



36

Islander 36 NEWS
SPRING 2022 VOL9 ISS 1

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ISLANDER 36 NEWS SPRING 2022 VOL9 ISS 1

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On the Cover

Sailing vessel Jubilee at Otter Cove on Lake Superior the summer of 2021, taken by co-owner and newsletter editor David Wadson.

See more on instagram @i36Jubilee

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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.

From crew to editors

Newsletter editors share how they joined the I36 association



"I forget what I said in my initial e-mail about the boat, but it is an Islander 36. Check out the Islander 36 class association web-site. They have quite an active association. The boat was built in 1978. There were approximately 800 built over a 12 year period starting in 1971 and ending in 1982-3. I would call it a moderate displacement cruising boat although they do race them in class fleets in California. It is quite comfortable with a reasonable cockpit, wide side decks and a very friendly access from the cockpit to the cabin, stairs, not merely a ladder. Jubilee has a brand new 41 hp diesel, just 50 hours old. Several I-36's have crossed the Pacific and Zac Sunderland chose one to complete a single-handed, round the

world voyage. I believe that he was one of the youngest solo circumnavigators, if not the youngest."

And that was my introduction to Jubilee, a 1978 i36, having been invited to be one of the four delivery crew to help the new owner, Bill Dunlop, deliver her from Milwaukee, WI to Thunder Bay, Ontario in early 2012. I had been racing with Bill for 4 years, and must have made a good impression to have been selected from a long list of candidates for the delivery.

Bill was a passionate, life-long sailor and racer, so having an active racing



fleet and a reputation as a capable circumnavigator helped seal the deal. But the main reason Bill had chosen the i36 was the companionway "stairs" as his wife, Marlene, had both her knees replaced and it would be far more accessible for her than the "ladder" that most sailboats have. Years earlier, they had sold the Tanzer 22 they had cruised on Lake Superior and while Bill

was able to get his sailing fix racing on a friend's Mirage 30, it was time to own his own boat again and have some more years of cruising but with more comfort and space than the Tanzer had provided.

I quickly found out on the delivery just how comfortable the i36 was – the immense table for dining with friends while leaving the cabin spacious when stowed away. The huge v-berth that gave me plenty of room to sleep stretched out even with the duffel bags of 5 adult crew all around me. Compared to our own Mirage 27, Jubilee's additional 10,000 pounds of displacement handled the heavy wind and big waves we encountered sailing past Mackinac Island with ease. While the stomachs of some of the crew, myself included, didn't fare as well, I appreciated how the boat slogged upwind without the crashing and pounding that I was used to on a smaller, lighter boat.

Beyond the first couple of years that the boat was in Thunder Bay, Jubilee didn't get the busy cruising life that Bill had envisioned for her. While those companionway stairs were good for knees, they weren't much help as Marlene's health slowly deteriorated with a diagnosis of Parkinson's disease and her ability to sail drifted away. Bill kept making modest improvements to make the boat easier to sail shorthanded such as adding a set of self-tailing winches for the genoa. When a local sailor started his own sail loft, Superior Sailmakers, Jubilee was one of the first to get a new set of sails and a lazy pack for the main. Bill was intrigued when a friend told him about electric winch handles which could make light work of trimming that big genoa!



The last few years were rough for Bill as Marlene's health steadily declined until she passed away in early 2020 and being forced to have a small funeral during a pandemic lockdown made it especially painful. It was sad to see a man with unparalleled passion for sailing not having the same enthusiasm to launch his boat that summer. COVID restrictions eventually eased late in the summer and he was able to finally gather his sailing friends together and have a proper Celebration of Life for Marlene.

On Jubilee's last sail of the season before hauling out, Bill mentioned that he would probably be selling Jubilee in a few years, if Cara and I were interested. It had grown obvious that we had developed a case of tenfootitis and were outgrowing the Mirage 27 we

owned for 6 years. At the time, I casually told Bill that we would talk when the time came that he was ready to part with Jubilee. While the idea intrigued us, we mostly thought that we should make a point of getting out with Bill on Jubilee more often so that he could get a few more good years out of her. Bill was proud of having done 19 Trans Superior races, but he had always done it on other people's boats – I kept telling him he should do one on Jubilee, even if he didn't see her as a racer (though Galatea's good performance might have been warming him to the idea!).

Sadly, the idea would never come to fruition - Bill unexpectedly passed away on his 76th birthday, January 22, 2021. With no other sailors in the family but preferring to see his beloved boat go

EDITORS NOTE

to one of Bill's friends, his family reached out to us to see if we might "know anyone who would be interested." Whether they specifically had us in mind or not, it didn't take Cara and I long to decide that it was an opportunity we couldn't pass up. Not only was an Islander 36 checking off most of our wish list for our next boat, but we realized that we wouldn't be able to stand seeing someone else owning her after our shared history with both the boat and her owner. So with a strange mixture of excitement, sadness and a bit of guilt, we purchased Jubilee.

As an old girl of 44 years, we knew there was going to be a list of things that needed to be fixed or upgraded, but at least we didn't have to worry about what to name her. "Jubilee" she would remain – It was the street in Halifax where Bill had grown up and his lifelong passion for sailing had begun.

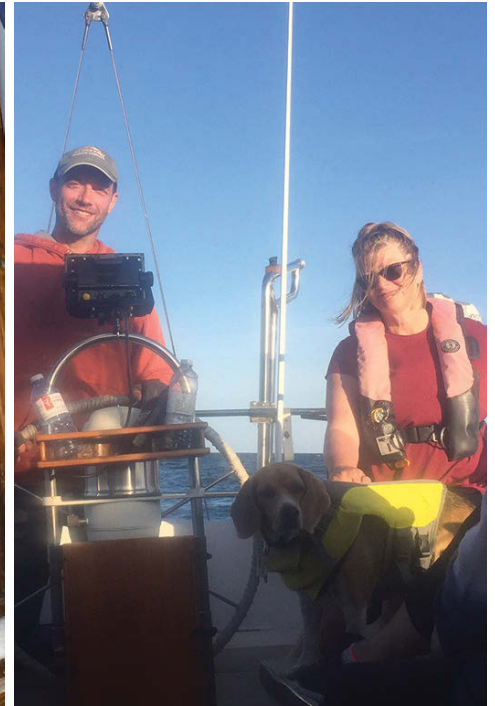
The laundry list of prelaunch projects that spring included leaking portlights and the rotted wood they caused, stanky icebox insulation, a new countertop, and dealing with the fairing that was flaking off the iron keel. The list kept growing but Bill's extended family would be coming to Thunder Bay in August and we wanted Jubilee to be in the water for them so we stuck to the essential fixes.

We knew that the best way to honor Bill's memory was to sail the heck out of it! We did at every opportunity we could, most times bringing along friends we had met while sailing with Bill. Those companionway "stairs" which he was so proud of turned out to be perfect for the new "sailor" in our family – Harry, our beagle – who



appreciates the easy access it gives him to cabin...as well as the dirty dishes in the galley sink! The v-berth that I loved so much on the delivery is just as spacious with 2 adults and a bed hogging dog. We were blessed with generally pleasant weather for our sailing trips that summer and when the wind picked up to 15-20 knots, Jubilee, as I knew she would, handled it with the ease. Reef the main, furl in some of the headsail and she would still easily do 6+ knots upwind without abusing the crew. Bearing off onto a reach, she was even more fun to sail.

Having a bigger boat with the extra amenities our Mirage had been missing, and the space to add others we wanted, led us to joining the i36 Association. Being a part of a community of sailors who share a love for the same boat is great, but I'll admit that our ever expanding project list was most of the motivation for joining! What better place is there for ideas and help for all the things we need to fix or improve? Both Cara and I have a lengthy background in publishing and



graphic design so when I saw that the association was looking for a newsletter editor, I volunteered ourselves for the job.

And so, here we are with our "inaugural" issue. We were told that we have a lot of freedom to put our personal touch on the newsletter and as we got into it what we started to envision, as we heard more about cruising/racing schedules and various members around North America (and elsewhere), was an opportunity for members to share their Islander 36. The Association IS the owners and even though not all of us are authors or photographers, we are all sailors with a common love of this fantastic boat. So we hope that this issue inspires you to share your own experiences, whether it's places you sail to, recipes you like to cook in the galley, projects you've done on the boat – we'd love to hear about it!

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

Commodore Egan checking in

Rick talks about the buzz around his home marina of South Beach

As I write this, it is one week from opening day on San Francisco Bay. Given that the last couple of years have been (well different...) I can't help but notice a different buzz in the air around my home marina of South Beach. This is not like awakening slowly from a long sleep but rather the opening of a champagne bottle! Races are well attended, the docks and moorings at Angel Island State Park are busy with day trippers and over nighters. And this is not just in California. I was fortunate to snag an invitation to cruise on my brothers sailboat in Mexico last month and I can tell you it was busy. We harbor hopped from Z town to Puerto Vallarta and if you did not plan ahead to reserve a slip you were out of luck. Fun is definitely back.

Closer to home and in addition to Opening Day, we have the Vallejo Race up and back first weekend in May and a cruise up a lazy river to Petaluma for Memorial Day. July 4th we have a sendoff to Hawaii for Galatea, Cali and Cassiopeia who are signed up for the Pacific Cup!

But let's hear from Islanders from outside SF. Rick Van Mell, our webmaster, reminds me that one of the great things about our Association and website is that we provide a platform to organize events and get together for other like minded sailors. If you are in SoCal, how about organizing an all Islander Rendezvous at Twin Harbors in Catalina? In the Great Lakes...how about cruising up to Thunder Bay, Ontario to visit David Wadson our newsletter chair? You provide the



write up and we'll promote it on the website. If you are lucky enough to have an Islander it's time to organize some events and get out there. Fun is Back!

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

New Islander 36 owner shares project list

Tim Ostrander bought
Marksman in June 2021



Hi I'm Tim Ostrander, in June 2021 I bought a 1973 Islander 36 named Marksman #15381 previously owned by Brian Lang. The boat has been raced hard (and well) in the Detroit area on Lake St. Claire for 20+ years. She needs a full refit and is teetering between a dumpster and glory. But she came with a nice set of heavy dacron sails, lots of

spinnakers, a new Garmin chartplotter, auto pilot, Harken furler, etc. The boat was all there and mostly functional. I sailed her almost every day last year and tried to work on projects when I could. The engine is a Palmer P60 and it turns a 2 bladed max prop.

I was born and raised in Metro Detroit

and consider North Cape Yacht Club near Toledo Ohio my "home yacht club". Unfortunately having spent most of my sailing career on Western Lake Erie I'm ready to see some new water. My plan is to fix her (or go bankrupt) over the next year, and do some cruising this summer and maybe compete in the 2023 Trans Superior

race. I can only hope to have a schedule and refit as successful as Galatea 136 USA 385 - Bayfield WI (now for sale in HI). She's had an amazing racing year, and a very extensive refit. I've been racing almost my entire sailing career, competing on the Star class circuit, and a fair amount of sailing in San Diego as well as the Great Lakes & Miami. In my younger days I worked on ships on the Great Lakes and come from a long line of freshwater mariners. I don't know much, but I know I love sailing. I've included a project list below in case anyone has interest, expertise, advice, or parts. Thanks for the warm welcome and letting me join the ranks of legends. I look forward to meeting as many of you as I can.

Tim Ostrander
Marksman - 1973 Islander 36
 Detroit, MI





Partial Project List:

- **Portlights** (Lewmar Old standard size 1)....I know..... I know....yes...I know
- **Rebed aluminum toe rails and all deck hardware** (I've found and read the article written by Paul Tara)
- **Paint the deck** (Thinking maybe tan and white like a Tartan)
- **Halyards, and running rigging** rerouted to cabin top through clutches (I'll need to buy hallyards and hardware)
- **Mast collar fabrication** for attaching turning blocks
- **Anchoring handling system** - windlass, anchor roller, & wash-down (I have nice ground tackle, but not an efficient way to use it)
- **Engine** smokes a lot (might be an exhaust issue)
- **Bimini & dodger** (Love to buy used even just a frame)
- **Keel issues?** (I'm in contact with Mike Stone)

New members

We continue to gain new members to our organization who live around the U.S. and one of whom lives in Bolivar, Columbia. Our Islander 36 sailboat does get around! We currently have 134 members so our membership has remained fairly constant even during COVID. Our new members since January 2022 (I apologize if I missed anyone)

- Tim Ostrander
Detroit, MI
- Barnett and Erin Brickner
Alameda, CA
- Bill and Danielle Storm
San Francisco, CA
(www.sailtempesta.com)
- Carlos and Daniela Pacheco
Cartagena, Bolivar, Columbia
- Laurence Sunderland
Thousand Oaks, CA
- Dan Throop
Rohnert Park, CA
- Kurt Russell
Georgetown, South Carolina

Fair Winds and Following Seas!
Jocelyn Swanson, Membership Chair



my Boat Galley

TUNA CAKES

Cooking in a small boat galley can be a chore or a lot of fun, you choose!

The key is picking boat-friendly recipes and preparation. Before setting sail, make sure you have the essentials, things planned out, pre-washed and cut. The less you have to do in the galley, the better.

Tuna cakes is one of our easy go to's, you can make it for an appetizer, dress it up with your favourite salad for a nice light dinner or poach a couple of eggs and have a tuna benny for breakfast.

Cara Croves

Jubilee - Islander 36
Thunder Bay, ON

INGREDIENTS

- 2 - 5 oz. cans of tuna in water well drained
- 3 garlic cloves grated
- 1/4 cup finely chopped red onion
- 1/4 teaspoon salt
- 1/4 teaspoon black pepper
- 1 teaspoon lemon juice
- 1 tablespoon lemon zest
- 1 large egg
- 1/4 cup plain breadcrumbs
- 2 tablespoons mayo
- 1/4 cup grated Parmesan cheese
- 1 teaspoon dried parsley
- 4 tablespoons plain breadcrumbs
- 3 tablespoons grated Parmesan cheese
- 2 tablespoons olive oil divided

INSTRUCTIONS

- Start by draining canned tuna from water. I use a small colander.
- Next, combine it with garlic, onion, salt and pepper, lemon juice and zest, egg, breadcrumbs, mayo, 1/4 cup of grated Parmesan cheese and dried parsley. Mix well.
- Combine remaining breadcrumbs and grated cheese in a shallow dish. Scoop 1/4 cup of tuna mixture, form into a patty and lightly coat with breading mixture.
- Fry cake in pan with oil, until nicely browned on each side. Remove from pan and let rest for 5 minutes. Serve with spinach or other greens, additional lemon wedge or even aioli.

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



Natasha gets some upgrades

Bert Vermeer shares improvements on his Islander Bahama 30 to make it easier on the old bones

Although the pandemic has affected my life outside of boating, my sailing life has not suffered all that much. I sailed out to the west coast of Vancouver Island last summer, as far north as Zabellos and Esperanza Inlet over a six-week period. Fabulous weather during a provincial heat wave with very unusual turquoise water in Barkley Sound. I had a couple of friends along during parts of the voyage, and my granddaughter came out for two weeks on the return to Victoria. I posted the videos to my You Tube channel. <https://www.youtube.com/c/BertVermeerSailing>

For the upcoming season (and would you believe it's snowing as I look out the window!*%\$), I've made some improvements to "Natasha" to make it easier on the old bones. I've gone with a Garhauer solid boom vang to help control the main, eliminating the topping lift that slatted against the sail while underway. I've also broken open the bank and finally invested in



self tailing primary winches. I've always sailed with non-self tailing, mostly due to expense, but sailing single-handed so much of the time is not getting any easier as time goes by. I reviewed Andersen, Lewmar, Harken and a host of others. Although I really liked the Andersons I selected Harken Radial 40s to save almost \$600 for the pair. I think the Harkens will probably outlast me. Suffering from a blocked raw water intake last fall resulting in an overheating engine, I've added a AquaAlarm water flow sensor on the intake hose along with a second raw water intake for the little Beta diesel. Should that blockage occur again I will

have advance warning and be able to switch to the back-up intake on the fly while resolving the blockage. I occasionally write for Good Old Boat magazine and I suspect the story of that event and my solution has been published in the May/June edition.

Plans for 2022? Complete the work on the boats I look after, finish a couple of boat reviews for the magazine, and then north on the Salish Sea (Georgia Strait) through Desolation Sound and up to the Broughton Archipelago for a six week cruise beginning at the end of May, returning the beginning of July. As granddaughter Natasha is now in

college she won't be able to join me for that trip, but instead will come out the end of July for two weeks, perhaps Hotham Sound and Princess Louisa Inlet. Just waiting for this unseasonably cold and wet spring to get out of the way!

Have a great sailing season when it gets here. Looking at the weather further east I'm happy I'm not in southern Manitoba with the forecast blizzard. Stay warm!

Bert Vermeer
Natasha - Islander Bahama 30
Sidney, BC



Spring meeting fun

We are back!

A beautiful Friday and Saturday welcomed your I-36 fleet back to what felt like a traditional cruise-in Spring Meeting at Coyote Point Yacht Club. With other clubs not quite ready to open their venues, Jocelyn arranged for a buffet of fajitas/enchiladas with all the fixings that was delicious. But, like the last two years, things weren't quite "normal" for this one either. First, there was a -0.6' low tide, and second it was the grand finale of the 2nd season of

Sail GP - essentially 8 of the 2013-style foiling catamarans racing on San Francisco Bay. The first slowed us down, and the second split us up. But all in all, it was a wonderful weekend for the I-36 fleet with a total of 38 people representing 18 boats.

The Friday plan was for Green Flash, Vanishing Animal and Wind Catcher to rendezvous for a potluck dinner at the Coyote Point guest dock. Knowing it was going to be a minus tide, Rick checked with his harbor master to be sure he could get out of Brisbane, never thinking about Coyote Point harbor because we hadn't encountered an issues there in the past. So Rick & Sandy departed Brisbane about 1050, with the potluck main course lasagna safely tucked in the fridge. Green Flash

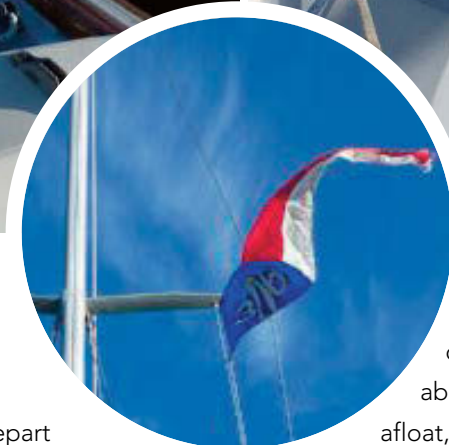
texted at 1100 that they had the salad, but were going to arrive by car, having decided they didn't want a long slog back to South Beach in Saturday afternoon's predicted 20+ knots on the nose.

After a delightful broad reach, sometimes under sail and sometimes under power, Vanishing Animal eased into Coyote Point Harbor and started down the long fairway to the CPYC guest dock. Plenty of bare mud was exposed to port, so we hugged along the end ties as we went in. About half way down there was a big, beautiful green ketch with a fellow working on the club jib boom on the foredeck. We remarked how good the boat looked, which was easy to do as there was not more than two feet between our hulls.



It was then I realized we were only going about 1.5 knots when we had been going about 3. Clearly we were starting to plow silt, and revved up to 2000 rpm - usually good for 4.5 knots. We continued ahead making about 2 knots to the next fairway where Sandy looked in and spotted an open slip, 3 slips in. We slowly turned to starboard into the fairway, then to port aiming at the slip. The bow started in; more power; a little farther, then we stopped with the engine still at 2000 rpm. Two friendly guys came down the dock to help and I passed a long line to them and they put it on the cleat at the head of the dock. Sandy put the line on the big winch and started cranking while we tried pulling on the bow line to get us





into the slip. We got the forward end of the cockpit to the end of the slip, but she would go no farther. We rigged fenders on both sides. It was now about 1245 so we had lunch. One of the guys offered us gate keys if we wanted to go up to the head on shore, and the other offered to connect us with the Harbormaster to find a deeper slip..

We had texted Wind Catcher about the situation, and also were expecting to connect with Matt Neuman, CPYC Port Captain about 1430. When we did connect with Matt, he connected with the Harbormaster (also named Mark) and was able to identify a 40' slip with 8' water at low tide for Wind Catcher. We texted that to Dan on Wind Catcher. We also decided that we would wait for the rising tide to get us to the CPYC guest dock in front of the club where we would be fine overnight as the low was

at 3.3' of water, and the high at 0800 Saturday morning would be 5.5'. We realized we could depart then and go back to our slip in Brisbane, with plenty of time to change clothes and get back to CPYC for the meeting at 11:30. And, there would likely be lighter wind as well. So Matt passed us off to Mark who would be the Officer of the Day, arriving at 1700 to open the club and he would help us get to the guest dock.

While waiting for the tide to arrive, about 1600 a gal showed up aboard the boat in the next slip, works for United and stays aboard between flights. She also offered to help, and we said we might like that, given that there was a strong northwest breeze blowing, and backing out of the slip would turn us

the wrong way. Long story short, Mark connected with us and about 1715 we were afloat, Jennifer held a stern line to warp us out against the prop walk, and we were neatly tied to the guest dock by 1745. We can't say enough about the friendly teamwork of the two guys on the dock, Matt, Mark, Mark and Jennifer. Compliments to the Coyote Point sailing community.

Meanwhile Dan had arrived with Wind Catcher in the designated slip and Liz & Mike arrived by car. Everyone having helped us, we went up to the CPYC bar and enjoyed two rounds before our lasagna and salad aboard Vanishing Animal. And, Saturday morning was bright and calm for our run back to Brisbane. All was well that ended well.



Jocelyn and Commodore Egan, plus Cruise Chair Matt Callahan, were setting up tables and getting organized when we arrived about 1045. The sign-in sheet and name tags were laid out and folks started arriving for a delightful Attitude Adjustment pre-lunch gathering. Jocelyn's buffet was great with beans, rice tortillas, enchiladas, fajitas, and plenty of sour cream and guacamole.

Commodore Rick Egan began the business meeting at 1300 by welcoming everyone and thanking CPYC for a fine lunch, and recognizing new member Dan Throop, Wind Catcher, and relatively new member Matt Callahan (Gypsy) who is also our new Cruise Chair.

Jocelyn brought everyone up to speed with our new membership in Pacific



Inter Club Yachting Association (PICYA). By joining as the Islander 36 Association we each become members of PICYA which has reciprocal

privileges with the other 100 clubs and associations that are also members. PICYA organizes Opening Day On the Bay (mark your calendars, it's Sunday,



April 24th) and puts out a yearbook with all of the organizations listed, including their memberships. Liz & Mike printed out individual membership cards and passed them out to those present and will be mailing them out to you all in the coming days.

Next up was Matt with a Cruise update. With the latest COVID requirements loosening up, Matt hopes to finally get confirmation from various clubs about hosting events. He extolled the virtues of the Petaluma Cruise for Memorial Day weekend. The Pirate theme should be great fun and there are number of activities planned. Gypsy is heading up on Thursday, and Commodore Egan is heading up Friday, and they will coordinate the D Street bridge opening for those traveling with them. You can sign up at Petaluma Memorial Day Cruise. Then plan to celebrate Monday,

July 4th with an I-36 cheering section to watch our 3 Islander 36s cross the starting line and head out the Golden Gate in the Pacific Cup race to Hawaii. Mid-July plan for a Delta Cruise, and for Labor Day we're aiming for at least one day at the Presidio Yacht Club near the base of the north tower of the Golden Gate Bridge.

Treasurer Mike Patterson advised (as Pat Salvo so famously once said) "We have money." But more important we have a fresh new stock of I-36 burgees. The smaller 18" ones are \$36 and the 9' beauties are \$72. Both are all sewn, not printed, and the large I36 logo reads correctly on both sides.

Commodore Egan then advised that the start of the Inter Club series, scheduled for April 2nd, might be revised as sign-ups have been less that

desirable -- yet another fallout of COVID fatigue.

Our main speaker was Kerry Scott, skipper of Cali who is racing in the Pac Cup. Kerry did an excellent presentation of the many things that he has done for strengthen the boat for offshore conditions. Major items included, building in a bridge deck across the companionway to prevent water from flowing from the cockpit into the cabin. It also add storage space and reduced that volume of water that could be in the cockpit. Two additional 2" drains were added to the back of the cockpit to help drain water from any breaking seas. He added a beefed up collar round the mast at deck level, plus large structural knees between the hull and the deck at the main bulkhead, and mast tie-downs, all as part of making the main bulkhead



area more ridged. The boom gooseneck was swapped out for a heavier one too. Then, anticipating some heavier upwind weather on the return trip, he added a staysail stay, halyard and tack for a staysail. Another fun toy was adding a quickly-installable bowsprit for a code zero or asymmetrical chute. The nav area was rebuilt with a seat facing forward and the electrical panel moved to the port side. He also is turning the galley sink to be closer to the centerline of the boat. And then he replaced the pull out table with a watermaker on a panel, and added a pull-up TV for enjoyment.

Finally, as we noted at the beginning, we had 6 Islanders represented up on the main Bay helping run or just watching the amazing foiling cats race at close to 50 knots. It was a great day to be on the water.



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



Around Alameda Island

A good day to be on the water

Well, another year with COVID-19 wasn't what we wanted, but we certainly made the most of it to start 2022. The weather gods were good to us, particularly after almost two weeks of off and on rain. Warm sunshine and almost no wind made January 1st, 2022 a good day to be on the water. We had



22 people representing 5 Islander aboard three boats on the water.

We gathered off Encinal Yacht Club in the Estuary just after 1000 hours. Kapai had already circled about half of Alameda Island having arrived from their home port of South Beach Marina

and picked up Rick & Sandy. The Luna Sea crew was gathering and had headed out, but turned back to pick up one more crew. Meanwhile, Kapai slowly headed east and rendezvoused with Some Day, and then Luna Sea caught up in time to form a group at the Park Street Bridge. A powerboat

BOAT, OWNER & CREW & GUESTS

WHITE HORSES
Ruby & Rob Blenderman
(crew on Luna Sea)

KAPAI
Rick & Bryce Egan,
Reanne Wong

SOME DAY
Roy & Melinda Samuelson,
Dick & Joann Eigenbrod,
David & Bridget Miller,
Bill Sheehan, David Sheehan

VANISHING ANIMAL
Rick & Sandy Van Mell
(Crew on Kapai)

LUNA SEA
Dan Knox, Myphi Alloy,
Pam Prentice, Daniel Margulies,
Marcos West, Karen Kleckner,
Carrie Rehak (first time on Luna Sea)

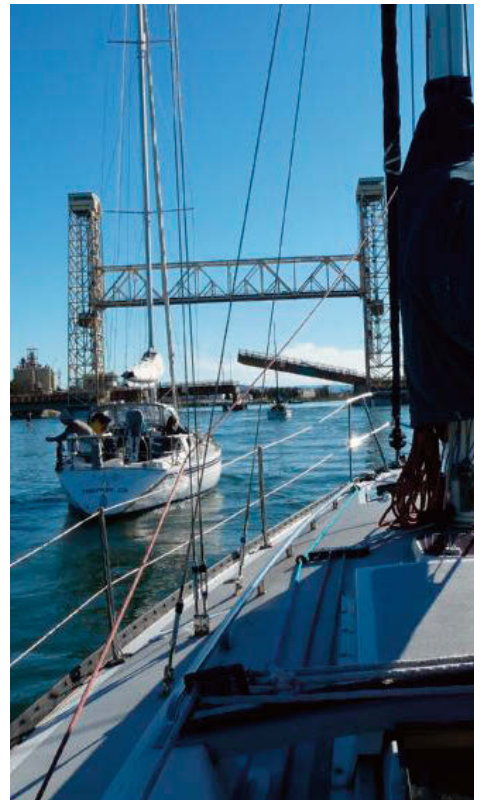
and two other sailboats made up the floatilla that then proceeded through the three bridges to get to Aeolian Yacht Club.

There was a good crowd at Aeolian and some boats leaving from an earlier 0930 group headed up by Island Yacht Club. Thanks to COVID, there were servers and packaged hotdogs instead of lots of hands on cornbread, beans and salad. But the Bloody Mary's were just as good as always.

When we departed Aeolian, Luna Sea successfully braved the shallow water west of Bay Farm Island bridge and made it out into San Francisco Bay. Kapai and Some Day retreated back through the bridges into the Estuary. But, as you can see in the picture titled "A little thin," Kapai flirted with shallow water as the depth gauge touched 7 when she strayed a bit too far north after crossing the channel to Oakland



'ROUND ALAMEDA





airport. You can see the spot where the track line curves back into the channel.

For those that would like to know more, here are some basics. Alameda, CA is actually an island, just west of Oakland, separated by the Oakland Estuary. While the Estuary, particularly at its entrance, is wide and deep enough for 1000' container ships, when it narrows at its eastern end where three bridges

connect it to Oakland, it's quite narrow and getting shallow fast. At the southeastern end, at San Leandro Bay, it is connected to Bay Farm Island - where Oakland Airport is located - by a 4th bridge. Going west from there into San Francisco Bay, there is an unmarked tidal slough that has 6-8 feet of water in an unmarked very narrow band and then a stretch of 2-4' of water to cross into the Bay itself. It's about 15.5 miles around the Island. Take a close look at

the depths in the center chart at the left end of San Leandro Channel.

To see Aeolian's navigation page with a dramatic picture of the "channel" at low tide and more photos of 'Round Alameda' visit our website islander36.org and click on the 'Round Alameda Parade 1/1/22.

Pictures by Reanne Wong and Rick Van Mell aboard Kapai.

2022 Islander Races

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

Here is an almost complete 2022 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.

The season races are listed, 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.

These races are sponsored and conducted by individual yacht clubs under the general rules of the YRA and US Sailing. The Islander Association simply has scheduled a start for Islanders in their races and assumes no liability for race events. It is the responsibility of each individual owner to decide if his or her boat and crew are suitable for a given event, and whether to participate, start or continue to race in any event.

January

- 29 **3 Bridge Fiasco**
Races:1 SC
Host: SSS
Double handed event.
NOR and SIs

March

- 26 **Spring Meeting**
Races:0
Host: Coyote Point Yacht Club
Great time to meet your competitors!

April

- 2 **Inter Club #1**
Races:1 SC
Host: PICYA
Great time to meet your competitors!
- 30 **To Vallejo**
Races:1 SC
Host: Vallejo Yacht Club

May

- 1 **From Vallejo**
Races:1 SC
Host: Vallejo Yacht Club
- 7 **Inter Club #2**
Races:1 SC
Host: PICYA

June

- 4 **Inter Club #3**
Races:1 SC
Host: PICYA
- 19 **Summer Sailstice**
Races:1
Host: I-36 Association
- 25or 26 **Pac Cup Dinner**
Races:1
Host: Location TBD
Celebrate the 5 I-36s racing in the Pac Cup

July

- 4 **Rally for Pac Cup start**
Races:1
Host: I-36 Association
Gather north of the starting area off St. Francis YC to celebrate the 5 I-36s racing in the Pac Cup.

- 9 **Inter Club #4**
Races:1 SC
Host: PICYA

- 30 **Encinal Regatta**
Races:1 SC
Host: Encinal YC

August

- 13 **Inter Club #5**
Races:1 SC
Host: PICYA

September

- 10 **Inter Club #6**
Races:1 SC
Host: PICYA

October

- 1 **Nationals Regatta**
Races:2-3
Host: Golden Gate YC
Always a fun regatta!

November

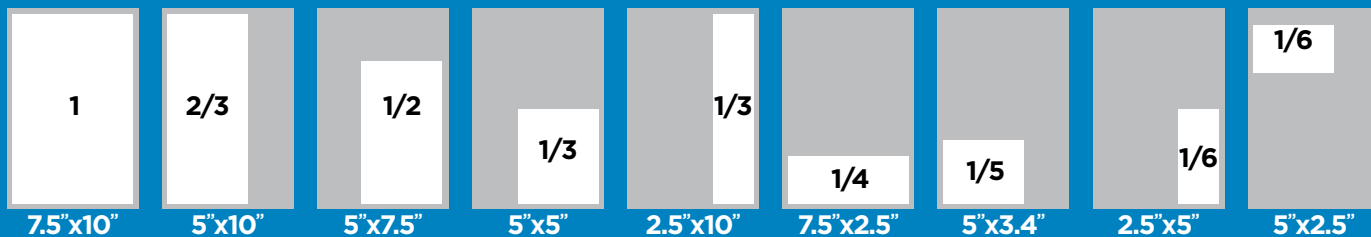
- 1 **Fall Meeting & Winners Dinner**
Races:0
Host: TBD

Please check for confirmation of dates and times.
For more event information go to:
<http://www.islander36.org/22race.html>



**MEMBERS GET FREE
ADVERTISING...**

Submit your camera ready art in PDF for the next issue to newsletter@i36jubilee.com, see below for ad sizes.



2022 Cruise Schedule

Join us for a fun year of cruising

Below is the first draft of the 2022 Islander 36 Cruise dates as determined by your Board and Cruise Chair Matt Callahan. The theme is inclusion, adventure and family fare. Any dates not yet confirmed are identified with "TBC" next to the date.

Please check out the website links and can click on to "Get Details / Make Reservations," at www.islander36.org under the 2022 Cruise Schedule link. Please let the Cruise Coordinators know you are joining the fleet. On-line registration forms will be available as individual cruise details are nailed down.

On-line registration forms will be available as individual cruise details are nailed down. Questions? Contact Cruise Chair Matt Callahan at cattlehands@gmail.com.

Happy Cruising!

April

22-24 **Encinal YC Cruise**
Sunday is Opening Day on the Bay.

May

28-30 **Petaluma Memorial Day Cruise**
Join a big crowd for Pirate Days with a cocktail contest, Poker Walk dinner and dancing
Info and Registration at Petaluma Memorial Day Cruise.

June

18 **Summer Sailstice Rally**
Details & Reservations go to www.islander36.org

25or 26 **Pac Cup Dinner**
Celebrate the I-36s racing in the Pac Cup

July

4 **Rally for Pac Cup start**
Gather north of the starting area off St. Francis YC to celebrate the I-36s racing in the Pac Cup.

16-23 **Delta Cruise**
Members are encouraged to join for all or any portion of the cruise, by sea preferred, or land yacht.

August

13 **SF Giants vs Pittsburgh**
Details to follow.

September

3-5 **Presidio Yacht Club or McNears Beach/China Camp**
Details to follow.

October

1 **Nationals Regatta - GGYC**
Don't miss our wonderful Nationals Regatta at Golden Gate Yacht Club. Here's your chance to try racing, or just come out to watch a wonderful day of beautiful Islander 36s racing on the Bay. Being on the race course is thrilling, but watching from the warmth of GGYC and cheering for your favorites comes in a close second.

November

1 **Fall Meeting & Winners Dinner TBD**
Fall Meeting details and registration at www.islander36.org

Please check for confirmation of dates and times.

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

New ventures

The Islander 36 Association joined the Pacific Interclub Yachting Association for 2022. PICYA's members are yacht clubs and boating organizations located in Northern California and as a member of PICYA, I-36 Association members may have use of PICYA member yacht clubs. Our Association will be able to cruise to PICYA member clubs (of course, you should always call ahead to make arrangements and find out the club's COVID policy) and members from out of the Northern California area are also able to visit PICYA member clubs. PICYA is active in lobbying legislation which affects recreational boaters here in California through the Recreational Boaters of California and receives a report from Vice President North Debrenia Madison-Smith at the PICYA delegate meetings. PICYA's mission of environmental stewardship and promoting safe, enjoyable, and environmentally sound boating supports Coastal Cleanup Day along the entire coast of California. In addition PICYA sponsors Opening Day on the Bay, the Lipton Cup Regatta, youth regattas in conjunction with Bay Area Youth Sailing, and the annual Marot Brown Wheelchair Regatta for veterans.

Our members will be receiving a Islander 36 Association membership card to use when visiting member yacht clubs.

Jocelyn Swanson
PICYA Delegate



Electric windlass mounting

Q. I'm in the process of refitting my '77 I-36 in Olympia, WA in preparation for a trip this summer up to Glaciar Bay, Ak. I have a Lewmar 1000H electric winch that I'm struggling to find an appropriate mounting space for. I've heard a windless can be mounted in the anchor locker "tub" but this spot doesn't appear to be strong enough to handle the torque that would be placed on it. I'd love to know how anyone else has approached this situation.

Rob Yount, S/V Lilypad (1977)

A. See the pictures of an installation of a Simpson-Lawrence Anchorman Power 1000 from the top and bottom in a 1978 anchor locker. We also kept a lunch hook in that locker without any problems.
John Sutton, Ex- Islander owner

A. I would recommend a three quarter inch plywood backing under the entire anchor locker. If you want to go over the top use g-10.
Dan Knox, Luna Sea (1980)

A. Mine (Simpson/Horizon 900) is in the anchor locker. I used an aluminum backing plate and it works great. Unless you have core rot or delamination in the anchor locker, I wouldn't oversize the backing plate too much. If I had it to do differently, I would use a remote control

(corded is OK) rather than have up/down buttons in the well near the windlass itself. Easy addition, though. Feel free to get in touch if you want to have a look. We're in Portland.

Mike Finch, S/V Willow (1979)

A. I looked at the Lewmar 1000H winch and its instruction manual and it appears to be an above deck only winch, but I could be wrong.

My '72 Islander came with a Simpson Lawrence Highspeed 510 abovedeck manual windlass. Worked good but it's huge, slow and interfered with tacking (genoa foot got caught on it), and was a lot of weight on the bow. After a few years of cruising in Canada & Puget Sound I learned it's not necessary by watching others; windlasses are designed to lift that last 25-50' of chain and anchor, not grind your boat up to the anchor until the anchor tackle is vertical and then break it free with the windlass.

So I dumped it and the 200' of BBB chain and went with 35' of 3/8" BBB and 250' of three strand nylon. Switched to body strength technology with a low profile snubber cleat and worst case when the anchor line is near vertical I'll be pulling 65 pounds initially (slowly). The key is to motor (or sail) up to the anchor while



gathering the anchor line with no load 'till you're right over the anchor and can't pull no more. Then snub it and see if waves or having everybody go to the bow for one final grunt, then everybody runs aft and see if that breaks it free. Or power over and around the anchor to see if that frees it. If all else fails, the knife works but requires a spare anchor and rode aboard.

Frankly, an I36 can be handled barehanded concerning anchoring and the added complications of an electric windlass in the bow, the deck penetrations for foot controls, etc., heavy wiring hassles and beefing up your electrics aren't worth it.

Mark Wyatt, S/V AXOLOTL (1972)

A. I agree with you, Mark. Also, with 3-stranded nylon gives you the option of bringing it back to a winch to pull up for the break-out

Chris Keary, S/V Dozinho (1984)



**Otter
COVE**
LAKE SUPERIOR
48° 37.279' N 88° 13.500' W

Located approximately 50NM north east of Thunder Bay, Otter Cove is a prime example of some of the safe, natural harbors that the north shore of Lake Superior offers sailors. Surrounded by rugged wilderness it features easy anchoring in a mud/clay bottom, excellent fishing, a picturesque waterfall, and a hiking trail to a beautiful inland lake.





Leaky ports go out and beautiful new teak goes in

We knew Jubilee was going to be a labour of love

Even before we had purchased Jubilee, we had seen signs of the leakage around the original portlights - the unexpected drip on your head and the telltale staining on the teak - so we knew that we had some necessary maintenance projects to tackle once the sale was finalized.

The portlights were showing their age and had a cloudy, yellow appearance with lots of little scratches and cracks through them. I also suspected that the plastic frames would be fragile after 40+ years of UV exposure and wouldn't come out without breaking so we would probably need to replace them instead of just rebedding them with fresh sealant.

We were still surprised at just how much wood rot we found as we did a

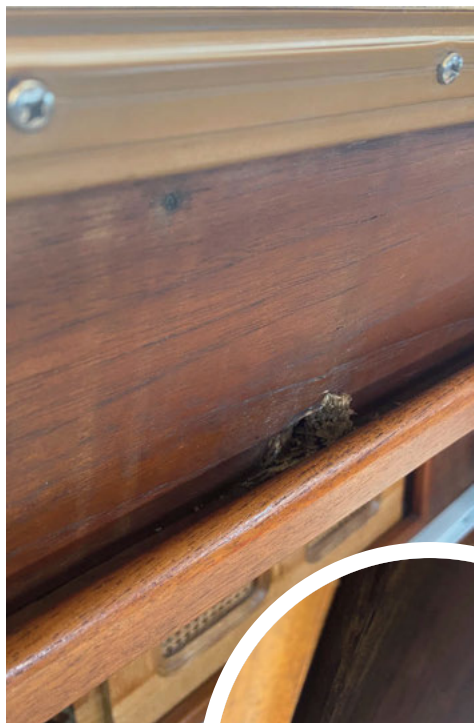
closer examination around all the portlights. A little drip, left for 5-6 years starts to take it's toll on even a rot resistant wood like teak. The more we poked at the weak spots, the more it crumbled away. This job was quickly becoming more involved! As the size of the rotten spots grew and we found more on both sides of the cabin, the plan shifted from patching to replacing. It would be a lot of work trying to splice in a new piece of teak plywood get it to match the thickness and appearance of the existing wood - might as well just replace the whole panel.

Now we were getting really serious! Off came the faux teak plastic trim that covered very rusty headliner staples. Down came the musty old vinyl headliner (which looked like it had been

taken down and put back up once or twice already). Off came the teak handrails, which for the most part had withstood the water dripping on them.

The portlights were firmly embedded into the cabin sides with lots of black, rubbery sealant and took some effort to get out. But even trying to be as gentle as we could, the frames still cracked in a few spots. Add another thing to the shopping list!

With the portlights out, I left Cara with the arduous task of scraping, sanding and scraping off the old teak veneer that was glued to the fiberglass shell of the cabin. For the most part it came off pretty easy - years of water slowly working it's way into the wood made it scrape away without too much effort.



As we got further away from the leaks, more effort with a variety of pry bars, scrapers, and chisels was needed.

While she dealt with that ugly task, I focused on making a template for each side of the cabin. After measuring of the length and figuring out the angles, some scrap plywood was cut into a pair of templates. When I went to test fit them I quickly realized a fiberglass boat has anything but straight lines! What was a nice smooth cut quickly got hacked away with the jigsaw so that it would fit all the irregularities in the fiberglass where the cabin sides meet the top. It's definitely not the spot to try for precision carpentry!

The simple thing to do next would have been to glue the wood to the cabin, cut out the window openings and slap in some new portlights from Mark Plastics, who can remake the original windows.



But as we researched the replacement ports, that approach got thrown out. Firstly, they were going to be more expensive than we were wanting to spend as the exchange rate to Canadian dollar easily adds about 30% to the price. We contacted Mark Plastics and they said they were "very backed up with work" and we were on a schedule to get the boat sailing. Finally, we were in the early "nobody knows what is going to happen" phase of the COVID pandemic. We had no

idea how long it might take to get new ports made and shipped to Canada.

So we went to Plan B - cut some smoked acrylic in the same shape of the original windows and attach it with 3M VHB (very high bond) tape. We'll save the details of the that for the future, but for this article, it left us with the problem that the original port light openings were not cut neatly into the cabin side as the plastic window frames hide the mess! We traced the rough

BOAT WORKS



fiberglass opening onto the wood templates, then used the original plastic portlights as guides for new openings. It took a bit of futzing, but we were able to get the openings marked on both templates so that each set of portlights would be symmetrical with the other side of the cabin - or at least no glaring differences. The openings were cut out with a jigsaw and were carefully sanded to get them as smooth and straight as possible.



The wood templates were clamped to 3/8" teak plywood and a flush trim router bit was used to cut the teak to match. Test fitting the teak pieces required even more hacking to get them to fit properly but eventually we were ready to glue them. Some West System epoxy was mixed with 406 adhesive filler to a mayonnaise consistency, then applied to the back of the teak with a v-notch spreader. We didn't get any pictures as there was only two of us and we were too messy and working quickly before the epoxy started to set. A whole arsenal of

clamps was used to hold the teak to the cabin side, which was easier in the spots around the openings. We were also able to use some screws along the bottom as those would be covered by the handrails.

In the next issue, we'll show the new acrylic portlights we installed and a pair of new bronze opening ports that we are adding!

David Wadson
Jubilee – 1978 Islander 36
Thunder Bay, Ontario





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) 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.



\$72
7 foot
Burgee

\$36
18"
Burgee

Price includes postage!

Islander 36 *Burgee*


**ORDER
YOURS
TODAY!**

Pay by PayPal or mail a cheque.
If you use PayPal, please drop an email to
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

A large orange sail on a boat is the central focus, set against a backdrop of a blue sky and a rainbow. The sail is illuminated by warm light, and the rainbow is visible in the distance over the ocean. The overall scene is serene and inspiring.

"I can't control
the wind
but I can
adjust the sail..."

3|6

islander36.org

*Where does your
Islander 36 take you?*

newsletter@i36jubilee.com