

36 Islander 36 NEWS

Spring 2019
Volume 7, Issue #1

Calling All Islander Owners *(by Eric Mueller)*

Calling All **Islander Owners**! Have you seen the sunshine yet? It is that time of year again when we can go out and try to find that wonderful yellow stuff and forget about that cold damp winter. So have you gotten out there yet? If so or are planning a fun trip let us know about it. If you have the time and are in the area why don't you come to one of our events? They are fun and have the advantage of having good company with the same good taste in boat ownership. **Serenity** was not able to make it to the **Vallejo race** due to an ailing captain and **Windwalker** lost their engine however we did get this great report on the race from Frank Burkhart.

Vallejo race from a singular point of view. First, where were the Islanders? We could of missed the

*start looking for all those other boats. At least **Renaissance of Tahoe (RoT)** gave us the path. Unfortunately for us, we didn't follow their path. They sailed a beautiful course to **Vallejo**. All we saw after the **Richmond Bridge** was their spinnaker getting farther away from us. Conditions were good on the way up, reasonable winds with the breeze close to a beam reach all the way. **Luna Sea** entered the race under **PHRF**, not **Islander** one design - starting 5 minutes before us. Since **RoT** wasn't waiting for us, we were able to spot **Luna Sea** on the way up and make some gains on her until she took off up the Vallejo channel, flying her spinnaker where we had changed to white sails.*

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Alameda Community Sailing Center *(by Kame Richards)*

As President of **ACSC** I would like to take a few moments to share with you what we have accomplished in the last year, and to reflect on our very beginnings 6 short (and long) years ago.

Our first sailing classes were in the summer of 2013. **Ballena Isle Marina**, still one of our strong supporters, donated dock and slip space for our sail and safety boat fleet. Founding board member Kevin Berry took our "land sailer" to parks in **Alameda** to attract kids (and their parents) to discuss the opportunity for sailing over the coming summer. Our focus would be fun on (and in!) the

(Continued on page 9)



Commodore [Eric DaPrato](#)



Giants

Come celebrate Summer with the I36A annual outing to the ballpark

- Hot Dogs
- Beer (expensive)
- Nose Bleed Seats

Membership
Islander 36 Association

Tickets available



CLICK HERE FOR TICKETS



2019 Race Schedule

June 22	Summer Sailstice	1	Details to be worked out.	
July 13	Plastic Classic	1	Bay View Boat Club	
Sept 14	Coyote Pt. Destination Race/Rally	1	Coyote Pt.	With Cruisers!
October 6	Nationals Regatta	2+	GGYC	Confirmed.
Nov 9	Fall Meeting & Winners Dinner	0	TBD	

For the latest updates & rules please [click here](#).

Welcome The Larsen's

Thank you for the welcome letter, my wife and I are very excited to have an [Islander 36](#) and be joining this passionate group. As for an introduction, here's some info (attached is picture of wife and I aboard our Islander 36):

My sailing background began with my extended family that live in the SF Bay Area and have been sailing their whole lives. I started sailing with my grandfather and uncles on the bay area growing up and when I moved to northern CA for college at [UC Davis](#). I started sailing more and eventually took interest in the more academic side of sailing by completing US Sailing through coastal passage making at [Club Nautique](#). Through the process I made a lot of connections in the bay area sailing community and was recruited by [Club Nautique](#) to be a mentor for their sailing program



and also by one of their instructors who is a delivery captain to assist on boat deliveries with his business. In 2018 alone I have completed about 5400 nautical miles in boat deliveries including passages from [SF](#) to [Seattle](#) and two from SF to [Puerto Valarta](#). I am currently working on completing the required number of sea days to be eligible to take the test for the coast guard license (Masters near shore since I have enough off-shore days) and hope to start teaching and delivering boats as a skipper myself in the future. My wife and I recently bought an Islander 36 in January and found out about this passionate group of [Islander 36 owners](#) and are very excited to be joining.

Thanks again, and look forward to meeting some members in the future.

Hood Signs AGAIN!

This is another milestone in I36A membership... Hood Sails has once again shown its support by renewing their corporate membership for another year. I know that some Islanders are flying Hood sails so lets all join together to fly the Hood flag tall and proud at the next race/cruise day.



USCG—LNM

11th District Local Notice to Mariners Service For 2019

If you would like to receive notices telling you when we have posted the latest LNMs for this district, please register with our [one-way email service](#).

You will need to download the free [Adobe Acrobat Reader](#) to view these documents.



2019 Cruise Schedule

June 22	Summer Sailstice	This will be an I-36 Race day and a cruise. While this will be a season-counter for the racers, it's also a perfect opportunity for someone to try racing for the first time. Summer Sailstice Details & Reservations. Questions? Contact Cruise Coordinator Bill Nork.
July 4-7	TBD	Benicia with Ruby & Rob. Details to come. Questions? Contact Cruise Coordinator Bob DaPrato. Benicia July 4th Details & Reservations.
Aug 10	Giants Baseball Game vs Phillies	Ferry from Alameda Terminal to AT&T Park at 11:50 am. Suggested docking at Marina Village. Will need some cars to reach the Ferry. Questions? Contact Cruise Coordinator John Melton.
Aug 31 - Sept 2	Labor Day Half Moon Bay Cruise	Expect to coordinate with the annual Encinal cruise to Half Moon Bay. It's a great chance to sail outside the Golden Gate in the Pacific Ocean along with others for added comfort and safety. Great festivities at HMB Yacht Club too. Questions? Contact Cruise Coordinator TBD.
Sept 14 - 15	Coyote Point Destination Cruise	This is another great Racer/Cruiser event which counts for the season for the Racers, but can be a blast - and a test to see if you can go as fast as the racers - sailing down to Coyote Point. To join the fun, sign up, then rendezvous just south of Yerba Buena Island. Plan on a fun potluck dinner and spend the night with freinds. Hear stories of how the racers navigated the course -- or how the cruisers got their tans. Questions? Contact Cruise Coordinator Eric Mueller. Coyote Point Rally Details & Reservations.
Sun Oct 6	Nationals Regatta - GGYC	Nationals Regatta at Golden Gate Yacht
Nov 9	Fall Meeting & Winners' Dinner at	Vice Commodore will conduct event



Spring Meeting *(from Rick Van Mell)*

Spring Meeting 3/9/19 at Golden Gate YC

What started out as a rainy morning on [San Francisco Bay](#) morphed into a nice day for our 2019 [Spring Meeting](#). Seventeen boats were represented by 35 people with the [Golden Gate YC](#) staff



providing a most welcoming day. As folks gathered topside and enjoyed a nice spread of cheese, crackers and grapes, [Commodore Mueller](#) had a Board meeting on the lower level with [Treasurer Roy Samuelson](#), [Secretary Mike Patterson](#), [Measurer Kit Wiegman](#), [Race Chair Roger Anderson](#), [Past Commodore Bob DaPrato](#) and [Webmaster Rick Van Mell](#)



Serenity waiting for her crew

Great Vallejo Race *(from Bob DaPrato)*

Great Vallejo Race 1 & 2 May 5 +6

The YRA results for this 2 day race from San Francisco to Vallejo had 132 official entrants!

On day 1 in the PHRF class 7 race, the first place finisher was *Windwalker*, Capt. Richard Shoenhair with a time of 4:26. Congrats!

And in third place was *Luna Sea* with Don Knox at the helm in 4:34 !

On the return race on Sunday, *Island Girl* with Frank Burkhart at the helm finished in 4 hours and 42 minutes. Also

racing but, DNF was *Renaissance of Tahoe*, *Windwalker* and *Serenity!*

The host [Vallejo Yacht Club](#) entertained the contestants and crew with dinner and live music!

BOB DaPrato, Capt. *Bella Luna*, Islander 36 Emeryville, CA. ___ /)___

Island Girl video of race [click here](#)



We Want Your Pics

We want to see photos of your boat

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Green Flash 2 cats exploring

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Vanishing Animal Varnish *(from Rick Van Mell)*

I guess I just couldn't help but love [varnish](#). It all began in [Chicago](#), when I was four years old, on our family's [39 foot R Class sloop, Ardelle](#), double planked with mahogany topsides that were all varnish.



Down below, the oak ribs and inner planking were varnished too. Ditto for the teak tiller, companionway hatch, wooden mast, boom, spinnaker pole, dinghy oars and main and jib sheet blocks. Though the boatyard usually varnished the topsides each spring, by the time I was in high school, it was usually my chore to do the small stuff. And, in college and later, a touch-up coat on the cockpit combing and even topsides gave me even more varnishing experience.



My father bought the boat in 1945, when she was already 19 years old, and she's just 40 in the 1966 picture above. Lots of years to practice varnishing. Our traditional victory drink

was rum and coke, mixed in an old [WW II aluminum canteen cup](#). We'd make a scratch on the end, chip ice off the block of ice in the ice bag, pour one bottle of Coke over the ice, then my father would lace the top with [Bacardi rum](#) and stir it all with his finger. We'd pass it around by the handle and everyone took a sip, including me when I became a regular crew member at age 13. The catch was that the person who finished the last sip had to make the next round. We all got pretty clever at nonchalantly passing it to the next person when there was just one sip left.

The picture shows the varnished hatch cover, the loving cup and a rum barrel. The 45 degree diagonal line in the lower center of the picture was our [bearing line](#) to see if we were crossing the competition or they were going to cross us. There is a duplicate on the port corner of the hatch.

We raced her every summer on [Lake Michigan](#) through 1971 and eventually got to collecting silverware on a regular basis. However, from the mid 60's on, I would often skipper the boat and win trophies, but the name on the trophy was still my father's: "H. T. Van Mell." When I half-kiddingly complained to my father, the "Skipper" as the family called him, he replied quite simply and calmly, "Rick, when you pay the bills, you can have your name on the trophies." So in 1971 I chartered [Ardelle](#) from my father for \$1,800 – the approximate cost of the annual yard bill and mooring. I think I got my money's worth. I won the [Chicago Yacht Club](#) 11 race class season's

championship and about a dozen other prizes over the course of a 24 race summer season.

Of course I still did the varnishing, and the brass polishing too. The backstay winches, the mainsheet and halyard winches, the bow chock, mooring cleat, stern cleat, cam cleats, trim around the companionway, the ring around the Kenyon speedo and the ring around the compass in the cockpit floor, and most important of all, the ferrule on the end of the oak tiller that held the mahogany ball were all brass. Before every race they were shined to gleaming. We even had a superstition that if any of the crew stepping aboard from the dinghy touched the tiller before my father did, we would not win that day. If some new crew accidentally touched it, no one said a word, but more often than not, we didn't win that day. Once while I was polishing away, a competitor was row-



ing by on the way to their boat and asked why we polished the brass. "To reduce wind resistance," was my calm reply. There was many a time that we

got back in port after storms and rough races and I was rowing ashore, that I would look back and thank [Ardelle](#) for bringing me safe home. She took good care of me; it was my job to take good care of her.

At the end of the '71 season, my father sold [Ardelle](#) to an owner on [Lake Erie](#) where there was still an R fleet, and eventually she made her way farther

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MEMBERS GET FREE ADVERTISING

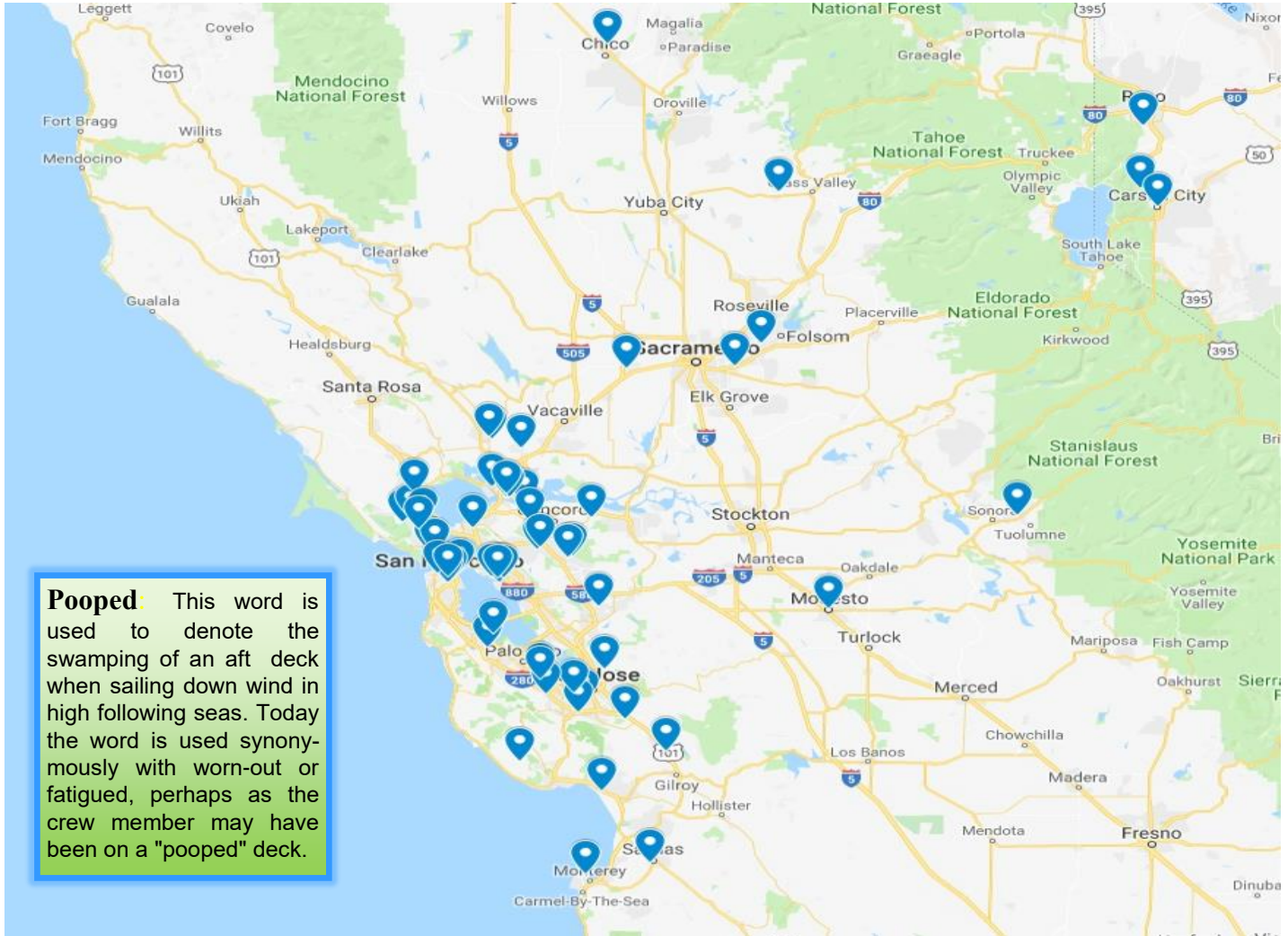
Submit your camera ready art (jpeg, png, gif) - [click here](#)



Mapping Members *(from Mike Patterson)*

This is a new series of maps that we are introducing that shows the location of our members world wide. To start us off I give you the San Francisco area members. Watch for other member maps in the I36News.

Each flag shown is, one or more, Islander 36 Association member.



Pooped: This word is used to denote the swamping of an aft deck when sailing down wind in high following seas. Today the word is used synonymously with worn-out or fatigued, perhaps as the crew member may have been on a "pooped" deck.

Basic Boating Safety Tips

- Be Weather Wise
- Follow a Pre-Departure Checklist
- Use Common Sense
- Designate an Assistant Skipper
- Develop a Float Plan
- Make proper use of lifejackets

Welcome New Members

Please reach out to these new members of the [Islander 36 Association](#). Drop them a line and show the friendly nature of all Islander owners.

Hans Larson *"September Snow"* Ventura West.

Jenna Browning *"Zorza"* Richmond

Brad Larson *"Moxie"* Milwaukee

Devan Hammond *"Second Wind"* Deep Point Marina

Bohme *"Nowak"* Frankfurt, Germany

Elizabeth Bishop and Matt Osborn are boat sitting on *"Zora"* here in San Francisco. *"Zora"* is owned by Jenna Browning is and for sale

Keith Kennedy *"Gaia"* Lake Champlain

Hohmann *"Reimann"* Mannheim, Germany



Calling all Islander Owners

(Continued from page 1)

The return to [Richmond](#) was another story. **RoT** decided not to race so we only had to start and finish to get first place. It seemed like a reasonable task, especially going down the [Vallejo channel](#). Again **Luna Sea**, this time starting 5 minutes behind us, caught us by carrying her spinnaker to the end of the channel before dousing and going to a large jib. We opted early on to go with a small jib as (1) we only had to finish to win and (2) our crew was me and 3 teenagers. The teenagers were a godsend - tenacity and endur-

ance were key to getting us to the finish. The winds never dropped below 20 knots and the chop was about 2 feet. Even with a small jib, we were overpowered. Of course, **Luna Sea** carried a larger jib and passed us by - although we did get 2 tacks in on them just for fun. No time for counting but we did at least 50 tacks, frequently going as far into shore as having less than 2 feet under the keel. We did finish, minutes behind **Luna Sea** who started 5 minutes behind us.

My congratulations to **RoT** for winning the race to Vallejo and

to **Luna Sea** for the faster time back home.

Frank Burkhart

Island Girl

See what you missed? Take a look at the schedule and find an event to join! There is the Sailstice in June and the ever popular 4th of July party in Benicia. If you can't make the 4th of July by boat you should at least try and make it by car. Ruby and Rob are phenomenal hosts and their place is amazing. Ask anybody who has been there. See you out on the water!!!!!!



10 Docking Rules

Crew Notice

If you are like most race or even a few cruise skippers you are always looking for extra crew or just some rail meat to balance the boat.

Let me know ahead of time and I will place your notice here for all to see.

Island Girl, based in Sausalito, is looking for a couple crew for some upcoming races - mostly OYRA. *Next race is on June 8th - Farallones.* Looking for crew with some experience, foredeck would be wonderful but not necessary. **Island Girl** is rigged and ready to race. We did the Lightship race and the Vallejo race. The ocean races are our priority as the Islander36 is an amazing ocean boat.

Frank Burkhart
islandgi@ix.netcom.com

Follow these simple rules to alleviate the dread of docking.

1. Never approach a dock any faster than you want to hit it. A slow, steady approach is the sign of an experienced, steady skipper.
2. Never approach a docking situation without a plan.
3. Communicate your plan to your crew and clearly delegate any tasks you would have them perform. Assign these tasks and the order in which you want them done well in advance of the maneuver.
4. Warn your passengers to keep arms and legs inside the boat and away from pinch points between the boat and dock. To protect the boat in case of a harder-than-expected landing, have them suspend fenders at contact points.
5. Never allow a passenger to jump ship until the docking maneuver is complete and the boat is secure.
6. Never allow a passenger to serve as a fender, pushing against the dock to arrest forward motion.

7. When approaching a marina, use the VHF radio to talk to the dockmaster before entering port. Get directions to the best available mooring.
8. Approach a mooring against the current, when possible. Always gauge the current as you come in.
9. Wind is an unfriendly ally to sailors in port. Gauge its force and direction and determine whether you can use it or overcome it.
10. There is only one skipper in a boat. You know who he is. No matter who is at the helm, the skipper is always responsible for his crew.



Round robin: This is an expression rooted in British nautical tradition. Sailors planning a mutiny would sign their names in a circle so the leader could not be identified. Today the term is often used in sporting events and competitions when referring to a series of games in which all members of a league play each other one time.

Corinthian Sailing (Courtesy Kame Richards)



ALAMEDA COMMUNITY SAILING CENTER



ACSC Land Sailer in the 4th of July Parade



Summer Camp-- Sailing off the beach!



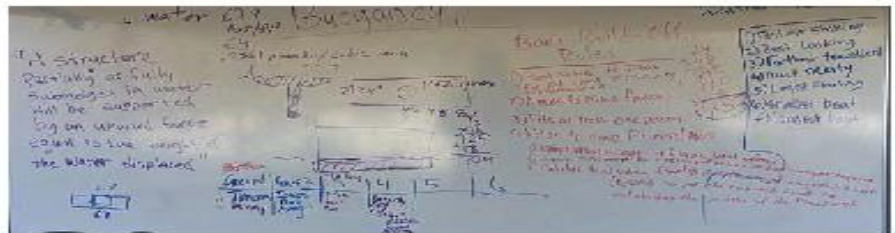
down to the beach



Going SAILING!

The white board from one of our STEM classes.

Science mixed up with fun!



www.SailAlameda.org PO Box 1707 Alameda, CA. (510) 629-9282

NOTICE: All members of the [I36A](#) are encouraged to spread the word to juniors by extending an olive branch to their local schools. With dwindling active members encouraging the next generation to sail with us is more important than ever. So get out there and let your juniors know that they and their friends can come sailing with you. Join a local sailing academy.

Zeneth is a great example as they hold an "Open House" a couple of times each year to take juniors sailing.

The [I36A](#) has an open invitation to any junior sailor to come out and race with us on the Wednesday or Friday races.

The world needs more sailors.



Alameda Community Sailing Center—2018 Year In Review

(Continued from page 1)

water rather than competition. We would provide the boats, sails, wet suits and life jackets.

That first summer we had 75 youth sailing, nearly all of them for the very first time. As their skills increased, we allowed the kids to sail out from behind the breakwater at [Ballena Isle](#). And there, across open water, sat [San Francisco](#). No boundaries, no fences, no signs, nothing (except our instructors) to prevent them for striking out on a large scale adventure. That first view was a big lesson: This playground they are sailing on is very nearly limitless, until you get to [Japan](#) or [China](#). But a good sailing adventure is one you come home from. Not in a helicopter. Our job is to provide these kids with the beginning of an education to develop the sea-sense, weather-sense and common-sense to safely take on a lifetime of ever-increasing adventures. To teach them about situational awareness.

We are still working on developing and refining the fundamentals from that very beginning. Be sure the kids have fun,

learn about the water, learn to treat the equipment and each other with respect. We are aware that the learning is also a top to bottom process. Everybody is learning from the first-time kids to our Counselors in Training, to our instructors, our Program Director, and our entire Board of Directors. Be open-minded and be ready to grow!

How have we grown over the last year?

People in management positions

We added one of the premier national experts in community sailing to our board, Morgan Collins. Morgan has volunteered on a national level to lead community sailing in all areas, from product development and marketing, to non-profit governance and skills training in both safety boats and sailboats.

Emily Zugnoni, a long time ACSC instructor, was selected as our new program director, bringing wisdom about humans (she has a psychology degree), tons of empathy and compassion for kids, a great ability to read people and determine how to get the most from them, including a logistical mind that

keeps things ordered in our program, and an indefatigable work ethic. She has multiple instructor certifications as well as a US Coast Guard License.

Broadening of classes offered

□ After watching the interaction between boys and girls at this young age, we decided to try a 'girls only' summer camp. It filled up almost immediately. We will be doing this again!

□ We held several STEM camps which were quite successful. Lots of science, like calculating where the waterline will be on a floating cardboard boat when the student is sitting in it.

□ We started an afterschool sailing "club" which is open to all who have completed our classes. We had quite a few kids sign up for this. Kids are encouraged to bring a friend or neighbor.

□ Adult "learn to sail" and family classes are drawing a large enough group that we will be expanding these classes in 2019.

More in the next issue...

This could be your advertisement...



Year Round Sailing in Canada *(by Bert Vermeer)*

I would like to say that here in the temperate north (or south-west corner of [Canada](#)) our sailing season extends through all 12 months! But this year has been an exception! Where normally we end up with a dusting of snow and a bit of frost once or twice a year, this year has not been a sailors paradise. Early in February we were hit with a major snowfall dumping 16 – 18” on our boats over a three day period. No sailing unless you dig out your cockpit! As I write this (March 8th) the last of the snow is finally melting in the yard



[Oregon](#) and [California](#) by the [jet stream](#). The long range forecast is for a warmer than normal spring.....here's hoping! Have a great sailing season!!

Bert Vermeer

s/v *Natasha*

[Sidney BC](#)



enough to re-commission “*Natasha*” today, the sails back where they belong and ready to go. Still below freezing at night but that’s forecast to change over the next two weeks. We haven’t been this cold this late into the season in recent memory. All the inclement weather we should be getting has been pushed onto



and the sun is out. Although only about 50f out at the moment, it was warm

Maritime Safety

[Maritime Safety Information Distribution Local Notices to Mariners](#)

[Light List Volumes](#)

[Navigation Rules - Amalgamated](#)

[Maritime Telecommunications](#)

[PAWSA](#)

[International Ice Patrol \(IIP\)](#)

[Public Notices for Bridges](#)

[Nav Pubs and Documents](#)

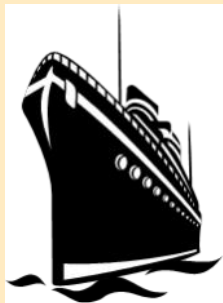
[Vessel Traffic Services](#)

[USCG Homeport Website](#)

[Coast Guard Safety Alerts \(uscg.mil\)](#)



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Membership to



FEATURED ISLANDER

Sailing Solo (by Dennis Hughes)

Our Islander 36 is number 198 and was built in 1974. It is a standard rig. We use a [North Dacron main](#) and a [Doyle 100% Dacron working jib](#). Because I am retired and enjoy sailing solo, this is a great sail combination. I can handle *Encore* quite easily by myself and do not have to worry about reefing the main until the wind is 20+, just about the time I run for home. The smaller jib is easy to sheet. I can sheet it in and the [autohelm](#) makes coming about no big deal.

Originally, it was a bright white but was



repainted a cream color prior to our buying her. When we took possession, *Encore* had been neglected for about two years because of the previous owner's poor health. Below the waterline was a disaster. Marine growth abounded. And the [Palmer P60 gasoline engine](#) could not be run because of a rusted out exhaust elbow. Water spewed everywhere in the engine compartment if started. Those were the first two items we tackled. We do all of our own work (except the exhaust elbow which a friend fabricated for us). Other projects completed over the nine years include rebuilding the following: [the head](#), the refrigerator, the hot water heater, the

self steering hydraulic pump and refinishing the wood trim inside and out. The old lighting system was replaced with a new switch panel and LED lighting everywhere. We made custom mirrors for the salon.

In addition, we installed a new chrome bar attached to the steering station and mounted a suite of three [Raymarine ST60](#) instruments to it along with a [Garman GPS Map 76](#) and new compass. A [Raymarine C70 MED](#) awaits mounting so the radar return can be viewed. The four house batteries and the starting battery are a couple of years old as is the in-line battery charger. New covers are in the works.

The next projects include a new wi-fi sound system, lazy jacks, rebuilding and installing an electric windlass and re-plumbing the entire system.

Encore is a joy to sail and I cannot believe I get to do it.

Encore is a partnership of three, Tor Hutchins, Steve Hughes and Dennis Hughes, have owned *Encore* for 9+ years. We keep her in [Shoreline Marina in Long Beach, CA.](#), a very busy port with lots of commercial traffic to dodge. *Encore* is day sailed regularly with occasional short trips up and down the coast along with weekends in [Santa Catalina Island](#). The other picture is of one of our grandsons, Jesse, at the helm at age three. *Encore* is a joy to sail.

My two partners are both still working but I am retired. I usually go to the boat on Tuesdays when they are working. Thus, I sail by myself those days. The peace and quiet of being alone is wonderful. I can listen to the music I like, sing as loud as I want and nobody cares.

Catting Around

(by Mike Patterson)

This adventure started by packing the car for the trip from Portland to San Francisco to *Green Flash*. Not to be left behind we included our pair of 9 month old cats!

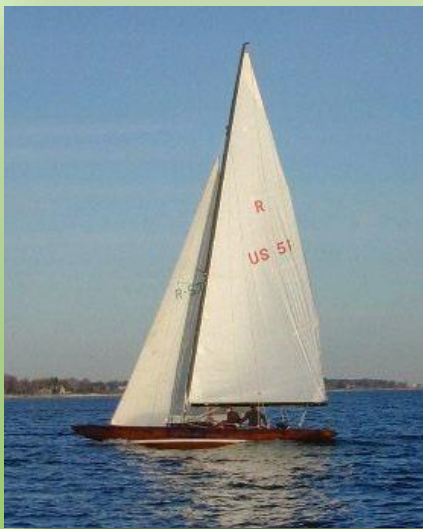
They have been through a lot recently... from driving 12 hours a day, to exploring *Green Flash*, motoring in the doldrums, and sailing in 22 knots wind through the slot. They adjusted well to the new experiences.



Vanishing Varnish...

(Continued from page 5)

east to [Westport, CT](#). By an incredible twist of fate, my [Dartmouth](#) buddy Steve Blecher spotted her in [Westbrook, CT](#) in 2000. You might make the connection from the several logs of *Javelin* on the [I-36](#) web site, that I've sailed with Steve for over 50 years, and cruised with him for 1-3 weeks every summer since 2000. (<http://rvm1.org/javelin>) Steve emailed me with a picture of this R boat at the dock at [Pilots Point](#) where *Javelin* lives and was sure it was *Ardelle*. Long story short, we traced down the owner and my father and I arranged one last ride aboard *Ardelle* that spring. My father was 89 and *Ardelle* was 74, but for one glorious afternoon, we were all young again. And, she was



still varnished!

My father bought a [C&C 39](#), which he named *Volare*, which we raced for the next six years until she was sold. She didn't have any varnish! In 1978 I bought the I-36 *Enoch* out of Miami, FL., trucked her to Chicago, and renamed her *Vanishing Animal*. So I had my own boat, with lots less varnish. Now while many bemoan the varnish work on an Islander 36, it was almost trivial in my mind. That's not to say it still isn't a chore, but there's something about a gleaming varnish coat that says

this is a right proper boat, well cared for and well loved.

Keeping it that way can be a challenge.

In the do-what-I-say, not what-I-do department, my objective is to give the brightwork two fresh coats of varnish in the spring, and two more in the fall. This makes the overall effort relatively light and postpones the inevitable heavy lifting of taking it all back down to bare wood and starting over. In a good year, it goes like this. Starting with 220 grit wet/dry paper and a hose, all the varnish gets sanded. That includes the toerails. To sand the forward toerails, I rig separate bow lines and pull the boat right alongside the dock so I can stand on the dock to do the sanding (and varnishing.) Then it's all wiped down with a paper towel wetted with lacquer thinner. Masking tape is applied to the inside and outside of the toerails, companionway trim and engine controls. These are long, straight runs along visible fiberglass and it's quicker to mask it and varnish thoroughly to the wood/fiberglass junction that way. It's a two and a half hour job, and starting by 1000, it's time for a quick lunch at 1230.

By 1300 the [Pettit Captain's Varnish, #1015](#), is poured into a 9 ounce plastic cup, a pick-up paper towel is tucked in my pocket, and the 2" foam brush is ready to do its thing. The technique is to dip only about half of the tapered wedge of the foam brush into the varnish. This results in just enough varnish

to get about 3 to 4 inches covered but not so much that the layer results in runs or curtains. Apply the varnish away from the wet edge and flow toward the wet edge. Try to do it with just one or two strokes. For example, being left handed, when doing the monkey rails and "eyebrow" I start by sitting on the aft end of the cabintop facing aft on the starboard side. Then I can hold the varnish cup on the deck with my right hand and dip the brush into it with my left. Leaning aft, I apply the varnish from forward to aft into the wet edge. On mild days, I have enough time to coat both the monkey rails and the eyebrow as I shift forward about a foot after two brush loads. If it's on the hot side (and I really prefer not to varnish on hot days) I would do just the monkey rails then go back and to the eyebrow separately. That's because the wet edge begins to set up too quickly between brush strokes if I go back and forth between them. Varnishing takes about 2 hours or a little more, finishing in the 1500 – 1600 time frame. To allow time for a good set before afternoon temperatures start falling, don't varnish after 1600. You can let the blue tape stay for up to 4 days. Also, if you can, allow at least one full drying day in between coats. Before I retired that wasn't practical, so two coats got applied in two



days. This results in a softer overall application, and doesn't seem to last as long as fully cured coats.

This article will be continued in the next issue.



Islander 36 Association

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