

A photograph of a sailboat with a large, curved sail featuring horizontal stripes of red, white, and blue. The sail has the number '316' printed on it. The boat is on a body of water with a rocky coastline in the background.

316

Islander 36 NEWS
SPRING 2024 VOL11 ISS 1
islander36.org

“
Share your story...
”

email: newsletter@i36jubilee.com

ISLANDER 36 NEWS SPRING 2024 VOL11 ISS 1

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On the Cover

Luna Sea - 1980 Islander 36
San Francisco, California USA

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ISLANDER 36 ASSOCIATION 2024 OFFICERS

Rick Egan,
Commodore
eganf11@gmail.com

TBD,
Vice-Commodore

Mike Patterson,
Treasurer
i36greenflash@gmail.com

Barney Brickner,
Secretary

Kit Wiegman,
Measurer
wiegman-aerial@sbcglobal.net

TBD,
Race Chair

TBD,
Cruise Chair

David Wadson,
Newsletter Editor
newsletter@i36jubilee.com

Cara Croves,
Newsletter Design
newsletter@i36jubilee.com

Steve Swanson,
Membership Chairman
skjrswanson@att.net

Rick Van Mell,
Webmaster
vanmells@ix.netcom.com

Jocelyn Swanson,
Staff Commodore and
PICYA Representative
skjrswanson@att.net

www.islander36.org

The Islander 36 was designed by Alan Gurney to be a fast racing boat with a good IOR rating as well as comfortable to sail and cruise. The boat has proven to be very well-suited to San Francisco Bay conditions. The mast is stepped on the keel with double spreaders and inboard chainplates to provide minimum sheeting angle. The deck plan offers unusually wide walkways which provide added safety and ease of sail handling. The T-shaped cockpit provides an efficient means of sail trimming and allows the helmsman an unimpeded view of the sails and foredeck. The extreme beam in relation to length combined with the deep draft and long waterline gives tremendous room below decks as well as stability and speed. The all teak interior is standard with a roomy galley, unique folding table, settees and chart table. The boat sleeps 6 comfortably. Many features are available to make the boat very comfortable for cruising. The Association promotes and sponsors both racing and cruising. We welcome inquiries and new boat owners. For information, contact any fleet officer.

Islander 36 Spring Meeting

Saturday, March 16, 2024 • Richmond Yacht Club

It's a great way to kick off the 2024 season!

The Spring Meeting is the place to get reconnected for another year. Our special guest speaker is highly regarded **Skipper and Sailmaker Kame Richards**.

Islander 36 Association Mission Statement

“To promote ownership and use of the Islander 36 via a one design racing fleet, cruising group and to provide valuable resources for the Islander 36 owner.”

While we are an Islander 36 association, we welcome other Islander models and their owners.

The tale of the malaprop

Commodore Egan's maintenance project brings back the love

Funk and Wagnalls defines a malaprop as the mistaken use of a word in place of a similar sounding one, often with unintentionally amusing effect, as in, for example, "dance a flamingo" (instead of flamenco). I disagree. A malaprop is what was attached to the back of the driveshaft on Kapai our 1977 Islander 36. Not amusing at all! Therein lies a tale.

David Wadson and Cara Croves, our valued and award winning newsletter editors, put out a request for stories about winter maintenance projects. Kapai's propeller adventure fit the bill as it was really the only task we undertook in the off season. I feel bad picking on our trusty propeller since it was, for nearly 20 years, one of our favorite upgrades to Kapai. We simply loved that prop.

Kapai originally came equipped with a Martec folding prop. This unit possessed the admirable quality of offering an underwater profile with virtually no drag when under sail. That said, the Martec also required an almost clairvoyant amount of advance planning to stop the boat when coming into the dock. That plus the fact that the Martec generated a wicked amount of prop walk convinced us to upgrade to a nice 2 blade MaxProp Classic. The difference was nothing short of amazing for maneuvering under power and we never looked back. A New Year's Day tour of the Alameda Estuary last year changed all that when we hit a submerged log with enough force to stop the engine. So began our malaprop odyssey.

After our mishap in Alameda the engine and drive train ran perfectly for a few



weeks but soon we began to notice a substantial vibration at certain RPM. I suspected the prop and paid our diver to give the Max Prop a good looking

over and also check the cutlass bearing and shaft. We received an all clear from the diver. I then suspected that it must be motor mounts. I enlisted the Kathy

the Admiral to go up to the cockpit and shift the engine in and out of gear at various RPM while I performed the contortions necessary to monitor the motor mounts. Nothing to see there to my untrained eye. Convinced that I was practicing boat repair without a license I took Kapai over to Sausalito to the diesel mechanic to have the engine and transmission checked. "Nothing to see here Captain."

It is now prime sailing season. We had lots of sailing events on the I 36 calendar so we simply decided to baby the drive train until after the Nationals. The vibration was barely tolerable at 1000 RPM, so it was slow motoring last year. Luckily SF Bay has reliable wind in the summer but we did not venture far afield from our berth.

In the late Fall we reserved time at a boat yard in the East Bay and asked the experts to debug the vibration problem. Basically remove the prop, check that the shaft is straight etc. After a few days the boatyard reported that it was simply a shaft key mounted too far back. Easy peasy come pick up the boat. Delighted, I dropped my car at the harbor, walked to BART, our local subway, and then Uber'd to the boat yard. They were wrong. The malaprop shook the boat like a 6.9 on the Richter scale. They pulled the boat back out of the water and we decided that plan B should be to simply rebuild the malaprop up at PYI in Seattle or get a new one. Turns out that PYI has end of life'd the Classic so we ordered a new 2 blade Max Prop Easy. (easy would be very nice) After a couple of weeks the new prop was installed and I took another trip across the bay to the boat yard. Off we went for a sea trial. No vibration! Yay! They did manage to get the pitch wrong. At full throttle the Perkins only yielded 3 kts. Oh well it's a boat. Back to the Travel lift for a pitch

adjustment and finally Kapai was at her best again.

Despite my maladroitness (I couldn't resist) attempts to debug the malaprop myself, it all turned out ok albeit a bit costly. There is even a happy ending: As it turns out, I sent a picture of the old prop to my son Trevor who helped me install it new almost 20 years ago. He suggested that this fine example of Italian bronze engineering need not go in the dumpster but could be reimaged as a superb piece of garden sculpture; So,

there it sits at his home in Sacramento. Trevor even suggested that he might carry it around with his passport and take snapshots of it from world travel locations: Max prop with great Buddha of Kamakura...with Leaning Tower of Pisa...with Egyptian pyramids of Giza...

See you on the water! We love our boats.

Rick Egan
Kapai - 1978 Islander 36
San Carlos, CA

Celebrating 50 Years!

ISLANDER 36 ASSOCIATION
COMPETITIVE RACING
CRUISING ACTIVITIES
FUN FAMILY RALLIES

To join, visit: www.islander36.org



Sailors unite for a night of food, fun and games

Potluck get togethers help this crew weather the winter

We are very fortunate to live beside one of the largest freshwater lakes in the world (largest by surface area, third largest by volume). Lake Superior's rugged north shore is a cruiser's dream, providing a variety of sheltered anchorages surrounded by pristine wilderness. Thunder Bay, on the northwest shore is one of the three major urban centres on the lake, with Sault Ste. Marie on the southeast and Duluth, Minnesota on the southwest. Otherwise, there are only small towns

scattered along the coastline, with fewer on the north side so it's not uncommon to go out sailing and only see another boat off in the distance.

Being a small city with an urban population of only 109,000 people, Thunder Bay isn't a very expensive place to live, especially in comparison to the larger urban centers like Toronto or Vancouver. When I bought our house 23 years ago, I hadn't been near a sailboat in at least 10 years so proximity

to the marina wasn't a consideration at all. As fate would have it, when I did end up getting back into sailing and purchasing a boat, we live barely 10 minutes away from it's dock.

The tradeoff we make for living on this sailor's paradise, is the 7-month off season we must endure. We're not fortunate enough to be retired yet and become "snowbirds" - the term for Canadians who spend their winters in warmer locales such as Arizona or

Florida. Instead we do the best we can to pass away the long winter months until the snow finally melts and we can get the boat back into the water.

My typical winter pastime is working as a hockey referee, whose season pretty much covers the exact months that we can't sail! Asides from being good exercise for working off the extra bit waistline I seem to to grow during sailing season, it also contributes to the Jubilee rejuvenation fund. When Cara starts to grumble that I'm spending too much time at a rink, I remind her of some new improvement we are going to buy for the boat that year!

For the past few years, we had also taken up cross country skiing. In addition to being a fantastic workout, it was also an activity we could bring Harry, our beagle, along for. A long running joke amongst our sail racing friends, who also ski, is that the best part about it is that the same clothes you wear skiing are used while sailing! Those warm thermal base layers that keep you warm in winter are also ideal, and very often necessary, while sailing Lake Superior in the summer.

This past winter has been a far different experience than usual. We had no snow until after Christmas and while we had one decent dump of it, there was nothing compared to just a few years ago where it seemed like we had barely cleaned up after one snow storm before we got hit by another. There was about a week or two of nasty, cold -20 temperatures - at that temperature, Celsius and Fahreneheit doesn't matter! But other than that, it's been record breaking warm temperatures and lack of snowfall. Lake Superior is on track to set a record low for ice coverage. The average is 40 percent at this time, but this year it is only about 1.7 percent. Last



winter, the snow around Jubilee was up to my hips - this year we can see grass peeking out!

But the warm temperatures and open water still doesn't change our sailing season. While we shouldn't have to worry about the season opening being delayed due to ice in the harbour, the marina still won't be open until May 15th. We won't be launching early, but at least the warm winter might make it easier to paint the hull in May. We like to accomplish at least one significant project each year and after seeing how much paint the pressure washer was stripping off in October after we hauled out, a new coat of paint is top of the list for prelaunch projects!

One of the perks of being Thunder Bay Yacht Club members is that we have use of our humble, yet well equipped, clubhouse for "private" functions. We've been members for about 10 years now, but this is the first year we've taken

advantage of this privilege. We had so much fun at our November sailing party (where we had the "Bloody Mary Board" featured in the Winter 2023 newsletter), that we just had to have another gathering of sailing friends in February.

Our first potluck dinner had an abundance of food so we decided that "appetizers" would be a more sensible approach. We would still most certainly eat way too much, but we would at least be stuffing ourselves with a wider variety of dishes! Of course some attendees, including ourselves, couldn't resist making multiple things so we still had a bounty of delicious things to nosh on. Even some who weren't inclined to make an appetizer from scratch embraced the adventurous spirit of sailors by bringing some "Marinated Eggs - Spicy" from a local Chinese store. Most of those who were brave enough to face sailing on Lake Superior were brave enough to try them!

FROM THE EDITOR

Cara and I have found ourselves a little envious as we see the Islander 36 Association planning cruise outs and Spring/Fall meetings. We love our I36, and would love to share that enthusiasm with other owners but they are few and far between on Lake Superior. After having a few off-season gatherings of our sailing friends at our yacht club, we realized how lucky we are that we have a clubhouse where we can all get together.

Being a part of the Association board meetings and the planning for events such as where to have them and how to encourage members to attend reinforced for us the challenges that sailing clubs and racing programs face with declining participation. Thunder Bay has only one “yacht club” whereas the Bay Area has dozens of clubs that I36 owners are scattered amongst. We can't help but be impressed that the Association, which doesn't have a specific “home” has been able to persevere.

But that perseverance shouldn't be taken for granted. Like our boats, the owners aren't getting any younger either, and in the past few years, some of them have moved on to new owners. In this modern world we live in, membership in an association of fellow I36 owners may not seem as beneficial as it might have been 10 or 15 years ago. With the plethora of blogs and YouTube channels of sailors buying older boats and fixing them up, joining (or staying a member of) the I36 Association may not seem important.

It certainly wasn't for us. Thunder Bay is over 2000 miles from San Francisco - we aren't going to be casually stopping by the Richmond Yacht Club to attend the Spring Meeting! But there is something satisfying about being a part

of broader “family”, even if it's just for the boat that we own! As you'll read later in this issue about our experience looking for a new propeller, the Association is a valuable resource of owners who have likely dealt with any issue you might encounter with your Islander 36. There's a broad variety of owners who race or cruise their I36 all over the globe and are willing to share their experiences and knowledge with fellow owners.

We haven't been able to make to the trip out to San Francisco quite yet, but it is still on our “bucket list.” We do know that when it happens, the members there are ready to welcome us aboard their Islanders and share with us all that the Bay area has to offer. Conversely, if any members decided they wanted to make the trip to Thunder Bay and see what Lake Superior is like, we would do the same. Why? Simply because we love sailing, and we love our Islander!

In this edition, we have a new owner and member of the Association, Kevin Cerini, who has purchased a 1975 I36, formerly known as Fiji. Reading thru his submission reminded us of ourselves - in love with this seaworthy and attractive boat, and also enamored with the strong community behind it. His enthusiasm and appreciation for being a part of the Association is what motivates us to produce this newsletter.

We heard, unofficially, in January that Good Old Boat magazine is going to be shutting down after it's March/April edition. Granted, we still haven't seen confirmation from the publishers that this is the case, but regardless, it makes you reflect that they were “The Magazine for the Rest of Us.” Having a background in graphic design, we've tried to push this publication

beyond being just a “newsletter” and make it more of a “magazine.” If Good Old Boat does end up ceasing publication, we hope that we can help fill the void of a publication that catered to “classic plastic” rather than promoting the latest million dollar racer/cruiser!

Finally, in the Fall 2022 newsletter we had a story from a new owner whose boat, Kiddo's Kitana, was dismayed when it was pulled under a bridge after a motor failure. Sadly, the 1980 I36 is now for sale for \$5,000, or best offer, and the best offer will be accepted by the end of March. The boat does not have rig, though there is another I36 for sale in New Orleans for \$4,000, who might be a decent candidate for a replacement rig. Contact Larry Phillips via email at adklanduseplan@gmail.com, or phone or text him at 504-417-6390. Serious inquiries only, please. More info and pictures available upon request.

Larry's story in the newsletter was an interesting read about a new owner who was smitten by the Islander 36's sailing qualities and timeless design. But it's also a lesson to us all to not take our boats for granted and to show them the love and appreciation that they deserve. If you can't already, make sure you get out and enjoy them when your sailing season opens. We have big plans for ours this year! It's too early to have written an article for the newsletter, but we purchased Starlink hardware over the winter so this summer you can look forward to us sharing more Lake Superior adventures while we are out on the lake!

David Wadson
Jubilee - 1978 Islander 36
Thunder Bay, ON

Islander 36 Association

SPRING MEETING

16 MARCH 2024

The **Spring Meeting** is a great place to get reconnected for another year and focus on helping folks enjoy racing and cruising their Islander 36.

Bring your boat over Friday evening and get settled in for the weekend.

This year, Commodore Rick Egan and your Board are encouraging Skippers to bring their crew along to enjoy the fun, crews will have fun getting to know each other!

1130 - 1200 Attitude Adjustment & Mingle
1200 - 1315 Lunch - Gourmet Taco Buffet
1315 - 1430 Welcome - Commodore Egan
Speaker - Kame Richards
Racing plans
Cruising plans
Membership Report

RICHMOND YACHT CLUB
351 Brickyard Cove Rd. Richmond, CA



Guest Speaker

KAME RICHARDS
Skipper and Sailmaker

He will be speaking about the importance of tides on San Francisco Bay for both racers and cruisers

Bring your boat or come by car and don't forget your crew too!

Don't miss this event.

www.islander36.org



A great way to kick off our 2024 season!

Eat Sleep Sail Repeat

Around Alameda enjoyed by all

Just like last year it rained like crazy on December 31, but the 1st was glorious. 19 folks aboard 4 Islanders representing 7 Islanders in total enjoyed a beautiful, sunny 60 degree day with little wind in the Estuary. What's remarkable is that three of the four boats also had an I-36 skipper aboard. Commodore Rick Egan (Kapai) had Rick and Sandy Van Mell (Vanishing Animal) aboard; Luna Sea had Ruby & Rob Blenderman (White Horses) aboard, Cassiopeia had Barney Brickner (Barnacle) aboard, and crew Anne Dompe also has her own 27' boat at Alameda (we like her just as much as if it was also an Islander.)

Before we get into the rest of the story, here are some basics. Alameda, CA is actually an island, just west of Oakland, separated by the Oakland Estuary. While the Estuary, particularly at its entrance, is wide and deep enough for 1000' container ships, when it narrows at its eastern end where three bridges connect it to Oakland, it's quite narrow and getting shallow fast. At the southeastern end, at San Leandro Bay, it is connected to Bay Farm Island - where Oakland Airport is located - by a 4th bridge. Going west from there into San Francisco Bay, there is an unmarked

BOAT, OWNER, CREW & GUESTS

CASSIOPEIA
Kit Wiegman, Anne Dompe

BARNACLE
Barney Brickner
(Crew on Cassiopeia)

EVANESCENCE
Smokey Stover,
grandson Derek, fiance Gwen

KAPAI
Rick & Cathy Egan

VANISHING ANIMAL
Rick & Sandy Van Mell
(Crew on Kapai)

LUNA SEA
Dan Knox, Myphi Alloy, Cindy Surdez,
Karen Kleckner, Kim Dish

WHITE HORSES
Ruby Wallis & Rob Blenderman,
Michael & Chie Blenderman
(crew on Luna Sea)







tidal slough that has 6-8 feet of water in an unmarked very narrow band and then a stretch of 2-4' of water to cross into the Bay itself. It's about 15.5 miles around the Island. Take a close look at the depths in the center chart at the left end of San Leandro Channel.

The four Islanders afloat, Evanescence, Kapai, Cassiopeia and Luna Sea arrived at Aeolian between 1045 and 1120 to find lots of empty slips. We were greeted with the usual warm Aeolian hospitality pointing out slips and helping grab dock lines. Once secure, we all walked up to the deck to enjoy their traditional Chili & Cornbread. There was even a choice of Vegetarian Chili and Jalapeno Cornbread. They also served their famous Bloody Mary's - with practically an appetizer in the trimmings of celery, olive, jalapeno, and mozzarella cheese. The 9-strong crew of Luna Sea grabbed one big table, while the Kapai and Cassiopeia crews grabbed another. The first to arrive Evanescence crew had already grabbed their own table. It was

positively shirt sleeves weather sitting on the deck and enjoying the day.

There was a "low" tide at about 3' around 0900, and, as we arrived, it was on the rise heading for about 5' at 1400. Even at 5' that's not a lot of room to spare if going out the San Leandro channel past the Bay Farm Bridge. Since, as you saw on the chart, there is only about 2 - 3 feet of water at the end of the passage under Bay Farm bridge and along Bay Farm Island until you reach navigable water in South San Francisco Bay. Those that are bold and brave enough to try the San Leandro Channel at barely 5' will head west under the Bay Farm Bridge to actually circumnavigate Alameda Island. Less bold skippers may enjoy the thicker water heading back under the 3 bridges to Encinal. (What is the saying: "There are bold skippers and old skippers, but few old, bold skippers.")

Evanescence and Kapai took the conservative approach and headed

back at 1300 through the 3 bridges and their home ports. Kapai dropped Rick & Sandy off at Encinal for their drive home to Mountain View.

But the bold Luna Sea and Cassiopeia braved the shallows and headed west under the Bay Farm Bridge. A text to Rick from Ruby at 1538 declared: "Dan popping the Champagne cork and Michael Blenderman catching it in his glass!!!" Not only did they make it to deep water, but the wind filled in to maybe 7 knots and they set sail. They eventually even set a spinnaker.

Check out the link to Luna Sea going out the San Leandro Channel and setting sail. After reaching deep water, Dan celebrated with champagne. You can see one bottle popped at 1:21:47 where Michael keeps the popped cork on board and drops it in his glass. However, starting at 1:25:30 you see Dan opening another bottle and this time Michael catches the cork in his glass! What a great way to start off 2024.



Check out
our website
for more...
islander36.org



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2024 Islander Race and Cruise Schedules

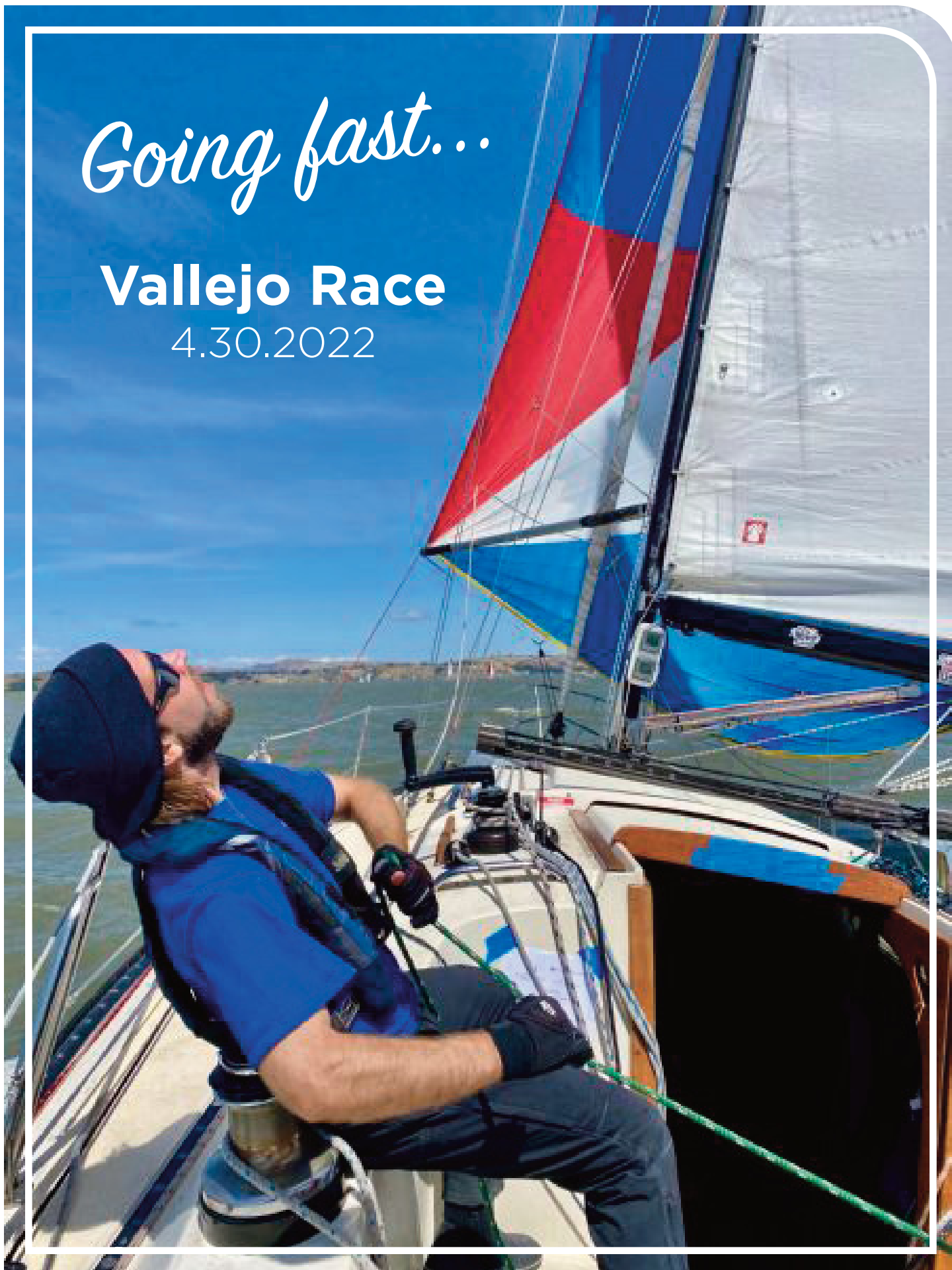
*Celebrating
our 50th year!*

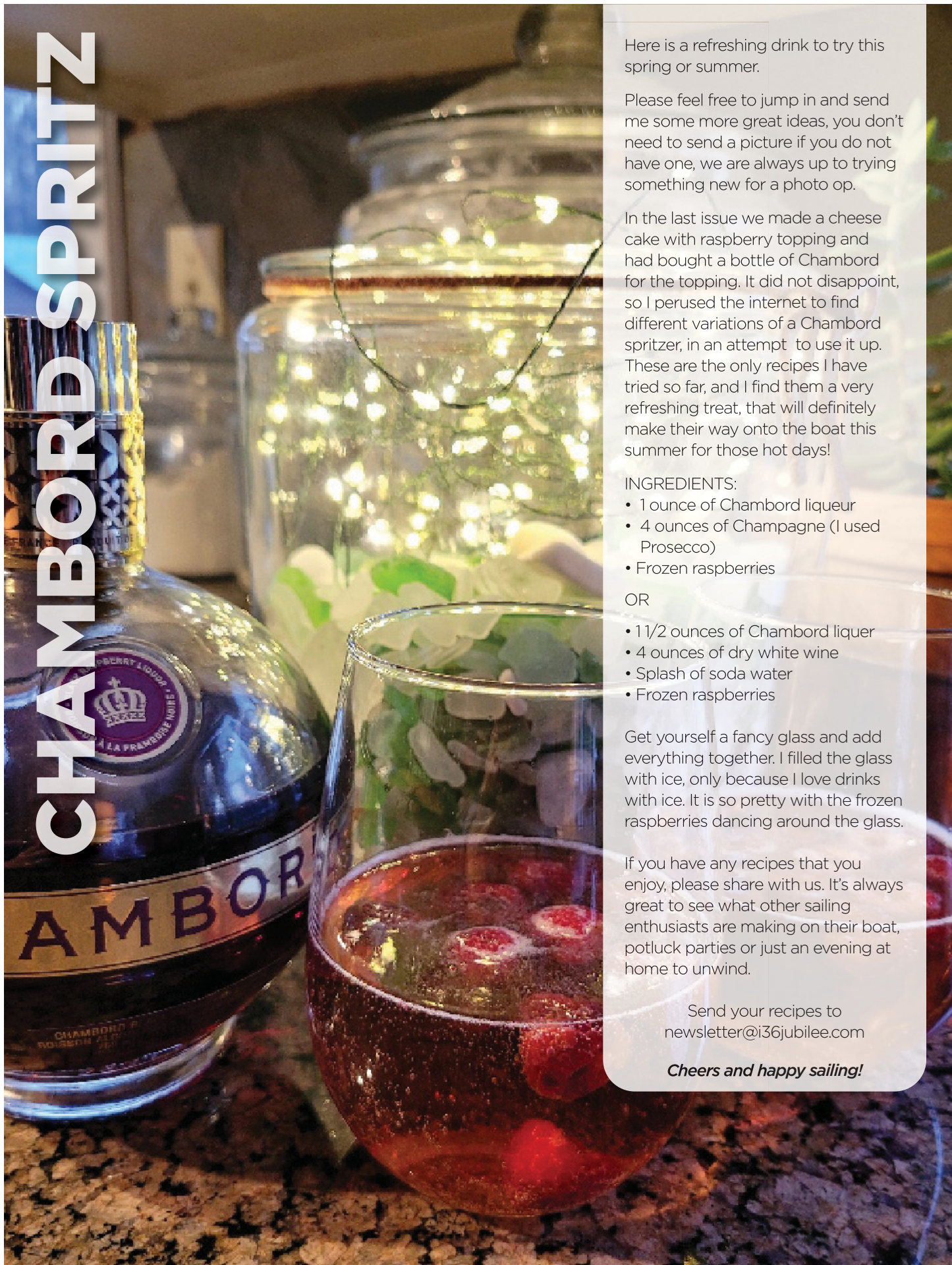
For more event information go to:
www.islander36.org/24race.html or
www.islander36.org/24cruise.html

Going fast...

Vallejo Race

4.30.2022





CHAMBORD SPRITZ

Here is a refreshing drink to try this spring or summer.

Please feel free to jump in and send me some more great ideas, you don't need to send a picture if you do not have one, we are always up to trying something new for a photo op.

In the last issue we made a cheese cake with raspberry topping and had bought a bottle of Chambord for the topping. It did not disappoint, so I perused the internet to find different variations of a Chambord spritzer, in an attempt to use it up. These are the only recipes I have tried so far, and I find them a very refreshing treat, that will definitely make their way onto the boat this summer for those hot days!

INGREDIENTS:

- 1 ounce of Chambord liqueur
- 4 ounces of Champagne (I used Prosecco)
- Frozen raspberries

OR

- 1 1/2 ounces of Chambord liquer
- 4 ounces of dry white wine
- Splash of soda water
- Frozen raspberries

Get yourself a fancy glass and add everything together. I filled the glass with ice, only because I love drinks with ice. It is so pretty with the frozen raspberries dancing around the glass.

If you have any recipes that you enjoy, please share with us. It's always great to see what other sailing enthusiasts are making on their boat, potluck parties or just an evening at home to unwind.

Send your recipes to newsletter@i36jubilee.com

Cheers and happy sailing!

Say hello to spring with these tasty treats! Here is a fun little recipe I made for our second annual potluck sailing get together at our yacht club. Try it out, it is so tasty and easy to make, especially if you have left over roast beef or a great deli/butcher like we have here in Thunder Bay.

INGREDIENTS:

- 2 large vidalia onions - caramelized
- 1 dozen slider buns
- 1 pound of sliced deli roast beef
- 12 slices of mozzarella cheese or cheese of choice

HORSERADISH AIOLI:

- 2 tablespoons of horseradish
- 2 tablespoons mayonnaise
- 1 tablespoon of Dijon mustard
- 1/4 teaspoon of salt
- 1/8 teaspoon black pepper

BUTTER SAUCE:

- 2 tablespoons of butter
- 1 tablespoon Lea and Perrins
- 1 tablespoon Dijon mustard
- 1/2 teaspoon onion powder

INSTRUCTIONS:

Preheat the oven to 350 degrees. Melt butter in a small saucepan and add ingredients and simmer on low for 5 minutes. Place the bottom halves of the slider buns in a baking dish and evenly spread the aioli. Layer 2 slices of roast beef on each bun and top with cheese and caramelized onions, top with the slider bun tops and pour the butter sauce all over, sprinkle with some poppy seeds and cover with aluminum foil and bake in the oven for 20 minutes, remove foil, add back in oven for another 10 minutes.

I assembled the sliders ahead of time and just poured the butter on and baked at the party. Made it so much easier.

ROAST BEEF SLIDERS



Three Bridge Fiasco

The wind was better than predicted, until it wasn't

Three 136's showed up; Renaissance of Tahoe, Kapai and us. Cassiopeia also signed up, but Kit slipped and broke a couple of ribs, so he wasn't in shape to race. Renaissance of Tahoe and Kapai started about a minute before us because they have a better rating (wish I could get one of those). Everyone got a pretty good start as we all headed to Blackaller.

Luna Sea was the only boat to put up a kite going to Blackaller, not the only Islander but the only boat in the Three Bridge Fiasco! This wasn't the best idea. The wind was on the beam, and it didn't make us go any faster and while it was easy to get up, getting it down was a bit harder. Still, it was fun. And I would definitely do it again.

The mark rounding was easy as there was not any traffic and we just needed to harden up as we were headed north parallel to the Golden Gate Bridge. With the wind from the Northeast things were a bit weird. That being said the wind was still pretty good, much better than predicted. At Blackaller Renaissance was leading with Kapai next and us in our usual position, last. The Moore 24's were ahead of us and for the most part we were following them. They were going to Racoon Straight and so were we.

However, I'm not sure, but it looked as if Renaissance was going the other way around Angel Island as they tacked off early against the strong current. A few minutes later we heard on the radio that they were involved with a smaller boat in an incident that forced them to retire. I'm

sorry but I have no details and I have not been able to confirm anything. That left just Kapai and Luna Sea.

We passed Kapai on the way to Racoon Straight and got a nice lead only to have them catch up again and then again. We saw Barry and Sylvia as we rounded Red Rock (Richmond Bridge) and had a nice run all the way to the new Bay Bridge.

There things went as expected in the Fiasco. The wind just stopped, and the current picked up and soon all the boats just stopped and anchored or were going backwards with the building unfavorable current. This lasted more than two hours and there were some close calls. I am happy to report that this time Luna Sea did not actually run into



the Coast Guard boat docked at Yuba Buena Island, but we did have a lot of close calls. After two hours we wimped out and retired and motored back to Marina Village. Kapai did the same thing and went back to South Beach. It was only four o'clock and sure enough twenty minutes later the wind filled in enough to round the Island and the four-knot ebb carried everyone who stuck it out to the finish line very quickly.

But we did take advantage of the Kame Richard's Three Bridge Fiasco strategy: If you have to retire, choose a course that lets you retire close to your home port!

Check out our video 3 Bridge Fiasco <https://www.youtube.com/watch?v=XdCUpicuo9w>. Our GoPro batteries kept dying so there are big gaps in the video. We used three batteries and then just gave up. All together it is about two hours long. The best part is the first leg to Blackaller which is only about 15 minutes.

Don Knox
Luna Sea - 1980 Islander 36
San Francisco, CA

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Kapai had a great time in what Bryce and I refer to as the 2.5 Bridge Fiasco.

I agree with Dan's chronicle with the exception that we actually rounded Blackhaller a bit ahead of Steve on Renaissance. We had good wind out to the north end of the GG Bridge and then Dan smoked us in Raccoon Strait.

We left Red Rock to starboard and after rounding were pretty even with Luna Sea but once Dan got the Kite up it was all over in ever lighter winds with our 125 poled out wing on wing. We were still off Berkeley when Dan was approaching the Oakland side of the Bay Bridge.

As we approached the new bay bridge it was obvious there was a traffic jam as

the wind went to zero and most of the fleet was parked just beyond the bridge with many boats at anchor as insurance against the increasing ebb. We ghosted by Luna Sea briefly. Dan had anchored just under the bridge but the ebb was pushing us back toward him so to avoid a collision we cranked up the Perkins and retired.

Unlike most fiasco's we had decent wind most of the day so it was just great to get on the water with my son Bryce.

I lost track of Renaissance after we neared Angel Island so I'll leave it to Steve to give us an update.

Thanks to Steve and Dan for making it out and good luck to Kit and wishing him a speedy recovery. Always better with more Islanders!

Rick Egan
Kapai - 1978 Islander 36
San Carlos, CA



Crewing beer can races, evolves into ownership

New member Kevin turns 1975 Islander 36 from Fiji to Blondie!

We all have different reasons as to why we chose to own an Islander 36's. I can remember the day I knew I wanted one so clearly.

In the summer of 2014, I was working on a jobsite when one of the dump truck

operators and I began talking. He asked if I had any interest in crewing for him in one of the club beer can races. Having only experience with powerboats, the thought of slowly bobbing through water was kind of a bore, but what the heck, sure why not.

I met him at the dock gate, and he let me in. As we walked down the dock, he was giving me some insight on his philosophy for sailboat racing. "People take these things way too seriously. These are called beer can races for a reason.



I figure, anytime I get to be out sailing is always a win for me". We walked up to his boat, a 1978 Islander 36, with no name. He thought it was hilarious to call in to the races, "Race committee, this is no name...". The boat sat proudly in the water, motionless. The halyards, stays, and sheets looked like organized chaos to someone like me with no sailing experience. The cabin top eyebrows gave her an aggressive look that made her look like a fierce competitor. Her hull looked sturdy and durable while her lines gave off a pleasing sleek impression. Walking to the stern I chuckled to myself as I imagined my buddy behind the helm yelling at all of us, calling us "scallywags" like something out of Pirates of the Caribbean. It was a tired old boat with





faded windows, scuff marks on the hull, and bird droppings on the covers. As I climbed aboard and went below, the now familiar smell of musty old wood engulfed me. The inside was massive! Someone once told me the inside of an Islander 36 was described as a “Ballroom” and that’s exactly what it felt like! It was cozy but not too cramped. He tossed me a beer out of the cooler box and gave me a tour of the boat.

After meeting the other crew, we fired up the ole diesel and putzed out of the

marina. I watched as the captain and his crew worked to get the sails up so we could start practicing. As soon as the wind filled the sails, the captain shut off the engine... but we kept moving right along. To this day, one of the most awesome things I have ever experienced is the feeling of sailing. No name chugged through the water, seemingly unaffected by the chop. Winds were 18kts gusting to 25kts and not once did she seem to be overwhelmed. She and her captain seemed like they were dancing. His movements were

purposeful, and she knew that, and acted accordingly. He knew that boat very well, as often times he would tell the crew things like “let out the mainsheet 3 inches, tighten the jib sheet one foot!”. Sometimes he would even take his hand off the wheel and proudly say “check this out, when she’s happy, she’ll steer herself.” This relationship between man and boat was something I had to have.

After that day, I checked the local ads for Islander 36s every single morning.

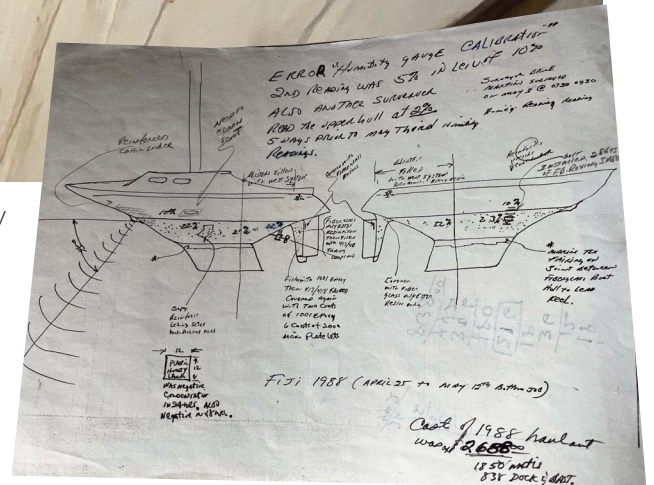


Although a few thousand dollars out of my price range, I still scoured the internet hoping to find one. For 7 years I checked, and for 7 years I said, “maybe tomorrow”, until last year.

One evening a 1975 Islander 36 popped up on craigslist. It was overloaded with cruising gear and had distasteful faded yellow topsides. Her name was “Fiji” and she was in my price range. She appeared to be pieced together by someone with a dream to sail the world, but for some reason never went.

I emailed the seller immediately and a few weeks later we shook hands on a deal in the cockpit of the boat.

While going through the entire boat, I found a file organizer with receipts, drawings, and brochures of Fiji dating back to 1978. I decided to hang some of the brochures and sketches around the boat as they resemble artwork. After doing some digging, I was able to find that I am her fourth owner. The first owner



bought her in 1975 in Richmond and sold her in 2004. The next owner had her in Alameda until 2019. She stayed in Ballena Bay with her next owner from 2019 to 2023. I purchased her in 2023 and moved her to Brisbane Marina. I felt

MEMBER PROFILE

guilty, as her name was kept with her since first owner, but I felt that her name "Fiji" didn't feel right. San Francisco is certainly no Fiji, and all my other boats have been named for my wife. She was mine now and I wanted to give her a name that seemed right for her. It took three months but, I finally settled on "Blondie". Her yellow topsides are extremely unique (and dated), but I think it fits her well. Also, my wife is blonde.

Since taking ownership I have started working on countless projects such as wiring, windows, lighting, woodwork, etc.

Most of my projects have already been exhibited by members of the I36 Association, which has been invaluable.

One of the major reasons I love these boats is because of the community that comes along with them. Most of the questions I have are answered from the I36 website, and when I have trouble finding an answer the knowledgeable community is always ready to help.

You may be a new owner like me or have owned yours since the day it left the factory. Regardless, while you are reading this, and still able to remember what it was that drew you to these boats, I hope you have that same excited feeling I have every time I step aboard and take those hatch panels off.

We are caretakers of one of the most iconic production boats and its owners like us that help to keep these boats and sailing alive!

Kevin Cerini
Blondie - 1975 Islander 36
Brisbane, CA

Save the Date...



Islander 36 Spring Meeting

Saturday, March 16, 2024

Richmond Yacht Club

Check out our videos

See some of our members in action and subscribe to their channels for more!

SV Geja

@SailGeja

SV Luna Sea

@lunasearacing9426

SV Misty

@sailinghaldis

SV Natasha

@BertVermeerSailing

SV Whisper

@gregorygreene3834

SV Vanishing Animal

rvm1.org/javelin/

SV Diana

www.youtube.com/watch?v=K2nGHbVfaAk

See more photos and videos at: www.islander36.org



“Oh, darlin’, darlin’
It’s your style to change your mind
But darlin’ darlin’, each time you do
I rearrange to suit you”

- Trooper, Round, Round We Go

An expensive PROPosition

In and out, round and round again

There’s an old saying amongst sailors that anytime two boats can see each other, it’s a race! No matter how steadfastly you insist “I’m just a cruiser,” most of us would have to admit that we’ve trimmed a sail a little better or adjusted our heading to tweak another 1/10th of a knot out of the boat when we’ve seen another sailboat gaining on us.

We live the best of both worlds, with the “traditional” Wednesday night racing on Felucca, a friend’s Mirage 30 then shifting into weekend cruising on our

Islander 36. Typically, we’re out with Boomerang, a Jonmeri 40 owned by Ian and Michelle, that we met racing...on Felucca.

We’re headed to the same destination so inevitably we’ve all become mildly competitive even though the prize is a “better” mooring ball, the “honor” of dropping anchor first and having the “loser” raft up to you, or just being able to gloat “hey, what took you guys so long?” We shall ignore the fact that they had enjoyed a comfortable ride with two reefs in their main and only half their jib

unfurled while we had full sail and the toerail in the water - we beat the bigger and faster boat by 12 seconds and that’s all that matters!

Now that other Felucca friends, Joe and Rachel, have joined the “fleet” with Danu, a new-to-them Express 35, our weekend cruising is basically an informal regatta now! Nobody has been recording finish times yet but occasionally a boat gets asked “what’s your PHRF?” With base handicaps for Boomerang, Danu, and Jubilee of 105, 102 and 144, we have to accept that



Greg Greene - I36 - MaxProp

despite still being considered a well-performing racer/cruiser, our Islander 36 is the underdog for “winning” unless we get serious and start calculating finish times. But does it matter that you corrected over the others when they’re already into their third cocktail while you’re still setting an anchor? Besides, getting line honors when you’re the slowest rated boat makes for the best post-race gloating!

An advantage to not taking our weekend racing – oops, cruising – too seriously is that none of us are foolishly throwing ridiculous amounts of money into tweaking every minute detail of our boats trying to squeeze another tiny percentage of speed out of them. But every time I read the race results of the i36 fleet racing in San Francisco, I couldn’t help but notice the 10 or 15 second handicap adjustment given to the boats who have fixed 2 or 3-blade propellers versus those with folding or feathering props.

While the exact performance difference between fixed and folding/feathering could be debated endlessly, it’s undeniable that, while sailing, a fixed

propeller will slow a boat down compared to a folding/feathering. Having a fixed 3-blade prop on the end of Jubilee’s shaft is a real drag on our sailing performance!

Anyone who has ever priced out a new propeller is probably scratching their heads at why this weekend cruiser, who has professed they aren’t going to spend large amounts of money tweaking their boat, is about to go down the expensive rabbit hole of getting a new propeller just to save 10 seconds on their PHRF rating! Well, quite simply, I’ve always doubted that Jubilee’s current 3-blade prop was appropriate for the boat.

While I readily admit to having only rudimentary knowledge of the technicalities of propeller design and the physics of propulsion, what I do know is that a wide variety of technical details come into play beyond simply whether it fits between the shaft and the hull! The clearance is certainly the primary factor when selecting a prop - you aren’t going to fit a 20-inch blade under there when there’s only about 15 inches of space or you’re chewing a hole in the bottom of

the boat! It’s recommended to have clearance of at least 10 percent of the blade length between the blade tip and the hull, so for an Islander 36, 13 or 14 inches is typical.

The next big thing is the pitch, measured in inches, which indicates how far a propeller would move through a soft solid in one revolution, similar to a screw going into a piece of wood. Determining how much pitch is where a sailor’s head can start to spin faster than a propeller unless you’re a physics nerd who loves propeller theory! A whole lot of numbers are used to calculate the ideal pitch include engine horsepower and max RPM, transmission reduction ratio, boat displacement, beam, waterline length hull type, number of blades and their diameter.

The first doubts about Jubilee’s prop began on her sail from Milwaukee to Thunder Bay. Well, “sail” probably isn’t the best term for it because as soon as you have a deadline to arrive by, it’s become a “delivery.” Cruising “rules” are much simpler and fewer than racing, but one we often adhere to is what we affectionately call “The Four Knot Rule”



Jomeri 40 – 3-Blade Autoprop



– if you're sailing slower than that, you're turning the motor on!

The last night of the delivery we only had a “short” 16 mile trip to Thunder Bay that typically would only take us about 3 or 4 hours. When we started out at about 8PM, we didn't bother hoisting the main as the Four Knot Rule looked like it would be in effect for the evening. But as we came out from behind the lee of Pie Island and the sun was setting, a cold north headwind began to pick-up with plenty of space for waves to build with it. With the wind almost directly on the nose for the direction we had to go, we kept motoring and Jubilee struggled to do much better than 1-1/2 knots as the chop grew.

In hindsight, we should have hoisted a reefed main and motorsailed – having learned over the years how she handles, we probably would have gotten 4-5 knots for boatspeed. But it was dark, bumpy, and quite cold in late spring so we persevered with just the engine and finally limped in at almost 4AM, five hours later than we had originally estimated.

At some point Jubilee had been repowered with a 41hp Vetus M4.17 which had very low hours on it when Bill purchased her. That should be plenty of horsepower so the doubt became whether the propeller was adequately sized. I'm pretty sure it was a 3-blade but that prop wasn't amongst any of the things we inherited when we purchased the boat so I have absolutely no clue to the diameter or pitch of the blades other than when she got hauled out, other owners that Bill talked to thought it seemed “small.”

Another sailor offered Bill a “bigger” prop he had laying around - a fixed 3-blade, 13-inch diameter, 9-inch pitch. It seemed to perform better than the previous one but unless you really enjoy swimming in Lake Superior's chilly water AND have a assortment of different propellers to compare with, “seems” is not a very precise assessment of performance. But, the prop suited Bill's needs for the limited cruising he would end up being able to do. Plus, when you're a passionate sailor who is also retired, you're less inclined to hurry things up and turn on the engine!

Ten years later, Cara and I now own Jubilee and as each summer comes, our cruising range keeps getting a little bit wider as our improvements to the boat make longer and farther trips so much easier. Unfortunately, we're not even close to being retired so that engine is regularly put to use and we still have those nagging doubts about the prop.

Are we getting the best speed out of it? When cruising, a single knot easily of boat speed over a 30 mile trip can become an hour difference in when you arrive at your destination. Are we getting the best mileage? Unlike the Bay Area with it's plethora of marinas and yacht clubs, there is barely a handful of places along the north shore of Lake Superior where you can get fuel.

Obviously, with a fixed 3-blade, we aren't getting the best performance when sailing Jubilee. While manufacturers are always optimistic in their sales pitches, the general consensus is you can add up to a knot of boat speed with a feathering or folding propeller, with a more noticeable speed difference in lighter winds. We don't have any big plans for racing Jubilee, but the longer



Express 35 - 2-Blade Feathering

we can delay having to turn on the motor as winds die, the better, so it was decided - that fixed 3-blade needs to go!

For racing sailboats that don't do a significant amount of motoring, a 2-blade prop is usually sufficient, providing enough power getting to and from the race course. A boat that predominantly cruises and does more motoring will probably find the slight increase in drag of a 3-blade a worthy tradeoff for better motoring performance though the increased price may be a little harder to swallow!

Folding and feathering props both reduce drag by changing the amount of surface area that is presented when sailing. Folding have almost 0% of the drag a fixed has, and a feathering has about 5-10%. Unfortunately, the gearing and complexity to fold or feather a propeller means they can be much more expensive - between 2 and 6 times the cost of a fixed blade, with feathering being the more expensive type.

The difference with feathering props is that rather than folding, the blades

swivel up to 180 degrees. When sailing, the blades present just a narrow edge, but when the transmission is put into reverse, the blades swivel so they present a similar profile as when going forward. The end result is similar thrust when reversing the boat as when going forward. We've always found Jubilee needs quite a bit of throttle when backing out of our slip to get her moving, but the more throttle we give, the more prop-walk which unfortunately is towards our neighbor boat and not the dock! Most feathering props can also

have their pitch adjusted even with the boat in the water.

I had gathered the information most manufacturers asked for in order to quote a new propeller, measured the shaft, and gotten the size of the old prop (13LH9) so it was a simple matter of going onto their websites and filling out their quotation forms. Within a day or a two, responses soon popped up with a variety of recommendations from MaxProp, Gori, Variprop, Autoprop and EWOL.

The options they came back with included:

MaxProp Easy 13" x 13" x 2-blade
Reg. \$2300

MaxProp Easy 13" x 12" x 3-blade
Reg. \$3150

Gori 18" x 13" x 2-blade
Reg. \$1979 Sale \$1445

Gori 18" x 13" x 3-blade
Reg. \$5198 Sale \$3794

Variprop GP 18" x 13" x 3-blade
Reg. \$5296 Sale \$3872

AutoProp H5-460 18" 3-blade
Reg. \$4210 Sale \$3508

EWOL Andromeda 17"
Reg. \$3398 plus a 10% discount

EWOL GoodWill 17"
Reg. \$3088 plus a 10% discount



C&C 32 – 3-Blade Gori



Once my eyes stopped watering from the price tags, I noticed the huge difference in size for the MaxProp compared to the others. EWOL even inquired why the original prop was only 13" and asked if there was a clearance issue. Hmmmm...that was one measurement I hadn't bothered with.

I had assumed that because all the manufacturers asked what make and model of boat the quote was for that they had specifications for the 136 and would know what size prop would fit. Evidently not, as when I went to a snowy boatyard and measured the distance to the hull from Jubilee's shaft, there's only about 15 inches! I started to think that PYI, the North American dealer who had quoted me for the MaxProp might have some knowledge about the Islander 36 to have recommended a much smaller prop than the others.

The price for the 3-blade MaxProp was about what I had expected but that's US dollars and at current exchange rates, that is over \$4200 Canadian. While there probably wouldn't be any import duty on a propeller, we certainly would

have to pay an additional 13% in Ontario sales tax bringing that purchase into Canada. If my eyes were watering at 3 Boat Bucks, now it was close to five!

More out of curiosity, I figured I'd give eBay a quick search for propellers though I had my doubts about finding a good bargain. I'd need the right diameter, the right pitch and rotation (if those weren't adjustable on the prop) AND the right shaft size! Plus, I figured cheap feathering props would be as elusive as cheap self-tailing, 2-speed winches as that's what everyone is wanting to buy for their boat, not sell! Surprisingly, there were a couple, including a great looking 15" MaxProp. A quick email to the Islander 36 mailing list confirmed my hunch that it was a smidgeon too big.

One owner did get a 15" MaxProp to fit but does notice a little bit of thumping which I'm assuming is cavitation due to not enough clearance and not actually contact with the hull. Most respondents had 13" or 14" MaxProps and were pleased with the performance and while there was still some prop walk in reverse, it was less than their fixed or folded prop

and the boat was more responsive. Greg Greene is thrilled with his boats racing performance since switching to a MaxProp, especially in light airs where the boat is much more responsive without the drag from his previous fixed 3-blade 12x8. Fred Hutchinson at PYI recommended he stick with the same diameter and pitch because of the boat's Perkins 4-108 engine.

Dan Knox suggested I check Matt Peterson of FastBottoms Hull Diving (www.fastbottoms.com). Dan had already CC'd Matt on his reply to me so I didn't even have to reach out as Matt got back to me shortly that indeed 15" would have performance issues. He too also directed me to contact PYI as the real experts on sizing a MaxProp. When you're spending that much money on something you will rarely get to touch or look at, it's reassuring to know that the recommendation is not just some numbers given to you from a spreadsheet but also backed up with some Islander 36 experience. Being able to easily adjust the pitch on the MaxProp also helped make it our first choice. While the manufacturer's pitch is usually a good baseline, sometimes



Mirage 30 – 2-BladeFolding

minor adjustments can give improvements and you don't have that ability with fixed blades.

Changing the pitch on folding props can be done by changing the blades, but that really isn't a convenient process given where we are located in Canada. Andrew Vik was specced a 15x11 Flexofold for Geija, that did fit when folded or unfolded, but while it was collapsing it could hit the rudder skeg so it was switched to a 14x12.

The Autoprop that we had gotten a quote on is unique amongst other feathering props in that it's design adjusts the blade pitch according to the pressure on the blades to maximize efficiency in varying sea conditions and engine RPMs. Boomerang has an Autoprop and Ian had nothing negative to say about it but being the only prop that he's used on the boat, also didn't have any reason to specifically recommend it. It's sale price was also almost \$500 more expensive than a MaxProp.

Another option, which we hadn't gotten quoted, is Kijwiprop. They tout similar improvements to other feathering

propellers but at a cheaper price point by using a high tech synthetic material made by Dupont called Zytel for the blades instead of bronze. Their website currently lists their 3-blade props at \$1350 USD which is a significant price difference.

An excellent resource when trying to make sense of everything was Yachting Monthly's "Folding and feathering propeller test" article which is available on their website (www.yachtingmonthly.com). In addition to understandable explanations of the technical details, they also actually tested a wide variety of propellers on a Beneteau Oceanis 323 to compare them against a baseline fixed 3-blade propeller. The article has scores for prop walk, maximum speed, Bollard pull ahead, Bollard pull astern, and stopping time from 6 knots.

Ultimately, we kept coming back to MaxProp. There's still some manufacturers we could contact for quotes, but it's hard to ignore the endorsements from other Islander 36 owners. The cost of a new propeller is a significant chunk of the boat budget to

spend on something that you can't test drive! We did find a used MaxProp for almost half the price, but it's hard to determine it's condition from a few pictures. While they can be reconditioned, the cost is variable depending on the work required – the money we save could quickly vanish into refurbishing and we would be better off purchasing new!

Our sailing season is still almost 3 months away, so this project story is ending on a cliffhanger as we haven't yet pulled the trigger on a new prop! With a variety of other projects planned before spring, we might not even replace it this year. Perhaps we will luck out and find a used bargain now that we we know more specifically what size and pitch we should look for rather than just picking something because "it's bigger." If we make it to San Francisco for the Nationals regatta in the Fall, keep a sharp eye on us if we want to go swimming under your boat!

David Wadson
Jubilee - 1978 Islander 36
Thunder Bay, ON



Trillium's stern step project

Read more about the installation process at www.islander36.org • Member Projects & Fleet Pics





Show your Islander pride

Order a burgee today!

After selling out of our old stock of burgees which had been ordered years earlier, we drew up specifications and solicited bids from five different companies around the country with Prestige Flag (www.prestigeflag.com) chosen for the new burgees.

The result is two fantastic burgees made of high-quality UV-resistant nylon and thread. Rather than screen printed, the logo on the burgees is hand sewn using the appliquéd cut and stitch method for a clean, quality look. To make sure it looks great

no matter which way the wind is blowing, the i36 logo "reads right" on both sides of the burgee! A pair of brass grommets allow easy attachment to a spreader halyard. Your Islander will stand out from the crowd at your marina flying one of these gorgeous burgees!

The 18" burgees are \$36 but if you really want to impress, consider the 7-foot burgees for only \$72. Price include postage and we are barely breaking even at those prices.



Islander 36 *Burgee*

ORDER YOURS TODAY!

\$72
7 foot
Burgee

\$36
18"
Burgee

Price includes postage!

Pay by PayPal or mail a cheque.
If you use PayPal, please drop an email to i36greenflash@gmail.com
Otherwise, snail mail a cheque to...
Mike Patterson Treasurer
218 N Tomahawk Island Drive,
Portland, Oregon 97217
Email questions to:
i36greenflash@gmail.com



Canvas flash back...

Experience teaches Green Flash to leave it to the professionals

Back in 1999, I took on a little DIY project for Green Flash...My late husband, Scott Majors and I decided to add a dodger to our 1973 Islander. That spring, we attended the Sausalito Boat Flea Market (held annually at Anderson's Boatyard), where we met a couple trying to sell the dodger from their Cal 39. We made them an offer for the frame that they initially turned down, but they took our contact info, in case they were unable to

sell it complete. A week later, for about \$100, we ended up with their entire used dodger that was much too big for our boat.

At the time, Green Flash was moored in Vallejo Marina, near a canvas shop, (can't remember the name), but it was next door to the Sardine Can. I wish I could remember the name of the owner as he was so incredibly helpful. With his aid

and the assistance of a skilled welder, we resized the frame, composed of old school 1.25" stainless steel, to fit our cabin top. I set about learning everything I could about dodger design, asking our sailing friends what they liked/disliked about their own sailboat dodgers, and spent countless hours at the canvas shop, acquiring supplies and absorbing invaluable advice. Again, I can't stress enough how much



Leia relaxing in front of the old doger on Green Flash that we DIY'd

I learned from this kind canvas maker. I could not have completed the project without his help.

Having learned how to sew at a very early age, I believed myself skilled enough to create a dodger, (I thought how hard could it be?), while in reality of the project proved humbling. Wrestling a powerful industrial walking foot machine, with temperamental thread tensions, was very frustrating. I was only a third of the way through the project. When fate intervened in the form of a vintage Montgomery Ward sewing machine, from a thrift shop for \$8. This machine, was incredible! Unlike most standard dressmakers, this machine had an extra long straight-stitch length. I ended up finishing the project, including the Lexan (polycarbonate) windows, with this very basic portable sewing machine.



Luke taking cover under the old doger on Green Flash

The entire process, probably took about six months to complete. There was a lot of fitting and re-fitting that needed to be done on the boat, before I could move on to the next section. Scott's

craftsmanship contributed custom teak fixtures, that we mounted to the cabin top, to which we fastened the dodger to the deck. We were very happy with our DIY creation and the money we saved.



Green Flash docked at Encinal Yacht Club - old dodger still looks good from afar

I'm guesstimating that our total out of pocket, was between \$600-800 from frame to materials.

Flash forward 23 years. Our homemade dodger, that had served us well, was showing serious signs of wear. It still looked good from a distance, but when viewed up close, one could see the yellowing Lexan, frozen zippers, and worn leather reinforcements. We needed a new dodger...

Mike suggested that I should just sew a new one. After I got my laughter under control, I told him "not a chance!" Age and past experience has taught me to appreciate people who

specialize in a particular field - In our case, we needed a Canvas Maker. We soon discovered that there are only a few local businesses in the Bay Area that make dodgers, and those that do, have a long waitlist. Our search for a skilled artisan, lead us to Steve at Kissinger Canvas in late 2022, where we were added to his waitlist. Steve commenced work in November 2023, culminating in a beautiful dodger and cover by December's end. His meticulous craftsmanship is evident in every stitch and detail. In addition, to making a dodger for us, I asked if he could create a transom cover, as the back of Green Flash gets a lot of direct sun, and if it were possible,

attach this cover so it could also protect the wood trim that surrounds our cockpit. His design for this separate project is awe-inspiring - Steve's ingenuity and skill surpassed all of our expectations!

So, the takeaway from our story is this: while it's feasible (and rewarding), to make your own Dodger from scratch, experience has taught us the invaluable wisdom of relying on seasoned professionals for such tasks.

Liz Munnely
Green Flash - 1973 Islander 36
South Beach, CA



Green Flash sports her new dodger in picture above and her new transom teak trim cover below





DON'T MISS OUT!

2024 RACING

Saturday, April 13, 2024
S. BAY BRIDGE SERIES

Saturday, May 4, 2024
TO VALLEJO

Sunday, May 5, 2024
FROM VALLEJO

Saturday, June 8, 2024
S. BAY BRIDGE SERIES

Saturday, June 22, 2024
WESTPOINT REGATTA

2024 CRUISING

Sat. & Sun., April 27 & 28, 2024
TBD CRUISE

SUNDAY IS OPENING DAY ON THE BAY

Sat. & Sun., June 27 & 28, 2024
WESTPOINT REGATTA

Fri.-Sun., July 12 - 14, 2024
VALLEJO CRUISE

Join us for some fun!

Visit www.islander36.org for more information

Buy and Sell



1973 Islander 36

One owner since new. Dad bought her at the Seattle boat show January 1974. Well kept and modestly updated over the years.

- Schattauer main new 2005ish
- Precision Sails Genoa new 2019
- Standing rigging new 2005ish as well as Harken Furler
- Garmin chart plotter
- Garmin MFD
- Garmin wind instruments and Garmin sounder new 2009.
- Raymarine autopilot 2021
- New Edson pedestal steering installed 2019

There are some unfinished projects. Some teak work around the new headliner, a minor oil leak on the engine, the Icom VHF suddenly stopped working, various water leaks. The gel-cote is worn as well as some of the exterior teak although a lot of the exterior teak was replaced in 2009.

She may be an old boat but she's a good solid boat that sails very well, is super simple, comfortable and sound. Asking: \$22,000. Visit www.islander36.org Buy and Sell link for more information.

Peter Andersen
206 228 1186 or Pb13andersen@gmail.com

1973 Islander 36 - Flying Dogs

After 30 plus years of sailing we are selling our dual citizenship 1972 Islander 36 "Flying Dogs". Currently moored in George Town, Bahamas. She is a registered Bahamian vessel, all duties paid, as well as a US documented vessel. She is a well equipped cutter rigged Islander with all new sails including a never used Drifter.

- 600 watts of solar with top of the line controller and inverter which runs frig and freezer.
- Inboard Yanmar 27hp diesel with compression release

Comes with hard bottom AB dinghy and 1 year old 15hp Yanmar outboard. Asking: \$12,000. Visit www.islander36.org Buy and Sell link for more information.

Daren Tackis
Zsaltydogs@gmail.com

Tenacious Sails

I am selling three Islander36 sails. NorthSail Dacron main with one season on it, full batten, reefing, cunningham, leach trim. Paid \$3400. asking \$2200.

Kris Youngberg
kris.youngberg@gmail.com

1972 Islander 36 - Induna

Induna is part way through a refit, lying in Powell River, BC. Keel was removed and reinstalled by Don Huseman of Keel Boat Inspection and Repair, California. Several bolts were replaced.

Engine: Yanmar 3HM35F with a reported less than 50 hrs.
Sails: Ok with a 110% Genoa that has never been used.
Compass: Ritchie binnacle (rebuilt)
Wheel steering
12 volt windlass with chain and gypsy (has been rebuilt)

A lot of work has been done and there is a lot more still to do, I have too much on my plate and I am getting too old. Visit www.islander36.org Buy and Sell link for more information.

Clive Openshaw
openshaw@island.net or (604) 487-1810

WANTED TO BUY: Dodger

I am looking for a dodger, cover and frame, for my I-36. Prefer to buy both parts together, but if you have one or the other you'd like to sell let me know what you've got.

Michael Doran
katapultmike@gmail.com or (415) 806-4760

Got something to sell?

email: newsletter@i36jubilee.com



**1978 Islander 36
Jubilee**

Cruising Lake Superior
(near Pie Island) Thunder Bay, ON

Summer 2023