+ Members

Friday, March 12th: Early birds Skipper and Nancy Wall (Snowflower) and Gary and Pat Salvo (Ophira) arrived in the morning at San Francisco Yacht Club in Belvedere to greet and help dock incoming boats. They were joined by Kindred Spirits (Hendersons), Evanescence (Stovers), Noncents (Thomsons), Woodbine (Damsens), Zenith (Fowlers), Diana (Zevanovs), and Pacific High (Farrell and Williams), 8 boats for the night. It was sunny, warm and beautiful all the way. Some had wind to sail a bit crossing the Bay.



Kathryn Hodgkins, Pat Salvo and Judy Bush

Walks and talks were soon followed by snacks and wine, initially on Evanescence, with locals Debby and Julian Cohen arriving about 5:00 with a couple gallons of margueritas and an invitation to potluck at their Corinthian Island aerie close by. Chicken wings, salads, soup, lasagne, raviolis and wine were transported and enjoyed in their beautiful home. Locals Peter Wilhite and Don Schumacher joined the fun, 23 in all.

Saturday, March 13: Another beautiful day greeted arrival of the Melton's on Freedom Won, Joseph Krensavage on Mustang, Bushes with Matt on Natural High, Mellors with Claire on Sprindrift, and Rick Van Mell on Vanishing Animal, a total of 14 boats.

Members checked in at the meeting (by Judy Bush and Pat Salvo) received a special gift from Commodore Harry Farrell and Carol Williams: A large boat tote embroidered with I-36 insignia and a bottle of wine sporting an I-36 label celebrating the Association's 30th Year Anniversary. Wow! Thanks Harry and Carol!!

Those not previously mentioned are: Robert Aston and Mary Gleim, Mike Dickson, Marti Griffin, Bill Higdon, Charles and Kathryn Hodgkins, Brian and Fran Jacobs with David, Bob Knickerbocker and Maureen Drotleff, Walt Levison, Frank Mayo and Susan Brooks, Steve Murphy, Dave Scardiglia, Les Raos, Ray Reilly, Cindy Schultz and Steven Peters, Jim Robinson, Kurt Smith, Barry and Sylvia Stompe, Peter Szasz, Paul, Mary and Patrick Tara.

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San Francisco Bay

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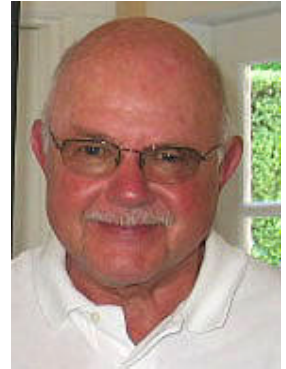
July 2004

Commodore's Corner

Harry Farrell

You better haul it in before you haul it out.

I'm talking about boat bucks and taking your boat to the yard. It's the week before that dreaded April 15th date and I called to schedule my haul out. What kind of timing is that? It's called financial masochism.



There is always a certain amount of trepidation that goes with a haul out. What kind of hidden Loch Ness Bay monsters have taken bites out of my keel; will my keel/hull joint be smiling at me again? Oh, the list goes on.

Then there are all the upgrades I want to do--hydraulic backstay adjuster, ridged vang, new halyard sheaves, etc. Most of this expense is because I've decided to race again this year. Isn't it amazing how fast a boat can take the stuffing out of your financial mattress?

Since I'm a family of one, I can rationalize the costs, then justify them and it's a done deal. How do married guys that race (or the cruiser who can't live without radar--safety first, you know) justify this stuff to their wives? There must be a lot of wonderful women out there attached to that Islander 36, and now that I think about it, I know quite a few.

We Islander 36 owners should congratulate one another for keeping this economy going during these trying times. Keeping that Islander 36 in top shape is the patriotic thing to do. How's that for rationalization?

I thought about not racing this year--look at the money I'd save. I could get by just cruising this summer. I could even delay that haul out another six months. Then I think of not being in our Season Opener, The Vallejo Race--300 sailboats sailing 20 miles from San Francisco to Vallejo on Saturday, then racing back again on Sunday--and I know I'm hooked.

Speaking of racing, I was one of the lucky 60 attendees at our Race Clinic. I learned more about tactics and boat speed than I would have in 50 races. Everyone came away with that thought. Except for a few professionals, it was done by Islander 36 owners who shared their knowledge. Thank you Mentors Jim Robinson, Don Schumacher, Peter Szasz, Rick Van Mell and Lou Zevanov. Special thanks to Peter and Rick for making it happen.

I'm sure you have all heard the line about a boat owner's two happiest days, so I won't repeat it, but have you heard how you can tell if you're ready to sell your boat? They say that if you step onto the dock and start walking to the car, if you don't stop and look back at that Islander, you're ready to sell. I heard that story years ago and I always think of it when I'm walking away and I always look back. As I said, I'm hooked. So, turn around and take another look as you're walking away from your Islander 36. It's a beautiful site to see.

Harry Farrell

Spring Meeting continued from page 1

A total of 63 attended the meeting, including 4 young persons and our guest speaker. Ken and Monica Kropf from Seal Beach also stopped by.

After the meeting, it was back to the docks to finish those left-over margaritas. Some who arrived by car drifted down to join the folks on boats at dock, a few boats departed, and finally a group of 17 adjourned to the SFYC dining room for dinner, while others had had their fill and settled in for the night, looking forward to another beauty of a day on Sunday and breakfast before departing.



Carol Williams & Commodore Farrell got a rousing round of applause for their gift of a tote and wine



MEETING MINUTES
WILL APPEAR IN A SUBSEQUENT ISSUE
OF THE NEWSLETTER WHEN AVAILABLE.

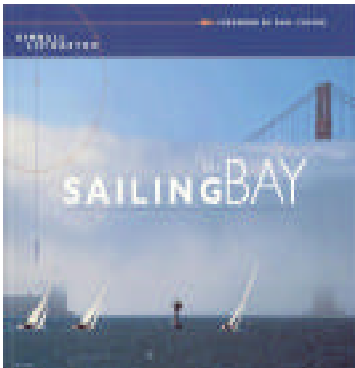
HOW TO
"Show Kimball the Bacon"
see page 8

Sailing the Bay

Following the meeting Kimball Livingston, Senior Editor, West Coast, SAIL Magazine, and author of *Sailing the Bay* gave a slide presentation of photos he took during a U.S. Coast Guard training session on the square-rigged Barque Eagle.



Kimball's book is a complete survey of San Francisco Bay's tides, wind, folkways, mores, places to go, the ocean outside. He draws upon the best talents of the time, relating their favorite "holds and escapes" for the challenging winds and tides of the region. Whitbread winner Paul Cayard writes the foreword, Olympian Jeff Madrigali speaks on racing strategies for the Berkeley Circle, and U.S. Geological Survey hydrologist Ralph Ta-Shun Cheng addresses the interplay between wind and tide, for example. Cruisers will find a guide to favored destinations from Petaluma on the north to Alviso on the south. [Latitude 38]: ". . . the best book, bar none, on San



Francisco sailing is Kimball Livingston's *Sailing The Bay*. . . [his] pole-on-the-headstay prose in the new edition captures our sport and passion as no other book has." To get a copy: email Kimball--sailmag@pacbell.net



Don Henderson, Bill Higdon, Harry Farrell, Mary McKinnon Tara and Rick Van Mell



Patrick Tara and Claire Mellor
cut up with Teak

2004 Cruising with I-36



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Islander 36 Cruise Schedule For 2004

<u>Date</u>	<u>Event</u>	<u>Host</u>
Sun, May 16	South Beach, Bay to Breakers	Dennis, Judy Bush
May 20-28	Delta Cruise - Special Event	Skipper Wall
Sat-Mon, May 29-31	Petaluma Basin - Memorial Weekend	Harry Farrell
Sat-Sun, June 12-13	Angel Island Civil War Days "Kids Cruise"*	Julian and Debby Cohen
Sat-Mon, July 3-5	Sequoia Yacht Club, Redwood City	Rick & Sandy Van Mell
Sat., Aug 7	Angel Island Victorian House Tour*	No-host cruise
Sat-Sun, Aug. 14-15	Oyster Pt. YC	Bill Higdon
Sat-Mon, Sept 4-6	Labor Day Wkend - Half Moon Bay	Sponsor welcome
Sun, Sept. 19	Angel Island. Jazz Dinner*	No-host cruise
Sat-Sun, Oct 16-17	San Pablo Yacht Club	Kelley Montana
Sat., Nov. 6	Fall Meeting - San Francisco YC	Dennis & Judy Bush
Sat. Nov. 13	Angel Island. Victorian Christmas*	No-host cruise

*Extra Event

Cruise Notes

-- Dennis Bush

"KIDS' CRUISE" (Angel Island Civil War Days)
Saturday and Sunday, June 12-13th: Watch for email and details on web site.

Look for story on **April 24-25 Encinal Cruise** in next Newsletter.

The rest of our Angel Island Cruises are Extra Events and will be treated as no-host cruises - come join us and enjoy.

Design a Cruise: Half Moon Bay - Labor Day Weekend September 4-6. Looking for a sponsor for this out-the-gate, down-the-coast and anchor-out cruise. The fun part of coordinating is that you get to do it the way you like. If you want to coordinate this cruise, contact me at 408 559-3450.

Dennis Bush

Delta Cruise: May 20-28

contact Skipper Wall:

nvsnowflower@cs.com
 or call 775 882-4798

WINTER RACING ON GALVESTON BAY

Feb 8, 2004 Stephen Study, League City, Texas:

There was some nice sailing last winter on Galveston Bay. My wife and I purchased an Islander 36 last year and started doing club racing for the first time this past winter. Our first race was in the Galveston Bay Cruising Association's Icicle Series which consists of 5 races over six Saturdays on a fixed 8 nm course.

We've tried hard to not embarrass our Islander brethren and managed to come in 3rd place in the final race of the series and won 2nd overall for the non-spinnaker series. Of course as you all know that is one sweet sailing boat and we have definitely gotten the attention of some of the old timers in the fleet here. There were several very close 2nd place finishes throughout the series that had the 1st place boat looking over their stern a lot.

The first race was in 20-25kt northerly winds which were really good conditions for our boat. We nailed the start and had a very close finish coming in just seconds behind the winning boat. The next two races were floaters and we showed how green we were, arriving late to the start by 7 minutes and 47 minutes respectively. Ouch! Fortunately the winds continued to falter and no one was able to finish the race in the allotted time.

In the last race we took another 2nd in 5 - 10 kt north easterly winds with another good start and proving that the old girl can be coaxed to sail fast in light air with a lot of attention paid to details. Yesterday was a bonus day with full sunshine and 10 - 15kt winds from the north. We had a bit of trouble at the start and were forced over early by 10 seconds. After executing an excruciatingly slow gybe we finally crossed the start line a minute and 15 seconds late. That was enough to push us back to 3rd place well behind the 2nd place boat (and eventual winner of the series).

So all in all the winter sailing was great here and our love affair with our Islander has only just begun!

Regards from Galveston Bay, Stephen and Karen Study, s/v Hard a-Glee, 1977 I-36

News from Your Webmaster

Rick Van Mell

Website takes 80,000+ hits!

We have a new "counter" for our I-36 Website. Beginning with March '04, it showed 80,427 hits, including those coming from 21 foreign countries--Portugal and Poland to Japan and New Zealand. Hits on "pics", "buy-sell", "maintain" and "gadgets" pages are among the most popular. **visit: www.islander36.org**

See Your Boat Featured on the I-36 Website

We're looking for pictures, preferably with your boat under full sail, that are clear and crisp and show the whole boat, but, if you like the picture, the rest of our members probably will too. They don't have to be any special size or type.

Send the following information (Boat Name, Owner, Home Port, Sailing Waters) by email to: vanmells@ix.netcom.com, and attach your photo file

OR snail mail them to: Rick Van Mell, I-36 Webmaster, 1629 Begen Avenue, Mountain View, CA 94040

Spring Membership Report

by Membership Chair Skipper Wall

We have Good news and bad news! The Good news: As of April 1 (no fooling) the Association has 204 members in the Association. To Nancy & me, having joined when we had 33, the 204 seems incredible. As I have said many times, the increased communication provided via emails, our excellent website, the Islander 36 group e-mail list function, and I-36 newsletter have brought I36 owners together.

Now the bad news: We will be dropping 24 of you who have not yet renewed. We hope you remain a member but must delete your name May 1st if we haven't received your renewal. So hurry and get your money in! We want to be in touch with every I-36 Owner.

With the increase in membership over the last few years, we have seen a gigantic rise in the number of boats crossing the starting line on race days and the number of boats joining the cruise-in's to various ports in and outside the Golden Gate. If you haven't joined in the camaraderie of racing or cruising, try it; you might like it. Nancy & I have been cruising for the last 18 years and have met so many new people who have become lifelong friends. If you know of an I-36 owner who is not a member, let him/her know about us. Remember the website for just about everything you want to know about the I-36. Smooth Sailing this Sailing Season. -- Skipper Wall

RACING ...



Notes from Mustang's Deck

Joseph Krensavage, Race Fleet Captain: josephk@synopsys.com - (408) 836-1510

At the race clinic, 18 boats indicated they would be on the starting line for the Vallejo Opener. We expect the total to exceed 20. Thanks to Peter Szasz, Rick Van Mell and the coaches for a superb race clinic. See article on next page.

On April 4th, Amante, Freedom Won and Mustang practiced together on the City Front. It was a beautiful day, 15 knot winds. We did 4 practice starts and then a 5th from the St. Francis Yacht Club and YRA "A" buoy. We match raced up to Blackaller buoy, down to Ft. Mason buoy and then finished. It was a great day of good practice and teambuilding.

ISLANDER 36 RACE SCHEDULE FOR 2004

by Joseph Krensavage, Race Fleet Captain

DATE EVENT

Regular Season

May 1	Vallejo Opener-Day 1
May 2	Vallejo Opener-Day 2
May 15	City Front
June 5	Knox - Two (2) Race Day

mid - summer - break

Aug. 14	Circle	
Aug. 28	South Bay	Post-race raft-up BYOB party @ Pier 40, SF
Sept 11	Knox	HDA Islands Tour
Sept. 25	City Front	Two (2) Race Day

Post- Season:

Oct. 9-10	I-36 Nationals	SFYC
Oct. 16	ODCA Champion of Champions	

There are a total of 10 races with two (2) throwouts. For more information about racing, E-Mail Race Chair: Joseph Krensavage: josephk@synopsys.com OR (408) 836-1510

It is important to maintain the strong showing since the I-36 fleet is one of the largest big-boat fleets racing on the Bay. Please do everything you can to arrange your 2004 schedule to make each race, or find an alternate helmsman to sail your boat for you.

These races are sponsored and conducted by individual yacht clubs under the general rules of the YRA. The Islander 36 Association simply has scheduled a start for Islanders in their races and assumes no liability for race events. It is the responsibility of each individual owner to decide if his or her boat and crew are suitable for a given event, and whether to participate, start or continue to race in any event.



Race Clinic photos on this page and page 7 by Rick Van Mell, Kimball Livingston of Sail Magazine, and Rod Hagebols of Grand Prix Sailing Academy.



RACE CLINIC MARCH 27th INSPIRES 60+ SKIPPERS AND CREW

*edited from Rick Van Mell's website Race Clinic pages: See complete coverage: <http://www.islander36.org/raceclinic04/raceclinic04.html>**



Peter Szasz, Docksider Instruction

The Islander 36 Racing Fleet held its second Race Clinic this year on March 27th, and it was a definite winner. Peter Szasz, who arranged to have the Clinic at the St. Francis Yacht Club in San Francisco, along with Barry Stompe, Rick Van Mell and Race Captain Joseph Krensavage, pulled off one terrific Race Clinic for over 60 Islander skippers and crew.

The weather was perfect, and attendees enjoyed themselves while learning a lot. The clinic consisted of a morning chalk-talk, handouts, dockside boat set-up demo, lunch, and an afternoon of on-the-water practice with some additional experienced mentors aboard eight Islanders. In all 23 Islanders were represented.

This event has been so well received that Rick has added a special **Race Clinic page to the permanent menu of the I-36 website (www.islander36.org); it includes links to the handouts that were presented and will be augmented from time to time with additional material designed to help people sail and race Islanders (and other boats!) safer, faster and with more fun.*



Those Beautiful Boats on the Bay!

Coaches included Peter Szasz, Lou Zevanov, Jim Robinson, Barry Stompe, Rick Van Mell and Don Schumacher. In addition Rod Hagebols from Grand Prix Sailing, Pete McCormack from North Sails, Chris Boome of Barient Winch fame, and Kimball Livingston, Senior West Coast Editor for *Sail Magazine* and author of *Sailing the Bay* offered their expertise.

Coaching began with Peter Szasz giving a run-through of things that make a difference in setting up your boat to sail fast--everything from keeping a clean bottom to rig tuning. A complete description on Rig Tuning can be found on the I-36 Maintenance Page.

Moving to crew responsibilities, Peter's primary advice to the helmsman is "Steer, Steer, Steer." The Tactician should direct the crew while focusing on wind, water and the competition. The Trimmer, Tailer, Mast and Foredeck positions were reviewed. An excellent source for understanding the inter-relationships among control lines can be found in North Sail's **Performance Racing TRIM Coursebook** (www.northu.com). An expanded list of responsibilities is available in the Crew Tasks Handout.*

Barry Stompe covered starting procedures, stressing the importance of getting there early to check out the wind and current, review race instructions, develop a strategy etc.

cont'd on page 11

ZOE (Greek for “Life”) ~ Summer Idyls in Maine

by Chris Mellor (*Spindrift*)

I have fond memories of my dad teaching me to sail during the Maine summers of my youth. We owned an 18' centerboard daysailer. It boasted an "outdoor rudder" my dad would say with a smirk.

A typical day's outing on Zoe would consist of rising early and walking down the dirt road from our house to the "harbor". If the tide was up, we could retrieve the boat with ease from its mooring buoy with the line which ran to shore, and bring it around to the cement ramp for the rest of the party to board. If the tide was down, it often involved a lot of mud.

Once laden with family and occasional guests we would train the 3 horse Johnson on the "harbor mouth". It was a wonderfully protected natural harbor. There were only two narrow passages to John's Bay, opposite Pemaquid Point. One was only navigable by skiff at high tide, and the other was our "channel". Thank God for centerboards, which allowed us squeak past several large submerged boulders and gain John's Bay.

Usually the Maine summer mornings had some vestige of fog left over from the night, and my mother would query dad about the thickness of the fog, suggesting it might be a tad early to be out on the Bay with limited visibility. My dad's confident reply, "It'll clear" would always come true.

Since the wind was usually light, and having checked the tides, we would either turn left to sail down the coast past our house, or turn right onto a beautiful stretch of water called "The Thread of Life", a protected channel between mainland and narrow rocky strips of bedrock 1/4 mile out.

My favorite destination was a jewel only a few miles distant: "Little Thrumcap", with its crescent shaped beach on its lee side. I have no idea if the island was private property. My dad seldom paid attention to those restrictions. We would motor up, let go the stern anchor, having already hauled up the centerboard, and nose into the beach.

The composition of the beach appeared to be made up almost entirely of crushed mussel shells, quite fine, but sharp to walk on. It had an iridescent blue and purple hue. A picnic lunch must have been part of the day's events, but I never remember eating anything, always too busy clearing a path through the flotsam, exploring bedrock shapes beyond the beach, and if it was

REALLY hot, actually going in the water beyond your knees!

The sail back was warmer, and I recall trailing my wrist in the cold water to cool down. Hopefully, the tide had turned in our favor for the return trip and we could once again negotiate our "harbor channel."

That daysailer has a rich place in my memories of Maine coastal summers. In fact, my dad told me that it was so important to him that he designed our house so that the boat, on its trailer, could just fit in the basement. That's getting your home building priorities straight!

SHOW
Kimball
3/16 the bacon

At our Spring Meeting we announced that we expected to have 20 boats in our one design race fleet this year, and we have grown to over 200 members nationwide. One member asked Kimball Livingston if a story about Islander 36's and their revival was worth an article in *Sail Magazine*. Kimball said it might be, but we had to "show him the bacon."

HERE'S THE PLAN: Each time you're out enjoying your Islander, take a picture of your group on the boat with a sign that says: SHOW KIMBALL THE BACON and send it to him via email: sailmag@pacbell.net. OR, if it's easier, send your photo to our Newsletter Editor, Barb Henderson, who will scan it and return to you. Barbara @111 Cypress Av, Kentfield, CA. 94904

Installing Windlasses

Question from Charles Stephens, Taku III, Gibsons BC Canada 3/8/04: Ahoy All, I have just finished looking at the Web site and don't see anything about windlasses. I am planning to install a windlass this spring and would like input from anyone that has done this job. I have a 78 Islander that has the anchor locker on deck. I am thinking I would like to install the windlass in the locker and feed the rode in to the chain locker below. I am wondering what brands and models are being used and would love feed back.

Responses: Steve Hodges, Frolic, Santa Barbara, CA., 3/8/04: I recommend the Maxwell vertical windlass-- specifically the VWC 800, which is the modern-day equivalent of my Nillson, described below. The gypsy I have was designed for 5/16 BBB but has also worked flawlessly with 1/4 G4 (high test). (I used 150 ft of 5/16 BBB for several years and then switched to 300 ft of 1/4 G4.)

FROLIC (1974 - no anchor locker on deck) has a vertical Nillson windlass mounted. The cast Al coupling piece that connected the deck-mounted bronze base and the below-deck gear box disintegrated after 20+ yrs of service. I had a new piece fabricated (machined and anodized) and reinstalled it last year. The cause was a cracked wooden deck plate between the bronze base and deck - the crack allowed water to enter the cast coupling and sit above the gear box. The gear box was undamaged but the Al coupling was eaten alive. I did two things to prevent this from occurring again: the new deck backing plate is nylon and the new Al coupling has a drain hole in it. Other than this incident, the unit has operated flawlessly with my all chain rode and 44 lb Bruce. I anchor 30-50 times per year in the Santa Barbara channel islands. The only maintenance I do is ~weekly wipedown and annual breakdown, clean, grease, and lube.

Maxwell acquired rights to Nillson winches a long time ago but still supports them. The technical support and info I obtained from Maxwell was crucial in my being able to save the unit. Note that the February 2004 issue of Practical Sailor reviews windlasses, although the article concerns units a little small for the I36.

3/8/04: **Ron Damsen,** Woodbine, San Anselmo, CA. I installed an Horizon 900G windlass on my '81 Islander. It easily fits in the anchor well with room to spare. I ordered mine with a gypsy for 1/4" high test chain rather than the standard 9/16". My research indicated the Horizon 600 was a bit underpowered for a

boat of our size. I installed 150 ft. of chain and 200 feet of 1/2 inch line. It all fits in the anchor locker without piling up too high. I also installed up and down foot switches, rather than the cheapo rocker switch that comes with the unit. I ran #2 wire to the battery with a 75 amp breaker switch. I even have enough room to store a 20 lb. Danforth with rode in the anchor well.

My next project was a washdown system that taps into the raw water feed for the head. The coiled hose attaches to a hose fitting in the anchor well. The on demand pump is located in the anchor locker and is powered from the solenoid for the windlass that is also mounted in the anchor locker.

3/9/04: **Ken Kropf,** Svanen '82, Seal Beach, CA I have a Horizon 500, with forward and reverse footpads in the anchor well. Seems to do the job fine with 35# CQR and all chain (350'). I made a teak filler chock with aluminum plate to keep the chain from scarring the varnished teak as it pays out and in. Also have windlass reversing switch on my engine control panel at the cockpit. I can work anchor either at the bow, if kelp is caught on chain/anchor or from cockpit, a nice extra. I keep engine RPM's up while raising anchor to ensure plenty of amps at windlass. No washdown pump, but take off from the windlass power at the head for a macerator pump with local switch for the holding tank. When back to dock after anchoring, I put a dryer dehumidifier fan on top off chain in anchor locker to keep mildew from forming as chain and locker dry out.

One more Question - from Michael Daley

For those who have actually done an I-36 installation: Where, exactly did you run the wires? They will be large and hard to bend, and every time I think of running them a certain way, I think there MUST be a better way. I am now considering the Port side, behind the water tank and through the head. Suggestions? Has anyone found a specific washdown pump they like?

Ron Damsen: My system for running the very heavy wire from the battery to the solenoid, was to use black nylon cable clamps. They sell various sizes at West Marine and are shown in the catalog. I attached these to the deck bolts that can be found under the headliner, spaced about 12" apart. There are plenty of extra threads to play with. I bought enough stainless nuts for every bolt. I needed to drill out the hole in the cable clamps to make them slightly larger to fit over the bolts. You can initially attach just a few cable clamps for running the wire, and then put on the rest. If you put on too many cable clamps before running the wire, it creates too much friction for pulling the wire. With the close spacing of the bolts, there is zero sag onto the headliner. . . . *continued on page 10*

Love Letter to an I-36

To: Islander 36 Fleet

January 16, 2004. We can't begin to tell you how much we have enjoyed the on-going discussion of the joys, problems and malfunctions associated with the Islander 36. Great discussion forum! I only wish that we had more time to worry about our boat, but up here in the frozen tundra (Traverse City, Michigan) we simply pray for an early spring and a late fall.

We have not entered the discussion before (re keel faring) but wanted to share some of our shortcomings and positive experiences.

I never checked to see if my 1977 Islander 36 ("Lake Effect") was listing to either port or starboard. She stands so proud in the slip or underway, looks like a sailing yacht, her sleek lines invoke many wonderful comments from sage sailors and dock posers alike, and, when compared to all the square contemporary junk in our marina I can't help but grin and enjoy the absolute beauty of the Islander 36.

We know that we are courting disaster by not having a qualified OBGYN scope my diesel tank but then I only use premium grade diesel (topped up in the yard before launch), add stabilizer in the fall and anti-fouling additives in the spring and with every gallon added. We never allow any marina to put diesel in our tank as most has been setting for years gathering moisture and is now a poor grade bunker fuel. It's a little more work but so far so good.

As for the fairing of the keel and class rules we don't race anymore but do enjoy blowing the port holes off many class racing boats in the beautiful fresh waters of Grand Traverse Bay from time to time. I know we should fair the keel and coat the bottom with some modern go fast paint, but the old blue stuff still looks like bottom paint and we go fast enough to always be proud.

Mostly these days we observe and listen to the shouting of the captains as the fleet gets underway for a Wednesday evening of racing, await the breathless beauty of a full moon rising through the distant tree tops in the east casting millions of dancing reflections on the tranquil surface of the Bay, listen to gentle jazz on the radio, observe the jet contrails carrying busy people on their way to the next meeting, enjoy the brilliant sunsets and the skies streaked with a multitude

of colors that seem to only exist in these northern latitudes. We watch the wide smile on the face of a guest who has never sailed before when the engine is silenced and the first gust of fresh air heals "Lake Effect" as she majestically launches on a comfortable tack with so little effort and only the slightest helm corrections. It's then time to enjoy a beverage or two and carry on a meaningful discussion with family or guests as the boat quietly slips through tranquil Bay waters.

Seems I can't get excited about the little stuff (I know it is all important) when there is so much to enjoy as we allow "Lake Effect" to effortlessly provide so many hours of total enjoyment and relaxation.

Enjoy the machine and the beauty of their sleek lines.

Sincerely, Brent Nichols, Traverse City, MI

WINDLASSES

cont'd from Article on page 9

The Horizon 600 did have some negative comments about the plastic retaining guide above the gypsy. For some reason that was not an issue with the 900 model owners and has not been a problem for me. It handles chain and rope with no problem at the splice.

It's very important to think through the layout. Since I installed foot switches, I made it a point to have the up switch the furthest from the winch. Once you see the power of these motors, you don't want anything such as a pant cuff near it.

I agree with you about the connections. I was fortunate enough to have a dock neighbor with the tools and guidance to do a first rate job. The wash down kit I installed was a kit from West Marine. It includes the pump, fittings, coiled hose, and raw water filter. With the up/down foot switches, it's so easy to wash as you retrieve. It's amazing how much mud comes off here in the anchorages in San Francisco Bay. -- Ron Damsen.

NEW SWINGING DOORS FOR MISTY

By Dale Mackereth

I purchased Misty in the spring of 2000 and after sailing on Lake Superior for one summer decided that there must be a better system for the companionway door. On my last boat, an Islander 30, I had switched out the standard boards for a swinging door arrangement that worked very well.

My goal on Misty was to have doors that could be opened and shut easily and have a bottom board that would keep Tinker Bell (my Jack Russell) down below in the lumpy stuff and provide protection against green water entering the cabin. The bottom board is hinged so that it can fold down or it can be removed and stored in the storage behind the seat backs. I made the doors out of teak using mortise and tenon joints to insure strength. The plastic windows are 1/2", high strength, gray tint, to allow some light into the cabin.

One change that I would consider would be to use hinges that allow you to remove the doors on nice days. The doors do fold against the bulkhead nicely allowing you to lean against them without concern. The fold down board on the sliding cover works like the plastic fold down found on the later Islander models. This setup is indeed worth the time and energy as it makes getting in and out of the cabin quick and easy. If you have any questions feel free to e-mail me at dalmackereth@msn.com. --Dale Mackereth, Tinker Bell & crew on the hard at Barker's Island Marina, Minneapolis, MI.



March 27th Race Clinic, *cont'd from page 7*

[Measurer Paul Tara, at the January race meeting, advised watching the weather for several days, and mentally sailing the race several times before race day.]

At 1045 all 60+ folks walked down to the dock where Peter demonstrated set-up and crew moves talked about that morning. Additional demonstrations included adjusting the backstay. There wasn't time to review the Crew Training Handouts - which are intended as discussion prompters for crews, but they are available on the Race Clinic page.*

After a buffet lunch all of the boats were on the water by 1300 with coaches aboard. Setting up halyards, sheet positions, and then tacking drills were the first order of business. After an hour's drill it was time for practice starts.

Kimball Livingston called out continuous 5 minute starts on VHF channel 69 from the St. Francis Race Deck. With input from the coaches, skippers got ever-

better at reaching the line on time. Absolutely perfect 10-12 knot winds blew straight and true in from the Golden Gate with bright sunshine, 70 degree temperatures and a modest knot or so of flood current to keep it interesting.

After almost 40 minutes and about 8 starts, the last start turned into a mini race with most of the fleet beating upwind 1.2 miles to the Blackaller Buoy just inside the Golden Gate Bridge, then running, wing-and-wing back down to the starting line. Gybing duels punctuated the learning experience!

Most of the fleet headed back to the St. Francis dock about 1530. Peter assembled the skippers & crews in the bar and had a drawing for a special prize - a four day personal coaching session donated by Rod Hagebols and Grand Prix Sailing Academy, worth \$600 per day! Julian Cohen, Four Cs, was the lucky winner, but actually, everyone was a winner that day.

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