

36

Islander 36 NEWS

22/23 VOL9 ISS 3

islander36.org

Happy Holidays

36 Love



**STORIES · ADVENTURES
PHOTOS · RECIPES
UPGRADES · REPAIRS
CRUISING SPOTS**

WE WOULD *love* TO HEAR FROM YOU!



**SHARE YOUR SAILING
ADVENTURES WITH US**

Islander 36 NEWS

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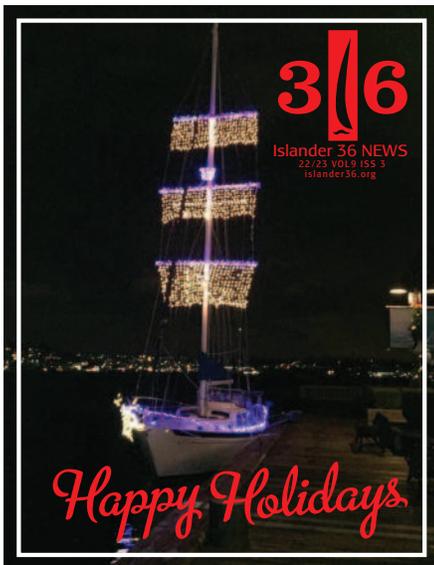
email your pictures and stories to: newsletter@i36jubilee.com

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JUST SAIL AND BE happy!



On the Cover

A truly festive feast for the eyes. Daniel Lewis and SV Gypsy, his Islander Freeport 36B ready for the holiday season.

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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.



It's that time of the year when things slow down a bit in the sailing world giving one time to reflect.

We are truly lucky to have such a great association with selfless members that contribute in so many ways. I often say that if you own an Islander 36 you already won the lotto. Much thanks to my board members, Rick Van Mell, Steve and Jocelyn Swanson, Kit Weigman, Mike Patterson, David Wadson and Cara Croves. All the meetings, races, cruises and newsletters would not have happened without them. I am truly a fortunate Commodore. For our members kindly make a resolution to get involved this coming year. Pen a story, organize a cruise or race... More fun that way. Finally, take someone sailing and don't forget to pick up a little gift for our favorite boats.

All the Best Rick Egan Commodore
Islander 36 Association.

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



An Islander 36 XMAS

Commodore Egan on SV *Kapai*

Sincere apologies to Clement Clarke Moore

Twas the night before Xmas on Islander *Kapai*
Not a halyard was banging, the lines were well tied
Our anchor light bright, AIS pinging clear
We had hopes that Jeff Bezos would find us out here
The Cap'n and Mate nestled snug in their bed
With visions of well stocked chandleries ahead
When outside the boat there arose a great clatter
I sprang from my berth to see what was the matter
Away to the companionway door I just flew
And removed all the hatch-boards all covered in dew
When, what to my wondering eyes should exam
But eight tiny dolphins pulling a diminutive pram
With a bald headed driver of moderate heft
I knew in a moment it must be old Jeff
I called for my mate who joined me to see
She could not believe the sight off to our lee
More rapid than eagles his coursers they came
And he whistled, and shouted, and called them by name
"Now, Dasher! now, Dancer! now, Prancer and Vixen!
On, Comet! on, Cupid! on, Donnor and Blitzen!
Approaching from starboard in a marine mammal way
They deposited old Jeff with his gifts to display
West Marine, Lewmar, too many brands to list here
Jeff lay them before us, we gave him a cheer
He spoke not a word, but went straight to his work
And filled the whole cockpit; then turned with a jerk
And laying his finger aside of his nose
And giving a nod, off *Kapai* there he goes
He sprang into his dinghy, to his team rang a bell
And away they all sailed like a bat out of hell
But I heard him exclaim, the bell continued to chime
Renew your Amazon Prime and we'll see you next time.



Movie Night

Good friends, white sail,
windless night and the
Anker Nebulla Appolo

I can't recall where the idea originally came from - I think it was something seen on Instagram as we were exploring the #islander36 posts after we found out we were getting a new boat. Might have been a boat that does charters sharing posts of having movie night on board with a video projector.

We had done movie nights aboard Jubilee a few times in the





first summer we had her, watching Netflix on the laptop and piping the audio thru the boat stereo so that at least the audio was easier to hear than it was to watch the small screen. A larger television was just not something we were willing to clutter up the cabin with but being able to project a movie onto the sail on a calm, windless night and being able to sit back in the cockpit and enjoy a big screen was an intriguing idea.

Some of the 2021/22 sailing off-season was spent learning about portable movie projectors, how practical it would be to have on aboard a sailboat, and whether it would cost an arm and a leg to have one! There's a variety of cheap options that seemed like they'd end up being a disappointment...and a variety of that quickly approached \$1000 and seemed overpriced for the boat. We just wanted to enjoy a movie with half-

decent picture quality, not create a high-def, surround sound, home theatre experience! Plus, a lot of the "portable" projectors weren't battery powered and without an inverter onboard, we wanted something that would be usable even when we didn't have a shore power connection.

Last July, while perusing Amazon's Prime Day sale, I came across the Anker Nebula Apollo (<https://us.seenebula.com/products/d2410>). While not the sub \$100 price of the cheap ones, it also didn't feel exorbitantly priced and looked to have the variety of features that we wanted: built-in battery, WiFi for streaming while in our berth at the marina, download and play Netflix offline when away from the dock, a built-in speaker but also Bluetooth for playing the audio thru an external speaker or the boat's stereo.

The Apollo is about the size of a beer can, and comes with a remote control and an AC adapter for charging the internal 4-hour battery. The top of the unit has touch controls and you can also use an app on your smartphone to control the projector. There's an HDMI port and USB port for input and you can also stream wirelessly but we weren't able to do that as we don't have a WiFi network on the boat. Hmm...maybe we need one! It doesn't come with a carrying case, so I purchased one to keep things safe when not in use - the cardboard box it came in wouldn't last in a damp boat.

For our first couple of movie nights, we simply used a piece of white sheet hung from the cabin handrails for a screen and sat on one settee with the projector on the salon table. While adequate, a better screen was going to be necessary, especially if we wanted to watch a movie

on a beach! The simplest solution was a 100-inch portable projector screen from Walmart. It was essentially a white sheet but came with a metal frame, much like tent poles, that broke down into a convenient carrying case. Thankfully, the vberth has lots of storage to be sailing around with that onboard!

Cell reception on the lesser populated parts of Lake Superior can be pretty sketchy so when going away for a weekend, we'd have to download some selections in Netflix before we left. While a little inconvenient, it also meant we didn't spend an hour trying to decide what to watch as we had already narrowed down our choices!

We were able to jury ring the huge screen and the poles into a smaller screen that we could hang across the aft end of the cabin for a larger viewing

experience. We each got to stretch out on a settee, put the projector and popcorn on the salon table and enjoy the show! Next summer we'll have to come up with a quicker system for a screen and maybe an air popper.

While we had quite a number of movie nights with just ourselves and the dog in the cabin, we also had a couple more memorable experiences. When our dock neighbors had friends visiting with their boat from Wisconsin, we had a calm, windless night to try out projecting a movie onto Jubilee's mainsail. Once we dropped the sail pack out of the way, the sail made for a great screen. Unfortunately, our neighbors don't have a Bluetooth stereo so we had to use the Apollo's internal speaker. It was adequate, but at times could be difficult to hear over the ambient noise in the marina.

Cara, Harry, and myself also got to enjoy a fantastic evening by ourselves in an anchorage we had never been to, that had a nice beach to set up the screen, get a fire going and enjoy a movie under the stars. We're really looking forward to doing that again next summer!

Overall, we were happy with the projector. While it's not a high-definition model, we really weren't trying to replicate a home theatre experience. When you're sitting around a campfire watching a movie on a beach, we weren't splitting hairs about picture resolution! The main drawback of the Anker Nebula Apollo is that it can't charge via a 12V socket or USB plug - the AC adapter puts out 15 volts so to charge it away from the dock, we'd need to have an inverter aboard. Now we have an excuse to get one!





Sailors Gift Guide

HAPPY HOLIDAYS!

Finding the perfect sailing gifts for the sailing fanatic in your life is a pretty hard task, especially if you're not a sailor yourself.

I enjoyed getting this article together, it was so much fun perusing various sites to find some unique gifts, some that I never had even thought of as being a great gift for the boat or sailor in your life.

Some of the gift ideas are practical, and some are just for the fun of it. I'm sure you can find most of this items online or at your favourite nautical store or where ever you like to shop, and don't forget

the homemade gifts from finds you found on your sailing adventures, a few of my friends and family, will be receiving some beach glass framed art that I have created from our many beachcombing adventures on the shores of Lake Superior.

It would be great to hear from everyone in the new year, sharing what your favourite gift was, maybe a photo of two that we can feature in the spring edition.

May the holiday season end the present year on a cheerful note and make way for a fresh and bright New Year. Here's wishing you a Happy Holidays!

Here is a few ideas I spotted while shopping for my favourite sailor:

1. Sailing Jacket
2. Floater Key Ring
3. Nautical Mug
4. Beer Cozy
5. Islander 36 Burgee
6. Binoculars
7. Mustang Inflatable Life Jacket
8. Foul Weather Pants
9. Sailors Knife
10. Yeti Drinking Mug
11. Sunglasses
12. Life Jacket for Your Puppy
13. Racing Shoes
14. Wet Bag
15. Dry Socks
16. Sperry Topsider Shoes
17. Fun Nautical Pillow
18. Sailing Bag
19. Cookbook for the Boat
20. Gill Sailing Gloves



Happy Holidays



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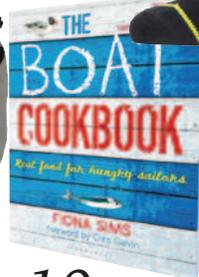
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Adventures with Steve

Jocelyn shares her stories with Steve and Zingara

Sailing with Steve is always an adventure. He grew up sailing dinghies and a Lightning on Lake Chautauqua near Jamestown, NY. Reefing was not a word in his vocabulary and sailing on the San Francisco Bay in summer winds can be challenging in 20+ knots of wind without a reef in the main especially when we haven't changed out the 125 head sail to the 100.

Steve decided to take the boat up to Vallejo where Kerry Scott has a boat yard. He had bought a new wind indicator and discovered once he was up the mast (he's 76 years old climbing the mast) he couldn't reach it well enough to take it off to replace it with the new one. Kerry and his team did a great job working on the boat--we had other things done on the boat, so it was good to go.

Vallejo is 35 miles from Coyote Point Marina where we keep our boat so it's basically an all day trip. I had arranged for Uber to pick us up so we could both sail back - a trip I was looking forward to. Well, Uber didn't show up so we drove up to Vallejo and parked the car in front on Kerry's office.

Plans were to fuel up the boat at the marina and then have a nice trip back south to Coyote Point Marina. We were on our way out when someone on the dock asked where we were going and we told him to the fuel dock then home. Lucky for us he asked--he told us the fuel



Zingara looks good, at the Nationals Regatta 2018

dock was inoperable! Great - my stress level starts to go up as we had no more than a quarter of a tank left. So back to the guest dock. I went down into the cabin to discover smoke coming from the engine. My stress level is on the rise! Steve said "oh - I guess we had better check the water and oil levels". Sure enough the engine needed both.

We stopped by the Harbormaster's office to find out where we could get diesel fuel and found out that someone

had tried to steal fuel and in doing so damaged the fuel pumps.

Off we go to the gas station not far from the marina. They had one 2 gallon fuel can left --3 trips later the boat's fuel tank was about half. I held my breath as we started up the engine and left the marina at 11:30 a.m.--one and a half hours later than planned. Good news! The engine ran like a dream. We motored sailed through San Pablo Bay as there was some wind (our goal was to

get back to Coyote Point Marina before dark). I was able to turn off the engine as we left the San Rafael/Richmond bridge behind us.

I'm coming up to Racoon Straits (between Angel Island and Tiburon) to see a whole lot of spinnakers heading right for us! It was the Great Pumpkin pursuit race. I turned on the engine and got out of the race course only to see fog along the slot and city front--not something you really want to see or be in. I entered the fog and couldn't see anything--not Angel Island, Alcatraz, Treasure Island, the Bay Bridge or the city front--not even the Sales Force Tower! I have learned to handle the slot in 25 knots of wind, but not being able to see anything is not--I repeat--not fun. Not the relaxing sail I had in mind for a Sunday afternoon. We are hearing fog horns, I'm following our GPS and paying close attention to where the buoys are and Steve is on the bow keeping watch. I felt it took forever to sail through the fog--I was tired so handed over the helm to Steve. Finally we saw the city front--the sun was shining! I took the helm again (my favorite position on the boat), turned on the engine to get under the Bay Bridge, then caught the moderate wind down to Coyote Point Marina. It was the relaxing sail I had hoped for although I was still somewhat stressed about the fuel level worrying that the wind would die and we wouldn't have enough fuel to make it to the marina.

Make it we did and before dark! It turned out to be a faster trip than I expected, leaving at 11:30 a.m. and getting into our slip at 6:00 p.m. Steve took me out to dinner to finish off the day.

Jocelyn R Swanson
Zingara - 1978 Islander 36
San Francisco Bay Area

Donation makes an impact on future sailors

Siebel Sailors program is represented in five regions across the US

At our fall Membership Meeting and Dinner, the membership voted to donate \$500 to the Siebel Sailors Program. As our organization has members from all over the United States, the membership thought it was a great idea to donate to this program as the program is nationwide. Tom and Stacey Siebel will match our contribution dollar for dollar. The Siebel Sailors Program is currently represented in five regions across the United States: Northern California, Mid-Atlantic, Midwest, Pacific Northwest, and Southern Florida. The program is managed under the aegis of U.S. Sailing and has been very successful in reaching out to underrepresented youth to provide sailing lessons.

WHAT IS THE SIEBEL SAILORS PROGRAM?

The Siebel Sailors Program is a endeavor by US Sailing to get more youth into sailing across the country. The program launched in 2019 and has served over 700+ youth annually from all over the country. We accomplish this by partnering with community-based sailing organizations across the United States that share our goal of getting underrepresented youth into the sport of sailing.

In order to break down barriers to accessing sailing, the Siebel Program provides Siebel Centers and its sailors with everything they need to get out on the water. After three years as a Siebel Center, all the equipment remains at the sailing center so sailors can continue developing and achieving!

The Siebel Sailors Program is a unique and holistic experience for sailing centers, parents, and youth alike. Our program intentionally combines a welcoming environment, emotional development practices, adaptable skill progression, and the highest standard of safety! Informed by the latest research in positive youth development and the United States Olympic & Paralympic Committee's American Development Model, the Siebel Sailors Program helps youth set up a growth mindset for lifelong play and problem-solving beyond sports.

The Siebel Sailors Program gives youth from all backgrounds the opportunity to learn to sail and to become lifelong members of the sailing community. Our methods attract new and diverse youth to the sport AND retain them from one youth program to the next. The Siebel Sailors Program stresses the value of positive coaching and openly celebrates the diversity of people who can participate in sailing.

SNOW READY



Bert shares some pictures of Natasha, all covered up and ready for the snow! Check out Bert's YouTube channel for more of his adventures on Natasha
<https://www.youtube.com/c/BertVermeerSailing>

Bert Vermeer
Natasha - Islander Bahama 30
Sidney, BC



let it
Snow...



fun holiday Bakes SUGAR COOKIES

Happy holidays! Here is a fun little recipe I found to get us into the holiday spirit and by using a sailboat cookie cutter, it brings me back to my happy place, even though it's minus 25 with the windchill!

INGREDIENTS:

- 1 cup (222g) butter room temperature
- 1 cup (233g) granulated sugar
- 2 tsp vanilla extract
- 1 egg
- 3 cups (456g) flour
- 2 tsp baking powder
- 1 batch Sugar Cookie frosting or make your own buttercream frosting

INSTRUCTIONS:

- Preheat oven to 350°
- Cream together the butter and sugar in the bowl of a stand mixer for a full 3 minutes

- Add in vanilla and egg, mix until combined
- Add flour and baking powder to the bowl. Mix slowly at first gradually getting faster until the dough comes together. Add a little flour or water if needed to get it to a soft, pliable consistency.
- Turn out onto a floured surface. Use a rolling pin and roll until about 1/4 inch thick. (The cookies will not rise while baking, they will not get thinner while baking. Roll out to your desired FINISHED thickness)
- Use a fun sailboat cookie cutter or whatever you have on hand and cut out desired shapes. Transfer the cookies to cookie sheet
- Bake at 350° for 6-8 minutes or until the centers are puffy and no longer

- glossy. Pull the cookies out of the oven BEFORE they start turning brown. If they turn brown, the cookie will be dry and 'crackery' instead of soft and chewy.
- Frost with sugar cookie frosting, and enjoy with a nice cup of hot chocolate!



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



Under Cover

Jubilee gets new cover to protect her from the elements

A sad reality of owning a boat on Lake Superior is not being able to sail it year round. The majority of our sailing season basically runs May 15 to October 15th, which is when the main marina, Prince Arthur's Landing is open. Depending on the weather, the Thunder Bay Yacht Club is sometimes able to extend that a little bit, opening earlier if the ground has thawed and dried out enough that the travel lift is able to launch boats, and extending the season if it's forecasted to

be warm. But snow and below freezing temperatures can come unexpectedly so boats are hauled out and sitting on their cradles before the end of October.

For Jubilee's first winter, we attempted to cover it with tarps, but had limited success with the mast being up. The layout of the shrouds and chainplates made it practically impossible to cover the boat without having big gaps where snow, rain and wind could get in. If we





unstepped the mast, we'd be able to cover the boat more easily, but not without other issues: the hassle of stepping and unstepping the mast; the expense of tarps big enough to cover the boat as they tend to wear out quickly; building a framework to support the tarp so that snow would slide off.

Having already invested a lot of time in repairing rot from water leaks and plans to tackle some deck recoring and painting in the spring, we decided that a proper cover for the boat would be a worthwhile investment. A few friends with boats have covers which have frames under them - one cover was purchased with a framework of metal tubing and brackets that was custom designed for the boat, and the other





was a homemade frame made out of PVC pipe and fittings.

We noticed one of our boatyard neighbors had a frameless cover on his J-41 that utilized the boom and spinnaker pole to support the cover that had been made by Shipshape Products of Duluth, Minnesota which is about a 4 hour drive from Thunder Bay. When we requested a quote from them last October, we found out they had an

Islander 36 pattern, probably from one in Bayfield. But, seeing as winter was already upon us, we held off on placing an order and put it on the list of things for next season.

As luck would have it, over the winter, our local sail loft, Superior Sailmakers, posted some pictures on their Facebook page of a similar winter cover they had made for a local sailor. Turns out they were expanding their repertoire into canvas work and had made a few winter covers. They had made Jubilee's new jib and main a few years prior, along with a sail pack for the main, and also a pair of sails for our Mirage 27 which got sold before we could use them! Naturally, we had to get a quote from them and were thrilled to support the local loft when the price came in considerably cheaper.

The big savings was the currency exchange - the difference between the Canadian dollar and the American dollar added 25% to the Duluth quote. Regardless, unless the price had been ridiculously more, local was going to be our choice - Thunder Bay isn't a huge sailing community so having a local sailmaker is something to support!

Unfortunately, a wide variety of circumstances ranging from family, work,

and post-COVID recovery, slowed progress on the cover and it wasn't ready when Jubilee went onto her cradle in mid October. So, of course, winter then decided it was going to come early this year and throw some freezing rain and snow at the naked boat. I bet if the cover had been ready in October, then we'd probably still be wearing shorts and t-shirts at Christmas!

But, good things come to those who wait and in early December just days after I had snapped some pictures of Jubilee covered in a layer of fresh snow, her cover was done and put on. It paid off again to have gone with a local maker who is a bit of a perfectionist about his craftsmanship as he wasn't completely satisfied with how the cover fit around the bow and transom and will make some modifications in the Spring.

While we're always longing for warmer days and a new sailing season, at least this winter the boat is neatly tucked away under some fresh canvas!

David Wadson
Jubilee, 1978 Islander 36
Thunder Bay, ON

SAILMAKERS OF QUALITY CRUISING AND PERFORMANCE RACING SAILS

DESIGN • MATERIALS • CRAFTSMANSHIP

The perfect sail begins with the right design. Race, Cruise or a bit of both?

With a full selection of woven and laminates available from top producers such as Dimension-Polyant, Contender and Challenge.

The latest software, computerized panel plotting and attention to detail during the construction phase assures that every sail that leaves the loft is a product that we are proud of.



Superior Sailmakers

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

Jack Frost Cocktail

Winter fun with tropical vibes...

This winter cocktail is very easy to make and is absolutely delicious! If you recall from the fall issue...one of our new favourite liqueurs is Blue Curaçao.

Just a hand full of ingredients and this will be the biggest hit at your next Holiday gathering.

Blue Curacao is flavored with the dried peel of the bitter orange laraha, a citrus fruit grown on the island of Curaçao and has a distinct taste that is a little bit bitter and a little bit sweet, in case you forgot from the fall issue.

Make sure you get cream of coconut, its a tricky ingredient to get right at the grocery store, it's not the same thing as coconut cream or coconut milk.

I hope your get a chance to try making this, and have a happy holidays from us. Cheers!



INGREDIENTS:

- 1 cup pineapple juice
- 1/2 cup Blue Curacao liqueur
- 1/2 cup light rum
- 1/2 cup cream of coconut

RIM OF GLASS:

- light corn syrup
- coconut flakes

INSTRUCTIONS:

Pour a small layer of corn syrup onto a shallow plate. Place the flaking coconut in another small dish.

Dip the cocktail glasses into the light corn syrup, then in coconut flakes.

In a blender filled with crushed ice, combine pineapple juice, Blue Curacao liqueur, rum, and cream of coconut. Blend until smooth. Pour the mixture into prepared cocktail glass. Serve immediately.

2023 Islander Races

**Join us for a fun
year of racing**

Here is a 1st draft of a 2023 Racing Schedule from the Board & Measurer Kit Wiegman. Plan to join us for a fun year of racing. Any dates not yet confirmed are identified with "TBC" next to the date.

Races that count for the Season's Championship (Ormand Cup - Spinnaker; Hammon Trophy - Non-Spinnaker) have an "SC" in the number of races column.

For more information about racing, email Measurer: Kit Wiegman at wiegman-aerial@sbcglobal.net.

January

- 28 3 Bridge Fiasco**
Races:1 SC
Host: SSS
Double handed event.
Watch for entry details on Jibeset.net.

March

- 25 Spring Meeting**
Races:0
Host: Richmond Yacht Club
Great time to meet your competitors! We are aiming to get more folks racing. May have some mentors or even practice starts. Information & Registrations. Coordinator Commodore Rick Egan.

April

- 1 Inter Club #1**
Races:1 SC
Host: TBA
- 29 To Vallejo**
Races:1 SC
Host: Vallejo Yacht Club
- 30 From Vallejo**
Races:1 SC
Host: Vallejo Yacht Club

June

- 3 Inter Club #3**
Races:1 SC
Host: TBA
- 24 Summer Sailstice**
Races:1
Host: I-36 Association

July

- 15 Westpoint**
Races:1
Host: TBA
- 19 Encinal Regatta**
Races:1 SC
Host: PICYA
- 30 Encinal Regatta**
Races:1 SC
Host: Encinal YC

August

- 5 InterClub**
Races:1 SC
Host: TBA

September

- 9 YRA Berkley**
Races:1 SC
Host: TBA

October

- 7 Nationals Regatta**
Races:2-3
Host: TBA
Always a fun regatta!

November

- 1 Fall Meeting & Winners Dinner**
Races:0
Host: TBD

Please check for confirmation of dates and times.

For more event information go to:
<http://www.islander36.org/23race.html>

WHAT'S ON YOUR

Wish List...



7 foot Burgee
Price includes postage!
\$72

18 inch Burgee
Price includes postage!
\$36

For more information on how to order, email: i36greenflash@gmail.com

2023 Cruise Schedule

Join us for a fun
year of cruising

Below is the first draft of the 2023 Islander 36 Cruise dates as determined by your Board. The theme is inclusion, adventure and family fare. Any dates not yet confirmed are identified with "TBC" next to the date.

On-line registration forms will be available as individual cruise details are nailed down.

Questions? Contact temporary Cruise Chair (your Webmaster) Rick Van Mell at vanmells@ix.netcom.com

January

- 1 **'Round Alameda Parade**
This is your chance to get on the water and kick off the New Year with a blast. Weather permitting.

March

- 25 **Spring Meeting at Richmond Yacht Club**
Come join us to kick off a great 2023 season. Our focus will be on getting members to race and cruise this year.

April

- 29-30 **TBD Cruise**
Sunday is Opening Day on the Bay.

May

- TBD **TBD Cruise**

June

- 4 **Summer Sailstice**
Details & Reservations go to www.islander36.org

July

- TBD **TBD Cruise**

August

- TBD **TBD Cruise**

September

- 1 **TBD**
Labor Day Weekend.

October

- 9-10 **Presidio Yacht Club**
Details to follow.

- 7 **Nationals Regatta - TBD**
Contact Coordinator Rick Van Mell.

November

- TBD **Fall Meeting & Winners Dinner TBD**
Coordinator: Commodore Rick Egan.

Please check for confirmation of dates and times.

For more event information go to: www.islander36.org/22cruise.html





Watching the Wind

New instruments takes away the guess work

Back in 2012 when Jubilee was in Milwaukee, where she had been named “Segler”, she had a very modest set of instruments - a Raymarine ST60 tridata display connected to a pair of transducers for speed and depth/temperature. For navigating her delivery to Thunder Bay, my iPad and a laptop with a GPS puck and navigation software provided the most economical way of tracking our progress with a handheld GPS and paper charts for backup.

When we purchased Jubilee in 2021, a B&G Vulcan 7 chart plotter had been added to her the previous season. While tablets are convenient and very portable, they do have issues with visibility in the bright sun as well as overheating. When it rains, you have to

keep them dry, which is more challenging when you need to have it plugged in to charge. Personally, I much prefer having a dedicated marine chart plotter so the Vulcan 7 was a bonus to get with the boat.

What we did find ourselves wanting was an accurate measure of wind speed, which I had been able to add to our previous boat when I found a used Raymarine wind instrument set on eBay. When you have a crew of 5-6 people

aboard in a race and the wind builds up and conditions get rough, you have the extra hands to reef or make sail changes. But when it’s just the two of you out cruising that can be a lot more work. While we got pretty good at approximating the wind speed using the Beaufort scale, a masthead wind instrument would eliminate a lot of guesswork.

It wasn’t just high winds we were interested in. When you have a



destination to get to in a certain amount of time, it can be good to know when the wind has dropped to the point where it's not practical to bob around with your sails luffing - if you're going to reach your anchorage, sometimes you have no choice but to fire up the engine! But on the flip side, it's also good to know when the wind has picked back up so that you can shut off that racket and enjoy the peace and quiet of sailing again!

Already having the B&G plotter and a NMEA 2000 connected stereo (Fusion RA-70NSX), I knew I didn't want to try to

find an older NMEA 0183 system on eBay. New instruments aren't cheap, but trying to integrate older network protocols with N2K adds more complexity and cost. With crew almost always leaning back and relaxing beside the companionway, we didn't want to mount displays there so that meant getting a system with a multifunction display so there would only be one display to mount where it could be easily seen. Finally, while NMEA 2000 is supposed to simplify interchanging brands of devices, I didn't feel like risking any compatibility issues so I wanted to stick with B&G.



That narrowed the decision down to a Triton2 Speed/Depth/Wind pack. Seeing as the mast was being taken down and completely rewired, we opted for the



one with a wired wind sensor. While the wireless wind instrument probably would have worked just fine, going with wired ensured no hassles with batteries or signal reception.

The old Raymarine ST60 was mounted just aft of the coaming box on the starboard side and was pretty much the same size as the Triton2 display except it had a round hole whereas the new one

needed a larger square hole. The included template and a fresh blade in the jigsaw made quick work of modifying the existing hole. The downside of mounting the display on the side of cockpit was that it would be awkward to see it unless you were on the port side of the cockpit. While adding a second display wasn't exactly cheap, B&G was running a rebate promotion which took some of the sting out

of buying another display for the port side!

Installing masthead sensor was a matter of drilling holes to bolt on the mounting bracket and drilling a hole large enough for the connector on the end of the cable. Here in Northwestern Ontario, we have a 7 month off season where the boats are out of the water so I prefer not leaving the wind sensor at the top of the mast all that time. The sensor has a spring-loaded locking mechanism so when you get hoisted up the mast, it's very simple to install or remove without needing any tools.

An Airmar DST800 smart triducer provides speed/depth/temperature and was the same size as the existing depth transducer which was mounted beside the keel with a fairing block. An old wood chisel took care of where the transducer flange was sealed to the block and then the body of the transducer was easily hammered out. The new triducer was then easily installed with generous application of 3M 5200. I have a feeling it won't come out as nicely if the housing ever needs to be removed! "Smart" technology seems to be pervading everything now and the triducer has its own app you can use to calibrate it. We never quite got around to calibrating our speed, but did adjust the depth to compensate for where the transducer was mounted on the hull. Temperature wasn't that important to calibrate precisely either - Lake Superior is either a rare "yeah, we could swim in that" or, far more often, an "oh hell no!"

Wiring a NMEA 2000 network is a simple matter of screwing together a variety of backbone cables with Tee connectors for drop cables to the various components. The trickiest part was running a drop cable from the plotter, which is mounted

on the steering pedestal guard with a RAM mount. In order to run the cable down thru the tube, the large plug had to be cut off and replaced with a field connect plug after running the wire down into the boat. The wires are a very small gauge so soldering them into the connector on the correct pins is a job for sharp eyes and steady hands.

Once we had everything connected and powered up, the benefit of adding the second Triton2 display was obvious. Having one on port and starboard of the helm, gives a clear view regardless of where you are in the cockpit especially since the driver usually sits on the coaming. Being multifunction displays, they can be configured to display whatever data you prefer. The Triton can display up to 8 different pages with 16 pre-configured pages to choose from and 13 different templates you can customize with various data points. Some of the screens are dependent on having other hardware on the boat, such as autopilot status, weather, and AIS, and some of them weren't very applicable to where we sail (eg. Lake Superior doesn't experience tide so that screen was unnecessary). Activating the Man Over Board alarm on the plotter will automatically switch the Triton

displays to show a page with the position, range and bearing of the MOB.

As the summer went on, we tweaked the pages so they displayed the information we found most useful such wind speed, boat speed, ETA to our destination, distance to waypoints. Besides from just the current wind speed, the display can also display up to the past hour of wind speed so it was easy to see how the conditions were trending, especially when it was gusty. When coming into an anchorage, we would switch to a page that displayed the depth most prominently.

A feature of the B&G plotter that was enabled once we added the wind instrument was SailSteer, which condenses a bunch of the instrument data and displays it in one screen to consolidate such data as Apparent Wind Angle, True Wind Direction, Course over Ground, along with indicators for the waypoint you're sailing towards and your sailing laylines so you can determine if you can make the mark on your current tack. We didn't use it too much for cruising, but it was nice that the system could now calculate sailing distance and ETA to a destination based on the

current wind direction and having to change tacks, rather than a simple straight-line distance/ETA.

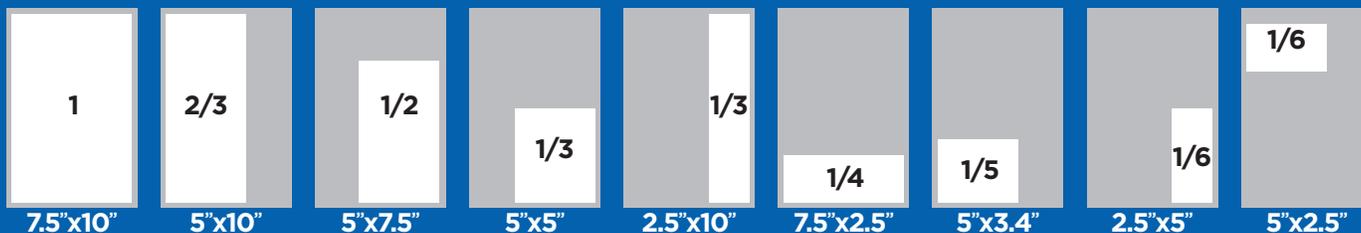
What we did find very useful, was now being able to display sailing laylines on the plotter. They were particularly useful on the days we had strong winds while navigating thru channels and around islands. Having port and starboard laylines extending off our current position made it easier to determine the best time to change course and minimize the number of tacks we had to make. We hope to do some pursuit racing next season and that feature will be quite useful for racing around the harbor buoys and identifying favorable wind shifts.

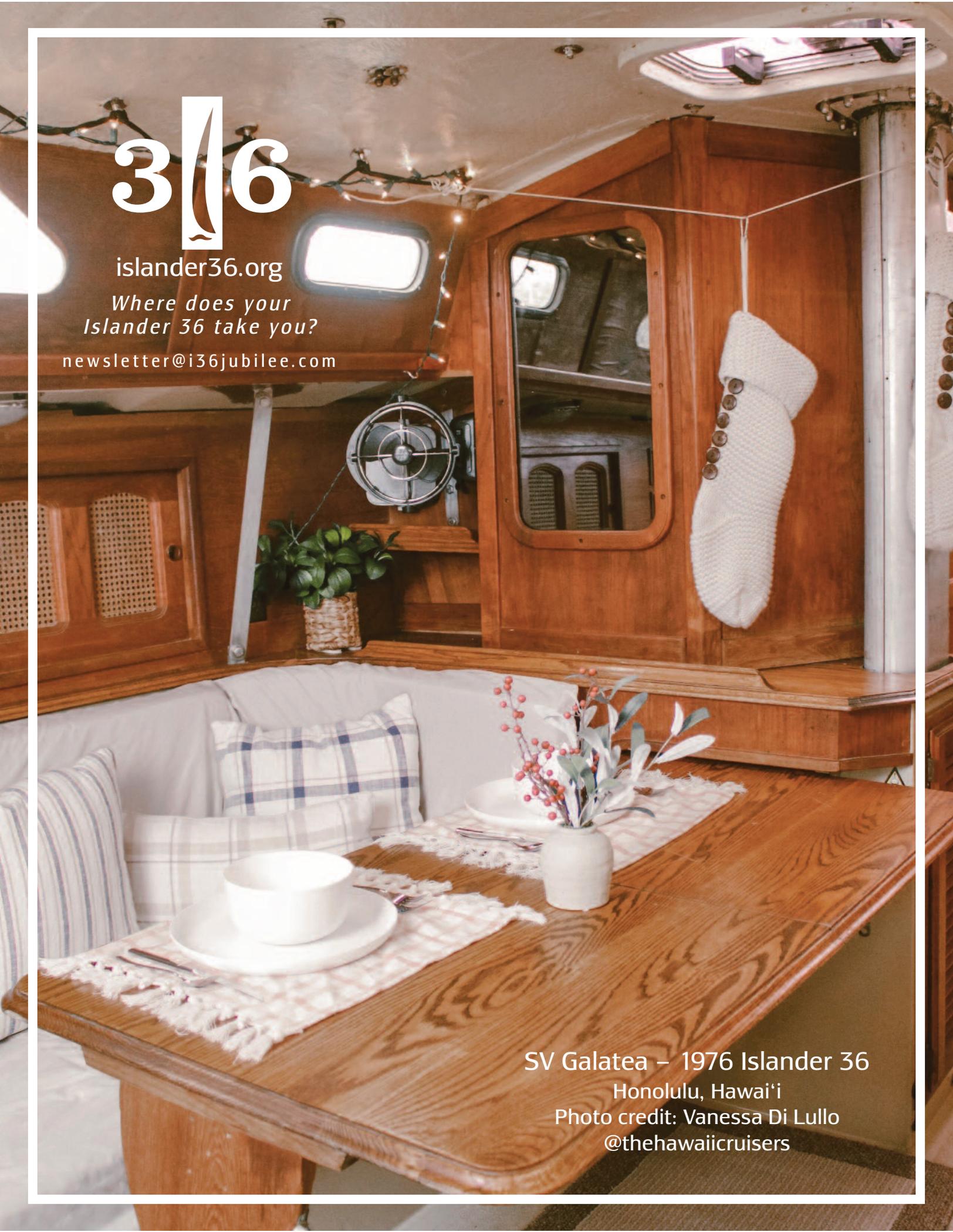
The brand new instrument package wasn't cheap, but it was money well spent as having accurate wind measurement on a sailboat is practically priceless, even if you aren't racing. As we eventually add AIS and upgrade our autopilot, they will integrate easily with our current hardware. I'm already considering adding a Sirius XM weather module to the N2K network for easier access to current weather forecasts as we continue to expand our cruising range on Lake Superior!

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