



# 316

**Islander 36 NEWS**  
FALL 2024 VOL11 ISS 3  
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# ISLANDER 36 NEWS

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Islander 36 Association meets at Coyote Point to celebrate



## On the Cover

Fred and Chris Manley's pictured aboard Kapai

Read about their big Islander 36 cruise week on page 18

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

## Islander 36 Association Mission Statement

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

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



# Wha's up?

## Commodore Egan checks in

David Wadson and Cara Croves, my favorite newsletter editors, typically ask for submission topics of winter projects or favorite recipes. This Fall they simply asked what we Islander 36 owners have been up to since the last newsletter.

In short...Wha's Up?

I have to say we are getting good use out of our little boat this season. One of my favorite and most rewarding things to do is to take a newbie sailing on San Francisco Bay. Our typically gusty conditions make for a real adventure for the uninitiated. The look on their face when Kapa'i heels over and charges forward with a bone in her teeth is something to behold. It is equally rewarding to simply take experienced

sailors that hail from other less boisterous and scenic venues out on San Francisco Bay. We had ample opportunities to share our favorite boat and bay this year.

Latitude 38, our local sailing rag, put out an article some years ago that recommended a particular course for a day sail on San Francisco Bay. "Counterclockwise for comfort" is the mantra and we tend to follow it. In our case we sail from South Beach harbor to the lee side of Angel Island for sandwiches and vino and then tack up Raccoon Strait, cross the bay to the city front and then back downwind to our home port. This confines the windiest conditions in the afternoon to a

downwind run thus avoiding any unnecessary splashing of saltwater diluting our beverages. Comfort is, after all, key.

I had the opportunity to take Mike Lynch, my masters swimming coach, and two of my swim mates on a sail in June. Chips Conlon recently sold his beloved Ericson and was experiencing withdrawals. Clinton Wakefield enjoyed his first ever sail and I enjoyed sharing my pastime with him.

Former business colleagues Phil Eisler and Rohith Pai brought their sons out for a first sail and Suji Pai, Rohith's wife joined as well. Big fun was had by all in the lee of Angel Island.

Fred and Chris Manley, of I-36 WaterMusic hailing from Lake Austin in Texas, are huge fans of famous jazz pianist Keiko Matsui who was performing at Yoshis in Oakland. A little jazz and a sail on San Francisco Bay is a nice combo. Fred and Chris were wonderful guests aboard Kapai.

Last but not least, Kathy, (the Admiral) and I are delighted to announce that our son Bryce was married to crew member Reanne Wong at the end of July and Kapai came through again. I am fond of saying that the Islander 36 is the Swiss army knife of boats. Kapai did an excellent job of standing in as a bachelorette party venue when Reanne and her bridesmen and bridesmaids came aboard Kapai for some pre-nuptial festivities. I was honored to be invited as the captain at this event.

Well, that's Wha's Up. Hope everyone had a great sailing season and don't forget to take some newbies sailing when you get a chance.

Rick Egan  
Kapai - 1978 Islander 36  
San Carlos, CA





# No installation required

## Jubilee gets some new “hardware”

A topic that frequently gets brought up in Association planning for the year is how to encourage participation in social gatherings, cruises, and of course, racing. Even with the number of members and boats in the San Francisco Bay Area, it can be a struggle to get more than a handful of the boats to come out for a cruise or a race. There's all variety of understandable reasons for declining participation - time, crew, equipment, experience, or even just the desire to participate in the event.

This isn't a unique challenge for the i36 Association - over 2000 miles from San Francisco, our yacht club in Thunder Bay has faced similar struggles to just maintain, let alone grow, its racing fleets. For modest-sized boats with spinnakers, like the Islander 36, an owner probably wants 4-5 crew aboard for a race. Unless they're very lucky and everyone's schedule coordinates, a pool of extra crew to draw upon is also necessary.

One initiative which has helped maintain participation in the club's

racing programs is its New Crew Program which was started by the previous owner of our i36, Bill Dunlop, and has been running for many, many years. Participants get four days over two weekends of a morning in-class session followed by an afternoon pursuit race around the buoys in the harbour on various club members' boats. It's not meant so much to be a “learn-to-sail” course, but rather to introduce people to sail racing and give them enough knowledge and experience to be capable crew on a boat.

One thing that Bill insisted upon was that each day the participants would go on a new boat so that they would not only experience how each is designed and laid out, but also get to experience the different personalities and cultures of the owners and their crew. Except for the small percentage of sailors who prefer to go solo, it is a team sport and Bill wanted the new crew to find the boat that best suited them.

He also strongly believed that racing was best way for a cruising sailor to develop their skills as it puts you out in adverse conditions you would normally avoid. Even if you didn't plan on racing long-term, just a few seasons doing it would give you a vast amount of experience and confidence. Learning how to trim sails for light winds, or reef them in strong winds, is just as useful for cruising as it is for racing.

The New Crew Program carried on after Bill's passing and provides a new stream of people into the yacht club's racing program with many of them buying their own sailboats. With the new boats and and new owners of existing boats coming into the club, two years ago a New Skipper Program was started to extend the learning to owners who might be interested in racing their boats but felt they lacked the knowledge and experience to do that. Along with it, a Jib-and-Main (JAM) division was added to accommodate boats that didn't have a spinnaker, crew, experience or even just the confidence to use it.

This JAM division was initially appealing to us as Jubilee is lacking a spinnaker and the equipment and rigging that goes along with it.

Unfortunately, it was most practical for the club to run the JAM races alongside the regular Wednesday night windward/leeward fleet. Understandably, it made sense to do it when a race committee was already available, but we already raced in a spinnaker fleet on Felucca, a friend's Mirage 30. We have such a good time racing on there that we weren't willing to give that up to race Jubilee.

The club also runs an "offshore" series of seven races, typically on the weekend, ranging in length from 13 to 100 nautical miles. These had some interest for us as Felucca hadn't be doing most of those races in recent years, but we weren't willing to give up our cruising weekends...yet!

This season, Cara decided to take a break from the Wednesday night racing as it was conflicting with other things she was doing. As the season progressed, she found that she was missing some of the competitiveness so in August we started to seriously consider doing a few of the remaining offshore races. We were cruising almost every weekend, and had a 2 week vacation cruise coming up - giving up a Saturday afternoon here or there wasn't going to hurt our cruise schedule! Plus, we had that fancy new MaxProp underneath the boat which had been impressing us all summer with improved sailing performance - might as well test it on the race course!

In August was a 13 mile race to Sawyer Bay, a destination we would regularly visit so it was not going to be an unfamiliar course. Our friends with Danu, an Express 35, were also thinking about doing the race in the JAM fleet. As the weekend got closer,



the weather forecast was looking less than stellar which, ironically, was a good thing as we wouldn't be giving up a fantastic weekend of relaxing in the sun while sipping cocktails or fishing. Instead the forecast was for some rain, some wind, some wave and a lot of clouds - perfect weather for racing instead of cruising!

Despite some "debating" back and forth about which was the correct starting mark, Cara and I managed to get Jubilee over the start line within a few minutes of the horn. We had intended to start behind the larger and more competitive spinnaker divisions so we easily accomplished that! While we were arguing what was the start mark, Danu, our only competitor in the race, was realizing they had miscalculated the start time and were even later to the line than we were.

To keep the JAM fleet from finishing hours behind the spinnaker classes, it gets a shorter and simpler course so our route to Sawyer Bay was a

## FROM THE EDITOR

straight line out the break wall, made even easier by a strong wind on the aft quarter. I had already learned earlier in the summer that Jubilee would comfortably handle 15-20 knots on the beam if we put a reef in the mainsail and left the jib fully unfurled. The boat would easily do 7-8 knots without having the rail buried in the water and gear flying around down below.

We ended up with about a 20 minute head start and despite their faster PHRF rating of 117 compared to our 159, Danu was unable to make up ground on us and we handily beat them by almost half an hour and finished the race in under two hours. We even managed to beat all the spinnaker boats there and got the “honour” of taking times as they finished.

Unfortunately, the easy point of sail for racing to Sawyer Bay made for an upwind slog into big waves for the return trip back home. After battling halfway back, we saw that the tacking angles to get to the breakwall entrances were getting worse so we furled the jib and motorsailed the rest of the way. It was still miserable conditions and we were wishing that we had a dodger but having won Jubilee’s first racing trophy, we were in good spirits.

With only two more races left in the offshore series, we realized that Danu and Jubilee were the only JAM fleet boats who had done ANY of the seven races. If we won just one more then we could win the season overall trophy! The “Thunder Bay Triangle” was in early September and once again the weather wasn’t looking great for a weekend cruise so we signed up. This one was about a 25



mile race to a buoy near the “foot” of the Sleeping Giant, and then back, going around the Welcome Islands. For this race we had Ian and Michelle from Boomerang coming along to help crew.

Danu was unable to do the race, so it looked like all we needed to do was finish and we would be the winners. For most of the shifty, variable downwind leg to the Hare Island buoy we were ahead of the three boats in the slowest spinnaker division, despite having only a jib and main, so we were pushing ourselves to keep ahead of them. It was a good thing we did, because we had mistakenly thought that the J/29 ahead of us was in a spinnaker

division as well. Only when they rounded the buoy and headed back towards the harbour did we realize that they were a speedy competitor!

I appreciated having gotten the defective wind instrument replaced over the previous winter as not only did it provide us with speed and direction changes, but the layline feature in the chart plotter helped us decide when to tack as we went around the Welcome Islands. The wind had been steadily increasing, and despite Cara’s doubts, I insisted that we put the reef in the main as we approached the breakwall entrance, our last tack for the final sprint to the finish line. It was a wise decision as now we were closed



hailed in almost 20 knots of wind. We blasted to the finish line and finished in just under five hours. We had been taking a rough time on the J/29 but best we could guess was that it was going to be a very close finish!

It took an agonizingly long time, but when the results were finally posted, we were elated to see that we had finished less than 15 minutes behind the J/29. Corrected against their 120 PHRF, we squeaked out the win by a minute and a half!

There was one last “Around the Welcomes” race at the end of September that we didn’t really need to do as our two bullets had clinched the season for us. Cara had another engagement that day, and neither Boomerang nor Danu were available for crew, so I bravely decided to attempt my first solo race. It was a rather blustery day, with 15-17 knot gusts at the dock so I was debating whether I even wanted to try getting out of the slip by myself! Luckily, just when I was ready to leave, the wind lulled enough for me to untie, jump on, and get the boat out.

As it was the last offshore race of the season, there were two other boats in the JAM division, Sirroco (PHRF 180) and Slingshot (PHRF 132). The race out to the Welcome Islands was a nice run but coming around them and back to the harbor was an upwind beat in a gusty wind that constantly shifted at the worst times. Even with the reefed main, the boat had the rail in the water and trimming the jib on every tack while also trying to steer the boat was a chore! While I gained a lot of respect for solo racers, I also realized that I much prefer having crew!



Despite having a faster rating, I couldn’t gain any ground on the double-handed Sirocco who took first place while I corrected to third, eight minutes behind them.

Regardless, it was a fantastic learning experience that made me appreciate how sturdy the i36 is, as well as how much better sailing is when your partner and friends are there with you!

Bill never raced Jubilee when he owned her, but his spirit was with us on all three of the races - we had his old pipe aboard for a good luck charm! We proudly accepted our trophies at the year-end awards banquet knowing that he would have been thrilled that our years of racing with him on Felucca had helped us

earn the first of hopefully many trophies for Jubilee!

I’m not sure whether we will ever race in the spinnaker divisions - Jubilee is lacking the sail, pole, mast fittings and rigging...basically everything. We have debated an asymmetrical spinnaker as it could prove very beneficial when cruising. But despite being loaded down with an abundance of cruising gear, whether solo, doublehanded, or with crew, we were able to go out and have an enjoyable time racing and also be competitive.

They say winning isn’t everything, but it sure is fun!

Safe sailing,  
Dave and Cara



# Blondie goes beyond the gate

## Inaugural experience on the open sea

May 18th marked a milestone for me and my Islander 36, Blondie. Accompanied by my trusted crew, Alan and Anthony, we set off from Brisbane Marina at 8 a.m. on a course for Half Moon Bay. It was my first time sailing outside the Golden Gate, the longest trip I'd ever done, and an eye-opener to just how

“different” the open ocean can be compared to the cozy chop of the Bay. The weather report was generous, an outgoing tide at noon, and forecasting a lovely downwind ride to our destination. I thought that by cruising southward, the wind would be a friendly ally. But, like all well-laid sailing plans, reality decided

otherwise. We exited the Bay, waved goodbye to the familiar sights, and passed the number 2 entrance buoy at the shipping lane – this was it, our initiation into the Pacific. Many think of the Bay as a relatively calm stretch of water, but the Golden Gate, where the Bay meets the ocean, can be a beast.



Strong currents and shifting tides make for a natural bottleneck where waves can build, especially when the ocean swell meets an outgoing tide. The result is ocean swells that rise and fall, sometimes hiding the horizon and other boats from view. It felt like Blondie was riding a roller coaster, a reminder of the ocean's power.

Alan and I were on deck, monitoring the boat, adjusting sails, and keeping watch, which was a challenge in the rising and falling swells. Meanwhile, Anthony took the helm, fighting off his own wave of seasickness by staying focused on steering through the rougher patches. He probably saved himself (and us) a lot of unpleasant cleanup in the process! Finally, by 6 p.m., the Half Moon Bay Marina came into view. Docking never felt so good. In high spirits, we had a round of celebratory drinks at the Half Moon Bay Yacht Club (well-deserved, I'd say) before making our way to Half

Moon Bay Brewing for dinner. It was a sailor's feast, with laughter over the day's journey and maybe a few too many exaggerated "that wave was definitely 20 feet tall" stories. Exhausted but happy, we retired early, ready for a quiet night's sleep with dreams of calmer waters on the return.

Sunday morning arrived, and we motored our way back toward the Golden Gate in a peaceful calm. Re-entering the Bay felt like greeting an old friend, the familiar hills and bridges a comforting sight. The sails went up just before the Gate, and we enjoyed a beautiful, steady sail back to Brisbane, reflecting on the trip and discussing our "lessons learned" in ocean voyaging. As we approached the marina, I couldn't help but feel a new sense of pride and respect for Blondie. She'd taken on the ocean swells, the currents, and the endless tacking like a pro, never once wavering in her resolve. For a 1975

cruiser, she handled herself with grace and strength, proving she's still more than capable of ocean passages. Each roll and rise felt solid, reliable—even in the moments that had me holding my breath, Blondie was steady, proving she's built for more than just the Bay.

She taught us as much as the ocean did, and I left the marina that day feeling thankful to own a boat that could face the unknown with a mix of power and poise. Here's to many more adventures with Blondie—may the next one be as exhilarating and rewarding as our first.

In the end, it was an adventure I'll never forget. It was both the thrill and the challenge that made it so memorable—and isn't that what sailing's all about?

Kevin Cerini  
Blondie - 1975 Islander 36  
Brisbane, CA

# PUMPKIN SPICE WHITE RUSSIAN



I am a Pinterest junkie! I use Pinterest to find ideas such as recipes, home and style inspiration, and more. I often find myself falling down the rabbit hole of Pinterest, and I have even used it for sailing/boat ideas.

I love pumpkin anything: pumpkin pie, pumpkin muffins, pumpkin loaf...well you get the idea, and seeing as it was pumpkin season, when I saw a recipe for a Pumpkin Spice White Russian, I had to try it, but I did put my own spin on it, as I am trying to enjoy pumpkins (to much tasty treats this summer).

#### INGREDIENTS:

- 1 1/2 ounces of Vodka
- 1 1/2 ounces of Kahlua
- 3 ounces of Elmhurst Milked Almonds (or milk/cream of choice)
- 1 tbsp of pumpkin puree
- pinch of pumpkin spice
- whipped cream garnish (optional)

#### RIMMER:

- 1 tsp simple syrup or corn syrup
- 1 tsp pumpkin spice
- 1 tsp sugar

Dip your glass in the simple syrup and then dip it in the pumpkin spice and sugar mixed together to make a tasty rim.

In a cocktail shaker add vodka, kahlua, Elmhurst (or milk/creamer of choice), pumpkin puree, pumpkin spice, ice cubes and shake until mixed. Strain into your prepared glass and top with whipped cream. Enjoy!

Send your recipes to  
newsletter@i36jubilee.com

*Cheers and happy pumpkin season!*



Alcatraz  
**2024 Nationals  
Regatta**  
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[islander36.org](http://islander36.org)

# Chili buns

Thunder Bay Yacht Club's last race of the season before hauling boats out for winter is known as the "Chili Buns." It's a name that describes both the experience of doing a race in early October but also the post race gathering where everyone comes together to warm themselves up with a steaming bowl of chili (and buns).

This year we warmed ourselves up with two varieties - a meat-centric Texas Chili and a more diverse Chili Con Carne with vegetables and beans.

## JUBILEE'S (aka David's)

# Chili Con Carne

### INGREDIENTS:

- 2 pounds ground beef
- 1 pound Italian sausage (mild or medium)
- 2 (15 ounce) cans red kidney beans, drained
- 1 (15 ounce) can white kidney beans
- 1 (15 ounce) can black beans
- 2 (28 ounce) cans diced tomatoes with juice
- 1 (6 ounce) can tomato paste
- 1 large yellow onion, chopped
- 3 stalks celery, chopped
- 1 green bell pepper, seeded and chopped
- 1 red bell pepper, seeded and chopped
- 2 green chile peppers, seeded and chopped (optional)
- 1 tablespoon bacon bits (optional)
- 4 cubes beef bouillon
- 1/2 cup beer
- 1/4 cup chili powder
- 1 tbsp Worcestershire sauce
- 1 tbsp minced garlic
- 1 tbsp dried oregano
- 2 tbsp ground cumin



- 2 tbsp hot pepper sauce (optional)
- 1 tsp dried basil
- 1 tsp salt
- 1 tsp ground black pepper
- 1 tsp cayenne pepper (adjust to taste)
- 1 tsp paprika
- 1 tsp white sugar

### Directions:

Crumble and cook the ground beef and sausage until evenly browned. Drain off excess grease. Do it in batches using a large frying pan. As each batch is done, toss it into a large stock pot.

While the meat is being browned, dice up the vegetables. A small dice unless you like big chunks of vegetable in your chili. Dump the vegetables into the stock pot.

Pour in the kidney beans, black beans, diced tomatoes and tomato paste. You can use canned whole tomatoes but crush them as you add them.

Add the rest of the ingredients and stir well to get blend, then cover and simmer over low heat for at least 2 hours, stirring occasionally.

After the 2 hours, adjust salt, pepper, and chili powder if necessary. The longer the chili simmers, the better it will taste.

Remove from heat and serve, or refrigerate, and serve the next day. Serve it however you like your chili...with corn chips...topped with sour cream and cheddar cheese...garlic bread for dunking.

## DANU'S (aka Joe's)

# Texas Chili

### INGREDIENTS:

- 4 pounds (1.8kg) beef chuck, trimmed of excess fat and gristle, cut into 1-inch cubes
- 3 whole dried New Mexico or California chili peppers
- 3 whole dried Guajillo chili peppers
- 3 whole dried Ancho chili peppers
- 6 cups (1.4L) rich vegetable, beef, or chicken stock
- 2 tablespoons vegetable oil
- 1 large onion, chopped
- 1 large fresh poblano pepper, seeds removed, and chopped

- 6 medium garlic cloves, minced (2 tablespoons)
- One 3-inch cinnamon stick
- 1 tablespoon ground cumin
- 1/2 teaspoon ground allspice
- 1/4 to 1 teaspoon cayenne pepper or chipotle powder, for spicy chili, see tips
- 1 tablespoon masa harina or 1 to 2 small corn tortillas torn into small pieces
- Salt and fresh ground black pepper

#### INSTRUCTIONS:

Use kitchen scissors to snip off the stems and shake or scrape out the seeds from the dried chile peppers. If you have sensitive skin, wear gloves to protect your hands from the pepper oils, and avoid touching your eyes.

Cut the cleaned chile peppers into small pieces and toast them in a dry skillet over medium heat for about 5 minutes, stirring occasionally until fragrant. Be careful not to burn them. Transfer the toasted chiles to a large pot or bowl, cover with hot water, and place a lid on top to trap the steam. Let them sit for 20 minutes to soften and rehydrate. (If using a bowl, a large plate can serve as a lid.) Once the peppers are soft, use tongs to transfer them to a blender with 2 cups of stock. Secure the lid with a kitchen towel to prevent splattering, and blend the mixture, starting on low speed and gradually increasing until smooth. Set the blended chiles aside for later.

#### MAKE CHILI

Heat a tablespoon of vegetable oil in the bottom of a deep Dutch oven set over medium-high heat. Add about half of the beef cubes in one layer and cook, without moving them, until the underside looks well browned, about 5 minutes.

Stir and brown a second side. You do not need to brown all sides of the beef cubes; two sides are plenty. When at least two sides of the beef cubes look well browned, transfer them to a bowl and repeat with the remaining beef cubes, adding more oil as needed. If the pot is dry, add a teaspoon or more vegetable oil. Add the onions and peppers and cook until soft, about 5 minutes. Stir in the garlic, cinnamon stick, cumin, allspice, and cayenne



pepper (optional), then cook for one more minute. Add the browned beef, blended chile peppers, and the remaining 4 cups of stock to the pot with onions and spices. Stir and scrape the bottom of the pot to lift any bits of stuck onion or beef. Bring the mixture to a boil, then reduce to a very low simmer. Partially cover the pot with its lid and cook until the beef is undeniably tender, 2 1/2 to 3 hours. If you notice the chili is getting too dry while braising, add another cup of stock or water and reduce the heat a little.

Mix a tablespoon of masa harina with 3 tablespoons of water into a smooth paste and stir it into the chili. If you are using corn tortillas instead of the masa paste, tear the tortillas into small pieces and stir them into the chili. After a minute or so, the tortillas will disintegrate into the chili. Take the chili off the heat, taste, and season to taste. If the chili needs more pop, add more salt, a splash of apple cider vinegar, or a bit of brown sugar.

#### TIPS

**Spicy chili:** As written, this chili is not

that spicy. There's a little heat, but I'd put it in the mild category. To add extra spice, stir in cayenne pepper or chipotle pepper powder (I'd start with 1/4 teaspoon and add from there as the heat can build quickly). You can also add hot chili peppers to the chili paste (Arbol or Cascabel peppers are my favorite). One to two dried chili peppers should do it, and you can treat them in the same way as the other peppers called for in the recipe.

**Can I add beans?** While beans are not typical in Texas chili, you can add beans to this chili. If you plan to add them, add cooked or drained canned beans when the chili is close to being done. This way, they will pick up some flavor but won't break down too much.

**Seasoning the chili:** Do your best to season with salt as you go, but if you find that your chili needs more of a pop when it's finished cooking, you can stir in more salt, 1 to 3 teaspoons apple cider vinegar, a pinch of brown sugar, or if you are okay with something not authentic, a few dashes of fish sauce (trust me!).



# Green Day Concert

Big shout out to Mike and Liz on Green Flash for organizing a fun Islander 36 outing. Also kudos to intrepid solo sailor Dan Throop on Wind Catcher for making his third trip to McCovey Cove this season.

Who would of thunk that this was happening? Mike and Liz mentioned some time ago that they heard the Greatful Dead from the anchorage at McCovey Cove and indicated that the sound is actually pretty good. When we organized the calendar for the I-36 Association last winter we agreed to put Def Leppard and Green Day on the list and Mike and Liz offered to coordinate. Dan Throop solo'd to the Def Leppard and said it was pretty cool so Kapa and our crew decided to give it a go for Green Day.

Kathy and I arrived at Kapa at 4:00 PM and waited for son Bryce and daughter-in-law, Reanne to arrive. We motored a total of about 1000 yards out of South

Beach harbor and found Green Flash and Wind Catcher in the process of rafting up. Dan put out an anchor at the bow and Green Flash put out a stern anchor so this raft was not going anywhere.

After tying up we joined everyone in a libation and then dinner awaiting "Rancid" the first warm up band. Mike and Liz were right; the sound is pretty decent. Rancid was followed up by "Smashing Pumpkins" and finally Green Day came on around 8PM. The crowd went wild and the band fed off the energy of the throng. This was the thirtieth anniversary of Green Day's break out album.

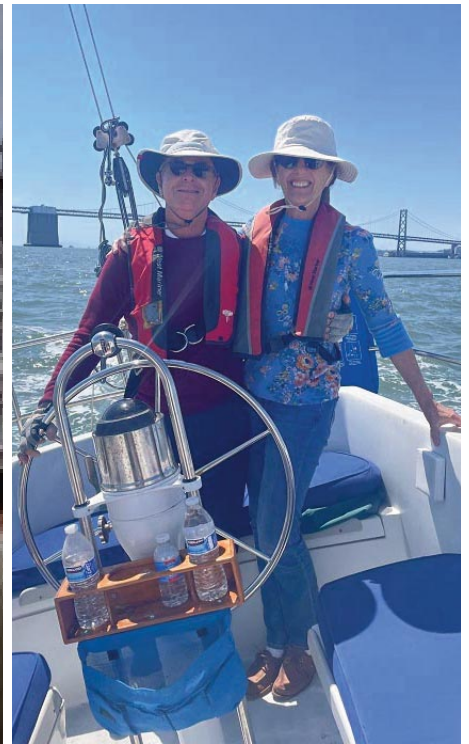
Lots of pyrotechnics after almost every song. Big fun! I would estimate 7 boats anchored and an additional 5 boats circling the anchorage with lots of nautical borne spectators. This really is a thing. The Kapa crew would definitely do it again.





Check out our website for more photos [islander36.org](http://islander36.org)





# Fred and Chris' big Islander 36 cruise week

## A visit to San Francisco includes association hospitality

Chris and I were reading through the Summer edition of the Islander 36 News in late June. As we read, we realized that the newsletter reveals all the fun you guys on the bay have during the summer months. We have visited San Francisco together 3 times since 2013. We mentioned, as a comment to the group about how great the new newsletter is, that it would be great to get involved 'someday' during a visit to SFO if there was an event that coincided with a potential visit.

We decided, a few weeks later, to visit San Francisco in early August to see a favorite jazz piano virtuoso (Keiko Matsui) at Yoshi's jazz club. I sent an email to Commodore Rick (Kapai) and Dan Knox (LunaSea) mentioning our

trip, and asking if there were any organized events the weekend of August 2-5. Less than 30 minutes later, we received an email from both Rick and Dan saying that, although there were no organized events that weekend, they would be pleased to take us out for a sail. We made our travel plans and arrived Friday August 2.

We arrived on Friday August 2. Saturday at 10:30am, we met Rick at South Beach Harbor, in the shadow Oracle Park. Rick explained to me, by way of providing directions to the marina, to imagine a hitter driving a pitch to deep left field and out of Oracle Park for a homer. That homer would land in the South Beach Harbor parking lot - this keyed us in on what to look for as a landmark as we

drove off the Oakland Bay bridge on Saturday morning. Chris and I arrived, found Rick, and proceeded to sail out of the South Beach Marina for an unforgettable day on the Bay.

Chris and I marveled at how many Islander 36's were all around us in the marina! We are the only I36 on Lake Travis, in Austin, (that we know of), so the 5-8 others that Rick pointed out to us at the South Beach docks were a delight to see. Chris and I always thought Mike and Liz kept their boat, Green Flash, in Portland where they live, and we were astounded to see it berthed next to Kapai!

After motoring out of the harbor and raising main and jib, we set sail for 'the



cove', in the lee of Angel Island for our lunch of homemade sandwiches, white wine, and biscotti, created by the hand of Rick himself. Rick was gracious in letting me take the wheel for 90% of the ride, and was head sail trimmer while Chris managed our beat from the lee of Angel Island through the chute as we circumnavigated the island and made way beautifully across the bay and downwind along the city skyline.

We learned a LOT about tides, flow and ebb, the interplay between tides and wind direction changes, and a lot more about sailing in open water versus on a large inland lake.

Rick was our private encyclopedic historian about the history of San Francisco, the buildout of Treasure Island and Yerba Buena island, as well as an overview of Angel Island, the communities across the bay (Tiburon, Belvedere (site of Kathy's favorite home with a piano room), Sausalito, and a re-telling of his now-historic open water swim from Angel Island to the Tiburon shoreline.

We traded a number of maintenance and restoration tips about our respective I-36's, including the stellar track record of his Perkins Diesel, the rebuild of my

Pathfinder 50 Diesel with assistance of an instructor-certified career sailor and diving instructor, who happens to be a 30 year owner of a VW repair and rebuild shop in Austin TX. We covered the 'replacement' of Rick's teak with stainless grab rails and all other deck teak over the years. I had not counted on such an informative 'workshop on the water' experience. This made it an even better time for all.

We did indeed experience most of the different weather / wind varieties during this one sail: low to no wind, mild westerly breeze with a concurrent tide ebb, and the bluster of beating around Angel Island at a 30+ degree heel. The ride along the San Francisco skyline was the realization of a dream I have had for over 40 years since visiting the city for the first time in 1980. I remember wondering what it would be like to sail across this body of water in a seaworthy sailboat and always vowed to someday make it come true. Today we did make that dream a reality. I would, 40 years after that first visit to San Francisco, acquire our 1980 I36 in the fall of 2020 as both the culmination of a long-held dream and the hottest (and safest) activity of Covid.

Rick was the consummate host, but he also helped us plan the balance of our

long weekend in the Bay Area. We are hikers, so Rick suggested a counterintuitive visit to Huddart Park to hike among the redwoods without the tourists we might find at Muir Woods. He even included a breakfast suggestion. He was so right on both accounts! We loved our stop at Buck's in Woodside in the early morning, followed by a 3 mile hike at Huddart Park. We then drove over the range to Half Moon Bay for a stroll along the water. We saw the Atlantic during a mid-July visit to our kids and grand-kids on St. Simons Island and we capped during this visit it with seeing the Pacific on Sunday.

\* We want to thank Rick for his hospitality (those biscotti are now on our shopping list) and for a terrifically entertaining outing on Kapai. I feel that this short story could serve as a callout for those I36's in the Bay Area that have not elected to become more active in the Islander 36 Association. If our experience told us anything, it would be to become more affiliative and take advantage of all the great opportunities available through membership. We hope to visit more often and participate once again. Thanks so much!

Cheers, Fred & Chris Manley  
SV Water Music  
Sail # 575

# Breath of Fresh Air

## A practical assessment of electric propulsion in an I36

I have been a lifelong sailor, starting out with my father on Lake Winnebago and the Great Lakes, crewing windjammers on the Maine Coast, and now relocating to North Idaho. I currently own a Compac 19 trailer sailor and am loving small cruising boats. In 2017 we moved to Idaho after living in Tucson, AZ for 10 years. I desperately wanted a boat after spending 10 years in the desert, but lack of money limited purchasing one so my wife encouraged me to find boats I could work on and maintain in exchange for use.

I was surprised at the opportunities that arose. I cared for two Catalina 30s and Fresh Air, a 1972 Islander 36. I learned about the benefits and challenges of owning boats and many practical skills that I did not have. My time on Fresh Air made me fall in love with the sailing characteristics and the layout of the Islander 36. I have sailed a lot of boats over my 45 years of sailing and in my opinion the I36 is the sweetest sailing boat with almost no bad behaviors. I am not foolish enough to deny their known problems, but the sailing performance is exhilarating.

My introduction to Fresh Air started when the Catalina 30 that I invested my time heavily in refitting was sold by the owner in 2021. I was again boat-less and foundering. I purchased an industrial sewing machine and began a small marine canvas fabrication side business in my garage. Through that business, I met one of the 4 owners of Fresh Air who invited me to purchase a 1/4 share of the boat. I declined partnership, but



offered my services of canvas making and maintenance in return for use. The partners agreed and in September of 2021, I became a happy member of the I36 club. I was involved with the Fresh Air partnership until she sold late summer of 2022. I helped re-bed the port side toe rail, battery replacement, exterior canvas, endless cleaning, and general maintenance.

Fresh Air was originally powered with a Westerbeke diesel. She had a beautiful full batten main and a large furling Genoa built by our local sailmaker, Don Yeager of Yeager sailmakers, in Spokane, Washington. She has had several owners, the last group used her to provide outdoor recreation trips for teens. At some point, roughly 8-10 years ago, there was a hard freeze and the diesel block cracked. The

partnership explored many options for re-power, however the cost of a new diesel deterred them.

The partnership hired a skilled electrical engineer to have a 48 volt 10 kilowatt Thunderstruck electric motor installed after they pulled out fuel tanks, engine, and all related equipment. The motor is attached to the primary drive shaft and is mounted just aft of where the diesel engine sits. It is a belt drive and controlled from a single lever mounted to the pedestal in the cockpit.

The 8 flooded lead acid batteries are 6 volt Trojan T105 golf cart batteries wired in series. 4 batteries were placed under the companionway steps ahead of motor, and 4 were placed behind the motor on a built in rack accessed through the starboard lazarette. The batteries were charged by a golf cart smart charger that was powered by shore power. They required regular top offs of distilled water and once hooked to shore power took about 6 hours to charge from 30% to full charge.

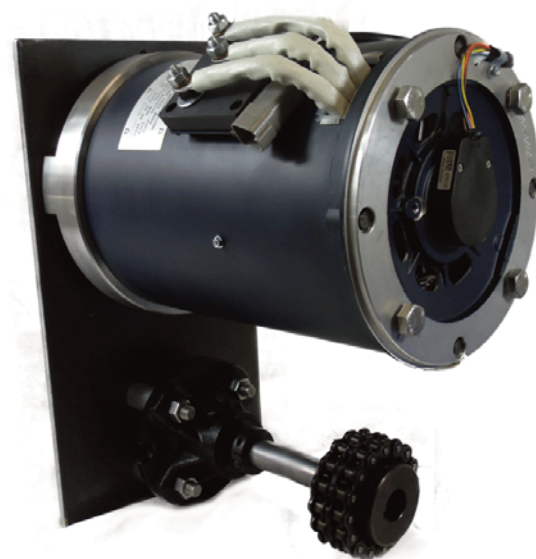
The partnership would carry a small Honda generator to provide 110 power

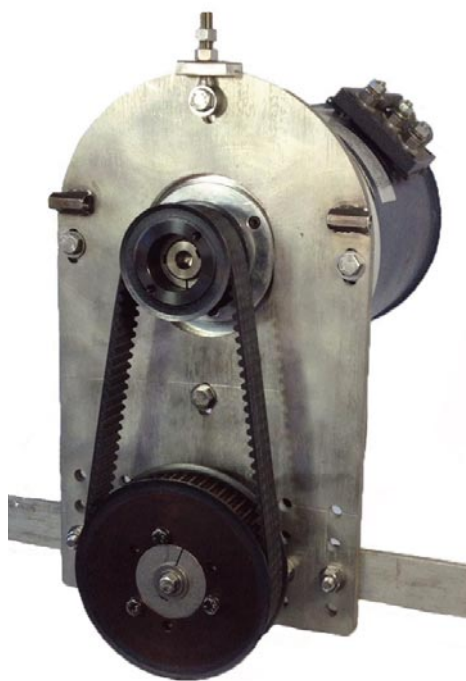
to charge batteries on longer trips, but longer trips did not really materialize for me. I am not a marine electrician or systems engineer at all, but in my opinion the installation and wiring look amazingly clean, safe, well organized and thoughtfully sized.

In the fall of 2021, the partnership replaced the 8-9 year old original T105 batteries and after much discussion (cost, original set up, and 8-9 years of performance) we elected to replace batteries with the same T105 lead acid batteries. Discussions over lithium were discarded due to need for significant alterations to charging system and battery management. Solar charging was also discussed but discarded due to cost, panel size limitations and reluctance to alter what was working for the partnership. This original system in Fresh Air was obviously quite limited by the options available at the time, but I was told the cost of the original system was roughly 3-4K dollars at the time. I wholeheartedly agreed with the partnership after looking at the cost versus performance of trying to improve the system.

As I sailed the boat more and observed the utilization of electric power, I quickly realized the limitations of the electric motor that were not really discussed by the partnership. They talked of having taken the boat up the lake to Sandpoint, which is a 4-6 hour motor at 5 knots. When leaving the dock, that boat was amazing to maneuver with instant bursts of power. I used Fresh Air all winter of 2021-2022 here in North Idaho. The ability to unplug the shore power and take my kids on winter wonderland tours around the bay was one of my favorite things to do. The lack of engine maintenance and needing to winterize the diesel were a major plus.

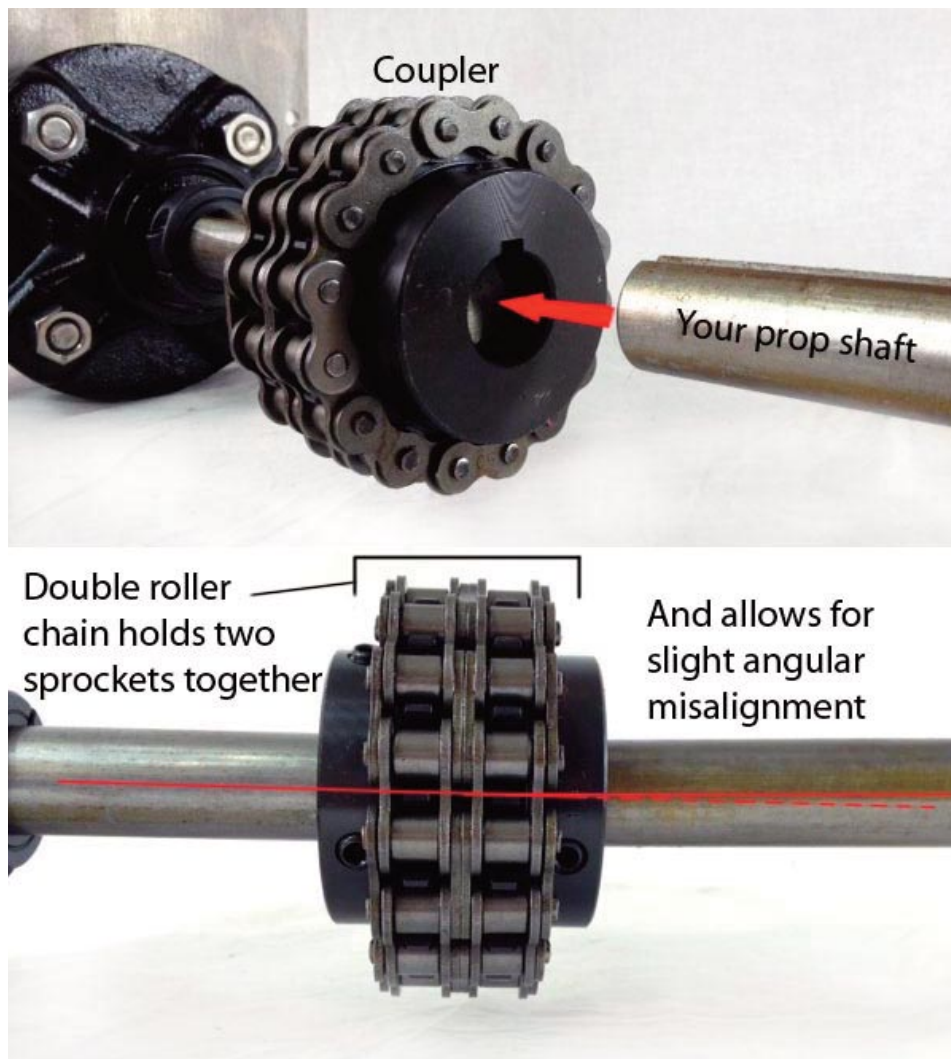
As spring and summer began to arrive, we used the boat more often and began to want to venture further from the marina. It was science time. I brought my electrical savvy friends, and we did some testing. Test conditions were at 50 degree ambient temperatures, flat water, no wind, and no sea state. We took her out and opened her up to full throttle. The motor drew 87 amps of power at full throttle and top speed was 4.1 knots with a clean bottom. The rating for T-105 Trojan batteries is 225 amp hours, which seemed good initially, but the limitation





of not depleting lead acid batteries to less than 50% charge makes those hours much lower. If we dropped the speed and power by 1 knot increments, there was an exponential drop in amp draw. At 1 knot of speed the draw was 12 amps. In all practicality for that set up, there was roughly 45 total minutes of power. If there was any headwind or sea state, you better damn well know how to sail that boat well because auxiliary engine power is not there. Once I learned the limitations of the system, I did not ever have any troubles with it. I never allowed myself the risk of a lee shore and I did not take it on a long cruise. If it was a normal, hot, flat sunny day without wind, we motored very slowly for a long time.

I am frequently asked about Fresh Air and the electric motor. I had 2 calls this week asking about it as she is for sale again and I tell the truth. I often comment on various Facebook groups that are seeking the electric option. I am not against electric power diesel replacements, but I am against people trying to tell other people that it is a



viable solution without compromise. The number of people who do not like my experiment with numbers and telling of my experience are many. In my opinion, the compromises that must be accepted to repower with an electric are not palatable to most cruising sailors. If you had a specifically designed vessel for electric propulsion and gobs of money to really do it right, more power to you. Have you researched Wayward Sun and Electric Philosophy, 2 purpose built all electric vessels? Most true electric believers tell me: the 136 and her 13.5K pound displacement is such a large boat for such a small motor (true), a newer more modern lithium system with solar would go further (maybe, maybe not), what about sailing Uma with regeneration? (cost? Even they recognize limitations). I always finish

the discussion with the fact that you cannot beat the reality that electrical consumption increases with speed and diesel/gas/fuel is energy dense.

My little Compac is moored up the dock from Fresh Air, I spend a lot of my time admiring her shape, remembering her sailing performance and power. She is a great boat, but I love my little outboard powered trailer sailor. She is the perfect boat for our family. I wish you all fair skies and following seas!

Eric J Nelson  
Bitter End Marina - Bayview, Idaho.



# Show your Islander pride

## Order a burgee today!

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

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

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

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



# Islander 36 *Burgee*

**ORDER YOURS TODAY!**

**\$72**  
7 foot  
**Burgee**

**\$36**  
18"  
**Burgee**

Price includes postage!

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



# Nationals Regatta at GGYC

## Seven boats participated in the annual fleet event

There was a great representation of the fleet at this year's 2024 Islander 36 Nationals Regatta, held on October 5th at the prestigious Golden Gate Yacht Club. Seven boats participated in the race: Bella Luna (Captain Bob Deprato), Cassiopeia (Captain Kit Wiegman), Kapai (Captain Richard Egan), Luna Sea (Captain Dan Knox), Renaissance of Tahoe Vista (Captain Steve Douglas), Full Circle (Captain Mark Irwin) and Windwalker (Captains Rich and Tom Schoehair). Four other Islander 36 boat owners were also present, joining as crew.

Faced with unseasonably light winds and hot weather, our race chair, Rick Van

Mell, did a masterful job juggling the schedule and organizing the race. The unusual conditions forced Rick to postpone the race until the winds picked up later that afternoon, allowing everyone to enjoy a wonderful lunch and camaraderie before the race.

By 2 pm, the wind had picked up and settled into steady 6 to 8 knots. However, the delay forced the race committee to declare that there would only be one race instead of the scheduled two. Crossing the start line, Cassiopeia, Renaissance of Tahoe Vista, and Full Circle led the fleet. And, at the first mark, Cassiopeia had a five-minute lead, which she would never relinquish.

Renaissance of Tahoe Vista and Windwalker were second and third, respectively, at the first mark, with only two minutes separating them.

Throughout the race, the unseasonal conditions tested the skippers' lite-air sailing skills and their awareness of the currents in The Bay. It also challenged the race committee, which ultimately had to pivot once again and shorten the course.

The race ended with Cassiopeia finishing first, Windwalker second, followed by Luna Sea, Kapai, Renaissance of Tahoe Vista, and Bella Luna rounding out the fleet.



We want to express our heartfelt gratitude to Bob Doprata for coordinating with the Golden Gate Yacht Club and providing the Chardonnay during lunch. We also want to thank Rick Van Mell for his exceptional leadership of the race committee. Their efforts, along with the teamwork and camaraderie among all the participants, truly made this event a success.

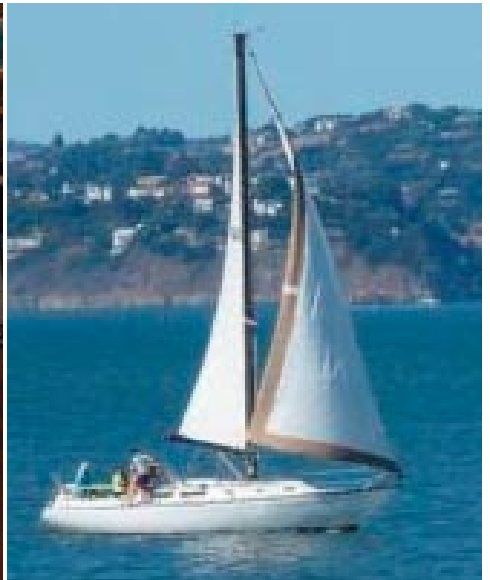
Once again, the 2024 Islander 36 Nationals proved that no matter the conditions, the spirit of friendly competition and camaraderie in this beloved one-design class endures. Whether in high winds or lite air, the Islander 36 fleet continues showcasing the best Bay Area sailing.

You can find the race details on the Islander 36 Association [www.islander36.org](http://www.islander36.org)





Waiting for the wind!



Bella Luna



Cassiopeia



Kapai



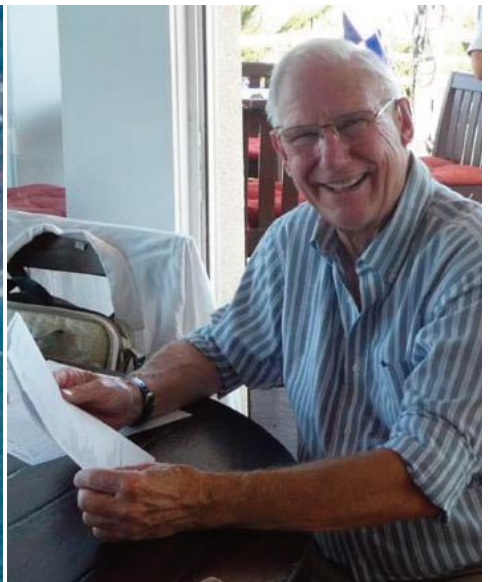
Luna Sea



Renaissance of Tahoe Vista



Windwalker



Rick studies courses



Check out our website for more... [islander36.org](http://islander36.org)



# Interlux makes Jubilee shine

## Pressure washer peeling leads to refreshing a tired looking boat

Unlike those who are fortunate enough to have their boat in a warmer climate where it can stay in the water year-round, our “winter” means snow, ice, and below-freezing temperatures. Though the last few have been far milder than usual, with barely any snow and record low ice coverage on Lake Superior, regardless we must haul our boats out of the water in mid-October.

Being a particularly cold freshwater lake, Superior doesn't experience the bottom growth that warm salt water does. With or without a fresh coat of antifouling each year, the most we get is a thin layer of scum. Once the boat is lifted out and set onto her cradle out comes the pressure washer for a quick rinsing so

she will be a little bit cleaner when Spring finally comes again.

Last fall, as I was spraying the hull above the water line, I noticed that our not overly powerful pressure washer was leaving a trail that was darker than it had been - paint was coming off! We knew that the boot stripe and accent color had been painted a couple times and had been slowly eroding, but this confirmed that the cream color of the hull was also a paint job that was well past its expiry date!

This newsletter has featured numerous articles over the past couple of years on the various updates we've been doing to Jubilee, but they've mostly all been

focused on the interior or electrical of the boat. It was finally time to start addressing some of the exterior cosmetics. I had seen a fellow boat owner repainting his C&C 32 the previous year and was impressed by the job he achieved rolling and tipping a fresh coat of white. Certainly, that was something Cara and I could do a half-decent job of!

We'll leave a lengthy discussion of boat paints to others far more knowledgeable than us, and simply summarize the basics. Two-part boat paints have better gloss, color retention, and durability but they are more expensive and once mixed, have to be applied in a set amount of time as they chemically cure.



One-part paints are cheaper, and easier to apply but don't last as long. Besides from liking "cheap and easy" (or at least "cheaper and easier"), this was also our first time painting a boat - we weren't really wanting to invest significantly more money into "better" paint on our rookie attempt.

A reality of painting your boat is that it will NEVER last as long as factory applied gelcoat. Once you have painted it, regardless of kind of you use, it will eventually need to be repainted. Given how long Jubilee's previous had lasted (at least 12 years that I've known her plus who knows how long before that she was painted), it was likely a two-part paint, professionally sprayed on, to have lasted and looked decent for as long as it did. We would be thrilled to get even 5 years out of a one-part, amateur paint job. Besides, with all the scrapes, bumps, scratches, and now peeling, ANY paint

was going to make Jubilee look better than she was!

If we had an unlimited budget, not only would we pick the best paint, but we'd also have it professionally applied. But this paint was going to be applied by us and outside as there is no heated, humidity-controlled shed at our yacht club that we could move Jubilee into for a week or two. Building an enclosure around an Islander 36, with its mast up, was not viable so the paint would not be sprayed - it had to be rolled on.

There's all sorts of brands that we could have chosen from, but we went with Interlux for a couple simple reasons. Firstly, it was readily available at a number of local paint stores. Even though the Internet has made it so easy to get anything you want delivered to your door, that isn't going to be quick enough if you're in the middle of a job

and run out of something! Secondly, one of the local paint stores is owned by a couple who are sailors and members of our yacht club so we get a discount there. Interlux Brightside® polyurethane was going to be our shiny, new finish!

As winter slowly crawled into Spring, we started gathering up materials for the





work ahead. With the old paint already peeling off in areas, sanding off the remaining was a given. I already had both an orbital and random-orbit sander sander so I just needed to have an adequate supply of discs for them. I also had access to plenty of scaffolding which would make it much easier to work at a comfortable height. Thankfully, the COVID pandemic was in the distance...N95 face masks were not hard to obtain anymore!

Winter 2023/24 had a crazy lack of snow and bitter cold so only a couple weeks into April I was able to set up the scaffolding and get started on sanding the boat. There's no way around it - sanding is a slow, messy and tedious job! The faster you try to make it go using a more aggressive grit on an orbital sander, the easier it is to gouge into the boat. So you end up having to slow down and use progressively finer grits,

ideally on a random orbit sander, to achieve a smooth finish. To make things more difficult, the paint that hadn't come off with the pressure washer, was still firmly gripping the hull!

Eventually what I settled into was using a coarser grit (40 or 80) on the orbital sander and, with very minimal pressure, run it over the old paint just enough to scuff it. By minimal pressure, I mean barely letting the sander touch the surface - let it contact too long and it would easily dig through the paint, primer, gelcoat and into the bare fiberglass! Then I would use the random-orbit sander with progressively higher grits (120-280) to remove the remains of the old paint and smooth out any sanding marks.

The only part of sanding that 36-foot hull that I can remotely speak positively of was that the weather wasn't warm.

So while I was covered in an abundance of dust, it wasn't mixing with sweat and melding into a wet, slimey mess and dripping into my eyes. Just dust...lots and lots of dust! Anytime I started to feel discouraged about how slow and arduous the process was, I just had compare the sanded versus unsanded and could see that it was a massive improvement over peeling paint!

In between sessions of sanding, I was visiting the paint store to get primer and paint ordered. What I didn't expect when I went there was to be told that Brightside was being discontinued by Interlux for a new paint formula, Toplac Plus. In addition to having a higher gloss finish and longer lasting UV protection, it could also be rolled on without the need for tipping. If you're not familiar with using boat paints, when rolled on, there are little bubbles left in the surface of the paint. "Tipping" is very lightly running



the bristle tips of a brush over the surface of the wet paint just enough to pop those bubbles without leaving streaks. It's not a difficult process, but it does slow down applying the finish and often requires two people in warm temperatures, one rolling and one tipping, to get the paint on and pop the bubbles before the paint is starting to dry. This new Toplac Plus, didn't require that tipping step.

An even bigger time saver is that it didn't require sanding between coats as long as you got the next layer on within Interlux's recommended recoating time. Given how much fun sanding had been so far, that was a very appealing feature of the new paint! Additionally, the temperature limit for applying Toplac was lower than Brightside (41°F versus 50°F). As we were working outdoors, with no protection from wind and rain or snow, having a wider weather window

to work in made it a no-brainer to go with the new paint formula!

After sanding the old paint off, we also filled in some of the major dents and scratches with some West System epoxy. We weren't trying to achieve perfection with painting the boat - there were far too many factors working against attaining that - but we did want to eliminate any obvious defects. With the hull in a reasonably smooth state, we taped off the bottom for applying primer.

Before we hauled out in the Fall, we hadn't considered checking if the waterline established with our bottom paint was in the proper position. Our "anything will look better than it was" attitude kept us from dwelling too much on that - we just masked off using the existing bottom paint. One suggestion we were given by a boat owner who saw us prepping to paint was to bring

the bottom paint up past the waterline an inch or two, rather than having it right at the water. That way, any dirt and scum left by the water wouldn't be as noticeable on darker antifouling paint as it would on the much lighter paint above the waterline. It was an excellent suggestion, but that would have required knowing where Jubilee actually sat in the water so we just went with what we had on the basis that in the years of owning her, we had never once looked at her and thought that her waterline looked too high or too low.

Oh yes, we had decided that we would be painting her white. While a nice dark, rich blue or green can look absolutely stunning they can also more noticeably reveal any imperfections. Eskewing the usual deep red, blue or green accent colors, we had decided we wanted a dark gray for our accent color. So for the bulk of the hull, we chose "Matterhorn



White” which had just a tinge of grayness in it compared to the “Snow White” and “Mediterranean White” that Interlux had. Even if it would be harder to keep clean and shiny, we didn’t want the boat to have a dingy off-white or ivory hue to it anymore!

With the toerail and the waterline masked off, we took advantage of the first weather window of a few days that we had and got on two layers of Prekote Plus primer. Other than the lack of a contrasting bootstripe, cove stripe, and the Islander details at the bow and stern, we would have been happy to stop there – Jubilee looked stunning with just a cohesive coat of primer!

About a week after we got the primer coats on, Mother Nature looked favourably on us and gave a decent looking four to five day forecast. No rain, and reasonable overnight temperatures to get on 2-3 coats of paint. Not having to tip the Toplac paint with a brush meant that Cara could roll on the paint

while I would move sections of scaffolding along the boat as she progressed and keep her paint tray filled up.

The paint applied smoothly, without bubbles or roller marks though there was a slight “orange peel” texture which I think is merely a byproduct of applying with a roller versus spraying. We did consider giving the boat a fine sanding with very high grit wet/dry sandpaper which would probably eliminate that texture but after applying the boot and cove stripes, we had some issues so we didn’t get to that.

Overall, we were thrilled with how well the Toplac applied to the boat. As we stood back to admire how well it looked, the first thing both Cara and I were thinking was how bad it made the cabintop look in comparison. But with a limited sailing season, trying to paint the ENTIRE boat would cut into sailing the boat too much - above the toe rail would have to wait until 2025!

We’re going to save details of painting the stripes on the hull until the next issue, as well as our overall assessment of how the paint held up over the summer. But our big lesson from this part of the project was that painting a boat yourself is possible and can yield some great results for a boat that is looking pretty rough! If you get up close and scrutinize, you can find imperfections but when you stand back 20 feet, those disappear quickly.

When you inevitably put a scratch into your new paint job - which we did - it’s a lot easier to digest when you haven’t spent hundreds of hours trying to attain a perfect, mirror finish. Besides, having other boat owners coming up to you in the yard and telling you how fantastic your boat looks makes the blemishes you were fretting about disappear!

David Wadson  
Jubilee - 1978 Islander 36  
Thunder Bay, Ontario



# Check out our videos

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

SV Geja

@SailGeja

SV Luna Sea

@lunasearacing9426

SV Misty

@sailinghaldis

SV Natasha

@BertVermeerSailing

SV Whisper

@gregorygreene3834

SV Vanishing Animal

[rvm1.org/javelin/](http://rvm1.org/javelin/)

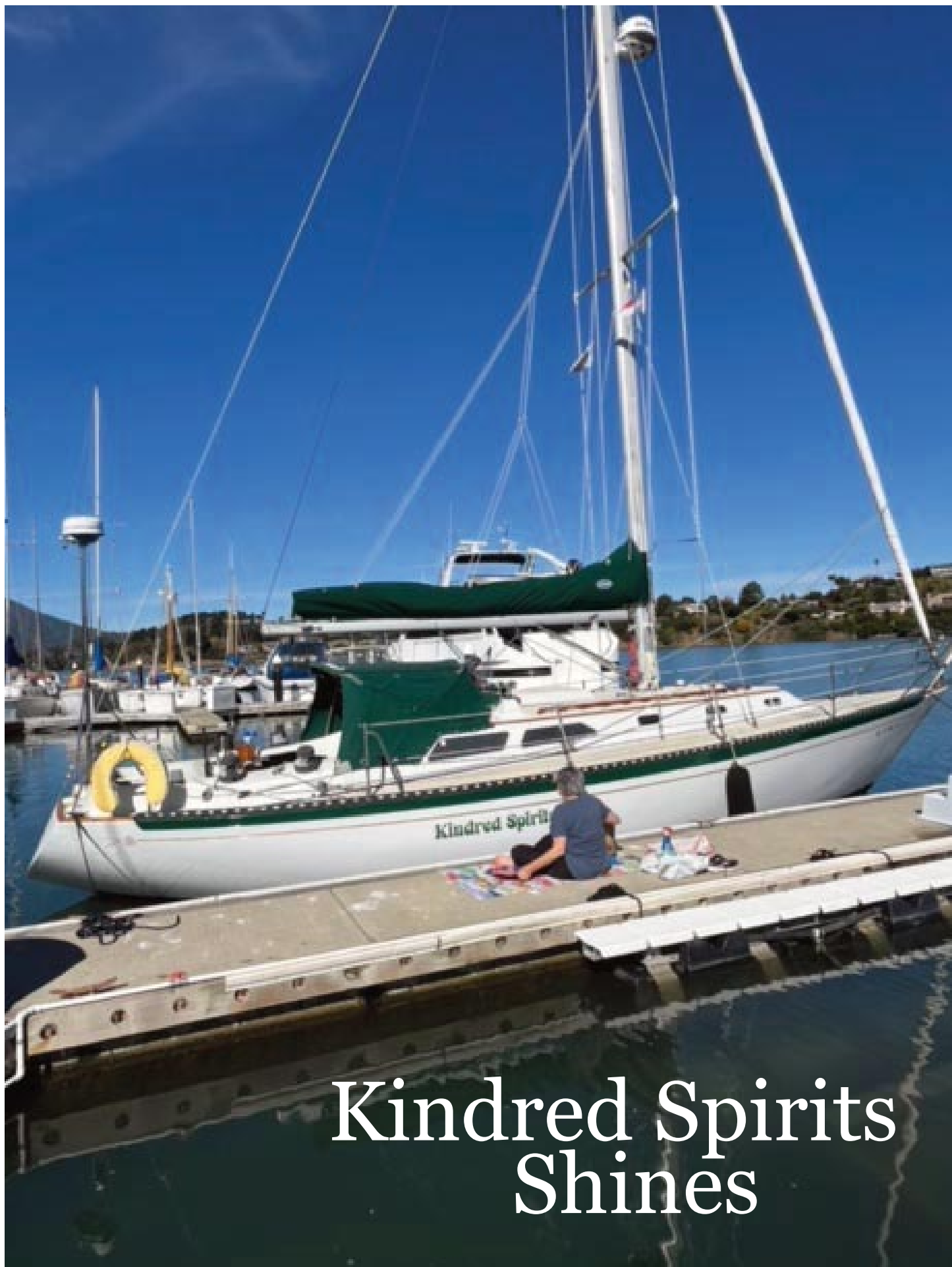
SV Diana

[www.youtube.com/watch?v=K2nGHbVfaAk](https://www.youtube.com/watch?v=K2nGHbVfaAk)

SV Fine Aft

<https://www.blogger.com/profile/03273527549623425484>

See more photos and videos at: [www.islander36.org](http://www.islander36.org)



# Kindred Spirits Shines





# Blue Angels' flyin high

## Excitement for Fleet Week on San Francisco Bay

The peak of the annual excitement for Fleet Week on San Francisco Bay is the Blue Angels' demonstration at the end of the Friday, Saturday and Sunday air shows. The fun typically begins at 1230 with various demonstrations of aircraft and often simulated rescue missions as well before the Blue Angels arrive at approximately 1500. The thunder of 6 Blue Angel F-18 Super Hornets flying information is riveting and breath-taking.

The NOAA weather forecast specifically said the weather would impact the air show, but as Rick and crew Ariana and John departed Brisbane Marina at 1315 it was all sunshine and not a cloud overhead. Still nice passing Hunters Point, but to the northwest the fog bank

could be seen just behind Sutro Tower on the west side of San Francisco. By the time we passed the aircraft carrier docked just south of the Bay Bridge, there were clouds above, and looking north, a cloud draped across the top of Angel Island's 781' high summit.

By the time we reached the eastern end of the restricted "box" near Blossom Rock buoy at 1445, there were patches of blue here and there and a fantastic swoop of fog stretching from just west of the Golden Gate Bridge over to Sausalito. It was relatively clear from the City Front across to Angel Island and clear from the Golden Gate bridge all the way to the Berkeley Hills, though there was fog above them.

As we were coming north, we could see that some of the air show was in progress, probably including the F35B demo, and then the Randy Howell/Cory Lovel dual show. Then it was the United 777 fly-by and the Blue Angels support transport C-130 "Fat Albert", the opening act of the Blue Angels set. We waited. Then 1 Blue Angel pierced the fog from the north and crossed head-on over Crissy Field - the center point of the crowd. It climbed and banked left over the city, continued east just south of the Bay Bridge, and for maybe 10 minutes roared north and south along the shore between Alameda at the south end to Richmond at the north end. Lots of sound as we watched the tiny dot go back and forth, about 3.5 miles to the

east of us. And then it was quiet. Rick heard a call on channel 16, "I heard the Blue Angels were cancelled, can you confirm?" There was never a clear answer, but within minutes, the various police, sherrif and Coast Guard boats were roaring away from their stations. We rolled in their wakes as they took up protective positions around the aircraft carrier, and Canadian frigate along the waterfront.

We were disappointed not to see the Blue Angels squadron and their storied acrobatics. But, all afternoon we were treated to amazing squadrons of pelicans flying in their own formations. Just like the planes, some were pairs, but the truly fantastic ones were from 30 to 50 strong.

By 1535 we were heading south under the Bay Bridge, into sunshine and blue

skies. A gentle 10 knot westerly prompted us to roll out the jib which added half a knot to our 7 knot engine speed. We arrived back in our slip in Brisbane Marina at 1701, just as our GPS had predicted. Time to break out veg and dip, cheese and crackers, strawberries and whipped cream, and beverages to wash them all down. It was a beautiful day.





Founder Lou Zevanov draws attention

# Golden Anniversary

## Islander 36 Association meets at Coyote Point to celebrate

On Saturday November 16, 2024 the Islander 36 Association, one of the longest active class boat associations in The Bay Area, met for its annual fall meeting at Coyote Point Yacht club. The weather was beautiful. Sunny and clear skies as far as the eye could see. It was the perfect day to celebrate the Association's 50th anniversary. Twenty-eight people, representing seventeen Islanders, were present to recognize this historic occasion.

During the meeting, the membership heard from the fleet measurer Kit Wiegman who is known to be one of the most knowledgeable people, if not

the preeminent person, with knowledge and history of the Islander 36. Kit spoke to the group about the design changes that were made to the boat over the years. Also, present was one of the founders of the association, ninety-one-year-old Lou Zevanov. Lou shared some of the history of the boat on the bay. He shared many fun and funny stories about the association, along with the fact that at one point there were about 150 Islanders in the greater Bay Area and one of the largest fleets in the world.

After lunch and the presentations Commodore Rick Egan approved the election of the 2025 Association Board

and presented the end of season awards:

The 2025 Board: (as you can see there are three open positions. If you're interested let one of us know)

- Commodore: Rick Egan (Kapai)
- Vice Commodore
- Treasurer: Mike Patterson (Green Flash)
- Secretary: Barney Brickner (Barnacle)
- Measurer: Kit Wiegman (Cassiopeia)
- Fleet Captain
- Cruise Chair
- Newsletter Editors: David Wadson & Cara Croves (Jubilee)



- Webmaster: Rick Van Mell (Vanishing Animal)
- Staff Commodore and PICYA Representative: Jocelyn Swanson (Zingara)

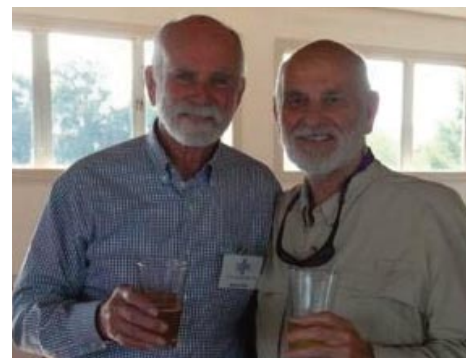
2024 Awards

- The Spinnaker Division Season's Championship, Ormand Cup went to Dan Knox of Luna Sea.
- The Non-Spinnaker, Buster Hammond award went to Rick Egan of Kapai.
- The Perpetual Crew Award went to Justin Hughes aboard Luna Sea.
- The Nationals Trophy went to Kit Wiegman of Cassiopeia.
- The Schneider Trophy for outstanding contributions to the Islander 36 Association went to Dan Knox for continuing service above and beyond.



- And the Commodore's Plaque was updated with Rick Egan name, making him the Commodore for of this Golden Anniversary of the Association

At the end of the day, what was most evident is that the association is vibrant and growing. It has a membership that stretches around the world, an award-winning newsletter, a robust and informative website and, most importantly, and active membership. Their success is a source of pride, naturally, but not surprising.



Designed by naval architect, Alan Gurney for Bay Area sailing the first boat came off the assembly line in 1971 and over the next 15 years over 770 boats were made by Island Yachts, in Costa Mesa, making it one of the most recognizable models in its class. With its fin keel and skeg-hung rudder as well as its sleek lines, sturdy construction, and spacious interior, she provides excellent handling and stability as well as comfort for sailors in San Fransisco and around the world. She is a timeless classic.

The next event for the Islander 36 Association is the News Years Day "round Alameda Parade. Check Islander 36 Association the website for details.

YouTube link to the presentations <https://www.youtube.com/watch?v=X6h5F2zqbFM>.



**1978 Islander 36  
Jubilee**

Captain Dave  
charging to the finish line,  
on his first solo race

