

PRESSURE WASHING THE DECKS OF YOUR I 36

by Skipper Wall

Nancy & I have a 1973 boat and its decks are showing the crazing and tiny hairline cracking in the gelcoat. As each of you know with these older boats these "cracks" and the non-skid can collect and "store" a lot of dirt and black mildew that grows so very tenaciously that normal scrubbing with L.O.C. from Amway and a brush will not remove it. Nancy found a magic potion of a quart of clorox and a third of a cup of Tide mixed together to use on the deck prior to washing off. We first tried to use a bottle sprayer but these plugged up with the undissolved Tide so we ended up using toweling and just "sloshed" it all over the decks. Be sure and use rubber gloves when you do this. I didn't and came away with very clean hands.

Be sure and cover or remove all that you can of your canvas that has a chance of coming in contact with the clorox mixture as it will most certainly bleach what it touches. We covered our new dodger with plastic garbage bags tucking the edges under the dodger. This worked very well to protect that investment.

We let the magic potion set for about 20 or 30 minutes to "kill" the mildew and

then we started the power pressure washing/rinsing of the decks. The pressure washer is: Sears model #580.760270, 1300psi, 1.5gpm, 14 amps and does a very good job. The size is half again the size of a gallon milk bottle and is very portable. Sears provides a lot of spray hose and the power cord is quite long.

We also used it on the cabin/cockpit bulkhead, the forward one to remove some deeply embedded mildew that rubbing compound would not touch. Just protect your instruments if you have any located in this bulkhead as the water coming out of the spray head is strong.

You should experiment on the dock the distance you need to hold the spray head from the deck. Use the wide spray angle when you wash/rinse. The straight stream can etch wood!!! I held it about 4 to 6 inches from the decking. If you have ANY concern that you are blowing water into your plywood deck core don't do this. I did not think that I was holding the nozzle in anyone place long enough to be doing any detrimental damage to the deck or the core underneath.

(Continued on page 3)



Fall
Meeting
at
San
Francisco
Yacht
Club
Saturday
November
13th @
1200hrs

**Islander 36
Association**
of San Francisco Bay

Rick Van Mell
Commodore
1629 Begen Ave
Mt. View, CA. 94040
(650) 962-1515
richard.van.mell@us.pwoglobal.com

Roger Milligan
Vice-Commodore
440 Goodhill Road
Kentfield, CA.94904
(415) 461-4296
mlll@climbers.simplenet.com

Harry Farrell
Treasurer
91 Stanford Way
Sausalito, CA 94965
(415) 331-7631
pachigh@aol.com

Gary Salvo
Secretary
9265 Linda Rio Dr.
Sacramento, CA 95826
(916) 363-4566
grsalvo@pacbell.net

Walt Levison
Measurer
210 Bayview Ave
Belvedere, CA 94920
(415) 435-2027
wslevison@aol.com

Larry Terzian
Race Chairman
100 Oakmont
San Rafael, CA.94901
(415) 459-5580
tenaces36@aol.com

Tim Shea
Cruise Chairman
62 Peninsula Ct.
Napa, CA. 94559
(707) 265-8669
t&rnapa@aol.com

Skipper Wall
Membership Chairman
Six Savage Circle
Carson City, NV 89703
(775) 882-4798
snowflower@compuserve.com

Commodore's Corner

By Rick Van Mell

Another season has rounded the weather mark and headed downwind for the finish line. Memories from cruises are piling up. Racing, while thin, has been competitive. And the virtual family of the Islander 36 Association on the internet continues to grow, share and flourish.

Several boats have changed hands - Bill Higdon (who's almost 80, despite our efforts to say he's older!) sold his interest in *Seaward* to his partner and bought Past Commodore Bruce Block's *Blockbuster*. Several boats have been posted on our web site and news of their availability spread through general e-mails. A Freeport Islander sold, it seemed, within a week or two of being posted! Keeping up the value of the Islander fleet is one of the primary goals of our association - and it's good to know it seems to be working.

We continue to expand the web site with pictures of events, and maintenance comments - booms, spreaders, bulkheads and how to read that number stamped on your transom are the latest additions. We'll be adding a link to our South Pacific sailor - complete with pictures of an I-36 sailing the beautiful islands just like we all dream of doing. Another page on the drawing boards is "Bulkheads". We

have begun collecting pictures of the main bulkheads taken from the companionway. There are a number of creative arrangements, including TV's in the port corner, heaters on a tile background, and wonderful picture galleries. E-mail or snail mail a picture of your bulkhead, including the boat name, your name, and home port to add to the collection. Cruising and racing pictures are welcome too.

Your officers are hard at work gathering ideas to strengthen the racing program for next year. Attendance has been too low this year, and we need to get more boats on the line. The 2000 season will be a good time to start. We are planning mentoring programs, guest racing opportunities, and possibly all non-spinnaker racing. If you are even considering racing, be sure to attend the Fall Meeting on November 13th.

My thanks to our officers and all of you who have contributed and shared so much to keep the Association strong. Here's wishing you clear sailing this fall season. Mark your calendars now for our Fall Meeting, Saturday November 13, 1999 at the San Francisco Yacht Club. Yes, the weather is usually still quite nice, and a good time to arrange that long planned trip to San Francisco.

**Fall Meeting at San Francisco Yacht Club
Saturday November 13th
Lunch at 1200hrs-Speaker to be Announced**

(Continued from page 1)

Snowflower's decks are very clean and look really nice. The non-skid looks so clean it makes us think maybe this is the time to epoxy paint the non-skid to permanently seal the cracking and crazing. And if we do decide to do this in the future we will certainly pressure wash the non-skid in preparation for epoxying the decks. The pressure

washer is also good around the house in cleaning concrete, wood patio decking, concrete block patio like we have. So the use of it is not limited to the boat.

The results, if you decide to do this, Nancy & I think you will be most pleased with the end results. We are.

1999 Fleet Race Standings

by Larry Terzian/Tenacious

Season standings as follows:

- 1st place-Absolute with 6 points
- 2nd place-Pilot with 13 points
- 3rd place-Tenacious with 14 points
- 4th place-Blue Streak with 19 points
- 5th place-Island Girl with 20 points
- 6th place-Mischief with 22 points

The first race was may 1st: Race results were Absolute 1st, Blue Streak 2nd, Tenacious 3rd; Island Girl 4th; and Mischief 5th.

Second race was may 2nd: Race results were Absolute 1st; Tenacious 2nd; Island Girl 3rd; Mischief 4th; Blue Streak dns; Pilot dns.

Third race was may 23rd: Race results were Absolute 1st; Blue Streak dnf; Tenacious

dnf; Mischief dns; Island Girl dns; Pilot dns.

Fourth race was June 13th: Race results were: Absolute 1st; Pilot 2nd; Mischief dns; Island Girl dns; Blue Streak dns; Tenacious dns.

Fifth race was June 26th: Race results were: Pilot 1st; Mischief, Island Girl, Absolute, Blue Streak, and Tenacious all did not start.

The islander 36 club has been racing since the opening race May 1st and 2nd, when most of us are there, racing has been fun. Summer is a tough time with many of us taking family vacations so the importance of having more boats race is paramount to maintain our fleet visibility. The results are yearly fleet standings. Congratulations to all who participated.

Islander 36 Association Membership

by Skipper Wall

As of 12th July, 1999, The Association membership breakdown is as follows:

By Type of membership:

- Corporate: 5
- Honorary: 2
- Non-Resident: 71
- Regular: 69
- Sustaining: 6

By State:

AK, 2; AL, 2; AZ, 3; CA, 101; CT, 4; FL, 5; GA, 1; HI, 1; KS, 1; MA, 2; MD, 2; MI, 6; MO, 1; ND, 1; NJ, 1; NV, 2; OR, 1; SC, 1; TX, 2; VA, 1; VT, 1; WA, 9; Jamaica, 1; Venezuela, 1 (address is in FL).

Total membership=153.

INFO FROM CYBER SPACE

Editor: Here is some good info gathered from various e-mail correspondence.

Rick,

I'm a new I36 Association member, located in Long Beach. I used your Association for assistance/experience prior to buying Svanen (ex-BACKDRAFT), our new 1982 I-36. Your membership was wonderful in giving me pointers and addressing some of my concerns re: reliability of Pathfinder engines. Plus, your maintenance pages were a comfort in preparing me for what I might expect, as well as what to look for in the survey. Well, I need the association's assistance again.

The gooseneck fitting on my Kenyon boom has broken where the horizontal bolt goes across. Rather than having a complete hole on the tang where the bolt goes through from the starboard to the port side, I now have a half-circle, C. I believe I need to replace the entire boom-end fitting.

Does any of the membership know of a used one or a process I might use to get a replacement without getting a new boom? I believe Kenyon no longer makes spars?

Any assistance would be greatly appreciated.

Best regards,
Ken Kropf - email: mkkropf@gte.net work:
(310) 771-6432

From: BrendanG@aol.com
Date: 07/26/99 11:32:49 PM GMT

Sail magazine publishes an equipment guide that covers almost anything and gives manufacturers names and phone numbers. When

my boom was stolen in Florida in a boat yard, I ended up getting a replacement from Metalmast in Putnam CT. Unless you find a used part, a good spar company should be able to help.

Larry Gotch

From: "Kropf, Ken" <ken.kropfk@nissan-usa.com>

Date: 07/28/99 05:23:58 PM GMT

Subject: RE: Gooseneck

Dear Skipper Wall,

Appreciate your prompt reply. I have been able to locate:

RIG-RITE,INC.
63 Centerville Road
Warwick, RI 02886 USA
Phone (401)-739.1140
email: www.rigrite.com

They bought out the old Kenyon stock and have other discontinued spar stock. Their web site is extensive and lists the Kenyon 3550 Boom section and replacement gooseneck and outhaul cast aluminium parts as well as all sheaves, tangs, pins, etc.

I spoke with them on Monday, however, they have not answered the phone yesterday or today. I'm assuming that they have the stock to backup their web site info. Don't know pricing.

On another issue (this note for Harry Farrell and other Pathfinder owners), I have discovered in response to my earlier request about Pathfinder diesels (installed in Islanders late 79 - 83) that

(Continued on page 5)

(Continued from page 4)

has a very active support organization and parts/technical service program. In fact, they have a Pathfinder Service Club (application \$95) one of which benefits is a complete service manual tailored to your specific engine serial number and transmission. Another benefit is an engine exchange program (old 1.5 liter engine traded in for newly rebuilt 1.6 liter) for \$6000, including shipping.

Inge and John are the owners/stewards, and they are very fussy how their engines are being maintained in the field. They say they have about 1500 Pathfinders registered in their Service Club. Their mail drop is US, however, they are located in Canada - no tax, 10% parts discount to members.

Pathfinder Marine
PO BOX 1284
Champlain, NY 12919-1284
Phone (514) 695-6676
FAX (514) 695-1080
email: pathfndr@pathfindermarine.com

Let's hope that this RIG-RITE lead works out for me. Otherwise, I may be looking for a new boom.

Thanks again,

Ken

Just What do Those Hull Numbers Mean?

by Harry Farrell

From: Ken/Monica Kropf
mkkropf@gte.net
Sent: Wednesday, June 16, 1999 9:48 PM

I just purchased an I-36 and find the hull number XLY366201181-1-82. The 3 may be a B. What can anyone tell me about the boat from this?

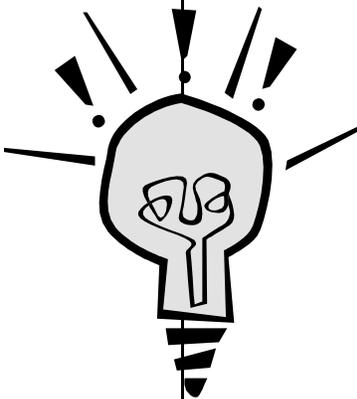
Ken & Monica:

To answer your questions, the XYL366201181 1-82 breaks down like this:

XYL = Islander Yacht Inc.
36 = 36 ft.
620 = hull number (620 I-36 built)
1181 = hull laid up in November 81

1-82 = Date completed.

More good info: The Pathfinder is a Volkswagen diesel engine. They are still in business. They are headquartered in Montreal and their phone number is: 514-695-6676. You can call and talk to John Schrer. He can advise you on anything you want to know about that engine. Give him the serial number (on plate, on port side, inside engine housing).



Good Luck,

Harry Farrell, Pacific High,
pachigh@aol.com

Many Solutions to Spreader Problems

Editor: Another series of e-mails about spreader problems.

Hi Rick,

While sailing our 1972 Islander 36 last week, one of our lower spreader boots came off and fell on deck. While going forward to retrieve the boot, I found pieces of corroded aluminum on the deck. Today I removed the upper and intermediate shrouds (after replacing their function with the main and spinnaker halyards) and took the lower spreaders off of the mast. I found that the outboard fitting on both spreaders were mostly white powder which broke up without much effort. During this corrosion process there must have been quite a bit of swelling which bell mouthed the end of the spreader to the point where they were cracked back about one inch. I have two possible solutions.

1. Try to reshape the end and MIG weld the cracks. Then make two new end fittings out of 5000 series aluminum identical to those that died. (Not too good of a solution, but possible)

2. Cut one inch off of the outboard end of each spreader and make new end fittings which are one inch longer and extend one inch farther into the outboard end of the spreaders. (I like this one best.)

Since the outboard end fittings were in such bad shape, I can't tell if the fittings are intended to be loose on the shrouds or actually clamp the wires. So I would like comments on this also.

I would like any comments on the above and also any alternate solutions that any members may have.

By the way, the upper spreaders are another story and I will not go up there until I solve the lower spreader problem. Who would want to go up a mast cantilevered off of the lower shrouds only. Not me!!

I'll let you know how things work out.

Thanks for your help and comments.
John Isakson jisakson@whidbey.net
Camano Island, WA

From: Steve Olsen olsen@halcyon.com >

Date: 07/26/99 03:24:16 PM GMT

When we re-powered in '96, we had the crane pull the mast out for inspection, repainting & rewiring. We found the same condition you describe. We had the corroded spreader welded & replaced upper & lower shroud fittings. The problem was caused by the ss shrouds passing through aluminum fittings without some barrier to keep the different metals from touching. I suspect that every Islander has a similar problem.

I don't think you can do this with your mast in place. You'll have to pull it - a 1972 (like ours) should be due for a thorough rigging exam anyway. When you do this, check out the mast step. We found ours (& the base of the mast) badly corroded. We cut 3/4" off the bottom of the mast & had a thicker mast step manufactured. We also found that the pin attaching the forestay to the mast had been working at the mast fitting.

All of the work was done in Port Townsend by PT Rigging not far from you. Our old Palmer is still there if you need parts.

(Continued on page 7)

(Continued from page 6)

You're welcome to check out our boat in Kingston any time.
Steve Olsen

From: John Isakson jisakson@whidbey.net
Date: 07/27/99 04:30:52 AM GMT

Thanks Rick for sending my request throughout the group and as you can see, the system works.
John Isakson

Thanks Steve,

Your comments were very helpful. The out-board end of both spreaders are so bad that I am going to cut them off. I picked up a round bar of 6061 T651 aluminum at Skagit River Steel today and will turn and mill new end fittings 1" longer than the old fittings to compensate for cutting off 1" from the spreader. Next year I plan to pull the mast and check all of the rigging so your advice is well taken.

The last time I pulled the mast, I found the same mast step condition that you did. I think that the mast step and lower end of the mast were sacrificial to the steel base which is also the backing plate for the keel.

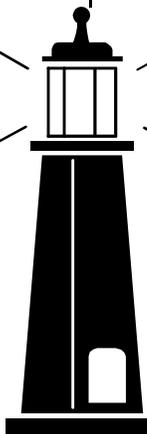
The steel base was so protected that you could still see the mill marks left from the manufacture of the steel plate. I also cut 1" off of the bottom of the mast. I got a new mast step fitting and a 1" thick piece of 5000 series aluminum to place under the mast step to make up for the 1" cut off the mast. I coated both the mast step and the 1" aluminum spacer with zinc chromate primer and placed a sheet of mylar (an old engineering drawing) under the spacer to isolate the aluminum from the steel. The stainless bolts still go through both but I can't do anything about that.

It was interesting how we got into the situation where pulling the mast was necessary. We were returning from north of Desolation Sound and were beating down Trincomali Channel in the Gulf Islands when we heard a "thump" like we had hit a log, but we saw no log. So we continued beating down to Montague Harbor where we dropped the sails and anchored. Sitting back with wine glass in hand, Delores and I both noticed all the shrouds were flopping back and forth. the next morning I tightened the turnbuckles and we continued home. Needless to say, after the mast was pulled, we discovered we had crushed the corroded mast step and lower end of the mast which led to the above described fix.

Thanks for the invite to see your boat. The same invitation holds for you if you plan to go to Anacortes. We should try to coordinate something. We shouldn't let all those boats in the Bay Area have all of the socializing. Maybe we can meet in the San Juans...

Thanks again for your comments, Steve.

John Isakson
(jisakson@whidbey.net)



From: Thomas Wall
snowflower@compuserve.com
Date: 07/28/99 04:59:21 PM GMT

John,

The spreaders on Snowflower have a "lucite" spacer (*editor's note: most likely delrin*), probably 1" deep with (I think) a rabbet to fit into the end of the spreader, and a groove to hold the shrouds in place that separates the stainless steel from the aluminum.

(Continued on page 8)

(Continued from page 7)

When we had the standing replaced a couple of years ago the rigger commented on what a good idea these were, though he didn't mention any problem with our spreader tips at the time.

If new spreaders are the only answer. Check with Kenyon about replacements. They might still have them available.

Ref the mast step: if and when you pull the mast, when it is re-stepped, be sure that the yard puts a piece (+/- 6"x8" to cover the entire base of the mast) of some sort of hard dielectric material between the mast and the step. You might also spray into the electric cable hole after the mast is stepped a "ton" of Lanacote to protect the interior of the mast from any moisture that might accumulate down in there.

Hope you get your problems taken care of easily.
Skipper Wall

From: Mark Wyatt MarkBWYatt@compuserve.com

Date: 07/30/99 03:50:19 AM GMT
Subject: RE: Spreaders

If you have an early Islander with the LeFeill mast, the solution to cracked spreaders is to buy new ones from LeFeill. They're fairly inexpensive (\$120 a set), and if you send them your broken ones they'll drill the holes for the clevis pins for you.

From: John Isakson jisakson@whidbey.net
Date: 07/31/99 02:33:28 AM GMT
Subject: Spreaders Finished

Hi Rick,

My Spreader project is finished, except for re-tuning the standing rigging. I'll do that tomorrow. I took some photographs of the end fittings that I built. If the photos come out ok (I am a bad, really bad, photographer) I will mail you a package of the photos and the drawings that I made. They may give others an idea or encouragement about replacing spreader end fittings.

John Isakson

AWOL Cruises Cuba

Editor: This is an update from Steve and Jill Hoffman. They are out cruising their I40 "AWOL"

Armed with suntan lotion, sunglasses and cameras Capt. Steve and crew member Geoff Evans spent an "interesting" four days in Havana Cuba. After successfully tangling with multiple intoxicated Cuban officials during our check-in at Marina Hemingway, Geoff and I were able to wreak havoc on the general population by speaking real bad Spanish, refusing to give away toilet paper, and demanding to speak to El Commandante (Fidel Castro). Old Havana

was quite scenic and tromping through town gave us an opportunity to see the mixed results of the 30 year trade embargo. While it was obvious that support undergarments have not been able to make it into the country, there seemed to be no shortage of Lycra or Spandex.

On a more serious note, Jill and I apologize that we have not been able to provide updates of our trip. We got a virus on our notebook computer that knocked it out of commission. Once we are able to obtain the

(Continued on page 9)

(Continued from page 8)

install disks we will share our experiences going through the Panama Canal, visiting Columbia, Honduras, Belize and Mexico (Caribbean side). Although Jill and I enjoyed the trip down the Pacific and through the Canal, the Caribbean has definitely been the highlight of our trip.

AWOL and I are currently in Key West, FL

until June 14 when Jill returns from her military training. From FL we will head-up the East Coast and, hopefully, get as far North as Newport, RI this Fall where we intend on pulling the boat out of the water and trucking it back to CA.

Take care until our next update,
Steve

THE PACIFIC NORTHWEST--AGAIN

by Don Schumacher

Some years ago after a powerboat charter in the San Juan Islands of Washington State we said we would someday go back. While we didn't go back to the San Juans we were again reminded how beautiful this cruising area is.

This time we chartered a 39 foot tricabin trawler out of Vancouver, B.C. and headed north complete with my daughter's full family including 3 young girls 11 to 18. The boat was .in satisfactory condition given that it was built about 1980, but a small set of tools was essential baggage including electrics stuff. After chartering in a lot of places in the world the inclusion of a small tool kit is a great security blanket.

I can't begin to describe how great were the several small harbours, coves and anchorages we saw. And there are scores more that we didn't see. Those marinas that we stopped at did seem in one way or another to be largely family run affairs with usually local help for filling out the numerous tasks of running a resort with a 25 to 50 boat harbours. Never saw a grumpy face.

Names like the following, from those we visited, conjure up visions of the possible stories that would be associated with their past:

- Snug Harbour
- Grief Point
- Prideaux Haven
- Refuge Cove
- Hospital Bay



Indeed each has a story and there are a several series of book/pamphlets containing those stories. Hearing of those histories would be fun; perhaps someday.

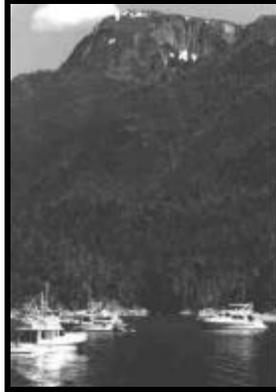
While much of the water is deep, sometimes too deep to comfortably anchor, those areas directly exposed to Georgia Sound have a nasty chop in even 15 knots of breeze. The chop can slow you down if you insist on making hull speed, but then what's the hurry. While there are many sailboats, easily the power boat is king in this esturine country. Our 39 footer was perhaps mid range but there were an enormous number of quite large fast power boats in the 50-55 foot range. We did speak to a 1982(?) Islander 36 (HOLOE'A) in Prideaux Haven which had been originally from Alameda, CA. It had been nicely

(Continued from page 9)

done over; also another in Refuge Cove. Of course this is the country of C&C so they far outnumbered all other builder's names.

As to pilotage, there really are a lot of rocks up there and in extremely unfortunate places. Many of the better anchorages are guarded by narrow entrances often less than a boat length wide. This is somewhat true of the harbours as well where on several occasions a rock (marked usually) was directly in the center of the entrance channel. As the reader would know when coming in from the sea in a strange area "clear" identification is never clear. I subscribe to the use of a GPS with waypoints personally selected from pre-bought charts. The development of a float plan even if you revise it as you go, gets the navigator tuned up to what he is seeing. While nothing beats "keeping your head out of the boat" while piloting, this pre-workup gets you better prepared. To prove the point we did manage to enter such an anchorage when the GPS decided to take a nap and found ourselves in a narrow entry to a cove 1/4 NM from the one we wanted.

Prideaux Haven in Desolation Sound is, of course, on everyone's float plan and so it should be. The 3-4000m mountains with their ice fields seemingly just a hail away, the clear swimmable water (yes, I did), the stars almost within arms reach and the all-surrounding quiet were most profound. This is a active anchorage of perhaps 20 boats--nearby there are many coves and bays which only hold 1 or 2 boats. Anchoring is easy although the lack of prevailing winds and the current changes required smart attention to scope. The 19ft max monthly tides warrant some additional attention. A stern line ashore in some of the narrower places also is favored.



Refuge Cove is an interesting nearby harbour and is a primary supply stop for going further north. It was quite busy with a constant 3 boats at the fuel dock. Two or 3 more idling closeby awaiting their turn plus a steady stream of boats both in and out.

Ignoring the freezer and going out to dinner on some days can be attractive. Hospital Bay in Pender Harbour is just the place (and most regular harbours present a similar opportunity). A huge Ice Crab dinner is well remembered in a former missionary hospital (now a hotel and restaurant). The four year old filled the water glasses, the 16 year old took the orders, the mother set up the tables and the father was the cashier. This was one of four restaurants within walking distance of the flower bedecked docks, general store, and boat service area, also they would take a phone reservation for overnight mooring (docking). With long legs between harbours this was also reassuring at 2 in the afternoon. Also available, as almost anywhere, was float plane service if you weren't smart enough to leave your other troubles at home.

Also at Hospital Bay, there turned up a 1922 Vancouver built, Douglas Fir hulled, 300 HP steam driven tug *Master*, designed for hauling log booms. It is short and stubby compared to San Francisco's *Hercules*, 1907 New Jersey built, 1000 HP steel tug which brought sailing ships among other things in and out of the Bay. Both steam when they have an excuse, are in the same state of good repair, licensed, and similar fun to visit and inspect.

I suppose such a relatively unspoiled place as British Columbia will be there for a while, but do go soon. It is most unusual and well worth your time and enjoyment.

Islander Classifieds

'84 Islander 36. Always a freshwater, short season, inside stored boat in excellent condition. Yanmar, Zodiac, extras, \$64,500.

Ron Kunse (517) 386-9955

email: rebak@glccomputers.com

'76 Islander 36. Excellent condition. Totally refitted. Ready to Cruise. New: Radar, Autopilot, Watermaker, Inverter, Ham Radio, Maxi Prop, Roller Furling, Too Much to List. \$52,000.00 (Firm)

Denise A. Loxton (805) 984-0117 or (805) 984-3061.

email: yolo-denise@worldnet.att.net

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



ROBIN SODARO

SAILMAKERS

466 Coloma
Sausalito, CA 94965
(415) 332-4104 Fax (415) 332-0943
Email: Hoodsails@aol.com

The Industry Leader.
(510) 522-5373



SVEND SVENDSEN
President

(510) 522-2886
FAX (510) 522-0870

1851 CLEMENT AVENUE • ALAMEDA, CA 94501-1395

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

Pineapple Power!



PINEAPPLE SAILS
(510) 444-4321

123 SECOND STREET
OAKLAND, CALIFORNIA 94607

Please Note!!! Fall Meeting @ San Francisco Yacht Club
Saturday November 13th
Lunch @ 1200hrs

**Islander 36 Association
of SF Bay
9265 Linda Rio Dr.
Sacramento, CA 95826**



October 1999 Newsletter - Islander 36 Association of SF Bay
