

Islander 36 Newsletter

October 2001

Issue 4

Sail, Bike, Walk
or Ride to
The Islander 36
Annual Meeting

October 27, 2001

San Francisco
Yacht Club,
Belvedere

11:30 Libations
followed by
Lunch and Meeting

See Page 3

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Cahoots Becomes Zephyrus Once Again

by Sandi and Joe Vanni

It's always nice to hear from our members beyond the San Francisco Bay Area. Sandi and Joe Vanni of Ventura, California, have made lots of changes since buying Zephyrus.

“My husband Joe and I are the owners of *Zephyrus*, a 1974 Islander 36. She is the former “*Cahoots*” that appears in older items on the I-36 website. We went back to the original name after finding it on the ship’s bell. We’ve done a lot of work on our Islander since we bought it, and she doesn’t look like she used to!!!



This is my husband at the helm of *Zephyrus*, and that's a Catalina 36 behind us!! Mostly we cruise. However, we do our share of “fun” racing on Wednesday nights and a few offshore races locally. Recently we sailed in a race around Anacapa Island (for those who don't know that name, it's one of the Channel Islands just off our coast). We made a big mistake going to the first weather mark, an oil rig, and we lost first place by 30 minutes!



“The second picture here is our new navigation station seat! As we all know, the boats don't have a place for us to sit when we are at the chart table. My husband saw this “arm with a seat attached” at a recent swap meet.

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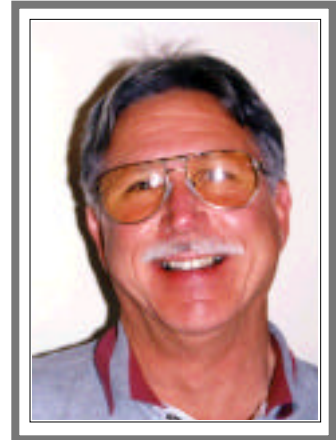
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Commodore's Corner

October 2001

Gary Salvo

OK, just where did that year go? It seems as though we were just starting to arrange the cruise and race schedules. And now we are planning for our annual Fall Meeting at the San Francisco Yacht Club. If you haven't attended one of our functions this year, now is the time to mark October 27th on your calendars. We would love to have you attend the Fall Meeting. We start with lunch at 12:00 noon. At approximately 1:15 we begin our business meeting. We will be awarding cruise and race trophies as well as electing new officers for 2002.



All of our cruises went off without a hitch this year (as usual), thanks to Don Henderson and the many who volunteered as cruise hosts. We have had some very interesting themes and activities. From the tour of the USS Hornet, strawberry shortcake at Petaluma, the mystery quiz going to Benicia, a great BBQ at Marin, and roasted chicken and corn at Sequoia Y.C., it has all been very memorable. But the best thing about our cruises is we have gotten those who attended involved in one way or another.

This year I volunteered to crew on Harry Farrell's "Pacific High" as we tried to take on the racing fleet. And what fun! Of course we know that whenever there are two or more sailboats on the water there is a race going on in at least one of the skipper's minds. But to have four or more Islanders lined up next to each other beating up wind with their sails trimmed just right is very exciting. Just the noise that the boats make is enough to give you a rush. You can see a photo of this on our web site at www.islander36.org. Once there, check out the Olympic Circle race of August 18th. I'm sure we all learned some valuable lessons this year, especially who not to follow around the course. We have had great participation in the race fleet and I would like to thank Daphne Jackson and Mike Dickson for all the work they have done.

Since we are electing new officers soon, I'd also like to thank Dennis Bush, Skipper Wall, Harry Farrell, Brian Jacobs, Rick Van Mell, Barbara Henderson, Walter Levison and all of you that helped make my year as Commodore a very enjoyable experience. I realize that we are a very small organization with one main thing in common—the Islander36. If we all pool our ideas, knowledge and experiences we can build a great information base that will help us get the most out of our investments and allow us to enjoy our Islanders to the fullest.

Fair Winds ~
Gary Salvo

Islander 36
ANNUAL MEETING
Saturday, October 27, 2001
San Francisco Yacht Club,
Belvedere

Make Your Reservations Early
for Dock Space and Lunch

Contact:
Cruise Chair: Don Henderson
henderkin@aol.com
(415) 457-0771

11:30 am CHECK IN, libations
12:00 noon LUNCH, MEETING follows

Agenda:

Welcome:	Commodore Gary Salvo
Membership Status:	Membership Chair Skipper Wall
Secretary's Report:	Secretary Brian Jacobs
Treasurer's Report:	Treasurer Harry Farrell
Cruise Program:	Cruise Chair Don Henderson
Racing Program:	Race Fleet Captns: Daphne Jackson & Mike Dickson - Award of OrmandCup & Buster Hammond Half Hull
Member Recognition:	Commodore Gary Salvo Officers Recognition John R. (Russ) Schneider Award
Election of I-36 Officers for 2002	
New Business:	Commodore Gary Salvo

Cruising the EAST Coast by Rick Van Mell

Interested in east coast cruising (Chesapeake Bay up to Maine and even Nova Scotia)? Here are two cruise logs from Rick Van Mell's six weeks on the Atlantic shore.

Long Island Sound to Nova Scotia, including the J Boats rendezvous in Northeast Harbor, ME :
<http://www.islander36.org/jav2001.html>

Chesapeake Bay to the Maine border:
<http://www.islander36.org/whim2001.html>

**The Northern California
Women's
Sailing Seminar**

October 6th and 7th
0800 to 1700 hours

Oct. 6 Activities:

- * On-Shore and On-The-Water classes taught by women instructors to women students
- * Huge Raffle with prizes from many sponsors
- * Delicious lunch and camaraderie
- * Cost to be determined (approximately \$65).

Oct. 7 Activities:

- * Choice of:
 - > Hands-on Estuary Race
Practice the new Racing Rules of Sailing in a Race!
 - > or a Bay Cruise
See the Blue Angels!
- * Cost to be determined (approximately \$20).

For more information,
please email Janet Frankel, WSS Chair,
frankie7@pacbell.net;
or see: <http://iyc.org/wss.htm>

Membership - 2001

Membership in our Islander 36 Association for the past few years has been holding "steady" at approximately 160. As of August 21st we have 161 members: 5 Corporate, 1 Crew, 2 Honorary (One is deceased), 85 Nonresident, 62 Regular and 6 Sustaining. By State/Country, the breakdown is:

AK 2, AL 2, BC (CAN) 2, CA 96, CT 5, FL 4, GA 1, HI 1, IL 2, KS 1, LA 2, MA 2, MD3, MI 10, MN 1, MO 1, ND 1, NJ 1, NV 1, OH 1, OR 3, RI 1, SC 1, TX 1, VA 1, VT 2, WI 1, WA 11.

If you know someone has dropped out....Ask why. If you see an I36 that's not a member, let them know about us & our website. Give them my name, email or snail mail address to get an application. I would be happy to send you one to hand out. We want to be in touch!!! ~Skipper Wall, Six Savage Circle, Carson City NV 89703-4951 - email: nvsnowflower@cs.com (775) 882 4798

I-36's Racing Fleet Makes a Fine Showing for the Season

by Daphne Jackson and Mike Dickson, Race Fleet Captains

At press time we still have the race at Knox to finish off a great season. Here's our report on the last two races.

July 28th Encinal 2nd Half Opener:

This is traditionally one of the longest races. Starting near Treasure Island, the only windward mark was in the ocean outside the lighthouse protecting the Golden Gate while the finish line was well up in the Oakland estuary at Encinal Yacht Club. The race started in great wind, Nimbus taking the line. It was a close race sailing up-wind to the Golden Gate Bridge. As usual, the wind died out after going under the Bridge until the fleet rounded the Point Bonita mark. Here Zoop took a commanding



Pacific High, New Kid on the (racing) Block

lead. With a strong flood, once the boats rounded the mark, it was a quick ride back to the Golden Gate Bridge and strong winds. A number of Islanders had to navigate large commercial traffic with very light winds. Under the Bay Bridge, Pacific High strategically picked the starboard side of a container ship and came as close as they would ever care to be to a ship that size. Near the Oakland estuary, the wind died and the fleet bunched up sailing slowly to the finish at the Encinal Yacht Club. **RESULTS:** *Spinnaker Division* – Woden. *Non-Spinnaker Division* – Zoop, Tenacious, Pacific High, Nimbus, Mischief and Lean Times.

August 18th Olympic Circle:

It was an excellent turn out (nine Islanders) for the Olympic Circle race, which turned out to be one of the craziest of the year. The fleet got off to a close, competitive start with Nimbus taking the poll position. By the time the fleet reached the first mark, Zoop was in the lead followed closely by Pilot and Tenacious.

On the downwind leg, the fleet got off track and headed for the wrong mark. At some point after rounding the incorrect mark the fleet split up; Nimbus headed back to find the correct mark. Toward the end of the race the majority of the fleet realized they had sailed the wrong course and received a DNF (Did Not Finish). By back tracking, Nimbus was able to sail around the correct



Rounding the first mark of Olympic Circle Race

marker and finish the correct course.

Top reasons why the Islander fleet sailed the wrong course:

Jim Robinson of Pilot – “What race? Martha, the kids and I were out for a pleasant sail on Saturday and all these crazy Islander 36's kept following us. What were you guys doing? We kept trying to get out of your way and you guys kept bothering us. Was there a race?”

Roger Milligan of Tenacious – “We were not racing Saturday. We just heard there was someone topless on a gray boat named Pilot and we were trying to get a good shot. How did we know that information was coming from a boat flying the rainbow colors? We saw the H marker but did not have the ----s to go and not cover Zoop, then when we saw the “A” mark we knew better.”

Tim Shea of Lean Times – “We thought we were at Drakes Bay and were trying to locate the wreck of Drake's boat. Then we saw the Islanders and thought we'd join the Drake's cruise for an anchor up. So we tried to catch up and ask where everyone was headed, but Pilot just kept going... We saw an anchored sail boat with the Corinthian burgee and thought that was the raft up, but they started firing at us, so we tried to get away. Then all these other boats tried to run us down. People were yelling ' Starboard this and Starboard Right of Way.' So, we said 'forget it, let's head back home.'”

Chris Jackson (at the helm of Nimbus): “Are you sure the fleet is sailing the wrong course?” Mike Dickson (tactician): “I'm 90% sure.” Chris: “90%? Well, either way - if we win or if we're mocked for sailing our own course - you've got ----s, so let's do it.” **RESULTS:** *Non-Spinnaker Division* – Nimbus



Blue Streak

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After the Knox Race we'll tabulate the season's results. Check the I36 web site for final standings. Better yet, join us at the Fall Meeting October 27th when trophies will be awarded. The winner from the Islander 36 fleet will be invited to race in the ODCA Champion of Champions Regatta - a dinghy race against the winners from each one-design fleet, which takes place Saturday, October 6th at the Richmond Yacht Club.

It is not too early to start thinking about next season's racing. We encourage everyone who raced this year to continue to do so and also would like to ask that anyone who has been thinking about racing to join in. *We would like to thank everyone who raced this year for your enthusiasm, dedication, humor and great sportsmanship.*~ Mike and Daphne

RACE RESULTS TO DATE with 1 Race to Go

	Non-	Valejo5/5	Valejo5/6	City 5/19	Knox 6/2	S.Bay 6/16	Encinal 7/28	Olympic 8/18	TO DATE
Spinnaker	Spinnaker	Points	Points	Points	Points	Points	Points	Points	TALLIES
Blue Streak		1	DNF-9	4	DNC-8	3	DNC -9	DNF-10	43
Shenanigan*		*	*	-	-	-	-	-	*
Woden		5	DNC-10	6	DNC-8	7	7	DNC-11	49
	Zoop	3	1	2	3	1	1	DNF-10	21
	Tenacious	4	2	3	2	2	2	DNF-10	25
	Nimbus	7	DNF-9	DNF-10	4	5	4	1	40
	Pilot	2	DNF-9	1	1	DNC-9	DNF-10	DNF-10	42
	Pacific High	8	DNF-9	5	DNC-8	DNC-9	3	DNF-10	52
	Mischief	6	DNC-10	DNF-10	DNC-8	4	5	DNF-10	53
	Lean Times	9	DNF-9	DNC-11	DNC-8	6	6	DNF-10	59
	Rasbry Tart	10	3	DNC-11	DNF-7**	DNC-9	DNC-9	DNC-11	60
	Razor	DNC-10	DNC-10	7	DNF-7**	DNC-9	DNC-9	DNF-10	62

Notes: [DNF - Did not finish] [DNC - Did not compete] [*Vallejo Race only; not included in series scoring]
 [**Over Time Limit] [Both Divisions have 1 drop (Boats race 8 races and count the best of 7 scores)]

Zephyrus in Southern California

continued from page 1

We took it to a welder who cut the arm shorter, then put our matching fabric around the foam rubber for the seat. It works very well. We needed to anchor the stairs a bit better so they don't squeak when we sit down!!

“We also created a space for extra batteries. We took the bottom step, cut it, put a piano hinge on it, and the inside holds two more batteries. Quite handy!!

“We'd love to get a Southern California chapter of the Islander Fleet started down here. Anyone ever mentioned it? We hope to come up for the Fall meeting to meet everyone. Sounds like you have quite a blast up there!!-- Sandi & Joe Vanni, *Zephyr* (bellaboo922@yahoo.com)



Zoop

Living Aboard the Great . . . *ESCAPE*

by Carol and Bruce Hunter

While living a “normal” life in a normal house in a normal neighborhood in Seal Beach, California, we found ourselves drawn to the idea of “escape”, so when our last child flew the coop, we did too. On January 19, 1981, we moved aboard our Freeport 36 in Alamitos Bay. (Long Beach, California). A new life was to open up for a happily married, middle-aged couple! - “The easy life,” or so we thought.

We had spent many years sailing our former boat “El Boato” to Catalina Island every weekend in the summer, for vacations, and at least once a month during the winter. It was a Columbia 26 with an alcohol stove and a V-berth with a head at least two feet wide. So with our new big boat we felt we could really “do it.”

Soon all the cupboards, lockers, nooks and crannies were full, and we were happy in our little nest, . . . until we began pulling out clothing with a celedon green growth on the part that hung toward outboard. That’s when the First Mate lost it. Mold on my good black blouse! Yuck!! Retrieving clean kitchen towels from behind the settee that were as damp as if they had just dried the Thanksgiving dishes brought a similar response. (And this is in southern California, where it’s always sunny, warm and dry..)

Well, the captain, (a/k/a Admiral Honey), armed with a drill, began altering *Escape’s* “air flow patterns.” Above and below the closets (hanging lockers) he bored large holes every three inches. “Golden rods” (electric heating elements) were added. Clothes were systematically hung outboard to inboard and back again. Occasionally on sunny days they were moved out into the cockpit to freshen while the lockers were washed down with white vinegar water or a bleach solution if needed.

We glued a layer of insulation in cupboards to cut down on condensation and put all the items inside in baskets with dry decking under to help “air flow patterns.”

To prevent one of us from trying to outwait the other to warm sheets---we got an electric mattress pad. Ahhhhhhhh, with that and the electric



heater purring, it was wonderfully cozy. . . until we sailed up the coast to the bay. (You know -- northern California where there is a bit more moisture in the air).

At retirement we planned a three month adventure to San Francisco and the Delta. After one month we flew south, got the car and more “stuff”, including our 13 foot Boston Whaler and settled at the mouth of the Delta in Antioch. We stayed a year in spite of its “too” weather -- too hot, too cold, too wet, too dry, too windy, too still—you get the picture.

Leaving the whaler in Bethel Island Harbor, we moved *Escape* to Sausalito Yacht Harbor. We were going to stay a month or two. Five years later we call it home.

We found out All We Needed to Know About Humidity in our first weeks in the bay. The large windows on the Freeport were so wet each morning it took five diapers to remove the condensation. We could handle that, but it was the “rain” dripping on us from the overhead hatch as we slept that caused the next action.

At Sears we found our newest, bestest friend, “Igor” the dehumidifier. Getting used to his growling during the night was easy when we saw all the moisture disappear. The first 24 hours filled his four gallon belly! The hatch did not drip. The windows were dry! The kleenex felt fresh, etc. Though we were not happy about losing the space, the benefits far outweighed the inconvenience. Igor is bungied to the center post under the dining table and snuggled up to the bulkhead near the sink. When we leave for a few days or months, he moves into the head where the water drains into the shower sump to be pumped overboard; if that pump fails, it drains into the bilge. The boat never has that musty, damp smell now that Igor is on guard. We still open all drawers and cupboards and pull out the cushions when we leave, to allow that “air flow pattern” to work.



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The Great Escape *continued*



After living aboard for twenty years there are still challenges. The “easy life” is not always that. But we wouldn’t trade any one of these years to live any other way. Where else could you live and not have to pack for a vacation? How could you stay in your home and move

500 miles up the coast, endure earthquakes and roll with them? And the best part is all the wonderful friends we have met in the boating community.

We have always had a storage unit to store seasonal clothing, luggage, large boat supplies and of course some of the stuff we feel certain we will need some day. If you are considering living aboard I would suggest that you should want to do it about 200%, because there are a lot of reasons to give it up when you begin. Also, a very close relationship with your



boat partner is further enhanced, or a poor relationship could be very disenchanting. I have to remember anything that goes wrong is not always the Captain’s (I mean Admiral Honey’s) fault.

-- Carol Hunter, *Escape*

[Carol wraps wine glasses in socks for safekeeping]



CRUISERS	BOAT	Encinal	Pet'lum	Benecia	Marin YC	Sequoia	Totals
Bennett, Mike&Leslie	Getaway	X			X	X	3
Brown, Noble&Barb	Mai Pen Rai			X			1
Bush, Dennis,Judy,Matt	Natural High	X	X	X	X	X	5
Cucksey, Fred&Barb				X			1
Damsen,Ron&Karen	Woodbine				X		1
Dusanic, Matt,Linda,fam.	SomeDay		X				1
Farrell, Harry&Kay	Pacific High	X		X			2
Fowler, Art&Betsy	Zenith	X				X	2
Henderson/Wilwhite	Kindred Spirits	X	X	X	X	X	5
Henry, Ed	Belinda			X			1
Higdon, Bill & Jim	Blockbuster	X	X	X	X	X	5
Hunter, Bruce&Carol	Escape			X	X	X	3
Jacobs, Brian&Fran	Blue Moon		X			X	2
McClellan, Linda&Roger	4 R Sanity	X	X				2
Milligan, Roger&Patty	Tenacious			X			1
Munn-Hodges, Kath,Chas	Mischief	X					1
Salvo, Pat&Gary	Ophira	X	X	X	X	X	5
Schumacher, Don	Blue Streak			X			1
Shea, Tim&Rhonda	Lean Times			X		X	2
Stover, Jim, Laurie	Solace			X		X	2
Thomson, Jack&Sandy	Noncents	X		X			2
VanMell, Rick & Sandy	Vanish'g Animal	X	X	X	X	X	5
Wall, Skipper&Nancy	Snowflower	X	X	X	X		4

2001 Cruise Attendance



**SPECIAL THANKS
TO THIS YEAR'S
CRUISE LEADERS:**

**You Did a
Spectacular Job!**

Dennis & Judy Bush
Carol & Bruce Hunter
Gary & Pat Salvo
Sandy & Rick Van Mell
Skipper & Nancy Wall

Marin Yacht Club Cruise Sparkles, Flames and Mellows Out

by Skipper and Nancy Wall

The cruise started on a sparkling bright morning Saturday, August 18th, the boats meeting at the east end of Raccoon Straits at 1130. All nine arrived on time except *Blockbuster*, which went on by and ended up at the old WW2 submarine net facility wondering where everyone was!! The other boats were *Snowflower*, *Vanishing Animal*, *Natural High*, *Escape*, *Getaway* with guests, *Kindred Spirits*, *Windward*, and *Woodbine*, owned by new members Karen & Ron Damsen. We are most happy they joined us for the cruise to this special yacht club. The Salvos drove in, Gary having raced on *Pacific High* earlier in the day.

We crossed paths with *Pacific High*, *Pilot* and *Blue Streak* on their way to the One-Design class race scheduled the same day.

The fleet motored and motorsailed to marker 17 which is the entrance to the San Rafael Channel, arriving close to high tide which is a must when going to the MYC. This was probably our sixth cruise there over the years. The Harbormaster didn't meet us, so we all found an empty slip, hoping that the owner had gone on the Club's Delta Cruise. Only *Blockbuster* had to move after having tied up.

As many of you know, the Marin YC has the premier BBQ pit in the Bay area and it was soon flaming hot for all kinds of good things....salmon, chicken, corn on the cob, garlic bread, and steaks the size you would die for if it were not for the fat grams!!! Followed by chocolate: cake, brownies, cookies. The meal was the usual plentiful buffet, and everyone mellowed out with great food and camaraderie.

Dinner and hors d'oeuvres were in the really fine glass-enclosed patio. As the sun went down, what little wind there was died and the evening was most pleasant. We cleaned the patio and headed back to our boats. A few gathered on *Kindred Spirits* to watch the video of the Sydney

Hobart Race Peter Wilhite had taped from PBS. We slept with the hatches open for the first time that week, having been in SFO where it had been too "cold".

Sunday morning found us at a 1.5 minus tide with lots of mud showing around the hard edges. Sleeping was so good the common remark was, "didn't feel a ripple." Some boats started for home around 1100, with *Vanishing Animal* leading the way. There was no overnight on Sunday since the Club was closed and the marina was being dredged.

May all your horizons be smooth

.....Nancy & Skipper Wall, *Snowflower*

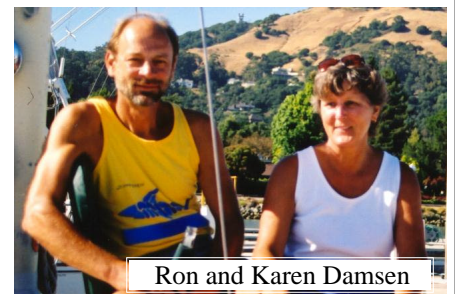
Thanks Skipper and Nancy for such a casual, comfortable and thoroughly enjoyable outing



Leslie & Mike Bennett with guests Julie & Dave Burns



Skipper preps the barbeque



Ron and Karen Damsen



Selection of the Usual Suspects

SEQUOIA CRUISE CARE-FREE, ALL-AROUND DELIGHT

By Rick and Sandy Van Mell

The Labor Day weekend cruise at Sequoia was a feast for the senses. Beautiful weather, gracious hosts, good food, and a lovely time. Compliments to Rick and Sandy.

Eleven Islanders attended the cruise, and what a time they had. Light wind kept the fleet to 3 knots past Hunter's Point, but the Wind Gods got angry when the engines came on, and piped up with the usual breeze as the fleet arrived at the San Mateo Bridge. Sequoia Yacht Club Port Captain Marilyn Schantz organized a great reception. Husband Chris and friend Tony came alongside each boat to deliver yellow bags with their burgee, containing a chart of the marina and the gate combination. By 1530 all hands were safely tied up.

The weather was just right for a cocktail party, so we enjoyed Sequoia's great deck and clubhouse. Rick and Sandy Van Mell, with lots of help from Marilyn, set up tables and fired up the gas grill. Commodore Salvo helped roast chicken and corn, while veggies and potato salad were placed on the buffet table. Amazingly, everyone had room for the I-36 cake and ice cream. Volunteers joined the cooks for clean up.

We adjourned to the bar, broke out guitar and song books, and made merry for another hour or two. Tony (our welcoming committee, bartender and rumored Port Captain next year), amazed us with some great guitar playing. We may have to put Sequoia on the list again!!!

Sunday morning started with a French Toast and sausage breakfast cooked up by Mike Bennett and Rick. With OJ and coffee to wash it all down, even the most dedicated sack hounds staggered up for a bite before 0930. That left 6 hours for folks to read, catch up with friends or nap. Others, like the Getaway crew, and Brian Jacobs with Matt Bush and David, launched their inflatables to explore the sloughs around Redwood City.

At 1500 the whole crew gathered at Sequoia YC's front door for transport to the nearby home of Peter and Louisa Szasz (*Midnight Sun*). They had invited everyone for "hamburgers and hot dogs," but in fact provided an elegant assortment of grilled chicken, sausages, salads, brownies, carrot cake, red and white wines, and chocolate truffles. Their gracious hospitality extended to use of an electric powerboat. The high marks for seaman/showman-ship go to Fran Jacobs and David, and Tim Shea with 15-month-old (future commodore) Ian at the helm. The party

lingered on until past 2200.

Marilyn surprised us Monday morning with bagels, shmeers, coffee and OJ. A very warm and hearty thanks to her and Chris Schantz, and Tony of Sequoia Yacht Club, and a special thank you for the wonderful evening provided by Louisa and Peter Szasz. We will treasure these memories for months and years to come.



Salvos, Marilyn Schantz and Rick BBQ



Brian Jacobs, David & Matt Bush



Jr. Commodore Ian Shea



Jim Stover engaged to Laurie Skaling



Sandy Sets Up



Breakfast with Rick & Mike

Replace your engine?

by D.R. Schumacher, *Blue Streak*

I was asked to write about the replacement of my Perkins 4-108 but wasn't sure I wanted to revisit that experience. Yet sometimes hearing about another owner's trials and tribulations is useful!

Rules for peace of mind:

- A. Pick a shop and an engine as a combined decision.
- B. Discuss in detail what the shop proposes and establish a comfort with the actual mechanic and helpers if any.
 1. Inspect the shop for clutter and cleanliness.
 2. Talk to other I36 owners about their experiences.
 3. Keep in daily (or almost) contact during the installation.
 4. There will be other bad news on ancillary equipment—count on it.

Blue Streak is a 1978 hull with a Perkins 4-108 engine with about 2000 hours at the time of replacement. If you averaged 50 miles per hour in your automobile you would have covered 100,000 miles, but a boat is in a much more hostile environment—not bad but certainly not good for a rugged engine. The engine had annual maintenance checks and oil changes which, considering the mild climate of San Francisco Bay, should be OK—or so I thought and actually still think so.

The first step was a survey of other owners' experiences. That gave me an opportunity to learn more about the process.

I have included a list of engines which I'm told were installed in the I36 as background. If yours isn't included—no slight intended (see below).

Engines installed in the I-36

ENGINE	MODEL	WEIGHT #	TYPE	RATING SHP	COMMENT
PERKINS	4-107		DIESEL		ORIG EQUIP
PERKINS	4-108	464	DIESEL	48@3600	ORIG EQUIP
WESTERBEKE	L-25		DIESEL	25@2000	ORIG EQUIP
UNIVERSAL	ATOMIC 4	350	GAS	30@3500	ORIG EQUIP
UNIVERSAL			DIESEL		REPLACEMENT
YANMAR	3GM30F	304	DIESEL	27@3600	REPLACEMENT
YANMAR	3JH3E	410	DIESEL	40@3800	REPLACEMENT
FAIRYMAN	V2		DIESEL		ORIG EQUIP?
PALMER	P60		GAS		ORIG EQUIP?
PATHFINDER			DIESEL		ORIG EQUIP.
ISUZU			DIESEL		REPLACEMENT



Blue Streak's Yanmar Engine, photo R. Van Mell

My preference was to rebuild or replace the Perkins. I found the Perkins to be reliable (no failures to start, fuel stoppages, or overheating in nearly twenty years that I owned it). It generated good speed on a measured mile of 6.68 kts without undue engine noise. Last November, for reasons I never determined, it ate itself for Thanksgiving on a 50-degree day after a short sail. It wanted to run, but numerous attempts at starting produced louder and louder screeches and no ability to run more than a minute or two (plenty of crankcase oil and clean fuel). It had wiped some or all the crankshaft bearings.

Neither short nor long blocks were available any longer (I was told). I did discover that parts were available from the UK. The seal design dated from the 1930's and was a problem for many owners and mechanics, and neither expressed a lot of enthusiasm for rebuilding due to the uncertainty of the results. Several shops would do a rebuild if asked or if it was an insurance claim (submergence). If the cam shaft was damaged it required a line boring of the block since there were no bearing inserts for the camshaft in the design.. If the crankshaft was damaged it could be metal coated and remachined. The condition of ancillary parts would be unknown until dismantling.

The recommended and frequently applied replacement was a 3 cylinder 27 HP Yanmar. My personal opinion and observation was that while this was adequate it provided far less power than the Perkins for long trips and heavy seas (*i.e.* coastwise trips). I have taken a bit of ribbing over trying to build a speedboat instead of installing a simple auxiliary engine. I chose a 40 HP 3 cylinder Yanmar, adding approximately \$1,500 to the cost for the extra power.

cont'd on page 11

Replace Your Engine? *cont'd from page 9*

The results are fine. The engine is sweet and clean, starts amazingly fast (less than one revolution). At 3200 RPM (rated to 3800) in calm air and water it does 7.1 kts. In spite of excellent balancing by Yanmar as a 3 cylinder engine it vibrates more at all speeds than the Perkins did. The vibration may be additionally related to the folding prop specially designed with fences at the blade ends to effect transmittal of HP to the water at this speed.

In changing to any new engine you will almost surely have to make the following other changes:

1. New engine rails since the center line of the engine will be different.
2. A new prop if the rotation is different (if not, but the peak HP curve is different, a repitching might be enough).
3. A new propeller shaft since the length of the engine may be different.
4. A new control panel.
5. Some new electrical work.

For Blue Streak the hidden wear on ancillaries added additional cost:

1. A fuel tank (the old aluminum tank had external pinhole corrosion thru the metal due to salt crystals coalescing on the aluminum) ~\$1,200 installed.
2. A water heater found to be mostly plugged (it is on a by-pass water circuit) ~\$300.
3. An off engine fuel filter of higher filtration rating ~\$200.
4. A wet exhaust muffler ~ \$150.

All three of the engine shops that I visited were competent, they had a varying amount of specific experience but adequate, there was a considerable amount of difference in the looks of their shops (which I personally evaluated highly), and a varying amount of similar work in progress. It was important to be aware that any shop has new engines to offer and generally would prefer to use them.

As mentioned, several shops did not recommend rebuilding the Perkins (Richmond, List Marine), while British Marine said they could rebuild anything. Joe Masella rebuilt his Perkins himself and Don Henderson/Peter Wilhite did have theirs rebuilt by List. My replacement Yanmar was put in by List. The following replaced various engines with a Yanmar 27: Hank Eason, *8 Meter*; Stuart Stevens, *Taku III*, Skipper Wall, *Snowflower*; Bill Higdon, *Blockbuster*; Rick Van Mell, *Vanishing Animal*, and Norm Pearce, *Shooter*. Most but not all were totally satisfied with the replacement engine and work.

As to the price particulars, I have chosen to leave that to the reader/owner to determine, bearing in mind that everything is negotiable. Let's say one can buy a new car for the amount of the final bill. Call me if you want to know exactly what I paid. Of course, it is still small compared to a new boat. Perhaps I'm justifying my action to re-engine as economically sound, but then no one ever said that owning a boat was economically smart in the first place. The I36 still is a exceptional value and the basic fabric of the boat well worth the further investment. -- Don Schumacher, *Blue Streak*

Economy Swamps Annual SFYC - I36 Regatta for Junior Sailing

by Jim Robinson

The San Francisco Yacht Club - Islander 36 Regatta for Junior Sailing, scheduled for August 18, was postponed to a later date by sponsor SNP. The company deals with the high tech industry down in the Valley and had been trying for months to get a "final count" as to how many people each company would be sending over for the regatta.

All companies canceled, feeling it inappropriate to be having parties and celebrations, when thousands of their employees are being laid off. Hard to argue.

Thanks to all 20 of the captains who so graciously

volunteered. My apologies to everyone. I fully appreciate that many of you altered vacation and business plans to attend. Everyone's heart was in the right place. Sadly the economy is calling the plays at present.

All companies that canceled stated that the event was one that was always enjoyed and they hoped that SNP would offer the party at a later date should current realities change. I look forward to us being able to put one of these together at a future date and I hope I can count on the same folks that always step forward to help.

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October 2001 Newsletter - Islander 36 Association of San Francisco Bay

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