Island Packet Owner's Group Q & A

Lewmar Hatches

From: Simon Lock **Received:** 3/9/1998 2:45:34 PM

Blaine: If you look at the hinges of your hatches you will see that they have horizontal scored lines that engage on a small bar within the hinge - known as a rollstop hinge. Overtime the retaining mechanism wears and the robber block beneath the retaining mechanism becomes tired and the hinges no longer lock in place. Lewmar used to give away but now sells a kit to rebuild the hinges. In the kit you get a new rollstop bar made out of a very hard plastic like material, a rubber spring block, a stainless steel rod, a 'C' clip and two black plastic end inserts with wings on them for the fixed part of the hatch and two tubular inserts for the part of the hinge on the hatch itself. Obviously each kit has materials for two hinges (one hatch). To install you need a metal punch, a hammer, small needlenose pliers, an extra pair of hands and a bucket load of patience. Knocking the old inards out of the hinge is not difficult but the reinstallation process is fiddly since you have to compress the rubber spring block enough to reinsert the pin. Be careful not to snap the wings off the inserts. I have found having an extra drift available to insert before the stainless steel pin helps get everything aligned. After removing the old stuff give the aluminum hinge a good cleaning inside to get all the old crud out and to ensure your new parts will install nice and snug. Hope this all makes sense - you can probably get a phone number for Lewmar from Boat/US - I don't have one handy. Have your hatch sizes available so that they can get yuo the right parts. Wishing you fair winds and good sailing Simon Lock IP-32 - Kichigai, Atlanta, GA

Lewmar Hatches

From: Robert Dunbar **Received:** 3/9/1998 2:51:43 PM

You need a hinge kit for a Lewmar Rollstop hatch for each of your hatches. I replaced both of mine. I bought them from Florida Rigging and Hydraulics. Don't go by the part numbers that the IP factory gives you because in my case they were wrong. Measure your hatches and call Florida Rigging. They have a toll free number: 1-800-718-1649. These kits run about $28 each including tax and shipping. Bob Dunbar SALAMANDER, 27-204

Lewmar Hatches

From: Blaine Parks **Received:** 3/9/1998 2:53:56 PM

Simon, Thanks for the info, I'll give them a call. Sounds tedious, but a much better solution than replacing the entire hatch. Blaine Parks IP-35-022 - Charbonneau Washington, NC blparks@cisco.com

Perceived Ip Water Tank Problems

From: Ed n Ona Dechant **Received:** 3/9/1998 4:40:02 PM

Butler, It seems my comments last week caused you some grief. I did not intend to do that. I took exception to your comment that there were non IP owners on the group who might be scared off buying IP's if we spoke about our frustrations on the net. Butler, I think this discussion group is just about the best thing that an IP owner could have. We are out there trying to share information with each other so that others can benefit by our experiences, good or bad. I have benefited much from things you have said during the past 6 months that I have been part of this group. Please do not stop contributing. However I cannot agree to temper my input based on what is good for the factory in new boat sales. I think that all or our inputs must be aimed at what is good for the group, they must above all be truthful and without restraint. For example, had I known that the early holding tanks only lasted 6 or 7 years I would have exchanged mine before it ruptured at sea when half full. The group discussion, that I helped start, on the holding tank problem has certainly enabled many IP owners avoid the horrible nightmare my wife and I had to endure with the cleanup and replacement of our holding tank. I only feel sorry for those 1000 IP owners who are not on this discussion group and who are going to find out about the holding tanks the way I did. In the industry in which I work, the airline industry, problems such as these would be brought to the attention of all owners in the form of a service bulletin from the factory. I hope IP will consider such a move in the future as it is obvious they are aware of problems and have solutions on had to recommend. We certainly love our IP-38. We live on board 4 months each year and would not trade this boat for any other, except perhaps another IP. , Now I have followed Bobby's advice and talked with the factory at length. Tom Broome (IP Customer Service) has promised to get on the net and explain his findings to the group and I do not want to take away from that. Let me say that I am less concerned after having talked with the factory than I was before hand. I am going to wait before turning to vinegar, baking soda or other remedies until Tom has a chance to elaborate on his findings. Ona's and my sailing season is about to end as we are preparing to head north to Brunswick GA and the spring haul out there. For us summer is seaplanes and the Quebec wilderness. But we will be back in the water in November. We will eagerly be reading our email from this group each time we get our lap top to a telephone line. Ona and Ed DeChant, IP-38-40 American Dream

Perceived Ip Water Tank Problems

From: Blaine Parks **Received:** 3/9/1998 4:52:22 PM

OK...I can wait on the water tank discussion from Tom Broome. BUT, what about this holding tank issue? I have a 1989 IP-35 and the last thing I want is to clean up a holding tank mess at sea - exactly where my wife and I will be heading. Any synopsis of the scenario, production dates affected, etc. would be greatly appreciated. If we don't want to air this issue to the world again, then somebody please email me separately - blparks@cisco.com. Thanks to all - and to echo Ed's comments, this discussion list is a tremendous resource - when we air the problems honestly. Blaine Parks IP-35-022 Charbonneau, Washington, NC blparks@cisco.com

Factory Response-Water Tank ~Problems~

Factory Response-Water Tank ~Problems~

From: Ip Factory **Received:** 3/9/1998 5:14:18 PM

First, apologies to all for the delayed response. We don't/can't read every posting; we set this up as the Island Packet Owner's Discussion Group, and you all do a terrific job of answering other's questions and providing invaluable and in-depth support and information. Special thanks to Butler Smythe who someone called our Left Coast Factory Rep. While Butler is not in the employ of IPY, his experiences and live aboard status have given him great insight into our product line. Thanks again, Butler. OK. So on to the aluminum tank situation. Those of you who read Practical Sailor will remember a couple of letters that came in from Island Packet owners with exactly the same concerns as most of the Discussion Group. We were contacted- fortunately- by PS for a response. Here is my reply to that request: Thanks for the opportunity to comment on the two letters from our owners regarding aluminum water tanks. . . We have talked with several technical people and feel the following comments, condensed from our conversations, may be of interest and benefit to your readers: 1. Bleach, sometimes recommended as an additive to (aluminum) water systems, attacks aluminum and should not be used (per Lysle Gray, retired Executive Director of ABYC). This is contrary to the advice given in Aluminum Blues (PS, February 1, 1991). Water tanks should also be completely drained and flushed periodically, as allowing the same water to remain in the tank for extended periods of time may hasten deposit build-up. This is often compounded as owners will add additional bleach to freshen old water supplies (or preserve the water in a yacht that will not be used in a while). Even the addition of baking soda may have an effect on aluminum tanks, but is highly dependent on the water chemistry (per Tom Hale, Technical Director of ABYC). An additive such as a food grade polyphosphate may help delay or prevent large build -ups. Polyphosphate is routinely added to large commercial (aluminum) coffee systems; it comes in liquid or crystal form, is available through Culligan (water softener dealers) and many sprinkler supply houses, and forms a film on the aluminum, isolating it from ions in the water. 2. Bonding wires connected to the water tank (or lack thereof) should have no effect on the deposits inside the tanks as long as there are no other electrical problems (per Tom Hale). It may also be appropriate to comment on our (and many other manufacturer's) selection of aluminum as a suitable material over the other choices available: 1. Aluminum is a widely used and accepted material for tankage in the boating industry because of its high strength and durability. It is also widely used in food and beverage preparation and handling. Island Packet tanks are made by Ezell Industries and are constructed of 5052-H32 alloy, one of the most corrosion resistant aluminum alloys available. 2. Alternatives to aluminum each have their own distinct trade-offs that on balance (we feel) make them less desireable for tankage. a.) Stainless Steel- under current regulations the ABYC and the NMMA require that stainless steel (fuel) tanks be less than 20 gallons in size due to their high rigidity (which predisposes the welds to stress cracking). It follows that water tanks would have the same stress problems and the requirement on a larger yacht for multiple 20 gallon water tanks with a complex set of pumps and plumbing would be both inconvenient and impractical. According to Tom Hale, however, the next printing of the recommendations will, in all likelihood, drop the 20 gallon size limit . . . due to improvements in modern welding techniques. He also cautions that even stainless steel can corrode, particularly if poor materials, welding or maintenance are factors. Island Packet will be evaluating the relative merits of stainless steel water tanks with the change of the regulations. b.) Food Grade Polyethylene- relatively inexpensive and can be made to fit into odd areas of the yacht. Island Packet Yachts used this for water tanks several years ago, but in our experience they were prone to cracking and leaking around tapered pipe thread fittings. This problem was more evident once the yacht was in service in colder climates, where expansion and contraction may have played a part. c.) Fiberglass- we've also used this in the past for some water tanks, but styrene and other chemicals impart a taste to the water that can be difficult to remove. Fiberglass in contact with fresh water is also more susceptable to blistering, leading to further release of material into the drinking supply. d.) Monel- a prohibitively expensive material that has few users and even fewer manufacturers. The letter goes on to summarize the above points, but you get the picture. Many of you have already hit the nail on the head; water chemistry has a lot to do with your tank's reaction to what's in it, and the length of time the water stays in without getting flushed out speeds up the process. As I write this, Tom Broome has had a conversation with Ed DeChant, one of the original protaganists on this topic. Ed tells us that he will post Tom's comments to the group; I won't repeat them here, but they are worth noting. Thanks, Ed, for calling us and getting our input. In summary, don't add chlorine to the tank ever; try to remove the chlorine from the water supply if practical; keep the tank flushed out on a regular basis; and use a filter to strain out the larger particulate matter found as mineral deposits in most public water supplies. Don't blame your tank material- the alternatives at this point in time are not better choices. And please, if you feel a factory response is necessary, note it in the subject line of your post- Water Problems- Factory Assistance Requested, or something like that. I have stated before that this is your discussion group, and your expertise and experiences are much more valuable than ours in many cases. We'll still be here for the technical responses or the historical data that the group may not be able to readily answer, but I don't want this to be a forum for our (the factory's) opinions. Best Regards to all, Bill Bolin, Island Packet Yachts

Chesapeake Bay Marinas

From: David Bauereis **Received:** 3/10/1998 10:01:46 AM

I'd opt for Haven Harbour Marina on Swan Creek just above Gratitude. It's more protected than Rock Hall or Gratitude, is well run and maintained, plus has maintenance facilities. Got a pool, also. Jonathan Jones is the manager there. Place to avoid is any marina on Middle River -- wall to wall powerboats. If you like an urban setting, there are probably 2,000 slips in the Inner Harbor in Baltimore. Formy money, it's a more interesting place to visit than to keep a boat full-time, because it's an eight-mile run out the Patapsco River to the Bay, and the Patapsco always seems to have considerable chop from powerboats, tugs, etc.

Folding Props

From: Glen Read **Received:** 3/10/1998 3:09:17 PM

Bruce, There has been considerable discussion over the past few weeks on Auotprop. I think the general concensus was that the Autoprop had some misgivings that people didn't like, such as too slow to open in reverse when maneuvering. May want to consider Maxprop or similar as they open immediately. Glen Read, Nootka IP-40-62

Folding Props

Folding Props

From: Bruce Gregory **Received:** 3/10/1998 3:10:17 PM

Glen: Thanks for the response, too bad I missed the discussion on folding props as I just signed on to this discussion group a couple of days ago. Bruce IP-32-84 Morning Star

Folding Props

From: Glen Read **Received:** 3/10/1998 6:01:35 PM

Bruce and Bobbie, We are happy with the MaxProp. Opens quickly in reverse even with a good head of steam. Has lots of ooomph in both directions, and feathers even when just ghosting along. Glen Read, Nootka IP-40-62

Autoprop

From: George n Gemma Betancourt **Received:** 3/10/1998 6:20:15 PM

>Looking for comments from Autoprop users, IP-32 or any other for that >matter. Thanks, Bruce G Bruce, The recent discussion concerning props pretty much trashed the Autoprop. It was judged by many who had installed it as too slow to respond when making manuveurs into and out of slips or other tight areas. One boat owner even removed the prop from his boat. While at the recent Atlantic City Sail Expo show, I had the opportunity to see a tank demonstration of the Autoprop unit. It's a pretty impressive unit. In reviewing the design and seeing it operate from forward to reverse and back to forward in the tank, I could see the blades operate and adjust themselves. The pitch is variable and each blade functions independently. That is that they are free to pivot indepentdent of each other. This is unlike the MaxProp which had a rack and pinion system and all blades will adjust to the same pitch. The pitch is also user adjustable I can see where a good amount of quick rpms and time must be utilized in order for the Autoprop to adjust themselves and give some feeling of control to the helmsperson. I don't think I would be very comfortable with this prop on my boat. On my last boat, a Beneteau 35s5, I had a two blade MaxProp and I can claim that my prop functioned flawlessly. Backing the boat down was almost effortless. You will have a very slight lost of boat speed under power, but you will be pleased under sail when the blades feather. I just took delivery of an IP-40 and before the boat is launched in late April, I will install a MaxProp. Good Luck and fair sailing, George Betancourt Marysol IP-40/106

Refrigeration On Ip-40

From: Tony Driza **Received:** 3/10/1998 7:40:00 PM

We're just in the process of deciding what type of frig/freezer to install. The man at the yard said that if there was an area where Packet might have cut a corner, it was in the amount of insulation they put in the box. That, in combination with its huge size, makes it tough to get a freezer out of the deal. Does anyone have any experience with the after market add on insulation, or have a unit that they are happy with? I'm not looking to keep ice cream frozen solid, but sure would like to be able to keep the steaks for a while. Fair winds, Tony

Dinghy Stowage On Ip-40

From: Tony Driza **Received:** 3/10/1998 7:44:27 PM

Just wondering where is the best place to stow a dinghy on the IP-40? We have a West Marine RU-285, that folds up into a rather largish steamer trunk when it's in the carrying bag. It doesn't look like I can put it forward of the mast with the cutter boom. It's fairly heavy, so below is not an option. I was thinking of leaving it deflated, but unfolded forward of the mast, and secured. Another option might be near the stern rail. I'm not too keen on davits, and can't tow it all the time. What has worked for you? Many thanks and fair winds, Tony

Folding Props

From: Lynn Daniel Butler **Received:** 3/10/1998 8:54:27 PM

re. Folding props: I have been using an Autoprop on my IP-45-01 during the last season. The season before I had a 44 Pearson with a fixed blade. Backing out or powering out with both boats was so similar it would be hard to describe any difference at all. My autoprop reverses in approx. one to three seconds. I have had occassions where I had to back up within a few feet of another boat, reverse and power ahead. I never had reason to believe the autoprop was slow to reverse. It acted so much like the fixed prop I could not tell the difference. I didn't know others had a problem with the prop until this discussion. I would buy another for a spare if they were not so pricey. Perhaps Autoprop could offer some advice since I know they monitor this discussion group. Dan Butler LA DOLCE VITA IP-45-01

Refrigeration On Ip-40

From: Jack Blanton **Received:** 3/10/1998 9:41:58 PM

Tony, You didn't state how what you plan to use your boat for but like many other IP owners, I assumed you have cruising plans in your future. The type of sailing you do will influence selection of a refrigeration system. I would feel more comfortable telling you about my thoughts after spending 5 years in the tropics. I am sure others more experienced than I will have other opinions to express. Anyway, here goes nothing. Due to the large box size, I ended up with two Adler-Barbour Supercoldmachines and dividing my box into separate fridge and freezer. When I go south some time in the future I will put the watercooling option into action. It is not needed in San Francisco. I didn't cut down on box size or add insulation although both would have improved the system. Listed below are the reasons that I went the way I did: 1. Cost - Two units were cheaper than most systems from other manufacturers. Can be owner installed. 2. Redundancy - If one unit goes down or if we run down our stores we can shut it down and save the amps. There will still be ice for sundowners. 3. Convenience - When your plugged into shore power, you don't have to give the system a thought. Just like a household fridge. 4. Performance - Many holding plate systems don't regulate temps very well. They alternate between freezing and thawing. I can keep ice cream and keep things from freezing. Cruising World had an article a while back that indicated energy usage was comparable if not better than a lot of other units. Glacier Bay had the best energy efficiency if I recall correctly. 5. Experience - I had a smaller unit on a previous boat and it worked well although it was not heavily stressed. 6. Customer Support - Adler-Barbour sells more systems than anyone else so I expect to be able to get parts

Refrigeration On Ip-40

when needed. There are a lot of pro and cons and I'm sure your question will bring out a lot of discussion from the group. I don't know if there is a right or wrong answer. Many will meet your needs. I suspect that no matter what system you choose, you will learn to use it and get by quite well. Jack Blanton SONRISA IP-40-89

Refrigeration On Ip-40

From: Tony Driza **Received:** 3/10/1998 11:22:52 PM

Jack, Thanks for the info on the refrigeration. At some point in the hopefully not too distant future, we would like to go cruising, full time. For the present, covering the Great Lakes throughout the summer will be the extent of our cruising. I wasn't aware of the holding plate problems that you mentioned; at the cost of the unit, I assumed they would perform quite admirably. My thought was to divide the compartments, much as you did, and have a freezer in one and the frig in the other. Again, from what the yard guy said, it didn't work too well on a 45. Your suggestion of installing two units was one that I hadn't contemplated, but does make some sense, in more ways than one. Hopefully, some other input will flow in here, and I can decide in time to get in the water without much of a delay.....although it's looking mighty wintry out there right now! <g> Tony

Folding Props

From: Osborne Family **Received:** 3/11/1998 12:00:20 AM

Bruce and Loretta: My personal opinion, which I have shared here on a few occasions in the past, is do not buy an Autoprop. Rather than bore all readers again, if you have further interest in my particular experience, please E-mail me directly and I'll respond. Jack Osborne IP-45-06 Cloud 9 >We are looking for input on folding props, we are contemplating a >AUTOPROP purchase. Any users and/or comments would be greatly >appreciated. > >thanks, >Bruce & Loretta Gregory Ridgefield Park, NJ >IP-32-84 Morning Star > >

Refrigeration On Ip-32

From: Tony Driza **Received:** 3/11/1998 7:15:36 AM

Bruce, Thanks for sharing your experiences on refrigeration. I'm glad to see that this frig deal can be beaten, and by something as simple as the Adler-Barbour. In your experience then, if you left the thing on a higher setting for an extended period of time you can actually freeze things? Also, did you divide up your compartment at all? Fair winds, Tony

Refrigeration On Ip-32

From: Bruce Gregory **Received:** 3/11/1998 8:15:36 AM

Tony, In response to your additional questions, I never compartmentized my ice box....the freezer compartment that comes as part of the Adler Barbour system although small, has no problem freezing things even on the lowest of settings however if the system is left at the highest setting (7), things freeze outside of the freezer compartment even 10/15 inches away, especially in the bottom of the ice box. Gota love it. I love italian ice. Usually I will put a half dozen premaid ice cups in the freezer compartment on friday night when I get up to the boat. After dinner on sunday night the last one is still like a rock. Bruce & Loretta Gregory, Ridgefield Park, NJ IP-32-84 Morning Star

Autoprop

From: George n Gemma Betancourt **Received:** 3/11/1998 9:00:41 AM

Bruce: I will be installing a three blade prop. PYI recommends the three blade for a boat the size and displacement of the IP-40. George Marysol, IP-40/106

Autoprop

From: Bruce Gregory **Received:** 3/11/1998 9:00:41 AM

George: Is that a MaxProp, and may I ask the price quoted? Does the shaft need to be recut? What is the size of your IP-40 shaft? thanks, Bruce IP-32-84 Morning Star

Folding Props

From: Rick Fricchione **Received:** 3/11/1998 11:28:14 AM

Bruce and Bobbie, or anyone with a maxprop. WIth the max prop do you get good rear motion directional capability. In my IP-35, in revearse with a stock 3 fixed blade, revearse is really 'put of control', unless you finesse the movement, which I have learned to do over the years. If he Max prop has the ability to really allow for good revearse directional abiltiy, I will buy one.

Folding (Feathering) Props

From: Butler Smythe **Received:** 3/11/1998 11:35:03 AM

MIT did a study on props and the AUTOPROP came out on top! I can supply specifics to those who have been discouraged by the discussion on the subject. I have no stock in the company either. Honest!! vr, Butler Smythe

Folding Props

From: Butler Smythe **Received:** 3/11/1998 11:53:45 AM

Another opinion from vr, Butler Smythe

Factory Response-Three Items

From: Ip Factory **Received:** 3/11/1998 4:44:02 PM

Hello again. It looks like Ed DeChant and I all missed a bit in our posts yesterday, but I'll confirm that the second post from Ed DeChant yesterday outlining his conversation with Tom Broome is accurate. Tom doesn't have a computer at his desk yet, so his voice is through me at the present time. We are looking into the baking soda/vinegar additive questions with the various technical sources and I hope to have some definitive information later this week. Stay tuned. Simon, I think your idea to provide a drain in

Factory Response-Three Items

the water tank is a grand one, and we'll look into it for future production. The lowest point in the tank is at the gauge/pickup tube area, so it should be fairly easy to retrofit such a thing on existing models. I would think it could drain right into the bilge- the bilge pump is quite a bit more powerful than the pressure water system pumps, so it would take care of the extra water quickly, and you'll get a nice rinse out of the bilge area to boot! Glen, Bobby, and others, I did post last summer that I thought the stainless steel (ss) water tank would be in the vicinity of $3500 for an IP-40. This is pretty close on a custom basis (about $3000 actually) but that number would be less if we were building a number of them. We are checking to see if the tank size limitations on ss have been relaxed so that we can evaluate this option. Again, I stress that ss is not the cure all for some of the problems that have been experienced, but it may be a better material in some situations. We'll keep you all appraised. Last, I want to comment on the holding tanks. Ed DeChant, and others, have experienced a catastrophic failure of these tanks on six to ten year old boats, while the vast majority of you have experienced no problems whatsoever. I stand by my original comments to Ed that older IP's are not particularly prone to any sort of problem, and I was unaware at the time of my commentary that we had had more than just a couple of holding tanks develop leaks. It is important for those of you with older boats to understand that the black water that goes into these tanks is very corrosive, that some of the earlier models did not have a bonding wire attached to the holding tank (thus creating a potential for galvanic corrosion), and besides the additives that we (sailors) flush down our heads, we also, for the most part, are adding salt water to our aluminum tanks. Suffice it to say that if the tank is not regularly pumped out and flushed generously with fresh water it will probably, at some point, start to leak. The newer models (since 1991 or so) have both thicker-walled and resin-coated holding tanks installed. These two changes should drastically cut down on the incidence of problems, but nothing will make up for poor maintenance or neglected service. We've all come in from a weekend of sailing too tired to bother with pumping out the tank. I'll do it next weekend, we grumble, only to skip the next week because the weather is bad, or the pump out is broken, or any number of reasons. Again, I don't think the tank material is totally at blame here, but we should, and will, add a notice in the summer Newsletter (the spring issue should be in the mail to you this week) regarding the above maintenance tips. Those of you with your own IP Owner's Groups should also pass this along to your members in your own newsletters. My thanks to all for keeping this wonderful means of communication open, and I hope that we can all continue to benefit from the great ideas and information posted here. Best Regards, Bill Bolin, Island Packet Yachts

Folding Props

From: Osborne Family **Received:** 3/11/1998 11:15:30 PM

I now have the Maxprop VP and love it. Jack >Thanks Jack but I have a copy of your original e-mail and other bad >AutoProp experiences and we have decided Autoprop is a NO-GO. We have >not given up on folding props however and may look at MaxProp. > >thanks again, > >Bruce & Loretta Gregory IP-32-84 Morning Star >Ridgefield Park, NJ > >

Folding Props

From: Osborne Family **Received:** 3/11/1998 11:23:03 PM

The Maxprop is an excellent prop in reverse, however, the boat will still want to wander to port until it has enough speed for the rudder to offset it. Almost any feathering prop will be better in reverse compared to a fixed blade prop. Jack Osborne >Bruce and Bobbie, or anyone with a maxprop. > >WIth the max prop do you get good rear motion directional capability. In my >IP-35, in revearse with a stock 3 fixed blade, revearse is really 'put of >control', unless you finesse the movement, which I have learned to do over the >years. > >If he Max prop has the ability to really allow for good revearse directional >abiltiy, I will buy one. > >

Maxprop

From: Steve Weiser **Received:** 3/11/1998 11:51:31 PM

Bruce & Bobbie: we have a three-blade Maxprop VP on our IP-40, which I chose based on advice of another IP owner, and I can say I am very happy with it so far. Steve Weiser EMILY

Dinghy Stowage On Ip-40

From: Steve Weiser **Received:** 3/11/1998 11:51:57 PM

Tony...we have a 10.5 foot Zodiac. We had a canvas shop make an on deck bag for it with securing straps, etc. out of Sunbrella. This sits nicely on the starboard side of the cabin top, secured to the handrails, just aft of the mast. However, we are going to have a radar arch installed with davits, so that's where the dink will be except when we are on the ocean. Steve Weiser EMILY

Ip-27 Leaks

From: Edward Caswell **Received:** 3/12/1998 10:20:25 AM

The following message may be of interest to those who are experiencing chainplate leaks and are looking for SilPruf 2000. It was posted on the discussion group Jan 7, '98: >A lot of discussion occurred last month on this site relative to leaking chainplates and that the latest recommendation from Island Packet is a product from GE called SilPruf 2000. This is a commercial product that has been used in building trades for 25 years. It is unaffected by normal weathering conditions such as sunlight, ultraviolet radiation, rain, snow and temperature extremes. Its weatherability enables it to retain its properties after years of exposure. Why Island Packet switched to it from 5200 was its cohesion properties to stainless steel (chainplates). Most often you have to buy this stuff by the case, but a local GE contract supplier is willing to sell to any of us on this chat line for only $4.75 a tube + shipping. I just picked up a tube from him this morning. (This is a great deal if you've priced this material anywhere--there's a guy in Palm Beach selling it to boaters for $28 a tube!) They'll ship the same day. Contact: Commercial Construction Products, 2050 SW 31st Avenue, Pembroke Park, FL 33009. Telephone: 954-989-1330. Solving problems for each other is great, but saving each other money is even better!! Let's communicate on cost saving measures also. . . Susan Boley, Director, Sales & Marketing International Voyager Media Interactive< I recently ordered several tubes from them and they were very helpful. They are not prepared to accept credit cards so if you are in a hurry (it takes nearly two weeks to place then receive the order) you may want to consider the factory (they sell the same stuff for $12.50 a tube). Ed Caswell IP-29-45 Guenevere

Ip-27 Leaks

Ip-27 Leaks

From: Blaine Parks **Received:** 3/12/1998 10:56:40 AM

How large is each tube? Standard caulk gun size? And for those who have re-bedded the chainplates, how much is needed? Tnx..Blaine IP-35-022 Charbonneau Washington NC At 10:12 AM 3/12/98 -0500, you wrote: >The following message may be of interest to those who are experiencing chainplate leaks and are looking for SilPruf 2000. It was posted on the discussion group Jan 7, '98: > >>A lot of discussion occurred last month on this site relative to leaking >chainplates and that the latest recommendation from Island Packet is a >product from GE called SilPruf 2000. This is a commercial product that has >been used in building trades for 25 years. It is unaffected by normal >weathering conditions such as sunlight, ultraviolet radiation, rain, snow >and temperature extremes. Its weatherability enables it to retain its >properties after years of exposure. Why Island Packet switched to it from >5200 was its cohesion properties to stainless steel (chainplates). Most >often you have to buy this stuff by the case, but a local GE contract >supplier is willing to sell to any of us on this chat line for only $4.75 a >tube + shipping. I just picked up a tube from him this morning. (This is >a great deal if you've priced this material anywhere--there's a guy in Palm >Beach selling it to boaters for $28 a tube!) They'll ship the same day. >Contact: Commercial Construction Products, 2050 SW 31st Avenue, Pembroke >Park, FL 33009. Telephone: 954-989-1330. Solving problems for each >other is great, but saving each other money is even better!! Let's > > >communicate on cost saving measures also. . . > >Susan Boley, >Director, Sales & Marketing >International Voyager Media Interactive< > > >I recently ordered several tubes from them and they were very helpful. They are not prepared to accept credit cards so if you are in a hurry (it takes nearly two weeks to place then receive the order) you may want to consider the factory (they sell the same stuff for $12.50 a tube). > >Ed Caswell >IP-29-45 >Guenevere

Mit Test Flops?

From: Bruce Gregory **Received:** 3/12/1998 1:09:12 PM

ButtSmythe, the MIT study which can be found in Practical Sailor,Volume 21, Number 1, January 1, 1995 is a bit misleading as the tests were for a comparison of 13 props which is a bit small for most of the group that have commented on these props. As a matter of fact my IP-32 calls for a 16 Autoprop. Another thing lacking in the MIT test was observations of fwd/rev rev/fwd gear changes, fast or slow. In all fairness to Autoprop, there are a few people out there who like the prop, but there were too many comments to the contrary, the MIT testing in tanks made it a winner, however most users tests in IP boats were unsatisfactory. Bruce & Loretta Gregory, Ridgefield Park, NJ IP-32-84 Morning Star

Folding Props

From: David Bauereis **Received:** 3/12/1998 2:28:45 PM

We have a 3-bladed Max prop on our Beneteau Oceanis 390. With the original fixed prop, we could only back to starboard. Steering in reverse was out of the question unless we had a more way on than was prudent in close quarters. We were embarrassed in anchorages, because using the engine to set the anchor would result in the boat slewing 90 degrees! The Max-Prop has changed all that. Having a better bite in reverse can, with a burst of the throttle, enhance (increase) the ability to sling the stern sideways -- very helpful maneuvering in close quarters. Or, with light, steady throttle in reverse,we can now steer the boat straight or even to port. These two effects may seem contradictory, but I think they're the result of better bite and cleaner water flow. In forward, it took a couple of adjustments to get the proper pitch, but we have almost the same speed as the fixed three blade which came with the boat. The prop has also been trouble-free now for three seasons. Recommend highly. We have found, since we installed the Max-Prop, that our engine smokes a bit at cruising RPM. Have adjusted both up and down on pitch without eliminating, and have found that a dirty bottom gives sufficient additional load that smoking increases. Guess we'll live with it -- must be just a little bit over-propped.

Mit Test Flops?

From: Butler Smythe **Received:** 3/12/1998 4:09:12 PM

Unfortunately you often hear more from the negatives than the positives. vr, Butler Smythe

Autoprop

From: George n Gemma Betancourt **Received:** 3/13/1998 8:10:35 AM

Bruce: I have not yet ordered the MaxProp. The price for a 19, three blade feathering prop is $2,710.00 minus 10 percent in the 98 Defender's catalogue. Shaft diameter on the 40 is 1 1/4 . I don't know about cutting the shaft yet. I was surprise to read about that when Jack, on SONRISA posted his messages. Maybe if Jack reads this message he can tell us the reason and describe what difficulties, if any he may have encountered. Good sailing, George Marysol, 40/106 >Is that a MaxProp, and may I ask the price quoted? Does the shaft need >to be recut? What is the size of your IP-40 shaft? > >thanks, > >Bruce >IP-32-84 Morning Star

Autoprop

From: Bruce Gregory **Received:** 3/13/1998 8:10:35 AM

George, I think the reason for the cut shaft is that after you screw on the central hub you have to cut off the excess thread so that the blades can be mounted to the hub. Bruce G

Windless For Ip-38

From: Bob Hauser **Received:** 3/13/1998 10:49:20 AM

Hi Ed, I have and IP-38' and had a windlass installed two years ago. I installed the Simpson Lawrence sprint 900, it was then the first generation sprint which was then changed to a sprint 1000. They changed the configuration of the motor and increased it to 1000. It has always been more than adequate on the 38'. Be sure to include the manual override option and purchase the wiring kit from Simpson Lawrence. I did not do the installation but can tell you that $2,000 is very excessive !! Where are you located ? I am northern Chesapeake and can give you a very reasonable mechanic in that area. Maybe you can tell us where you are and other members in this group would be able to refer you to someone, it would be a good utilization of this group. If you need more

Windless For Ip-38

information on this installation, let me know. You should also be thinking of a deck washdown to hose off chain and anchor. We certainly can help you spend your money. Good winds, Fair tides Bob Hauser IP-38-112, Carpediem

Windless For Ip-38

From: Paul Turner **Received:** 3/13/1998 11:09:41 AM

>Bill Brolin and he suggested the Simpson LawrenceSprint 1000 . Does anyone have this model and are you happy with it? We have what was the factory option at time of purchase (Simpson Lawrence Anchorman 1200, I believe) and are very pleased with it and the installation - includes a pipe for the rode, an important element. Concur that, with all chain, washdown suystem very important. --Paul Turner S/V Manitou IP-40-29

Radar Arch Factory Response

From: Ip Factory **Received:** 3/13/1998 12:17:43 PM

A local stainless steel company does all of our stern rails and pulpits. Unfortunately, they're not real good at custom stuff. Our stern rail seats took a lot of arm twisting to accomplish the task, and we'll buy 100+ stern rails annually. I don't think we'd bring much to the table here. How about Tops N Quality or similar? Best regards, Island Packet Yachts

Autoprop

From: Jack Blanton **Received:** 3/13/1998 12:32:00 PM

George, The only thing that I had to do was to cut off about 1/2 of the threaded portion of the shaft. From what I remember, that was necessary because the Maxprop end cap has to have clearance. The original prop. was doublenutted with one thick nut and one half size nut. If I want to put the fixed prop. back on, I will have get two of the half size nuts so I can doublenut. For your info, my Maxprop is not the VP model. The boat has to be pulled to adjust the pitch but that won't matter once you get the right setting. I am going to 20 degree pitch at the next pullout. You can call PYI (the Maxprop distributor) for a size recommendation. I don't remember the size that I ended up with but I didn't think it was 19. r, Jack SONRISA

Rigging A Cruising Spinnaker

From: Warren Brownell **Received:** 3/13/1998 3:31:18 PM

Does anyone have suggestions as to how to rig a cruising spinnaker on an IP-35?

Rigging A Cruising Spinnaker

From: Bruce Gregory **Received:** 3/13/1998 3:41:18 PM

WBrownell9 wrote: > > Does anyone have suggestions as to how to rig a cruising spinnaker on an IP-35? Warren, And by the way, there is a (4) page technical paper; The Cruising Spinnaker Exposed located on the Neil Pryde Sails Site www.paw.com/sail/neilpryde/cs_trim.htm which I thought was pretty good information on cruising chutes. I am sure there are others out there, you have to do a lot of digging. Bruce & Loretta Gregory, Ridgefield Park, NJ IP-32-84 Morning Star

Windless For Ip-38

From: Warren Brownell **Received:** 3/13/1998 4:42:25 PM

Can't really speak to the 38/40 crowd, but we have an S-L Anchorman 1200 on our IP-35 (came with the boat). It's a vertical shaft, so the chain turns 180 degrees and goes forward before going below. It's mounted at the extreme aft end of the wooden part of the bowsprit, on centerline, but there's still not very much fall for the chain. As a result it piles up and either backs up or falls over, so it doesn't run out freely the next time. Earlier discussions in this forum suggested fixing this by using a trough under the foredeck to direct the chain aft, so it can fall further. We have a washdown hose and this winter I'm installing a little dam on the bowsprit to keep the muddy water from running down onto the deck. Our primary rode is 80 feet 3/8 chain and 200 feet of 5/8 nylon. The anchor's on the starboard roller, and the rode goes into the port locker. That means that the port anchor rode has to cross it, and go into the starboard locker. Some days it drives me nuts, and I vow never to have a vertical windlass again. If I had it to do over, I'd build up the foredeck aft of the bowsprit and install a horizontal windlass. Our battery cable is 2/0, running under the cabin sole. The positive ends up on the battery selector switch, and the negative goes to a bus near the engine. We use a 100A circuit breaker in the positive line to defeat the circuit when not using the windlass. Warren Brownell IP-350-004 Saffron

Autoprop

From: Warren Brownell **Received:** 3/13/1998 4:42:41 PM

Our shaft was cut; the only reason I can see is that the hub zinc won't fit if the shaft sticks out too far. Warren Brownell IP-35-004 Saffron

Berth/Bedding Companies

From: Warren Brownell **Received:** 3/13/1998 4:43:19 PM

Butler said you'd have to destroy the wood if you used a solid mattress instead of getting the cutout. Our mattress covers the cutout area, but the panel that holds the cutout was removed and a solid piece of 3/4 plywood was screwed in instead. We have full support, no gaps, and the old panel can be reinstalled by us or another owner. Only problem is that the old mattress got the heave when the new mattress came along Our mattress was made by Handcraft Mattress Co., like most everyone else's. The only thing I'd wish for would be a longish loop sewn onto the bottom of each side to make it easier to use the hinge. Warren Brownell IP-35-004 Saffron

Refrigeration On Ip-32

From: Tony Driza **Received:** 3/13/1998 9:54:44 PM

Bruce, Thanks for the reply; I spoke with the yard man today, and I am inclined to go with the single Adler Barbour Super Cold Machine. Sounds like it will be more than sufficient for our cruising needs for the first several years anyway. Tony

Rigging A Cruising Spinnaker

From: Wbrownell9 **Received:** 3/14/1998 2:06:43 AM

Bruce - Thanks for the tip on the web site. There's a lot of good ideas there - it looks like a reprint of the article in SAIL magazine recently. I called Isomat (who is having severe ownership problems at the moment) about rigging a proper spinnaker halyard, and they directed me to SECO South 813/536-1924 who makes some kind of plate for the masthead that keeps the halyard from chafing on the forestay. I don't have any details on it yet. I was wondering how best to fit a tack fitting, and guidance as to where to put a fairlead/block for the sheet.

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Port Gaskets (Leaks)

From: David Js Johnston **Received:** 3/14/1998 8:51:13 AM

Bruce: I am just in the process of replacing most of the port gaskets on our boat. I ordered the gaskets from IP. I am using the 3M gasket adhesive ($4.29 a tube at an auto parts discounter). It is a bit fiddly and requires patience! The ones I have replaced are doing the job so far. They have survived both the garden hose and the South Florida deluge water tests. Our port lights are made by Bowmar. I tried talking to their factory in N.H. (no toll free number) but they were not a lot of help - due to my lack of information about model number, etc. Karsten Johnson has sent all the ones I need (about $13 ea.) - last batch sent this week. Standing by .....David Johnston & Kaye Hamilton-Smith New Passages #38-22

Feathering Propellers... (Second Try)

From: Butler Smythe **Received:** 3/14/1998 12:37:29 PM

To all, The following may be long for some but better than having to download I hope. They're my opinions, observations and simplified info from written material I've read. You can save online time by just printing or saving the e-mail for later. Introduction As I write this, I just got back from having dinner up at Southwestern Yacht Club where we live and keep our boat here in San Diego. I was talking to a friend who was watching me play with the boat in the open water area behind the club while he was helping a friend work on his boat. Actually, I was returning from pumping out and was just practicing to kill time. He said... those Island Packets are full keel boats aren't they? Boy they sure back up straight with that full keel. What is funny is that I was intentionally maneuvering the boat from dead stops, turns etc. all in reverse and was intentionally trying to use our FIXED bladed prop to its best advantage, even with a good cross wind. What he said is just the opposite of what most people's impressions are of a full keel boat with a fixed prop. I'll explain later. Please bear with me. 1. This is short summary is not an summation of all the technical information available nor the actual reports done by MIT, and various other sources. Practical Sailor reference is the 1 January issue of 1995 , MIT Propeller Test-Round 2 . My assumption is that all props, though not necessarily the optimum diameter for all of our boats, were of the same relative sizes and were chosen due to the limitations of the test tank. The more positive results of some of the two bladed propellers may not necessarily hold true for some of the larger blade requirements we have on our boats. The specific companies can advise. 2. It is not meant to be a sales pitch for any one of the available propellers on the market and I will not recommend any to you. 3. I will only address fixed and feathering propellers (folding do not belong on cruising sailboats) and none of the propellers mentioned in e-mails on the net have addressed folding propellers, though that name has been associated with them. 4. Absolutely none of them are dangerous!! That is an opinion and I can say the same thing about fixed propellers too. 5. We do not have a feathering propeller on our IP-35 and I will address that issue. There are a variety of things that have to be addressed when it comes to outfitting a boat with a propeller, in this case an Island Packet. Whether it is feathering or fixed, and the latter is the standard from the factory, issues such as the needs of the buyer, ultimate use of the boat and the buyers personal preference as well as physical dimensions become factors. If you bought a used IP with a feathering prop on it you got a deal, whatever it is. We had a Max prop on our Nor'Sea 27 and loved it, but with the horrendous turning ability of the boat (greater than the IP-45 it seemed) I wished for a fixed at times. There is no perfect propeller! Wish there was as I'm sure the propeller manufacturers do, but it just isn't so. If there was, I would imagine it would be a feathering propeller whose pitch was mechanically or hydraulically adjustable from the helm using state of the art computers. It would also have blades that reshaped themselves based on RPM, boat speed, sea and operating conditions. Would a sailor buy it? Maybe. Would he need it? Maybe not. Heck we can't even make a perfect wing for an aircraft yet. We have the standard fixed 3 blade propeller on our IP-35 and I know it does have advantages as well as limitations. I have accepted them... at least up to this point. With the assumption that the pitch is correct and the engine operates at the designed RPM, this list summarizes how I have convinced myself that I'm OK with what I have. It's cheap too and a perfect spare prop someday . FIXED The fixed bladed prop has an immediate bite when placed in forward or reverse since the prop is at the max pitch for the boat (can't change) both in forward and reverse. I know that in forward (no wind), the boat's stern will shift to starboard due to the pull of the blades of the clockwise rotating prop. In reverse, the opposite is true and I recognize that limitation. When going forward or backing I'll use neutral and the rudder's position to go in a straight line until the rudders bite is able to compensate for current, cross wind or the pull of the propeller blades. The bow is the key element and the most susceptible to the wind. The thrust potential of the fixed prop is attained at lower blade RPMs so need less RPM for the same thrust compared to feathering. I have not been overly concerned about the increased drag of the prop when sailing (about 1/3 knot average though that can vary) and leave the engine in neutral so the pressures on the transmission are not that great. (It is a recommendation from YANMAR now). When I brought the boat down the coast from Seattle, I saw approx. 12.96 on the knot meter for a very brief period, with a locked prop! Running dead downwind with following seas and what I

Feathering Propellers... (Second Try)

estimated to be 35+ knot winds, the bow wave was just under the bowsprit and it was loud! I was not worried about the drag of the prop even though it might have been well over 70 LBS at the time. I was more worried about the pressure on the transmission and how I would get it out of gear in an emergency. When the opportunity presented itself we headed up, relieved the pressure sufficiently to get the transmission into neutral and continued on, seeing over 7.5 knots regularly and as much as 9 kts with the genny only! An advantage of a fixed spinning prop (engine in neutral), is that you can add a watermaker or alternator to generate water or power from that spinning shaft, something you can not do with a locked or non-spinning prop. Not common, but certainly possible. The biggest disadvantages I have seen from the studies and from our boat are: increased drag, inability to change from reverse to neutral with pressure on the blades, inability to change the pitch without removing the prop if not correct, pull to port or starboard, increased potential to cavitate under certain conditions and some inherent inefficiencies in performance (fuel and speed) due to the fixed prop that must operate under varying engine RPMs and at different boat speeds.
FEATHERING There are several feathering propellers on the market and all of them have distinct advantages over a fixed propeller. To many they are immediately important though they are not on the top of my safety list just yet, but when they are, I'll spend the money. My spare will be a fixed bladed prop though. On that subject, one question that was asked involved having to modify the dimension of the aperture (keel to rudder distance) due to the blade and propeller design requirements. If that was the case for me I would be asking myself whether the necessary modification to fit a specific prop would warrant the loss of the capability to affix a suitable spare as a direct replacement. If there was another feathering prop out there that didn't require that mod, would I be satisfied with that option? That is a personal choice and I would want to know what I was doing to the rudder in the modification and the potential ramifications. Would I be able to carry a fixed spare?... All of the feathering props have much less drag than the fixed prop as a result of their ability to feather, allowing the leading edge of the blade to orient itself to the flow of the water under sail. Those that are flat and with no twist/shape to the blades such as the Max are this way. The Autoprop has some twist hence more drag, but not much more than the Max (approx. 8 LBS difference). The hub is larger on the feathering (Max) due to the gears inside which allow the flat blades to change their pitch when shifting from forward to reverse and back under power. The pitch is not adjustable in the water unless you buy the more expensive VP model and then again you should only have to readjust once. Because there are two stopped positions, forward and reverse, you can clunk the prop blades by going from forward to reverse, especially when sufficient RPMs are generated in the opposite direction to force the blades to shift positions quickly/violently. To prevent that from happening, allowing the boat to drift in neutral until opposite power is required and slowly applying power will diminish the load on the prop, transmission and shaft log is recommended. Can't remember whether the MIT report even addressed it, but the feathering props have much less tendency to pull the stern of the boat to either side as the fixed does. The pull of a fixed can be a benefit in tight spaces and for tighter turns, especially when turning to the right. A bit of reverse with a fixed prop can make a world of difference Our slip is a double with our boat on the starboard, and unfortunately upwind side (often a direct or 4 o'clock crosswind). I try to get a starboard drift into the dock and the wind, and stop that drift by using the fixed props left pull in reverse. Can't do that with a feathering propeller. Since the feathering (Max) blades are not shaped (all propellers have their compromises remember), they are not as efficient under power in forward and reverse when compared to either the fixed or Autoprop, at least according to the graphs presented in the MIT report. I like to think of it this way: The shape of an aircraft wing is modified through the use of flaps and slats (trailing and leading edges of the wing). At varying speeds, the reshaping of the wing is necessary to achieve the same amount of lift (just like our sails) and efficient flow of air to prevent the stalling of the air around the wing. The angle of attack, the orientation of that shaped surface also impacts that lift and is a necessary component, but not always possible in propellers. The shaping of the blades and the change in angle of attack, or orientation of the leading edge of the blade, is not evident in the feathering (Max). This element places it below fixed and Autoprop in the study, but when you consider the fact that we have sailboats, most of us may consider the efficiency under sail (less drag) and the difference under power, a good compromise. Self-Pitching Last of all is the Autoprop, a feathering propeller with the ability to change its orientation/angle of attack automatically through RPM and flow of water over the blades as a result of the boat's speed. The Autoprop has just a bit more drag than the other feathering propellers but has blades that are shaped for more optimum water flow efficiency under power in both forward and reverse, hence some of that additional drag. It is closer to that fixed propeller shape and efficiency under power though and the three blades rotate around three independent axis and can not clunk since they have no stops. The blades can rotate 360 degrees around that axis orientation allowing the blades to orient themselves to the water based on RPM, water flow and sea conditions. One important thing to remember is that the Autoprop's bite, perhaps the unsafe reference you may have read about, is a function of RPM and with this prop, you need more RPM at slower speeds, to get the maximum benefit. As shown on the charts in the study, the prop generates less thrust at the lower propeller RPMs but the efficiency increases dramatically and requires less engine RPM to maintain specific boat speeds than feathering (Max) or fixed propellers. With a heavier boat such as the IP-45 and normal use of power when trying to perform a crash stop at the slip, you will have to give the engine more throttle that you might be used to with either a fixed or feathering propeller.. Boats much larger than an Island Packet 45 have been using these propellers and I am really not sure what can be considered unsafe or dangerous about them. I hope that IPSAILOR is able to work with Steve at Autoprop to resolve his issue. Operating in Reverse Any sailboat can go in a straight line in reverse, even with a fixed bladed propeller. The most important factors are getting sufficient rearward movement of the boat so the rudder becomes effective and using the bow (clearing for traffic astern of course) rather than the stern for reference. Compensating for any movement of the bow is more important than any other aspect of the process. Once it gets away from you, put it in neutral, then forward and steer the boat back to the correct reference point and reverse the process. A crosswind and current (hopefully not too much of either) can be compensated for by crabbing the stern of the boat into the opposing force. All of this is worth practicing at the slip or using an open area with a thrown cushion or float as a reference point. I'm sure your dock mates will appreciate the latter. Hope this answered someone's questions, but the bottom line is that all propellers have compromises and it is an individuals choice which aspects they are least comfortable with given their situation. I really don't feel any are inherently unsafe or dangerous and unfortunately you often hear the negatives before the positives.... Very Respectfully (vr), vr, Butler Smythe

Autoprop

Autoprop

From: Mark Tague **Received:** 3/14/1998 7:59:13 PM

When I installed my Max Prop I didn't have to cut anything off. It was very easy to install. Mark Havily IP-45-17

Lewmar Hatches

From: Author Unknown **Received:** 3/14/1998 10:13:44 PM

There is a small plastic insert in the hinge that has ridges on it. A tab on the other hinge part notches over the ridges to hold the hatch in various positions. There are suppose to be replacement inserts. I've heard it is a little bit of a job to push out the old inserts and re- insert the new ones. Presume you can get them from Lewmar. Have the same problem on our 35 89 IP. My solution so far are wooden blocks with 2 notches in them to hold the hatch at two heights. Simple not elegant and reachable from inside. Let me know what you find out.

Rigging A Cruising Spinnaker

From: Tom Kohrs **Received:** 3/15/1998 3:41:40 AM

I talked to the factory and they gave me the number of Rig-Rite for a Spinnaker kit. They replied with the following data for my IP-37. External Spinnaker Crane $178. Spinnaker Ring Car $189. External Spinnaker car line control Kit $94. OR Internal Spinnaker car line control Kit $79. You will also need a swivel block & a halyard. We can supply any configuration of pole you require. Regards, Kim Isomat Division Rig-Rite Inc. 63 Centerville Rd. Warwick, R.I. 02886 USA Phone: (001) (401) 739-1140 Fax: (001) (401) 739-1149 e-mail: kim@rigrite.com http://www.rigrite.com Tom Kohrs Dragon's Toy IP-37-32

Internet Message

From: Richard Hillman **Received:** 3/16/1998 8:49:23 AM

Hi Butt, Once again, thanks much for the research, thought and time that went into your response on fixed and feathering props. Rich and Karen in Tucson, Island Time in Newport Beach

Zincs

From: Eric Cansler **Received:** 3/16/1998 11:13:58 AM

Our IP-35, in salt water, has no zincs. Can someone give me some information regarding the type, size and placement of zincs that are necessary to protect against corrosion?

Props & Reversing

From: Carter Swartz **Received:** 3/17/1998 12:40:35 PM

It was a rare occasion that a charterer, walking down the dock to board his/her boat and seeing a neatly organized array of IPs all stern-to the dock in their slips, didn't ask us if they would be required to back their boat into the slip. It seems that backing a boat is a universal concern, if not a phobia. Of course, we told them that they wouldn't have to back their boat in; bow-to was just fine. Besides, it gives more privacy when sitting at the dock. If they wanted to back her in, they were welcome to try, but they should keep three things in mind. First, and the least enlightening to IP owners, is that upon putting the boat in reverse, the stern of the boat is initially going to go to port (i.e., in the direction of the prop rotation). Surely everyone has experienced this. Second, in forward, you can turn an IP on the proverbial dime if you're going to starboard (gotta use reverse!), but not to port (again, prop rotation). This is important in lining yourself up to start reversing or in getting yourself out of a jam if things aren't working out. Third, and really the most important, is that when in reverse at an RPM consistent with wind speed, the stern of the boat will align itself into the wind. (i.e., the bow will swing away from the wind, seeking a position of least resistance). (Note: all of these factors assume no-current conditions. Add a current and things will change somewhat.) Every boat is going to respond a little differently, but these principles apply to all boats, big or small, full or fin keel, fixed or feathering prop, racer or cruiser, even sail or single-screw power. Successful and confident backing will result from understanding and applying all of these principles. Nothing is going to make it as easy as backing a car into the garage (although it will seem like it if the wind is coming from just slightly to the left side of your slip as you look at it from the stern of your boat). Of course, practicing is beneficial, but I believe that it needs to be done under real-life conditions, or you'll fool yourself into overconfidence and then you'll really end up in trouble. You need multiple, fixed reference points, and you need to try it under different wind conditions. Yeah, it's going to scare the heck out of you and your neighbors, but once you understand it all, you'll be the local pro, wherever you go. Regards, Carter Swartz

Rudder Rebuild And Replacement

From: Gary Williams **Received:** 3/18/1998 9:57:13 AM

For those of you that read my posting on the delaminated rudder on our IP 35...here is the followup: I removed the rudder and shipped it to IP in Florida. I wrote the IP name on the rudder and took it to a shipping company without packaging...figuring it was going to be totally rebuilt anyway. Shipping from Washington D.C. to Largo Fla. was $93 (rudder weighed 173 lbs but was probably wet on the inside!) IP paid half of the $650 rebuild cost. All of the fiberglass and foam was removed and a new rudder constructed around the original staineless steel. It took about 1 month after they received it. I had to pay for a crate to ship the new rudder back but Gratitude Yachts in Rock Hall were kind enough to allow the rudder to be trucked up to the Chesapeake for free on one of their new yachts! Thanks to Gratitude and IP for the suggestion! I ordered the following for installing the new rudder: - Deck bearing $56(this goes under the helsman's seat and bolts to the deck..the new one comes with a grease zerc for greasing) - delrin/nylon bushings/rings (No charge)(there are three bushings...2 2 circles/rings and one horseshoe) The horseshoe or U shaped delrin shim/bearing goes in the end of the stainless steel box strap on the bottom of the rudder, and the circle O ring bushings go between the rudder and the hull and on top between the deck bearing and the locking collar (the most critical piece of the whole assembly) - Locking collar $41 and locking bolt (this is the piece that holds the whole rudder assembly in the boat! One HARDENED stainless steel boat screwed into a 1/4 inch deep drilled hole in the rudder stock) The bolt IP sent with the new locking collar WAS NOT HARDENED whereas the original one was so make sure yours has at least two line marks on the head indicating hardened) While the rudder was out of the boat, I centered the wheel and marked the rack gear and pinion gear where

Rudder Rebuild And Replacement

they meshed while the rudder was theoretically centered (this was to make sure that I got it back in the right place since my wheel is marked for dead ahead). I disassmbled the rack and pinon steering (removed 4 bolts) and greased all the bearing surfaces and gears. I also adjusted the backlash or gear mesh by tightening the adjustment bolt on the back of the system. I unbolted the deck bearing, hit it with a hammer to break the seal with the bedding material and rebedded and bolted the new deck bearing in place. Next I removed the nut on the stuffing box/bearing which is located in the sail locker aft of the cockpit. This is the bottom bearing on the rudder system and the nut (jam nut) form the water tight seal around the rudder post. It is much easier to remove the old packing when the rudder is out of the boat! I screwed the nut back on the bearing without any packing material (figuring it would be difficult to force the rudder up thru the opening with new packing in place.) I had the boat yard lift up the boat while two of us manhandled the rudder into position. It was up to us to line up the 8' long rudder and insert it in the hole BEFORE the boat is lowered. We pushed it up in the boat then placed an automotive hydraulic jack under the bottom of the rudder post. This allowed us to jack up the rudder slowly while we worked it thru the various bearings. We then lowered the boat 2' and the jack at the same time and started over with the jacking to get the rudder thru the top (deck bearing). The purpose of the jack is to provide slow controllable entrance of the rudder post thru the bearings without damaging anything. As the rudder entered the bottom most bearing and stuffing box I put on an additional nylon O ring and the new locking collar (which I intend to locate immediately above the stuffing nut and use as a safety lock on the rudder system). (I used the new extra locking collar in the lower part of the system because it was somewhat smaller in mass than the original) I will need to drill a small hole in the shaft to accept the locking bolt...and I will have to release this collar whenever I want to adjust the stuffing box...Not a perfect arrangement but a little margin of safety for keeping the rudder in the boat. Once the rudder post was inserted thru the deck bearing, we lowered the boat and the jack slowly as I positioned the steering quadrant on the shaft. The steering quadrant is held in place with four bolts and a half moon piece of bronze which on my boat was asymetrical (it would only fit right with the writing EDISON upside down! After bolting the quadrant back on the shaft,I climbed into the sail locker and started work on restuffing the stuffing box/bearing. I put in new 3/8 inch square packing material. This is a real pain and I am open to suggestions on how to make it easier. I cut the packing and installed one piece then tightened the nut tightly, then unscrewed and installed the second piece, then unscrewed and installed the third and final piece! Very tight working conditions and had to use very large channel lock pliers since my pipe wrench would not fit...hand tightening was out of the question. I went down on the ground and replaced the rudder strap/line guard, lower support and U shaped horeshoe nylon bearing (I used new screws to go thru the bottom of the hull and used an underwater silicone bedding compound for the hull to stainless steel connection.) The main part of the job...lifting the boat and inserting the rudder post and all the pieces took 30-35 minutes of the boatyards time...the remaining 3 hours of work was primarily focussed on restuffing the nut and stuffing box! I minimized the time with the boatyard by disconnecting my backstays and topping lift and getting ready for the job before the travelift showed up. The hydraulic automotive jack made the job much easier since we did not have to lift the 175 lb rudder all the way up thru the bearings and you DO NOT WANT THE WEIGHT OF THE BOAT PUSHING DOWN ON A MISALIGNED RUDDER POST so lowering the boat onto the rudder shaft is probably not a good idea! Overall rudder removal, shipping, rebuilding and replacing was not as expensive or as difficult as it might seem. Total cost with new bearings, shipping, rebuilding, travelift at the boat yard etc. will probably be around $700-$750 with about 8 hours of my own time. For those of you with rudder delamination I highly recommend sending the rudder to IP for rebuild. It looked great, they were very easy to deal with and you know it will be done right. My thanks to Tom Broom and Gratitude Yachting Center for their help in all this. Rudder removal, rebuild and replacement gives you the chance to check out your steering, grease and adjust, install new packing and an extra locking collar if you desire plus it gives you the peace of mind that you will be good for another 10 years! -- Gary & Linda Williams Kindred Spirits IP-35 #49 e-mail: william1@erols.com

Zincs

From: Dave n Karen Gittleman **Received:** 3/18/1998 9:06:46 PM

We use a donut 1 1/4 shaft made by Camp Co., St. Petersburg, FL (813) 397-6076 on our IP 35, part number is P-5. Karen & Dave 35-83 Packet Inn

Rudder Rebuild And Replacement

From: Richard Hillman **Received:** 3/19/1998 8:26:52 AM

Gary and Linda, Thanks much for the time and effort to draft a readable and useable document on rudder replacement. Invaluable!! Thanks!! Rich and Karen in Tucson, Island Time in Newport Beach

Water Tanks And Chlorine

From: John H. Gaul **Received:** 3/21/1998 10:40:39 AM

I have dug through some books on aluminum, water chemistry etc., and put together a (relatively) short summary of the subject. The normal disclaimers apply as I'm a bit rusty here. Much of this may not be of interest to everyone so let me summarize at the beginning and spare all but the die hards the gory details. Basically what I've read in the literature confirms and supports exactly what came from that excellent summary by Bill Bolin at the factory. Keep chlorine out of the tanks. The best combination for your tanks is soft, chlorine free water. You shouldn't get any corrosion by-products (alumina) or scale. The amount of chlorine found in treated water should be okay under normal conditions. Adding bleach should be avoided. Filtering water going into the tank would be very helpful. With this combination you should not be getting clogged filters from grit, alumina or scale. I don't have any suggestions for keeping water "fresh" in tanks other than to keep what goes in clean. I think there have been other suggestions made for doing that. Phosphates will help prevent corrosion and scale on aluminum. Having said that, here is the "technical" summary for the brave of heart! The Surface of Aluminum A fresh aluminum surface forms a self-healing oxide film in dry air at room temperature, which provides stability at ambient conditions and good resistance to corrosion by sea water and other aqueous and chemical environments. This normal "air-formed" surface film consists essentially of amorphous alumina (Al2O3· XH20) with varying degrees of hydration. When exposed to moist air or immersed in water the oxide film will thicken rapidly. This oxide film is actually a "duplex" film, consisting of a thin, protective, non-porous "barrier" film immediately adjacent to the metal surface and a more permeable, outer, bulk film. The outer, permeable (corrosion) layer is principally Bayerite (b -Al2O3 · 3H2O) which forms in water at

Water Tanks And Chlorine

temperatures up to 75-80 degC. Bayerite is also the principal corrosion product that form on aluminum under pitting conditions (see below). Corrosion of Aluminum As Bill Bolin informed us, the fresh water tanks in the IP are made of AA-5052 aluminum. This alloy is part of the aluminum-magnesium group of alloys and contains 2.5% magnesium and 0.25% chromium. The magnesium provides corrosion resistance (especially in alkaline solutions) while the chromium improves resistance to stress corrosion. These alloys offer the best combination of strength and corrosion resistance and are preferred for structural uses in corrosive environments (such as small boats and ship superstructures for example). In normal service, in the absence of external factors, there is no general surface corrosion or thinning of Al exposed to natural or fresh waters. However, being near the top of the galvanic series, aluminum is very susceptible to galvanic corrosion and needs to be protected by zinc. The most common form of aluminum corrosion is pitting. Pitting corrosion occurs on metals that rely on protective oxides but where the protective film is not completely hermetic or where agents are able to penetrate the protective oxide. It is due to local (galvanic) cell action in the presence of an electrolyte and occurs most frequently in nearly neutral solutions in which the oxide film is normally considered stable. Pitting of aluminum only occurs in the pH range of 4.5-9.0 but more readily in the alkaline (high pH) range (see comments about bleach later). Outside this range the corrosion attack is more severe and is uniform and general across the whole surface. Water movement is often sufficient to prevent pitting corrosion as the water movement sweeps away the accumulation of acid and alkali species at anodic and cathodic sites. This benefit may not apply so much to tanks as to aluminum pipes. Once a pit develops however, the cavity grows by local cell action though the rate of penetration will decrease by a cubed law as the pit fills with the oxide corrosion product. So...if the metal thickness is adequate, as it appears to be for the IP tanks, perforation will be rare. The Effects of Water Chemistry on Aluminum In general, soft waters are the least aggressive to aluminum. The major factors that influence the corrosivity of water to aluminum are pH, Cu2+, HCO3-, Cl-, SO42+ and O2. Small deviations from pH 7.0 on either side ncreases the rate of pitting in natural fresh water (see the range mentioned above). The best range appears to be ~ 6-7. Copper is very detrimental but less so in soft water. Copper is usually present in such low amounts though that it is not normally a factor. Bicarbonate by itself it is not particularly harmful. When present with chloride (300ppm) and copper (0.2 ppm) corrosion is proportional to the bicarbonate concentration up to 300ppm and can be intensive. Chloride and calcium bicarbonate in combination can cause some corrosion. At high pH more chloride and carbonate are required to get the same amount of corrosion than at lower pH. Sulfate by itself it is not a problem up to 300ppm. Complete removal of oxygen from water markedly reduces the corrosion of aluminum. Just a reminder: Water hardness is typically due to calcium or magnesium cations in combination with bicarbonate (HCO3), sulfate (SO4) and chloride (Cl). However any material that will precipitate a soap from solution contributes to "hardness". Today hardness is determined by EDTA titration which complexes all cations. The convention is to treat all precipitated material as CaCO3 which is normally an insignificant error.

CaCO3 ppm	Description	1-30	very soft	31-60	soft	61-120
medium hard	121-180	hard	>181	very hard		

High pH in hard water greatly increases scaling. Soft water at slightly acidic pH's are preferred to prevent scaling. Effects of Chlorine in Water Chlorine in water tends to promote corrosion of metals in general. The level of free chlorine in treated water rarely exceeds 0.5 ppm however and at that level is quite innocuous to aluminum. Chloride of lime (CaCl(OCl)· 4H20) at one time was recommended as a disinfectant for fresh water tanks installed on commercial ships. Treatment with this bleaching agent resulted in development of a thick unsightly whitish-colored crusty film on the aluminum surface. This was a uniform corrosion of the aluminum but it was also accompanied by pitting corrosion. The use of calcium hypochlorite, Ca(OCl)2, can be used to disinfect aluminum on a periodic basis where, at low concentrations (80ppm available chlorine), a slight uniform etch is obtained. These results were obtained with periodic and temporary exposures however. The clear implication is that continual exposure to such solutions would be very harmful and cause corrosion. Under long term exposure, pitting corrosion is strongly influenced by the presence of the chloride ion due to it's relatively small size and ability to penetrate the protective oxide film (see above). Ordinary household bleach contains sodium hypochlorite (NaOCl· 5H2O) and is formed by dissolving free chlorine in sodium hydroxide solutions. The hypochlorite is stable in basic solutions but decomposes rapidly under acidic conditions to liberate chloride ions. It is a powerful oxidizing agent as we all know. Inhibitors for Aluminum Phosphates, silicates, nitrates, fluorides, benzoates and soluble oils have been recommended as inhibitors for pitting corrosion in aggressive waters. Small quantities (~100ppm) of phosphates (Na2HPO4 or NaH2PO4) at pH 6.8 markedly reduce the rate of corrosion of aluminum. Phosphates can also act as agents to sequester scale forming salts. John

Rub Rails

From: Tom Jones **Received:** 3/24/1998 2:15:35 PM

OC351 wrote: > > Hi Group, > > Has anyone figured out how to clean the vinyl rubrail which is an option on > the new IPs? The rubrail on our nine month old IP-40 is getting severely > stained despite our constant efforts to clean it. The problem is worse on the > side of the boat that gets the sun. We have tried wax, WD-40, 409, BonAmi, > Island Girl, etc. as the factory recommended. Nothing has worked except > acetone which is bad for the vinyl. According to the factory, a clear coat is > put on the rubrail and we shouldn't have a problem. > > The staining is not unique to my boat because a friend with a boat slightly > newer than ours is the same way. The factory did suggest that we could paint > the rubrail at our expense, but I am not ready to do that. I thought the > rubrail would protect my hull, not be a maintenance nightmare. The price of > the rubrail option was $1,200 so it was not cheap. > > r, > Jack Blanton > IP-40-89 > SONRISA > >

Mexico Race, Batteries

From: Simon Lock **Received:** 3/27/1998 9:05:20 AM

Tom: I am not sure what part of the country you are in but one place you might try is the Battery Outlet in Yorktown VA. There number is 800-876-8280 or for local (?) 804-867-8280. I am pretty sure the inversion in the middle three digits between the two numbers is correct. You might also call IP and find out where they buy their Prevailer batteries - I am pretty sure there is either a manufacturer or distributer in Florida. Also look at Concord(e) batteries - think they are in the LA area. Wishing you fair winds and good sailing Simon Lock IP-32 - Kichigai, Atlanta, GA slock@atlcom.net

Electrical Dc-Alternator Off/On Switch

Electrical Dc-Alternator Off/On Switch

From: Bruce Gregory **Received:** 3/27/1998 12:10:00 PM

Tony, Dont' forget to add an alternator off/on switch to your shopping list for those times when the batteries are up and: 1.) You dont want it stealing horses when you need all of them. 2.) Quieter motoring as the engine wont be lugging unnecessarily. 3.) Longer battery life, charging only after a substantial discharge. 4.) The Balmars engage within one minute of engine start, leaving the switch off enables you to warm the engine up before charging. I have a 90/100 Balmar and a Balmar Smart regulator, both of which I wouldn't be without, however I installed a switch and recommend it to anyone. Balmar includes a note on the subject in the owners manual. Bruce Gregory IP-32-84 Morning Star

Cetol Removal

From: Butler Smythe **Received:** 3/27/1998 12:11:26 PM

Sanding is the only way. If it has been flaking sounds like the surface was not roughed with a scotchbrite pad before application of follow on coats or too much time passed. Have had ours for 4 years in San Diego and apply 2 coats each year with no roughing between as I apply (with a foam brush) after 24 hours of drying. After about a week you need to use the pad. DO NOT SAND between coats. vr, Butler Smythe

Electrical Dc-Alternator Off/On Switch

From: Bruce Gregory **Received:** 3/27/1998 12:15:00 PM

Harvey, 1) When you are travelling up the East River with a six knot current, you need all the horses you can get. A 100 amp alternator under load can use 4 to 6, or more, of your valuable horspower. 2) Diesels do not like to lug. I've religned several diesel blocks belonging to others because they let them lug. And yes my engine is small, 27HP which Island Packet thought was big enough for my 32, which it is under normal circumstaces. A 100 amp alternator represents almost a 300% size increase over the stock alternator. You are correct that batteries like their charge to be kept up and do not like to be deep discharged. I did'nt mean to sound like deep discharge, however keeping them on top all the time runs the risk of over charging them. I refer primarily to gels and their max charge voltage of 14.1. You say that the engine will warm up faster with load. I am not in a particular hurry load my engine until the oil is warm and the pressure is up. And lastly, if you read my the complete e-mail I sent to Tony you will see that I specifically refer to the Balmar Users Manual. This switch thing was'nt my idea, it was a suggestion of theirs and now that I implemented it I concur. Bruce Gregory

Cetol Removal

From: Bob Hauser **Received:** 3/27/1998 1:24:03 PM

Peel Away will remove about 80-90% of Cetol and will save you a lot of sanding time. It will not harm any of the fiberglass and hardware, but will lift the grain on the teak a little, but it can be corrected with the final sanding you will have to do anyway to get off any of the remaining Cetol. Good luck!!<g> Bob Hauser, IP-38-112, Carpediem

Question: Cetol Removal

From: Ralp Levitt **Received:** 3/28/1998 11:33:57 PM

Dave, I don't believe you have to remove Cetol just to be able to reapply it, at least I haven't. Merely rough up the surface with a Scotch-Brite pad or equivalent (NOT sandpaper), wipe down and reapply. You can easily touchup worn areas this way, just be careful to not overlap the adjacent unworn areas (more easily said than done). Two coats should make the patch almost invisible (but maybe not from 6). Ralph Levitt IP-31 #116 SECOND LOVE

Question: Cetol Removal

From: Glenn Wells **Received:** 3/30/1998 10:05:42 AM

snip >From Dave Crossett <DSC333@aol.com> The Cetol sealant on my teak has worn and flaked after about 3 years. (It seems to work wonderfully but I failed to recoat last year as suggested. I believe I have to strip it off and start from scratch this year. Any suggestions on removal of the old Cetol? My first thoughts are to try a two part teak cleaner, and then lightly sand. snip I have just completed the refinishing of all the teak on Lady Ann #120 a beautiful IP-32. My cetol lasted but two years even with recoating. I think a poor bond to the teak also, she had a few bungs which rose above the surrounding teak. Sandpaper 80,120,and 160 in Alumnimum oxide for the cetol and garnet for the wood. Bleaching with oxylic(sp?) acid. Natural brissle brush for the first coat the two coats with foam. Light sanding with 160 between second and third coats. The hardest part was the removal of the first paintings.

Question: Cetol Removal

From: Rick Fricchione **Received:** 3/30/1998 2:17:54 PM

you can use paint remover or sand sand sand. If you use paint remover of course be careful to not get it on the gelcoat. But it does remove pretty easily.

Peel-Away

From: Sv S True **Received:** 3/30/1998 8:47:46 PM

In a message dated 3/29/98 12:03:46 AM Eastern Standard Time, list@sailnet.com writes: << The coverage area of gallon bucket of "Peel- Away" is 75-80 square feet and corresponds to the square feet of the paper supplied. If you use all the paper and still have stuff left. you have applied it too thin. What may be my redemption and I will find out tonight, is I re-applied the what I had left over the areas of partial removal using news papers. I expect that I will get a complete removal. >> I used the marine safety strip version a couple of years ago. Excellent results when I modified the procedure somewhat. The supplied paper allowed the gunk to dry out before the bottom was fully clean. I substituted 4 or 6 mil poly sheeting (I had 10' X 100' rolls of each on hand; I doubt it would make a difference) for the paper, which is plastic coated anyway. I taped all seams, and taped the edge to the hull. Three days later, the paint was nicely softened, but the gel coat was still quite hard. Putty knife scraped about 90% clean, then

Peel-Away

acetone and rags. Forgot to use respirator and gloves, but I used to nearly bathe in acetone, toluene (toluol), MEK, MIBK, and other nasties before they all hit the carcinogenic list, so I tend to be a bit cavalier about such things. Spread the stuff thickly, seal out the air, or seal in the fumes, and give the stuff plenty of time. Jonathan St.Mary Susan True II 27-150

Rig Tension Table

From: Simon Lock **Received:** 3/31/1998 12:44:21 PM

Charlie: Welcome to the group and congratulations on joining such an 'exclusive' club. with reference to your questions on Armada. I applied that product to my IP-32 last year after letting the PermaTeak that was on there when I got it erode away. After removing the PermaTeak I used a two part cleaner to remove the mildew from the bare wood. The first part I think is alkaline and as you scrub it in with a bristle brush it turns the wood black, then you neutralize with ?acid and finally rinse copiously with water. I sanded lightly with either 120 or 150 grit and then applied 3 coats all over (unfortunately including the gel coat - which I am still trying to get clean). It has held up well so far and really looks like a fresh job even a year later - except for a few wear spots where lines have chafed on the wood. Seems like the Armada goes on and looks as good as Cetol and I was able to purchase it at $12 a can when they were asking $28 a can for Cetol. Wishing you fair winds and good sailing Simon Lock IP-32 - Kichigai, Atlanta, GA slock@atlcom.net Simon Lock slock@rouxinc.com

New Owner With ???

From: Steven Wells **Received:** 3/31/1998 1:13:16 PM

One thing I did on the ship shades which saved 2 holes per port, is to tie a loop of elastic ribbon through the bottom two attachment points. Then, when I want to pull the shades down I just loop the ribbon over the port locking knobs at the bottom of the port. Works great. Steve Wells First Born (40-42)

Shipshades

From: Butler Smythe **Received:** 3/31/1998 4:20:52 PM

Bob mentioned the shipshades. We have used them with much success for the last 3 + years. Wish I had not installed the lower screws since we rest the lower wooden dowel in the shade in the crotch of the porthole knobs (vertical position). Works great though you have to look at the knobs. Never have used the lower screwed in fittings. Next time though, when the material wears out I'll make my own with sunbrella and reuse the dowels at the bottom only. vr, Butler Smythe

Looking For A Less Than Perfect Condition Ip-31

From: Ralp Levitt **Received:** 3/31/1998 6:34:59 PM

I would be surprised if any less than perfect IP-31 exist. Not with the fanaticism of my fellow owners to keep our IP-31's in top shape. Maybe for $60K. But, good luck on your inquiry. Ralph Levitt IP-31 #116

Question: Cetol Removal

From: Gene Steffen **Received:** 3/31/1998 8:48:12 PM

It seems the majority of owners do the sanding routine when removing Cetol. You should try using a heat gun. The Cetol will soften and you are able to push it off of the teak with a putty knife. If you are in an area where the Cetol has worn thin a furniture scraper will work best. You will find it is much easier to remove around the stantion bases and such using this method and you don't see a lot of your teak disappearing in sawdust. After removal a light sanding with 120 grit to remove small bits that you missed and to smooth the wood is all that is needed before cleaning and refinishing. I removed the stainless rub rails and you would be amazed at the grime and grit that accumulated under them after 8 years. If you are having staining problems on the side of your vessel you might loosen the rub rails and wash the junk out from under them.. I'm sure the heat gun method isn't for everyone but if you want to save some of your teak, use a lot less sandpaper, and get the coating of Cetol off from under your Genoa tracks, try it you might like it. There is no easy method!! Sea Ya'll Gene Steffen Wandering Star IP-32-029

Refrigeration On An Ip -32

From: Fred Tayman **Received:** 3/31/1998 9:42:10 PM

We have an Adler-Barbour Super Cold with water cooling option. The compressor is located in the lazarette on the forward bulkhead. It works fine. Fred IP-32, Magic

Refrigeration On An Ip -32

From: Simon Lock **Received:** 3/31/1998 10:57:15 PM

> If you have added refrigeration to an IP -32: > 1. Where did you mount the compressor? > 2. What brand and unit did you install? > Claudia: I added refrigeration when I bought my IP-32. The compressor is mounted in the lazarette on a shelf a little bit inboard and somewhat lower than the battery charger. I have a water cooled unit made by FrigoBoat - available through Johnson Sails (JSI). This unit has no cooling fan just a water pump which I mounted on the bulk head next to the shelf. You really have to make two holes through your hull - one for the water intake and one for the water out. I installed a new seacock in the galley about one foot forward of the engine raw water intake - ran the pipe through a very tight space into the lazarette. I then put a water strainer on the bulk head between engine and lazarette. After the strainer I have a T - one limb goes to the refrigeration and the other runs through a ball valve to a pressure activated water pump that I use as a washdown pump. The pump also has a switch adjacent to it so you can't accidentally activate the pump and flood something. The exit line from the refrigeration unit runs to a mushroom outlet mounted on the stern above the waterline (approx. same height as engine exhaust. Hope that gives you some sort of picture of one solution - I am sure there are others. By the way if you put in a new seacock (as I did) I used the same type (Perko) as IP use and you MUST remember to tye it into the bonding system. I ran a 10G wire back to the bronze water strainer in the engine room just like the other seacock. Wishing you fair winds and good sailing. Simon Lock IP-32 - Kichigai, Atlanta, GA slock@atlcom.net Best Regards Simon Lock slock@atlcom.net

New Owner With ???

From: Robert Wilson **Received:** 4/1/1998 7:46:27 AM

thanks for the info, others have responded as well, looking to move ahead with them.

Battery/Inverter Installation

From: Warren R. Brownell **Received:** 4/1/1998 10:19:12 AM

Back on 27 March, TDriza described his planned installation, which sounds much like mine - I'll have a PROsine 2.5, West Marine combiner, high(er) output alternator, more batteries, permanently wired start battery, etc. I've already started the installation and have accomplished the following: 1) Installed combiner 2) Wired the alternator output to the combiner terminal for #2 battery, then taken another cable to the battery bank itself. This reduces the number of cables to the battery by one. I'm using a 70 amp combiner, since the only current the combiner relay will actually see is what's going into the start battery. 3) Taken the large cable that feeds the starter from the 1/ALL/2/OFF switch "output" terminal and put it onto the #1 "input" terminal. This effectively eliminates the switch from the engine starting circuit, but allows the house bank to feed the starter when the switch is set to "ALL", and the start battery to feed house circuits when set to "1". Charging of the start battery occurs through the combiner. My existing high-output alternator is internally sensed (two-wire plug), which means I can't use a smart regulator. Balmar says it may be possible to convert it to external sensing, and I'm working with them on this. I received the inverter yesterday (Christmas!), and am firming up the details for the remainder of the installation. My main concern is the cables needed between the inverter and the house bank. Since the inverter can put out 4000 watts (5 second surge), it can conceivably draw 400 amps DC (allowing for inefficiences in the conversion process), which has to be supplied by 4/0 cable. Battery cable this size is quite thick - nearly 1/2", plus insulation - and stiff. It's been suggested that I use welding cable instead because it's got much finer strands and is therfore more flexible, making it easier to route and secure. I suppose there are bolt-on connectors for this stuff too - I can't imagine crimping it. My question is this: is the insualtion on welding cable adequate for use in the marine environment, or will I have to replace it down the line due to corrosion? Should I just bite the bullet and buy the 4/0 battery cable (West sells a pair of 10' cables for $130) and deal with the routing problems? I'll be using adhesive-lined shring tubing to keep water/salt air out of the terminal areas.

Single Handed Sailor

From: Bruce Gregory **Received:** 4/1/1998 5:15:50 PM

I'll be 56 this month and single handing my IP-32 is probably the only thing I do that still makes me feel like a kid, now that there are grandchildren my mate spends less time on the boat than she used to. The boat handles wonderfully and without much effort even when I am down in New York harbor where I can get as busy as a one armed paper hanger. Not specific to Island Packets, but bringing it back to a slip, in a tight marina, on a breezy night, with everyone sleeping or home, can get the blood flowing. If it's real bad I just drop the hook and sleep outside the marina entrance until there are some bodies about. Works for me. Bruce Gregory, Ridgefield Park, NJ IP-32-84 Morning Star

Single Handed Sailor

From: Jim Metcalf **Received:** 4/1/1998 5:21:50 PM

Bruce, Sounds like you need to address the problem of getting your mate back on the boat. The way to do that is get the Grandkids on the boat, and raise them on the water where they should be raised, smile. Also, that way you can justify buying a bigger boat, smile. See, there are just no end to the methods one can use to justify a bigger boat. > ---------- > F

Single Handed Sailor

From: Bruce Gregory **Received:** 4/1/1998 5:25:50 PM

Jim, you said: >>....., Sounds like you need to address the problem of getting your mate >>back on the boat. The way to do that is get the Grandkids on the boat, >>and raise them on the water.....etc. Well I'm working on it. Problem is they are 13 mos and two and a half years and mom and dad aren't quite ready to let us have them on the boat without mom and dad which is not as often as we would like. A selfish thought is also that I have an easier time sailing single handed as when they join me. (but I love it) Bruce

Island Packet Rendevous

From: Herb Kuschner **Received:** 4/2/1998 1:04:16 AM

New York to Rhode Island sounds good to us too! Herb & Jackie Kuschner Fascinating Rhythm IP-38 #38

Marine Radios

From: Alton n Shirley Ware **Received:** 4/2/1998 11:38:33 PM

The switch is to allow us to leave the old radio in as a spare and have an emergency antenna connected at all times. The switch can be operated so that either radio can be switch from the antenna on the mast head to the emergency antenna. This provides a second radio and second antenna without changing cables. Alton and Shirley Ware MYSTIC IP-35-074

Mexico Race, Batteries

From: John Swan **Received:** 4/3/1998 12:07:44 AM

For anyone looking for Lifeline AGM batteries, West Marine is currently on backorder. You can contact Lifeline Inc., the US distributor directly 800-527-3224.They have boat show prices which are VERY competitive and will ship UPS or ground freight. John IP-35-177 Morning Star

Liferafts

From: Gary Drussel **Received:** 4/3/1998 12:17:17 AM

At 09:05 AM 4/2/98 EST, you wrote: >We are in the process of outfitting our IP-350 for a trip to the Bahamas, >Carribean Islands, Bermuda, etc. and we are researching life rafts. We would >appreciate comments on two issues. We are leaning toward a valise

Liferafts

since there >is limited space on deck for the permanent installation of a cannister. > > 1) Recommended manufacturers and models > > 2) Where would you stow the raft (valise or cannister). > >Thanks. > >Dennis Roth >s/v Second Wind IP-350-20 > Dennis I am going through the same coniderations. Here are my conclusions. A cannister costs more but is permanetly stowed. May or may not be good. In discussion with several high mile cruising friends I have about decided that a valise type is probably better. If we are in a situation where we need either one it will be very nasty and having a valise available in the cockpit area is safer than having to go forward (most likely) to get a canister type deployed. Seriously think about it, if we are in that situation just going forward may be a major hazzard. The rest of the crew will need to get on the raft also and wouldn't it be much safer to to it from the cockpit area? As far as prices I'll probably buy an AVON direct from England, import it myself, and save some $. Gary Surrender IP-40/73

Liferafts

From: **Bruce Gregory** **Received:** 4/3/1998 12:19:17 AM

Gary, I think Dennis is right about the canister Vs. valise, we have a Plastimo canister packed raft on our boat and in addition to the potential danger Dennis describes there is another reason, albeit not as dangerous, to avoid the canister and that is the fact that no matter where you install it, you will no doubt always be looking at the back of it. It will probably obstruct your view in some way. Bruce IP-32-84

Rendezvous And More

From: **Benedict Gedaminski** **Received:** 4/3/1998 8:26:27 AM

Hi group, I am in the Boston area and would love to have a rendezvous here. Ralph Levitt (Second Love) put together a Southern New England rendezvous in Buzzards Bay several years ago. We all had a great time but (Ralph, correct me if I'm wrong) it appeared to take a lot of time and effort to pull it off. I have a limited amount of time to sail long distances, so I cannot attend the Boothbay Harbor rendezvous. Is a Boston area rendezvous appealing to anyone and if so, I might be willing to put it together provided I had some help. Since I joined this discussion group last fall, the number of messages had increased dramatically. I receive the 'digest' version and get frustrated weeding through the

Liferafts

From: **Russ Boley** **Received:** 4/3/1998 10:45:55 AM

Gary -- Can you give us some info on purchasing direct from AVON. Also, perhaps how much you will save? Thanks Russ Boley IP-45-12 ---------- F

Sail Expo

From: **Jim Metcalf** **Received:** 4/3/1998 11:47:41 AM

We had some discussion a while back of the IPs that were going to be on display at the San Francisco Sail Expo this year. Reading the Expo net page they list the 35, 40 and 45 as being on display. Is this accurate with those of you that have direct knowledge of what is planned? Is the 35 the 35 or the 350, which is what I infer? Just curious.

Sail Expo

From: **Jack Blanton** **Received:** 4/3/1998 1:52:23 PM

Jim, You could call Passage Yachts directly to find our what models will be on display. Their phone number is (510) 236-2633. They usually display new or almost new boats. I would be surprised if the 35' model mentioned was not a 350. Jack Blanton

Surveyor Reference

From: **Paul S Mccue** **Received:** 4/3/1998 2:39:38 PM

Have any of you heard of or used the gentleman below for surveying or know of his reputation? I am considering using him for a survey on a boat I want to buy in Toronto. He is a member of SAMS. regards, Paul McCue Peter H. McGuire - Surveyor Associate Fastnet Yacht Surveys, Ltd. 124 Ninth Street Toronto, Ontario, M8V 3E4

Surveyor Reference

From: **Simon Lock** **Received:** 4/3/1998 4:38:38 PM

Paul: I can't comment on the individual but I am wondering if you know what a Surveyor Associate means exactly. Does it imply one that is training rather than fully qualified? - Best anology I can think of is the real estate broker versus the associate broker. Also do you know if membership in SAMS is just by application or do members have to sit some sort of examination. If I were selecting a surveyor at this time those of the sorts of things I would want to know along with the guy's resume to know what his experience is around boats. Also lacking any thig else possibly get some references from local yacht brokers who can tell you if they have used the guy and their experiences with him. After all you are going to be making an investment that might be almost as big as an investment on a house. Wishing you fair winds and good sailing Simon Lock IP-32 - Kichigai, Atlanta, GA slock@atlcom.net

Sail Expo

From: **Jim Metcalf** **Received:** 4/3/1998 5:27:12 PM

I called Passage Yachts directly with the telephone number provided and learned that they intend to show the 37 and the 40. They may have a 350 but that is tentative.

Island Packet Rendevous

From: **Lynn Daniel Butler** **Received:** 4/3/1998 5:55:09 PM

For those of us who would also like to join a rendevous but sail in the Boston area a good compromise would be Rhode Island. Dan Butler IP-45-01

Solar Panels

From: Fred Taylor **Received:** 4/3/1998 10:47:33 PM

Hello All, We have three Siemans 48 watts and love them. They are mounted on an arch above the bimini and work very well Fred Taylor Sambuca II

Solar Panels

From: Bruce Gregory **Received:** 4/3/1998 10:49:33 PM

Fred, What kind of voltage regulator are you using for your solar panels? I removed my two Siemens W55 panels from their permanent location above the dodger last fall, (I'm attempting to change all my canvas from forest green to captain navy, it's a woman thing), the panels had no voltage regulator and were joined at the batteries by a simple quick connect. When I needed a little boost I would just connect for a couple of hours and oila, instant amperage, however I was always afraid I would overcook my gels as these panels put out 17.1 volts peak. I thought if I could get a adjustable panel regulator, set it at 14.1v, I could then end up with a max of 3.9 amp hours each, (55watts / 14.1) or 7.8 amp hour total with both panels during the sun's peak hours of 10:am to 02:PM. Now that we have the boat on the Hudson River, so close to an electric plug, our electrical needs are not as great. I have decided to store one panel on the boat as a portable dc source but still would like to terminate it with some kind of voltage regulator. Thanks for your comments, Bruce Gregory IP-32-84 Morning Star

Solar Panels

From: Steve Weiser **Received:** 4/3/1998 11:59:02 PM

Fred Taylor...can you estimate, on a typical day, how many amp hours you are getting in total from your setup, and was it three panels? Thanks.. Steve Weiser EMILY

Liferafts

From: Dennis Roth **Received:** 4/4/1998 8:06:48 AM

Gary, Thanks for your response. We are looking at either a Viking or DBC 6 man raft and probably in the valise. Price is in the 2500 to 2750 range. We weren't sure though that stowing it below is such a good idea and we were considering building a shelf at the top of one of the lazerettes. That way it doesn't get in the way down below and is readily available from the cockpit. What do you think? Dennis Second WInd

Mixing Elbow

From: Bruce Gregory **Received:** 4/4/1998 8:46:24 PM

Has anyone experienced a failure with their exhaust mixing elbow? Bruce Gregory IP-32-84 Morning Star

Liferafts

From: Gary Drussel **Received:** 4/5/1998 12:35:53 AM

Dennis, I think I prefer stowing the valaise 6 man raft below--because the way we use the fairly large starboard lazarette on our 40 the life raft would probably be more accessible if stored in the aft cabin. I hate to expose our house keeping but in the lazarette are at least 2 offshore, 2 near shore life jackets and a cushion or two. Also there are 4 large fenders. a half dozen dock lines, a couple of plastic buckets with washing supplies, a long handled scrup brush---get the picture. That's just what I can remember off the top of my head. Since these items are used more frequently the life raft would probably end up in the darkest, deepest forward corner. If we store the life raft below, we will bring it above to the cockpit area, secure it and tether, and have it readily available. Also I have heard that the newer IP have D-rings or some other attachment for a short jack line within the cockpit area. We are not rigged that way, but think that that would be a good addition to the long jack line we rig from stern cleat to bow cleat for off-shore. Comments? Gary Surrender

Liferafts

From: Dennis Roth **Received:** 4/5/1998 8:06:13 AM

Gary, Managing what goes in the lazarettes is a problem. I was hoping that maybe the valise would fit in the smaller port lazarette. Under it we would keep those items that you won't need while at sea, like fenders etc. But maybe there is too much. I know many people secure their valises in the cockpit and that might be more protected than on the stern rail or on deck. But still it will be in the way and maybe could be washed overboard. Our 350 does have the D rings on either side of the companionway. Dennis Second Wind

Mixing Elbow

From: David Trometer **Received:** 4/5/1998 8:36:24 PM

MayValen wrote: > > Yes, the exhaust elbow in the Yanmar diesels has to be replaced about every > 300 to 400 hours or more frequently if you do not run you diesel hard, 2800 to > 3200 rpms cruising. I just replaced mine in my IP-32. The elbow was $93.00 > plus tax, I changed it my self. > > Tesseract > Bob & Valen > >

Mixing Elbow

From: Bruce Gregory **Received:** 4/5/1998 8:46:24 PM

Interesting, I have been TOLD BY YANMAR people that if I havent' had a problem yet, I will. This on a five year old boat with less than 600 hours. Bruce Gregory IP-32-84, Morning Star

Mixing Elbow

From: Bruce Gregory **Received:** 4/5/1998 8:50:24 PM

Harvey, I beleive I starte the discussion with the following: Has anyone experienced a failure with their exhaust mixing elbow? and for anyone who might be interested I am talking about the cast iron elbow aft of the engine where the exhaust meets the raw

Mixing Elbow

cooling water, combines, and then exits the exhaust hose. Bruce Gregory IP-32-84 Morning Star

Mixing Elbow

From: Bruce Gregory **Received:** 4/6/1998

David, I am about to change out my elbow also but only because a Yanmar rep warned me. As far as overheating, I had a high RPM problem (over 3000) once and it eventually led me to some grass stuck in the engine cooling water through-hull. Are you getting good flow at the head? That was a tell tale for me. Bruce Gregory, IP-32-84 Morning Star

From: Bruce Gregory **Received:** 4/6/1998

Not wanting to take any chances I ordered, delivered to my door: (1) elbow $84.80 (1) joint $27.92 (between manifold & elbow) (1) gasket $ 3.79 (1) hose $15.00 (2'exhaust hose) (1) S/H $ 6.98 (shipping charge) this I thought, a small price to pay so that I can sleep at night. Of course I have the job to do yet, as soon as it warms up a little. Thanks for all your comments on this topic. Bruce & Loretta Gregory, Ridgefield Park, NJ IP-32-84 Morning Star

Solar Panels

From: Fred Taylor **Received:** 4/6/1998 9:20:37 AM

Hi Steve, We average 6 amps an hour. On Sambuca II we have the link 2000R and monitoring the incoming solar panels is easy. One day in Greece when we left the boat we had a neg. 72 amps and when we came back from Athens that afternoon we were at a plus 14. We were gone for a little over 12 hours of good sunlight. Each panel is rated at 3.5 amps. The most I have seen was 10 amps on the link. Last season when I installed the 3rd panel we changed all the wires and took out the 3 junctions we had before that. The new wire and lack of connections made a big change in our collection of amps. Hope this helps Fred Taylor Sambuca II

Mixing Elbow

From: David Trometer **Received:** 4/6/1998 9:49:12 AM

Bruce Gregory wrote: > > David, > I am about to change out my elbow also but only because a Yanmar rep > warned me. As far as overheating, I had a high RPM problem (over 3000) > once and it eventually led me to some grass stuck in the engine cooling > water through-hull. Are you getting good flow at the head? That was a tell > tale for me. > > Bruce Gregory, IP-32-84 Morning Star > > > Bruce, there is good flow at the head. I've backflushed the seacock and added a strainer over the intake after seaweed had been sucked in. With the seaweed in the system the reduction of flow out of the exhaust is very evident. I didn't noticed this when the overheat alarm went off. Happy sails Dave& deb Trometer IP-31-239 Dreamcatcher

Mixing Elbow

From: Warren Brownell **Received:** 4/6/1998 11:54:25 AM

Dave & Deb Trometer- On your overheating problem, check your raw-water pump and the heat exchanger. The pump has a screw-in plate (cam) that wears away over time. If it's too worn, the pump loses capacity. Another likely culprit is impeller vanes that broke off, got pumped downstream, and end up blocking tubes in the heat exchanger. Remove the end covers and check for debris. If you decide to run a rod through them, be careful as the metal is very thin and you could puncture them.

Mixing Elbow

From: Drew Comstock **Received:** 4/6/1998 12:08:58 PM

Dave & Deb Trometer: You seem to be concentrating on the raw water side of your coolant system. (Which is not a bad idea. It tends to get plugged up the most.) But have you thought/checked on the engine coolant side? How old is the anti-freeze in the system? Have you tried flushing it out and replacing with new anti-freeze? Drew Comstock Tondoleo IP-350

Stowage Plan

From: Tom Grace **Received:** 4/6/1998 9:44:20 PM

I am looking for a stowage plan for the IP-38. Maybe I'm not using the right term, but what I need is a sketch of all the compartments in an IP-38, so I can keep track of what is stowed where. I love all the stowage areas--how come Island Packet uses space so much more efficiently than other boat designers?-- but there are so many compartments I can't keep track of my stuff. Things keep getting lost. Sure need some help. Tom Grace IP-38/175 Adventure

Solar Panels

From: Steve Weiser **Received:** 4/6/1998 11:48:09 PM

Fred...thanks very much...sounds like you are averaging 2ah per panel, each rated at 3.5ah. I have room for two panels on my new radar arch, so I can probably figure on getting 4ah on average out of two similarly-rated panels. That will go a long way towards offsetting the daily draw of a 12v dc refrigeration setup. We haven't installed any refrigeration yet, but I'm trying to make the decision as complex as possible (!) by anticipating how to partially offset the energy hog that the reefer represents. Regards, Steve Weiser EMILY

Mixing Elbow

From: Steve Weiser **Received:** 4/6/1998 11:48:12 PM

Dave...how do you backflush the seacock? Steve Weiser EMILY

Marine Radios

From: Bruce Gregory **Received:** 4/7/1998

There is quite a difference in the signal loss between RG58 a/u and RG8/u. While transmitting at around 200mhz over 100' of RG58 a/u, the signal loss would be approximately 7 db (slight variation between mfgs & cable quality) While transmitting on the same 200mhz frequency over 100' of RG8/U the signal loss would be approximately 2.6 db a 4.4db difference. The two most important

Marine Radios

things with VHF is: a) selectivity of receiver and b) standing wave ratio (swr); It doesn't matter what you spend for a radio, if the antenna isn't manually or electronically tuned to 1:1 (SWR) with the radio and cable length you are going to get nil for VHF performance. I failed to mention a third important item and that being boats ground plane. Bruce Gregory IP-32-84 Morning Star

Stowage Plan

From: Dennis Roth **Received:** 4/7/1998 7:29:13 AM

Tom, We made a free hand sketch of Second Wind indicating where all of the storage compartments were (57 on our 350!!!). We numbered each one (V1 through V12 in the forward compartment, H1 through H?? in the head, M1 through M?? in the salon, etc.) We then made a list of all items stowed in each compartment. Using a spread sheet we then sorted the list twice, once by compartment number (that way we know what is in which compartment) and once alphabetically by stowed item (that way we can look up the item and find out where it is). We keep printed copies on board and we keep changes listed and up dated. Hope this helps. Dennis Second Wind

Where To Keep Outboard On Ip-35?

From: Charles Ouimet **Received:** 4/7/1998 7:57:52 AM

HI folks. We have an IP-35 and have not yet figured out where to keep our 6 hp Johnson outboard. It seems we have two choices: the stern rail or the big sail locker. Any advice? Part of the consideration is lifting the damn thing from storage and over the side into the dinghy without slipping a lumbar disc! Eventually we will have enough money to buy a davit system but for the next year or two we have to make do. Many thanks Charlie O, Serenity IP-35-94

Where To Keep Outboard On Ip-35?

From: Bruce Gregory **Received:** 4/7/1998 7:59:52 AM

Charlie- Saw a neat home made s.s. outboard davit in the things that work column, July version of Sail Magazine. I remembered you had mentioned an interest back in April. -Bruce Gregory, Piermont, NY, IP-32-84, Morning Star

Sail Locker Too Big On Ip-35?

From: Charles Ouimet **Received:** 4/7/1998 8:02:30 AM

Does anyone have suggestions on what to do with the huge sail locker on the IP-35? At first I thought it was great having such a big space, and then it became apparent that stuff gets lost in there. If an item (or one of the kids!) is on the bottom, there is no hope of retrieving it in a timely fashion. Is the solution to subdivide it? Is there a neat way to store fishing poles down there? I know that this must have been discussed before and I apologize for not yet being up to speed. Thanks, Charlie O, Serenity IP-35-94

New 27 Owner! On Style And Motor Mounts

From: Michael Donohoe **Received:** 4/7/1998 9:31:09 AM

Flash to 27s. On Randy Pichtelberger's,Yanmar's man on the case's,advice we have replaced SEA HOLM 27-86's motor mounts. We also can remember another vintage 27 whose owners, Radeen and Hayden Cochran, CINNAMON 27', replaced hers at the end of last summer. So while polishing your celestial skills, better get your mounties checked. Michael and Nancy (M&N flags)or (N&M FLAGS) PS. If memory serves, Hayden & Radeen will be our lead hosts among the Shakers and Quakers for this Summer's Rendezvous at Rock Hall, MD. We are looking forward to Labor Day and seeing you guys. M&N

Sail Locker Too Big On Ip-35?

From: Robert Wilson **Received:** 4/7/1998 9:34:11 AM

Would add to your IP-35 suggestions for IP-38. Thought of fastening compartments, baskets (with long handles) or placing rods for hanging sheets. Although I will eventually consider that space for carrying inflatable on long trips, it would be nice to utilize that space now. GYSPY COMMON IP-38 #115

Sail Locker Too Big

From: Michael Donohoe **Received:** 4/7/1998 9:52:25 AM

I loves ya honey, but your feets' too big. Hal Wallace (?) This summer while having a beer aboard Bob Koch's 27' HIP SCREW, he showed me his rope locker which he had from the sail locker. Bob is an engineer, even drives a Porsche. So he conceived of this while mending from hip surgery. This is the mother of all rope lockers, color coded with marks also color coded for fathoms and triple sets of light sail accessible. All done with velcro and two strips of wood and some paint. A mere bagatelle for some of you whale-roaders. Michael

Where To Keep Outboard On Ip-35?

From: Jim Metcalf **Received:** 4/7/1998 10:39:57 AM

Charlie, If the main reason you hesitate to storing your aux. in the storage compartment is the weight in handling, consider using a small block and tackle attached to the boom to lift it up, swing the boom over the side, and lower away. It would be good practice for using your Lifesling, if you have one, in man overboard recovery. > ---------- > F

Mixing Elbow

From: David Trometer **Received:** 4/7/1998 11:21:37 AM

Steve, the way I backflushed the seacock: with seacock closed remove hose from intake side of strainer in the bilge and attach garden hose with nipple and clamps.Turn dock water on and open seacock. I didn't have a diver watching the intake so I'm not sure if anything was blown out. I later had the alarm at high rpm so I don't think the seacock was the problem. happy sails Dave&Deb Trometer IP-31-239 Dreamcatcher

Mixing Elbow

From: David Trometer **Received:** 4/7/1998 11:35:43 AM

To all who have responded to my overheat problem many thanks. You guys have given me alot of good areas to explore. I'm sure going to have a fun spring in the engine room. Your helpfullness is the very heart and soul of this group. Thanks. Happy Sails Dave&Deb Trometer IP-31-239 Dreamcatcher

Mixing Elbow

From: Michael Donohoe **Received:** 4/7/1998 11:50:13 AM

Nice thoughts DREAMCATCHER. This group keeps constantly raising the bar. Nancy Sjoholm Bayers & Michael Donohoe. SEA HOLM IP-27-86 DAVID TROMETER wrote: > To all who have responded to my overheat problem many thanks. You guys > have given me alot of good areas to explore. I'm sure going to have a > fun spring in the engine room. > Your helpfullness is the very heart and soul of this group. Thanks. > > Happy Sails > Dave&Deb Trometer > IP-31-239 Dreamcatcher >

Sail Locker Too Big On Ip-35?

From: Mike Bono **Received:** 4/7/1998 12:59:33 PM

We keep dock lines, power cords, life jackets, fenders, and cockpit cushions in the sail locker of IP-35. We put the dock lines, life jackets, and power cords in the sail bags that are not in use because the sails are on the boat. These bags go into the back of the locker where it is impossible to retrieve them. But 2 years ago we installed a board with 4 hooks on forward side of the sail locker just below the opening. The cinch (the rope that is pulled to keep the sail bag closed) is attached to the hooks allowing us to easily pull up the right sail bag. When the boat is not in use we keep our cockpit cushions in the remaining space that is actually accessible. When sailing the cushions are in the cockpit and we put our fenders in the sail locker. We use the fourth hook to attach to the fenders because they will also fall into the vast depths of the sail locker. Hope this helps Mike Bono Impetuous >Does anyone have suggestions on what to do with the huge sail locker on the >IP-35? At first I thought it was great having such a big space, and then it >became apparent that stuff gets lost in there. If an item (or one of the >kids!) is on the bottom, there is no hope of retrieving it in a timely >fashion. Is the solution to subdivide it? Is there a neat way to store >fishing poles down there? > >I know that this must have been discussed before and I apologize for not yet >being up to speed. > >Thanks, > >charlie o > >Serenity > > >

Where To Keep Outboard On Ip-35?

From: Mike Bono **Received:** 4/7/1998 12:59:40 PM

We also have an IP-35 and keep our 3.5 hp nissan on the stern rail. We find it much easier to get to that the sail locker, mostly because it is already abouve the deck and you don't have to bend over and reack down into the sail locker. Also with the outboard already on the outside of the boat all you have to do is pass it to someone standing in the inflatable. The one downside it that there is a part of the outboard below the propeller that hits the wood and owver the years has put a small dent in it. But is is so small and the outboard is always in the same place so we really don't notice it that much. Mike Bono Impetuous >HI folks. We have an IP-35 and have not yet figured out where to keep our 6 >hp Johnson outboard. It seems we have two choices: the stern rail or the >big sail locker. Any advice? Part of the consideration is lifting the damn >thing from storage and over the side into the dinghy without slipping a >lumbar disc! > >Eventually we will have enough money to buy a davit system but for the next >year or two we have to make do. > >Many thanks > >charlie o > >Serenity > > >

Storing Gasoline

From: Bill n Claudia Maire **Received:** 4/7/1998 4:04:45 PM

TO: charlie o > Serenity > re: storage of outboard motor I prefer to store the motor on the stern rail. I do not like to put gasoline in a confined space. We purchased one of the lifting davits from West Marine (I can not remember which brand). We are very pleased with it. One person can install the motor on the dingy in a SAFE manner. Bill and Claudia Maire Surprise Store IP-32, 59

Purchase Of Ip-40

From: Richard Hillman **Received:** 4/7/1998 6:19:06 PM

Hi Doug, Iown an IP-40 also. As far as the blister problem, it sounds like an isolated incident. If IP says they will repair it under warranty, you can test for other problems when the boat is pulled. A surveyor might help to increase your confidence, but as far as I'm concerned, the triaxial glass in the hull along with the hand lay up that they do can't be beat. Do not pass on the boat unless the surveyor gives an indication. Having said that, I have never seen an IP without a solid hull, gelcoat, etc. There may be some superficial blistering, but that is easily and inexpensively remedied. One owner's opinion. ____ Rich and Karen in Tucson, Island Time in Newport Beach

Marine Radios

From: Mark Tague **Received:** 4/7/1998 9:09:16 PM

I have used Standard radio equipment for many years. I have had very good luck with their equipment. The range seems just fine. The range with any radio equipment depends on what equipment you buy. If buy it with a low amount of watts of output, that's what you'll get, and you may not be happy with the range. If you buy their best radio, you get a radio that will perform with the best of them. You get what you pay for, it is as simple as that. Mark Tague Havily IP-45-17

Where To Keep Outboard On Ip-35?

From: Paul A Jones **Received:** 4/7/1998 9:37:55 PM

No one has mentioned that a really good reason NOT to stow the outboard inside the boat (be it locker or cabin) is the danger of gas fumes causing a fire or explosion. Even a small amount of gas can have some pretty nasty repercussions if ignited by a spark. Paul