

Islander 36 Newsletter

September 2002

Issue 4

Fall Meeting
October 26
11:30 a.m.
San Francisco YC
Belvedere, CA.

Coyote Point
Cruise
Sept. 28/29

"Trip of Our Dreams"
by Pat Salvo
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Tall Ships Cruise into San Francisco Islanders Join the Fun

by Barbara Henderson

(Check out CRUISE HOST Rick Van Mell's write up on the islander 36 web site and see all the photos)

Wednesday, August 28th, about 30 Tall Ships gathered outside the Golden Gate to parade under the Bridge to the City Front at noon, lead by a fireboat spewing celebratory fountains of water in the air. The brisk 40 knot wind prevented the big ships from displaying full sail, but it was still a glorious sight to onlookers which were plentiful both ashore and on boats dotting the Bay. Even sailboats tied at their docks clanged halyards against masts in a welcoming clamor.



Hawaiian Chieftan After a Cannon Battle on the Bay

On Friday, the 30th, six Islanders cruised into Pier 39 to tour the big beauties. Bill Higdon and friend Stew on *Blockbuster*, Dennis Bush on *Natural High*, Nancy and Skipper Wall on *Snowflower*, Brian Jacobs (and Bailey) on *Blue Moon*, Steve Murphy and friends Kurt and Susannah on *Luna Sea*, Margo and Peter Wilhite and Barbara and Don Henderson of *Kindred Spirits*. Mike Dickson dropped by to tour ships and take photos. *Vanishing Animal* was in dock, but Cruise Host Rick Van Mell was heavily engaged dawn to dusk in volunteer activities for Sail San Francisco, which sponsored the Tall Ships regatta.

After many of the group toured the big ships on Pier 45 and the Hyde Street Pier--a good stretch of the legs from Pier 39--the group assembled in the

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Association of
San Francisco
Bay**

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Commodore's Corner

September, 2002

Dennis Bush

We are concluding our 2002 year with the Fall Meeting held at the San Francisco Yacht Club. Thanks to the efforts of all who participated in our activities this year, it has been a great success. If you have not yet participated in one of our functions, there is still time to join in.

Thanks to our Cruise Captains, Charles Hodgkins, Kathryn Munn Hodgkins, and the many Cruise Hosts who have been responsible for this enjoyable Cruising Season which included: The Encinal Cruise and visit to the Meyers House in Alameda, the Anchor Out at Treasure Island with the Kids playing on the beach, our 4th of July Cruise to Benicia Yacht Club with fire works, a group sing-along and visits to several Glass Blowing Studios.



I hope you were able to attend the Tall Ships Regatta over the Labor Day Weekend and please do not miss the Coyote Point Yacht Club Cruise.

Our Racing Fleet had a very competitive year, with great participation. I would like to thank Mike and Daphne Dickson for another successful year of managing the racing fleet. They will be presenting well-earned trophies during the Fall Meeting.

In many ways our Association Website has become a valuable resource for both Islander and prospective Islander owners. Rick Van Mell continues to be a valuable asset to our Association and we appreciate his hard work.

This Club would not have had such a successful year without the diligent and hard work of all of our board members, each of whom has contributed to the Association's success.

You will enjoy our October 26th Fall Meeting at the San Francisco Yacht Club. Looking forward to seeing you there.

Dennis Bush

Islander 36 ANNUAL MEETING

Saturday, October 26, 2002
San Francisco Yacht Club, Belvedere, California



- prospective members welcome
 - election of officers
 - race awards and more

Agenda:

Welcome:	Commodore Dennis Bush
Membership Status:	Membership Chair Skipper Wall
Secretary's Report:	Secretary Brian Jacobs
Treasurer's Report:	Treasurer Harry Farrell
Cruise Program:	Cruise Chairs Kathryn & Charles Hodgkins
Hodgkins	
Racing Program:	Race Fleet Captains: Daphne & Mike Dickson
	~~ Racing Awards: Ormand Cup Buster Hammond Half Hull
Member Recognition:	Commodore Dennis Bush: Officers Recognition John R. (Russ) Schneider (Service) Award
New Business:	Revision of By-Laws Certificates of Compliance (Racing)
Post Meeting Program:	TBA

Make Your Reservations Early for Dock Space and Lunch

Contact: CRUISE CAPTAINS

Charles Hodgkins and Kathryn Munn Hodgkins
kathryn@sailingmischief.com or
charles@sailingmischief.com
or (510) 865-9045

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

Tall Ships - Islander Cruise, *continued from page 1*

cockpit of *Kindred Spirits* about 5:30, ultimately adjourning to the large, cozy cabin of Brian's Freeport (*Blue Moon*) where tales were told and yarns were swapped until the lamp was lit due to darkness, and a few decided dinner was still possible. The whole festive atmosphere of Pier 39 was not far, but it was calm at the dock, and though the sea lions were just a barking chorus away, fortunately they were downwind.

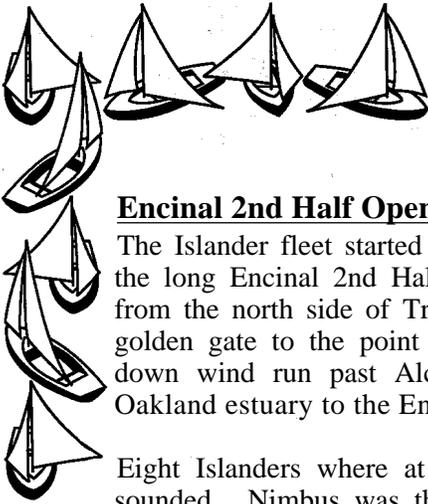
Saturday Fran Jacobs came with David, and Sandy Van Mell joined the group, as well as Frank Burkhart with *Island Girl* and Jack Ferguson's *Wandering Star*.

The plan for Saturday was to take some Tall Ships' crews for a ride in Islanders. *Luna Sea* and *Wandering Star* did the honors, taking out sailors from *Europa* (Netherlands). Crews from other Tall Ships were pretty much engaged with public tours.

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Margo Wilhite, Steve Murphy, Susannah,
Kurt Smith on *Blue Moon*



ISLANDER 36 RACING FLEET NEWS

by Daphne and Mike Dickson, Race Fleet Captains
mike1d@pacbell.net or daphnej@pacbell.net

Encinal 2nd Half Opener July 27th:

The Islander fleet started racing again, after a nice summer break, with the long Encinal 2nd Half Opener. The course is a long upwind sail from the north side of Treasure Island to the weather mark outside the golden gate to the point Bonita mark. After rounding the mark it's a down wind run past Alcatraz around Treasure Island and down the Oakland estuary to the Encinal Yacht Club for the finish.

Eight Islanders were at the line heading to starboard when the gun sounded. Nimbus was the first boat to tack to port and head toward Angel Island and, with a flood starting, the port side of the course was favored. The fleet one by one tacked over to port and up to Angel



Blue Streak and Pilot

Island, staying in close to the shore of Angel Island to get out of the building flood. The racing was close as everyone neared Sausalito and started their port tack toward the Golden Gate Bridge. As the fleet neared the bridge the wind was gusting heavily knocking the boats around in the strong winds. When the boats neared the bridge the flood was at max, and making progress to weather was tedious and slow as the wind continued to gust.

Blue Streak and *Zoop*, showing excellent helmsmanship, were the first to get under the bridge and on their way to the mark. Once under the bridge and out of the Golden Gate, everyone stayed in close to shore to minimize the pull of the flood. Nearing the mark the wind subsided to a light breeze, and reading the right current, *Mischief* slid into third place rounding the mark and heading back toward the bridge and stronger winds. After a long downwind leg, leaving Alcatraz to starboard and a broad reach to round Treasure Island, the winds slowed as the fleet neared the Oakland estuary. It was a long day on the water for the fleet and the final standings were dictated by the currents and winds on the upwind leg. Results: *Blue Streak*, *Zoop*, *Mischief*, *Nimbus*, *Pacific High*, *Tenacious* and *Lean Times*.

South Bay August 10th

The fleet's next meeting was at the South Bay course of San Francisco Bay. Light winds postponed the race for several hours, and not wanting to wait out the calm balmy weather several of the fleet decided to head home. Once the race got started, the fleet was off to the windward mark staying close as rounded, *Zoop* followed by *Tom Cat* and *Tenacious* were first to round. After the fleet rounded the down wind mark the race

committee, not wanting the race to go on too long, decided to have the fleet race a shortened course causing some confusion with the racers. But everyone finished with a clean race. Results: *Zoop*, *Tenacious*, *Tom Cat*, *Pacific High*.

City Front August 24th: (race canceled; fun day)

The final race of the season turned out to be a letdown, but a fun day nonetheless. The fleet gathered on a cold overcast day at the City front, on the north shore of San Francisco. The race would dictate many skippers' placement for the season since the point totals were close or tied for much of the fleet.

The usual noon starting gun was not heard and no one could be seen on the race deck of the Golden Gate Yacht Club. Several minutes later three shots rang out. "What was that for?" asked the captain of *Pilot*, "How can you abandon a race that has not started?" The Islanders sailed around for several minutes before someone from the club hailed over the radio saying that the race should be canceled seeing that no race committee had shown up to run the race.

The Islander captains called in over the radio and all were up for sailing a fun race and not wasting a day on the bay. With that, a course was decided on and the fleet went into a starting sequence. Off everyone went for a fun lap around the bay. The wind was light and a strong flood was making even getting to the start-line tough. With a breakaway move, *Zoop* found wind on a port tack and was first off toward the mark near the south tower of the Golden Gate Bridge. The sailing was

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slow in getting to the mark in the light variable winds. Once at the mark, the wind was nice one minute and the next it would die to nothing, making getting around great for some and tedious for others. The fleet spread out as they headed on a reach across the bay to the outside mark. Once around the Harding Rock mark and a quick jibe back toward the city and Alcatraz in light wind. At the downwind mark near Pier 39, the fleet bunched up as the wind died and the sun came out. Heading back to the finish line to the west along the piers and shore of San Francisco, the wind slowly filled-in, making for a great sail and a fun end to the season. Tom Cat finished first at the line with the satisfaction of a great race sailed.



Tom Cat

Here are the season totals with one throw-out:

2002 Race Results - Islander 36

BOAT	Valejo5/4	Valejo5/5	Knox 5/18	Olmpe 6/1	T.I. 6/15	Encinal 7/27	So Bay 8/10	City 8/24	Final	Place
	Points	Points	Points	Points	Points	Points	Points	Points	Tallies	
Zoop	3	3	13	3	2	2	1	0	14	1
Blue Streak	13	4	1	4	3	1	6	0	19	2
Tom Cat	2	2	12	11	1	9	3	0	28	3
Nimbus	5	7	3	7	4	4	6	0	29	4
Pacific High	4	5	5	8	8	5	4	0	31	5
Razor*	9	1	12	1	7	10	6	0	34	6
Lean Times	10	8	4	5	6	7	6	0	36	7
Pilot	1	6	12	2	12	10	6	0	37	8
Mischief	13	14	2	9	5	3	6	0	38	9
Tenacious	8	9	12	6	9	6	2	0	40	10
Woden	6	11	6	12	12	10	6	0	51	11
Mustang	7	10	12	12	10	10	6	0	55	12
Rasbry Tart	11	12	13	12	12	10	6	0	63	13

*Non member

Attention All Islander owners - Bulkhead/Chain Plate Problems:

This season three boats of the racing fleet experienced problems with their bulkhead and chain plate connections. This problem has been documented over the years with many Islander 36's. We would like to remind everyone to check your chain plate/bulkhead/hull connections and make reinforcements as necessary.

Paul Tara of *Zoop* rebuilt his this summer and has volunteered to field calls from any members who have questions about this topic (831-336-3622).

Tall Ships - Islander Cruise, *cont'd from p 3*

Most of the boats stayed Saturday night. The Tall Ships (great and small) were awesome and fun to see, from the diminutive but seaworthy *Nina replica*, to the majestic 185 foot *Europa* with its unbelievable network of overhead rigging, and, as always, it was fun just to gather with other Islanders.



Dickson, Henderson, Jacobs

(Thanks, Rick, for arranging for those passes for the Tall Ships!).

Islander 36 CRUISING

by CRUISE CAPTAINS Charles Hodgkins and Kathryn Munn Hodgkins
charles@sailingmischief.com or kathryn@sailingmischief.com (510) 865-9045

Well the cruising season is almost over and it's been quite an experience for us, your cruising co-chairs. We started off with the Spring meeting, had a very well attended Encinal cruise, a somewhat less well attended Treasure Island cruise and most recently a wonderful Benecia cruise. There are only 3 more events as of this writing: Tall Ships Aug. 28-29, Coyote Point Sept. 28-29, and the Fall meeting on October 26th.

We would like to thank the Cruise Hosts for all their hard work this year:

Dennis and Judy Bush (Encinal Cruise)
Mike and Daphne Dickson for joining us on the TI Cruise
Don Henderson (Benecia Cruise)
Brian and Fran Jacobs (Coyote Point Cruise)

And thanks to all cruise ATTENDEES, without whom there would be no cruises!

In addition to the formally organized cruises, Roger and Linda McClellan of *4 Our Sanity* simply put out an email announcing that they would be at TI one weekend last spring and would welcome anyone who showed up. I hope that other members give this technique a try!

We're looking forward to seeing you out there.

Kathryn & Charles
Hodgkins, *Mischief*



Noncents heading home after good time at Benecia



Blockbuster didn't let loss of their jib prevent them from getting to Benecia

Last Cruise of Season: Coyote Point Yacht Club September 28-29

Seafood Feed, Hiking, Biking, Natural
History Museum

by Cruise Host Brian Jacobs - email:
jake 2124@aol.com or (408) 354-8078

Don't miss this last chance of the year to
cruise with other Islanders.

In honor of the Islander cruise in, Julie Pyatt, Special Events Coordinator for Coyote Point, graciously planned a special SEAFOOD FEED for Islanders and regular Club members on the SATURDAY night we will be there - VERY informal, \$20-25 per person. Hamburgers, cheese burgers, veggie burgers for kids at \$6.00. We're counting on good participation from the Islanders to make this worthwhile.

There is a small natural history museum and some live animals. Also: hiking--and biking trails if you want to bring your bike. We always have a great time at Coyote Point Yacht Club, and they always look forward to our cruise in.

Contact me ASAP (see above) to reserve your space. Details on rendezvous etc. by email as we get closer to the date; or phone me.

Jack Thomson Wins Embroidery Factory Jacket at 4th of July Cruise to Benecia

Just about every I-36er who attended the 4th of July Benecia Cruise trooped into the Embroidery Factory store in town to enter the drawing to win a jacket embroidered with the I-36 logo and boat's name. Members Les and Shirley Housley, who own Embroidery Factory, generously donated the jacket. **Lucky winner Jack Thomson** of *Noncents* chose a navy blue jacket with his boat's name and the I-36 logo. "It is beautiful. My thanks to the Embroidery Factory." Thank you to the Housleys and Amanda of EF who worked out the details. Check out the Embroidery Factory website:

embroideryfactory@scrserv.com
(707) 746-7625 or factory (707) 746-7685

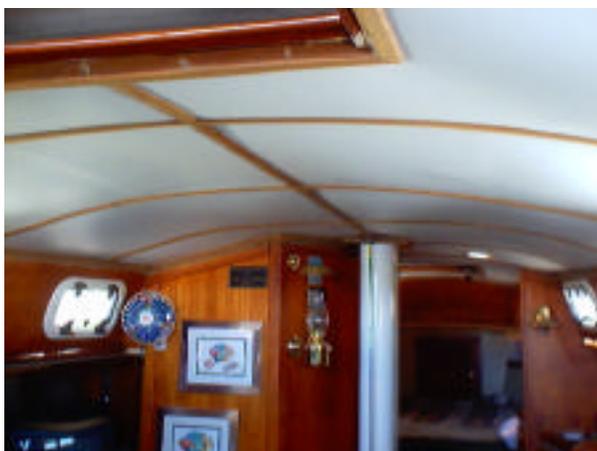
Their ad can always be found on page 12 of our Newsletter.

Ever Notice How One Boat Project Leads to Another?

by Sandi and Joe Vanni of *Zephyrus* in Ventura

Did the chicken come before the egg? Did the headliner project come before the new handrails? Did the handrails come before the new non-skid paint job? At any rate, our 1974 now has all of the above and a fresh green sheer line to match the paint jobs on the newer Islander 36's.

I guess I'd say that the headliner project started it all. Of course a boat that is 28 years old is going to need a few things replaced. Since we felt that some of our boat's odors might be coming from the foam underneath the headliner, we decided to redo it. My husband saw an article in a magazine about replacing headliners with Formica. He started in the V-berth, building a teak frame around the edges of the area so the Formica would fit up into the frame. Formica was \$46.00 a sheet and hard to cut. We liked the look but were discouraged about the time and labor involved, so



looked at some other types of white plastic sheets at Home Depot. We found Plas-Tek, a white waterproof wallboard, which comes in sheets of 4 by 8 at \$16.00 per sheet. We tried it and liked the way it cut and flexed. See the picture of the whole ceiling completed. For those of you with newer boats and zippers in your headliners, you were able to get up underneath your headliner to wires etc., but those of us with older boats could never access our overheads without ripping the headliner. We intend to put some thin foam insulation sheets between the ceiling of the boat and the panels we installed.

We like the look, they are easy to remove and clean. While the headliner was pulled off, I decided to remove the handrails, take them home, and varnish them. I knew they were thin to begin with from years of



sanding and weathering. When we went to remove them, they broke in several places (oops) to my delight. I went shopping for new teak handrails. We found a woodworker in our local boatyard who took our old handrails, used them as a pattern, and then made us brand new ones for \$300. Not bad, but putting them on the deck was another whole day's job. Did I forget to mention that since I had the handrails off anyway, why not paint and grit our non-skid?



Okay, so we have a new headliner, new handrails. What more could we do? Yes, paint it to look like a younger Islander 36. Since we have green canvas, we decided on a green sheer stripe as the next project. That was brought on when we hauled her out last month to wax the sides of the hull and apply new bottom paint. You see, one thing really does lead to another; of course, we have more projects planned, because we love *Zephyrus*, our Islander 36.

“... the Trip of Our Dreams,” by Pat Salvo

Don't you just love it when a trip you've looked forward to blows all of your expectations out of the water? In July my husband Gary and I joined friends Harry Farrell and Barbara and Fred Cucksey for two weeks of sailing on the East Coast. We had the trip of our dreams!

Barbara and Fred, former owners of I-36 *Misfit*, had been keeping a catamaran *Mistral* in Tortola, in the British Virgin Islands. About a year and a half ago they began making their way with *Mistral* toward the U.S. and then up the Inland Waterway, destination Nova Scotia. We were invited to join them at some point. We had never been to the East Coast and jumped at the chance to see it from the water. In July we flew east and joined *Mistral* on the Connecticut River in Hamburg Bay.

After sightseeing we set out for Fishers Island, went on to Mystic, Connecticut for a day, then to Block Island (R.I.). Three states in three days! These locations are all within 3-4 hours of each other and great destinations for a day sail or overnight. Block Island has vacation rentals, lots of restaurants, small boat rentals and gift shops.



Old Harbor on Block Island, R.I

The next leg of our adventure was a 20-mile downwind run to Newport, R. I. Fred decided this would be the perfect opportunity to fly his new spinnaker. The wind was just right and he had helpers on board for its maiden unfurling. With all optimism they pulled the sock up. The chute wrapped itself around the forestay several times and made a heck of a mess. After several unsuccessful attempts to unwrap it, Fred was hoisted aloft to cut it down. What was needed was a swivel at the top.

It was late when we motored into Newport and moored in Brenton Cove, next to Ft. Adams. In the morning we

took the launch to town and got trolley passes and tour tickets. Honestly, what these people call “cottages”!! We toured the opulent vacation mansions of the wealthy from the late 1800's and early 1900's.

Returning to *Mistral*, we were surprised to see an I-36 moored nearby! Gary and Harry held the Cucksey's old I-36 pennant aloft, and the owner, Joe Thon, jumped in his dinghy and joined us. Joe is an Association member and keeps up via the Internet. His Islander *Vittoria*, is a B Model, which none of us had seen, so there was much oohing and aahing and information swapping late into the night. Joe left with an I-36 pennant and we got a bottle of his wife's (Anne) favorite wine. Fair trade! We spent 3 days in Newport, so much history and so many fabulous yachts! I could have spent 3 weeks there.

Cuttyhunk Island was our next stop. The anchorage was roly and there was a buoy bell that started out with a lovely ding-dong that turned into a constant clang as it got rougher. The best part was when a small runabout arrived with young locals selling fresh fish. We got crab dip, crackers and shrimp cocktails for appetizers. On the way to Martha's Vineyard we had picked up a huge wad of polypropylene line that wrapped around our port propeller. Fred put on his wetsuit, dove down, cut her free (our Hero) and *Mistral* was on her way again.

It was humid and warm when we pulled into Edgartown and went into town for dinner. It's a charming place, all the homes in pristine condition surrounded by beautiful gardens. The dinghy ride back to *Mistral* was spooky in the warm foggy night. What do they call that? Steamy?

We left Martha's Vineyard at 8:30 a.m. under gray skies and for the first time had on long pants and tops with sleeves. We had a rough but fast crossing (10-11 knots) to Nantucket. The harbor was very rough and the mooring our most expensive (\$55 per night), with no extras such as water, showers or laundry facilities. In town we had our first lobsters, which were delicious.

Nantucket was my favorite stop. It's as though it were still 1850 with cobblestone streets and wooden sidewalks, the homes lovely, quaint and well maintained. I saw a funny T-shirt that said “Turn left at the gray house with the white trim.” They could have included “with the blue hydrangeas in the front yard.” They all look that way!

Early the next morning we left Nantucket. We were on our way to our final destination of Boston Harbor.

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The Northern California Women's Sailing Seminar

October 12th and 13th, 2002
0800 to 1700 hours

2002 Application registration form available online:
<http://iyc.org/wss.htm>
Download, complete and mail back to Island Yacht Club

Oct. 12 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.

Oct. 13 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.

2002 Membership

by Membership Chair Skipper Wall

We have had a banner year in 2002.

1. Total membership as of 13 August was at 176.

2. Membership by "Class":

Regular	73
Nonresident	88
Honorary	1
Sustaining	8
Corporation	5
Crew	1

3. Membership by "State/Country":

AK 1	Jamaica 1	OH 1
AL 2	KS 1	OR 3
AZ 2	LA 2	RI 2
BC, Can 3	MA 4	SC 1
CA 104	MD 3	TX 2
CT 5	MI 10	VA 1
FL 4	MN 1	Venezuela 1
GA 1	ND 1	VT 2
HI 1	NJ 1	WA 12
IL 2	NV 2	

4. When I was sorting by "Sail Number" I noticed that there are many of you without "Sail Numbers" in our database. If you will send me and Harry Farrell your "Sail Number," we will get it included. If you don't have a "Sail number" it's okay to use the 4-digit number following the "XLYB" of your hull number that is located on the transom of your boat.

5. If you need applications to give to "new" Islander 36 owners that you may see in your marina or as you cruise, you can do one of two things:

A. Print off several from the Islander 36 website.

B. E-mail or call me and I'll mail you several.

Keep on your boat so you will have them handy to give out.

Looking for Islander 36 Parts?

Reminder: On our web site we have a "Vendors" link that lists many of the original suppliers of Islander parts. This list dates back to 1986 sent to me by Buster Hammond, President of Islander yachts.

Regrettably, those listed may or may not still be business, but at least it is a place to start your search for parts.

And remember, you can expand your search for information about your Islander 36 by sending an e-mail to the Islander36 list: islander36-list@sailingsource.com.

I think you will be pleasantly surprised at all the knowledge the Islander 36 owners possess, from engines to chainplates to holding tanks and all parts & places in between.

~ Skipper Wall

Gadgets, Maintenance n' Stuff

Keel Bolt/Chainplate Problems

John Mosforth February 5, 2002

Gary, does anyone know what the factory spec is for torquing up keel bolts? Our boat is a 1974. We have replaced the original keel bolts, but I cannot eliminate the crack at the hull/keel joint and I have to fair it every season. I feel the keel bolts may not be tight enough. The keel is cast iron with carbon steel bolts, nuts and washers. I originally tightened the bolts to 90 ft. lbs. but I get widely varied recommendations from various "knowledgeable" people. (as high as 350 ft.lb.) If the designers or the factory spec is available, that is the torque figure I need. Thanks

John Mosforth February 16, 2002

Gents, here is an email discussion that I had with Jock MacLean at KKMI boatyard in Point Richmond, California. Frank Burkhart put me in touch with Jock and he was very helpful. Jock repaired Frank's I-36 with same problem. His fix is to make sure keel bolts are in good shape and tight. See below. Then apply a fiberglass "patch" to the front of the keel to support the front end. Note that there are not any keel bolts any further forward than the rear of the mast step (if there were they would be inaccessible anyway). If anyone wants a copy of Jock's fiberglass "bra" please send me your fax number and I will send you his sketch. I'm sure he won't mind. If your boat is in his area, I'm sure he would be happy to do the fix for you. (john.mosforth@sympatico.ca)

Jock 2/15/02: Don't torque the bolts to the spec; the cast iron may strip. Try one at 250 and see what happens. Run the bolts up slow and alternate starting in the middle; this is hard with studs and double nuts. The glass and iron will be ok the only mod would be for you to epoxy coat the iron first, two or three coats for adhesion. good luck.

John 2/14/02: Thanks Jock, I received your fax and I very much appreciate your interest. I have already replaced the keel bolts, they are 1" x 8 tpi Grade 8 stud material threaded into the cast iron keel. I torqued them to 90 ft. lbs. but I don't think its enough. I found out after I had done mine that C & C Yachts factory spec for this size bolt is 350 ft.lbs. What torque do you tighten them up to?

Also, with our winter/summer temperate extremes (-20 degrees F to + 85 degrees F) do you think that the different expansion rate of the fiberglass and the cast iron may cause the "patch" to let go? What I see on my boat is a hull/keel crack about 2 to 2 1/2 feet long at the fore end and about 6 inches at the aft end of the

keel. Certainly I understand your advice is without seeing my boat and is at my own risk.

Jock 2/14/02: I sent you the drawing with the lay up on it, hope that will help. The repair that you see is to help hold up the front of the keel and not to take the place of a keel bolt. If your bolts are bad it will do nothing for you. Good luck and fair winds.

Jock: 2/13/02: I will draw you a picture of the repair. Hold on to your hat; it's not cheap.

John 2/12/02: Jock, Frank tells me you did the hull/keel joint on his boat about 18 months ago and it is still in good shape. I have the same problem with my Islander 36 with cast iron keel and I want to get the same job done. However, I live near Toronto, Ontario, Canada and obviously want to get it done locally. I wonder if you could email to me the method and materials you used so I can duplicate a system that works. Thanks

Gary Salvo forwarded the following, commenting: "I'd like to see pictures of his chainplate modification."

Richard Balcom, Honolulu, June 18, 2002

Keel bolt: I recall that there have been quite a few messages concerning whether or not there is a keel bolt under the mast. A friend of mine owns an 83' I-36 and reported, after removing his mast for repainting, that if there is a keel bolt under the mast it is completely buried under a steel plate that is part of the mast step. To access such a keel bolt would require tearing up a considerable part of the boat to access it. On my '71 I-36 I removed a section of the plywood flooring under the counter for the lavatory sink in the head compartment. There was a big glob of fiberglass about 3 inches thick under the steel mast step that would totally bury any keel bolt within it. I was therefore not able to reach a conclusion either way of the existence of a keel bolt under the mast, but if such a keel bolt exists it is totally unserviceable.

Chainplate: My '71 I-36 has had persistent movement problems with the bulkhead that the port side upper shroud chainplate is attached to. This bulkhead in older model I-36's is a small piece of plywood approximately 18" wide by 24 inches high. The bottom edge of this bulkhead was edge screwed in the factory to the plywood countertop located immediately behind the head. While this counter is strongly reinforced and secured to the hull with fiberglass tabbed plywood bulkheads, the screws and

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Keel Bolt/Chain Plate Problems

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the limited amount of plywood left along the bottom edge of the bulkhead that the screws are secured through are totally inadequate for the tensile force imposed by the upper shroud. This was evident by several inept repairs that various owners attempted over the last 3 decades.

Later model I-36's eliminated this problem by making the bulkhead full height from the hull to the underside of the deck. I solved my problem by installing a second chainplate that extends from the underside of the deck to the hull. This chainplate is attached to a bulkhead that is located under the countertop of the lavatory sink. The upper bulkhead was routed out so that the new chainplate would be flush with the inside surface of the bulkhead facing the head and a slot was routed out through the countertop for the new chainplate to pass through. This enabled the original chainplate to be bolted directed to a new chainplate and the new chainplate to be bolted to the lower bulkhead under the lavatory counter. The bottom end of the new chain-plate needs to be widened to allow for a double row of through bolts, because of the limited length available and spacing required between each bolt. I suggest that anyone trying this repair make a dummy chainplate of plywood to test the installation restrictions before having the chainplate fabricated from stainless steel since clearances are critical since the new chainplate needs to be installed from under of the counter. This repair is not visible except for a couple of inches of the new chainplate being visible immediately below the original chainplate within the head compartment before it enters the slot in the countertop.

Ralph Greenwood, San Rafael, CA 6/20/02

The port main chainplate in my '71 I-36 is reinforced somewhat like Richard describes, but probably even better. Rather than another wood bulkhead for support under the head sink counter, I have a "monstrous" fiberglass support knee heavily glassed to the haul directly below where the main chainplate ends just above the sink counter, rising to within about 6 inches below the counter under the sink. There is an add-on second chainplate that overlaps 2 or 3 of the bottom bolts on the factory chainplate that extends down through the counter and has several bolts attaching the add-on chainplate to the 2 inch thick fiberglass knee. I think it's the weight of this reinforcement that causes my boat to lean slightly to port when tied at the dock. It may take me all summer, but I'll try to remember to shoot some pics some time and send off to Rick VanMell. What amazes me is that my starboard bulkheads & tabbing, which appear to be original factory work, are still in place pretty solidly.

Mark Wyatt, July 6, 2002

My 72 model has the full depth bulkhead, must have been only the first year boats.

See also: MAINTENANCE items on islander36.org web site.

Trip of Our Dreams *continued from page 8*

It was Sunday, and we needed to be at Logan Airport Tuesday morning to pick up a rental car to get back to JFK in New York by Wednesday. The wind answered our needs. We got to Woods Hole so early that we decided to continue on to Scraggy Neck, but got there so early that we went on to Plymouth and entered the Cape Cod Canal, a 10-mile shortcut connecting Buzzards Bay with Cape Cod Bay built in 1914. I bet many a jig was danced when it was completed! The alternative was to sail all the way around Cape Cod, into the Atlantic Ocean, adding about 100 miles to the trip.

After a 76-mile day, we arrived in Plymouth and got a mooring at Plymouth Yacht Club, in front of the Mayflower II and next to Plymouth Rock, surrounded by history. The next day we toured the Mayflower II and the Plimoth Plantation, two historically correct recreations. The docents there stay completely in character for that time, so they'd never heard of San Francisco--it hadn't been discovered yet!

About 1 p.m. we began the last leg of our Adventure. With high wind we made great time (10-11 knots) through Boston Bay to Boston Harbor, with the Cucksey's navigation program on their laptop computer pointing out rocks and islands. We got a mooring smack dab in the middle of Boston Harbor! What an awesome feeling: old buildings next to modern highrises. Behind us was Logan Airport, right on the water, with a shuttle stop. In the morning we could take a water taxi to the shuttle stop, and the shuttle bus would take us right to the rental car place. Could it be more convenient?

Our adventure turned out to be so much more than we had dreamed! We all agreed that we loved the Islander 36, but cruising in a catamaran can be pretty cool. With 5 people on board there's room to spread out. During crossings Barbara and I could work crossword puzzles in the salon or read while the boat was sailing at 9 or 10 knots! It was very comfortable.

As for our hosts, every time we cruise with them we hate to leave. They are having the trip of a lifetime and are generous enough to share their good times. We're fortunate to have such friends. You know it's rare to find people you aren't a little tired of after 2 weeks. Of course, having Fred cook blueberry pancakes for breakfast every few days didn't hurt. Oh, by the way, that wasn't really the end of our adventure! We drove the car down to New York and met Harry's step-daughter, Michelle, her husband Kevin and the kids for dinner at Gallagher's Steak House in Manhattan. We got to see the Empire State Building, Radio Music Hall, and Broadway. It was the perfect wrap up for the perfect vacation. ~ Pat Salvo

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