

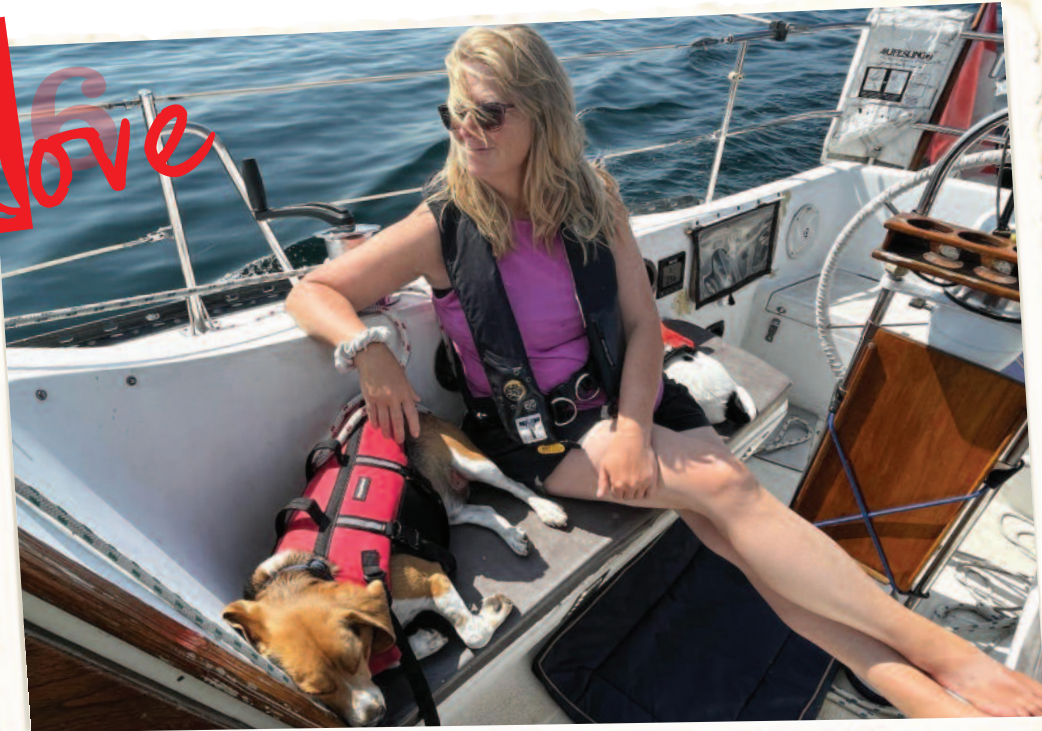
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Islander 36 NEWS
SUMMER/FALL 2023 VOL 10 ISS 2

TEMPESTA

islander36.org

36 Love



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ISLANDER 36 NEWS

SUMMER/FALL 2023 VOL 10 ISS 2

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36
JUST SAIL
AND BE!
happy!

On the Cover

Bill Storm's 1979 Islander 36 Tempesta, read his story on page 10 on how it put in a monitoring system to keep his Islander safe.

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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.



Record rain and record heat Spring and Summer 2023

Keeping an eye on the weather

Sailors always keep an eye on weather, but this season caused one to pay attention more than normal. Typically, the San Francisco Bay area enjoys cool wet springs that give way to our summer pattern by May. This year February like weather lasted until early July before giving up to some near record heat days in the last few weeks. That said, Kapai, our trusty Islander avoided most of the raindrops and participated in all the races on the schedule including the Vallejo Race up and back, two South Bay "around the buoys races" and the WestPoint Regatta which is a downwind run to

Redwood City culminating in a very nice party at WestPoint Marina. We also took our annual trip to Angel Island with the granddaughters who still find a night aboard a novel experience.

We keep Kapai at South Beach Harbor in downtown San Francisco which is a 30 minute drive from our home in the mid peninsula. SF has been getting a lot of negative news over the last few years but I still love "The City." A few days back it was forecast to be near triple digits in our town and I said to the Admiral "are we crazy? We have a floating home in San Francisco and it

will be 30 degrees cooler out on the bay." The Admiral agreed and we escaped the heat on our beloved Islander and even managed a rousing sail up to the Golden Gate Bridge in a 20Kt westerly before returning at sundown to spend the night in our slip. Never did get above 70 degrees on the bay and was a pleasant 60 degrees when we awoke the next day. I need to remember how nice this was when I make next slip payment at SouthBeach!

In other news I mentioned that we have been participating in the Islander race

program on the bay. Back in the heyday of Islander 36 racing it was not unusual to have 8-10 boats on the line but sadly, post pandemic, this has dwindled to 3-4. Dan Knox, my friend, owner of Luna Sea and most ardent fan of all things Islander 36 nudged me to see what we could do to invigorate the racing program on the bay. We speculated that perhaps racers have just aged out or could not get crew, or did not have the right equipment etc. Rather than speculate we sent out a survey to 104 current and past members based in Northern California. Some results:

1. Many racers have simply aged out and are primarily using their Islanders for day sailing and cruising.
2. There is increasing interest in shorthanded sailing which obviates the need to deal with the care and feeding of 6-7 crew.
3. Several members indicated that they prefer destination races which afford the opportunity to meet other Islander owners after the race to swap lies and imbibe in some snacks and a little grog.
4. The overriding sense that we got from the survey was that comradery was important and meeting other owners was a key highlight of participation in racing and cruising.

This was great feedback and we have decided to tweak the racing program in the following ways.

Next season we plan to add some shorthanded races and prioritize destination races over other venues. We will also send a strawman proposal out to the membership for feedback



prior to publishing the race schedule. If you are on the fence about racing please let me know as Perennial I36 champion Rich and Tom Shoenhair on Windwalker have offered to take prospective racers out on their boat with enough notice.

We also note that many of these races have a cruising division which supports our theme of more comradery.

This discussion is somewhat SF Bay Area oriented, but I suspect that other locations are dealing with a decline in participation as well. Let me know what is happening in your home sailing grounds to increase turnout. More sailors more fun!

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



Is it still procrastinating if you were sailing instead?

It wasn't just a newsletter that wasn't getting finished!

Our 2023 season started off with big ambitions for what we'd accomplish before Summer. New-to-us deck hatches were on the agenda, along with a bold idea of painting the boat. But the weather was slow to warm up and by the time we got the hatches installed and it was warm enough to paint, we were already pushing into June. Dragging boat projects out for too long starts taking a big chunk out of our short Lake Superior sailing season. Besides, we can always paint the topside at the dock, right?

But like the painting, getting a "summer" newsletter out went on the

"we'll do that next weekend list" by the time Friday rolled around and the weather was ideal to go sailing. Now as the temperatures cool off and the winds on Lake Superior turn a little blustery for a comfortable weekend on the water, we're spending more time ashore looking through the photos of our summer adventures and finally knocking out what is now more of a Fall newsletter.

With limited vacation time this year, we didn't end up traveling as far as previous years but instead spent most of our trips revisiting closer favorites. Rather than hoisting the sails right after

breakfast and rushing to cover 20-30 miles to the next anchorage, we were more inclined to spend 2 or 3 days in the same spot, savoring the unique experiences each offered. There were hiking trails and scenic lookouts, stargazing while enjoying a campfire, new spots to anchor and enjoy the tranquil call of a loon across a misty bay on a cool August morning.

While we spent a few weekends with just ourselves and Harry the boat beagle, most often we were able to share these places with friends. In addition to our usual sailing companion, Boomerang - a Jon Meri



40, we also got to introduce our favorites places to another couple with their new boat, Danu - an Express 35. There's no shortage of seclusion on the north shore of Lake Superior, but cruising is so much fun when you get to share it with friends. As ridiculous of a movie as "Cocaine Bear" was, we all still laugh at how much fun we had watching it outside while rafted together.

That painting we thought we'd accomplish to the dock didn't get done - the paint can didn't even make it to the boat! But we still made a few more improvements to the boat.

I managed to replace the old, non-functional Navico autopilot with a B&G NAC-2 but saved a lot by figuring out how to use the existing hydraulic ram. We had more than a few light wind days where we could now rely on "Otto" to steer the boat while we sat back and enjoyed the ride. Having an autopilot that integrated with our chart plotter and instruments meant we could also use it to steer to the wind direction. Shorthanded sailing became a whole lot easier once I figured out





how to get the boat to steer through a tack while I retrimmed the sails.

My celebration at getting the auto pilot working was short lived when we returned to the dock and realized that the refrigerator wasn't working anymore. It was hard to be too angry about it when I saw the installation date on the instruction manual - that Adler Barbour Cold Machine was 40 years old! What limited information I could find on that vintage of Danfoss components suggested it was either the compressor or the control module. We went through a couple weekends

using ice blocks to keep the food cold before I took the gamble and bought a non-returnable control module. Thankfully, that fixed the problem and the fridge has been working better than ever!

To make sure that fridge kept running hassle free all weekend long, I also replaced the house "bank" - a single, tired, battery, with a pair of new deep cycle batteries. Still not ready to make the expensive conversion to lithium, but this simple upgrade eliminated worrying about battery charge level for our August vacation week cruise. Not only was the

food kept cold but we had plenty of battery power to run our comfort addition to the boat - a diesel heater.

With a sailing season from mid-May to mid-October on a lake that gives cool sailing weather even in the hottest of months, some sort of heater has long been on our cruising wishlist. I thought our choices were either a cabin-mounted wood or propane/diesel unit, with a chimney sticking thru the roof, or a very expensive Webasto or Eberspacher air heater. But once I discovered the inexpensive Chinese diesel heaters, having a warm boat was no longer a luxury to dream about!

Aside from replacing a few of the included exhaust parts with proper marine components, and adding a carbon monoxide detector for safety, it was a simple and affordable way to vastly improve life aboard the boat. It got used many more times we expected and, like refrigeration and hot water, having a warm cabin elevated our enjoyment of Jubilee even more. One off-season improvement will be to finish the ducting installation as I simply vented the hot air at the quarter berth until we could gauge how well it would heat the boat before I started drilling

holes through the cabinetry and bulkheads to deliver the heat further forward.

Our biggest "sailing" accomplishment this summer would have to be finally catching some fish! We're not ashamed to admit that we are total fishing rookies and all we caught last summer was some weeds and the bottom of the lake! But by staying closer to home this summer and not worrying about how many miles we needed to sail each day, when our boat speed dropped to 2 knots, out came the fishing rod. Perseverance paid off and on a beautiful August afternoon, we caught our first lake trout!

While it wasn't huge, it was big enough to keep and not only did we get to share a beautiful night at Dawson Bay with our friends on Danu, but we also got to share a fantastic dinner aboard Jubilee. That Islander 36 dining table never looked better than with a freshly cooked trout on it until September when we finally caught some salmon! Once again we feasted on a delicious fish while enjoying a tranquil night at anchor.

The end of our sailing season is fast approaching, but hopefully we can have a few more memorable weekends before the marina closes in mid-October and we head back to the yacht club for haul-out. Regardless, we've created another summer of good times to reminisce upon when the cold and snow make sailing feel like a distant memory. But maybe now that we have a winter cover and a heater, we might spend Christmas on the boat!

Hope your summer was as good as ours!

David and Cara
Jubilee, 1978 Islander 36
Thunder Bay, Ontario

Save the Date...



Fall Meeting & Winners' Dinner

Saturday, November 18, 2023

Coyote Point Yacht Club



Does your boat talk to you?

Installing a remote monitoring system in our beloved Tempesta

As all boat owners understand, system failures are rarely cheap and never convenient. Life circumstances have rendered us unable to get to our beloved Tempesta very often, and as we live about 100 miles from the marina, we depend on all kinds of systems to keep her safe. A recent marina power outage, coupled with a battery charger failure provided us with irretrievably damaged house batteries. A couple of thousand bucks later, we realized there has to be a better way.

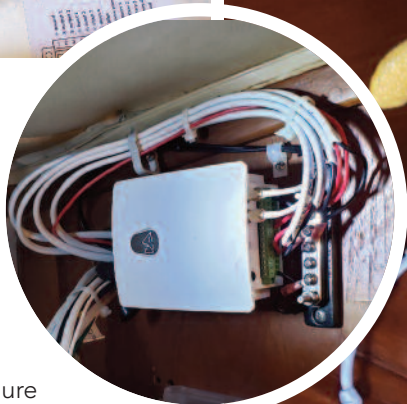
Hearing our pain, a friend of ours asked, "Does your boat talk to you?"

Exploring the various options of monitoring systems, and knowing cell service is poor at our marina and Internet nonexistent, I decided to invest in a BRNKL (pronounced "barnacle") system as it provides data for systems I need to monitor. It also provides geofencing, yielding a discount from my insurer. The installation took about

7 hours, and you can see from the pictures what is being monitored. I did install an extra "high-water" float switch that will provide an alert if the bilge pump fails to keep up with any water coming in. The base unit itself is installed above the nav table, and behind the removable radio/AIS unit (you can see the cable leading to the radio unit), and the camera is forward of the port settee, seen here with our boat mascot, Luigi. The GPS/Cellular antenna is mounted under the port side



deck, inside the storage compartment. The antenna is far superior to pulling in signals than our phones.

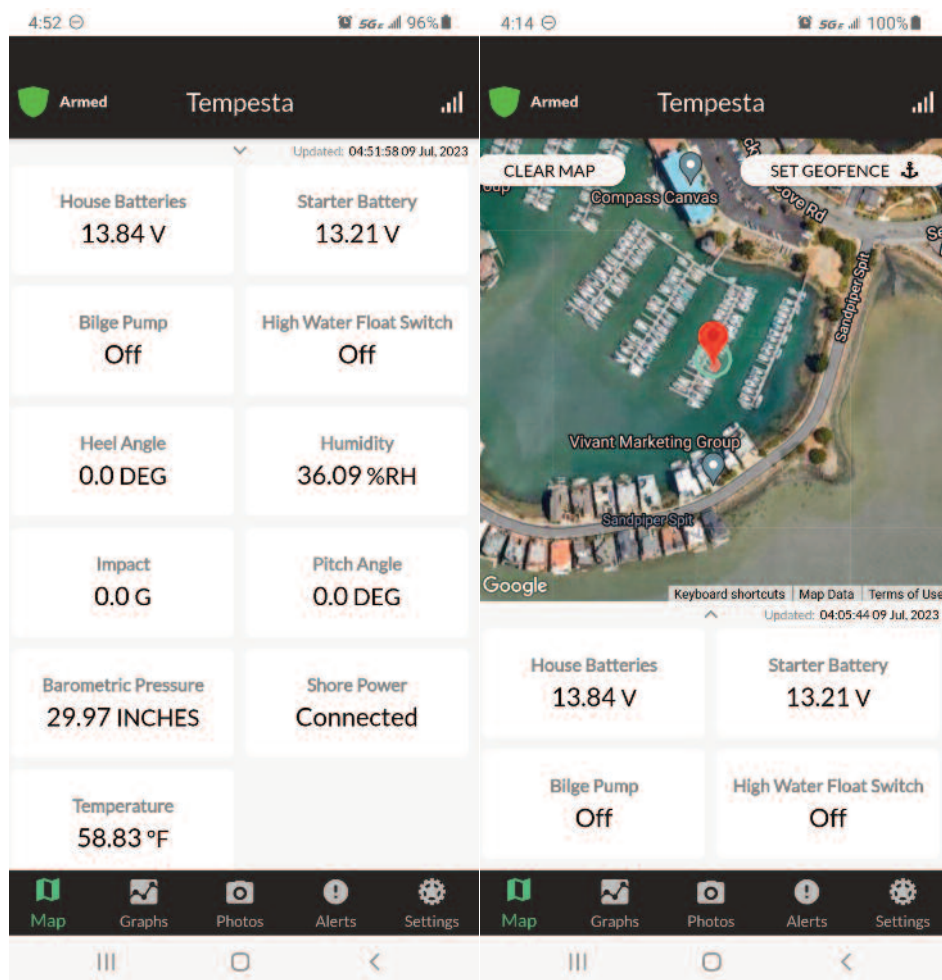


Should we now experience the same failure we did in January, we would get an alert through the app that shore power had failed, and eventually an alert that battery voltage had dropped below 12V, along with being able to monitor battery voltages in real time. I also know way more than ever about Tempesta's internal life than I ever did, even when aboard her. Interior photos are taken on a schedule and when triggered in the app.

BRNKL is a small company based in Victoria, BC, and their contact email is monitored by the CEO. They are fantastic to work with, and very responsive to all questions, plus their support videos and materials are superb. See more about them at their website and YouTube channel.

Feel free to contact me if you want to pick my brain while it's still fresh following installation.

Bill Storm
 Tempesta - 1979 Islander 36
 San Francisco, California





WestPoint Regatta

Kapai and Luna Sea give us some perspective

View from Kapai

July 8, 2023 - a wild and windy one

The WestPoint Regatta is an annual race that takes sailors from just off Treasure Island, around Harding Rock and Alcatraz and then south 20 miles or so to Redwood City. The race is a joint effort of WestPoint Marina, Treasure Island YC and Sequoia YC. WestPoint puts on a heck of a party at the end.

The three Islanders who signed up - Windwalker, Luna Sea and Kapai - are becoming known as "the usual

suspects!" Forecasted currents were slack at the start turning to a healthy flood all the way to Redwood City. Forecasted winds were 15 to 25 with gusts to 35 so we prepared for a blustery sleigh ride down the bay.

Kapai crew included my son Bryce, his wife Reanne and new sailor Mike Lynch who is my masters swimming coach. We left a car at WestPoint as I planned to single hand the return trip on Sunday morning. Islanders were in the first start at 11:30 AM and it was blowing pretty good as we prepared for our start. All



three boats started close to the gun on starboard with Windwalker across first followed by Luna Sea and Kapai. Once clear of the line we all tacked to port to head to Harding Rock with Windwalker almost on the layline to Harding and Luna Sea footing off to Angel Island to avoid the beginning of the flood. Kapai

split the difference. Windwalker rounded Harding first followed by Luna Sea and Kapai. We got a pretty good photo of Windwalker heading on a reach for Redwood City. The strong westerlies held up all afternoon so once you sailed past the first mark it was a broad reach for the next 20 miles or so. Kapai settled into a nice rhythm, we enjoyed some sandwiches, and basically watched Windwalker and Luna Sea disappear down the city front. When we approached the city Windwalker had dropped their Genoa and was motor sailing home. Luna Sea headed for Sequoia YC while Kapai had made a reservation at WestPoint, the host of the dinner party. We tied up next to Zeehound, a Newport 30, and were delighted to run into Islander 36 royalty, Steve Zevanov, who was crewing on Zeehound. Steve's father, Lou, pretty much started the I36 Association and I36 one design racing on the bay back in 1971. It was great to see Steve.

WestPoint put on a tremendous dinner and party with Jamaican Jerk Chicken, live music and a great turnout. We shared cocktails with Dan Knox on Luna Sea along with his better half Myphi and crew Jeremy. WestPoint set up lot's of tables on the patio overlooking the harbor with a fine view of the famous 1924 vintage yacht Hurrica V which was featured in the film "The Great Gatsby." Pretty fancy! We all had fun catching up on the race and swapping lies. My crew left me for home and I had a pleasant overnight. Leaving at 7am I made it back to South Beach Harbor in a little over 3 hours. We will definitely do this Regatta again.

Cheers

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



WESTPOINT REGATTA



View from Luna Sea

Wiped out by Windwalker again.

Another 26-mile race and another 2-minute loss.

No video of this race. Operator error. I am the video operator. ?? I turned on the GoPro and instead of starting a video I got a single picture on my finger pressing the GoPro button.

Planning for the race the conditions looked to be freshening up quite a bit. Winds predictions were from the high teens to the low twenties with gusts twenty-five to thirty. There was supposed to be a building flood throughout the day which would help carry the fleet down to Redwood City.

Our start had 8 boats divided into two classes. One boat was starting with us that had a rating below 100, so they were going to be tough, and of course there was Windwalker. I told the crew we should be lucky to get third, and I would be happy with a mid-fleet finish. Kapai has been improving and they definitely have a good looking crew! They were someone to worry about.

The start was south of the old Berkely Pier near the north end of TI. The flood was there at the start but it was still early. We still thought it would be a factor so after a good start we tacked and headed toward Point Blunt to take to take advantage of what little current relief we could find. This is the textbook move on a building flood. Of course, it didn't pay off, why would it?

Windwalker and the sub 100 boat stayed way south of us and were pointing much higher. Yes, we got some current relief, but we sailed to a less windy area and by the time we rounded the first mark at Harding Rock we were about 10 minutes behind Windwalker and the race was really

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NETWORKING

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explore
the benefits! **3|6**

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

WESTPOINT REGATTA



over at that point. You can't give Windwalker a 10-minute head start and expect to ever overcome that. They are just too good.

However, a good time was had by all after that point. When we got to the mark, we needed to duck two other boats before rounding and falling off toward Alcatraz. The wind was in the low twenties so even though we had the kite ready to go we decided to keep the 135 up and switched to a second headsail sheet led to a block on the toerail and just reached off. This proved to be a good decision as the few boats that did try to put up a kite on a tight reach in those conditions had all kinds of problems and it was round up city for them. Our pole stayed up on the headstay with sheet and guy attached to the kite for the next two hours. We never did put it up.

Pretty much the conditions were the same from rounding Harding Rock all the way to the San Mateo Bridge. Wind right on the beam in the high teens to low twenties and we were zooming. This is the fastest Luna Sea has ever gone without a kite. We were always in

the eights (speed through the water) and sometime in the nines. And a few times we hit 9.5. The speed over ground was even higher because of the building flood but it never did get as big as predicted. Although some people say it was gusting to the mid-thirties, we never did see anything like that. The highest gust we saw twenty-seven although looking at the wind speed indicator was not high on the list of priorities.

We were short of crew, but we put our best trimmer on the traveler and for the most part that crew member was really steering the boat. My job on the helm was keeping us on course and every once in a while, luffing up someone who though it was a good idea to try pass us to windward. That was not going to happen. Whenever we got a gust, he eased the traveler to keep us from rounding up. When the gust passed, Jeremie moved it back up again. This seemed to work well as we stayed in control and were going very fast.

So, we did the 26-mile race in three hours. There was a little drama at the finish as we were part of a four-boat finish and all the boats overlapped as

they went past the finish. The one boat on port fouled us, but they seemed a bit confused by the port/starboard rule. This could have been a disaster but it wasn't. Anyway, tried not to let that ruin our day.

Toward the end we could see Windwalker and we actually gained a bit on the long reach but they still wiped us out. We did pass the sub 100 boat, so we finished second and corrected out second of the eight boats in our start.

The trip back on Sunday was just Myphi and I. The conditions were just about the same and there was a lot more zooming! The big flood never showed up and the little there wasn't all that much of a problem.

This type of weekend regatta is our favorite and we encourage more people to sign up and give them a shot. This was what I refer to as a "John Melton Regatta" - everyone had a great time.

Dan Knox
Luna Sea, 1978 Islander 36
San Francisco, CA

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

Painkiller... THE ORIGINAL Rum Cocktail A tiki legend!

I am trusting everyone had a great sailing season and hopefully for most of you, the season is not over.

Unfortunately here in Thunder Bay we are getting close to the end of the sailing season. With the marina closing October 15, it is time to start thinking of the dreaded haul out.

For this issue, I reached out to my sailing partner in crime and got her thoughts on what would be a great cocktail to feature.

Michelle and her husband had the pleasure of chartering a sailboat in the British Virgin Islands a few years ago, where they were able to sample the original Painkiller cocktail, which originated at the Soggy Dollar Bar.

The Soggy Dollar Bar is located in a remote location along the coast of Jost Van Dyke's White Bay, they say that the bar was once only accessible by boat and visitors has no choice but to anchor their boats offshore and make their way



to shore by swimming. Their money would get wet and thus they would spend their soggy dollars on the famous Painkiller cocktail.

The recommended rum to use is Pusser's Rum, so grab your cocktail shaker and lets give it a try! Maybe having an original painkiller cocktail will make putting the boat away for the winter...not so painful. Cheers!

Cara Croves
Jubilee - Islander 36
Thunder Bay, ON

INGREDIENTS:

- 2 ounces Pusser's Rum
- 4 ounces pineapple juice
- 1 ounce orange juice
- 1 ounce cream of coconut (Coco Real)
- Freshly grated nutmeg

INSTRUCTIONS:

In a cocktail shaker filled with ice, add rum, pineapple juice, orange juice and cream of coconut. Shake vigorously until well blended and chilled. Strain into a cocktail glass filled with ice. Garnish with freshly grated nutmeg and a wedge of fresh pineapple.

Summer Sailstice

Small, but FUN fleet

The month-long June Gloom persisted as the day started, but the cool weather moderated the usual thermal breeze and the prediction was for at least average, or slightly below winds. It was flukey on the south side of the Bay Bridge at the starting line. Kapai had a nice bit of breeze and started right on time, Bella Luna had some breeze and also managed to get a decent start. Vanishing Animal had little, as did Windcatcher, so they were 3rd and 4th to cross the line.

But once on the Bay side of the bridge, the wind filled in nicely. Kapai had started to leeward and worked up in front of Bella Luna and Vanishing Animal. Vanishing Animal eased off and footed to get clear down to leeward, slowly gained on Kapai and Bella Luna. By the time we had cleared the City front curve and into clear air down the slot, Vanishing Animal had pulled ahead. As we passed the wind shadow of Alcatraz, the stratus cleared and we were in glorious sunshine. The wind pipped up into the 15+ range and we all had a wonderful romp across to Angel Island. On Vanishing Animal we were holding an 8.3 knot boat speed much of the way, but, with the rail practically in the water with our tall rig,

Turning down into Raccoon Strait, Vanishing Animal held a deep reach course to keep the jib full, and avoid the last of what looked like an ebb current at the edge of Angel Island. Kapai and Bella Luna tried the direct route down the Strait, and were stuck



with light air and maybe that current, but in any case V.A. steadily reached down across the strait. By the time Kapai and Bella Luna did the same, it became a long game of chase.

Rounding the back of Angel Island and holding out to avoid the wind shadow, the Pt. Blunt Blast did its usual number with 20 knots or so and the reach back to Treasure Island and the finish line was a fast one. Vanishing Animal finished 1st, with Bella Luna, Kapai and Windcatcher following.

Dan Throop supported a raft-up in Clipper Cove and led the way in to

anchor first. Bella Luna rafted up, followed by Kapai, and finally Vanishing Animal. Though it was a beautiful raft, the 20+ wind was whistling through the rigging and started to drag the whole raft down toward another boat. So, have raised a cheer to all, we broke up the raft and headed back to our home port. It was a great day to be on the water, and the Islander never loaded better.

Check out some of the great videos from Mike Blendermann and pictures from a great Islander 36 Summer Sailstice Rally at www.islander36.org/sailstice23/sailstice23.html!



Check out
our website
for more photos
islander36.org





The Great Vallejo Race

Windwalker scores first place

Five Islanders signed up for this years GVR including Windwalker, Kapai, Luna Sea Bella Luna and Renaissance.

However, Renaissance did not compete - they may have been discouraged by the forecast for rain which never showed up. We had hoped to have everyone start with the spinnaker group and sort out non spinnaker finish times etc. after the fact. In the end, Windwalker, Luna Sea and Kapai were in the spinnaker division, Bella Luna in Non Spinn and Renaissance in the

cruising division. I hope we can get this organized better next time.

This was the best Vallejo race up I have ever done with steady winds of around 15 and a flood all the way to the finish. Windwalker and Luna Sea flew spinnakers and finished 1:42 minutes apart with Windwalker taking the honors. Kapai in the same start went non spinnaker and finished nearly one hour behind. Those spinny's sure help. Bella Luna started 10 minutes later in

the Romeo division and had the course to herself. However, when we used her corrected time to slot her in with the fleet, she beat us by an almost identical 1:40!

The best thing about the race is the raft up at Vallejo YC and Dan Knox and Myphi's hospitality on Luna Sea including free champagne for all Islanders that signed up. Visitors to Luna Sea included the crews of Kapai, Bella Luna, Windwalker and surprise visitors Mike Patterson and Liz Munnelly and Kerry and Jennifer Scott arriving by land yacht.

The Sunday start was in reverse order with light and shifty winds in the



estuary. Luna Sea took an early lead over Windwalker and was in the lead at the first mark. They were quite a distance off from me but I believe Windwalker passed Luna Sea over in the shallow water seeking current relief off Pt. Pinole. It looked like a great duel until I lost sight of them. The finish line was a bit obscure off Richmond YC and a number of boats went inside the wrong buoy including Luna Sea so they scored a DNF. Kapai and Bella Luna were in different starts but had some fun playing tag on the way to Richmond. When the dust settled and the elapsed times compared, we beat Bella Luna by 28 seconds! What great racing. Sure great to have Bob De Prato on the race course! Lot's of fun.

OK we have had Luna Sea for almost 20 years, and I believe we have missed one Great Vallejo Race. A few years ago, my nephew got married in Western New York. I asked the bride six months before the wedding if she could change the date. The mother of the groom called me a few hours later and told me I was nuts. I even sailed up to the Vallejo on the date the race was scheduled during the pandemic. I was a fleet of one. I asked the Commodore if I could spend the night and of course

they said yes, (they always say yes) but I wasn't supposed to tell anyone. Needless to say, this is my favorite regatta of the year. If you own a sailboat and don't do this regatta, I will never understand why you have a boat.

Here's pretty much how things went down this year.

On Friday I spent the day getting Luna Sea ready for the race. I got her rigged and tried to take off a few things. Luna Sea is a chubby boat to begin with and all the extra stuff we have onboard doesn't help. Our neighbor, Penny, let's us stow a few things on her big powerboat, so we were going to take advantage of that. We moved enough stuff to raise the water line about an inch and a half. I once tried to calculate how much weight you need to raise the waterline one inch on an I36 and came up with 1000 pounds. I have no idea what the correct answer is, but this is probably close. Our start time on Saturday was about 11:30 so I wanted to leave the dock by 9:30. It would take us more than an hour to get to the start and I wanted to get there early to check things out. The plan was the crew would get to the boat by 8:30 to double check things. Myphi and

I would get there by 7:30 just to make sure.

The crew was all on time and helped move a few more things to Penny's boat. We decided to take two kites, a half ounce and a one and a half ounce. The wind was very light and from the south as we left Marina Village. We motored all the way to the start line and was happy to see boats actually starting. The line was very biased with the pin end much closer to the windward mark but with a bit more of a shift to the west boats starting at the committee boat end they might be able to make it without tacking!

Our start was combined with another and included some speedy boats. Gordie and Joan would be tuff to beat and of course Windwalker beats us all the time. Another boat Warwoop also is well sailed and would be tuff to beat. So, there were about 10 boats in our start, and we had to sail well to finish in the middle of the pack. Anyway, with ten minutes before of our start most of the go fast guys we at the pin end taking advantage of the shorter course but the wind was moving to the west. We decided to start in the middle of the line where we would be all by

THE GREAT VALLEJO



ourselves. It was a long starting line, so our plan was to get to the committee boat about 30 seconds from the start run the line and start in the middle at full speed in clear wind. When the boats starting at the pin end hopefully got to the lay line and tacked, we would have starboard advantage so they would either have to overstay the lay line or duck us. We got a good start and things went as planned. Gordie and Windwalker overstayed the lay line by about four boat lengths, so as not to have to duck us, and we went a couple of length passed past the lay line and tacked inside of them in good position. But we made a bad tack and they both rolled over the top of us, and we had to pinch to round the mark even though we went two boat lengths past the lay line. Nuts. But we rounded in third so were happy with that.

After rounding the mark, we sailed a close reach toward the Richmond Bridge. Gordie fell way off to sail a beam reach, with his kite up, but Windwalker sailed a direct course taking advantage what current there was. We pretty much followed Windwalker. We decided to switch to a secondary headsail sheet running to toe rail to get a better sheeting angle. This proved to

work well, and we cross sheeted the line to the primary winch on the windward side. Our lead over the boats behind us increased but we came no closer to Windwalker and Gordie just zoomed away. After passing Red Rock and The Richmond Bridge we put up the half ounce kite in almost perfect conditions. This kite we try to use in less than ten knots of apparent wind. Using it in more than that and you take a chance of it blowing up. Which is always fun but a bit costly. ?? The flood was not as strong as predicted and once we got the kite up, we did gain a bit on Windwalker for as long as the wind stayed light. But as the wind got more moderate we started to worry. As the wind got up to the mid-teens and we were going a steady eight knots, though the water, and sometimes more, and the apparent wind stayed close to ten. Windwalker remained a couple of minutes in front of us, which is a big lead, and as the wind continued to build all our opinions looked bad. We would fall back even more if we changed to the heavier kite so we just stayed with our half ounce and tried to sail deeper and squared up the pole and sail DDW to keep the apartment wind as low a possible. We saw of couple of gusts where the true wind speed hit 20 but only for short times

and it wasn't too bad. Because we were sailing DDW we had to do three jibes and for the most part they went well.

As we got close to the Napa River, we ran into a bit of a problem getting the headsail out, but it wasn't bad and Windwalker had bit of a problem also. (That rarely happens!) We gained a bit. The final leg up the river was fun as the wind moved forward and was a bit patchy, but it was pretty much a parade. Gordie was so far ahead we didn't even see when he finished. Windwalker was still about two minutes ahead and that was that. We were third in our start and second among the Islanders. The crew was happy with that so I was too! We got down the sails put the fenders out and waited our turn to head into the Vallejo Yacht Club. There were less boats than usual, but we got in and tied up and started the party. We had 13 bottles of champagne on ice and made two gallons of John Melton margaritas. Plus, Myphi put out a nice spread and no one went hungry and soon we had a popular boat. We were lucky enough to tie up next to Windwalker and the crew of Windwalker I'm happy to report helped make for a very good party, especially Donna! Pretty soon Ruby and

Kim Dish show up and then the crew of Kapai and Bella Luna. Rob of course was a big hit with all the girls! What is it with that guy!!!

As the band started, we went up to see Barbara and Noble and were saddened to learn they had sold their boat. Nuts. Just nuts. It sold in one day. One day! Donna and Myphi and scores of people danced the night away while I tried my best just to not look too foolish. After the dancing we headed back to Luna Sea and spent the night with six on board. We moved the sails onto the foredeck and found everyone a berth. On Sunday wake up it was a bit overcast and at least two boats stuck in the mud. Jim Quanci's (former Commadore of the SSS) Green Buffalo at the south end of the YC basin, and the smartest guy there, Nobel Laureate John Clauser's and BODACIOUS+ sterned tied at the new dock in front of the YC at the north end. The fact that Professor Clauser can go aground gives us all hope. The RC had delayed the start an hour later than usual to get almost everyone out on time. The wind was very light and patchy, and we would be starting with the same ten boats. There was a bit of colorful language at our start as we were stuck between Joanie and Windwalker and Joanie kept taking us up. Three times I told them we had no were to go and the fourth time they luffed us they hit our sail. They yelled protest and I replied I told you three times we had nowhere to go. You can't just run us into another boat you need to give everyone time to respond. They yelled protest again and I told them to put up their protest flag within one minute because at the protest I didn't want to win on a technicality. They then fell off and everything returned to normal. There was no protest by anyone. It's good to know the rules.



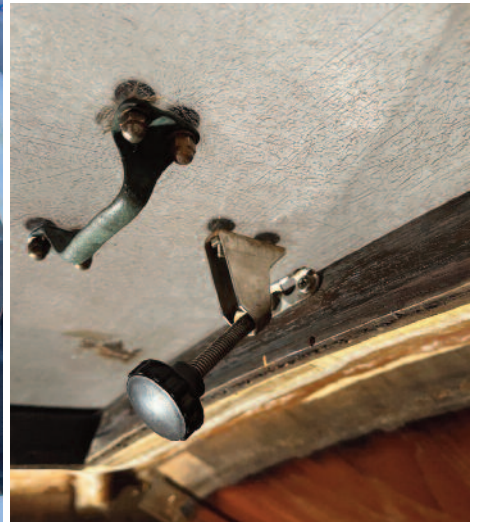
We got a nice start mostly thanks to our half ounce kite which works wonders in 5 knots of wind. And I really hope someone got a picture of us in front of Windwalker. If no one got a picture, I don't think anyone will believe it. I know I wouldn't. By the time we got out of the Napa River we passed Bella Luna and waved to them. I think they got a very memorable picture of us, but you will need to ask them about that. Even though Bob got confused about what class to sign up for we all appreciate him showing up. If we can get five or six boats to sign up, and show up, we can get our own start and get our one design status reinstated. This helps increase the value of all boats, not just the ones racing. Thank you, Bob!

We stayed ahead of Windwalker for about half the race but then they once again zoomed by. At least we were ahead for a while. The race back to RYC was up wind the whole way and even though the flood tide was not as big as predicted, there were a lot of tacks and then some more tacks. It's not easy to short tack an Islander 36 with an overlapping 135. Many thanks of our crew. We had some very good tacks

and only a couple of poor ones. Well done crew.

On the way back we saw Steve Zevanov sailing on the Newport 30 Zeehound and Cindy and Jim Fair on Jim's Merit 25 Chesapeake. These are two well sailed boats with experienced crew. Always fun to see some happy faces on well sailed boats.

As we approached the finish Gordie, Joan and Windwalker were way ahead of us and we could not see anyone else in our start behind us so we would be second in the Islander fleet and forth in our start. But then we saw Steve put up a kite and Zeehound started to catch us. Nuts. So, we put up a kite to stay ahead. It is racing you know. Right ahead of us was an Express 37 without a kite so that was another reason to go for it. Well, we didn't catch the Express 37 and sure enough Steve zoomed by us at the finish. No horn for the Express 37, a horn for Steve and no horn for us. The next day we learned we didn't sail though the correct finish line. It was about 25 yards to port. So, in the end Luna Sea gets yet another last place in the Islander fleet. Some things never change. I guess that's a good thing.



Jubilee's front hatch conversion

Replacing the factory deck hatches

Another upgrade bring less leaks for Jubilee

As a continuation of replacing or rebedding the ports on Jubilee, we also wanted to upgrade the stock deck hatches. In particular, the front hatch over the v-berth isn't a very robust design - it's simply a curved piece of acrylic with some hinges. It relies on nothing more than some rubberstripping around the hatch opening to keep the water out. In addition to needing the rubber stripping replaced, the lens itself was completely crazed and also had a few extra holes in it where hardware had been removed. The hatch was secured from the inside with a screw latch, and supported when open by an arm that also had a screw clamp to lock it in place.

We had seen the hatch upgrade that Galatea had done and thought that would be a great thing to do on our boat. Given the price of a new hatch, it wasn't high on the priority list but I eventually lucked out and found a used Lewmar Ocean 70 in Vancouver popped up on eBay that I purchased for \$100, including shipping! While the lens isn't in great shape with crazing and some scuffs, we can replace it fairly easily once I can source a half-decent price on smoked acrylic. I couldn't pass up a \$2000 hatch for \$100, no matter how bad the glass looked!

The challenge with changing to a standard marine hatch is they have flat bases while the cabin top of the

Islander 36 has a curve to it. In order to flatten it out, Galatea's hatch sits on a custom teak ring but that wasn't an appealing solution to me. Besides from having more teak to be varnishing, it would also be expensive and difficult to source...especially if I botched up making the frame!

When Adam Berti had the hatches replaced on his Islander 36, the installer moulded a fiberglass base for the hatch to sit on that would also cover the drainage channels. This was essentially what I wanted to accomplish as we also have plans to paint Jubilee so the whole install would look seamless instead of the teak. I have some basic experience working with West System



Adam Berti's front hatch replacement

The larger forward hatch conversion went well. The existing coaming was cut away completely, and a pattern was made to build a mould that would fit the new hatch exactly. The fiberglass part was moulded, trimmed and set in place on the vessel.

epoxy but didn't think I could pull off building a mould, then using it to make a fiberglass part from it, and then attach that to the boat.

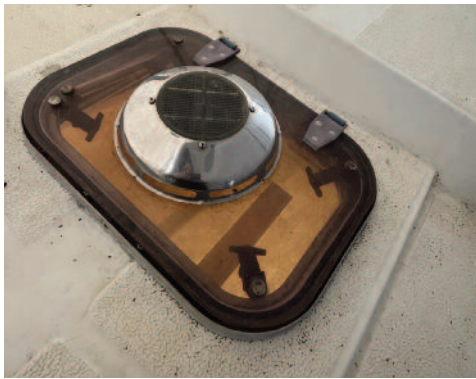
What I did think I could manage was making a frame like Galatea's, but out of plywood, attach that to the boat, and then cover it with fiberglass cloth. My garage had all sorts of plywood in it so I was able to quickly put together frame for the Lewmar 70 to sit upon using 3 layers of 3/4" plywood. I originally had 2 layers, but when I trimmed the underside to match the curvature of the deck, it got very thin in the middle and

was flexing so I added an extra layer. In hindsight, I should have gone thinner and the hatch wouldn't sit so high off the deck.

After the frame was built, I then had the nerve-wracking task of cutting out the old hatch. Our 1978 had a trapezoidal shaped hatch, narrower at the front edge than the back. To fit a square Lewmar 70, more material had to be removed from the front while very little was getting removed at the back. After checking the position of the cuts multiple times, I took the saw to the

boat and hacked out a good chunk of fiberglass!

A generous amount of thickened West System epoxy glued the frame firmly into place and also filled in the gaps of the old drainage channels. Wrapping the frame in fiberglass cloth was easier but messier than Youtube videos make it seem. No matter how careful I was, the cut edges of the cloth fray like crazy, but the cloth conformed more easily to the curves than I expected. Saturating the cloth with unthickened epoxy and making sure it was positioned properly



Galatea's front hatch replacement

Jubilee's salon hatch conversion

without air bubbles used a lot of gloves! I had expected I would need to coat the surface with fairing compound and sand things smooth, but multiple coats of unthickened resin fills in the surface texture of the cloth and I had minimal sanding to get things looking smooth enough to paint.

While we had good intentions of painting the boat last Spring, by the time that the weather had improved enough to do that, we would have been sacrificing a good chunk of our sailing season. So we settled for just painting the new hatch base with white Interlux Brightside polyurethane paint. Hopefully next Spring arrives a little quicker and we can paint the rest of the deck to match!

I bedded the Lewmar hatch in what I thought was a ridiculously generous amount of Sikaflex but there ended up being one tiny spot where water manages to slowly drip in during a hard

rain. As small as the leak is, it still manages to make a big wet spot on your pillow so the hatch will come off at the end of the season and get rebedded. I might use butyl tape instead.

We also replaced the smaller hatch over the main cabin with a used Lewmar 30 medium profile hatch. Since the deck is already flat in that spot, I only had to cut the opening to match the new hatch. Unfortunately, once again I didn't do a perfect job sealing it and that hatch will need to get rebedded as well. Thankfully it wasn't a very rainy summer!

I will also need to figure out what to do with the inside part of the hatches. We still have the headliner to replace in the vberth and figure out how to trim the underside of the new hatch opening. It will probably be done similar to the outside - attach a wood frame and then wrap it in fiberglass and paint.

Despite the couple drips, we were pleased with the new hatches. Admittedly, the front hatch isn't quite as sleek as the original, flush hatch. But as the summer went on, I got more used to it sticking up off the deck and didn't notice it as much. Though if I were to do it again, I would make it a little lower so it wasn't quite so prominent.

From a functional standpoint, the new hatches are awesome! No more knobs that have to be screwed or unscrewed in order to open or lock the hatch. A control arm isn't necessary with the friction hinges on the Lewmar hatch but I might need to replace these ones eventually as they don't quite hold the hatch open in any position. Granted, it is one of their biggest hatches so it's a fair bit of weight for the hinges to support. The latches on these hatches can also be opened from outside (as long as the lock isn't engaged) which has also proven to be convenient.

Hopefully we'll have the interior trimming done in time for the next summer newsletter and can show off a completely finished install!

David Wadson
Jubilee, 1978 Islander 36
Thunder Bay, Ontario

NATIONALS REGATTA

at Golden Gate Yacht Club



**SATURDAY
OCT. 14/23**



Here's a chance for all of you who haven't raced this year in our series to get in one last day of racing before the season ends. We are once again racing in clear view of the Golden Gate Bridge at the fabulous Golden Gate Yacht Club.

Join us and show that you haven't lost any of that pizzazz.

36 *Don't miss the event of the year!*

For more information visit: islander36.org/nationals23/nationals23details.html

Robert Daprato from Bella Luna shares photos from his sailing adventures...





Adam Berti inquires about replacing the mainsheet traveller car on his 1976 i36

"While our boat was on the hard and getting a fresh paint job, it would appear the main traveller car became swollen (????) to the extent that it no longer slides onto the curved track. Weird, I know."

"This is a 1976 Islander, so there is the curved traveller suspended over the removable storm hood. Track is 32mm wide (1 1/8). I believe it is compatible with Schafer parts - so I think this would be an ideal replacement: SCH 72-36 - it's a four wheel car. There is a six wheel car

with a higher working load, but I would think the curved track means only 2 wheels would touch anyways..."

"So of concern, is it compatible? And is the working load strong enough? Schafer lists this as mid-boom sheeting up to 27' boats."

Adam Berti
Merak, 1976 Islander 36
Nanaimo, British Columbia



That traveller was a poor design from day one. It was only better than the small one on the later models.

My recommendation is to get a new one from Garhauer Marine. These work much better than the one you have and they are not expensive. You should be able to fit it in your towers.

Also, just for the record the curve on the original traveller curved the wrong way! Everytime you adjust the traveller the distance from the distant between the boom and the traveller changes more than if your traveller was straight!

Dan Knox
Luna Sea, 1980 Islander 36
South Beach, California

I am another fan of the Garhauer setup. I have had mine installed for over 10 years with no issues. I have the MT-UB version.

As recommended to me by Kit, it is worth reinforcing the traveler towers with a couple layers of glass added to the underside.

Eric Mueller
Serenity, 1973 Islander 36
San Mateo, California

When the traveler on our '74 I36 gave out a few years back I replaced it with a piece of Harken genoa track, blocks and the car off of a Choate 40 that was being salvaged. The holes in the

track are the same size and spacing as the old traveler track. The cost to me was a fraction of what a new would have cost me.

You may ask how well does it work? IMHO, very well. Islander, my I36, has cruised the Salish Sea and circumnavigated Vancouver Island, raced PHRF locally very successfully and the traveler continues to function quite well. I'll admit though that when moving the car to leeward the main sheet needs to be adjusted to compensate for the curve in the track.

Though I am happy with my solution, Islander is a project boat with a limited budget and I'll admit that if I had the funds I would have up graded to a Garhauer traveler as I know their products to be of very good quality.

Mike Reed
Islander, 1974 Islander 36
Bellingham, Washington

I replaced my original 1971 traveler with the same custom Garhauer risers and straight Harken traveler track back in 2004 or so. Great improvement over original. My original traveler pulled out of the deck on one side going around Point Reyes (due to ignoring signs of rotted plywood backing plate). Traveler deck pedestals rebuilt with G10 and F/G by KKMI.

Ralph Greenwood
Tranquility, 1971 Islander 36
Richmond, California



I just replaced the traveler with a very robust flat traveler and custom risers from Garhauer Marine.

They have the measurements and make a very strong product ready to bolt on.

This is my second time purchasing one from them as I have the same traveller and risers on my I30.

www.garhauermarine.com (MT-2 + custom risers). Ask for Susan she was great help and expedited everything I needed.

I'm very happy with the results and can't recommend them enough.

Will Cabranes
Kindred Spirits, 1976 Islander 36
Sausalito, California



Sicily...

SV Geja – 1976 Islander 36

Photos from Sicily and its satellite islands

Visit www.SailGeja.com to read about Andrew's adventures sailing Geja around the Mediterranean



SV Geja – 1976 Islander 36
Summer of Sicily
Photo credit: Andrew Vik

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*Where does your
Islander 36 take you?*

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