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Islander 36 NEWS

SPRING 2025 VOL12 ISS 1
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ISLANDER 36 NEWS

FALL 2025 VOL11 ISS 1

3|6 JUST SAIL AND BE happy!

On the Cover

Cathy Egan of Kapai, a 1978 Islander 36

Happy to be at the helm during the first race of the year, 'Round Alameda January 1, 2025.

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.

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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.

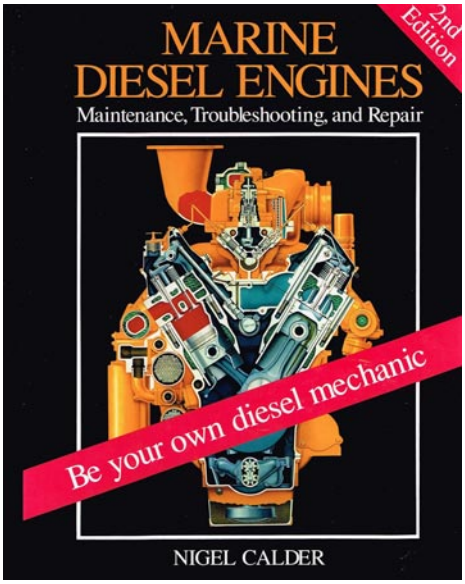
The Commodore and his Perkins

The bond between us, feels almost spiritual or fated

Indulge me and imagine for a moment that I could take a small oil sample from my Perkins 4-108 and send it off to 23 and Me. One would find that my Perkin's ancestral beginnings harken back to 1932 and the founding of the Perkins Diesel Company in Peterborough England. Further research would reveal that post war family members of my engine were running around England in applications ranging from agricultural tractors to London taxis. Perkins diesels modified for use in marine auxiliary applications became the go to option during the golden age of fiberglass production sailboats. If you bought a 35-to-40-foot sailboat in the 60's or 70's there is a high probability that it came with a Perkins. From Swan's to our beloved Islanders Perkins were ubiquitous. Loud? Yes. Dirty? Yes. There is an old axiom… How can you tell if your Perkins is running? It is leaking oil. Reliable? Absolutely

Kapai and it's Perkins came of age during the mid 70's. 1977 to be exact. I'm from the 70's as well which might explain why I smile every time the Perkins starts up and takes me out of my harbor for a nice race or cruise on the Bay. I have developed a strong emotional attachment to this darn thing.

I bought my Islander in late 2004 and had the engine surveyed as a part the purchase. The survey came back positive but with the mechanics admonition that the engine had logged thousands of hours, and I should be



prepared to repower before too long. That was 20 years ago!

In fact, up until this year the only problems I have had with my trusty Perkins were either normal maintenance or self-inflicted wounds. New alternator after I shorted out some wires installing a new battery. New exhaust elbow which just happens in any saltwater environment. I once sucked some flotsam into the raw water intake causing an overheating problem during the Islander Round Alameda event on New Years. I can't really blame the Perkins. I do change the oil once per year. When I first purchase Kapai I bought a copy of Nigel Calder's diesel book which has as it's tagline: "Be your own diesel mechanic." After reading this book cover to cover twice I can reliably say that I will never be my own diesel mechanic. I'll save you the price of the book. For 90% of folks just make certain to put super clean fuel in your tank. I buy my diesel at a gas station near my home. I fill a 5 gallon container and I put my fuel through a fine mesh filter before it ever gets in the tank. Once I started that, I have had no problems with clogged fuel filters!

So, my Perkins and I have had a pretty stellar relationship until the Three Bridge Fiasco Race in late January. This year's race had light winds that died shortly after the start coupled with a strong ebb. After a few hours my son Blaine and I threw in the towel and motored home. I make it a practice to check the bilge prior to putting the boat away and was surprised to find my bilge emitting a strong smell of diesel. A taste test confirmed it. Yes, I actually did that. After starting the engine, further investigation showed a gusher of diesel coming out of the high-pressure fuel pump. Definitely No Bueno!

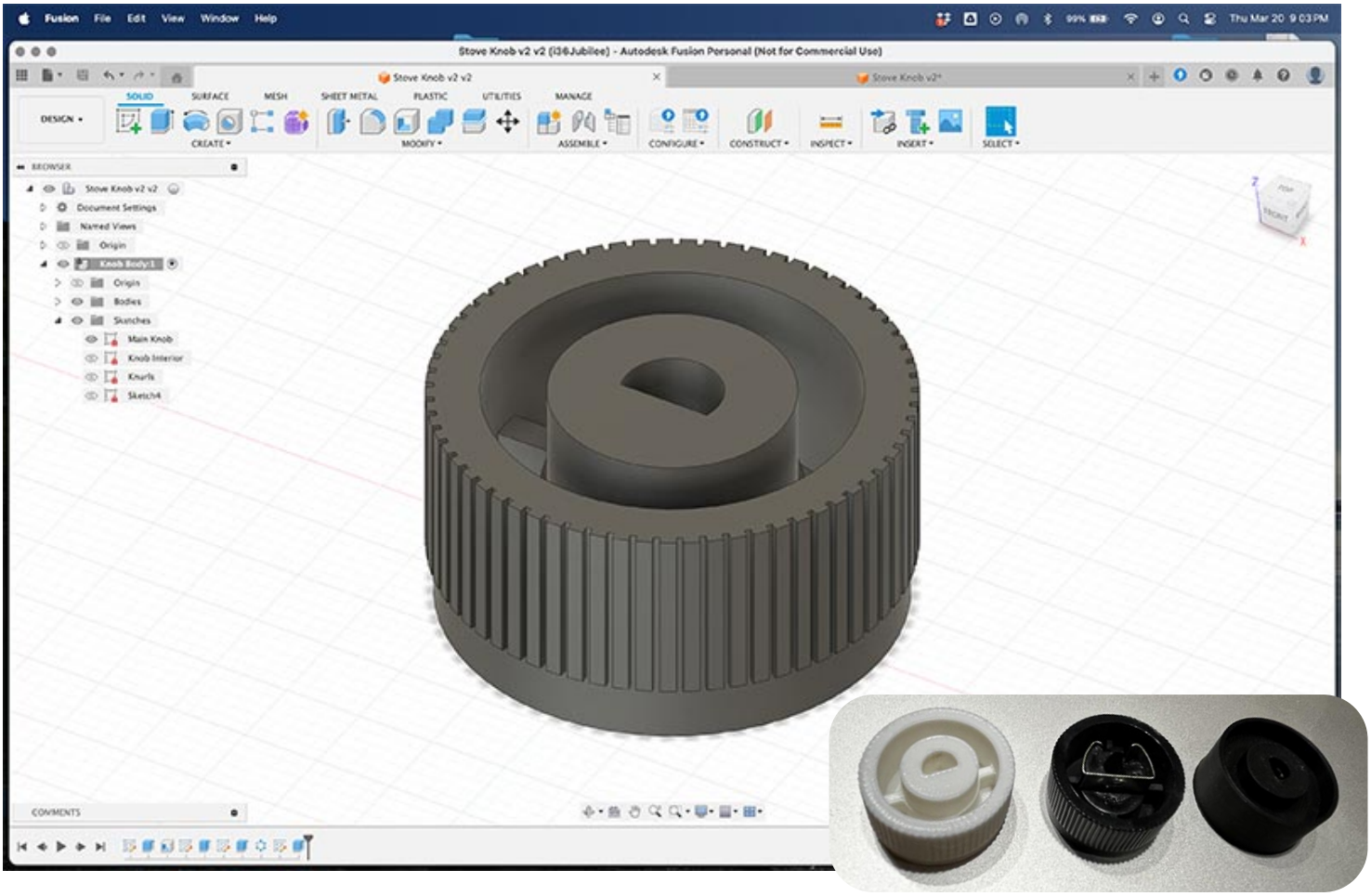
It is 2025 not 1977 so when the going gets tough we turn to YouTube. There is an amazing array of sailing channels and no lack of information on the attempted repair of Perkins fuel pumps. Turns out that you need to remove the radiator and the exhaust manifold to reach the fuel pump. This is above my pay grade.

A call to my mechanic was met with a sales pitch on a new engine and a strong push back on repairing the fuel pump. They were concerned that they might open up pandoras box on such an old engine. Calls to half a dozen other mechanics were met with similar refusals or simply crickets. If you are a good marine diesel mechanic in the Bay Area, you will never be unemployed! We considered the cost of repower and even investigated converting to electric. Mucho dinero $$$. In the end I pleaded with my primary mechanic, and he has us on the waitlist. Take it from me, it is easier to get a reservation at the French Laundry in Napa.

I love my Perkins. We are both from the 70's and I am over 70. Let's see if we can't go out in a blaze together. To Be Continued....

In the meantime, get out and enjoy your Islander. It is Spring 2025

Rick Egan
Kapai - 1978 Islander 36
San Carlos, CA



New dimension in boat parts

Applying new technology to an old boat

If there's something I love as much as I do sailing, it's tools, and having a garage full of them has proven to be quite beneficial when you own a boat that is quickly approaching her 50th birthday! Having a wide assortment of power and hand tools has allowed us to tackle a lot of our boat upgrades ourselves and minimized our costs by utilizing things we already owned.

A keen interest in computers and technology has also proven its worth as we have updated Jubilee's electronics beyond just a chart plotter and speed/depth transducers. Each season we own the boat, we have been steadily adding such "modern" conveniences as LED lighting, solar panels and Starlink internet without having to pay an expensive contractor to do the work for us.

It wasn't a surprise that my curiosity was piqued when a fellow shipmate started coming to our Wednesday night races with evolving iterations of a winch-mounted beverage can holder that he had been designing and printing on his new 3D printer. I had a vague understanding of them – 3D printers, that is (I am quite familiar with "beverage cans!") – but had never taken a close look at the technology, assuming that it was still an expensive and complicated black art for the most die-hard computer nerds.

Around the same time, the little plastic control knob on our Forespare Mini Galley gimballed propane stove was starting to break after many years of making our morning boat coffee. As I saw the beverage holder design get tweaked to improve its strength and fit in the winch socket, I started to think that perhaps 3D printing could be a way to fix the failing stove knob if a replacement couldn't be readily found as that stove had been out of production for over 10 years.

As I started to investigate things further, I realized that 3D printing was becoming much more of a mainstream hobby with a wide variety of options available for users of all skill levels from mere amateur to advanced techie! You also didn't need to be an industrial engineer to design models to print – the Internet has thousands of free models available to download and print. Exploring such websites as Thingiverse, MakerWorld, and Printables revealed a plethora of sailing related designs from novelty to practical. Lost a suncover for your Raymarine instrument display? There's printable versions for a replacement that you can even customize with your boat's name. Need a new "arrow" for your masthead Windex? You can print one of those!

If you can't find a ready-made design for what you need, there is an assortment of 3D design software for users of all abilities. There are simple web-based programs for the novice to full-fledged professional-level CAD programs for the advanced designers. Just about every program has a wealth of tutorials and training programs available online to teach yourself how to use them. Even the most sophisticated ones often have cheap or free versions for the home user.

The printers themselves are no longer the domain of geeky early adopters - manufacturers have evolved their offerings from finicky, complicated, hardware that require a lot of tweaking and adjusting to user friendly models that are practically "plug and play." You no longer need to be a rocket scientist who has to first build the 3D printer before you can actually get it to make something! Knowing someone who had already owned a few printers was invaluable as he was able to steer me towards a machine that I would spend less time tinkering with than actually printing with - a BambuLab A1.

As well as having a reputation for ease of use, the A1 was also less expensive than I expected, with a regular price of $399 USD. But even with an attractive Black Friday sale price, that was still an expensive purchase just to replace a tiny stove knob and we hadn't lost any of our instrument covers! I would need to come up with a better reason to justify getting the printer!

As regular readers of this newsletter know, we had previously replaced the cabintop hatches and the headliner in Jubilee (see Spring 2023 and Summer/Fall 2023 issues). One part of those projects that did not get completed was the trim pieces at the hatches to hid the edges of the vinyl headliner boards. There is nothing "off-the-shelf" for a 1978-built sailboat - there's no store where you can purchase pre-made trim mouldings that will simply screw into place in a few minutes. At best you might find existing profiles that you can cut, join, varnish, paint, drill and eventually after many, many hours have something that fits. In reality I expected that I would either get some raw teak stock and create a custom moulding, or mould something out of fibreglass cloth and resin. Either way, it would be a lot of work to come up with the final solution without wasting a lot of time and material!

Delving into the world of 3D printing and computer-aided design (CAD), I realized that this could be the project that justified purchasing a printer! With a background in computers and graphic design, I was quite confident that I could learn CAD software well enough to be able to design a custom trim moulding that could either be directly used to make a trim ring for the hatches or could be used as a mould for casting it out of fibreglass. Even in a commercial setting, 3D printing is an inexpensive and easy way to prototype designs before producing them out of the final material.

As I looked around the boat, I started to envision a variety of other places where I could put a 3D printer to practical use. Our engine control panel and fuel gauge were mounted in a painted plywood box with a rudimentary sunbrella rain cover, trimmed out with what appeared to be part of a plastic portlight frame. As we got nearer to repainting the topside of Jubilee, that was something we had been eyeing for replacement and it was another spot where I could design a custom plastic box rather than buying an expensive commercial product that would still need some customization to fit!

We also had been musing about what to do with the teak trim blocks underneath the stern rail which was starting to deteriorate beyond just needing fresh varnish - a variety of extra holes had been drilled into it over the years and the wood was starting pit and crack. The trim pieces around the companionway were showing similar signs of age. As nice as teak can look on a boat, it requires regular refinishing to maintain its appearance. When it needs to be replaced, it is getting harder and more expensive to find.

Having found a couple decent reasons to purchase a printer, I took advantage of a Black Friday sale and a week later had a Bambu Lab A1. Knowing that Cara might not see some still theoretical boat applications as a good enough reason for it, I started searching for something practical for around the house that I could make and came across a modular storage system called “Gridfinity.” It utilizes a baseplate of 42mm squares to hold a customizable assortment of boxes that people have designed to hold just about anything. I wasn’t going to win Cara organizing a drawer full of screws in the garage, but someone had designed a set of modules for kitchen utensils. Our cutlery drawer had the typical organizer meant to hold the basic collection of forks, spoons and knives, but once you throw in all the miscellaneous vegetable peelers, measuring spoons, spatulas, etc., it becomes a disorganized mess! Simply using pre-built designs, I was able to fill almost every square inch with inserts to organize just about everything that had been thrown into that drawer!

As I waited for the pieces to print, I quickly realized that the drawers in Jubilee’s cabin also got similarly cluttered with things thrown haphazardly in them. Especially on a boat, where every bit of storage space is at a premium, I could print custom organizers for the drawers! Keeping things organized in the icebox is also a challenge with its awkward wedge shape – we can make custom dividers to keep things organized that are also impervious to water or spilled beer!

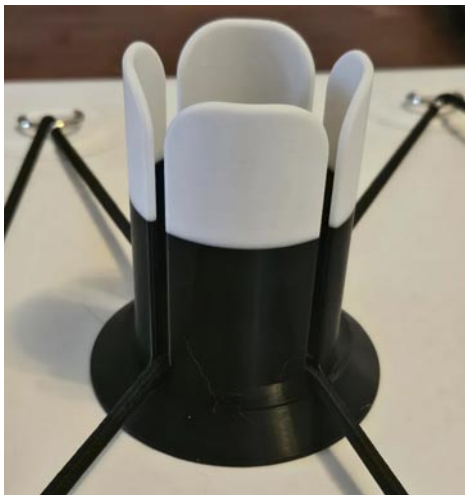
People have created all sorts of novelty items such as keychains and coasters which got me thinking about designing some personalized ones with the our boat name or the Islander 36 logo on them. Eventually I was going to have to make that stove knob and hatch trim that I had bought the printer for, so it was time to delve into CAD software. Among the many options available is a professional-grade 3D modelling program called Fusion, that has a free personal-use license available. Between some lengthier tutorials that go from the basics to advanced design techniques, plus some shorter tutorials for making simply things like a keychain or coaster, I was soon able to start designing a new knob for that stove.

My first attempt was a basic cylinder with a D-hole (a round hole with one flat edge) that barely fit onto the shaft of the propane burner regulator. From there, I refined the design so that the hole better fit on the shaft, knurled the outside of the knob so that it was easier to grip, and rounded over the sharp edges. Being such a smaller part, it takes only about 15 minutes to print out a fresh copy as I made design changes.

Spring hasn’t quite arrived in Thunder Bay yet and it’s still a little cold to start working at the boat, but I’m starting to apply my newly learned design skills to designing the hatch frames. One big limitation of consumer 3D printers is the size of the print bed – the A1 is limited to 256mm (10 inches) in width, depth and height. That definitely won’t be sufficient for the size of the hatches but there is a variety of design techniques you can use to slice larger items apart and rejoin them after printing.

One of the hardest aspects of this foray into 3D printing has been navigating the ridiculous number of pre-designed models that are available to find things that are truly useful and practical to print! A six-inch tall replica of a LEGO spaceman may look cool on the bookshelf and brings back fond memories of my childhood, but it doesn’t exactly serve a useful purpose! But I have found some things that could be put to use on the boat:

Insulated cup handles - Yeti insulated cups and tumblers are not cheap but they do work very well to keep your drink warm or cold. However, many of them can be hard to hold,



especially if you have mittens or gloves on. Yeti does make handles for them, but you can print your own for a fraction of the price.

Ratchet strap winder/case – I've seen a variety of designs for rolling up ratchet strap webbing and realized that something like that could work very well for jacklines! We have a few of them aboard and is a hassle to roll them back up to store them after use so they aren't a tangled mess the next time you need to use them!

Paddleboard cup holders – Cara loves exploring anchorages on her new standup paddle board, but there's no cupholders on them. You can print one that hooks into the bungee cords to keep a beverage close at hand on those hot days!

Game storage boxes – Unfortunately things have a way of getting damp on a boat and card games tend to come in flimsy cardboard packages that eventually get damaged and tattered. A durable plastic case will keep them safe and dry! There's even completely printable travel-sized ersions of some of our favourite games such as Rummikub and Sequence!

Swim ladder step - climbing out of the boat onto the round stainless tubing of our swim ladder can be hard on the feet. Someone designed a flat plastic "Nautastep" that fits onto their swim ladder. It would likely need some adjusting to fit on our particular swim ladder, but it's a starting point for designing something similar for Jubilee!

Finally, one project in particular really intrigued me - a 3D-printed radio controlled sailboat! www.racingsparrow.co.nz has plans available for purchase of a variety of models of the Racing Sparrow designs that you can print and assemble instead of building one out of balsa. The thought of printing a half hull model of an Islander 36 has crossed my mind, if I can figure out how to turn the two-dimensional blueprints into a 3D model, but printing a boat you could actually sail would be awesome!

Part of the appeal of going cruising is to disconnect from technology and just enjoy the beauty of nature, but I might be spending a lot of time on the computer this summer creating parts and toys for the boat! I look forward to sharing the results with you all in upcoming newsletters!

Safe sailing,
David Wadson & Cara Croves
Jubilee- 1978 Islander 36
Thunder Bay, Ontario

So, we won the I36 Championship, now what?

Was it really just pure luck...

Let me start off with this. Windwalker is faster than us. They are faster on a beat, they are faster on a run, and they are faster on a reach. Their crew is better than our crew. And their skipper, Rich Shoenhair (and even his son), is way better than I am.

We finished ahead of them by pure luck. We've been racing against Windwalker for 20 years and we have beat them just a hand full of times. In fact, it is a very rare thing for us to even be ahead of them at any time during an entire season.

Second, Luna Sea is not famous for winning. We are in fact known for two things in the Islander fleet: Finishing last and running aground. Not exactly championship material. I am certain that we have finished last more than any other boat in the history of Islander 36 one design

racing, not because we are exceptionally terrible but because we continued to do it for so long. Everyone else gave up.

When we started racing 20 years ago for a long time our goal was to finish next to last. The first time we didn't finish last was at the Golden Gate Yacht Club and we were so thrilled we purchased drinks for the bar. The bartenders asked us if we had won, and we said we were eight out of eleven. They thought we were nuts, but we were happy. After that we just wanted to be mid-fleet finishers. That was our long-term goal. And we really worked at that. We practiced and we practiced some more. We tried to sail on the same course as the boats that did well. We tried to start like them. We were happy when we started next to Captain Hooke because we thought we were doing something right. It was only when Tom Newton told us that they tried to start next to us because they could take us up and then foot off at the start that we learned that we needed to hold our line and not let people take advantage of us. Cindy Surdez then came onboard, and no one was going to take advantage of her!

After that we were actively participating in the color language starts and held our line and even tried to take a few boats up so we could foot off at the start! Our starting improved and sometimes we were not last at the first mark! Small improvements.

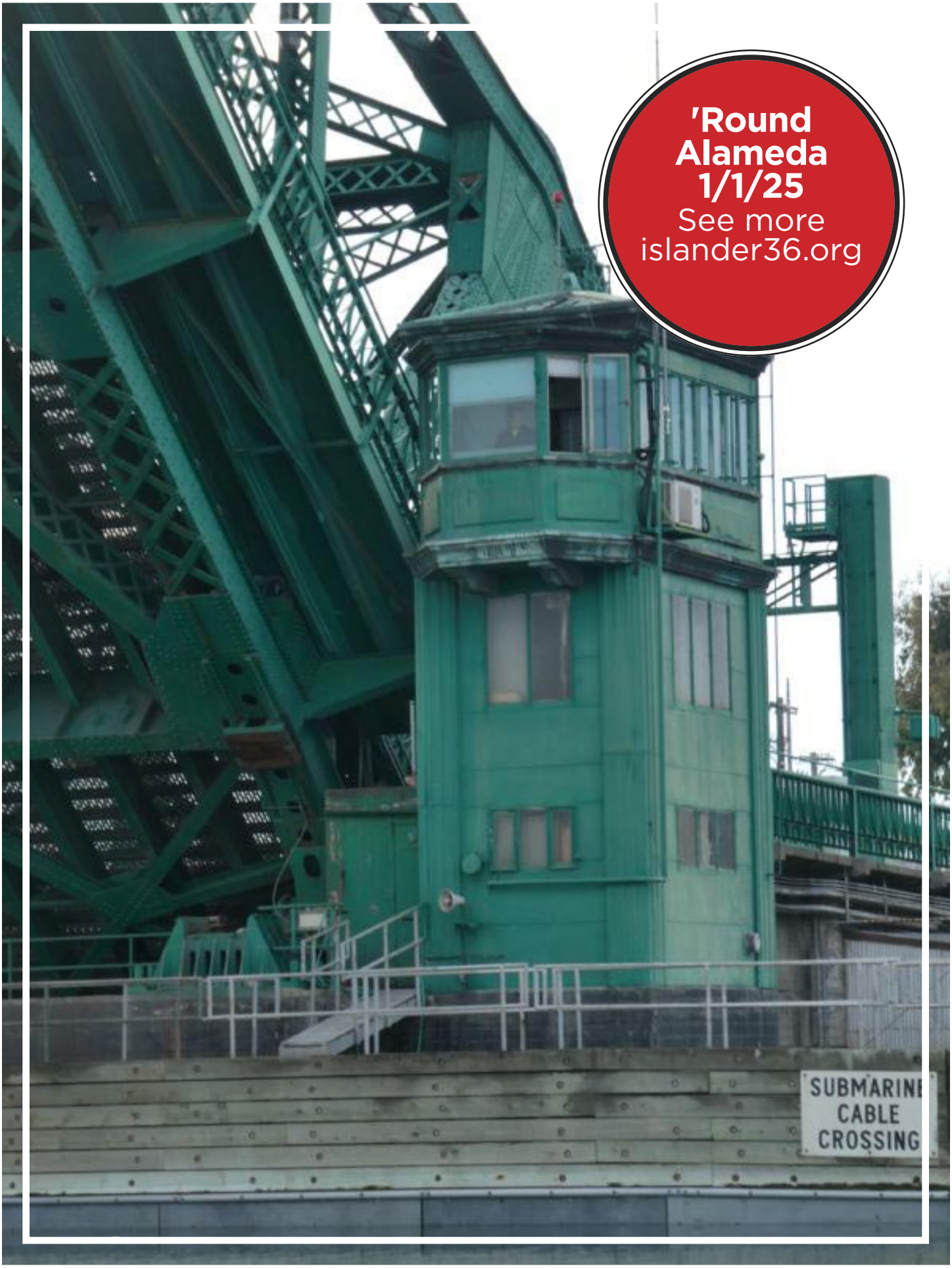
Back in the old days there we really three sets of boats in the I36 fleet. The top four or five boat were the go fast guys had a chance to win every race. The next group might win one race a year, if they took a flyer and got lucky and it paid off. And finally, the bottom four or five

that were always going to finish in the bottom four or five. After we got our first non-DFL finish we stayed firmly in the last group for a long time. Most other boats in this group either dropped out or got better. But we stayed in that group for a very long time.

But then we got better. A few things started to pay off. First, we committed to not going to have the boat unprepared to race. We cleaned the bottom of the boat at least once a month. We got rid of the terrible bottom paint and but on something better. (There was a lot of sanding involved.
At the end of the day, we often resembled Chimney Sweeps more than sailors.) Tom and David Newton let us breeze against Captain Hooke. Whatever they did we did the same thing. We trimmed our sails exactly like they did. If they let out the sai we did too, if they trimmed, we did too. Our crew sit exactly where they sit. These practices really helped. Every person on the boat spends every minute either looking at the Hooke crew or at the telltales or looking ahead for a change in the wind. When we got behind, they would let us catch up and we would start again. Tom made a deal with Jocelyn Nash and Captain Hooke and Luna Sea purchased the same sails from her. We got a discount because together we purchased four new sails. (This was a great idea, and I have no clew why more people don't do this.) We even got to go sailing with Jocelyn Nash on Luna Sea. It was a high point. But after going sailing with people like Tom, Cindy and Jocelyn we learned that they didn't do things much differently than what we were doing, they just did it better. But with experience we got better and became a mid-fleet boat which is pretty much all we ever wanted to be.

Since then, we have even won a few races, not many, but once we actually came in first overall in a YRA destination race and it not unusual for us to do not all poorly in PHRF fleets. We have made a lot of friends participating in these events and it has been a lot of fun. We hope to continue. We encourage everyone to join the fleet. Oh, and you probably won't beat Windwalker, maybe ever, but that's OK.

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



'Round Alameda 1/1/25
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POM-CRANBERRY MOCKTAIL

I normally share an alcohol beverage, but to celebrate spring and some healthier lifestyle choices... I am featuring a tasty mocktail.

I do a Bounceformation Challenge in the months leading up to the launch of Jubilee, and this will be my third time in the challenge, I usually do well, I actually won the challenge two years ago, earning myself a pair of NEW FitBoots and trimming back some of that nasty winter weight I put on.

Bounce is a fun fitness routine that you do on FitBoots, this high-intensity, low-impact workout is designed to burn calories, tone muscles, and enhance cardiovascular health—without putting unnecessary strain on your joints and is a great exercise for any age or fitness level.

This refreshing blend of pomegranate, cranberry and orange juice will be my go to for the challenge.

INGREDIENTS:

- 2 cups of crushed or cubed ice
- 1 cup of 100% pomegranate juice
- 1/2 cup 100% cranberry juice
- 1/2 cup freshly-squeezed orange juice (about 3 medium oranges)
- 1 cup ginger kombucha or sparkling water
- 1 lime, sliced (optional)

In a large pitcher, combine all the ingredients and stir to combine. Pour in cocktail glasses and garnish with what you desire. You can leave out the ice and kombucha/sparkling water until you drink it, so it stays fizzy.

Send your recipes to newsletter@i36jubilee.com

Cheers and happy spring (aka boat launching season)!

Reeling in an 11-pound Northern Pike

my Boat Galley

PIKE FINGER TACOS

I was always hesitant about keeping pike, as growing up in my house it was not the greatest catch to come home with. My dad preferred Walleye, as pike caught from warmer inland lakes can have a muddy taste. They can also be tricky to clean due to a set of "y-bones" that they have along their spine.

But pike caught from the cold water of Lake Superior is absolutely delicious and careful filleting can eliminate any bones! We will be heading back to Otter Cove this summer enroute to the Slate Islands to try landing another delicious on of these fish!

I love fish tacos and this recipe would make a great main ingredient – just add your favourite slaw, lime crema, capers, pickled jalapenos, a little cilantro and enjoy.

We mostly caught salad...

INGREDIENTS

- 4 cups salted pretzels
- 2 eggs, beaten
- 3tbsp HP sauce
- 3tbsp beer
- 2 lb fresh caught pike or other firm-fleshed fish
- Vegetable oil

INSTRUCTIONS

Place pretzels in a plastic bag and break into fine crumbs. In a medium-size bowl, beat together eggs, sauce and beer with a fork. Cut fillets into 1-inch-wide strips and pat dry. Dip strips into egg mixture, then place in bag with pretzel crums and shake until fully coated. Place on a cookie sheet and let rest for 20 minutes, allowing to dry. In a 12-inch skillet, heat 1/4 inch oil over medium -high heat, add fish strips and cook until golden brown (at least 3 minutes), turning once.

Do you have some favourite recipes (food/drink) you would like to share? Send us your stories, photos and fun to: **newsletter@i36jubilee.com**

Old Boats & Old Sailors

Natasha though the years, helping rediscover what we take for granted

I often ask myself the point of all the effort and expense of owning an old boat. This usually happens after I crack a knuckle breaking loose some frozen fitting, or polishing some faded fiberglass while watching others head out for a day sail in their shiny new boat. With 40+ years of experience I consider myself a "well-worn sailor", being fortunate enough to be sailing the pristine cruising grounds of British Columbia in a boat I can still afford. Nothing like a new boat with all the fancy options, just a 50 year old Islander Bahama 30 lovingly restored with endless hours of effort and carefully doled out dollars. Far too many hours and dollars to call this an "investment".

Our daughter, Nicole, was just starting elementary school when my wife Carey and I started a sailing life aboard a Balboa 20. Nicky, born with a hereditary visual handicap that precluded

walking the uneven ground of a camp site, could easily memorize the deck and interior of a 20 ft sailboat! We sailed up and down the coast through the good and not-so-good times, gaining experience through adventure. Our boats moved up through eight years on an O'Day 25 and then up to the Bahama 30. Nicky grew up on those boats, exploring anchorages in the dinghy, living the gunkholing life through her formative years. She eventually went her own way, as children do, and we were fortunate enough to be blessed with a granddaughter.

Natasha, born with the same visual handicap as her mother, started sailing on our Bahama at the tender age of five, accompanying Carey & I on trips though the Gulf Islands, up to Desolation Sound and points beyond. She has been a joy to have aboard "Natasha" (named in her honour) and the boat seems empty without her. Her wit, sense of humor and positive outlook on life is a joy to behold. She appreciates sailing the same boat and waters as her mother did in her youth, experiencing the same adventures and sense of belonging. Yes, at times 30 feet is a tight fit for three and a dog, but Natasha loves the old boat as much as we do.

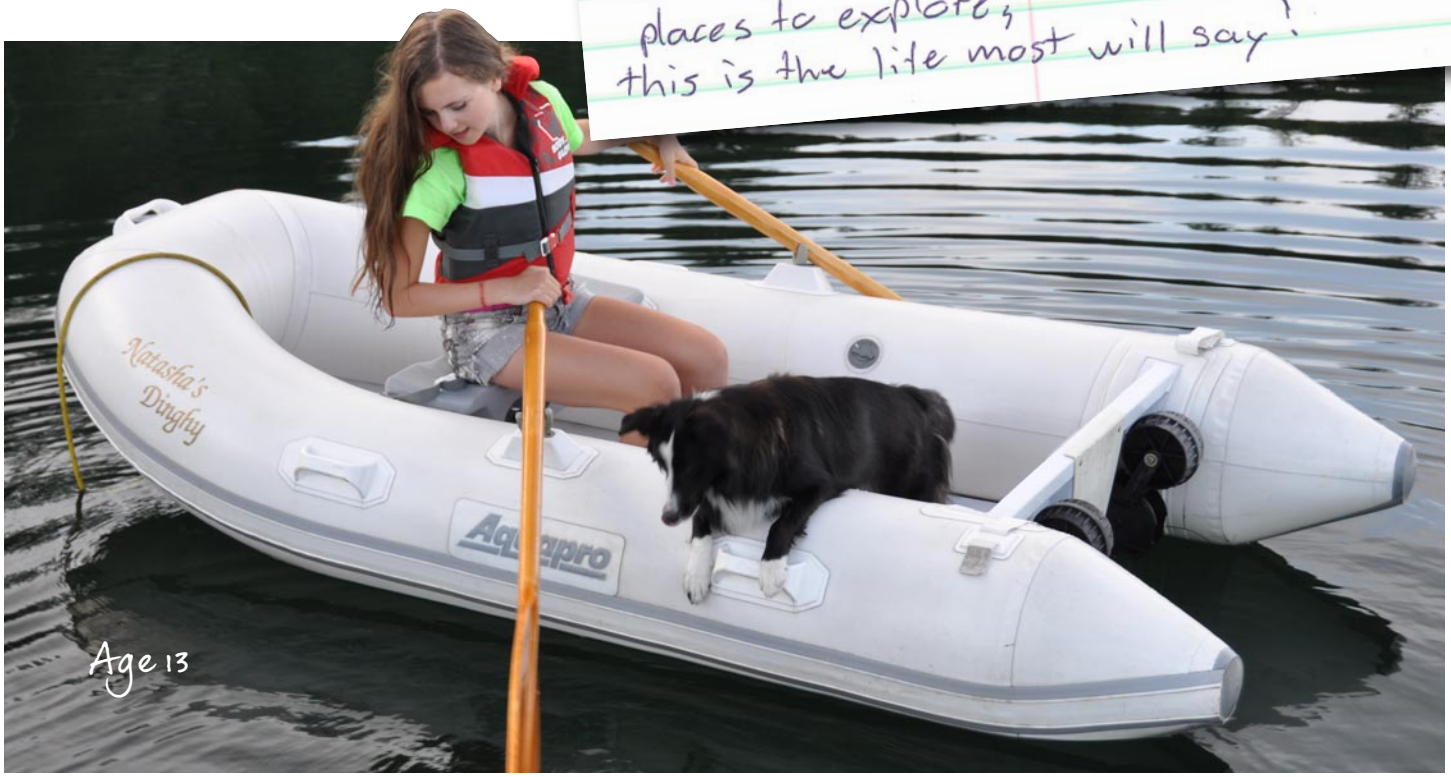
A few summers ago, Natasha & I trekked back out to Barkley Sound on the west coast of Vancouver Island. Carey was done with long distance cruising but Natasha wanted to return to the wilds of the west coast in her 15th year. The trip went well with low morning clouds breaking into brilliant sunshine, whitecaps dancing on blue waters while thrashing to windward under white sails. We would poke our bow into nearly empty anchorages late in the afternoons, leading to breathtakingly quiet evenings with the occasional call of a loon as the

still waters reflected the brilliant sunsets. Quiet, enquiring discussions would envelop the cockpit as darkness fell. Natasha's intellectual grasp of the world around her was far deeper than I had anticipated. On the last day of the trip she was scribbling intensely in her notebook, watching the sunset, lost in thought. She put the notebook away without comment, joining me for the traditional hot chocolate and chocolate chip cookies. She made no mention of her writing, and I knew better than to ask.

The next morning, we returned to the nearest dock and I was driving her home when I asked her if she would tell me her most memorable moment of this particular trip. I anticipated a response about a place we visited, or a particular sailing day. She thought for a moment and said "The hot chocolate and cookies in the cockpit with you, Grandpa". She then showed me her notebook;

Barkley Sound

The land oh so content,
steep mountain ranges carving out the land,
vast waterways as far as the eye can see,
the weather so ~~sund~~ unpredictible,
always on edge like an egale
waiting for it's prey,
grand wild life prowling the
spontaneous land,
humans exploring the unknown territory,
a simple life some would say living off the land,
oh what a beautiful world it is,
glowing orange sunsets, while waves
clap against the shoreline,
sea life comes alive as sun creeps
higher into the sky,
boats patrol the sea looking for new
places to explore,
this is the life most will say!



Age 13

And so we ask ourselves; why do we do this? Old sailors and old boats? Rediscovering our sailing life through the eyes of a 15-year-old reminded me that all that time and effort is an investment in the next generation, allowing them to see the world as we see it, allowing them to experience the wonder of discovery upon approaching a new anchorage.

Years have gone by, young Natasha still graces her namesake, now joining me for a glass of wine as the sun sets in whatever anchorage we have reached.

Bert Vermeer
Natasha - Islander 30
Sidney, BC


Thank you, young lady,
for your perspective
on something we
"old sailors"
tend to take
for granted.
Age 22
May the winds
in your life always
be in your favour!

Brown gets the boot!

Jubilee looses her 70's vibe and goes steel grey

The last issue of the newsletter detailed the painting of Jubilee's hull with "Toplac Plus", a new hull paint by Interlux. Her old boot and cove stripes had been done in a deep brown color, matching her dodger and Bimini. When I had first seen her, I couldn't resist referring to her as the "UPS boat" but brown really wasn't a color we liked, especially after I started working for Canada Post! We knew we wanted a new color after we painted the rest of the hull but also didn't want to go with the typical "boat colors" of navy blue or red.

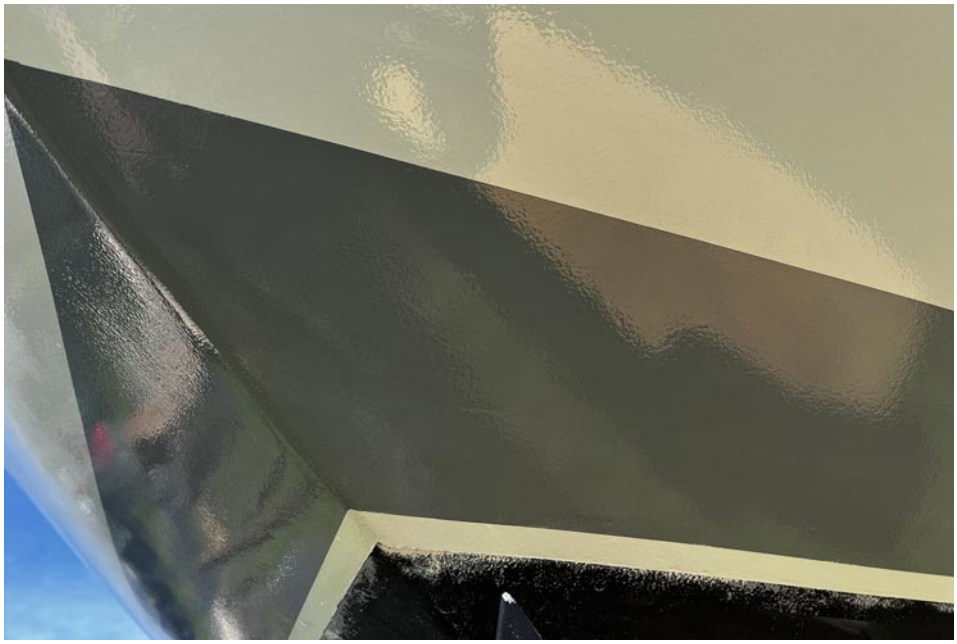
Instead, Cara thought a dark gray color would look really nice and Interlux did have an "Anthracite Gray" that was exactly what we were looking for. Unfortunately, when we went to order it, we found out that it was one of the few colors that weren't yet available in that new paint formula. After a quick email to Interlux to confirm compatibility with the new paint formula and the older Brightside Polyurethane, we ordered a quart of "Steel Gray" instead.

Having previously owned a Mirage 26, which was designed by the renowned Robert Perry, I am a member of his Facebook fan club page where he is regularly involved in discussions about his sailboat designs. One topic that Bob is particular about is having the right stripes painted on your boat so that they enhance the lines of the boat.

He takes it seriously enough that he has even posted a few tutorials on how boot stripes should be laid onto the hull!

Firstly, he recommends starting with where your boat actually floats in the water, not just the designed waterline (DWL). By the time your boat is loaded down with extra gear and whatnot that wasn't in the designer's blueprints, it could sit in the water very differently. He recommends then bringing your bottom paint about 4-inches above that point. As we mentioned in the last article, we hadn't thought to mark our real "flotation DWL" before we hauled out, so we skipped over those recommendations as we didn't know exactly where we sat in the water. The next thing Perry recommends is to separate your boot stripe by about 1.25 to 2-inches from the bottom paint so that there's some contrast between the two. This made a lot of sense as our old brown boot stripe did just blend into the black bottom. The simplest way to mark this line out was to simply run a stripe of standard width masking tape along the top edge of the bottom paint.

The width of the boot stripe is influenced by the freeboard of your boat - a low freeboard can have a narrower stripe while a boat with higher freeboard needs a wider



stripe or even multiple stripes. For a 40-foot boat, a 4 to 5-inch stripe is appropriate. For Jubilee, we "decided" on 3.5-inches - the width of 2x4 piece of lumber - the reason for which will become clear.

The novice boat painter would now think to mark the upper edge of the boot stripe the desired width from the lower edge, resulting in a uniform width line from the bow to the stern. But, to quote Perry's "The Bootstripe:

"Mini-tutorial no. 2:

> You MUST work with vertical heights. You CANNOT use the surface of the hull skin to establish stripe width. If you do in almost all cases the boot will appear to dive down at the stern where the hull shape goes becomes acute to the waterplane. Doing this you must forget 3D for a moment and use 2D heights so that the stripe will at least appear the desired height. In actuality the stripe, measured along the hull skin will almost aways be much wider aft than it is forward where the hull skin is closer to vertical. Are you following me? As the hull skin becomes more acute the boot will need to get wider to compensate."

For most people, including myself, it is easy to read that and go "huh?!" The simplest way to understand it was to take a walk around our boat yard and look at the various boats on their cradles and look at their boot stripes where the hull skin moves from vertical towards more horizontal as it curves. When viewed from the side, that uniformly sized stripe visually narrows as it wraps under the stern and looks pinched compared to the rest of the stripe. It also happens towards the bow but it's near as noticeable. Sure enough, we were able to find a number of boats at our yacht club that clearly showed what happens if the stripe is consistent single width along the length of the boat.

The "trick" is to make the HEIGHT of the top edge of the stripe consistent from the bottom so that as the hull curves under, the stripe WIDTH gets wider (often significantly) but it looks uniform when viewed from the side - we found many boats in the yard which also illustrated this.

Ideally, to mark out the top edge of the stripe, we'd have a perfectly leveled boat and enough space around it to project a laser line across the length of the boat so we could mark out a level line. Having neither of those, I had to find some other means of drawing that top line and finally stumbled across a simple solution - some rubber bands, a pencil, a box level, and a spacer - a length of 2x4 (hence the 3.5-inch width I decided upon!). The box level would keep the pencil at the same "angle" as I moved along the length of the hull, the 2x4 would keep the "height" of the line equal and the elastic bands would allow me to "widen" the stripe as the hull curved inward at stern.
Unfortunately, I was alone at the yard while marking the stripe with my jig so I wasn't able to take any photographs of the procedure but hopefully you understand the concept!

As with the position of our waterline, I knew we were sort of guesstimating how accurate the boot stripe would be but after laying a strip of masking tape along the pencil line and stepping back to get an overview, we were quite confident we would have a nice looking stripe! We did tweak the position of the masking tape in a couple spots where it looked to be a little too straight but overall our jig worked excellent.

Being physically indented, the cove stripe was overall much easier to mask out. The flourishes at the bow and stern and the I36 logo were a little trickier, especially where it

wasn't as sharply defined. In some spots it made me wonder if areas had been oversanded the last time the hull was painted. I wasn't sure whether to mask or freehand but given that the previous brown had some very shaky edges, I opted to mask and then use a razor knife to trace out the details. Despite using minimal pressure with the knife, some of the undercoat came up when peeling off the bits of masking tape. I tried not to let that worry me too much and told myself that perhaps I had just cut a little too deep with the knife.

Being the "old" formula, the Brightside polyurethane paint we had for the accent color had to be applied using the "roll and tip" method. After applying it with a roller, the surface would have tiny little air bubbles left on it that you pop by barely running the tips of the bristles of a paint brush across the surface. This was actually a very easy process for the boot stripe with Cara handling the roller and I would follow along with the brush. But it did make us appreciate how the Toplac paint for the bulk of the hull didn't need that extra step - having to tip the entire hull would have been a much more tedious process! For the recessed cove stripe and the extra flourishes, we applied the paint directly with the brush.

Looking back on the project, I can't recall exactly why we decided to do only one coat of the accent color. I think between the necessary drying time for Brightside, our upcoming launch date and the little bit of paint that had peeled up when masking out the flourishes and logos, we didn't want to leave the masking tape on too long even though it was the least aggressive gripping tape.

Whatever the case, our awe and jubilation at how good the things were looking suddenly turned to "oh crap!" when parts of the white topcoat came off with the tape, especially around the Islander 36 logo. I would have just attributed it to cutting too deep with the knife while tracing out the logo except that a few spots also came off along the boot stripe. Now we were filled with a dreadful feeling that for whatever reason the three coats had not adhered to the primer and we might be facing a summer of watching our beautiful paint job slowly fall off the boat!

When we purchased the Toplac paint, the store did not have the "2333N" thinner that the Toplac

documentation recommended - they only had the “333” thinner. I had emailed Interlux tech support and they had assured me that it was acceptable to thin the paint with either formula. I emailed them again to ask about whether the peeling might have been a result of using the different thinner, but also included details of our recoat times and the temperatures we were working in. Once again I got a quick response from tech support and they recommended a longer cure time before applying masking tape as we were working at the lower end of the temperature range for applying the paint.

That response did ease our fears that the entire paint job might fall off the boat by the end of summer but we decided to hold off on applying any more coats. We had “budgeted” a window of time between the paint and our upcoming launch date so that paint would have extra time to cure before putting the lift slings against it. I touched up the topcoat in a few spots and we left it at that. Luckily one coat of the accent color had given very good coverage and again, from 20 feet away the boat looked fantastic and the extra blemishes weren’t noticeable unless you knew exactly where to look!

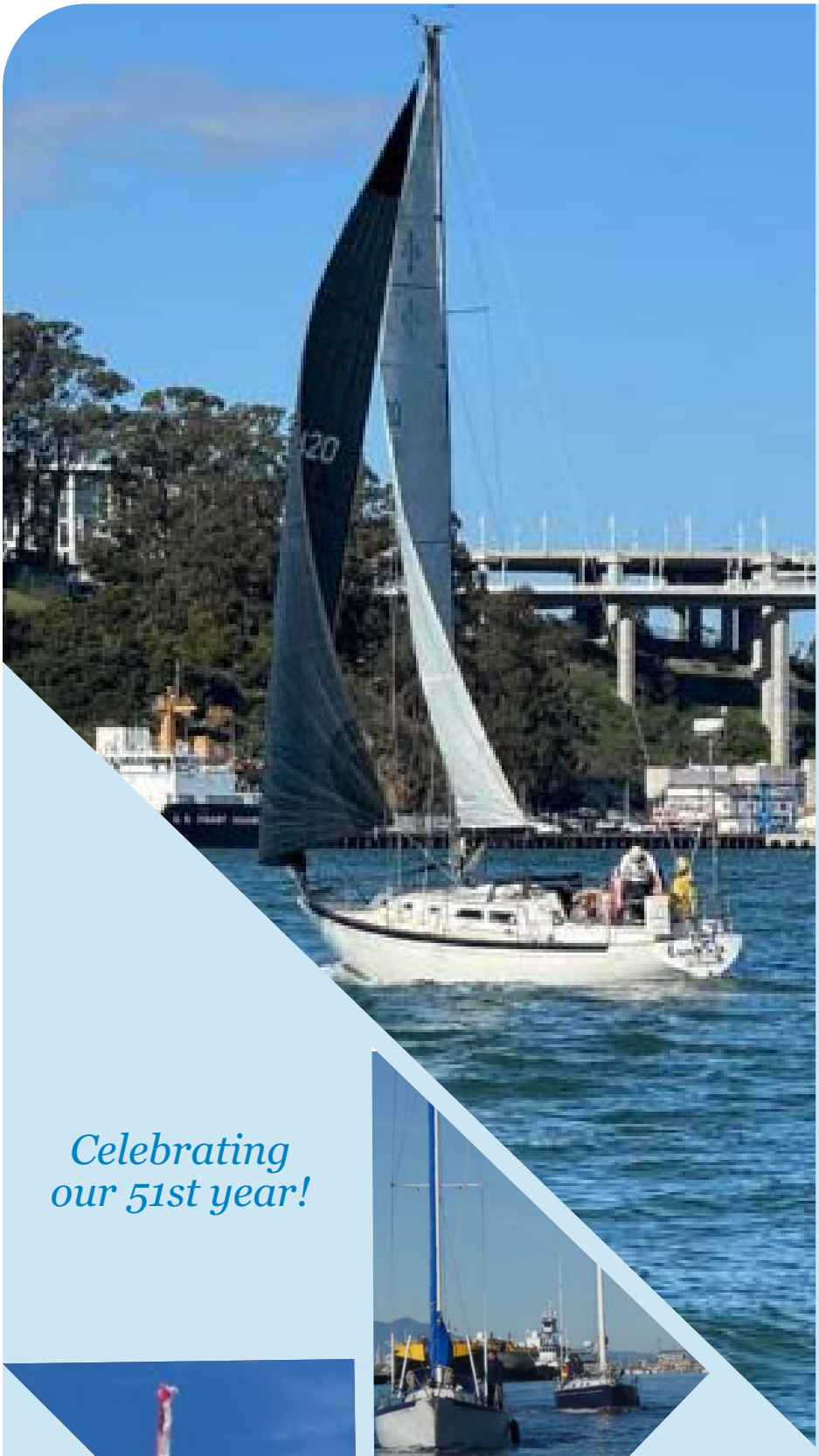
We did also mention in the last article that an imperfect paint job makes scratching it easier to handle. We managed to do just that on one our first weekend trips of the year when we spent a night rafted together with a friend’s boat while tied to a mooring ball. Jubilee is so heavy that on nights with minimal wind we seem to constantly end up with the mooring ball banging against our bow as the boat is so slow to drift away from the ball in the subtle wind shifts. But when rafted next to another boat, the ball managed to get stuck between us and a metal fitting on the top of the ball managed to grind into our shiny, new paint job! It was a lot easier to see that knowing we already had some repainting to do!

One way we did want to protect our imperfect paint job was to cover our fenders. But rather than spend an exorbitant amount of money on fancy sunbrella covers, we went to a thrift shop and found some extra large pairs of grey sweatpants, stuffed our fenders down the legs and cinched the ends with zipties. Not only did they keep the fenders from rubbing on the paint, but they also lasted surprisingly well and are cheap to replace when they get holes in them!

In spite of the few hiccups along the way, we were pleased with how the stripes on the boat turned out and very pleased with our color choice. Unfortunately, it does mean that our brown sail pack will need to get replaced, especially once we get a new dodger and Bimini to match our stripes, but the brown must go!

This won’t be the last of the painting articles - the results of painting the hull affirmed that we will be painting the topsides before we launch this Spring. We’ve tolerated chalky gel coat and discolored patches for long enough!

David Wadson & Cara Croves
Jubilee- 1978 Islander 36
Thunder Bay, Ontario



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2025 Islander Race and Cruise Schedules

Celebrating our 51st year!

For more event information go to:
www.islander36.org/25race.html or
www.islander36.org/25cruise.html

Round Alameda

BOAT, OWNER, CREW & GUESTS

BARNACLE
Barney Brickner (via Land Yacht)

EVANESCENCE
Smokey Stover, + 5 crew

KAPAI
Rick & Cathy Egan, Bryce & Reanne Egan +Reanne's parents

EX- NATURAL HIGH
Dennis & Judy Bush (via Land Yacht)

VANISHING ANIMAL
Rick & Sandy Van Mell

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

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

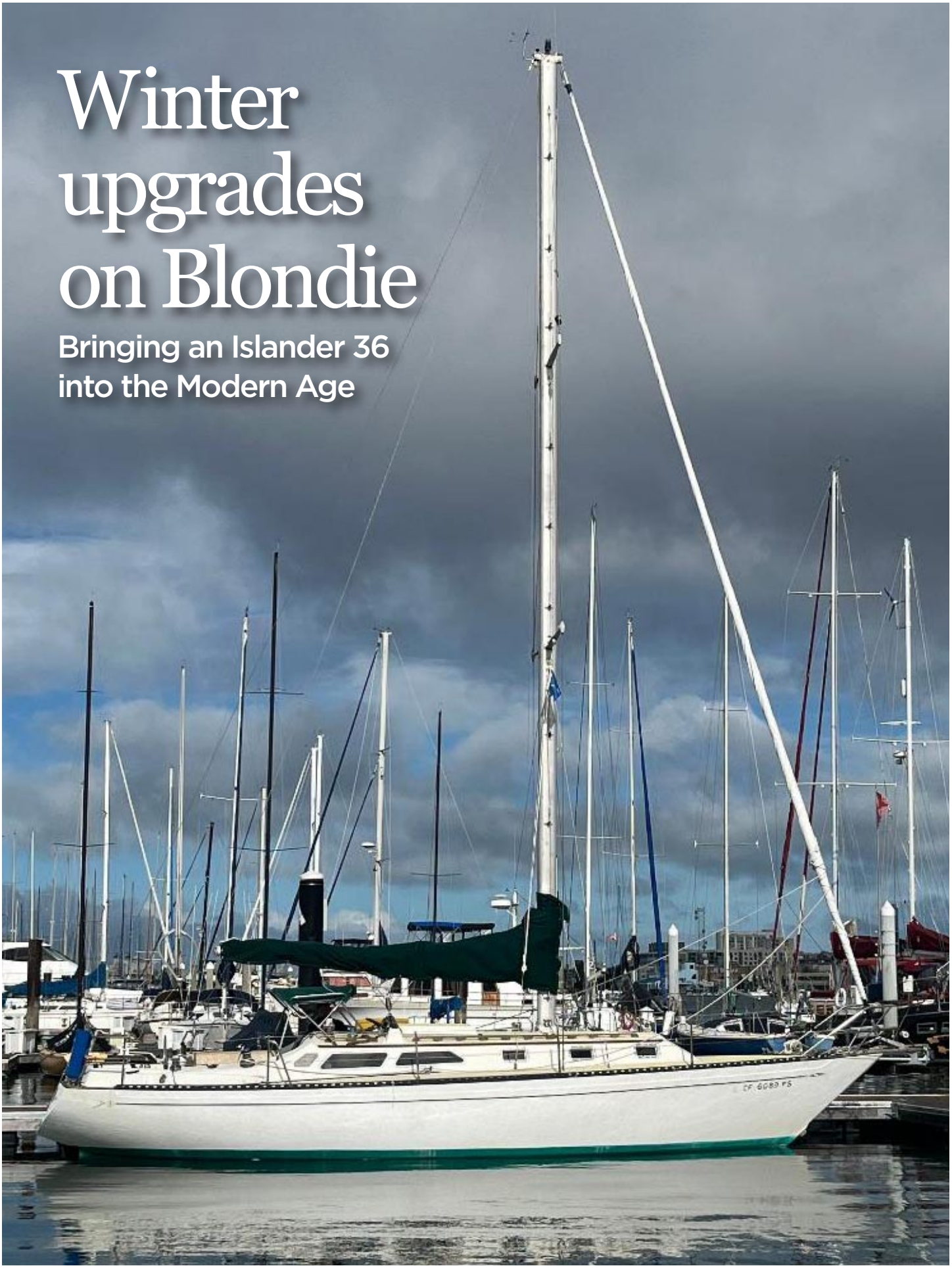
WIND CATCHER
Dan Throop

Partly cloudy and cool, but calm winds ushered in 2025 for your Islander 36 Association fleet. 23 Folks aboard 5 Islanders representing 8 Islanders in total enjoyed a smooth ride past the three bridges and floated effortlessly into Aeolian Yacht Club at 1100 hours on a tide rising toward 7'. Delicious chili, plain and jalapeno cornbread, and plenty of toppings washed down with Gin Fizzes and Bloody Mary's made for a delicious lunch. Most departed at 12:15 at peak high tide to venture west through the Bay Farm Bridge to tread the thin water along the San leandro Channel to reach the deeper water of South San Francisco Bay to complete a circumnavigation. Also spotted by Vanishing Animal was I-36 sail #20 heading west at 0914 leaving the Estuary, and spotted again returning from Sam's restaurant in Tiburon by Luna Sea around 1430.

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

Winter upgrades on Blondie

Bringing an Islander 36 into the Modern Age



As the winter months roll through, many of us take the opportunity to tackle long-overdue projects on our boats. This season, I focused on three major upgrades for Blondie: replacing the windows with Newfound Metals Tri-Matrix ports, upgrading all the standing rigging with Sta-Lok terminals and new wire, deep cleaning and trim replacement. Each of these projects presented its own challenges but it ultimately brought Blondie closer to being the reliable and seaworthy cruiser I envision.

Replacing the Windows with Newfound Metals Tri-Matrix Ports

One of the most noticeable weak points on my aging Islander 36 is the original acrylic windows. The six smaller ones in the front were the worst. Over time, they crazed, leaked, and detracted from both aesthetics and functionality. I decided to replace them with Newfound Metals (NFM) Tri-Matrix ports, known for their built-in waterproof gasket, composite frames and stainless-steel hardware.

Removing the old ports proved difficult, with many of them disintegrating as I pushed outwards. Additionally, I found that the mahogany veneer and mahogany substrate were rotted out on three of the six windows. Because of that, I had to remove all of the rotted wood, and then epoxy in a new section, and then veneer it to match the existing. This proved to be the most time-consuming part of this project. Once the wood was repaired, it took me about an hour per window to install. The installation process was made simple with the help of a cutting and drilling template I ordered from NFM. The new ports not only look fantastic but have significantly improved ventilation and eliminated the persistent leaks that plagued Blondie.

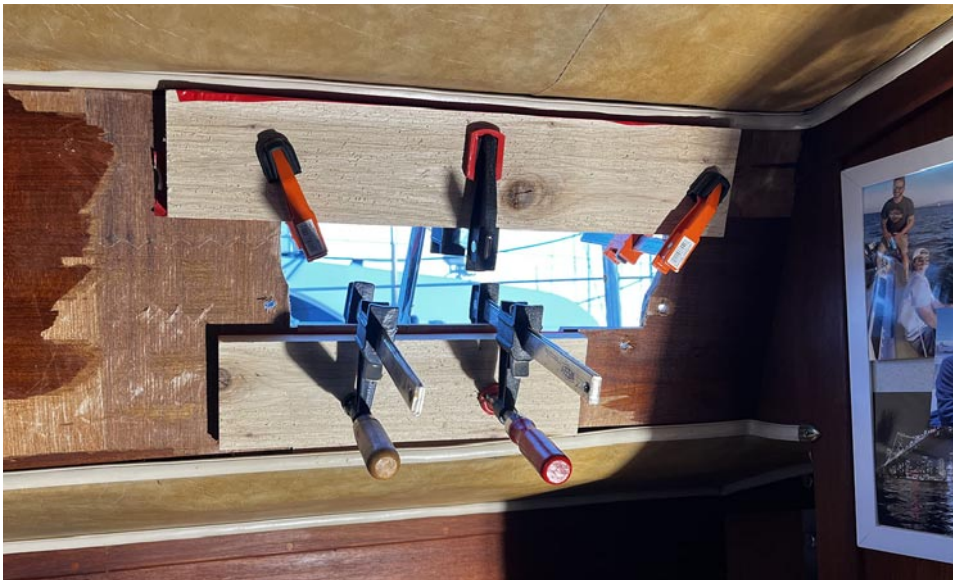
Standing Rigging Overhaul with Sta-Lok Terminals

Rigging is one of the most critical systems on any sailboat, and Blondie's standing rigging was, in my opinion, overdue for replacement. While the previous owners kept fairly good project records, I found no notes on when the standing rigging was last replaced. The hardware showed no breaks or cracks, but rust stains covered the fittings and cables, raising concerns about its condition. Rather than take any chances, I decided to replace everything.

On my previous boat, I had used Sta-Lok fittings, which provide a strong, reusable, and serviceable solution. These mechanical terminals allow for on-site assembly, meaning I could cut the wire to exact lengths and install the fittings myself, reducing the need for a professional rigger. For Blondie, I opted for a hybrid approach, swaging the uppers while using Sta-Lok fittings for the lowers. Many riggers argue that while Sta-Lok terminals are stronger, swaged fittings offer better long-term water resistance. That combination seemed like the best of both worlds. Once installed, the new rigging noticeably improved Blondie's overall stiffness and security. The difference was clear the first time I sailed with the new setup. The boat felt tighter, more responsive, and simply more solid. Knowing I now have fresh, high-quality rigging gives me great peace of mind for future offshore passages.

Deep Cleaning: Removing Water Stains, Polishing, and Waxing

After seasons of exposure to saltwater, sun, and the occasional spilled beer, Blondie was long overdue for a deep clean. Brown stains had built up along the hull, oxidation had dulled the



gelcoat, and the wood trim had been worn down from years of brushing. The first priority was tackling the water stains, which were especially bad along the hull. I turned to Star Brite Hull Cleaner, an oxalic acid-based product that's gentler on gelcoat than harsher chemicals like muriatic acid but still highly effective at removing brown tannin stains, rust streaks, and algae buildup. The best part was that it required no scrubbing. I simply applied it, let it sit for a few minutes, and rinsed it off. The results were immediate! Years of discoloration disappeared with minimal effort, revealing a much cleaner and brighter hull beneath.

Since I had essentially stripped the hull of all its protective coatings, the next step was polishing and waxing. Running my fingers along the fiberglass, I could feel tiny bumps—years of oxidation built up on the surface. To create a smooth foundation, I wet sanded the entire boat from top to bottom using 2500-grit sandpaper. Once the sanding was complete, I applied Meguiar's Cleaner and Wax to remove any remaining oxidation while also polishing and adding a protective coating. With Blondie still in the water, I couldn't reach the entire hull, but the difference was striking. The surface took on a subtle reflective shine and repelled water effortlessly. If what I've read is true, a freshly waxed hull should add between 0.2 to 0.5 knots of boat speed. We'll see if that holds up, but either way, she's looking better than ever.

The last major project I tackled was the teak trim. After years of brushing and sanding, the softer wood had worn away, leaving deep valleys where the grain had eroded. It was time for an upgrade. Since teak is both expensive and difficult to source, I started looking for alternatives. As a landscaper, I've built

plenty of decks, and most modern decking materials fall into one of three categories: redwood, plastic composites like Trex, or ipe. Redwood was too soft, and plastic would look completely out of place on a classic boat like Blondie, which left ipe as the best option. A dense tropical hardwood, ipe is so tough that it requires special blades to work with, but its durability is unmatched. Once installed, it essentially lasts forever. I removed all the old cockpit trim and eyebrow pieces and milled new ones from ipe deck boards. The total cost for the wood was just $200, a fraction of what teak would have cost. Once in place, the only maintenance required is a coat of oil every few months to keep its rich, dark brown color.

In The End

Each of these winter projects has not only improved Blondie's functionality but also reinforced my appreciation for the Islander 36's timeless design. While no boat project ever truly ends, these upgrades mark a significant step forward in keeping Blondie ready for whatever lies beyond the Golden Gate.

Sunnier days ahead...

Solar helps Jubilee stay topped up

It's been two years since we wrote about overhauling the electrical system on Jubilee in the Spring 2023 newsletter. After tackling the big job of replacing all the wiring on the boat, relocating the main panel to the nav table and adding a subpanel in the cockpit, we've only had a few small additions here and there in the electrical - a diesel cabin heater; got the autohelm working; added a 2000W inverter. As each season went by, I stopped carrying so many electrical tools and spare parts aboard as my confidence in how well the system was working grew.

Jubilee started with two group 24 batteries mounted underneath the cabin stairs - one deep cycle "house" battery and one starting battery. Larger capacity on the house battery would be better but anything bigger would have other be mounted elsewhere. I knew LifePo4 batteries would give us more usable amp hours in the same group size, but our charging system would need to be upgraded to support them. Instead I installed a Victron BMV-712 battery monitor to give us an idea of just how many amp hours we would use in a typical day, especially as we started cruising for longer periods of time.

After cruising that summer with the new electrical system, I could see just how much of a power drain the refrigerator was on the lone house battery. Over the winter, I also picked up a Starlink Gen 2 dish when the hardware was on sale. As much as I like the ability to "disconnect" while out sailing, there were advantages to having Internet no matter where we went. But it was also another thing drawing power when we were away from our dock so in the spring I switched the house bank to a pair of Group 24 batteries. There was room for the starter battery just underneath the front of the engine so those heavy bricks didn't have to go somewhere else in the boat.

Two house batteries was a definite improvement in capacity but that still left the problem of how to get those batteries recharged when away from the dock. The battery monitor showed we'd be lucky to get 20-25 amps of from our engine's stock alternator. If we were going to be motoring for 3 or 4 hours each day, it is adequate for recharging, but now we were starting to spend longer periods of time in the same anchorage. A higher amp alternator is an option, but could also be an expensive and complicated upgrade - the alternator, a charging regulator, and possibly a serpentine belt conversion. Plus, that would still require running the engine.

A cheaper (and quieter) option would be solar. With my 50th birthday coming

up, Cara had been trolling me for ideas on what I'd like. Normally, I abhor being asked "what do you want for your birthday?" but this time there was something I had been contemplating - a solar charge controller. I had already found a pair of 100W Renogy solar panels on sale for under $200 as two panels would mount nicely onto davits. Luckily, Jubilee had come with a set but we had removed them to minimize COTB syndrome, also known as "Crap On The Back." We also found it simpler to just tow our dinghy so the davits had just been collecting dust in the garage but now they would have a good purpose!

With a Victron BMV-712 smart battery monitor installed on the boat, I had decided to stick with Victron for the charge controller. Asides from being a popular and reputable brand, it could also use the same Victron app to monitor the battery status and solar charger. Additionally, the Victron SmartSolar charge controller can utilize the BMV-712 for actual measurements of the State of Charge and the battery current to determine what charging phase it should be in. Victron has a calculator on their website that you can use to determine what size controller is recommended depending on how many panels you have and for the 200W of panels on the davits, they recommended the SmartSolar MPPT 75/15. You can also specify your geographic location and the calculator will give you a forecasted daily yield. For most of our sailing season, they estimate 0.7KVWh or approximately 55Ah per day. If we add more solar panels in the future, for example on a bimini or dodger, I could simply add another charge controller for those. For now, getting 50–60Ah of free, quiet energy from the sun was looking very appetizing!

The davits were simple to reinstall on the boat as I already had the brackets that braced them on the stern rail. I did mount them a little further apart than they had been to accommodate the length of the solar panels. Renogy had a "Z-bracket" which bolted to pre-drilled holes the panels and could be screwed into a roof – I figured I'd be able to come up with some way to mount them to the davits. Given that this project was a bit of an experiment (and I'm a frugal but handy boat owner), I got a couple piece of slotted angle iron from the hardware store and some "stainless" U-bolts to fit the diameter of the davit tubing and figured I would be able to bodge them onto the davits! Perhaps at some point in time I would splurge on some fancy 316 stainless marine-grade mounting hardware (at an exhorbitant cost), but for now this would do. I'm sure the hardware wouldn't last if we were in the moist salty air of San Francisco, but there are advantage to sailing a freshwater lake!

My installation definitely won't win any awards, unless there is one for "cheapest and functional," but it got the job done at minimal expense. I can "adjust" the angle of the panels by changing the position the U-bolt, though that requires unscrewing the nuts on it and not dropping them into the water! But I found that with the panels in a relatively flat orientation, the output was sufficient. If I feel the need to optimize the output by angling them more directly into the sun, I'll have to figure out an easier way to adjust them but so far I haven't felt the need for that. In general, our main overnight on draw on our battery bank

is the refrigerator at about 6–10 amps. With our small house bank, we'd be down about 30–40% by morning. Once I had the solar installed, unless the fridge compressor was running, we would have charge current going into the bank as soon as the morning sun started to hit the panels. My morning ritual of taking Harry, our the Beagle, brewing a pot of coffee, and then making breakfast, now had checking the solar charge current added to the routine! More often than not, by time noon hour rolled around, the battery bank was back up to 100% charge!

Not that having two weeks in August for a sailing adventure with friends is all that "stressful" in the first place, but having this under $500 solar setup really made things much easier when we spent multiple days in the same anchorage and didn't have to run the engine anymore to recharge. With lead acid batteries, it's not just about running out power – deep discharges below 50-60% are also damaging to them! All the electrical upgrades we've made to Jubilee have had an eventual upgrade to LiPo4 batteries in mind, but until then, I do want to get as much out of our current batteries as we can!

New canvas work has been on our minds for Jubilee, and the positive, yet inexpensive, results of few panels has us thinking about how to integrate some flexible solar panels into those. We've always considered the i36 to be "roomy" but space for solar panels on a sailboat is always at a premium unless you want your boat to look like an aircraft carrier! I'm pretty sure that in the not so distant future, we will be writing an article on sewing flexible solar panels into a bimini!

David Wadson & Cara Croves
Jubilee- 1978 Islander 36
Thunder Bay, Ontario

3 Bridge Fiasco

We had four Islanders enter the 3 Bridge Fiasco this year: Cassiopeia, Kapai, Luna Sea and WindCatcher. They wound up among the 285 boats in the 330 boat fleet that were abandoned by the wind gods and did not finish. Here are three of their stories, and we'll add Cassiopeia if we get their story.

Luna Sea, Dan Knox

We were very late for the start and likely kept our engine running a bit longer than we should have in order to make the start. We decided to continue on and started within the 10-minute period. We had a video going so we could go back and look and see if we actually had the engine on longer than we should have. But I am pretty sure that we did.

Justin and I talked about what would be best for a course and we decided it would be best to follow Kapai (another I36 that was racing in our division) since they started a couple minutes ahead of us. But as soon as we saw them take off for Red Rock, we changed our mind. There was no way we thought we could even make it would the strong ebb in the middle of the Bay. So, we continued to Blackaller where things went didn't go well.

There was just no wind, and the ebb was just taking its toll. Many boats were anchored but we decided to continue on. A few boats had anchored near Anita Rock but many of them were in the restricted area and needed to retire.

We tried everything included putting our magic half ounce kite but even that needs a bit of wind. After about a dozen jibes, we found ourselves in the restricted area south of the south tower and had to retire. We probably should have retired when we ran our engine longer than we should have but retiring now seemed to reach us a lesson.

Oh, and when we finally got back to Marina Village a fuse blew on our pump that pressurizes the water tanks on Luna Sea. I swapped out the fuse and it blew again after 10 minutes. Anyway, now I have a troubleshooting job for next week!

Kapai, Commodore Rick Egan

Kapai double hander's Rick and son Blaine arrived at the start in plenty of time and lurked off Fort Mason before starting on starboard in the beginning of the ebb. Our grand plan was to cross the line and head for Red Rock having been sucked out of the gate in a race la few years back. This worked pretty well as we had a nice breeze that took us steadily to a spot between Knox and and Alcatraz.

We were in good company with a posse of Moore 24's that had the same idea. We used all the light air tricks we could come up with, but the wind died and the ebb was pushing us toward the gate and we finally gave up the ghost around 11am.

Great to spend time with son Blaine who moved up to Sacramento from L.A.

WindCatcher, Dan Throop

In my first attempt at the Three Bridge Fiasco...

The plan was: Cross the starting line heading east and get under the Bay Bridge before max ebb. I figured fighting the current for a short distance from SF to the Bay Bridge was better than fighting the current for a long distance from Blackaller through Raccoon Strait to Red Rock.

The reality was: Head east to the start line on schedule. Stall in 0 knots of wind and get pushed backwards by the current past Anita Rock and over to Crissy Field where I dropped anchor to keep off the beach. (It looked like one boat did not stay off the beach.) I did not cross the starting line.

The wind picked up a little bit but not enough for me to fight the current and get to the start line before the cut off time.

Loretta gets canvased

New canvas brightens up this 1980 Islander 36

When we purchased Jubilee back in 2021 and did our first inventory tour we noticed two things missing – a new B&G Vulcan chartplotter, whose box was in the vberth, and the entire dodger – frame and canvas. It took a while, but eventually Bill's family found the plotter in his basement next to the furnace (where everyone keeps their boat electronics in the off-season). Despite numerous hunts through the basement and the garage, we still could not locate the dodger. We could understand removing the canvas as spending the long winter season exposed to the sun and snow would significantly reduce whatever life it had left in it. But why he would have removed the metal frame baffled us!

While musing about it with fellow shipmates of Bill's, it was suggested that he might have taken it to a local canvas shop whose owners his wife had been related to. As soon as we called and asked them if perhaps they had a brown dodger, they knew exactly what we were referring to. Indeed, Bill had dropped it and the frame off to them in the Fall after the boat had been hauled out. Whether he had been wanting to get the whole thing redone or just the acrylic windows replaced, we don't know – when the shop had seen his obituary, they had put the job on hold. Knowing that we wanted to replace Jubilee's brown canvas at some point, we didn't bother having them replace the windows which were cracking and coming unstitched in places.

We reinstalled the dodger for that first season and tolerated the aspects of its design that we weren't particularly fond of. The cabin top winch for the mainsheet required a shorter handle on it's which in order to avoid smacking your knuckles on the dodger frame and

the side panels made it awkward to climb out of the cockpit. Cara's biggest peeve was that, unlike our previous boat, the dodger couldn't be folded down before docking the boat to give better visibility – the cabintop mainsheet prevented the front bow from collapsing. The bimini never got installed at all as I remembered from previous times sailing on Jubilee that its frame and support webbing were in awkward locations that made climbing in and out of the cockpit even more difficult.

By the end of the summer the windows were in even worse shape so we removed the dodger and its hardware completely and have sailed the boat since without it knowing that eventually a rebuild/redesign of it would reach the top of our to-do list. After four summers of sailing Jubilee, we finally started to reach the point where having a new dodger was starting to become appealing again. As our cruising has increased in distance and we've found ourselves out in less than ideal weather, some added protection from wind and rain has become desirable! Especially with the Islander 36's companionway design, having a dodger to keep rain and spray out of the cabin, without having to install the boards and close the hatch would be nice!

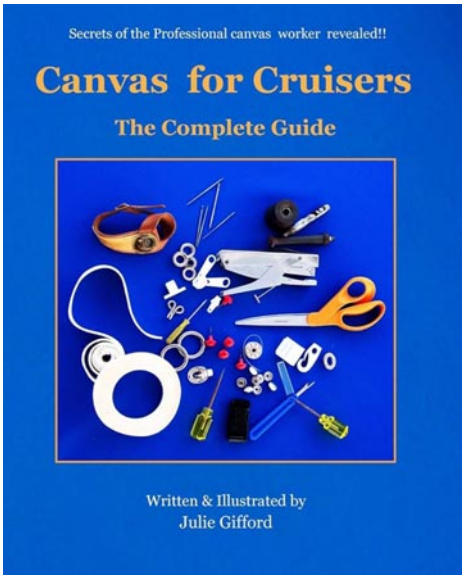
As we've steadily improved Jubilee's visual appeal with new portlights, paint, and headliner, the rest of the boat's upholstery has been discussed - cushions, lee cloths, curtains. Unfortunately, getting those things done isn't a cheap proposition - quality work is expensive! We like to consider ourselves pretty handy so we've been slowly educating ourselves on canvaswork – Sailrite has lots of very thorough videos and articles on their website about doing your own canvaswork and we've acquired some useful books, such as "Canvas for Cruisers" by Julie Gifford, which covers the gamut of projects: sails, dodgers, biminis, cushions, dinghy covers. That book and Sailrite both have detailed guides on make a new bag for your LifeSling rescue system when it's original vinyl bag eventually rots away from years of sun exposure!

The one thing we were really lacking (asides from any recent practice sewing!), was a sewing machine capable of handling multiple layers of outdoor canvas. The DIY sailor's standard choice is the Sailrite Ultrafeed® walking foot sewing machine – small, portable, and capable of going through 6 layers of Sunbrella plus webbing! But with a price tag of over $1000 USD for just the straight-stitch model ($1300 for the zig-zag model if you wanted to stitch sails), we weren't rushing to purchase one! With sales taxes, currency exchange, and now tariffs, we would be looking at close to $2000 CDN for one. While researching alternatives to the Sailrite machines, I came across a Canadian company, Reliable , which had a nearly identical machine to Sailrite's zig-zag model, the Barracuda 200ZW. A Google search for a comparison of the two returned quite a number of comparisons including a lengthy video by a sailor who went into great detail comparing the two.

Essentially, the Barracuda is an almost identical clone of the Sailrite, with the main difference being the quality of casting and finish of the components. Overall, most reviewers found the Barracuda to be a completely adequate alternative, especially for a DIY sailor and some even considered the Sailrite machines to be a little overpriced for what they are. In areas where Barracuda components were considered inferior, most of the "better" Sailrite parts are

compatible if they needed to be replaced. Asides from an extensive inventory of parts and information on the machines they also are a complete source for everything canvas related so I'm certain we will be patronizing their online store in the future!

I couldn't pass up getting a comparable sewing machine for half the price so for Christmas 2024 I completely surprised Cara with the Barracuda 200ZW, with the oversized flywheel which slows down the motor for finer control. A carrying case or a table for it were also available, but being a bit of an amateur woodworker, I will make those on my own when were are ready to start some sewing projects. The zig zag capability is more for sewing sails but we still have Jubilee's old mainsail and Genoa for which we've seen tutorials online on making tote bags from old Dacron! While we may not feel confident in our



sewing skills to tackle new cushions and dodger, there's alll sorts of easier projects we can use for practice!

Asides from sewing skills, we also need to spend some time figuring out exactly what we want in a dodger design. Asides from being able to fold down, without smacking into the mainsheet, we have also mused about having handles on the sides to grab onto when climbing in and out of the cockpit. A bimini of some sort to provide some rain and sun protection for the helmsman is also being considered. We're not a fan of totally enclosing the cockpit with canvas panels but having the bimini connected to a dodger to provide complete cover would be nice so that rainy days don't keep us huddled inside the cabin.

When I've sent out the request for newsletter submissions, I've been encouraging members to send us any pictures of their dodgers so we can get some ideas of how various dodgers look on the Islander 36. Steve Kraft sent us some pictures of the bimini and dodger that he's been replacing with new canvas on his 1980 i36, "Loretta" and we appreciate any others that get sent to us! Hopefully we'll have some sewing projects to share in upcoming newsletters!

Kapai and Luna Sea Make a Pass!

2 sailboats passing
'Round Alameda Race
January 1, 2025