



# 36

Islander 36 NEWS  
SPRING 2023 VOL10 ISS 1

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36 Love



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# ISLANDER 36 NEWS SPRING 2023 VOL 10 ISS 1

- 4**     **MESSAGE FROM THE COMMODORE**  
Kapai gets a canvas overhaul and some winter repairs.
- 6**     **FROM THE EDITOR**  
A dirty icebox gets a sanitary refresh makeover.
- 9**     **THANK YOU**  
Siebel Foundation gives Thanks.
- 10**    **SPRING MEETING**  
Long standing Association members get recognition.
- 12**    **'ROUND ALAMEDA**  
The i36 fleet rings in the New Year
- 17**    **HAPPY HOUR**  
The Dark 'n Stormy, with Bumbu rum
- 18**    **COOKING WITH KEROSENE**  
A little TLC allows hot meals to be served on the table
- 21**    **THE GALLEY**  
Lasagna roll-ups – an easy icebox to stove meal
- 22**    **NATASHA HAS SOLE**  
Bert walks us through the refresh of his Islander Bahama 30 flooring
- 24**    **JUBILEE GETS WIRED**  
Sometimes its easier to just start from scratch
- 28**    **LUNA SEA, NEVER STOPS IMPROVING**  
Dan shares his insights on a laundry list of upgrades
- 33**    **CATCHING RAYS**  
Solar panels do double duty.
- 34**    **THE VIEW ABOVE**  
Multiple solutions for replacing aging headliners
- 39**    **ISLANDER**  
Mike Reed shares some photos of his 1974 Islander 36
- 40**    **HUSBAND FINALLY LEARNS TO SAIL**  
Nancy and Anthony share their first "big boat", Hurulu
- 42**    **NEW OWNER MAKES A DREAM COME TRUE**  
Mike and Vickie looking forward to spending time on Maggio



**36**  
**JUST SAIL AND BE!**  
*happy!*

**On the Cover**

Gregory Greene skipper of SV Whisper a 1976 Islander 36 at the CYCT Windseekers Race on June 24, 2020.

Photo by Julie St. John

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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.*



# Madera is the answer...

## What was the question? Kapai's maintenance tasks

Some background is in order.

Brian Fernandez, my friend and sometime crew, has a vacation home just beyond the farming community of Madera, CA on the way to Yosemite.

Brian, a former finance and accounting guy, is all about value. With the price of Silicon Valley labor always at a premium he has developed a knack for finding a deal. Some years ago, he connected me with a cabinet maker in Madera that took all the exterior teak on Kapai and duplicated it in Starboard. No varnish and it was incredibly cheap to do!



Juan with Adrianna's handiwork from G. Belle Leatherworks in Madera, CA



New cockpit cushions, circle photo is worn canvas that needs upgrading







From left to right: Teak replaced with Starboard, water heater pulled out, and Kapai's new galvanic isolator

Last Fall I was lamenting to Brian that my canvas, including my mainsail cover, wheel cover, and cushions, was 30 years old and looking pretty tired.

I wonder where I could get these replaced without spending an arm and a leg? Brian chimed right in that he had a couple in Madera that had done some awnings for his cabin. "Call Juan and Adrianna of G. Belle Leatheworks" he said. "They are the bomb." So I called Juan and asked if he had any experience with boats, salt water etc. It turns out Juan was a ships mechanic in the merchant marine and his wife Adrianna was getting so busy with her sewing business that he quit the sailing life to work for her full time.

We agreed that if I brought the original canvas pieces they would simply duplicate them. A few weeks later Kapai had a new set of duds and looks pretty darn good now.

I'm pretty jazzed with the result of Adrianna's handiwork. Thank you Brian! Madera is the answer.

That's not all folks – I also managed to fry my water heater during last summer's cruise to Petaluma. The AC wiring connection literally melted!



Kapai's new traveler lines

I believe the problem might have been corrosion/resistance on the wire end. That said, my wife generally evacuates the county when I try electrical work. I did note that the outside of the wire cover on the water heater says "Caution!"

Undaunted, I cut the wire back until there was no corrosion and used a liberal amount heat shrink to minimize the corrosion in the future. When you remove the water heater it sure leaves a lot of room to get at the stuffing box should it need an adjustment!

But like the Ginsu knife commercial, There's more folks!

Tired of keeping the zinc company profitable I finally added a galvanic isolator to eliminate stray current. I'll let you know after a year if this actually does any good. I was going through zincs pretty fast.

Finally, I had new traveler control lines made up – the old ones looked pretty ragged. So Kapai got some love this winter.

Give your Islander some love. It deserves it.

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



# Foam upgrade

## Moldy icebox wasn't fit for cans of beer

Having previously owned a 1981 Mirage 27, we were fully aware as we moved up to a 1978 i36, that old boats are work! Even with the best of care by owners, a boat that is not far off it's 50th "Jubilee" is going to need some TLC and she has not been an exception to that! Having known the boat since she was purchased years prior, I already had a list of things that were going to need to be dealt with, some sooner than later: leaking ports, old instruments, non-functional water system, spaghetti electrical system.

Some, like the ominous crack that started appearing in the deck around one of the port shrouds during the only windy day we had on the entire delivery from Milwaukee to Thunder Bay, should have been properly dealt with years earlier. Now, over a decade later, one of our big Spring projects will be cutting open that deck and replacing years of plywood core slowly disintegrating.

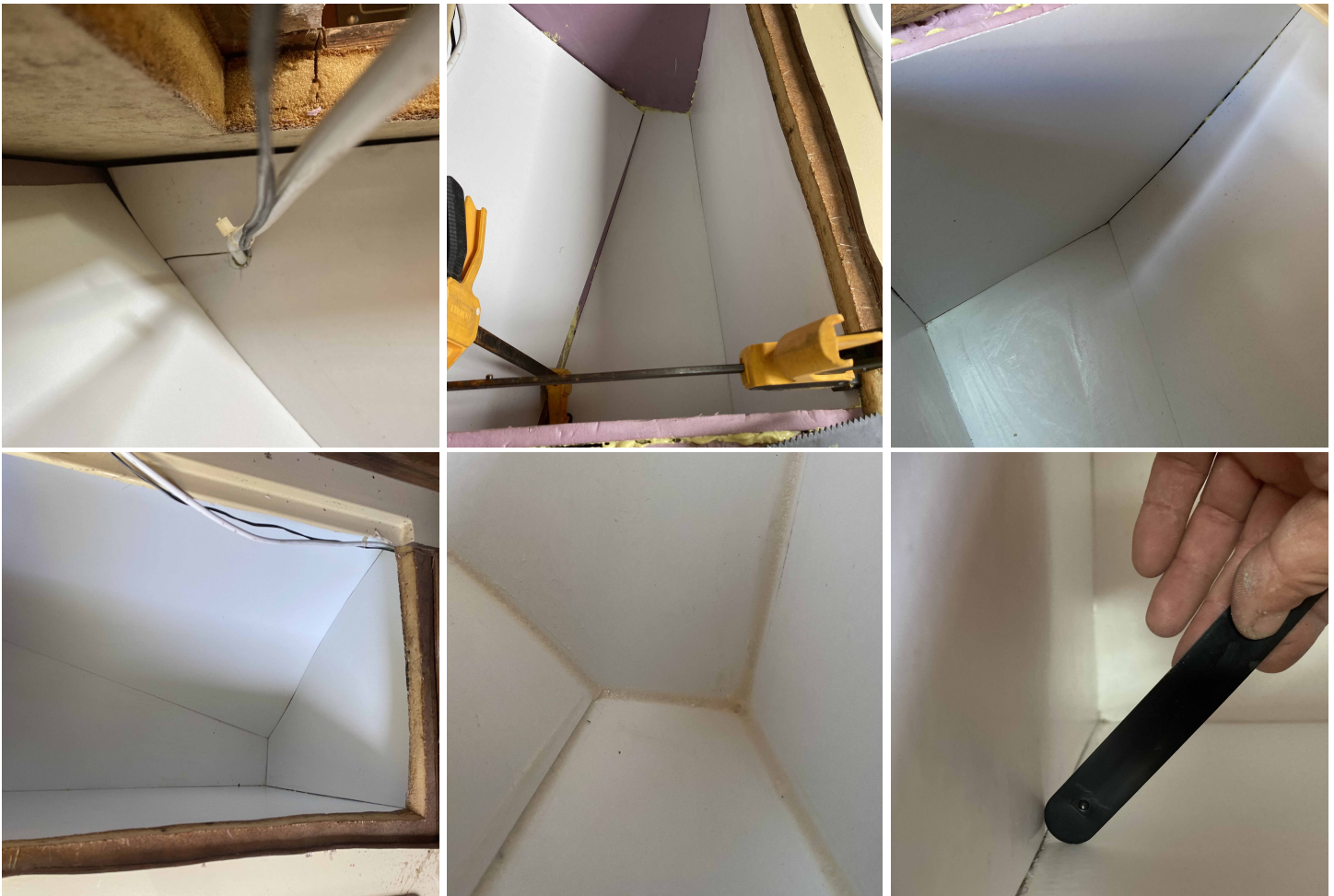
But as we stepped aboard as the new owners and took stock of what we had gotten ourselves into, a few more unexpected projects revealed themselves to us. Replacing the old, musty, vinyl headliner was definitely on the list and we didn't waste any time in tearing it down. Replacing rotten teak and leaking ports pretty much necessitated getting it down anyways. It stayed uncovered for the first summer as we contemplated how we wanted to redo it - we finally found a good solution that we show in this issue.

The galley area had been covered with a countertop of yellow laminate glued to plywood that was starting to show its age. The matching icebox lids that had been left in place over the winter had swollen up and we had to pry them out so the icebox could get a needed cleaning. When we did so, we looked upon a dank, musty, mildewy hole we didn't ever want to put anything edible into!

I'm assuming that when a previous owner decided to install an Adler-Barber Cold Machine ice plate and have refrigeration aboard, it was determined that some extra insulation should be added. A cursory glance behind the galley drawers and under the sink quickly shows that it's pretty much impossible to add it on the exterior.

So instead they took pieces of foil-covered styrofoam insulation and lined





Relining the icebox with extra insulation and fibreglass wallboard

the inside of the box with it. At the time, I'm sure it looked shiny and pretty while adding some extra R-value to the factory foam.

However, without a watertight seal between the pieces of insulation, 15-20 years of water and who knows what else spilled and seeped behind that insulation looked and smelled nasty! Very quickly, out came a big, black garbage bag and all that stanky insulation went straight in. I'm shocked that we didn't bother to take a picture of it but all we were thinking was "that has to go, NOW!"

While we were at it, we also removed the dingy yellow countertop. The whole reason that looked to have been installed, was so somebody could butcher the original icebox opening

with a jigsaw, I'm assuming to make it easier to install the freezer plate of the Cold Machine.

Our solution to the counter was a slab of wood countertop we purchased from Home Depot. I was able to fabricate an L-shape out of it and make matching lids, though we are going to replace it eventually. Thunder Bay isn't overly humid, but there's enough moisture to cause warping that isn't too noticeable in the counter, but the lids do shrink/contract and have started to curve. We're exploring options for something waterproof, such as Corian®, but preferably not as expensive!

With the countertop removed, there was plenty of room to give that icebox the scrubbing of its life with copious amounts of bleach until we felt that it

was clean to eat out of, let alone keep beer cold! But before remounting the ice plate, we did want to do something to increase the insulation. That was simple enough - there's a variety of rigid foam insulation available at any home improvement store.

We didn't pay much attention as we ripped out the old, but it was likely 1/2" expanded polystyrene (EPS) - inexpensive and approx. R-4 per inch. Also readily available was extruded polystyrene (XPS), which our Home Depot stocked in a lovely pink. Plus, I had some leftovers from some home projects in my garage. It's not much more expensive and it is approx R-6 per inch. When that refrigerator compressor is drawing precious amps from the batteries, ever R counts, right!

## FROM THE EDITOR

For most of it, we used 1/2-inch insulation though in some areas there was room for two layers due to how the icebox was formed.

While I worked on other projects, Cara was tasked with cutting foam pieces to fit inside the box. Some cardboard templates helped for getting the angles on the end pieces and the rest were basic length and width measurements. Any gaps were getting filled with a can of expanding foam insulation so precision wasn't a necessity. We didn't bother gluing the foam in place as the pieces fit tight enough to hold in place by themselves.

I'm pretty sure credit for the solution to waterproofing is owed to Cara, who during one of our numerous trips to Home Depot gave me one of the dreaded "hey, what do you think of this?" which usually means something that will look good but require three times as much effort and time as it did on HGTV! In this case, it was Fibreglass Reinforced Polyester Resin Wall Panel: *"an ideal wall covering, for interior use in restaurants, kitchens, restrooms, break rooms, carwashes and any locations that require low-maintenance, washable walls. Made of a durable polyester resin and reinforced with fibreglass; these panels provides a nonporous wall surface, for a superior sanitation, that resists moisture, mildew, stains and protects wall from dents and scratches."*

One side of the 4x8 sheets had a stippled texture, but the other side was perfectly smooth. It was about 1/8-inch thick, and had plenty of flex so it wouldn't be difficult to get pieces into the icebox. I had quickly ruled out trying to line the icebox with fiberglass cloth and epoxy - there was no way I'd have been able to that without

making a giant mess, done a terrible looking job, and wasted hundreds of dollars in West System resin! For less than \$80, this board was the perfect solution to waterproof the icebox.

After making some new cardboard templates to reflect the now smaller interior of the icebox, the resin board was easily cut with a jigsaw. We hadn't become newsletter editors yet, so we weren't so diligent about documenting details but I'm pretty sure we just used some construction adhesive to stick the panels to the foam. Since we couldn't disconnect the coolant lines from the compressor in from the cockpit lazette to the ice plate, a little cut from the edge of the panel to a drilled hole allowed us to flex the panel enough to slip the coolant line through and minimally notice the cut. It's located high enough in the back corner of the ice box that it's only visible if you literally stick your head in there!

Rather than using caulking to seal the joints, which would eventually get dirty or dry out, I used thickened epoxy resin and a rounded applicator to make a simple coved fillet along all the seams. Just had to make sure that there were no pointy blobs sticking up - didn't want to find any of those little barbs with a fingertip when cleaning the icebox!

The existing drain fitting had enough tail on it that we were able to reuse it. While it doesn't fit into a recess like what was originally molded into the icebox bottom, we aren't concerned about the small amount of water that can collect in the bottom now that it can't seep behind the insulation and start growing mildew. A few wipes with a sponge sops it up.

It was nice to have hit an easy home run on one of our first projects as new i36 owners. It wasn't overly time consuming or complex, wasn't ridiculously expensive as a lot of boat projects can be, and, most importantly, improved our experience with the boat.

As we pulled together articles for this newsletter, we've tried to showcase some of the ways that other owners have maintained, fixed or improved their Islander with projects that most of us will need to consider doing if we haven't already!

But a friend gave us a valuable piece of advice as we purchased Jubilee - don't put so much time into working on it that you never get to sail it. Each Spring we've tried to focus on one or two must-do projects that really shouldn't be procrastinated on any longer and then made sure to get the boat in the water and go sailing!

There are far too many people who have bought themselves a "project boat" for a "cheap" price only to have it spend years on the hard, cost many thousands more than they could expected or wanted to spend, and they are still nowhere near sailing it. Sadly, an Islander 36 got scrapped last fall when it's owner unexpectedly acquired another boat and was unable to sell the "project boat" despite a very low price.

We hope you enjoy and get inspired by this assortment of articles on improving our beloved boats, but mostly we hope you get to enjoy a fresh season of sailing them!

David Wadson  
Jubilee, 1978 Islander 36  
Thunder Bay, ON



January 10, 2023

Islander 36 Association  
c/o Mike Patterson



1 Roger Williams University Way  
Bristol, Rhode Island 02809  
Phone: (401) 342-7900  
www.ussailing.org

Dear Mike,

Thank you to you and the Islander 36 Association Board of Directors for your generous contribution in support of the Siebel Sailors Program.

You are helping diverse young sailors in under-resourced communities around the country get on the water and experience the joys and challenges that only sailing can bring. Because of you, they'll learn essential life skills, gain confidence and self-esteem, and feel the thrill of the wind in their sails.

Plus, your gift will be matched by the Tom and Stacey Siebel Foundation, multiplying your impact.

You are helping to shape the future of sailing. Thank you!

With gratitude,

Alan Ostfield  
Chief Executive Officer, US Sailing

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Please keep this letter as proof of your contribution.

**Gift Date:** 12/30/2022

**Total Donation:** \$500.00

**Designation:** Siebel Sailors Program

*US Sailing Foundation is a 501(c)(3) organization.  
No goods or services were received in exchange for this donation.  
All donations are tax-deductible to the extent of the law.*

Our Focus is on the Horizon



(L to R) Don & Barbara Henderson, Judy & Dennis Bush, Pat & Gary Salvo

# Association Spring Meeting

## A beautiful spring day for honoring longtime Association members

On March 25, members of the Islander 36 Association gathered at the Richmond Yacht Club in Richmond, California for the annual Spring Meeting. 40 people representing 22 boats gathered for a lunch, guest speaker, review of the 2023 race schedule, and induct a new group of Honorary members.

The Association has thrived for 49 years thanks to the dedication of hundreds of members over the years to keep the Association active, vibrant and supportive of its members. Already recognized as key contributors, we currently have five Honorary Members. They are founding members Lou

Zevanov (Diana) and Don Wilson (Rachel Rose), Joe Artese who designed the interior of the I-36 for Islander Yachts, Art & Betsy Fowler (Zenith) and Skipper Wall (Snowflower), who passed away last year.

There are many other members who have given 10 – 20+ years of service, and some who would have also been nominated for Honorary membership if they had made it to the 25 year mark. One such couple who joined in 1993 are Jim and Martha Robinson who won the Buster Hammond Trophy for 7 years in a row from 1994 – 2000. The story was that it had been hanging on their wall for so long that when he lost it, his

wife made him repaint the big spot on the wall.

Both time and the COVID-19 pandemic have resulted in many changes of ownership with numerous skippers having retired and sold their boats. In keeping with the Constitution & Bylaws, the Association has established guidelines for awarding the Honorary Membership category to those who: have been members for 25 years or more; have retired, sold or are no longer actively sailing their Islander 36; and who made significant contributions to the Islander 36 Association, particularly as Officers.





The spring meeting was well attended, photo below is Commodore Rick Egan at the podium

The Spring Meeting gave the Association the opportunity to grant the following sailors with Honorary Member status:

**MEMBERS FOR 27 YEARS,:**

Serving as Commodore, Vice Commodore, and Cruise Chair, Don and Barbara Henderson – Kentfield, CA – *Kindred Spirit*

9 years of service as Officers, 5 for him and 4 for her in the roles of Commodore, Vice Commodore, Secretary and Cruise Chair, Dennis & Judy Bush Campbell, CA – *Natural High*

**MEMBERS FOR 29 YEARS,**

11 years of service as Officers, 5 for him and 6 for her in the roles of Commodore, Vice Commodore, Treasurer, and Secretary, Gary & Pat Salvo Sacramento, CA – *Ophira*

**MEMBERS FOR 30 YEARS,**

Served as Newsletter Editor and Webmaster, Kathryn Munn and Charles Hodgkins Alameda, CA – *Mischief*

8 years of service as Commodore, Vice Commodore, and Treasurer, Harry Farrell Fairfield, CA – *Pacific High*

The Association also has 8 members who have 25 or more years of membership and still own and sail their boats:

**25 YEARS:**

Len Dingle Grapevine, TX – *Katana*

Mike & Karen Reed Bellingham, WA – *Islander*

**26 YEARS**

Margo Callaghan & Herb Linder Sun Lakes, AZ – *Bokonon*

Tim Shea Napa, CA – *Silver Shadow*

**32 YEARS**

Bruce & Donna Hallberg San Jose, CA – *Falcon*

Sandy & Rick Van Mell Mountain View, CA *Vanishing Animal*

**39 YEARS**

Rich & Tom Shoenhair Napa, CA – *Windwalker*

**42 YEARS**

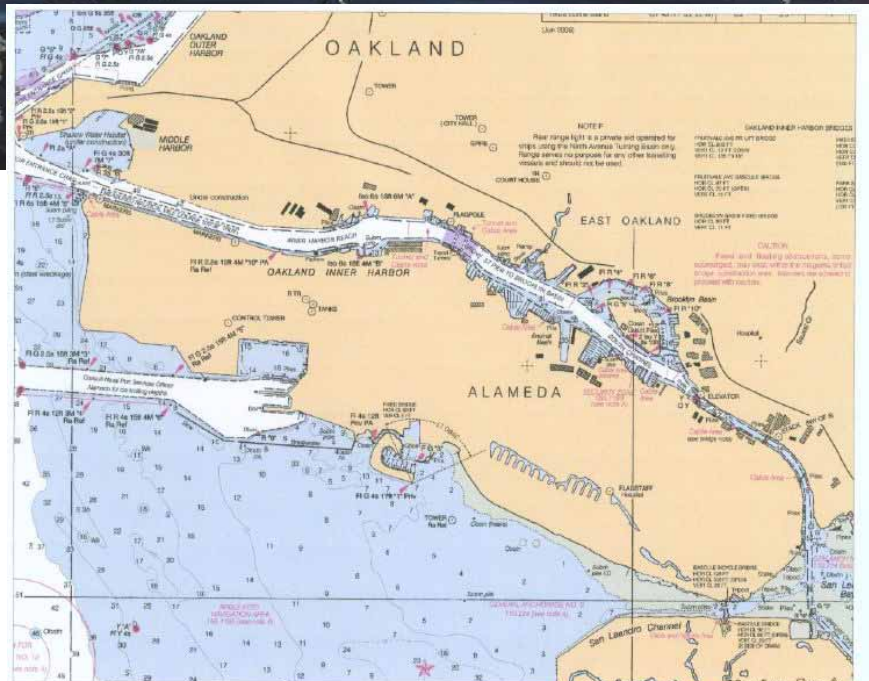
Allan and Lynne Schuman San Francisco, CA – *Wild Onion*





# Around Alameda Island

Sailors kicking off the new year



On December 31, 2022, San Francisco received 5.46" of rain, 2nd most in recorded history, and it was still raining at 8:30 pm. Yet Sunday, January 1, 2023 dawned totally clear and the 50 degree 8:00 am temperature warmed to 63 degrees by early afternoon. The day's

high tide, a great 6.7', was, unfortunately at 0740 and was already falling when 3 Islander 36s joined about 25 other boats for the traditional 'Round Alameda Parade. We had 18 people representing 5 Islanders aboard the three boats on the water.

Before we get into the rest of the story, 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



## BOAT, OWNER, CREW & GUESTS

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

KAPAI  
Rick & Cathy Egan

SOME DAY  
Roy & Melinda Samuelson,  
Dan Klaprott, Bill & Paula Kemp  
Bill & Renee Sheehan

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

LUNA SEA  
Dan Knox, Myphi Alloy,  
Cindy Surdez + 2

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 feet of water to cross into the Bay itself. It's about 15.5 miles around the Island.

There is only about 2-3 feet of water at the end of the passage under Bay Farm bridge and along Bay Farm Island until you reach navigable water in south San Francisco Bay. Truly "going around" would have required a zero-dark-thirty departure to be safely into SF Bay before 0900. Therefore the general consensus was that clubs would gather in the Estuary near Encinal Yacht Club, or off Alameda Marina in the 0915 - 0930 time frame and go as far as Aeolian Yacht Club for their wonderful hospitality in the 1000 - 1130 time





'ROUND ALAMEDA



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





frame. Then most all would retreat back under the 3 bridges to the deep waters of the Estuary, rather than attempting the shallow channel out to the Bay.

There were approximately 15 boats in a stretched out pack that approached the Park Street Bridge at about 0945. Seven of us made it through the first opening. Then we all cycled through the Fruitvale and High Street bridges enjoying a beautiful morning and wishing each bridge tender a Happy New Year with thanks as we passed.

Even though there is a deep (12 - 15') barge channel that runs south to the Oakland Airport, the roughly 8' deep channel west to Aeolian, while having red channel marks, has only one green mark. And, the transition between the two is itself shallow and not marked.

As Kapai led the fleet on the leg south steering for the airport control tower which is in line with the deep water, skipper Rick Egan noticed that the engine was running hot and we had white smoke coming off the transom. Slowing down to idle seemed to stabilize the temperature and reduced the smoke. On the way to the rendezvous in the Estuary, Kapai had hit something that fouled the propeller and was able to clear it by going in reverse, and the engine had seemed to return to normal. As a precaution we hailed Luna Sea, just astern of us, and requested a tow into Aeolian harbor. Dan's Go Pro camera captured the white smoke at the stern of Kapai as they came alongside. Rick Van Mell readied the tow line on the bow, then tossed it across to Rob Blenderman on Luna Sea. Rob quickly put a bowline in the end of the tow line and then fed another line through it to form a bridle across Luna Sea's stern for a better towing angle.

# STRENGTH IN NUMBERS

ISLANDER 36 ASSOCIATION

## Why join...

### HAVE A VOICE

Share your sailing stories and projects with the Islander 36 Newsletter or become an I36 officer.

### LEARNING

Acquire a new understanding, knowledge or skills from like minded sailors and sailboat owners.

### NETWORKING

Exchange information and ideas among people with the same interest, sailing and Islanders

explore  
the benefits! **3|6**

To join, visit: [www.islander36.org](http://www.islander36.org)

PHOTO COURTESY OF I-36 NATIONALS REGATTA 10/3/15

# 'ROUND ALAMEDA



just getting back the way we came that we started back by 1120.

While ashore we heard that there were two boats that had run aground trying to get to Aeolian. The Aeolian work boat had unfortunately broken down and the boats aground had called for TowBoatUS to get them off. As we headed back we could see the white boat to the right that was aground and the red channel mark to the left and realized that you didn't have to get far from the marks to be aground.

We all passed back through the 3 bridges and headed for home ports. Kapai tied up at Alameda Marina, and, thanks to Rick & Cathy had a glass of wine to toast the New Year before Rick Van Mell and Sandy climbed into their Land Yacht for the drive back to Mountain View, while Rick Egan and Cathy cast off for their ride back across the Bay to South Beach Harbor.

As a fitting epilog to the 6 bridge openings that we had caused, distressing, we are sure, many motorists, Rick & Sandy were stuck in traffic on Park Street as the bridge opened for yet more boats returning from Aeolian!



So we had 4 Islander skippers pulling off this caper: Rick Egan steering Kapai, Dan Knox steering Luna Sea, with Rick Van Mell - Vanishing Animal, and Rob Blenderman - White Horses handling lines. We had drifted south to the shallow edge of the channel, but Dan was able to power back into the channel and we arrived at Aeolian without incident in about 4 minutes.

We tied up in slips at Aeolian and joined the crowd for the festivities.

Though Aeolian has a wonderful reputation for Chili on New year's Day, for this early arrival they served up tasty breakfast buritos, still with their classic Bloody Mary's and Gin Fizz. While enjoying food and drink, we watched one intrepid skipper head west under the Bay Farm bridge for the shallow crossing into SF Bay. We didn't know his draft, but hoped it was pretty shallow! We had enough concern for



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

## Dark 'n Stormy

Tasty, refreshing,  
hard to go wrong...

The Dark 'n Stormy is a delicious, easy-to-make cocktail that features a refreshing trio of rum, ginger beer and lime. It goes down a lot easier than the name might suggest!

It's great cocktail for sailors wanting to try something new with one of my favorite rums, Bumbu, distilled and blended in Barbados, the birthplace of rum.

Apparently Bermuda, where the Dark 'n Stormy was invented, is known as the shipwreck capital of the world. Maybe too many Dark 'n Stormy's?

The cocktail's origin is a bit hazy, but it's thought that rum and ginger beer were first combined by sailors who enjoyed the obvious benefits of rum and the stomach-settling qualities of ginger.

You will always find a bottle of Bumbu in Jubilee's liquor cabinet, the glass bottle is a work of art on its own, adorned with



a tarnished metal "X" in front and map of the Caribbean across the back. One of our favorite parts is the old-fashioned, oversized cork – you'll hear a satisfying pop each time you crack open the bottle!

I like to sip Bumbu straight, but try it over ice or in your favorite rum cocktail – either way, makes me a happy sailor!

Cara Croves  
Jubilee - Islander 36  
Thunder Bay, ON

### INGREDIENTS:

- Handful of ice cubes
- 2 ounces of Bumbu rum, or your darkfavourite rum
- Juice of half a lime
- 5 ounces of ginger beer

### INSTRUCTIONS:

Fill your favourite cocktail vessel with ice cubes, pour in the rum, add the ginger beer and lime. Stir with a spoon and garnish with lime slices. Slàinte Mhath!

*Cheers!*



# Now we're cooking with...Kerosene!

A little fettling gets hot meals on the table

One thing we've really come to enjoy after a long day on the water, is a nice hearty dinner. After many years on our Mirage 27 with only a 2-burner cooktop, we really liked that Jubilee had a 3-burner stove with an oven. However, in the 10 years since came to Lake Superior, the stove had never been used. Partly that was because the previous owner didn't have much need

for it, but some research into using a pressurized alcohol stove gave the impression that they were scary and temperamental beasts that can easily scorch the galley curtains or the cook's eyebrows!

The trepidation with using them stems from the lighting procedure. In order to properly vaporize the alcohol, the



burner needs to first be heated. There is a "cup" at the base of the burner, which fills with fuel when the valve on the cold burner is opened. Close the valve, light the fluid in the cup and it flames up, hopefully not high enough to get the curtains, and warms up the burner. Once it's almost all burned off, you SLOWLY open the burner to allow more fuel to flow. If the burner has





warmed up sufficiently, then it will burn properly with a nice blue flame. Otherwise you repeat the procedure, being careful not to open the valve up too much or overflow the cup or you will have a big flare up.

While researching how to operate the stove, I came across an alternative lighting technique using a propane plumbing torch to preheat the burner. It looked to be a much safer way, even though we had gotten rid of the curtains on the boat! Another tip for learning how to safely use the stove was to remove it from the boat and practice in an open area. Since we had a bunch of interior work to do, including replacing the counter in our galley, we removed the stove and brought it home for it's inaugural lighting.

After inspecting the fuel hose from the pressure tank to the stove to ensure it was in good condition, I pumped up the tank to 12 PSI and gingerly eased

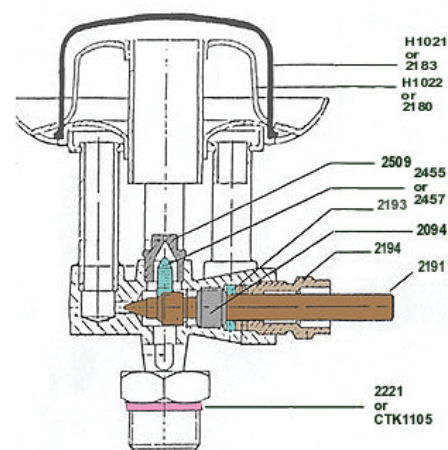


open the first burner and was rewarded with...nothing! I tried the other 3 burners and, at best, got barely a damp trickle of alcohol out of only a couple of them. Lighting this thing was going to be a little more work than I expected!

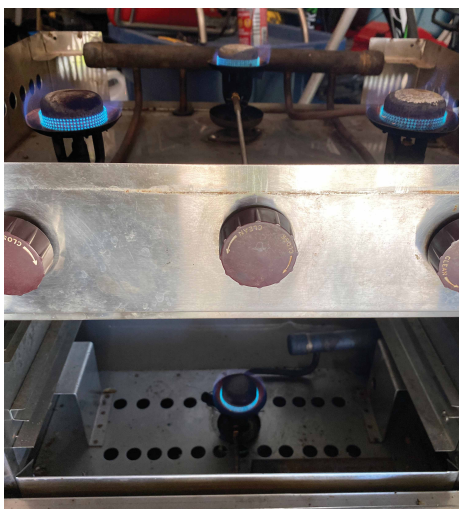
I had recently found a "DIY Sailors" group on Facebook so I figured that would be an easy place to ask for any suggestions on getting the stove working so I posted a few pictures of it and the burners, which were labeled "Patria" and I quickly learned two things.

Firstly, people are VERY opinionated when it comes to pressurized alcohol stoves! They are either in the "yes they work fine but can be temperamental to light" camp or they feel that it would be safer to light a stick of dynamite in your galley and cook on that than use one of those stoves!

But the second, more important thing, that I learned was that it wasn't actually







an alcohol stove, but rather kerosene, which is much easier to find than denatured alcohol. "Patria" was a Portuguese knock-off of a Primus 207 regulated burner. I discovered that there is a whole culture of vintage stove and lamp enthusiasts who love fixing and repairing them, otherwise known as "fettling." I ended up finding [www.classiccampstoves.com](http://www.classiccampstoves.com), a treasure trove of information on cleaning, rebuilding, and using these types of burners. On there I came across "Rebuilding a marine stove regulating burner, a tutorial."

I also discovered Tilley Lamps & Stoves, ([tilleylampsandstoves.com](http://tilleylampsandstoves.com)), a UK based

site that sells spare parts there as well as thru an eBay account "juliands."

A few weeks after placing an order on eBay for some burner parts, as well as a "wrench" designed for removing the jet (which was much easier than trying to get needle-nose pliers in there), I was ready to rebuild the burners. Having the stove removed from the boat made it easier to get at the various screws holding the panels of the stove in place so that I could get at the burners and remove them. I didn't go gungho on cleaning them...just a soak in solvent to loosen up any crud and soot and give them a scrub.

In addition to the replacing the burner jet and needle, which I assumed were clogged, I also had purchased new spindles. It was a good thing I had as when I pulled the burners apart, most of the original pieces were pretty chewed up. Reassembling the burners was straightforward, with the only tricky part being getting the teeth on the needle to properly engage with the spindle. Testing if they're properly engaged means reinstalling them in the stove, pressurizing the tank, and then seeing if fuel comes out the hole in the

jet. Thankfully, you can remove the jet and reseal the needle without having to remove the entire burner from the stove again - just remember to release the pressure from the kerosene tank first!

Once all the burners were rebuilt, reinstalled, and I confirmed that fuel came out, I was ready to light them. Preheating them with a propane torch has become our preferred way to do it. While you can fill up the "cup" with kerosene and light that to preheat the burner, it's a little unnerving to have a 4-6 inch flame off the top of the stove! The kerosene also burns rather dirty, especially on the oven burner where it can soot up the top of oven as well as the burner itself. It's easier use the propane torch first and then gently crack open the burner valve - if it's not quite warm enough, you can quickly shut it off and the big orange flame quickly burns out. If the burner has been sufficiently warmed, you get a nice blue flame around the burner cap and you're ready to cook!

Getting the existing stove functioning saved us a lot of money as new ones are not cheap! While a propane stove is easier to light, adding a vented propane locker, gas line, solenoid, and fume detector are a significant expense we aren't ready for yet! The lighting routine of a kerosene stove is worth the hassle to be able to pull a hot lasagna out of the oven at the end of a cold day on the lake! It's also good incentive to make sure our fire extinguishers are up to snuff!

David Wadson  
*Jubilee*, 1978 Islander 36  
 Thunder Bay, ON





# the Boat Galley

## LASAGNA ROLL-UPS

We have been looking for easier solutions in our galley, as many times when we go out for a weekend, you would think we were packing for a week!

I try to make gourmet meals, to ensure everyone's sailing experience is a spectacular one, but end up getting frustrated trying to store everything to make it from scratch.

Then David suggested I try the KISS method (Keep It Simple Sailor). So over this winter we've been trying out recipes that that you assemble, freeze, thaw and then cook or reheat aboard.

This recipe is one that our good friend Michelle made and brought on one of our many sailing adventures last year. She had put them in individual containers, froze them and we cooked them in our trusty oven. It was delicious!

If you are a lasagna lover, try this recipe!

#### INGREDIENTS:

- Your favourite meat or marinara sauce
- 12 cooked lasagna noodles (cook a couple extra in case of breakage)
- 1/2 tsp dried oregano
- 15 oz ricotta cheese
- 1 large egg
- 1/4 cup parmesan cheese, shredded
- 3 cups mozzarella cheese, shredded, divided
- 1/4 cup spinach, chopped

#### INSTRUCTIONS:

- In a large bowl, stir together: ricotta, egg, parmesan cheese, 1-1/2 cups mozzarella cheese, dried oregano and the spinach
- Arrange noodles over a large baking sheet in a single layer. Spread 1/4 cup

of cheese mixture over the top of each noodle. Add a Tbsp of sauce in a strip down the center of the noodle. Roll noodles up and arrange in a freezer-to-oven container

- Spread remaining sauce over the tops of the roll-ups and sprinkle on the remaining mozzarella cheese. Cover tightly with foil and refrigerate overnight or freeze up to 3 months.
- Bake refrigerated lasagna roll-ups at 375°F for about 45 minutes. Bake from frozen at 375°F for about 1 hour.

Served with a salad, it really is an easy pull from the ice box to the stove meal!

Cara Croves  
Jubilee, 1978 Islander 36  
Thunder Bay, ON.

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



# Natasha has sole

## From carpet to oak and mahogany

Our 1978 Islander Bahama was purchased with a carpet covered plywood sole. Not such a brilliant idea in our rainy climate! Although later models came from the factory with the typical teak & holly sole, the earlier boats came with the painted sole. I had intended to copy the oak floor I had installed in Dreamer, our first Bahama 30. Although sold due to

family illness, the original oak sole was durable and looked great. However, there were just too many other boat projects with priority. I finally got around to installing an oak & mahogany cabin sole in 2010, seven long years after our purchase.

I completed the oak & mahogany project aboard "Natasha" over a winter and was very pleased with the results. The 3/8"s x 3 1/2" oak planks lighten the interior and the mahogany accent strips reflect the interior woodwork. The Interlux satin varnish has held up remarkably well considering the amount of use our boat gets. I've added a couple of coats about 4 years ago, just to freshen up some wear.

This past summer I noticed a blackening of the oak plank butted up against the mahogany settee on the port side of the main cabin. The mahogany settee plywood veneer was also showing a darkening. It started very subtly but kept expanding. Only one cause, water saturation under the varnish! The settee on that side contains the water tank in a sealed compartment. There is no access unless the top is cut out. Not a good thing.

Investigating the source of the water I found a very small amount weeping out of the fitting leading to the galley faucet. Not enough of a leak to be noticeable, but enough to slowly saturate the plywood from the back side with the





water travelling along the plywood/oak joint all the way to the galley. No visible signs of moisture on the cabin side. Time to act before it spread further!

I decided that it would be a good time to do a re-finish of the entire cabin sole, otherwise the repair wouldn't match the original. The mahogany plywood was not salvageable along the bottom 1" edge, the veneer much too thin to sand down without getting to the substrate. The oak floor was 3/8" thick with plenty of material for sanding.

I sanded the varnish off the mahogany and oak at the joint, exposing the bare wood. The black stain on the oak was the priority. Repeated saturation with oxalic acid. This wood bleaching product comes in crystal form and is dissolved in warm water before application with a brush. Allowed to dry between application, a light sanding removes the spent crystals before re-application. The black stain bleached slowly to a light tan color. Wearing a mask when sanding the dry acid is critical as the dust is very hard on the sinuses and throat!

Where the mahogany side of the settees was blackened, the rotted wood was gouged out and dried with a lengthy exposure to heat. The damaged area was built up with a product called Git-Rot, a penetrating epoxy that displaces any remaining moisture and strengthens the wood. The damaged



area was leveled with regular epoxy. I then purchased an inexpensive 1/8" sheet of mahogany, commonly called a "door skin". Although I could not find a matching grain or color to the original mahogany, the sheet I purchased was as close as I could get. A matching stain brought the tone close. Once cut and glued into place the results were a major improvement.

The settee trim was replaced and varnish applied to the settee sides.



Four applications of varnish over the entire sole finished the project.

Time to go sailing!

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





New teak installed above the nav table with breaker panel and electronics

# Out with all the old and in with the new

## Sometimes it's better to just start from scratch

One of the annoyances of our first year with Jubilee was the awkward location of the electrical panel mounted behind the galley sink. It was a nuisance to get at any time we needed to switch something on, having to twist your head down there to see which breaker to flip.

We often sail after the sun has gone down and it baffled my mind why the running (bow) lights and the stern light would be separate breakers when they need to be turned on together.

There were breakers for things that weren't there anymore or didn't work like "spreader", "engine room". But

the boat also had a variety of things which weren't on the panel - VHF, stereo, instruments, auto pilot.

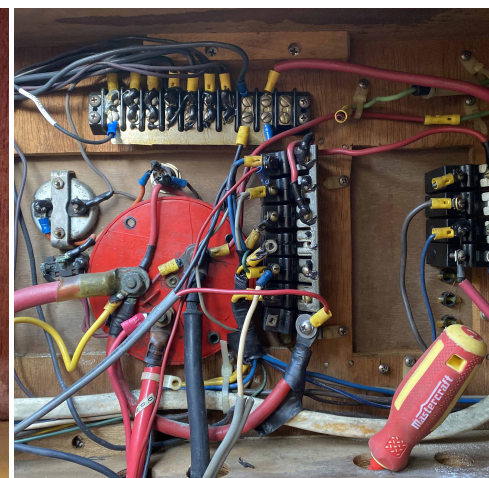
A peek at the back of the panel from the starboard lazarette showed a convoluted mess of wiring and the quarter berth had another mess of mystery wires feeding off a couple of junction blocks. It wasn't that much of a surprise - we had known before we even purchased her that an electrical overhaul was overdue for Jubilee!

The first summer, we made only some minor tweaks to electrical system, mostly upgrading the stereo and

installing some new cockpit speakers - a CD player wasn't going to cut it for us! Instead, I splurged on the Fusion MS-RA70NSX - Bluetooth for streaming from a phone, Sirius XM compatible, and NMEA 2000 so it could be controlled via the chart plotter at the helm. But with other bigger projects taking up our time, other than tidying up some of the dangling wires, an electrical overhaul would wait until the next summer.

As a stop gap to dealing with the lack of breakers on the factory panel, we purchased a waterproof Blue Sea WeatherDeck panel with 6 breakers. It





The old electrical panel that in the galley and the spaghetti of wires behind it.

always seemed a nuisance with the boats we sailed on to always need someone to go down below to turn on running lights, foredeck lights, instruments, etc., when those would much more convenient if you could reach them from the helm. While the panel did get mounted on the aft end of the starboard cockpit seat, getting all the circuits moved to it was looking to be a bigger project than we wanted to tackle so the new subpanel did not get utilized that summer.

First item on the agenda for winter was the main breaker panel. A much more accessible location for it would be above the nav table and we didn't mind sacrificing that shelf space as it just ended up being a clutter trap. The breakers would be easy to see, easy to reach, and we could flush mount the stereo and the VHF radio there as well. Moving the panel and having to run all the wires there sealed the deal that we would be stripping all the old cable out and rewiring the entire boat.

Keeping the original breaker panel then didn't make a whole lot of sense as tracking down extra obsolete breakers for it would be a headache. Regularly checking eBay paid off and I scored a Blue Sea 8084 panel with 6 AC circuits and 15 DC circuits that was in decent

shape. Not only did I save \$800 off the price of a new one, but the used panel had also been fully loaded with a few hundred dollars of extra breakers. Definitely wouldn't have to worry about expansion with this panel!

I briefly considered going with lithium batteries for the overhaul, but with all sorts of complications (and more cost) for charging them, I decided to stick with the lead acid batteries that we had. While the "new" panel did have volt and amp meters, I did want something more sophisticated for monitoring usage and charging of the house bank. I was seeing a lot of boats using Victron for their electrical components and would probably be going with them as we add lithium and solar so I bought a Victron BMV-712 Smart battery monitor.

For some technical help on rewiring, I purchased "Sailboat Electrics Simplified" by Don Casey and "Replacing Your Boat's Electrical Systems" by Mike Westin. While the information within was freely available online, I prefer having a hardcopy to read and the Westin book in particular gives the information in the context of rewiring an entire small sailboat.

An excellent online resource is [www.marinehowto.com](http://www.marinehowto.com) which has all sorts of articles on marine electrical including practical advice on choosing crimping tools and connectors.

For all the effort this projects was going to take, I wasn't going to half-ass the job using cheap automotive grade connectors! But on the other hand, I also didn't want to break the bank so I tried to balance using proper materials - heat shrink connectors, tinned marine-grade cable for circuit wiring - while making more economical choices for some things.

For instance, I didn't get tinned wire for the the larger cables I would need connecting the batteries and the panels together. With no local supplier for marine-grade wire, it was more practical to just use untinned wire from a local electrical supplier rather than trying to estimate how much of each size I would need and order it. As I got to making connections with the larger gauge wires, I would figure out the exact lengths I would need and what size lugs and have them make up the cable. As it was, the cost of those cables wasn't cheap! While tinned marine wire would have been the best thing to use, I'll save that for when we switch to lithium batteries.



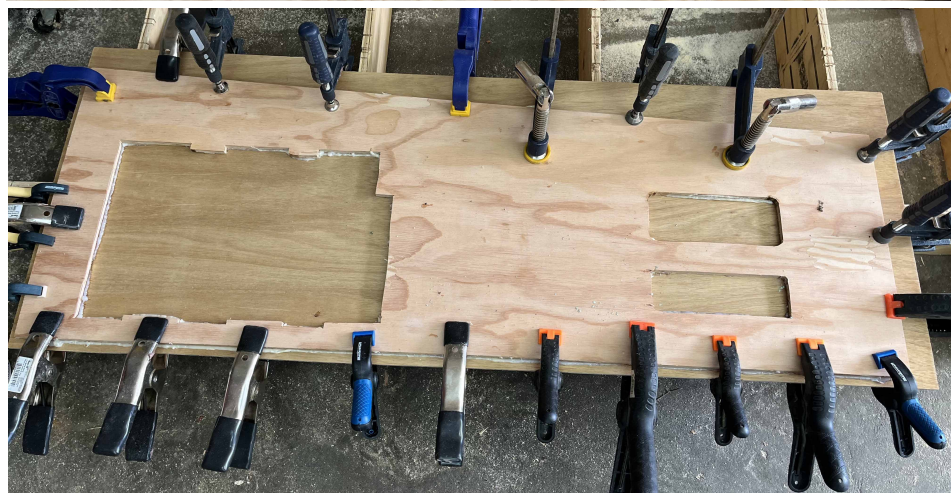
# BOAT WORKS

I already had a DYMO Rhino 4200 label maker kit which I had previously purchased because it can print heat-shrink labels. Remembering to put those on the ends of my cable runs ensures wires can be identified later, especially the wiring at the base of the mast!

I also stocked up on tons of cable ties. After the headache of trying to figure out the convoluted mess that had become of the original wiring after years of modifications, I was determined to keep things tidier!

Winter 2021/22 was cold and very snowy, so even stripping out the old wiring had to wait until Spring. But having settled on the replacement breaker panel, I was able to laminate extra teak plywood from our cabin wood replacement project to some marine plywood to fill the space above the nav table shelf where the breakers, stereo, VHF, and battery monitor would mount. I really wish Blue Sea would have designed their panels a little better so that the cutouts for mounting them would be a simple rectangular shape but instead they require you to cut a ridiculously complex shape for them to slip into! Thankfully the other components were simple openings to cut and the manufacturers' websites had templates for any I didn't have originals of.

Once the weather warmed up and the snow melted off the boat, all the older wiring came out - it was certainly easier to pull it all rather than trying to figure out what was what! While the DC wiring was generally just messy, most of the AC circuits were potential fire hazards with lamp cord and extension cord used to wire the outlets. The boxes themselves were mounted behind the plywood bulkheads such that when the



Laminating the plywood and mounting the equipment

outlets were installed, the side terminal screws were right next to bare wood. I'm not a professional electrician, but I know enough that the terminals should not be against flammable material! Some of the wiring that was pulled out showed signs of scorching - I was quite relieved we never had used an electric heaters aboard!

With all the old mess pulled out, I mounted a piece of a plywood against the hull of the boat above the nav table to for some bus bars where the new wiring would run to, and then would run shorter wires to the back of the breaker panel so that things would be better organized when I need to do future work back there. After dropping the



shelf down a few inches, I slipped the new teak panel in place and attached it to the shelf with a piano hinge so that the whole thing can flip forward for access.

Running all new wiring wasn't a particular complicated job, other than you learn how to contort yourself into every single nook and cranny there is on the boat! Generous use of screw mount cable ties helped keep the wiring tidy and where I expect things might be changed in the future, such as connections to light fixtures, I would use small junction blocks instead of wiring directly to the fixtures. The abundance of AC and DC breakers meant I could refine what circuits were switched on and the fancy new battery monitor let me scrutinize the change in power draw on the batteries every time I switched an old incandescent bulb or light fixture to a new LED one.

Replacing the AC wiring not only eliminated the fire hazards, but it also finally got the hot water heater working that had been included with the boat but hadn't been installed. We never realized what a huge luxury it would make having hot water from the galley tap instead of having to boil it! It might

sound trivial if you've always had it but it's has really turned "camping" into "cruising!"

Adding the subpanel at the helm proved itself to be a winning idea with running, anchor, steaming, and foredeck lights conveniently within reach whenever we needed them. Having some extra switches in it also let me hook up the LED lights in the cockpit speakers which might seem like a corny thing to have, but in actuality turned out to be more practical than expected. In addition to giving some soft blue mood lighting when we relax in the cockpit after dark, they also nicely illuminate it when returning to the boat after taking the dog for his last shore trip before bedtime!

The final big benefit of all the work, is that the electrical system is back to being sensibly organized as we look towards future upgrades. A single 100AH battery isn't much of a house bank so we will be looking to expand that and eventually switch to lithium. We will also eventually add some solar panels, probably when we figure out a new dodger and Bimini setup. Seeing as the portable video projector we featured last issue only as a 120V



One of the substandard wiring crimps

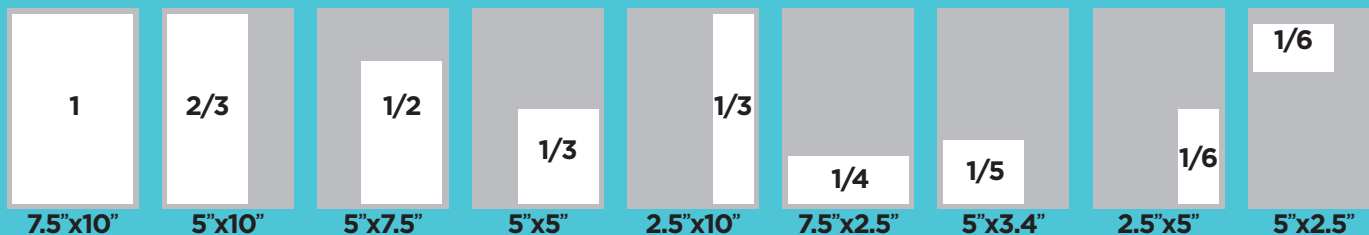
charger, an inverter will also eventually find a home somewhere on the boat. We'll just have to make sure it's big enough to run a blender for the margaritas!

David Wadson  
*Jubilee*, 1978 Islander 36  
 Thunder Bay, ON



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*Luna Sea*  
1980 ISLANDER 36

# Luna Sea never stops improving

Insights on many years of upgrades

Over the years, Dan Knox has made many upgrades and replacements on Luna Sea. Here's a rundown of what's been done, the price range, and Dan's thoughts on how worthwhile some of those were.

**Mast \$\$\$**

*Number Purchased/Installed: 1*

I have only purchased only one, but

Luna Sea has had three! The current one I purchased was made by Ballenger Spars. I was totally committed to get a class legal mast. Should have purchased a better mast for less money from Ballenger and paid no attention to our class rules.

**Boom \$\$**

*Number Purchased/Installed: 1*

## COSTS LEGEND

An idea of the price range for the upgrades I have installed.

**\$** - Greater than \$100

**\$\$** - Greater than \$1,000

**\$\$\$** - Greater than \$10,000

My first boom was a pretzel. The Islander design was a bit undersized and if you have one consider strengthening it. The new one is also from Ballenger Spars.

**Spinnaker or Whisker Pole \$\$**

*Number Purchased/Installed: 3*

I'm not buying another carbon fiber pole. They are just expensive and



easily broken. With a good pole topping lift and a bridle setup you just don't need to spend thousand of dollars on one.

### Engine \$\$\$

*Number Purchased/Installed: 1*

Yanmar 3YM30, after making sure it exceeded the minimum weight requirement from our class rules. Engine was a nightmare for the first three years as it failed time after time. (And we become better and better at docking under sail!) It has been fairly reliable since then but expensive to maintain. Would I purchase another? No. Probably the worst thing I have ever purchased for the boat.

### Engine Starter \$

*Number Purchased/Installed: 2*  
1 Yanmar and 1 aftermarket

### Engine Water Pump \$

*Number Purchased/Installed: 1*  
Yanmar

### Engine Water Pump rebuild Kit \$

*Number Purchased/Installed: 2*  
Yanmar

### Engine Shaft \$\$

*Number Purchased/Installed: 2*  
Needed a new one for MaxProp. It was very unusual when it failed around the keyway. Both made at KKMI.

### Engine Control Panel \$

*Number Purchased/Installed: 1*  
The Yanmar one was very poorly made and was going to be expensive to replace. Installed a used one from Volvo-Penta I purchased from Star Electronics. Always get a few looks because I have a Yanmar engine and a Volvo-Penta panel, but it works much better than the original. Another thing I did was remove the starter relay for



Electronic Panel

the engine. I now use a bigger switch and bigger wires directly to the starter. I would recommend everyone do this.

### Propeller \$\$

*Number Purchased/Installed: 3*  
Our first prop was a two-blade fixed prop. Then we got a Martec that worked well, but someone always had to go below and set it when the engine was turned off. (Usually that was me.) Next, we got a MaxProp that worked very well, but it was not serviced correctly. We currently have another MaxProp, and we make sure it is continually serviced.

### Lifelines \$\$

*Number Purchased/Installed: 2 sets*  
First set was covered stainless-steel but the second is Dyneema and we are very happy with it. They are better in every way.

### Winches \$\$

*Number Purchased/Installed: 2*  
Added new secondary winches. The new secondaries are a little under sized and I selected that size because they were on sale. Another mistake.

Removed winches from the mast. I think they are now on a Santana 22.

### Winch handles \$\$

*Number Purchased/Installed: 6*  
Some broke and some went over the side.

### Main Sails \$\$\$

*Number Purchased/Installed: 4*  
I have always purchased sails from a local sail loft until just recently. First it was Quantum and later Pineapple Sails.

### Head Sails \$\$\$

*Number Purchased/Installed: 4*  
Recently purchased my first sail from a non-local sailmaker. A new 135 from Precision Sails in Canada. Saved some money but not sure how I feel about it but the people from Precision Sails were very helpful, albeit a little slow. I likely never would have done this if Pineapple Sails had not closed.

### Spinnakers \$\$

*Number Purchased/Installed:*  
*Can't remember the exact total*  
I have always purchased used

## BOAT WORKS

spinnakers, mostly from other I36 owners that never used them. We have never had a kite with our sail number on it. We have blown up more than a few. As I get older, I hope I don't get to the point where I say you know it's probably too windy to put up a kite. If you have never heard and seen a kite blow up while sailing a deep reach with the pole back past Pier 39 you are missing something. The reaction of the tourists is amazing.

### **Bottom Jobs \$\$\$**

*Number Purchased/Installed:*

*More than 10*

There were years when we had an active racing fleet where we hauled the boat the last week of the year, every year. This was because the I36 rules stated (and still do) you could only haul once a year and we wanted to make sure if there was an emergency, we could haul the boat. This was ridiculous and probably a total waste of \$\$\$\$. Now-a-days a bottom job can last us 3-4 years. It really helps to drive and clean the bottom monthly so nothing gets a chance to actually grow.

### **Charter Plotters \$\$**

*Number Purchased/Installed: 3*

All Raymarine C or E Series.

### **Inverter/Chargers \$\$**

*Number Purchased/Installed: 2*

When we got the boat, it had a Heart Inverter/Charger. The two we have purchased have been from Victron Energy. More than a little disappointed that we needed to replace the first one so quickly. But we are happy with all our Victron Energy equipment. Just be smart and buy it from a dealer and not the cheapest site on the internet.



Rigid Boom Vang

### **Snatch Blocks \$\$**

*Number Purchased/Installed: 5*

Harken. These work well but are very expensive. We often use these with a second jib sheet, on a reach, to change the sheeting angle.

### **Gold leaf on the boot stripe or cove stripe \$\$**

*Number Purchased/Installed: 2*

I need to do it again! These last about 7-10 years. Looks great for three or four years and okay for the next couple and then not all that great.

### **Travelers \$\$**

*Number Purchased/Installed: 3*

Two Harken travelers that were terrible. They bent and were just not strong enough. One custom make by Garhauer that works great. One of the best things I have ever got for Luna Sea.

### **Boom Vang \$**

*Number Purchased/Installed: 1*

Another nice Garhauer product.

### **Hydraulic Backstay \$\$**

*Number Purchased/Installed: 1*

Navtec. Had second thoughts about

this because of the added stress on the boat, but it is really needed to point higher in racing. If you race you really don't have a choice you need one of these but there are downsides.

### **Hydraulic Backstay Rebuild Kit \$\$**

*Number Purchased/Installed: 1*

This costs more than buying a new one and these kits are very hard to find now-a-days. Likely best to just get a new one if you can't fix it with a few new "O" rings.

### **Heads \$**

*Number Purchased/Installed: 3*

One electric. Two manual. The electric one used to much water when we switched to freshwater flush.

### **Heads Rebuild Kit \$**

*Number Purchased/Installed: 2*

This also costs more than a new head. Not recommended.

### **Holding Tank \$**

*Number Purchased/Installed: 1 Plastic.*



**Hoses and Fitting for Hold Tank \$***Number Purchased/Installed: 1*

Almost did this twice before learning how to keep them clean and remove the smell. Bleach is my new best friend in this area. My wife will not get on the boat if there is any smell in the head. So this is an important area to me.

**Water Heater \$***Number Purchased/Installed: 1*

Got the biggest one that could fit. That was a mistake. A smaller one would have been fine. Not only is it big it is very heavy and the additional weight not in a good spot.

**Anchors \$***Number Purchased/Installed: 2*

Both have been small, used for racing and lunch stops. They just rusted away. We still don't have an anchor I feel comfortable spending the night in anything but the calmest conditions. If I need to do that, I let John anchor and raft up next to Freedom Won! But a bigger modern anchor is on the list. I will likely keep it in the bilge.

**Standing rigging \$\$***Number Purchased/Installed: 2*

Two sets. On the 10-year switch out plan.

**Harken Headsail Furler \$\$***Number Purchased/Installed: 1***Sheets for Running Rigging \$\$***Number Purchased/Installed:**More times than I can remember*

I am a big fan of Warpspeed for sheets. We always use one long sheet with a larks head knot.

**Masthead fly or Windex \$***Number Purchased/Installed: 2*

Damaged by birds.



Batteries

**Raymarine Wind Speed Transducer \$***Number Purchased/Installed: 1*

Just failed. Not damaged by birds.

**Raymarine Fluxgate Compass \$***Number Purchased/Installed: 1*

Another failure.

**Raymarine ST60 Instruments \$\$***Number Purchased/Installed: 5*

3 additional and 2 replacements

**Islander 36 Burgees \$***Number Purchased/Installed: 3*

The large one easily rips when sailing when you have a refreshing breeze.

Currently don't have one.

**Mast Step \$\$***Number Purchased/Installed: 1*

Custom made from G10 at Svendsen's. The old one was complete rusted and should likely have been replaced years before I got the boat.

**Interior boat cushions \$\$***Number Purchased/Installed: 1 set*

These are now almost 20 years old, and it may be time to do it again. Getting Sunbrella fabric was a good choice.

**New Bow Pulpit \$\$***Number Purchased/Installed: 1*

Bent beyond repair.

**Exterior Handles or Grab Rails \$***Number Purchased/Installed: 4***Helm wheels \$\$***Number Purchased/Installed: 3*

The folding wheel was a disaster, it was expensive, and it bent. The other two I just traded to other Islander owners that wanted a smaller wheel. Currently, I believe our wheel diameter is 42 inches.

**Interior lights \$\$***Number Purchased/Installed: 14*

Still need a few more. Replacing with LED lighting is very beneficial. All from LunaSea Lighting.

**Navigations Lights Bulbs \$***Number Purchased/Installed:**Multiple sets*

These LED's usually last 2-3 years. I always carry at least one spare set. Each to change out when needed.

## BOAT WORKS

### **Navigations lights fixtures \$**

*Number Purchased/Installed: 1*

The stainless-steel just began to pit. These are not expensive and easy to find.

### **Steaming Light Fixture \$**

*Number Purchased/Installed: 3*

The pole topping lift kept breaking it. Now it has a stainless-steel cage around it.

### **Batteries \$\$**

*Number Purchased/Installed: 2 sets*

I have two AGM 300-amp hour 6-volt house batteries and a AGM 240-amp hour 12-volt backup battery. Each set has lasted about 10 years and I have been very happy with this setup.

### **Main Battery Switch \$**

*Number Purchased/Installed: 1*

The Islander one was just not up to the task.

### **Battery Cables \$**

*Number Purchased/Installed: 1 set*

Needed larger cables with the 3000-Watt Vectron Energy Inverter/Charger.

### **Headliner \$\$**

*Number Purchased/Installed: Unknown*

Been working on this for 20 years. Currently put up one I think is going to work out. Tried a lot of different ones. Happy I found something I like that isn't all that difficult for me to install.

### **Electrical Cables,**

#### **Connector and Fittings \$\$**

*Number Purchased/Installed: A lot*

Only a few of the original ones are left. It would probably have saved time and \$\$\$ to do them all at once, instead of one at a time.



Auto Pilot

### **Dodger N/A**

*Number Purchased/Installed: 1*

I removed the dodger and gave it to another I36 owner when I got the boat. I have never looked back.

### **Autopilot \$\$**

*Number Purchased/Installed: 1*

Luna Sea came with a wheel pilot, and it never worked well in anything other than a calm sea state. I gave it to another I36 owner and replaced it with a below deck unit with linear drive. The controller unit failed but that was replaced with a similar used unit obtained from eBay. One of these days I may replace it with an updated control, but this is fine for now. I also added a wireless remote which has proved very useful. (But the rechargeable battery from Raymarine is a complete rip off. And you need yet a new one every three or four years.)

### **Stove \$\$**

*Number Purchased/Installed: 1*

The original stove just rusted out. When

it got down to one working burner it was time to replace it with a three burner Force 10.

### **Refrigeration n/a**

*Number Purchased/Installed:*

*One on the list*

The refrigerator unit on Luna Sea rusted out about 10 years ago and I have been looking to replace it since that time. It is still on the list. Before I get one, I need to add more insulation to what is now the ice box. Also, Luna Sea is docked at Marina Village there is a wonderful ice machine that produces all the free ice you want. So, I have found myself thinking it is better to use free ice and save the \$3000 it would cost to add the Cool Blue refrigeration unit I have been looking at. \$3000 would buy a lot of used kites.

Dan Knox

*Luna Sea, 1978 Islander 36*

San Francisco, CA





# Catchin' some sun

## Solar panels for power and shade

The "original" shore power panels, were residential breaker panels that were installed by a previous owner, an electrician, in the cockpit lazaret. Not exactly ABYC approved equipment! They were replaced with a Blue Sea Systems 360 panel with 24 DC circuits and 5 AC circuits. A good amount of the DC circuits in the boat, including the VHF radio and deck wash pump,

were wired with lamp cord which was all removed and replaced.

385 watts of solar panels were installed on an arch over the helm. It works as a Bimini to keep the sun off skipper. The middle panel can be removed and replaced with a U-bracket to provide rear support for mast when it's taken down for traversing the Erie Canal.

The panels feed power through a Victron 30amp MPPT controller (probably only needed 20 amp) to the house bank - a pair of Lifeline AGM batteries. A GPL-4D (210AH) is located in the compartment behind the stairs. To keep it cool, a blower is used to pull air thru the engine compartment. A GPL-31XT (125AH) is mounted halfway back in the quarter berth, against the engine compartment wall - the



cushions were removed and the quarter berth is used as a "garage".

In case anyone is wondering, those swing-open cockpit doors are from Zarcor.com.

John Mahowald  
Last Chance - 1979 Islander 36  
Waukegon, Illinois





Mambo's vinyl over plywood headliner

# The View Above

## Multiple solutions to the same problem

If there's one thing most boat owners can count on having eventually replace, it's the headliner. Even if you've been lucky and deck hardware or stanchions haven't leaked and left ugly water stains, inevitably they get tired and



susceptible to rips and tears, zippers corroding or access is needed behind them to access hardware.

The original headliners were typically a foam-backed vinyl that was stapled to wood strips that were adhered to the





Luna Sea painted oak slat headliner

cabin top. Along the outside edges, they were stapled to the wood on the cabin sides. Flexible plastic trims were used on exposed edges to hide the staples. After 40 years, even “rust-proof” Monel staples eventually rust! Zippers were typically located under the side decks allowing access to the jib track bolts.

While it’s possible to reuse an existing headliner, quite often they are fussy about going back up the way they were - the old vinyl gets a little brittle and doesn’t want to hold staples as well or zippers don’t want to meet up anymore. Some owners have found it more practical to replace the zippers with lacing rather than trying to stretch







Jubilee's PVC plank headliner

the old headliner to close the zippers again.

In our case, Jubilee's headliner was going to be in the way of replacing the rotten cabin-side wood. Plus, there were water stains, the zippers no longer zipped, it was dank and musty and smelled of pipe tobacco. Knowing we wanted to ensure that none of the deck hardware was leaking, the old vinyl headliner was pulled out shortly after we purchased the boat. Other than having to pull out the remains of a few hundred rusty staples and the occasionally rusty screw holding trim, removing a headliner is easy - putting a new one back in can be a whole lot more work!



Whatever you decide to use, fastening a new headliner will often require adding some battens or furring strips to the cabin top in order to have something you can screw or staple into. The Islander factory glassed in some

thin ones when they built the boats but depending on your headliner material, more maybe needed in other spots. Narrow strips of thin wood will have enough flex in them to curve to the shape of the cabin top without needing





3 different styles of LED puck lights used for the new headliners. From left to right, Mambo, Luna Sea and Jubilee

to cut kerfs in them. Thickened epoxy is a strong and waterproof adhesive for attaching them and in some spots you'll be able to clamp or screw the batten in place while the epoxy cures. In other spots, you'll need to get creative in finding a way to press the batten against the ceiling. Dan Knox used extendable boat hooks wedged between Luna Sea's cabin floor and ceiling to hold the battens in place until the epoxy set. If you are installing insulation or lights, you might need to add a few layers to the battens as we had to on Jubilee to accommodate some half-inch thick Owens Corning Foamular® rigid insulation board.

Stapling a foam-backed vinyl material to the ceiling like your Islander originally had is certainly an option for a new headliner, but it isn't always the best approach if you expect that at some point you will want to take parts of it down again. A previous owner of Chris Fearon's 1978, Mambo, had new vinyl headliner material attached to very thin sheets of plywood so Chris was able to take it down and reinstall it. He was able to improve upon the prior work by adding a layer of ThermoZite insulation which he adhered to the cabin top with 3M 77 Super Spray adhesive though he found it messy to

work with and a self-adhering insulation would have been easier to work with.

Having plywood panels also allowed him to install some IMTRA "Tide Small PowerLED" puck lights from Apex Lighting. ([www.apexlighting.com](http://www.apexlighting.com)). These 2.86" diameter lights only require 1/2" of clearance and also have a dual color warm white/red option. The six in the ceiling of the main cabin are on a dimmer and the rest are either red/white or just white with an on/off switch. Chris installed three Vimar "Idea 3-Position Switch with Directional Arrows" to switch between red, off and white with red lights over the galley, nav station, port settee, and in the head. He is very happy with how they turned out and looking at the pictures, it's easy to see why!

We also wanted to add more lights to brighten up Jubilee in the evenings after some difficult games of Euchre around the table struggling to see our cards! We found some inexpensive 4-packs of "Super Slim LED Aluminum Downlights" by acegoo on Amazon. While they don't have a red light option and you never know how durable cheap Amazon purchases will be, they didn't blow a giant hole in our budget and have worked great so far.

Combined with a dimmer from the same manufacturer, they are a huge improvement from the minimal number of lights that the boat originally had. We installed the switch beside the companionway so it's easy to turn the lights on as you enter the boat instead of fumbling around in the dark getting to the breaker panel!

Jubilee went without a headliner for the first summer we had her as we scoured the Internet, Youtube, and a variety of sailing blogs trying to decide what we wanted to use. Eventually we came across some examples of boat owners using various types of tongue and groove vinyl planking. Unfortunately our local Home Depot doesn't stock any in Thunder Bay, but luckily Duluth, Minnesota is only a 4 hour drive away and the Menard's stores there had a White PVC Beaded Planking by Royal Building Products (also available from Home Depot).

We were thrilled when the COVID closure of the US/Canada border finally ended and we were able to take a road trip and get some! Not only is it completely waterproof, but is available in 8 and 12 foot lengths, which almost completely eliminated any seams in the ceiling.



The difference on Jubilee with the lights off (left), and lights on (right)

While the material is paintable, we didn't bother and installed it as is. Starting from a centerline established in the middle of the companionway hatch, we worked our way outwards towards each side of the boat. The first few pieces required just minimal cutting to length and were fastened to the battens with small stainless screws that we took care to align in a straight line from port to starboard. The PVC has enough flex in it to help it conform to the curve of the ceiling. At some point we might try to cover the screw heads with a strip piece of wood or PVC but so far we have been content with how they look.

Where the planks needed to be cut to fit around hatches, mast, galley post and eventually the tapering sides of the cabin top, the PVC cuts smoothly with a jigsaw. You can make as many pencil marks on it as you need to and they can be easily wiped off. The puck light holes were drilled with a hole saw and the backside has channels in it that accommodated the wiring. The 12-foot lengths were able to reach forward to aft with only a few end joints at the entry to the v-berth - otherwise, the ceiling is seamless! Rather than try to adhere the foam insulation to the cabin top, we simply slipped the pieces into place as we installed the planking.

Not having to paint the white PVC meant the project went very quickly and in only a few days I was able to get the main cabin done before we took our end-of-season cruise. With the early sunsets in October, it was incredible what a difference having puck lights across the ceiling can make! They really are something to consider adding when replacing a headliner!

Dan Knox took a similar approach with the headliner on Luna Sea. Like Jubilee, he epoxied additional battens to ceiling as well as making the existing ones thicker. But instead of a PVC board, he used half-inch thick slats of oak which he painted with Easy Poxy, a one-part paint, in Sandstone color that matches the boat's gelcoat. Having to paint added a lot of time to the project but gives the wood a bright and durable protective finish.

Because they don't have a tongue and groove edge, Dan is able to pull out individual slats by removing the 3 or 4 stainless screws that fasten each of them and have easy access to any deck hardware without having to take down more of the headliner than is necessary. Oak trim strips, stained with Cabot honey teak were added but he hasn't decided yet whether those will get varnished.

Great minds must think alike, because Dan also opted to add some recessed lighting to his headliner choosing some fixtures from Lunasea Lighting ([www.lunasealighting.com](http://www.lunasealighting.com)). The polished stainless trim on the lights really pops against the bright Sandstone trim! This is Dan's fourth attempt at a new headliner and while he describes the first three as pretty terrible, this one is turning out great!

There's a variety of other materials for headliners beyond what Mambo, Jubilee and Luna Sea used, but it's interesting that all three owners chose to add similar lights to their ceilings. Not only do LEDs use less power and generate less heat, but they have also provided all sorts of creative options for fixtures compared to what was available when the boat's were built. The spaciousness of the i36 salon and it's giant dining table has been one of it's great assets and updating the lighting really shows it off! So, if your headliner has seen better days and is due for replacement, hopefully these three boats have given you some inspiration!

David Wadson  
*Jubilee*, 1978 Islander 36  
Thunder Bay, ON





*"While we cannot change the direction of the wind, we can trim our sails."*

Mike Reed  
Islander - 1974 Islander 36  
Bellingham, WA





# After 30 years, husband finally learns to sail

**Nancy and Anthony are excited for new adventures on Hurulu**

Thank you for welcoming us into the I36 club! A few months ago we purchased our first big boat, Hurulu, a 1977 Islander 36. She lives at the Richmond Yacht Club Marina and we were lucky enough to tag along on her coat tails and become members of the club, allowing us to keep Hurulu in her beautiful spot. She has been sitting quietly and being very well maintained for the last decade or so after the 2008

Haha and some Mexico adventures. We love her elegant woody and warm interior, (we have spent a fair amount of time staying below this rainy winter) and her simple sporty lines!

We had her hauled out at the end of January and I learned a tremendous amount about boat systems while she was on the hard. We had the standing rigging replaced and I pulled and

replaced all of the chainplates, which, by the way, was crucial to the boat's safety as one was cracked in half and the rest had a fair amount of spalling. We painted the mast 3 times (turns out it's harder than it looks), got all of the old foam out from the mast, added conduit and replaced the mast interior wiring, lights, and wind instruments. We replaced some of the through hull fittings, bottom paint, etc. I watched,



worked, and learned every day I was at the yard. I have so much more confidence in my understanding of my boat and boats in general and it was super fun to hang out with the salts all day.

I grew up sailing in Southern California, and after 30 years of marriage my husband has decided maybe he should learn how to sail too. He has taken the first few ASA courses and is a handy first mate now. Our kids are warming up to the idea of being out on the water but mostly busy with school or other adventures. We do have a sea dog, Dante, who tags along and likes to nap on the sunny side of the cockpit.

We are looking forward to a summer of anchor out weekends with friends and family. Perhaps some fishing. And building our skills and familiarity with the boat to cruise down to Half Moon Bay or up to Drake's. We want to explore the Delta, experience sundowners and try out the BBQ.

Racing, aside from perhaps a few beer cans, is not in our immediate future. I have done a few seasons of racing on a J32, but only with an asymmetrical spinnaker and I am fairly intimidated by our powerful looking spinnaker setup. Also intimidated to be skipper in the very competitive Bay Area racing scene.

We've got lots to learn and a lifetime to learn and enjoy our new boat. We are so excited to explore the bay, keep building our skills, make new friends, and have a fun time out on the water.

Nancy & Anthony Ibison  
Hurulu - 1977 Islander 36  
Richmond Yacht Club, CA





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Mike Fields with his long-desired Islander 36, Maggio

# New owner finally fulfills his dream

## Mike and Vickie looking forward to their Islander 36, Maggio

I learned to sail on a friend's 12 foot sloop on Denver's Cherry Creek Reservoir back in the 70's. I was the 'trapeze-Guy' and since the winds around here gust and change direction every minute or so, I spent most of my time hanging from the harness with my feet on the hull trying to keep the boat upright. Which really means I spent most of my time resurfacing after quickly releasing said harness when the boat went over!

After deciding that I didn't really enjoy hypothermia I gave it up, until I moved to SoCal in the late 80's, and immediately got the bug again.

I bought a little MacGregor 25 that I enjoyed sailing around in the ocean for about 5 years until I moved both boat and myself back to Denver, where I used the boat until selling her in 1996.

While living in L.A. I had fallen in love with a 1978 Islander '36 named 'Mariposa', and was working on a deal to buy her when I decided I just had to get out of L.A. to keep my sanity. I spent a year being broke but happier down in San Diego, and then moved back to Denver to finish my career in I.T., always thinking about that Islander and how I still wanted to get one someday.

By the time I retired all I really wanted to do was try to recover all those years of lost sleep (I was 'on-call' for most of my career), and didn't pursue the boat idea until a few years ago, when I started looking in earnest. Last April Vickie and I made another trip to San Fran to look at boats (very few available!) and finally got to sail an I-36 around the bay compliments of Captain Zora Rose's rental. Great! Just as wonderful as I'd always known they'd be!

The occasion was my 70th birthday, and no I-36's were available until our last day there, when 'Maggio' popped-up on Craigs List: a '78 with exactly the





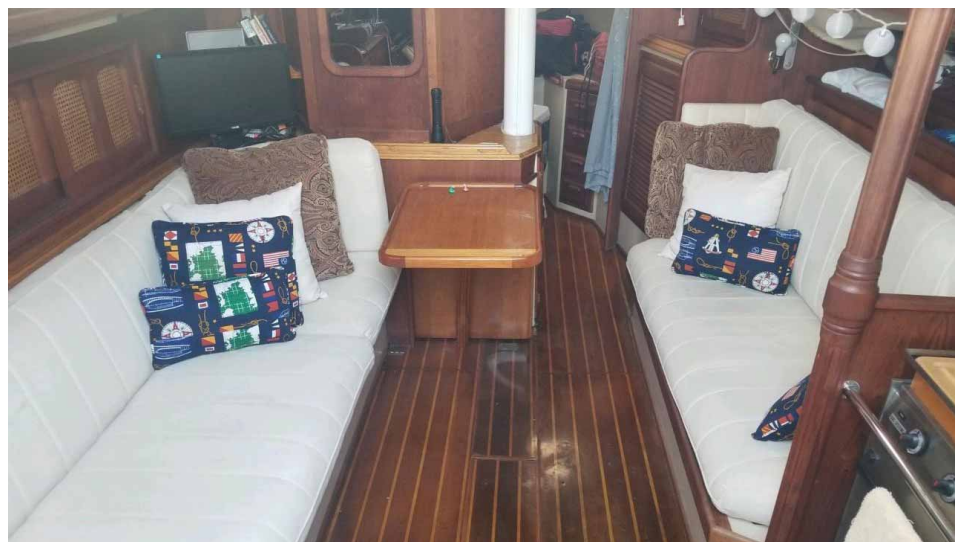
Vickie on board Maggio

same options and gear that Mariposa had back in the day. I decided I just couldn't wait any longer, and (more importantly), Vickie liked her, so I made the deal. The boat had been neglected for a few years, and needs plenty of work, but I have no complaint!

As for sailing: I spent some time in early Summer working on the boat to get her shipshape before taking her out, but then had some issues come up that kept me back in Denver until Christmas. At this point I still haven't gotten to take Maggio out sailing (although I did get to visit at Christmas long enough to try to prep the boat for the surprise Hurricane Season – when did you guys move to Florida?). I'm planning on spending more time out there now so that I can get things right, and hope to get to hang out with the I-36 Org folks (I've read about you all for years). Thanks!!

Mike Fields

Maggio - 1978 Islander 36







*"Freedom,  
open air, and  
adventure."*

*We found it on  
the water..."*

**3|6**

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