

# 36

Islander 36 NEWS  
FALL 2022 VOL9 ISS 2



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# ISLANDER 36 NEWS

FALL 2022 VOL9 ISS 2

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## On the Cover

Cindy and first mate enjoying the Summer Sailstice on Full Circle, Cindy and Mark Irwin's 1973 Islander 36

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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 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 First Time

Everyone remembers their first time...

Just to clarify, I'm talking sailing here... In my case I was 11 years old on a summer vacation at Detroit Lake in the Oregon Cascades. My brother and I were hanging around the boat ramp offering to help folks launch their boats hoping someone might offer us a ride. These were vessels of the powered variety and mostly small fishing skiffs.





Late in the afternoon a guy pulled his car and trailer up with the most beautiful wooden day sailor. Turns out it was a Thistle which we later learned was a popular one design racer first appearing post war and with over 4000 built. We helped him launch his boat, raise the mast and generally tried to make ourselves useful not ever having spent any time around sailboats. After getting the Thistle set up, the owner winked at us and asked if we might have any interest in going for a sail. Well yes! So off we went on our first sail with a very nice but complete stranger. It was magical and my brother and I were hooked and resolved to find a way to go sailing again. Long story short we saved up \$300 from our paper route money and bought a beautiful 8 foot El Toro sailing pram. Nearly 60 years later my brother and I are still sailing. Hard to believe that one could get that kind of mileage out of a hobby.

With that as a back drop you can imagine my delight when offered the opportunity to take our granddaughters Gabby, 6 and Nora 2, who live in Sacramento, for their first sailing experience on Kapai our 1977 Islander 36. Angel Island, our perennial favorite destination seemed like a great choice for an overnight. With extra care taken in the application of sunscreen and appropriate life jackets we set off on a Friday morning across the Bay to Angel. The girls were thrilled and loved being out on the bay. I was surprised to find Ayala Cove almost empty for the beginning of a July weekend as we picked up a mooring. The cove filled up on Saturday but we had Friday night almost to ourselves. If one boat is good two boats are better so we inflated our vintage Avon Redcrest ( I seem to own a lot of stuff from the 70's) and rowed into the beach for a hike and the vista of San Francisco and the Golden Gate across

the water. BBQ steaks followed up by some bedtime stories filled the bill. Among all her other good qualities, Islander 36's actually sleep quite a few people. Our model has a port settee that folds out into a double. Gabby chose that one with her Mom. Little Nora snagged the quarter berth and before the early evening fog rolled in we were all were fast asleep. Next day after breakfast we took another long hike on the Island and let the girls burn off some steam prior to sailing back to our berth at South Beach Harbor. The punch line...The girls can't wait to go again. Yes!!!

PS. If you own an Islander, take a young newcomer sailing. You might just change their lives.

Rick Egan, Commodore  
Kapai – 1978 Islander 36  
San Carlos, CA

# Plan B

The alternative to San Francisco was a weeklong sailing adventure

As spring 2022 progressed and COVID restrictions started to ease, Cara and I looked at our vacation schedules and realized that the end of it coincided with the Nationals regatta in San Francisco. After 2 years of lockdowns and closed borders, we thought it would be a fantastic idea to spend a week in San Francisco and hop aboard someone's Islander for the races.

But as spring moved into summer, all we kept hearing in the media about air travel in Canada, and from friends and family, was hours spent in long lines, last minute cancellations, and lack of compensation. With limited flight options from Thunder Bay and a narrow timeframe to travel in, we decided to save a trip to San Fran for another time.

But as with cruising, when conditions aren't cooperating with where you want to go, it's always good to have a Plan B. While the last week of September had potential for some heavy winds and cold weather, we decided to go sailing instead and knock another destination off our Lake Superior bucket list - CPR Slip, an isolated harbor with a Finnish sauna (steam bath) formerly used by the Canadian Pacific Railway as a fishing camp for its executives and their guests. It was an achievable goal with 10 days to do the 65 NM trip.

As luck would have it, the Friday we left it was bright and sunny, with a half-



View of CPR Slip on St Ignace Island from our hike

decent breeze behind us. Instead of the original 25NM first leg of the journey, we took advantage of the nice weather to push on another 16NM to our planned 2nd night destination, Loon Harbour, and arrived a half hour before sunset.

The extra distance paid off for us as Saturday was a short 20 mile motor/sail to St. Ignace Island. But arriving in light air and sunshine was a good thing for a rookie trip to CPR slip as the entrance is famous for tricking sailors into taking the middle of the channel and running aground. Against your instincts, you hug the shoreline on one side, literally 8-10 feet from shore where you still only have a scant 7 feet of depth. It was a good thing we followed the advice we had been given as we found the docks deserted - there was no one there to help pull us off the bottom had we gotten stuck! In the ultimate of contrasts, instead of the San Francisco Bay Area and approx. 8 million people, we ended up all alone for 3 days!

As expected, Sunday turned cloudy and the wind swung around and started blowing hard from the north. Monday was non-stop rain all day - "perfect" weather to stay holed up and flip

through the guest books looking for old friends. The winds were blowing 15-25 knots and not forecasted to settle down until early Wednesday morning so rather than risk the treacherous entrance with that pushing us around, we decided to stay put, explore the hiking trails and enjoy our disconnect from the world as there was no cell service.

On Tuesday evening, our solitude was broken when Cara spotted a sailboat mast through the trees and we were joined by a Tartan 33, Bristol Fashion, formerly from Thunder Bay but now out of Bayfield, Wisconsin. It was nice to have the company of a fellow sailor, a gentleman from Minneapolis who has on a month-long trip along the north shore. After a day of sailing in heavy air with a double-reefed main and a sliver of a jib, a hot steam bath is a welcome respite from the cold and bitter Lake Superior. But even the heat of the sauna was not enough for any of us to brave jumping into the water to cool off!

Wednesday morning temperature had dropped overnight to below freezing, leaving a thin layer of frost all over the boat and docks. But the north wind had eased and started shifting back to the



southwest. Reversing along our track into the harbor, we made it safely out of CPR Slip without so much as nudging the bottom. With the sun shining melting the frosty decks, we decided to test our luck again and push for a longer trip back to Porphyry Island.

It didn't work out as nicely for us as the wind settled into the forecasted 15 knots SW, which was exactly the direction we were headed. While it wasn't fun beating into that for 3 hours, by that point we had few options other than pressing onward. We were cold, tired, and a little bit grumpy by the time we arrived, but that wind never let up until late Friday so better to have slogged through.

We spent the rest of the day exploring some beaches and trails on Porphyry Island. With the wind still blowing hard on Thursday, we made a short hop to Horseshoe Cove, a very snug and secure anchorage where you barely notice the strongest of storms. The overnight temperatures had come back up so it was a fantastic evening to gather driftwood and enjoy a campfire.

Friday morning was a bit of beating into a slightly lesser southwest wind to get to Silver Islet where the historic and newly refurbished general store was still open and we could grab a couple of fresh cinnamon buns before heading to



Horseshoe Cove on Edward Island

Sawyer Bay to meet our friends on Boomerang, a Jon Meri 40. Going upwind in 15 knots while out cruising isn't the nicest direction to be sailing, but I appreciated the laylines that our B&G chartplotter can display now that we have a wind instrument. It was much easier to beat our way around the various islands and shoals when I had a better idea of when we should tack.

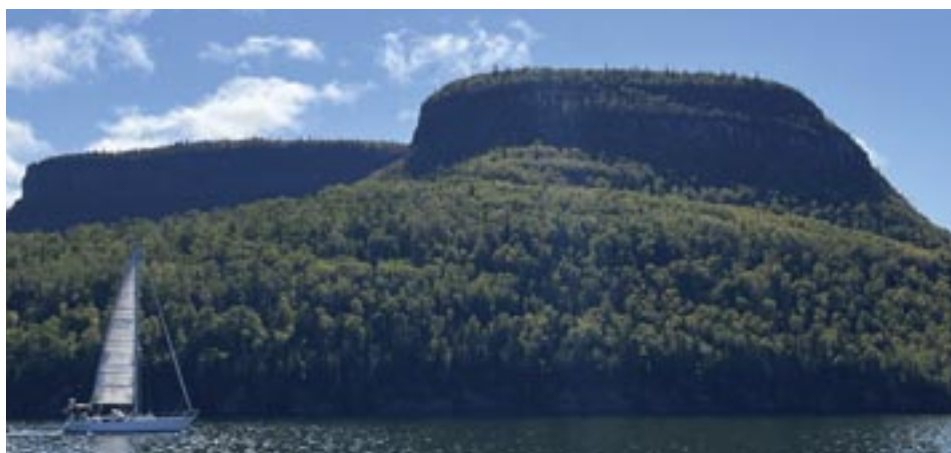
By the time we got to Sawyer Bay, the wind had settled and once again we modified our trip plans. Instead of heading early and having time to decompress before going back to work on Monday, we ended up staying until mid afternoon on Sunday. After 7 days of

solitude, the company of friends and some sunny weather was too good to cut short. Even though Saturday clouded over, it was warm enough to tackle a hike up the "head" of the Sleeping Giant where we could enjoy the fantastic view over the lake that we sail on.

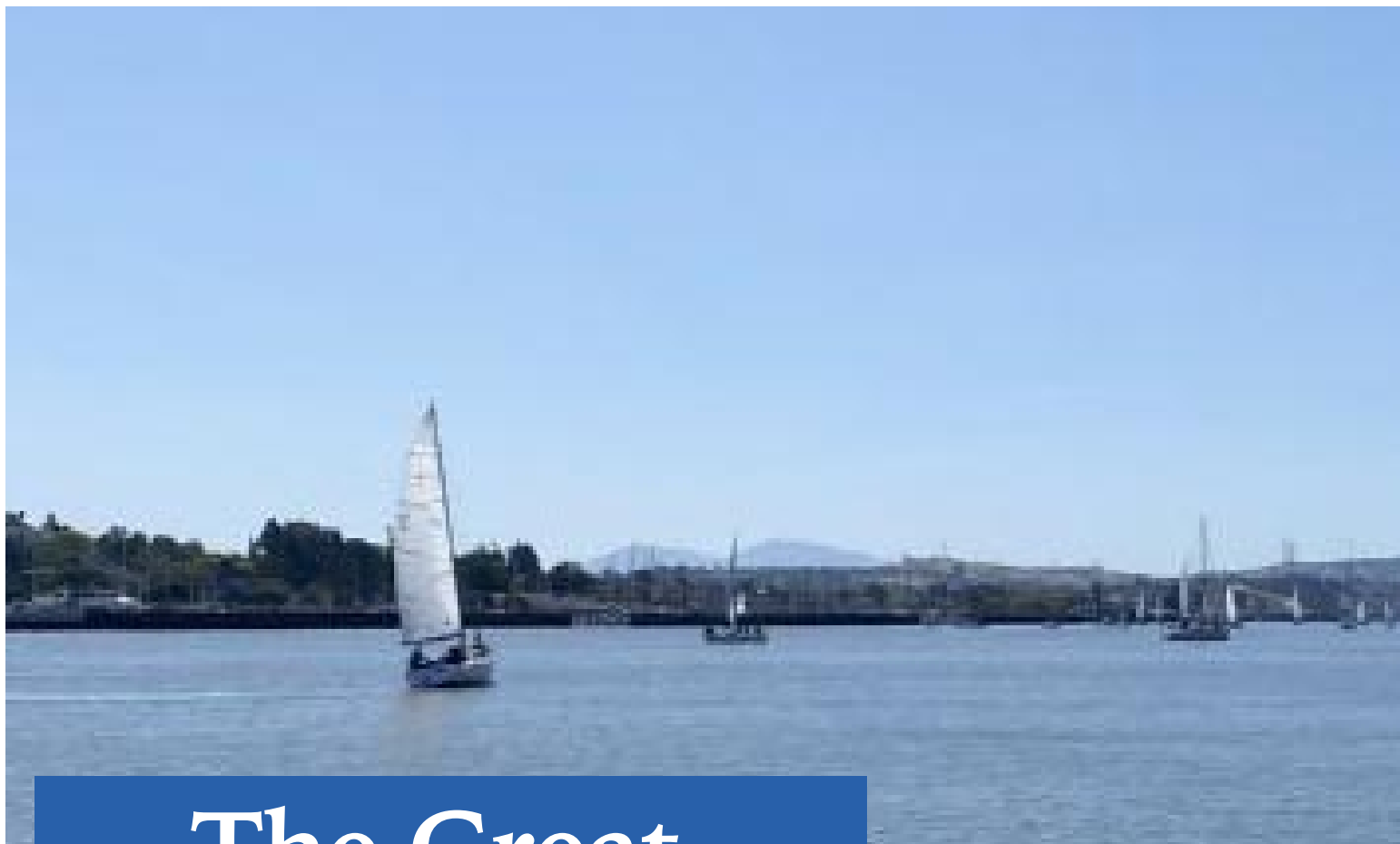
It was the longest trip we had taken on Jubilee, and the first one longer than a weekend that we had taken without extra guests boat. Once I had gotten rid of the extra toolboxes and we had stowed things away, we were surprised to see that there was still extra room available - we could have brought some more boxes of wine!

While we didn't make it to California, we had a fantastic sailing adventure instead. The best times can be had when you are flexible and make the best of whatever life and the weather gives you! Now that Jubilee has hauled out for the winter, we have 7 months to dream about where next season will take us! San Francisco is still on the list!

David Wadson  
Jubilee – 1978 Islander 36  
Thunder Bay, ON



Boomerang sailing past the "head" of the Sleeping Giant



# The Great Vallejo Race

## Windwalker scores first place

Congratulations to Rich Shoenhair and his crew on Windwalker for scoring first place division finishes both up and back to Vallejo. I briefly saw the stern of Windwalker at the windward mark on Saturday and never saw her again! Nice work! But I get ahead of myself...

For those outside of the San Francisco racing scene, The Great Vallejo Race is an annual 20 mile jaunt from San Francisco Bay, past the Brothers Islands, at Point San Pablo, into San Pablo Bay, turning left into Mare Island Strait with a finish just short of the Vallejo Yacht Club. There is a return race the next day.

Racers raft up and party on Saturday at gracious host Vallejo Yacht Club.

This race was the 122th year of the running with 117 boats participating. As of a few weeks ago only two Islanders were signed up; Kerry Scott's Cali and peripatetic Dan Knox's Luna Sea. Dan put out a challenge to the fleet that any Islander that showed up in Vallejo would receive a nice bottle of Champagne. I had an early morning obligation at home on Sunday and had decided that Kapai would miss the race this year but Dan's infectious enthusiasm, to say nothing of a free drink!) carried the day.







We signed up for the Saturday race only, with a plan to take the 7:40PM ferry from Vallejo back to San Francisco. My son Bryce and his girlfriend Reanne joined me for the race.



Windwalker signed up in the interim so we had 4 Islanders on the starting line Saturday morning. There was around 15 knots of wind at the start and as we beat up to the windward mark I saw both Windwalker, Luna Sea and Cali make the turn to toward Vallejo. At that point we lost sight of Windwalker but saw Luna Sea head to the right side of the course along the Richmond shore where they, (in Dan's words) prematurely raised the kite. Cali chose the left side of the



course toward Angel Island and Kapai found good pressure in the middle of the course. A couple of miles south of Red Rock the wind died completely. We sloshed around for an hour, watched Luna Sea finally drop her kite over by

Richmond and even saw Cali do a 360 over near Angel Island. After about an hour of drifting the wind kicked in and we had nice downwind sail to Vallejo with some gusts hitting 30 knots as we sailed up the Mare Island Channel to the

# THE GREAT VALLEJO



finish. All in all a pretty typical spring day in these parts.

The impact of drifting conditions and spotty wind is evident in the large differences in finish times for the four Islander 36s.

After traversing a dozen rafted boats we found Dan entertaining at least 15 people on Luna Sea and joined the fun. Dan is a man of his word and as soon as he saw us he produced a nicely chilled bottle of Chandon which we popped and shared with an already well lubricated group of happy sailors. Thank you Dan!

Vallejo Yacht Club puts on a good dinner and party and I had occasion to join a couple of crew members from Cali for some BBQ ribs. Kerry Scott, owner of Cali, is preparing to race in the Pacific Cup to Hawaii and his crew is super stoked to be a part of this. After dinner they led me to where Cali was tied up so I could say hi to Kerry and complain about the wind hole south of Red Rock. We had a good laugh about the 360 and headed to the ferry returning Monday morning for a solo delivery back to South Beach Harbor our home port.

Windwalker and Luna Sea raced back on Sunday in dramatically lighter winds. Windwalker taking a second first place finish. Fun weekend. We'll do it again next year and you should too!

Rick Egan, Commodore  
*Kapai* – 1978 Islander 36  
San Carlos, CA





Happy Hour  
It's 5 o'clock  
somewhere...

## Blue Lagoon Cocktail

**Its tropical flavor gives sailing vibes**

The exhilarating adventure of pairing vodka, lemonade and Blue Curaçao makes this cocktail one you can sail right into.

After a beautiful day of sailing with blue skies, warm sun and the wind just perfect, we set anchor to enjoy a refreshing cocktail.

One of my new favourite liqueurs is Blue Curaçao which David and I have been miss pronouncing (CUR-AK-OH) up until recently, when I realized it came from the beautiful Dutch island of Curaçao. (pronounced CURE-AH-SOUW). I know, I know, where have we been living? Well I guess the easiest answer is in a beautiful anchorage somewhere on Lake Superior aboard I36 Jubilee.

Blue Curacao is flavored with the dried peel of the bitter orange laraha, a citrus fruit grown on the island of Curaçao and

has a distinct taste that is a little bit bitter and a little bit sweet, kinda like me!

It is used in numerous cocktails, which I hope to feature on "happy hour" in the coming issues. But for now, I hope you enjoy Blue Lagoon as much as we do. Cheers, and happy sailing.

Cara Croves  
Jubilee, 1978 Islander 36  
Thunder Bay, ON



### INGREDIENTS:

#### SINGLE SERVING:

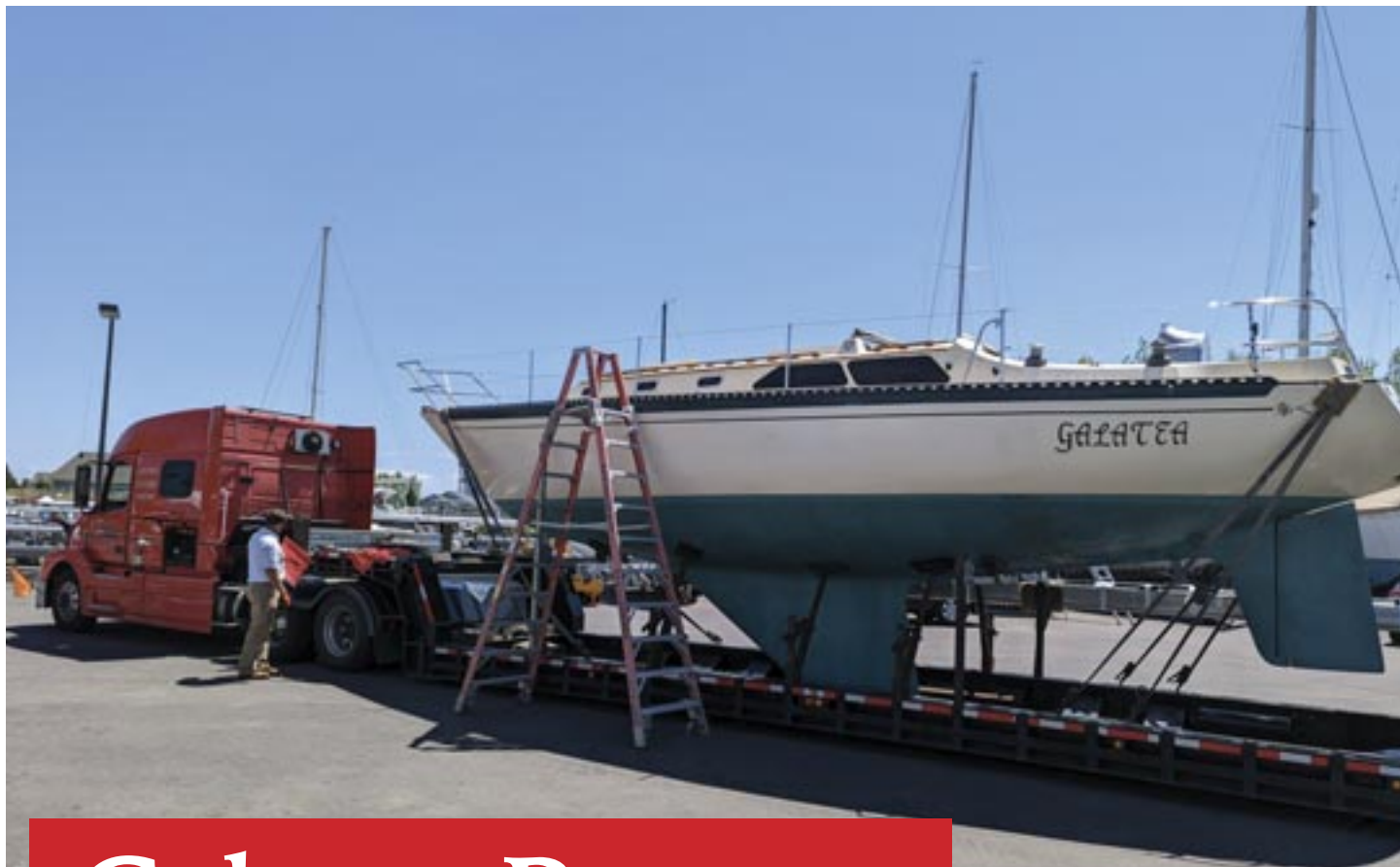
- 1.5 ounces Vodka
- 1.5 ounces Blue Curaçao
- 6 ounces Lemonade

#### PITCHER:

- 1 1/8 cup Vodka
- 1 1/8 cup Blue Curaçao
- 4 1/2 cups Lemonade

#### INSTRUCTIONS:

Mix all the ingredients together and serve over ice in your favourite cocktail vessel and garnish with cocktail cherries or your favourite fruits.



# Galatea Passage to Hawaii

Pacific Cup 2022

## GALATEA CREW

David Herring	Skipper
John Weissert	Navigator
Nick DeLuca	Crew
Pete Shelquist	Crew
Lad Strzok	Crew

After years of preparation, Galatea was shipped via truck from Lake Superior, where she had spent her first 45 years, to Richmond, CA. She was launched on June 10th, 2022 into salt water in anticipation of the 2022 Pacific Cup.

To get ready, the crew and I had spent years sailing many offshore races on the Great Lakes including multiple Trans Superior races, a Chicago Mac and a Bayview Mac and innumerable shorter races of 50 to 100 nautical miles. We'd also spent many winters getting the boat tuned up for offshore racing. One advantage of our Lake Superior location

is the extended off season which allows us to spend 6 months maintaining the boat on the hard.

When the boat was launched in Richmond, I felt we were as ready as we could be. Though none of us had done an ocean race before, we at least were aware of our lack of experience and that motivated us to check everything many times over ensuring we had a reasonable chance of completing the 2022 Pacific Cup in a competitive manner.

On the evening before our scheduled start on July 4th, the 4+ year project list was finally completely checked off.

Getting to the starting line, as anyone who has done one of these events before knows, was a major accomplishment, and I felt significant relief in having achieved that. This relief helped temper the butterflies one naturally feels when setting out for a major ocean passage for the first time. We were ready to go. I knew my crew and knew they were prepared to give this race everything they had.

On July 4th, the day of our start, we got a weather analysis, said last minute goodbyes, and left Richmond Yacht club about 3 hours before our scheduled





Galatea at the dock, ready for the start of the PAC CUP and light air at the beginning of the race

start at 10:00 off the St. Francis Yacht Club. The pre-race routine was well honed for us – get to the start line early, get sails selected and trimmed, do a few runs from the start, ping the start line, time the line, look around at the competition etc. I was glad we had those routines well rehearsed from other races because it gave us something to focus on in addition to helping us have a good start.

The wind at the start was lighter than I'd thought it might be. We'd prepared for 20 knots on the nose getting out of the gate. Instead, it was a light 8 knots. As we got out of the bay, we saw the Cal 40s Azure and Duende as well as the Express 27 Alternate Reality. I also was aware of our friends on other





Early start (above) with the PAC CUP ocean navigator day 7

Islander 36s, Cali and Cassiopeia, and kept a sharp eye out for them.

As the beginning of the race unfolded, it appeared the forecasts were correct: We were in for a light air battle to establish position. Sailing on the Great Lakes had trained us for light air sailing and we used those skills as best we could. I remember feeling good about the decision to install a watermaker which gave us confidence with an extended timeframe as well as the decision to bring our #1 to pick through light air.

Near the end of the 7th day, we had the Cal 40s ahead of us consolidating near to, or north of, the rhumb line and the Express 27 to the south. Relative to



those boats we chose a middle position, just south of the rhumb line, to maximize our choices as we began to see how things would unfold.

At some point, around 8 or 9 days in, the wind finally began to build and we had the expected starboard reach across the middle portion of the course to the point our navigator had picked for a ridge crossing. These were great days of sailing. We were finally moving to the finish at a reasonable pace. Somewhere before that timeframe we learned that Cassiopeia had turned back. We were

pretty bummed about that but turned our attention to other competition in front of us.

As the middle part of the race wrapped up, we were still behind the Cal 40s and wanted to see what we could do to move up. The Cals had drifted down and we had drifted up closer to the rhumb line, so we were on the same line. If we stayed on the line we now shared with them, we'd likely take 3rd, the position we then occupied. If we went south there was a small chance we could get some leverage and could possibly finish





Galatea shares some beautiful pictures, the Oahu sunset, reach with spinnaker, starboard reach and surfing



higher than 3rd. Heading south also allowed us to position ourselves between the 4th place boat, the Express 27 Alternate Reality, and the finish line. Hence, going south was a consolidating move for 3rd and a roll of the dice for higher than 3rd.

Going south was difficult. We battled through a transitional weather pattern before emerging in the trades. Sailing optimally at night during this phase was particularly difficult with cloud cover and lack of visibility making sail trim and optimal boat speed challenging. One morning, after a difficult night, it appeared we had made it to the trades. We were surfing down waves generated by Hurricane Darby which was passing south of us. It was one of the most memorable mornings of the entire race. We had our S4 fully powered up and could easily square the stern and catch wave after wave. We'd roll down those waves easily at 10 knots, sometimes





Galatea at the dock after finishing the 2022 Pacific Cup in Kaneohe Bay, Oahu, Hawaii

more, a thrill we'd never had in a sustained way on the great lakes.

During the following night, as the winds built, we had the biggest equipment failure we would have on the entire trip. The "crane", the fitting to which the spinnaker halyards are run at the top of the mast, sheared 2 of the 3 securing bolts holding it in place. Once we diagnosed this problem, we doused the S4 spinnaker we were flying and continued until morning under headsail. After due consideration, we decided

we'd have to finish the race under white head sails, which was a disappointment, but this took some of the "edge" off and allowed us to relax a bit. At this point of the race there was plenty of wind blowing us directly to Kaneohe and we made good progress to the mark. We judged that we were almost as efficient as we would have been with spinnakers but not quite.

We finished around sunset on July 19th, our 15th day on the water. We'd had a great time, had achieved our goal of

arriving in Hawaii safely, had sailed hard, and taken 3rd in our class. I was really proud of the crew. We'd overcome much over the years in preparation and much over the 15 days on the water to get there. Our families and friends greeted us in Kaneohe and we began the "vacation" portion of the trip seeing the sights of Oahu and relaxing together for a well deserved rest.

David Herring  
Galatea – 1977 Islander 36  
Minneapolis, MN



# WHERE IS FREEDOM WON?

Can you find Freedom Won  
in this picture?  
You may need some help if  
you enjoyed more than one  
of John's famous bucket  
margaritas!

## John Melton Margarita's

Put it in a bucket..and put the limes on top!

OK here is one of my favorites, John Melton Margarita's. I have had these dozens of times. They are wonderful. It has taken John many years to get the recipe just right. But I think he's got it now!

Dan Knox  
Luna Sea, 1978 Islander 36  
San Francisco, CA



### INGREDIENTS:

- One old boat bucket
- Two large bottles of expensive tequila, any brand will do as long as it is expensive
- One large bottle of Grand Marnier
- One bottle of the cheapest margarita mix you can buy
- A dozen limes
- Screw up taking down the kite at the mouth of the Napa River so Luna Sea can catch up!
- Get the bucket. Rinsing out of the bucket is optional
- Add some ice from Freedom Won's wonderful refrigerator
- Add the tequila, taste to make sure it is OK. If not, taste again until it is perfect

### INSTRUCTIONS:

- First you need a good windy day to sail to Vallejo on John's boat Freedom Won
- 20 knots of wind just aft of the beam is perfect
- John will put up a big kite and bury the rail all the way to Vallejo. This gets the crew motivated to enjoy the cocktails
- Add the mix
- Cut about a dozen limes in half and if you want to can use a press John got in Mexico to squeeze the juice out, if you can't find the press skip that step and just toss them in.
- Pour in the bottle of Grand Marnier, kind of float it on the top!

*Enjoy!*



# Cali's Hawaiian Adventure

Pacific Cup 2022

## CALI CREW

Kerry Scott: Skipper  
Chuck Reynolds: Medical Officer  
Tom Bernard: Navigator  
Chris Guinon: Foredeck  
Valerie Suzawa: Crew





Cali' at the start of the 2022 Pacific Cup in San Francisco, CA

Where do I start?

Having read a million "I've sailed around the world" stories, I know what I was looking for but most often didn't find. I'll try to answer some questions.

Yeah. It takes years and unbelievable amounts of money to take a fifty-year old sailboat out to sea.

We know that goes without saying, BUT it's worth saying!

So, to the trip. Holy shit, what an adventure! For me the Cali rebuild was years of preparation for the "WHAT IF's"

Having sailed to Mexico once and Southern California numerous times I've had "stuff" go wrong. The stuff always

happens at night, always when the wind is blowing, never in the warm noon sun. With all the "WHAT IF'S" in mind Cali has five bilge pumps, three electric and two manual. One pump for nuisance water, one pump with the switch on a step above the smaller pump, the biggest pump (the I'm fucked pump) on its own breaker, and a high-water alarm.

Did the first two work on my return attempt when the bilge was awash with water? No. I wired the pump system three plus years ago and of course water had migrated into the connections. On test things worked fine, but when put to real work there was not enough connection.

Cali has an iron keel. For those of you lucky guys with a lead keel, you have a

deep keel sump. We iron guys have no sump, so in rough conditions water has no place to gather, it just rushes buy the pumps.

On my return attempt the amount of water coming in was amazing, death by a million drips! I've tried to describe how much water was coming in to other Islander guys and they just can't see it, but take your 50 year-old boat out on an unhappy ocean and everything will drip! And those drips add up to gallons.

The Take Away: stuff you think works and that you check, still may not work. And a keel sump is good to have.

Cali has a halyard for the main, jib, staysail, trysail and two spinnaker halyards. She also has a boom lift, two

# PAC CUP - CALI

topping lifts plus a spare or two. Before the race, others felt the running rigging was confusing and trouble in the making. During the race and the return, we had use for nearly everything. We ran two spinnaker poles and a spinnaker net. At times we ran the jib and staysail. Had any one or two halyards failed there would have been no need to send someone aloft.

## The Take Away

My extra rigging worked for us, was not too much to keep organized and kept me from sending people up the mast in a seaway.

## Energy

I didn't go with lithium batteries because I'm afraid of the fire potential and I don't have any tech in me. We went with Firefly's. They are represented as the last and best AGM battery.

## Save your money

I monitored energy use and storage constantly using the Victron smart battery monitor which is good, and the related phone app which was great! The boat has a stand alone start battery, a stand alone house bank and stand alone windlass battery. The week before we left I added a back feed switch to the windlass battery as backup power. It was a good move as a number of times our use exceeded our house battery storage capacity and instead of waking people up with running the engine we'd run on the windlass battery.

Cali has 150 amps of solar panels. When in full sun it's JFM (just fucking magic) solar is a must have.

We ran the engine most days an hour in the morning and an hour each night to charge the batteries and to run the water maker at a cost of one gallon of fuel a day.



## The Take Away

You can get by with very little power (tri color up top, LED cabin Lt. and a USB charge outlet for everything else) but the more amps you can make and store the better your life aboard can be.

## Reefing

Cali has a single line reef system. It worked great for us, no going to the mast when wind or conditions changed. We reefed and un-reefed a lot.

## The Take Away

Whatever reefing system you employ, make it EASY to use, day, night, flat or lumpy.

## Water maker

We have a 35 year-old Pur Power 35. I believe it was never used before it was given to me. It put out 1 gallon an hour. We ran it two hours a day. Another thing that is just JFM! Two gallons a day was easily enough water for five people's

water needs. I'm overly conservative, on arrival in Oahu we had 40+ gallons of tank water and the required emergency water.

Our fleet had the Monday start with very little wind for the first 4 days, other boats had to ration water, we on Cali were conservative but stress free. Modern water makers are more complicated but put out more water than my old unit but I'm very happy with mine.

## Satellite Communication

The race required all boats to have an Iridium Go! More magic! The ability to send text and receive emails almost as seamlessly as at home was so wonderful. Downloading Weather Fax was terribly slow but of endless value. I wouldn't be without one again. It was such a great thing.

## Electronics

Cali has new everything. Save your



money. Buy a tablet (JFM) and a very good case.

### Windvane

Ugly, but wonderful! Now that Cali is home, I'll take it off. It's really only a long distance thing. These are JFM devices, no electronics, no O-rings, no belts, no little motors etc. just steer the boat day in and day out.

### The sailing

If you can sail to the Farallons and fly the spinnaker home, you can sail to Hawaii.

### Crew and daily life aboard

Is really a different topic than I'm sharing here. We had laughter, kindness and good energy all day and all night for the entire trip. I thank Chuck, Tom, Chris G, Valerie and Eric more than I can express.

### So why did Cali come in last?

I spent years preparing for this race/adventure. Every system on the was boat upgraded checked and re-checked.

My wife Jennifer bought me every kind of synthetic undergarment, pants and shirt in the world.

I'm a competent sailor and have navigated from here to Mexico.

What I do not have are any weather routing skills or software experience, and I had never been that far offshore.

When my navigator withdrew three weeks before the start, I asked another crew member to download and learn the weather program. He had little sailing experience and no offshore except our outings on Cali. His strength was his comfort with computers and his willingness to take on the challenge. The plan had always been to sail south



and west, down to about San Diego by then be about 300 miles out and turn right with the trade winds.

Of course, this year's wind pattern was not what is normally seen at the beginning of a Pacific Cup. We had four days of 4 to 6 knot winds at the start (normally 20+) the discussion on the boat was that we had lost four days already and was it best to sail the shortest distance (Rhumb line) or go south in search of better wind. One crew

member was vehement for rhumb line, I honestly didn't know which was the better choice. Our weather routing software told us to follow the RL more or less also.

We later figured out that much of our original input into the program was flawed so its advice was much less than optimal. The morning report from race committee and texts from friends made it clear, I as Captain was making wrong weather routing decisions.



Cali's crew celebrating the finish of the 2022 Pacific Cup in Kaneohe Bay, Oahu, Hawaii

In planning I had left navigation to others and later I hoped I could download the daily weather and this little box would tell me all I needed to know. I should have studied more and learned how to use the weather routing software better myself beforehand. Of seven boats in our division five finished. Cali being fifth.

If you view it as we started at the start line and crossed the finish line with all healthy happy crew and no gear failure (except a macerator impeller and one very blown spinnaker) then the adventure was a success!

I was asked "what was the really fun part?" My answer was it was all good, but that I was always busy being captain.

Also, would I do it again? Probably, but one way.

*P.S. My 9 year-old grandson watching my track on the computer is quoted as saying "tell grandpa to sail faster"...next time kid :-)*

Kerry Scott  
Cali – 1974 Islander 36  
Vallejo, CA



# my Boat Galley

## BLUEBERRY PANCAKES



The nicest way to take the morning chill out of the cabin is to fire up the stove to get a pot of coffee going and cook up a hot breakfast!

As we grow into our Islander 36, one goal this year has been to try to simplify our meal prep and take advantage of the extra storage space that Jubilee has. Finding a good pancake mix recipe helped minimize what ingredients we need to pack before a sailing trip and is easy to put together in a small galley.

### PANCAKE MIX:

- 6 cups flour
- 1/3 cup sugar
- 3 tbsp baking powder
- 2 tsp baking soda
- 2 tsp kosher salt

Mix together and store in an airtight container. For ease of use, put a label on

the container with the ingredients to make a batch of pancakes for two hungry sailors:

- 1 cup pancake mix
- 3/4 cup milk OR 1 cup buttermilk
- 1 egg
- 1 tbsp melted butter
- 1 tsp vanilla (optional)

Put one cup of mix into a bowl. In another bowl, whisk together the milk, egg, and vanilla (if using). While whisking, pour in the melted butter. If you use your frying pan to melt the butter, the pan is all set for cooking the pancakes!

Pour the wet mixture into the pancake mix and gently stir to combine. Don't overmix - you don't need to get all the lumps out.

Melt some butter in your frying pan over medium heat. Depending on the size of

your stove and pan, you might want to make one larger pancake or a couple smaller ones. Our galley stove certainly is smaller than the one at home! Flip when bubbles start to form on the top and the bottom is golden brown.

We weren't lucky enough this summer to find any places where we could pick fresh blueberries when we were out sailing, so we like to bring some from home and either fold them into the batter or sprinkle them on top if you want to make sure that every pancake gets some!

Maple syrup and a hot cup of coffee make perfect serving companions!

David Wadson  
Jubilee, 1978 Islander 36  
Thunder Bay, ON.

# New Islander 36 owner shares childhood dream

Larry Phillips bought Kiddo's Kantana 8 in Dallas, TX



My Islander 36 dream started in Vermillion, Ohio at our summer cottage on Lake Erie in the early '70s. We kept busy by playing on the beach, dinghy sailing, biking, and running around our summer home park called Linwood.

Vermillion was a port on Lake Erie heavily populated with sailboats. I frequently walked down to Vermillion to look at the bigger displacement sailboats that were kept in a network of canals in town. When it rained, or we were taking downtime, we read or listened to the radio. TV was not allowed

in our cottage. Summer was extremely low tech.

One of my favorite reads was the annual Sail Magazine boat review. I could read the review, walk into town, and maybe see a few examples of the bigger boats in the magazine. I think the Islander 36 first showed up in 1971, and it might have been considered the best boat in its size class.

What first caught my attention was that it received some sort of recognition. The shape of the fin keel was new, and it was expected to be a pretty fast sailboat.

I never saw one in Vermillion, but for some reason I really loved this sailboat, and it stuck in my mind. Much the same way Porsche 911 RSRs stuck in my mind when I watched the first International Race of Champions (IROC) on ABC's Wide World of Sports around 1973. I guess I was a very impressionable adolescent.

Our cottage was sold around 1976, and I lived without a sailboat while I pursued my education and got a family going. I purchased a MacGregor 21 in Arkansas in 1989 and sailed on Lake DeGray. I was



transferred to Ticonderoga, New York, where we sailed on Lake Champlain.

I raced the MacGregor 21 in a couple of long distance races on Lake Champlain (the Commodore McDonough regatta), but it was really slow; kind of like sailing a sunfish. Yeah, it's a sailboat, but why sail a sunfish when you really ought to be sailing a Laser. So I sold the MacGregor 21 and found a J24 on Lake George. I kept it in Burlington, Vermont where I raced in a small, but competitive, J24 fleet.

Sailing takes up a lot of time, and it was apparent that my two young daughters did not like it. And spending time with my kids was a high priority. So I sold the J24 and bought hiking boots and skis to spend time with my daughters in the Adirondack Mountains. It was a decision I would never regret, but daughters grow up quickly and get lives of their own. And when this happened, I found a little financial freedom. So I pursued another dream, and purchased an older Porsche 911. I was getting older, and if I wanted to learn how to drive a great car, the time was now. Shortly after purchasing the 911, I was transferred down South to Southern Mississippi.

To learn how to drive the 911, I took high performance driving courses and learned how to drive on racetracks such as NOLA Motorsports Park, Barber Motorsports, Watkins Glen International (yes, I have a very supportive wife that helped me trailer the car on a 23-hour trip), and Road America in Wisconsin. It was great learning how to drive such a well designed car. Unfortunately, a 21-year old car needs a lot of resources to keep it going on road racing courses. Tires, brakes, and something always seemed to be breaking. The track puts a lot of stress on cars. Retirement was 3-5 years out and I could not afford to

maintain this car. At this point I figured it might be a good time to get back into sailing. Plus, we were only 45 minutes from the Gulf of Mexico. With retirement comes more time, and a sailboat should be pretty affordable. Slips in Southern Mississippi and Louisiana ran \$200-300/month, and if I got a good sailboat, upkeep should not be that much. Just like the 911 dream that surfaced, I think my larger sailboat dreams also surfaced.

And what sailboat should I get? Well, it had to have a bathroom for my wife and

other guests, so there was only one answer - I had to get a J/30!!! And they were pretty cheap. Seems like I could get one for \$15-25K. My next step was to check out some reviews. The cockpit did not have seats, but that would be ok. Just like on a J/24, you found a comfortable place to sit, kind of like sitting on the ground. But the more I thought about it, the more I thought comfortable seating might be better for non-sailors.

Reviews also pointed out that the J/30 is a light/moderate air boat and that it



## MEMBER PROFILE



heels easily in moderate winds. The more I thought about it the more I thought that the J/30 might not be the right boat for the people I would be sailing with. I started looking at other boats and reviews.

And then I remembered a dream I had a long time ago. I checked out reviews of the Islander 36 and it appeared the perfect boat to take non-racers and non-sailors out for a sail. Fairly stiff, the PHRF rating was close to that of a J/30, with a comfortable cabin and a fairly nice bathroom. Used ones were in the same range as J/30s. And, over 800 were made, so it should not be that difficult to find one.

My first look on the internet showed several boats for sale along the gulf coast and quite a few available on the great lakes. I decided to go for a fresh water boat because I thought freshwater was easier on a boat than saltwater and freshwater boats get pulled out of the water every year. I figured I would pay \$5-6K to ship the boat from the great lakes to Southern Mississippi, but I could afford that. The trickiest part of getting a boat from up north would be the logistics of looking at it, surveying it,

making an offer, derigging it, and packing it on a trailer, but I decided this is what I was going to do. So I started looking more seriously for an Islander 36.

I saw my first Islander 36 in Newport, Oregon in the summer of 2021 while on vacation. The boat was in poor shape, but the design was gorgeous. I found the slight shear, the shape at the waterline, the lines of the cabin, and the appearance of the cockpit extremely aesthetically pleasing. It was everything my 50-year old dream had imagined. I made up my mind for sure. I would try to find an Islander 36!!!!

A friend of mine had started racing sailboats out of New Orleans on Lake Pontchartrain and I went down to the New Orleans Yacht Club to look at the Olson 30 he was racing on. While looking for the boat, I came across another Islander 36. The Islander is such a classic design, it just stood out. I REALLY had to get one now!!

The only obstacle to buying an Islander was the 911. In a good marriage, things are balanced. Too many toys for one spouse is not good. So, for me to get a

sailboat, I really should sell the 911. The Porsche Club of America is a large organization and it makes buying and selling cars fairly easy. I was able to find a buyer for my '99 911 close to Sebring, Florida. With \$26,000 in cash, I started seriously looking for an Islander 36.

I figured the fall was the best time to get a deal on a boat. However, fall was a month away, and I had to move pretty quickly. Arranging a survey, getting the boat prepared for shipment, and shipping the boat in the span of a month and a half almost sounded like an impossible goal.

I saw an Islander 36 for sale in Dallas, Texas on Grapevine Lake. It appeared to be a very nice boat in great condition and listed for \$33K. The only problem appeared to be wood rot on the fore starboard lower shroud bulkhead. I drove 6 hours to look at the boat in Dallas.







It was clear that somebody took very good care of this boat. The inside was in very condition and everywhere I looked, on the inside of the hull, it looked sound. The deck also looked very good. The rotted anchor point for the fore starboard lower shroud appeared to be a simple fix of replacing some marine plywood and anchoring it back into the fiberglass super-structure, so I was not that concerned about it. However, I was concerned about blistering. We took it out for a sail and everything seemed pretty good. She seemed balanced and could easily turn a 180 within her length. I was a little surprised a big boat could do that. The diesel started right up cold, and the main and genoa looked to be in pretty good condition. One strange thing about the boat was that it was not set up for a spinnaker. I figured that would not be that difficult to retrofit.

A second trip to Dallas was made to check out the bottom of the boat. A friend that had diving experience agreed to come with me to make the inspection. When he started diving he

had forgotten how physically rigorous diving was!!!! It was very difficult, but he got it done. He felt a thick layer of algae but not many bubbles in the gelcoat except for two small blisters on the front on the starboard side. I showed him where the seam between the boat and the keel was, and he said that was smooth, too. Satisfied that the boat was sound, a deal was reached. Now it was time to get this boat to New Orleans!!

In retrospect, I think I should have checked out more of the boats system (freezer, ac, toilet and wastewater, batteries, instruments, autopilot, fresh water supply, and hot water heater), but this is where my small boat perspective started to hurt me. Nor would it be the last time this perspective hurt me. I figured if the hull, the standing rigging, and the sails were in good shape, I should be good to go.

Katana was a beautiful boat. It even came with a real Katana!!! But since I

really like Quentin Tarantino movies, I changed her name to Kiddo's Katana!

A third trip to Dallas was made to get the boat ready to be shipped. My youngest daughter accompanied me to help clean out the boat.

I was also grateful she was coming to Dallas with me. Perhaps she would get interested in the Islander 36 and get interested in sailing. I would love to share this with her.

It is simply amazing how much storage space is in an Islander 36. While getting it ready for shipment, we emptied roughly 3 cubic yards of "extra stuff" out of her. We threw away 2 of the 3 coffee makers, 8 of the 16 life jackets, 6 extra boat cushions, old radios and stereos, a tv/vcr combo, 200 of 600 yards of line, 4 deflated fenders, 3 extra garden hoses, 2 cubic feet of dishes and glasses, a cubic foot of old flags, and all sorts of gadgets and gizmos. After unloading the sails and taking down as much rigging as possible, I think she was ready

# MEMBER PROFILE

for the riggers to get her ready for lifting onto a trailer for transport to New Orleans.

Logistics are important. But circumstances determine logistics. One thing about having a boat on Grapevine Lake is that there are no boat lifts on this lake. If you want to lift a 16K pound boat out of the water, you have to get a 90 ton crane. At least, that is how they do it there. And this is why I had to inspect the bottom of the boat while it was in the water.

I was getting tired of driving to Dallas. It was an eight hour drive from Poplarville, Ms. But it also made me wonder, how could I have pulled this off up north if I bought a boat from the Great Lakes? Not sure if I could have pulled this off in 2-3 months.

I got the name of reputable rigger and the name of a crane company. The rigger would bring the boat to the landing, derig the boat and remove the mast with assistance of the crane, and oversee lifting the boat on the trailer. The crane company would supply a crane, but with no knowledge of how to lift a boat out of the water. And I also had to have the carrier ready to go. With one month's notice, I was able to get the rigger, the crane, and the transporter at the same time and location.

I think the most critical part of moving a boat this size, is having a good rigger. I had no idea how to remove the mast nor how to arrange the slings on the hull. I would have thought the crane operator would have known these things, but they relied on the rigger. I arranged for a 90 ton crane, but got a 250 ton crane. It was big. So I knew it was going to be pretty easy for the crane guys. The sight of a



16K lb boat in the air was breathtaking. The crane set the boat on the transporters trailer, and then the transporter went to work securing the boat. It takes a very customized trailer

to support a 36 foot sailboat. But after a couple of hours, the boat was ready to hit the road. It was going to a marina in the Seabrook area in New Orleans.



Three days later the boat arrived in New Orleans. The marina was notified in advance and was ready to unload the boat. Unfortunately, the transporter would not allow it to be unloaded until he was paid in full. I told him I wanted it unloaded first, but then he asked me if I had read the contract that required full payment before it was unloaded. So I paid the balance with my credit card, with another 10% added because according to the contract, it was a late payment. But this was my fault. The transporter did a great job!!!

With the boat on dry land, and the mast on stands off to the side, I was ready to get to work and get it ready for the water. I had a long list of little tasks to do, plus I wanted to put some new bottom paint on it. Since the bottom paint was the biggest job, I started there. I power washed the boat to get the algae off and then made my first, really bad discovery. I figure there were between 1200-1500 small blisters in the gelcoat. In retrospect I should have just ground the hull down to bare fiberglass below the waterline, and progressed from there. Instead, I chose to grind and fill each individual blister. And there was free water in every single blister. As a marine surveyor told me, the hull would have also dried out more if I would have ground all the gelcoat off. But the surveyor came as I was almost finishing up filling all of the blisters, so there is a possibility the blisters might come back. Even though it is hard for me to believe that the microscopic water tied up in the fiberglass matt would be enough to form free water again and replicate the problems that I saw.

In retrospect, I was also curious about the potential for blistering freshwater, versus saltwater, if a boat was kept in the water year round. Perhaps freshwater

has a higher osmotic gradient thus giving resulting in a more water moving through the gelcoat?

Once I had all the blisters ground and filled with epoxy resin, I applied three barrier coats of Interlux InterProtect 2000E, and two coats of copper bottom paint .

Because of the bottom, a lot of the other projects got delayed. But I finished most of the mast projects and changed engine oil and replaced diesel filters. I think it was ready to be put in the water and motor 25 miles in Lake Pontchartrain from Seabrook Marina to Oak Harbor Marine in Slidell, Louisiana. Naturally the day we wanted to do this the wind was blowing right 25 knots on the nose and there were 3-4 foot waves on Lake Pontchartrain. The boat did well and the pathfinder 50 easily drove the boat at 6 knots right into this heavy weather. Kiddo's Katana was now at her new slip in Oak Harbor Marina in Slidell, Louisiana .

But I also think we got lucky coming over. As I am learning, there are many, many safety considerations for safe trips involving an Islander 36, when compared to that of sailing a smaller boat such as a J/24. If anything would have gone wrong as we motored to the slip from Seabrook, we would have been in trouble.

But I would not be as lucky on my second time out sailing. My lack of preparation lead to the dismasting of Kiddo's Katana .

That story will be told in part II, as there were lot of lessons I would like to share.

And dreams don't come easy. But if anyone knows of an Islander 36 mast out there, please let me know!!!

Larry Phillips  
Kiddo's Katana – 1980 Islander 36  
Poplarville, MS





# Pacific Sailing

Bert's adventures on Natasha, his Islander Bahama 30



Hello from the Pacific Northwest (or, more accurately, the Pacific Southwest, Canadian eh!) where the spring weather was about as bad as it gets. Unusually cold and wet, the dinghy had to be bailed on more mornings than not, and the rain gear got a good workout! The wet spring was followed by what seemed to be an endless summer with

sunny skies and warm temperatures. Now fall has come along with warm, dry conditions with the province in the grip of a drought that stretches all the way to the Alaska border.

Boating this year was a challenge. I sailed "Natasha", our Islander Bahama 30, to Desolation Sound at the end of

May and most of June in mostly cold and wet conditions. However, the unsettled weather provided me with great sailing conditions. I was able to sail all the way up the Salish Sea to Desolation and back. The escalating fuel prices were not a concern! There were nearly deserted anchorages wherever I dropped the hook and not a sail on the





horizon under the scuttling clouds when beating to weather. Still a spectacular area to cruise, even in the less than desirable weather.

Then in August I relied on the iron genny for two weeks in the Gulf Islands under a blazing sun, temperatures in the 30s C (80s F), but no winds!

Granddaughter Natasha was crewing once again, swimming in the cool (too cold for me!) ocean water. We met many sailors on good old boats in the busy anchorages. The COVID 19 restrictions were gone, and the American boaters were coming back across the border in droves. It was good to see the support in our local waters, many of the smaller



towns and marinas needing the financial boost to stay afloat.

And now the fall has turned into an extended summer, compensation for the lack of spring. Not much in the way of wind, but a relaxing way to sail in the warm, light airs with no particular place to go. I'll still be sailing into early November before the days simply get too short. The desire for winter sailing in

our climate has long since been exchanged for a warm place by the fire. The sails will come off the boat and a tarp put in place. Planning then starts for the 2023 sailing season. The west coast of Vancouver Island is beckoning again!

Bert Vermeer  
 Natasha – Islander Bahama 30  
 Sidney, BC



## Luna Sea Summer Sailstice

As we were about to shove off, Jerry our neighbor and Heather, one of Jerry's many girlfriends, showed up and so we asked them to come along. (Jerry is a lucky guy!) They said yes and off we went. It was Heather's first time onboard.

The wind in Alameda was missing in action – dead calm when we left. We put two kites in the v-berth and Justin said to leave the light weight kite and it was going to be blowing out there. So I said OK and tossed what I thought was the

half-ounce kite on the dock and off we went with the not so trusty Yanmar pushing us forward. Every few minutes we needed to check the temperature gauge because, well, my brand new engine is not brand new anymore. It is almost 20 years old. Wow time really does fly.

It takes about 30 minutes to get out of the estuary under power and so we put up the main and ate some oversized Costco muffins as we headed out. As we got to the end of the estuary, Justin, with help from Heather, went down below to run the tapes and told me that I had tossed the wrong kite on the dock and we only had the half-ounce and some weird asymmetrical kite from a 27 foot boat that we have tested out a few times to try to put up two kites at one time. (For those of you interested, this is a big pain and way more trouble that it is

worth but kind fun to figure that out.) Nuts. Oh well that probably means we won't get a DSQ like we did in the National's Regatta is all I could say.

The wind projections for the day had been the same for most of the week: 15-20 with occasional gusts to 30. As the week went on the number of boats in the Rally kept going down as it seems all people saw was gusts in the 30's. Well 30 minutes before the start we were seeing a blistering 5-8 knots and four I36's out there.

At 11:45 I did my best Rick Van Mell and got on the radio and welcomed everyone to the Rally and thanked them for coming. I did a time check and told them we have additional time checks at 11:50 and 11:55. After the first radio transmission we took down our big Pride Burgee, double checked the rigging,



and motored up near the starting area. We did a 10 second count down at 11:50 and mentioned to everyone it was OK to run their engines to get up to the start line. At 11:55 did a last time check and wished everyone good luck.

We unfurled the head sail on Luna Sea and proceeded to get ready to start. Only there was no one around. The closest boat was hundreds of yards to starboard but was going to be late for the start. Two other boats were just a long way from the start. Anyway our start was not all that great either getting to the line about 15 seconds late.

We started on port and tried the best we could to run close hauled and get up near shore to try to get some relief from the current. But it was not to be. The wind now was about 10 but the current was ripping and while we were sailing pretty well, sometimes getting into the 6's for boat speed, but our SOG was 3-3.4 knots. Anyway we decided to take a slightly different course and sail up and around Alcatraz. The flood tide was keeping the sea state very flat and the wind remained a very moderate 10 knots. It was great sailing but our SOG was still pretty terrible. I rallied the crew by telling them this just meant we could do more sailing. After finally rounding Alcatraz we reached off just a bit and the SOG picked up to in the 6's. Who knew 5-10 degrees in course could make such a difference.

One of the fleet had caught up after our little detour and we were happy to see that. After sailing though the unused Start Line at Corinthian YC we were just slightly behind the speedy Full Circle that was sailing well. We could see the wind was very light ahead and we were right, as very shortly the wind died. We saw three easter eggs on the wind



gauge which does not happen too often in San Francisco Bay in the summertime.

So while we still were moving we rigged the half-ounce kite with a port pole to cheers from the crew of DSQ, DSQ! (Want to keep a happy crew, that is one way.) As we got the kite up the wind started to come back and pretty soon we had two knots! So we put Luna Sea on a beam reach and got her moving again. The wind slowly built from 2 to 5 and then to 10 and we were able to change our course and sail a deep reach which was actually in the right direction. Soon it was time to gybe. Which we immediately totally messed up. The half-ounce kite was now in an hourglass and we tried for about 10 minutes to get the hourglass to open by gybing back and forth but had no luck. Finally we ended up taking it down and Heather and Justin ran the tapes again below deck.

The reach back to the finish was easy with winds 10 to 15 pretty much all the way on a close to beam reach. About two minutes before our finish we saw 16 knots of wind, the high for the day. Pretty much the sailing conditions were perfect all day. As we finished I announced our time on the radio and invited the fleet to come down to Marina Village to join us for an after the Rally Party. We put the kite back up and sailed all the way back to Marina Village without gybing and then finished off three bottles of champagne and thanked the boat for a wonderful day before putting her away for the night.

Special thank you for everyone that showed up. There were a lot of good looking boats out there and four of them were Islanders.

Dan Knox  
Luna Sea – 1980 Islander 36  
San Francisco, CA



## Vanishing Animal Summer Sailstice

Rick & Sandy knew they would have to sail across "Hurricane Gultch" between their slip in Brisbane Marina and Hunters Point on the 8 miles up to the Bay Bridge for the start, and more seriously, the 8 miles back later in the afternoon. The wind field in Hurricane Gultch is very similar to the San Francisco Airport (SFO) wind field. Wind funnels through "San Bruno Gap," just north and south of San Bruno Mountain with Brisbane Marina itself mostly sheltered as the wind flows around it. It is typically calm in the morning, then the wind starts to blow about 1100 -1130, continuing to increase until about 1600 or 1700.

Though we wanted to join the Rally, that 30 knots was more than we wanted to chance.

So, we decided to celebrate Summer Sailstice by having a lunch sail or at least a putt-putt ride. Before leaving home at 1100 we check the SFO winds - already blowing 20! We arrived aboard about 1140 and had hosed off and squared away in time to cast off at 1224. With the wind west northwest, we were sheltered for the 3/4 mile ride out of the harbor and the channel. But even on our way out, we could see the whitecaps in Hurricane Gultch. With burgee flying, we declared victory and made a loop back

into the channel. Now we were headed almost directly into the wind. Sandy went below and closed the hatch. Several waves of spray crossed the foredeck and sprinkled the cockpit while motoring back in. We were back in our slip at 1255 and enjoyed sunshine and lunch. By 1330 we had gusts in the slip that heeled the boat, and by 1400 there was a symphony of halyards drumming up a racket in the marina. We were VERY glad we were in our slip.

Rick & Sandy Van Mell  
*Vanishing Animal* – 1973 Islander 36  
Mountainview, CA



# Full Circle

## Summer Sailstice

Full Circle shares some of their photos from the summer sailstice!

Cindy & Mark Irwin  
*Full Circle* – 1973 Islander 36  
Castro Valley, CA



Skipper and first mate havin a blast!



Windcatcher point blunt background



Schooner on the bay



Flying the I36 burgee

# Water Music

## Summer Sailstice

The Islander 36 contingent was significantly smaller for Austin Texas (just us). Here are a few pictures showing my first mate, some float planes doing touch-and-go landings, and the after-“race” paddle board set-up.

Enjoy seeing the great pictures from SFO. I commented to my wife Chris that it is strange to see you guys literally sailing downtown!

Fred & Chris Manley  
*Water Music* – 1980 Islander 36  
Austin, TX



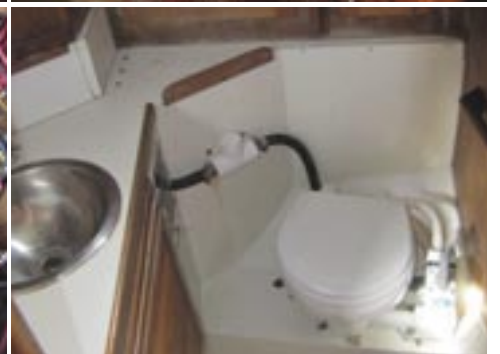


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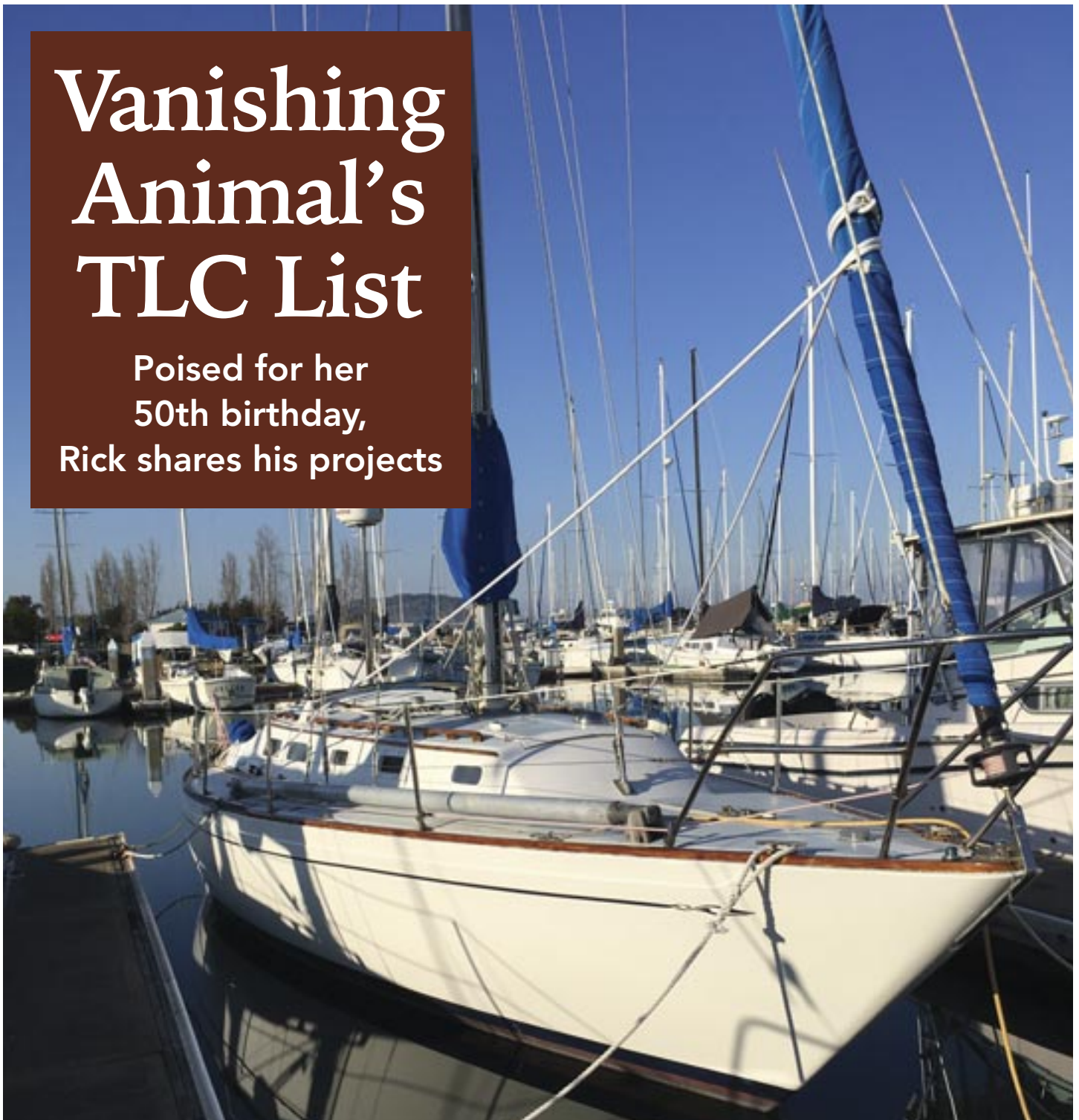


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# Vanishing Animal's TLC List

Poised for her 50th birthday, Rick shares his projects



Vanishing Animal in her slip

Though I try to do two coats of varnish on the toerails and cabintop trim each spring and fall, this year I did a good bit more. With Vanishing Animal poised for her 50th birthday next year, she deserved to be looking in good shape. So here's the story of this year's tender loving care.

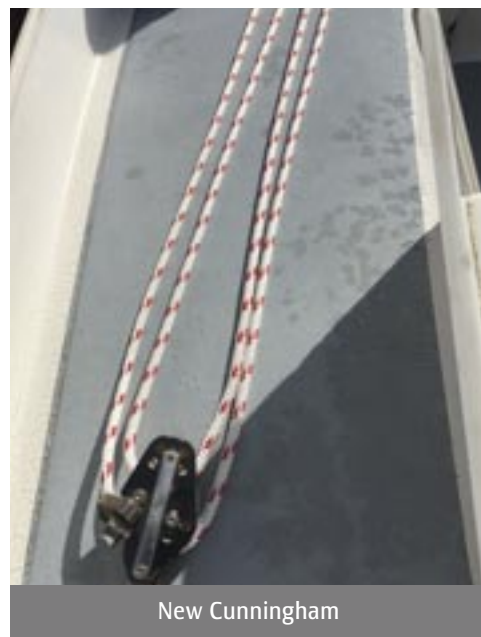
I realized that some lines were getting over 40 years old. Since we stopped racing basically 37 years ago, there was little opportunity to come face to face with the aging strings. That included the Cunningham tackle and spinnaker gear. So, bright new line for the Cunningham, and replaced the spinnaker pole and

reaching strut tie down. The spinnaker pole bridle was the old plastic coated 1/8" wire typically seen on old lifeline and it was cracked, brittle and showed lots of rust. Nice new, shiny 1/8" 7x19 stainless took its place. Even the opening jaw at the end of the pole required removing the end fitting and





Edge Filler



New Cunningham



Fiberglass crazing

WD40 to get it working again. The trip line was the same vintage and it too got replaced. Though the jib furling line is closer to only 20+ years old, it too was getting a bit stiff so soft and new works a lot easier now!

The trusty 1993 Standard Horizon Eclipse VHF Transceiver still works, but didn't have DSC, so it got replaced with a new Standard Horizon with DSC and built in GPS. So now if we need to send a Mayday, it will include our location. That enabled linking it to the old RayMarine C-80 radar/chart plotter and

now the radar knows where we are. That is in addition to the old Garmin 76 GPS that mounts at the helm and is wired to a serial/USB connection to a laptop at the nav station. Redundancy is comforting. (The 1993 is free to anyone who would like to have it. Email me.)

Back to varnishing. I was raised in Chicago on a 39' mahogany Universal R Class boat (think a smaller version of the America's Cup J boats, built to the same rule.) It had varnished topsides, cabin trunk and cockpit trim. Even the sheet blocks had varnished cheeks around



New jib Furling line



Cabin top masking

bronze plates and sheaves. The tiller was varnished oak with a brass ferrule and a mahogany ball. As I became a teenager (1954), I took up various varnishing tasks under my father's direction. It was certainly satisfying work to see a gleaming varnish gloss, though the sanding part was never really much fun.

That legacy carried over into ownership of Vanishing Animal and it was always a pleasure to renew the varnish. Being in the water 12 months a year, and having a hot western sun beating on the varnish takes its toll rather quickly. Particularly with a constant cycle of dew most every summer morning and then baking. If I keep up with protective coats spring and fall, I can postpone the inevitable day when the blisters look so bad that the piece needs to be taken back down to the wood and start from scratch.

This cycle, the starboard (west facing) cabin edge trim had to be wooded, as did the forward ends of the main hatch slides. They then require at least 4 coats of varnish to survive. Of course with



Forward masking

bare wood, they have to be dry sanded, but I often use 220 grit wet sanding for varnish that is not compromised. It's fairly quick, leaves no dust, and is very smooth. My other choice is using 220 on a ¼ sheet Makita sander. That's particularly good on the toerails and cabin edge trim, and works pretty well on the long monkey rails.

Then I use 2" foam brushes to apply the varnish. I have gotten steady enough that I can do most edges freehand without masking tape, though it is

slower. When doing the toerails however, masking tape really speeds things up.

I typically arrive at the boat about 10:00 am and can have either all the cabin/companionway varnish, or the forward toerails sanded and prepped around noon. Then time for lunch and on to varnishing by 1300 and finishing by 1500. Particularly in the fall, I want to finish by then so the varnish can set before the dew starts to form as the sun goes down. This year it was four days to





Hull Edge before painting



Hull Edge painted white



Old trip line



Pole lashing



Strut Lashing



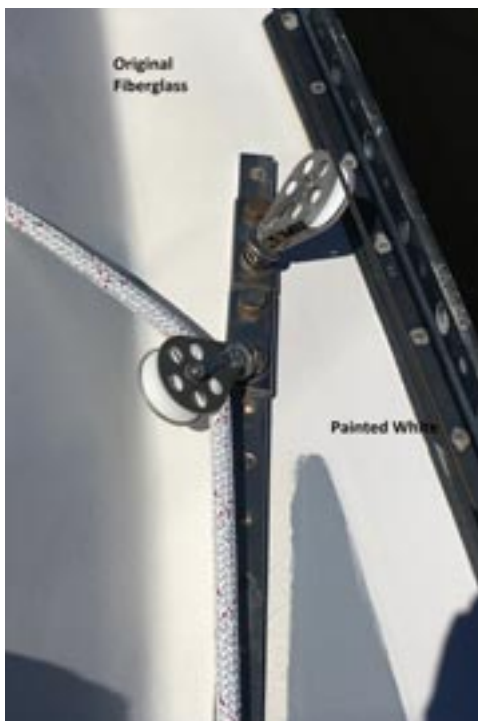
New trip line



Old bridle



New bridle



Cabin top masking



Paint – Varnish

get two coats each on the toerails and the cabin trim. My choice is Petit polyurethane Captain’s Varnish 1015.

With the varnish well in hand, it was time to consider both the white trim and the deck itself. When I bought the boat in 1978 the deck non-skid had already been painted a nice shade of gray. Needless to say, in 44 years of sanding and painting the non-skid long ago got filled in. The solution is to add non-skid to new coats of paint. The gray has been Petit EZPoxy Platinum #3711, with Interlux 2398 noskid compound added. Add another three days to get the deck, cabin top and cockpit sanded and painted.

Again, being almost 50 years old, the original white gel coat has developed plenty of crazing. I found that Interlux Brightside polyurethane Off White 4381 almost exactly matches the original Islander color. Picture 9124 shows how you can’t see the difference. The first fiberglass areas I overpainted were the white stripes adjacent to the cabin edge

trim. That included the rest of the white trim on the cabin top, including the forward end of the cabin trunk. Though the sides of the cabin top are not painted, it takes a careful look to really notice it. This year, for the first time, I painted the white waterways between the toerails and the gray deck, including the white stripe from the bow to the cabintop. With the nice high gloss of

both the white (without non-skid) and the gray, it looks pretty good now.

Finally, a coat of cleaner/wax on the fiberglass inside and outside of the cockpit and she’s looking pretty good.

Rick & Sandy Van Mell  
*Vanishing Animal* – 1973 Islander 36  
 Mountainview, CA



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# New Islander 36 owner - love of sailing

Tim Olson smiles on Moondoggie's first flight



I'm a Bay Area native. My single mom bought me an El Toro when I was 7. Shoved me in to the bay. No life jacket of course. But I learned to sail, QUICK! Had a love of sailing ever since.

I lived in Olympia for a while. Loved the scenery but, not the rain so much.

I sailed an Islander 28 for a season there and fell in love with it. I went aboard some 36's and they looked like a lot of fun and roomy.

Finally at 66 , I have my own 36 AND a wonderful girlfriend to share the experience with! Love the Grand Marina

and look forward to meeting all the folks in the I36 association.

Here's a photo from Moondoggie's first flight

Tim Olson  
*Moondoggie* – 1976 Islander 36  
Olympia, CA



After

Before

# Jubilee gets visible

Out with the old and in with the new clear ports

As detailed in the Spring 2022 issue, we had replaced the plywood that had rotted around the leaking cabin windows. While we had made the openings in the plywood smooth and straight, the opening in the fiberglass was not so neatly cut as the original window frames and a whole lot of sealant covered up the imperfections from the factory. We hadn't figured out an ideal way to trim the inside of the windows so where the wood and the fiberglass weren't even, we filled the gap with thickened epoxy so that from the inside, it's a relatively smooth surface. We're still searching for a trim solution that looks good but is simple to do and not ridiculously expensive. We might have to figure out how to make some custom wood trim, but for now it's one of our lower priority projects.



The view through the ports before and after





Large window templates and the cutting the acrylic



Ports with VHB tape and acrylic placed - ready for peeling

To preserve the original look and in case we ever decided to get original-style window frames made, the two longer windows were sized and shaped close originals. I used the template we made for the interior plywood to make a template for cutting the new acrylic windows, enlarging it by an inch to accommodate the acrylic to the cabin with 3M VHB (Very High Bond) foam tape.

Of the three smaller windows on each side of the boat, the two closest to the bow had been replaced with bronze portlights which open to provide ventilation to the v-berth and the head. One was also in the main cabin, above the wet locker, but it didn't really

contribute a whole lot of fresh air. Those ports were significantly different in size and shape than the original fixed ports so, rather than match the old plastic frame, we used the "newer" bronze ports as the template. Making the opening in the side of the cabin larger meant that we'd never be able to go back to original sized ports but we figured at some point in time we would try to find a matching set of bronze ports for more ventilation. Until then, it would look more consistent and symmetrical if all the smaller windows were the same size.

The smaller template was clamped to the cabin side and a router with a flush trim bit was used to enlarge the

opening. Unfortunately, one wasn't clamped tight enough and by the time I heard Cara shouting over the router that the template had slipped, it was too late to prevent a large gouge! After barely resisting the urge to hurl the router across the boatyard and "expressing" my frustration with a few colorful words, we decided that finding another pair of opening ports would move up on the project priority list. If we could find a close match to what we had, it would cover the gouge.

We sourced new acrylic from a local glass company. No special tools are needed for cutting it - we used a jigsaw to cut it close to the size of the

## BOAT WORKS



Port template, size difference, painting the border black and the slip up with the router brings new bronze ports to the salon

templates. Then the MDF template was attached to the acrylic with double sided tape and the router with a flush trim bit was used to get it to the final size. As with the new interior wood, using the templates ensured that the new windows were a perfect pair.

One tip that other owners had was to spray paint the inside of the acrylic with black paint where they overlap the cabin side. While the 3M VHB tape is black, anywhere it doesn't cover the lighter cabin side will show through the ports. We debated skipping this step, but after seeing another local boat replace their ports this year and not do it, we're glad we did. Our acrylic was sized with a 1-inch overlap so we trimmed back that much of the acrylic's protective paper from the inside and applied a couple coats of a black spray paint meant for plastic.

The 3M VHB is a high strength foam tape than can be used instead of thru-bolting acrylic windows. It was easy to apply around the openings in the cabin side after a good cleaning to ensure a good bond. The tape lives up to its name and is very unforgiving if you don't get the window positioned properly on the first try - you can't reposition if it's not quite right. So we clamped a straight edge below the two larger openings, rested the bottom of the new window on it, and then pressed it into place. That way the bottoms of the windows lined up perfectly with each other.

To make things watertight, we went around the acrylic with a small bead of black Dow 795 sealant. It's the most recommended caulk to use for compatibility with the acrylic and fiberglass, flexibility for fluctuations in

temperature, and resistant to UV and weather extremes.

Finally, we were able to peel off the protective paper from the acrylic and admire the results of all that work!

As for that nasty gouge from router slip, New Found Metals ([newfoundmetals.com](http://newfoundmetals.com)) had bronze ports that were the same size as the old ones, with only slight differences in the styling. The resized openings we had made fit them perfectly - we just had to cut the notches for the drains and drill the screw holes. They weren't cheap, but they look fantastic! Unfortunately, that means we now have to varnish wood AND polish bronze in the spring!

David Wadson  
*Jubilee*, 1978 Islander 36  
Thunder Bay, ON.



# Watching the Game



Dan Throop watches the game from his 1978 Islander 36 Wind Catcher at Oracle Park in San Francisco  
 We would love to hear from you, email your pictures and stories to: [newsletter@i36jubilee.com](mailto:newsletter@i36jubilee.com)

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# I 36 Nationals Regatta

Warm sun and cool breeze brings another great Regatta

This year our traditional Nationals Regatta venue, Golden Gate Yacht Club, was not available, so Race Chair/Measurer Kit Wiegman (Cassiopeia) arranged for Island Yacht Club to run the regatta in the Oakland Estuary between Alameda Island and Oakland. Being inland and south of the Bay Bridge, the Estuary has lighter winds than the main Bay, usually transitioning from morning calm to a decent sea breeze by about 1300.

Saturday, October 1st behaved according to plan. The morning "fog" (really stratus clouds) was still thick as the Island YC Race Committee, ably led by Lloyd Ritchey, gathered dockside at 1100 to board Barney Brickner's I-36 Heidi Anne which would serve as our Race Committee boats for the regatta. It was just a little "extra" to have an I-36 serving as RC boat for an I-36 regatta. The great Island YC committee aboard included Chris, Jill, Esther, Mayim, Karen, plus Eric and Ernie running the



Mark Set boat, and I-36 ringers, Rick & Sandy Van Mell (Vanishing Animal).

As Barney drove us out into the Estuary from Alameda Marina, Lloyd directed us to open water near the head of Coast Guard Island for a longer starting line and a chance for better air. Having selected a nice spot we went to drop the anchor. However, the chain kept jamming in the down position, though it

would go up easily. After some fussing Rick managed to get chain out by holding a screwdriver against an inner divider. We proceeded to set the course as a light 6-8 knot wind started to fill in as our scheduled 1230 warning signal approached.

In the final minute of the countdown, Lloyd called for a postponement as the wind seemed lighter. Indeed as we





Sandy with Skipper Barney on Heidi Anne the RC Committe Boat for the Nationals



Windwalker



Cassiopeia



Renaissance of Tahoe Vista



Island Girl



Kapai



Bella Luna



Sandy ready to record

# NATIONALS REGATTA



approached 1245, wind was back and we restarted the sequence. Well, this time there was enough wind and flood tide that we noticed the anchor was dragging and the RC boat was moving. Postponed again! Finally, with the boat and starting mark reset, we got off a good start in fair wind at 1300.

Cassiopeia led with Windwalker and Renaissance close behind. Tacking up the Estuary Windwalker got a favorable lift along the Oakland shore, and about halfway up the weather leg was able to cross Cassiopeia. By the windward mark, Windwalker was two minutes ahead, with Cassiopeia and Renaissance next around. Then it was Island Girl and Kapai with Bella Luna rounding out the fleet. With about 10 knots of wind the

downwind leg was a slow, but steady pace. Llyod called for shortening the course from two laps to one and the boats finished in the same order as they rounded the weather mark.

By now the sun was shining and ripples on the water signaled more wind. A nice 10-12 knots made the start of the 2nd race close, with Cassiopeia taking the lead with Renaissance and Windwalker following. So now we wondered: If Cassiopeia can maintain her lead and keep Renaissance between her and Windwalker, she would win the regatta. But, shortly, Windwalker moved into 2nd place and they battled to the windward mark. Cassiopeia led downwind passing the RC boat, and now it looked like there would be a series tie with both

boats having a 1st and 2nd. That would call for a 3rd race and Lloyd was suggesting a shortened Course 6 from the Sailing Instructions.

In the tacking duel from the leeward mark to the finish Windwalker slowly closed the gap on Cassiopeia. About 150 yards from the finish Windwalker passed Cassi and sailed to a 38 second victory to take two firsts and the regatta. The 2nd race ended in the same sequence as the first with Renaissance, Island Girl, and Kapai in that order. Bella Luna decided to just enjoy sailing in the good weather and didn't start the 2nd race.

Most of the fleet gathered ashore at the Alameda Marina parking lot to enjoy a



# Recreational Boaters of California

Our Islander 36 Association made a contribution of \$335 on behalf of our 67 California based members. The Recreational Boaters of California (RBOC) is a lobbying group that advocates on behalf of all boaters in California. RBOC has been protecting your boating interests since 1968 as the nonprofit advocacy organization that works to protect and enhance the interests of the state's recreational boaters before state and local government.

RBOC engages in advocacy efforts on legislation and regulations, supporting proposals that would enhance recreational boating, and opposing proposals that would have a detrimental impact on the state's three million boating enthusiasts.

The organization's advocacy efforts include testimony in public hearings, meetings with elected officials, preparation of amendments to alleviate potential problems with specific bills, as well as the sponsorship of pro-active legislation to benefit the recreational boater.

RBOC also works closely in partnership with Boat U.S. on federal legislative and regulatory issues important to boaters.

A proposed 250% boat registration fee hike was removed from the California state budget as a result of the RBOC's lobbying efforts in conjunction with several organizations including PICYA.



Mexican spread of rice and beans, plus tortillas and both beef and pork chili garnished with onions, cilantro and great hot salsa. That was all arranged by Kit with help from Roy Samuelson (Some Day). There was ample BYOB and Barney even shared his bottle of Don Q rum for neat sipping for those that desired. It was a really fun gathering in the warm sun and cool breeze. Another great Islander 36 Nationals Regatta to

remember with 6 boats on the race course and 10 represented in total. Our thanks again to Island Yacht Club for running the race and providing warm hospitality for the fleet.

To see more photos by Roy Samuelson, Ernie Silva, Chris McDowell, Reanne Wong and Rick Van Mell visit our website [islander36.org](http://islander36.org) and click on the Nationals Regatta 10/1/22.



Sailing Vessel  
**Whisper**

*Commencement Bay (Tacoma), WA  
with the Olympic Mountain  
range is in the foreground.*

Photo by Cheri Olney