

316

Islander 36 NEWS
SUMMER 2024 VOL11 ISS 2
islander36.org



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ISLANDER 36 NEWS SUMMER 2024 VOL11 ISS 2

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36
JUST SAIL
AND BE
happy!

On the Cover

William Cabranes of Kindred Spirits sailing near Tiburon

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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.



Summer greetings from the Commodore

Kapai shares a favorite weight-saving recipe

Summer is here and sailing abounds! After a cool very wet Spring in Norcal we are doing some of the South Bay races and quite a few day sails. Plans are for some raft ups and overnight cruises with some of our favorite Islander 36'rs. David Wadson and Cara Croves, our intrepid newsletter chairs, put out a timely call for some favorite cruising or post-race shareables. I am lucky that the Admiral enjoys cruising, racing and gourmet cooking. She is welcome crew on any boat! In fact, she is far more competitive than the Commodore and even in a friendly rally she wants to win and hates to lose!

Therein lies our gastronomic tale:

Weight in the wrong place on a sailboat slows you down. You want to keep things light and simple so you can focus on the task at hand which is getting to your destination with alacrity.

This spirit, as it applies to sailboats hit its zenith in the early 80's with what were termed ULDB's or Ultra-Light Displacement Boats designed and built in Santa Cruz California. The Olson 30 and Moore 24 are typical of the genre and literally fly downwind due to their light weight and low wetted surface.

Many of these little boats frequently race to Hawaii and famous circumnavigator Webb Chiles chose a Moore 24 for his latest romp around the globe. These ULDB boats are simple light and fast.

Simple light and fast. That's what the Admiral was looking for when she came up with this delicious appetizer which can be made at home ahead of time and lasts for a couple of days in Kapai's ice box.

Rick Egan
Kapai - 1978 Islander 36
San Carlos, CA



The Admiral's ULDSB or Ultra-Light Displacement Shrimp Boats

INGREDIENTS

- 1/4 cup diced currants
- 1/4 cup diced jicama
- 1/4 cup white wine vinegar
- 1/4 cup fresh lemon juice
- 1 thinly sliced shallot
- 1/4 tsp of salt and white pepper
- 2 tbsp of chopped cilantro
- 1/4 cup lightly toasted pine nuts
- 1 1/3 tbsp of oil
- 2 endives separated into leaves for the endive boats
- 3/4 lb. or about 30 peeled, deveined and cooked prawns or shrimp

DIRECTIONS

Cut shrimp into small 1/2 inch chunks. We used the precooked prawns available at our market which only require that you remove the tails. Easy peasy.

Combine currants and vinegar in a small bowl. Stir and let stand for 15 minutes. Discard the vinegar and set the currants aside. Add the oil and shallots to a small frying pan and cook a few minutes until the shallots are soft. Add the lemon juice, salt pepper and pine nuts stir to mix and remove the pan from the heat and set aside. In a large bowl mix the prawns, cilantro, jicama and currants. When the shallot mixture is room temperature add it to the bowl and stir to cover. Refrigerate the mixture for up to two days and when ready to assemble simply put a spoonful of the shrimp mixture in a ultra-light endive boat.



Voila! ULDSB's. Take it from the Admiral. No dishes and very little extra weight for those that want to get to the anchorage first!



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1	2/3	1/2	1/3	1/3	1/4	1/5	1/6	1/6
7.5"x10"	5"x10"	5"x7.5"	5"x5"	2.5"x10"	7.5"x2.5"	5"x3.4"	2.5"x5"	5"x2.5"



A well deserved weekend

Jubilee’s post-launch cruise is nearly darkened by tragedy

Each spring is a busy time for us as we try tackle some sort of large project on Jubilee - at 46 years she deserves some TLC! First spring we tackled leaky ports and replacing the wood around them. The second year we rewired the boat, the mast, and added new instruments. Last spring we replaced the cabintop hatches. Along the way we did a few cosmetic to the interior - new headliner and countertop, but held off on the exterior until we were finished dealing with patching old fastener holes and sealing leaks.

When we hauled out in the fall, we started giving Jubilee her post-season pressure wash to remove some of the dirt that accumulates over the summer. Thankfully, the most we have for “growth” below the waterline is some slime which easily comes off. As I was spraying, rather than looking cleaner, parts of the hull were starting to look more gray and then I realized that the paint, which is probably at least 15-20 years old, was finally peeling away.

With no other major things planned for this spring, we decided that a paint job

was in order...at least for below the toerail. The topsides would wait for next year as it’s a big job to do properly by removing all the hardware. The lack of snow over the winter meant the yacht club yard dried out quickly even though the temperatures stayed cool. It was perfect conditions for sanding off the old paint and then getting some primer and coats of fresh paint onto a tired looking boat.

The details of painting will be shared in a coming issue, but suffice to say, Jubilee looks fantastic with a shiny white paint

instead of dull “cream,” and the chocolate brown accent color has been replaced with a dark grey.

The first thing we noticed was how awful the topsides looked in comparison, covered in spots of yellow and brown West System fillers where we have covered a plethora of screw holes. But at this point, we were already almost a month past the marina opening day and while we would have loved to put a few coats onto the cabin sides to improve profile pictures, we also wanted to get the boat in the water so we booked a launch date for Sunday, June 16th and also booked off a couple days from work so we could reward ourselves with a couple days of sailing!

The preceding Saturday, I had the day to myself for a few prelaunch projects including reinstalling the gooseneck fitting into the boom. I had wanted to replace the outhaul line, only to discover that it ties off inside near the mast. To access it, I had to drill out five rivets holding the gooseneck assembly into the boom. When it came to reinstall, there was a little bit of rivet still in one of the holes that I needed to remove completely so I could install a new one.

Bracing the fitting between my knees, I started drilling it out when the bit snapped and sent the drill, and remains of the bit, across my thumb. Surprisingly, it did not hurt very much, but a quick look at it and I knew that the rest of my day was going to be spent at the hospital waiting for stitches! Karma was coming back to bite me for teasing a friend who had missed the first three races this year after he NICKED his finger with a tablesaw!

Thankfully, I didn't have any other major things to complete before launch and after 4 hours and 4 stitches in my thumb

I did get the gooseneck put back together. I also stupidly wrestled the mainsail onto the boom by myself just so I wouldn't feel like I had wasted the entire day getting patched up! The worst part was that Saturday was the best weather of the 4 day weekend we had lined up - I spent a hot, sunny afternoon in the ER waiting room while Sunday, Monday and Tuesday were forecasted to be cloudy, rainy, and cold!

Sunday launch went off without any hiccups and in spite of the weather, we decided to go for a cruise anyways. Instead of anchoring somewhere, we decided to head for Thompson Island which had a dock and a sauna. If the weather was going to be miserable, it would be a far better place to be than swinging around on our anchor. Plus, my wounded thumb was in no condition to be lifting Harry, our beagle, into the dinghy and rowing him to shore.

The cool wind was on the nose so we motored the 12 miles to Thompson Island, with fog settling in for a damp, dreary evening as we arrived. As I expected, the weekend crowd had cleared out and we had the entire dock to tie Jubilee up to. To our surprise, we didn't have the island to ourselves though - there was a group of four American kayakers using it as a stopover on their way to the town of RosSPORT, about 80-90 nautical miles away along the north shore of Lake Superior.

Once they realized we had some experience sailing the area, they picked our brains about spots they could easily get ashore for rest breaks for the next day's leg of their journey. As one of them pointed out, “I'm in my 60s now - I don't paddle like I did 30 years ago!”

As I shared some insight into the various spots along Monday's 25 mile course

that they hoped to paddle, I started to gain some greater appreciation for kayakers as I sat on our 36-foot long sailboat, with hot water, refrigeration, comfortable bed, diesel heater, engine, Starlink, while I was cooking homemade pizza on our barbecue!

The paddlers were appreciative of the rundown on places to stop, but jaws dropped when I pulled a 6-pack of cold beer out of the fridge and passed it around. Space is at a premium for them - one fellow said he packed 10 beer for the whole trip and the good thing about drinking them is that you slowly gain back space in the kayak as you crush down the empty cans. I blew some minds away when I offered to haul back any of their garbage so they wouldn't have to paddle it across the lake!

As they prepared to set off Monday morning, I was able to chat some more as they squeezed tents, food, clothing... everything...down a few little hatches into the kayaks. I remarked to Cara afterwards that I don't think I'll be able to complain this summer about not having enough room on Jubilee for all the stuff we bring along - heck, we've had two small kayaks lashed to our foredeck on a couple trips!

It looked to be a pleasant day with a light southwest wind forecasted behind them and a variety of options for going ashore. Tuesday looked more ominous with colder temperatures, clouds, stronger winds on the nose, and possible thunderstorms.

I snapped a couple pictures as they paddled out of the protected bay, leaving us to enjoy a sunny day relaxing in our hammock and trying out Cara's new stand-up paddle board. As the afternoon grew late, we got the woodstove in the Finnish sauna fired up

FROM THE EDITOR

and spent a couple hours alternating between sweating inside and cooling off on the porch. The water was a frigid 9°C (48°F) so we weren't brave enough (or drunk enough!) to run from the sauna and jump into the lake!

By Tuesday morning, the wind had shifted around to the northeast and was around 12 knots. We had a leisurely breakfast, watched a movie...or rather Cara did while I slept through it. We checked the forecast after lunch and saw that thunderstorms with winds up to 50 knots were expected that evening so it was an easy decision that our mini-vacation was over and we should head home right away. We debated putting up some sail but the winds ended up being variable in speed and direction - not worth mucking around in with storms on the way! A few hours later and Jubilee was back into her summer slip at the marina.

Friday, as I was at work walking my mail route, Cara sent me a link to a Facebook posting by the Silver Islet General Store about a kayaker who had capsized earlier in the week. It turns out that one of the four who we had seen off on Monday morning had capsized in 3-4 foot waves while crossing between Pie Island and Thunder Cape, a distance of about 4.5NM! He spent more than 30 minutes in the frigid water that we weren't brave enough to jump in after a steaming hot sauna.

His three companions helped right his kayak, get him back into it, pump it out as best they could, and then towed him another two hours to Tee Harbor, the closest place to get ashore and camp. Thankfully, he was able to get his body temperature back up, as he was progressing towards moderate hypothermia.

Minneapolis man recovering in Thunder Bay, Ont., after dramatic rescue from kayak capsizing

Jeffrey Johnson praises old and new friends made after incident near Silver Islet a week ago



Nicky Shaw · CBC · Posted: Jun 24, 2024 1:17 PM EDT | Last Updated: June 24



Jeffrey Johnson, left, and Jeff Korkola, Silver Islet General Store's co-owner, stand beside the Minneapolis man's kayak on a car on June 22. Korkola and his wife invited Johnson to stay in the store for the night after Johnson's kayak capsized and he was rescued by his friends. (Nicky Shaw/CBC)

On Tuesday, they paddled another 2NM to the small town of Silver Islet where he decided to abandon the rest of the trip while the other three carried on to Rossport. Having already cheated death once, he realized that he mentally was not up for the remaining 60NM. Thankfully, he was able to make the best of the situation, meeting a lot of friendly people who gave him a place to stay and a ride to pick up his car so that he could explore the Thunder Bay area while his companions finished their trek.

When I initially met these paddlers, I was left with a renewed feeling of appreciation for how much comfort that Jubilee gives us. Despite what we think as we cram a weeks worth of supplies into her, in reality there's more than enough space for

everything we need or want to bring along. She has the seaworthiness to get us through some of the nasty weather that Superior can throw at us though we have greater respect now for how dangerous this lake can be if you're not adequately prepared for it! What we thought was a pleasant day to toodle around on a paddle board was nearly a fatal experience only a few miles away from us.

We planned for this issue to focus a lot on summer fun and having a good time on our Islanders, enjoying food, drink and music. But let's remember to also be safe out on the water...and it's always a smart to have good friends around!

Safe sailing,
Dave and Cara

GREEN FLASH HOSTS... **ANCHOR OUT** **IN MCCOVEY COVE** **GREEN DAY CONCERT**

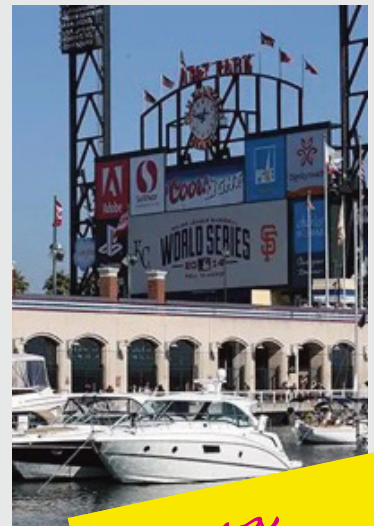
Green Day is coming to San Francisco! Bay Area natives Billie Joe Armstrong, Mike Dirnt and Tré Cool are bringing The Saviors Tour to Oracle Park on **Friday, September 20, 2024**. The Smashing Pumpkins, Rancid and The Linda Lindas will join the tour as well. Get ready to celebrate the 20th anniversary of American Idiot, rock out to Green Day's newest album Saviors and so much more - live at Oracle Park. The show starts at 6:00 PM!

Mike Patterson and Liz Munnely on Green Flash will be your hosts and anchor out early before the show to get a premium spot. Hopefully, we will be able to see the 150 foot wide videoboard. Nonetheless, the sound in McCovey cove is amazing as it bounces off surrounding skyscrapers!

We might even hang out overnight for the second show on Saturday.

Be there, or be Dookie!

ORACLE PARK



**MARK
YOUR
CALENDARS!**

A vibrant concert poster for Green Day's 'The Saviors Tour'. The background is a bright, textured green. At the top, 'GREEN DAY' is written in large, bold, black letters. Below it, 'THE SAVIORS TOUR' is written in white. Further down, it lists 'CELEBRATING 30 YEARS OF COOKIE & AMERICAN IDIOT' and 'THE SMASHING PUMPKINS'. At the bottom, it says 'RANCID AND THE LINDA LINDAS'. A black and white illustration of a man in a suit running towards a dark car is on the right. A 'MONSTER' logo is also present. The date and venue 'FRIDAY, SEPTEMBER 20 ORACLE PARK' are at the bottom right. The website 'SFGIANTS.COM/GREENDAY' is at the very bottom. A yellow sticky note with the text 'MARK YOUR CALENDARS!' is overlaid on the right side.



A view from the rear . . .

10 things I never need to hear on a boat again, for the rest of my life!

Let's reef, you know you can't reef too early. OMG this is just not true, and it bugs the heck out of me. There is two knots of wind and there are people trying to sail with deep reefs in every sail. Folks it is possible to reef to too early. If you don't think there is enough wind to sail, before starting up the engine please consider taking out the second reef.

I'm a cruiser. This is the response to an almost unlimited number of problems or

defects. Your sails are horribly trimmed. **I'm a cruiser.** Your boat resembles the car on the Beverly Hillbillies. **I'm a cruiser.** The lifelines have rusted though and only the plastic covering is holding them together, the rigging is 40 years old, the sails are completely blown out, there is an entire ecosystem growing on the bottom of your boat and every time you start your engine enough smoke comes out the exhaust to actually hide the

boat. To all of these the answer is not, I'm a cruiser.

The two happiest days of a Sailors life. Please, just no. It is not the happiest day when most people sell their boat. It's a sad day. It's a horrible day.

BOAT stands for Break Out Another Thousand. It's expensive to own a boat. I get it. We all get it.

There are two types of sailors; Those that have run aground and liars. I've run aground more than anyone I know. I know that. Everyone I know knows that. When short-tacking up the City Front I'm still going in close to shore and yes we will probably hit the bottom.

Never do it that way. There is pretty much an unlimited amount of ways to do pretty much everything on a boat. Maybe try "I like to do it this way." If you are Eric Tabarly, you can tell me "Never do it that way." You are not Eric Tabarly. You are not even Cindy Surdez.

Do you have some healthy snacks? It's a boat, I like donuts. They are better if they come in a pink box but all are fine, except for maybe those you pick up at a gas station.

We have to go back I dropped my hat from my first triathlon overboard! For the record someone actually told me that! And yes, she was cute and yes, we tried to go back and pick up the hat. If you have a special hat please stow it below. I will give you a disposable hat and disposable sunglasses. Really, I don't want to hear how much you paid for your Maui Jim's after the plop. Anything you can't live without let's keep below. Below is an especially good place for your phone.

Why is Windwalker always ahead of us? OK they are better than us. They just are. Yes, we beat them once. That was luck.

What time will we get back? It's a sailboat. It depends on the wind, the tides, the currents and the skill of the crew. If you ask that question you might need to swim back.

Happy Sailing
Dan Knox - Luna Sea, #420

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! 36

To join, visit: www.islander36.org

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



Beer, the Gatorade of some sailors

Blondies drink of choice is usually a cold Firestone Walker 805

Sailing and booze have gone together since humans first stepped aboard a boat. I mean, every pirate movie has a bottle of something being passed around amongst the crew. On Blondie, our drink of choice is usually a nice cold beer: I have had many guests and helpers on the boat, and I love to always have a well-stocked variety of beers for them to choose from. That being said, there seems to be one beer that

I have to replace more frequently... Firestone Walker 805.

Firestone Walker Brewing was founded on the Central California coast and their most famous beer is undoubtedly the 805. This beer is a "California Lager", which is light and flavorful.



805 is incredibly versatile. Whether you're cruising along the coast, anchored in a quiet cove, or participating in a lively regatta, this beer fits right in. Its

unpretentious nature makes it a crowd-pleaser, easy to share with friends and fellow sailors alike. They go down easily, but are only 4.7% alcohol so the crew can stay functional whilst underway.

805 has become a staple on Blondie and I will continue to share it with any guest who would like to come aboard. So, next time you set sail, make sure to stock your cooler with Firestone Walker 805. It's the perfect companion for a perfect day on the water. Cheers to smooth sailing and great beer!"

Kevin Cerini
Blondie - 1975 Islander 36
Brisbane, CA

Jubilee always has many nautic-ale choices aboard

We've featured numerous cocktail recipes since taking over as the newsletter editors but while they are certainly delicious, our go-to refreshment when we're sailing is a nice, cold beer! Besides from the wide assortment of styles and flavors that just about anyone can find one they enjoy, it's probably the simplicity of capping off a good day of sailing by pulling a cold can out of the ice box and simply popping it open rather than all that measuring and shaking of various ingredients.

In the past 15 years or so, the craft beer revolution finally made it's way to the Thunder Bay area and we're able to satisfy our appetite for hops and barley with some good local brews. Lake of the Woods Brewing Company (lowbreco.com) makes a number of delicious styles that also have nautical names: Lakeside Kolsch, Channel Marker Light Lager; and my personal favorite Nautical Disaster; a dry hopped IPA. I'm partial to hoppy beers in general, but some days it feels like a good theme beer for our sailing adventures!

We don't generally stock our icebox with mainstream beers from the larger



macrobreweries but one we usually have chilling in there is Alexander Keith's India Pale Ale, though it's better described as a "North American Style Blonde." The brewery was founded in Halifax, Nova Scotia by Alexander Keith, a Scottish immigrant to Canada though it is now owned by Anheuser-Busch InBev. Our good friend, and previous owner of Jubilee, Bill Dunlop grew up in Halifax and it's where he learned to sail as a young boy. Plus, he was also Scottish so it was only natural that this was his beer of choice to bring

sailing and we're happy to honor his memory and carry on that tradition!

We don't advocate drinking and boating, but a grizzled old sailor was fond of saying "Superior is a big, cold and dangerous lake - you'd be crazy to sail it sober!"

Cheers!

Dave Wadson & Cara Croves
Jubilee - 1978 Islander 36
Thunder Bay, Ontario



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2024 Islander Race and Cruise Schedules

*Celebrating
our 50th year!*

For more event information go to:
www.islander36.org/24race.html or
www.islander36.org/24cruise.html



Captain
Reanna
**2022 Nationals
Regatta**
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South Seas Shimmy

Jell-O shot

- 8 oz boiling water
- 8 oz cold water
- 3 oz package of Berry Blue gelatin
- 3 oz package of lime gelatin
- 8 oz rum or vodka
- 4 oz blue curacao
- 4 oz Midori melon liqueur
- 40 gummy fish (optional)

Pour the gelatin in a heat-proof bowl and add the boiling water, stirring until the gelatin is dissolved. Add the cold water, let cool completely. Stir in the rum or vodka, blue curacao, and Midori until well combined. Note: The alcohol will evaporate, if you add it before the gelatin has cooled. Pour the mixture into plastic 2 oz cups. Chill until slightly set, about 15 minutes. Use a skewer or chopstick to push a gummy fish into the center of each shooter (optional). Chill until firm, 4-6 hours.

Cabin Cooler

- 1 oz. raspberry vodka
- 1 oz. spiced rum
- 2 oz. cranberry juice
- 1 oz. ginger all

Combine in an old fashioned glass and garnish with a slice of lime.

Cape Coder

- 1-1/2 oz. vodka
 - 3 oz. cranberry juice
- Pour into a highball glass and garnish with a slice of lime.



Commodore Cocktail

- Juice of 1/2 lemon or 1/4 lime
 - 1 tsp powdered sugar
 - 2 dash orange bitters
 - 1-1/2 oz blended whiskey
- Shake with ice and strain into cocktail glass

Flying Dutchman

- 2 oz. gin
 - 1/2 oz. triple sec
- Shake with ice and strain into an old-fashioned glass over ice.

Foghorn

- Juice of 1/2 lime
 - 1-1/2 oz. gin
 - Ginger ale
- Combine ingredient in a shaker with ice. Strain into cocktail glass over ice. Garnish with a twist of orange zest.

Martime Martini

- 3 oz. gin
 - 1 oz. dry vermouth
- Combine in a cocktail shaker with ice and shake well. Strain into a cocktail glass and garnish with an anchovy-stuffed olive.

Port and Starboard

- 1/2 oz Grenadine
 - 1/2 oz creme de menthe
- Pour into a shot glass so the creme de menthe floats on the grenadine

Salty Dog

- 1-1/2 oz. gin or vodka
 - 5 oz. grapefruit juice
 - Salt
- Rub the rim of a highball glass with a lime wedge and then dip into salt to coat rim. Fill with ice and add gin/vodka and juice. Stir well.

Sea Breeze

- 1-1/2 oz. vodka
 - 2 oz. grapefruit juice
 - 3 oz. cranberry juice
- Add the vodka, cranberry and grapefruit juice to a highball glass filled with ice. Stir well and granish with a lime wedge.

Sex with the Captain

- 1 oz. Spiced rum
 - 1 oz. Peach schnapps
 - 1 oz. Amaretto
 - 1 oz. Orange juice
 - 1 oz. Cranberry juice
 - Splash of Grenadine
- Add all the ingredients to a chilled glass and stir. Garnish with a cherry.



Say hello to summer with this delicious dressing! A tasty treat to have in the ice box for a quick chicken caesar salad! Dave's dressing is so tasty I can eat it with a fresh slice of bread...usually how I clean out the bowl after dinner!

INGREDIENTS:

- 1/4 tsp kosher salt
- 1 tsp ground black pepper
- 4 garlic cloves, minced
- 1 tsp anchovy paste
- 2 tsp Dijon mustard
- 1-1/2 tbsp lemon juice
- 1 tsp Worcestershire sauce
- 1-1/2 tsp red wine vinegar
- 1/4 cup olive oil
- 1 egg, optional

INSTRUCTIONS:

For an extra creamy dressing, add the yolk from one coddled egg; bring a small pot of water to a boil. Add an egg, turn off the heat, and cook for 2 minutes. Separate the egg and discard the white.

Combine the salt, pepper, garlic, anchovy paste, Dijon, lemon juice, Worcestershire sauce and red wine vinegar in a blender and process until smooth. Add the oil and pulse a few times. Add the egg yolk (if using) and pulse a few more times, just enough to combine without becoming like mayonnaise.

Keeps, tightly covered, for up to 2 days in the refrigerator.

HAIL CAESAR



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

A picture perfect day greeted I36 members

32 people representing 18 boats gathered for the Spring Meeting

A picture perfect spring day with bright sunshine and 15 + knot westerlies greeted our Islander 36 Association members for our Spring Meeting at Richmond Yacht Club. We had 32 people representing 18 boats that gathered for the fun and to hear Kame Richards' presentation on reading tides and currents on San Francisco Bay.

We had five Islanders at the Richmond docks for the afternoon meeting: Kapai -

Rick Egan, Freedom Won - John Melton, Barnacle - Barnmey Brickner, Green Flash - Liz Munnely & Mike Patterson, and Happy Sisyphus - Mike Doran. It was great to see our Islander at the dock - best dockside showing since the pandemic. Liz and Mike Patterson held down the sign-in desk so all could get their name badges. It was but a few steps to the RYC bar, and shortly after 1500 the crowd began to gather. It was a lively reunion for old timers, and a

warm welcome to newer members Mike Doran (Happy Sisyphus) and Scott Darling (Tenacious). RYC Manager Curtis Lew and his crew kept everyone well supplied.

At 1530 we advised all to get their refills and adjourn downstairs to the Regatta Room for the Business Meeting and Kame's presentation. We had a full 32 folks paying attention to Commodore Rick Egan as he kicked off the meeting



with a round of self introductions around the room.

Then on to the 2024 Race Schedule and 2024 Cruise Schedule. With both the Westpoint Regatta and Summer Sailstice on the same day, a show of hands suggested there was interest in both events. At this point both events are on the schedule, with the Westpoint Regatta being a Season's championship race. Racers were also encouraged to sign up for the South Bay Bridge Series (previously called Inter Club Series). It was also decided that all 6 S. Bay Bridge Series races would be listed on the race schedule, but only the first 3 would be counted for the Spinnaker and Non-Spinnaker Season Championships.

Cruisers were encouraged to sign up for the Memorial Day Petaluma Cruise

where the theme this year is "Hollywood Extravaganza." Then on to Summer Sailstice June 22, and Vallejo July 12 - 14 at Kerry Scott's boatyard. Having not heard back from Half Moon Bay, we are invited to Ruby & Rob's house in Benicia for Labor Day weekend.

Treasurer Mike Patterson (Green Flash) advised that we have about \$12K in the treasury and we have 102 signed up members with 14 pending renewal.

Kame Richards gave a great presentation on reading currents on San Francisco Bay. Working from aerial views of the Bay under different conditions, Kame pointed out how to read the boundaries between different current speeds. With his instruction, you

could see "bow waves" of different colors as the current moved past them. Generally darker waters are faster currents and cloudy are slower. Reading the wave state also gives a clue as water traveling with the wind will be calmer in fast water and higher in slow water. Working close to the City shoreline when heading west against a flood tide is advantageous, but there are some points where increased water speed at headlands suggest going a bit farther offshore before working back in. And, the eddies around peninsula points, like Point Blunt on Angel Island, can actually be running against the prevailing current.

Then we all adjourned upstairs for libations and great food ordered from the Galley menu.



The great Vallejo Race

Six intrepid Islanders survived the worst weather in many years

Six intrepid Islanders survived the worst Vallejo Race weather in many years! A strong cold front blew through the starting area just as racing was getting under way, and then winds increased after the front as boats made their way up San Pablo Bay to the Napa River and the finish line off the Vallejo Yacht Club. It was cold too, just above 50 degrees. Fortunately the worst of the front appeared to spare the North Bay, but

blasted Oakland and San Francisco airports. So in total we had, by best count, 29 people representing 10 Islander 36s. That's 6 boats that raced, plus Jonesque Jones (Peter Kacandes) and Vanishing Animal (Rick & Sandy Van Mell) who drove up, and White Horses, with Rob Blenderman crewing aboard Bella Luna and Ruby Wallis and Maria Santiago driving in to support Bella

Luna, and David Book - Hangover - crewing on Cali. Rick & Sandy Van Mell (Vanishing Animal) drove up through the rainstorm to get pictures of the Vallejo YC, and pictures of our Islanders finishing. It was raw and cold when we arrived at 1400. The clubhouse and grounds were set up to handle hundreds of people with food and entertainment. A few of the bigger

boats had already finished, and we moved from the clubhouse to the finish line, approximately 100 yards south, so we could get pics of other finishers, and hoped to get all of the Islanders. We asked the Race Committee and they said only about 75 of the registered 106 boats actually started. Laura Munoz, Executive Director of the Yacht Racing Association of SF Bay (who Dan Knox talks to all the time) was the recorder at the finish line. All bundled up against 20 knot winds she managed to get it all down as others counted the time and the spotter blew the horn as each finisher crossed the line. The orange finish line flag looked like it was startched, it was blowing so hard.

After the finishes, we heard tall tales of soaking wet, utterly cold, passing duels, and at least two blown out spinnakers. Dan Knox, as promised, delivered champagne bottles to each Islander.

Windwalker Report

Tom and I had 7 crew on Saturday consisting of just two in our regular crew and two friends; one who flew out from Austin Texas for the race. On Sunday we had five. One regular, the friend from Texas and another friend of Tom's.

Saturday was wet and wild. I had to wear sunglasses to shield my eyes from the water coming off the mainsail straight into my face. I helm from the low side and I should have had safety glasses! Strong winds in San Pablo bay had us going at hull speed the entire distance until the spinnaker blew out into three separate pieces as both luffs tore apart. We were fortunate that the umbilical cord was attached to the upper piece allowing us to get every piece down.

Before the blow out, we had a couple of round ups and one legitimate broach.

After recovering, we were still going at hull speed wing on wing during a rain squall that had hit us. We had dried out before the squall hit! Then we were all wet again.

Sunday was completely different. I was surprised by the strength of the flood at the start. Fortunately we were able to tack up toward the north wall so that we were able to stay out of the flood with only one tack away from the wall. It was still flooding when we passed the shipping channel marker. A little late getting into the ebb at Point San Pablo.

We carried the number 2 both days. No reefs and full main.

Luna Sea Report

Luna Sea probably does 15-20 regattas a year and for as long as I can remember The Great Vallejo Race has also been our favorite. It has a lot going for. Usually there are a lot of boats, a great course and a big party. Noble and Barbara Brown are just the best hosts. Oh, and the flag officers have the best uniforms! We were especially excited this year as Commodore Rick Egan got 7 Islanders to sign up. Just an amazing job.

Saturday's Crew: Myphi, Jewel, Jeremie, David, Leland, and Dan

The boat was mostly rigged and ready to go on Friday but our crew of six got there early and we loaded several hundred pounds of stuff onto Freedom Won to try to save some weight. Then we added two cases of champagne and two gallons of ingredients to make John Melton

Margaritas. Enough food for snacks for a week and a dozen donuts. I think we added just about the same amount of weight as we took off!

When we left Marina Village the weather was just terrible, and it was likely not going to get better until the afternoon. And then it got worse. It was cold, it was wet and the wind was all over the place. Sometime 5-6 knots and some gusts to 20. The crew put on all the foul weather gear we had onboard. I could not remember how many layers of clothes I had on and Myphi looked like the Michelin Man. We raised the main and we motored to the start. Most of the crew went below.

The tide was against us and it was stronger than expected so instead of getting there 30 minutes prior to the start we got there about 10 minutes before our start. All in all, it was miserable. At the start we had enough wind to sail but the direction it was coming from was all over the place. If you started anywhere on the line you could make the mark without tacking. With about 8 minutes to our start we put up our headsail and started to plan our start. There were 6 Islanders which was great. We saw Windwalker and then we saw a grey boat. OMG I thought it was Pilot, for those of you that may not know Pilot is a boat that no one ever beat. They won the season championship more times than I can count. Thank goodness that Pilot turned out to be Cali.

Anyway, after the head sail was unfurled we did a tack and one of our crew wrapped the sheet the wrong way around the winch and of course could not get the sail in. When I fixed this I took my eye off from where we were going and almost t-boned Bella



Luna! Only excellent helmsmanship from Robert DelPrado saved the day. Anyway, by the time we got out of that mess there was about three minutes before our start so we gybed the boat and started to head back to the line. Unfortunately, we were windward of Windwalker and a bit too close to the line. This was not going to work out well. Rich was all too happy to take us up to the moon. So, we went very close to head to wind to slow the boat down and was able to see Windwalker then zoom off with a

pretty good start. Rich could have made it worse on us than he did and we were thankful for that. Windwalker sailed close hauled for most of the way and then finally reached off to round the mark. We just followed him a bit more to windward until we fell in line behind him.

Cali started down the line closer to the mark and was first at the mark and probably was able to sail a close reach all the way. Excellent start. With that start I looked again and made sure it

was Cali and not Pilot. It was certainly a Pilot like start. Windwalker was a very close second and we were the same few boat lengths we had been behind the entire way. I didn't really see how any of the other boats started but did find out later that Kapai was late to the start.

After rounding the mark everyone hardens up to close hauled and Windwalker got windward of Cali and we were third but also got up to windward of Cali. Windwalker then did their usual Windwalker stuff and took off and was soon in the lead. We stayed fairly close to them and we were going a similar speed but they were pointing higher. Did I mention it was freezing? Well, it was. I looked around and didn't see anyone ice fishing. Anyway, we decided we could make Red Rock by reaching off a bit and we did that. Windwalker stayed close hauled and just kept putting it in the bank. And lo and behold we passed Windwalker. This just never happens, and it didn't last long but hey it was a high point.

After passing Red Rock and going under Richmond Bridge the wind dropped to 5 knots! At least it moved to the beam. But it was 5 knots, and the current was getting worse. The forecast called for mostly 8-12 but gusts in the 30's. So, it was a brave move when we put up a half ounce kite! This worked well and kept us fairly close to Windwalker until we messed up a gibe big time and they once again zoomed away. By the time we got it sorted out they were just gone.

We have seen this movie before and there was no way we were going to catch them. It was cold, it was raining, and the crew moral was not the highest.

Then, we spotted a small hole so we took down the kite and instead of putting up another one, we just poled out the headsail and headed DDW. Although we didn't have a Nintendo on board, we did a Captain Hooke thing and sent some of the crew below to warm up. The wind picked up a bit and we had to do a few gybes before we got to the Napa River but that was it. The sail up the river was pretty uneventful and we didn't pass anyone, and no one passed us.

After finishing we took down the sails, put on some fenders and got ready to dock. Ouch, no water coming out the exhaust. So we zoomed into the Vallejo Yacht Club with a bit of stress and I fixed that as soon as we got rafted up. The weather then got a little better and the party started.

Well at the club there were sailors mentioning 30 and even 40 knots out there, we saw nothing like that. The highest wind we saw was 26 and the lowest was 4 or 5. The wind against tide made for some speedy sailing through the water as Luna Sea actually was able to surf, but slow speed over ground figures. That same current that made the waves that allowed us to surf, also just made our SOG slow.

OK our sail inventory: 135% headsail, main, a half ounce kite that was slightly damaged and a 1.5 ounce kite that we rigged but never put up. Myphi repaired the kite, and we had it for the next day.

Sunday's Crew: Myphi, Jewel, Jeremie, David, Leland, Ryan, Diego, and Dan.

It was a reach at the start, and we once again messed up the kite. The foreguy was fouled but the wind was



light so we had someone just manually hold down the foreguy. We once again passed Windwalker (for a very short time). Still twice in one week in a first for us and very likely never to happen again.

The wind was light for most of the day and right on the nose. It was difficult to drive the boat in the light winds as it was very unstable. But the weather was nice, and it was sunny. We all cheered the first time we saw 10 knots of wind! Windwalker and Kapai

both passed us early and after rounding Red Rock we tried and failed to deploy a kite. We did get something up, but it wasn't the right way up!!!! And well let's just say we were tired and just wanted to finish. But this year, unlike last year, we actually made it across the right finish line.

Special thanks to all the Islanders that signed up and braved the conditions. Congratulations to Windwalker for their two bullets and congratulations to Kapai for a nice second place finish.

VALLEJO RACE



Hope to see everyone out there again soon.

Kapai Report

Crew: Rick & Kathy Egan, Bryce & Reanne Egan

I am still reveling over that fact that we had 7 boats signed up for Vallejo and 6 actually showed up in the wet squally weather on Saturday. As Chief Dan George said to Dustin Hoffman, " my heart soared like a hawk". Here is Kapai's story - "It was the worst of times it was the best of times." The race to Vallejo was dominated by a cold front that swept through the bay area starting at 6AM with rain and gusty winds out of the SW. Forecasts suggested that the worst of it would be done by noon. No such luck. The crew of Kapai including Kathy, the admiral and Bryce and Reanne our son and daughter-in-law arrived at South Beach Harbor a little late and sorted through the foul weather gear we had available. We soon discovered that the waterproof decals on various outfits were criminally aspirational. Motoring

over to the start off Berkeley in a drenching rain I thought that this is going to be a long day.

Kapai arrived at the start 5 minutes late, made a quick jibe around the pin and pursued Windwalker, Luna Sea, Cali, Bella Luna and Windcatcher skippered and single handed by Dan Throop, our newest racer. The leaders had already rounded the windward mark and were heading to for Red Rock with Windwalker and Luna Sea reaching that mark first. Cali favored the left side of the course while Kapai, Windcatcher and Bella Luna stuck close to the Rock which was left to starboard. Crossing under the Richmond Bridge we could see that Windwalker and Luna Sea were closing on the East Brother Lighthouse and were flying spinnakers. Kapai played cat and mouse with Cali for the next couple of hours and Kerry Scott had his kite up for a while as we rounded Point Potrero. We were sailing wing on wing with our pole and made steady progress toward Vallejo in an

increasing ebb and with the wind increasing to around 20kts. Still raining !! As we approached the Napa River entrance we caught sight of Luna Sea sans spinnaker and were to find out later that both Luna Sea and Windwalker blew out their kites somewhere around Point Pinole. We followed Luna Sea to the finish in third place and proceed to the raft up near other Islanders. Still shivering a bit we dried out our shoes wrung out our socks and foulies and enjoyed a first adult beverage of the day. Windwalker was first into the raft up followed by Luna Sea, Kapai, Cali, Bella Luna and Windcatcher. Kudos to Single handed Dan Throop for a great job negotiating the raft up with nary a single call to his insurance company! Also a big shout out to Rick and Sandy Van Mell who drove up to Vallejo and braved the elements to take professional grade photos of all the Islanders as they crossed the finish line.

Dan Knox and Myphi Alloy always have the best party on Luna Sea so we joined his crew for a drink and the promised and delivered complimentary bottle of Champagne. Thanks Luna Sea!! The Commodore and the Admiral were in the V berth early.

We awoke Sunday to clear skies and warmer temps. Great hospitality from the VYC included a warm breakfast and the opportunity to visit fellow competitors.

Sunday's start was at 11:40 and Kapai, Windwalker and Luna Sea crossed the line pretty close to the gun with a bit of delay moving down river due to the flood. Bella Luna and Windcatcher were close behind. The winds were pretty gentle so we prioritized avoiding the flood in the morning and

capturing the ebb late in the day. Windwalker led the way at the first mark and proceed to hug the north side of the coast along the breakwater. This was a close reach all the way to the entrance to the shipping channel where we tacked over to the south side of the course and proceeded to short tack all the way back to the Brothers light house where the ebb began to predominate. Somehow we stayed within sight of Windwalker, (a novel experience) and stayed ahead of Luna Sea (rarely happens) to the finish. Nicest day of sailing we have had since last Fall. Bad weather on Saturday all forgotten. Thanks again to all that made the effort to come out including Bad Bob and Kerry Scott who gets style points for his new LP job on Cali!

Bella Luna Report

Crew: Bop DaPrato, Rob Blenderman, Tim Sargent. Plus Maria Santiago and Ruby Wallis land yacht.

Windcatcher Report

Crew: Dan Throop (Single handed!) started with two reefs in the main on Saturday which was good for the start but by the time I reached Red Rock it was time to remove the reefs. Approaching the Napa River was bumpy and I was almost surfing. The weather was windy and wet on Saturday, although the wind died down for a little while near Red Rock.

The weather on Sunday was much nicer and now my face is sunburned. I started with one reef in the main on Sunday because I tend to be cautious while sailing singlehanded but it quickly became apparent I should have started with full sails.

Now that I did it once I'm ready to try it again to see if I can do better.





A less expensive PROPosition

Jubilee gets new bronze and less drag

When we published the Spring newsletter, our plan to replace Jubilee's fixed 3-blade propeller with a folding or feathering one was "sort of" on hold after confirming that the 15-inch MaxProp I had found on eBay was too big for an i36. But the "sort of" was essentially me hemming and hawing about another propeller that I had seen on eBay - MAX PROP 3 BLADE EASY PROPELLER BRONZE 13" DIA 28 PITCH RH 1" SAE - selling for \$1,850 USD.

In most aspects it was a match of what we wanted - 1-inch shaft, 13-inch

diameter, and the newer "Easy" model instead of the Classic. 28 pitch was ridiculously more than the 12-inch pitch that had been recommended for us but the MaxProp Easy is supposed to be easily adjustable by changing a couple of pitch screws. The right-hand rotation was a simple fix - you just swap the position of the forward and reverse pitch screws to change the direction. To top it all off, the price was a savings of \$1,300 USD compared to new! What concerned me was what condition it would be in as refurbishing a MaxProp can be expensive. As I mentioned in last issue,

any savings buying used instead of new could be quickly eaten up if it needed significant repairs!

I had started following PYI Inc.'s Facebook page (they are the North American MaxProp distributor) and they happened to post a link to a video from the "Living For Sail" Youtube channel about refurbishing a 35-year old MaxProp Classic. Aside from being an interesting look into how PYI refurbishes propellers, there was a few seconds where Fred Hutchinson demonstrated how wiggling the blades gives a general





idea of how worn the internal gears are. I could tell from the eBay listing pictures that the prop looked visually in decent condition, but now I knew how to gauge it's internal condition. Even better, the seller was a boat salvage business who allowed returns - I'd just have to pay return shipping if I decided after wiggling the blades that it wasn't worth keeping.

Even with a \$2,000CAD savings, it was still going to be a \$2,500 dent in the boat budget. I hemmed and hawed for almost a month and surprisingly nobody was snatching up what I figured was a fantastic deal. Finally, I decided that even if I had to send it back, finding the right blade size with the right shaft size at such a price might not happen again for a long time, if ever! So I pulled the trigger and hit the "Buy It Now" button on eBay.

It only took 5 days for UPS to deliver the prop to Grand Portage, MN, which is a short drive from Thunder Bay.. There's usually a considerable savings in time and shipping costs picking it up there, especially when some couriers tack on a brokerage fee. Plus, if it the prop wasn't satisfactory, I could send it right back without having to deal with sending it back through Customs.

As soon as I had the box in my truck, I was tearing open the crazy amount of bubble wrap the seller had encased it in. I swear UPS could have dropped it out the back of truck and let it bounce along an interstate and the prop would have been unscathed. Once I finally had it extricated from its cocoon, I gave each blade a little wiggle and was ecstatic that there was barely any play in them! Overall, it looked even better than the listing pictures, with barely any signs of wear. It most certainly wasn't getting sent back!

I had been planning on trying to keep the propeller a surprise from Cara, but by the time I got home 45 minutes later, I couldn't resist showing it to her. Unfortunately, as I was gleefully showing her how it worked, I realized that the retaining nut was missing. But after emailing the seller, they quickly located it and mailed it out the next day. Seeing as I would have to drive back across the border to get that, I figured I'd contact PYI about changing the pitch screws and getting some grease and anodes for it as none were included.

Fred Hutchinson was extremely helpful when I inquired about pitch adjustments and greasing it. I included the serial number when I emailed and

he provided me with some surprising news - the "28 PITCH" was DEGREES, not INCHES - other than the rotation direction, this prop was set exactly how we needed when it left the factory. Even more shocking, the propeller was barely three years old, so Fred said that cleaning out the old grease wasn't necessary and instead just add some fresh. A few boat owners around us have expressed some envy at the fantastic deal we got on a practically new prop!

Changing the rotation was a simple matter of removing a "Circlip" with a pair of snap-ring pliers which allows you to remove the "zinc bearing ring" and installing it with it's reference mark on the R or the L mark in the hub depending on which rotation you want, and then reinstall the Circlip. The two pitch bolts, one each for reverse and forward pitch, then need to be swapped so that the proper blade edge is presented in forward and reverse.

There isn't be a whole lot of difference in the shape of the leading and trailing edges of the blades - they are almost circular. So I was doubtful about the purported improvement in reverse performance. But, we would see once the boat was in the water!

SPRING PROPOSITION



Installing the propeller onto the shaft was a matter of sliding it fully on, without the shaft key and marking the shaft where the prop sat. The propeller, with the key in place, didn't reach that mark, so I filed the key until it was the right size and shape to fully seat the propeller. While not required, I did apply some blue Loctite to the two bolts that lock the shaft nut in place - not taking any chances of this thing falling off!

Buying anodes for this prop was a bit of a lesson in the difference between salt water and fresh water sailing. I've always just heard the anodes referred to as "zincs," but zinc is actually best suited for salt water. For boats that are in freshwater, magnesium is the best material for anodes. Aluminum anodes are sort of an in-between, though leaning more towards salty/brackish water. However, PYI didn't sell magnesium anodes, and I was buying a maintenance kit with a couple tubes of grease, a small grease gun, the zerc fittings to put the grease into the prop, and some anodes. They only had zinc or aluminum for choice so I went with aluminum. Another thing I learned is that you shouldn't mix anode types and seeing as I had no idea what kind of anode was on our prop shaft, I also replaced that with a new aluminum

one. I will take a look at them both in the fall when we haul out and decide if switching to magnesium anodes will be a better idea.

We don't give ourselves a hard deadline for this newsletter, so we delayed it's publication until we got Jubilee launched so we could give some feedback on the prop.

Reversing out of our slip, the stern still wants to pull out to starboard, a nuisance when returning as our slip is on the port side. The prop does start pulling the boat in reverse without even touching the throttle but how much of that is increased pitch and how much is the MaxProp flipping the blade profile when reversing is debatable.

Entering our slip requires a hard turn to port where Cara would use the fixed-blade's prop walk to help make that turn while slowing the boat's forward speed. She did notice that the MaxProp does not pull as much so she has to be more aggressive with the rudder to make that turn. We had intentions of using a calm evening to do some practice runs at our slip but the weather was so nice we decided to spend it testing out the sailing performance of the prop instead of docking!

At first we were celebrating that we were sailing 2.8 knots in only 2.8 knots true wind until we realized that our apparent wind speed was zero! The cups on the wind instrument weren't turning! We had replaced it over the offseason, so I was thinking it was just spiders gumming it up with their webs, catching the ridiculous amount of gnats which have been swarming at our dock. The wind was only about 5 knots but Jubilee always seemed to maintain about 2 knots of boat speed, even with just the main - we furled away our jib so we could slow down enough to troll a line behind us and try to catch a fish!

Getting out again a few days later, there was 5-10 knots of breeze - enough to spin the spider webs free and get our wind data going again. With the old prop, we always felt the boat needed at least 8-10 knots for us to get a modest 3-4 knots of boat speed, but with the feathering prop we were getting around 3.5 knots of boat speed in 5 to 6 knots of wind.

We did not notice any vibration from the driveshaft like we would with the fixed 3-blade if we forgot to shift the transmission to reverse while sailing. So clearly the MaxProp is feathering it's blades and causing less drag.

We went for a short overnight cruise for the July 1st Canada Day weekend and getting off the dock at 8am gave us lots of time to play around in light and variable winds. Our boat speed was about half the true wind speed on a beam reach with winds that ranged from 4 to 9 knots.

As we get out in the next few weeks and do some longer cruises, I'm confident that we will continue to be pleased with how a feathering prop

improves our sailing performance in lighter winds. We didn't expect to be "blown away" - we just want to be able to delay turning on the motor but still make decent headway to our destination.

Where we have been blown away by the new prop is the motoring. Three more inches of pitch has made a huge performance increase! Previously, with a 9-inch pitch we would run the engine between 1800 and 2000 RPM and get about 5 to 5.5 knots of boat speed. Sure, we could rev higher, but that seemed like a good compromise between performance and fuel economy. With the new MaxProp at 12-inch pitch, we are getting 5 to 6 knots of boat speed at 1400 to 1800 RPM. Revving up to 2000 would get us to about 6.5 knots. It didn't feel like much of a gain so we throttled back and happily cruised at the lower RPM.

Coming back from our Canada Day cruise, we left our anchorage alongside Boomerang, a Jon Meri 40. Normally, they would steadily pull away from us as they would cruise at 6 knots. With the new prop, we easily matched their pace and stayed abreast of them for the 3 hour motor back to the marina. For once we got into our slip before they did!

Docking the boat again showed that while lessened, there is still prop walk to compensate for. We do like where our slip is located but we will give some serious consideration to requesting a move if we can get a new one where we could use the prop walk to bring our stern towards the dock.

I'm sure we will be experimenting more with just how fast we can get this prop to push Jubilee but I'm not sure that we will resort to tweaking



the pitch adjustment on it. Despite the lack of ice cover over the winter, Lake Superior seems slow to warm and I'm not keen on trying to adjust tiny screws under that water! So far it feels like the pitch recommendations from PYI are pretty accurate - the boat doesn't feel like it's laboring at all to achieve 6 knots - if anything it feels like we barely give any throttle and she's doing 5 knots! Our typical destinations are 15 to 20NM away so a 10-15% speed improvement can knock off 30-45 minutes.

We will probably have some further observations on how the new prop has performed to share in the Fall newsletter, but so far it's affirmed that: our old fixed 3-blade was definitely

under pitched; prop walk can be decreased but not eliminated; and feathering is much better than fixed! It's a good feeling when you spend so much and get a good return on the investment!

There was some recent discussion on the Association email list regarding prop walk and how to deal with it. As we relearn this new propeller and how it walks, we will be compiling an article on prop walk for the Fall newsletter. If you have any personal experience and techniques you'd like to share, we would love to hear from you!

David Wadson and Cara Croves
Jubilee - 1978 Islander 36
Thunder Bay, Ontario

Vacation with dad changed my life forever

My Dad took me sailing for the first time in 1978, a resort that used to be in San Diego called Vacation Village rented out small metal hull sailboats, 10' and 14' long, the smaller of them didn't even have cleats for the sheets, you had to hold them. The dock hand gave us a 10 minute lesson on how to make it go. I was captivated! I sailed out of there a few more times, but even then I knew I wanted more.

The next place I rented from indirectly taught me how important it is for the bottom to be clean; theirs were not, at all! Of course it took a while (and some experience with better-maintained boats) to put it all together, in fact, I almost gave up on sailing! I read and re-read books on theory, it just wasn't adding up!

Their dock was in Quivera Basin, to get back from Sail Bay, you had to tack under West Mission Bay Drive bridge. Typically there was a 20 degree wind shift under the bridge, so you had to bear away, heading straight for the pilings, then tack to avoid ending up in irons. If the tide happened to be incoming, a blown tack would get you



swept back a hundred yards or so before making any way again! It took me a few tries but I made it! (Those that did not had to pay extra for their skiff to tow them back.)

The next time we went out we wanted to leave the bay, which required their biggest boat (19' or 21') fitted with an outboard. We tried to tack out Mission Bay channel without much success - blowing a tack as you near the breakwater rocks is unsettling! So we motored to the entrance, assessed the

wind, trimmed the sails and...went nowhere against the tide! I said screw this and headed back to their dock for the last time. It wasn't fun.

Luckily, the next place I tried, Mission Bay Sports Center, was way different, night and day! The first time I took out a Hobie 16, I lost count of how many trips from end to end of Sail Bay I made, and took it back 20 minutes early, exhausted (capsized a couple of times) and thrilled beyond words! (At the other place, one trip to the end of Sail Bay and



lifted, and the white knuckle flight was over.

I loved that club, learned an absolute ton and gained a lot of confidence! All the theory now made perfect sense! But into the second year they changed the usage rules, so with a fond farewell I joined another club, in San Diego Bay, called Harbor Sailboats. I ended up trading them IT consulting for sailing time on club-owned boats, my favorite of which was an Islander 36 named Vitamin Sea. I sailed her to Catalina many times, and to Ensenada a few.

I challenged the ASA exams up through 105, took an on-the-water class for 106, then ended up working on their dock and teaching intermediate sailing for two seasons. One class, as we were covering anchoring, in the now-gone anchorage off of Shelter Island, the anchor got snagged on some derelict ground tackle. After trying many tricks I was almost ready to tie a fender to the rode, but finally got it up enough to cut and twist it free of the junk. At the dock I started to apologize for getting back 45 minutes late, but they all insisted it was the best class ever, watching me problem solve instead of going through a canned lesson. Their perspective was interesting, I discussed it with my manager and the owners, but we concluded that any attempt to fabricate would seem contrived. Sailing classes are not equal, some students get luckier than others.

Vitamin Sea was aging, and had a lot of charter miles behind her, we had a few mishaps. One trip coming back from Ensenada we ran into some weather, her mainsail split at the second batten, in 35 kt winds (it was really old and beaten.) A few weeks later she was sporting a new main, it was amazing,

back, then tacking under the bridge took 90 minutes.) I became a charter member of their brand new club, which gave me unlimited use of their fleet, and I sailed the hell out of it!

In addition to their fleet of Hobies and Prindles, they had a J-24 and a Catalina 27 - needed a 2' tide or lower to get under the bridge! I made my first passage with a destination in that Catalina, from Mission Bay to Glorietta in San Diego Bay, using the training chart from the Coast Guard Auxiliary

Coastal Nav class I had just completed. We stayed the night in the anchorage. A few hours into the trip back, we slammed into thick fog, zero visibility. With no visible landmarks all I could do was plot course and speed, and for extra caution, every time I saw kelp I sailed west for 15 minutes. After trading sound signals with the Ocean Beach pier for 20 minutes, before figuring out what it was, I knew I was close to the entrance. I was going to sail west to kill some time safely, when the fog magically

MEMBER PROFILE

and brought home more of what I had read about sail trim.

Another time I took Vitamin Sea and a couple of fellow employees on an evening bay cruise, the engine oil gelled in the filter and the engine seized! We sailed back to the marina, where the wind died completely just as we were about to turn into the fairway. We keel-skulled her into the slip. Because it gelled beyond the pressure sensor the alarm never went off. They had the oil analyzed and were told it was way beyond maintenance interval, which led to the discovery of a flaw in their maintenance scheduling scheme. Bottom line, it was not my fault in any way, beyond question. Even so, one of the owners couldn't make eye contact with me for a month.

The other owner took me as crew on a trip to La Paz on his O'Day 37, Blackjack, then a year later paid me to bring her back from Puerto Vallarta. Word got around, I got a couple of other delivery gigs -- fantastic work if you can get it, but I was still trying to document enough time to get my license. It wasn't enough to pay the bills.

I got my first real programming job in 1989, working for a DoD contractor. I remained a member, sailed once or twice a year, raced consistently for a few seasons, and even kept my membership when I moved to the Central Cali Coast in 2005... but after a year of failing to make it back down to go sailing, I had to let it drop. I rejoined in 2014 when my dad passed away, to scatter his ashes at sea as he wished, but my siblings weren't willing to part with his remains. My brother offered to divvy them up, like a bag of weed or something, but I had to pass. I still went sailing with my daughters, we talked about his life... memories... we sort of scattered his

ashes symbolically. RIP dad. I didn't renew the following year.

I got back on the water late in 2018, I joined a partnership on an Islander P40 called Islero, named after a Spanish fighting bull that killed a matador, located in Brisbane. It was an awesome arrangement, I discovered the exciting conditions in SF Bay.

After 3 1/2 years I left the partnership when I bought my Islander 44, to live aboard. I sailed her from Ventura to San Francisco in September, 2022, slip prices are lower than in So Cal. I was transient for several months at different marinas, liveaboard permits aren't easy to come by. I ended up renting slips in two marinas, moving back and forth twice a

week, for 6 months. I finally made it to liveaboard status just this month, at Brisbane.

I'm now a member of Sierra Point Yacht Club, and the Islander 36 club. I participate in my club's Beer Can race series, as I continue to learn in the challenging conditions of SF Bay... my story is still unfolding.

RIP Dad. Little did either of us know you changed my life forever, on that wonderful sunny San Diego day, out on the water, so very long ago. Thanks, man! I miss you! You may be gone, but will never be forgotten!

Mark McGinty
SV Fine Aft - Islander 44



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SV Whisper
@gregorygreene3834

SV Vanishing Animal
rvm1.org/javelin/

SV Diana
www.youtube.com/watch?v=K2nGHbVfaAk

SV Fine Aft
<https://www.blogger.com/profile/03273527549623425484>

See more photos and videos at: www.islander36.org



Mike Fields with SV Maggio shares his sailing song he wrote a few years ago "Good Old Boat" listen on YouTube at <https://www.youtube.com/watch?v=LC-zjaXB8nc>

The Islander sailor's playlist

Nautical-themed songs to enjoy while on the water anywhere

Good Old Boat

- Michael Patrick Fields

*Good old boat carrying me back home
good old boat take me where I belong
when we sail the sea
better days will follow me
like the sun is shining on my soul*

Sailing - Christopher Cross

Sailing.

*Takes me away to where I've always heard it
could be
Just a dream and the wind to carry me
Soon I will be free.*

Sail On - The Commodores

Sail on, honey

Good times never felt so good.

Wildflowers - Tom Petty

You belong in a boat out at sea

Sail away, kill off the hours.

Key Largo - Bertie Higgins

Starring in our old late, late show

Sailing away to Key Largo

Lost Sailor - Grateful Dead

*You're a lost sailor, been away too long at
sea*

*Now the shorelines beckon, there is a price
for being free.*

When the Ship Comes In

- Bob Dylan

*Oh, a song will lift as the mainsail shifts
And the boat drifts onto the shoreline
And the sun will respect every face on the
deck. The hour that the ship comes in*

Into the Mystic - Van Morrison

We were born before the wind

Also, younger than the sun

'Ere the bonnie boat was won.

As we sailed into the mystic

Son of a Son of a Sailo

- Jimmy Buffett

As the son of a son of a sailor

I went out on the sea for adventure

Cool Change - Little River Band

If theres one thing in my life that's missing

It's the time that I spend alone

Sailing on the cool and bright clear water

Sailin' the Wind

- Loggins & Messina

*Summer in our sky ships, forever, sailing the
wind*

*Somewhere Sunday morning brings us
miles from earthbound, sailing the wind.*

Single Handed Sailor - Dire Straits

*Yeah, and on a night when the lazy wind is
a-wailing*

Around the Cutty Sark

The single-handed sailor goes sailing

Sailing away in the dark

Sailing - Rod Stewart

*I am sailing, I am sailing
Home again 'cross the sea
I am sailing stormy waters
To be near you, to be free*

Sea of Tranquility

*- Gordon Lightfoot
I live in the light of the bright silver moon
I'll take you off sailing from midnight till
noon
I'll show the Sea of Tranquility*

High and Dry - Gordon Lightfoot

*With ladylike devotion
She sails the bitter ocean
If it wasn't for lovesick sailors
There'd be nothin' left but flotsam*

Christian Island (Georgian Bay)

*- Gordon Lightfoot
I'm sailing down the summer wind
I've got whiskers on my chin
And I like the mood I'm in*

Wreck of the Edmund Fitzgerald - Gordon Lightfoot

*The legend lives on from the Chippewa on
down
Of the big lake they call Gitche Gume
The lake, it is said, never gives up her dead*

Southern Cross

*- Crosby, Stills, Nash & Young
Got out of town on a boat, going to
Southern islands
Sailing a reach before a following sea*

Sailing Away - Chris de Burgh

*I wish I was sailing away, sailing away
Sailing away, with you tonight, with you
tonight*

Drunken Sailor - The Irish Rovers

*What will we do with a drunken sailor?
Early in the morning!*

Sail Into the Sun

*- Gentlemen Hall
And I, I'll pull you closer when we're floating
far away
And I, don't need no reason we'll just get
away
When we sail into the sun, into the sun*

I Was on a Boat - Old Dominion

*Was she laughing, was she crying
As she walked away?
I can't say
I was on a boat that day*

All That And More

*- Rainbow Kitten Surprise
My baby's a sailboat captain at sea
We don't give a damn we do as we please*

Sail On, Sailor - The Beach Boys

*I sailed an ocean, unsettled ocean
Through restful waters and deep
commotion. Often frightened,
unenlightened. Sail on, sail on sailor*

Redneck Yacht Club

*- Craig Morgan
Regular Joes rockin' the boat, that's us
The Redneck Yacht Club*

Drunk on a Boat - Jake Owen

*Drunk on a boat, out on the water
Find a good spot, pull the anchor out and
drop her*

If I Had a Boat - Lyle Lovett

*And if I had a boat
I'd go out on the ocean
And if I had a pony
I'd ride him on my boat*

Smooth Sailing - Old Dominion

*The sun's gonna shine
Might not be tomorrow, but I know I'm
gonna find
Smooth sailing
Watch me sail away*

Sailboat For Sale - Toby Keith

*I could sail to the ocean
If the wind would come and get me
But I ain't goin' nowhere quickly*

Sailboat (feat. Tofer Brown) - Molly Marlette

*Let the wind take the sail
And we'll get lost at sea*

Brandy (You're a Fine Girl)

*- Looking Glass
There's a port on a western bay
And it serves a hundred ships a day
Lonely sailors pass the time a way*

Sloop John B - The Beach Boys

*So hoist up the John B's sail
See how the main sail sets
Call for the captain ashore
Let me go home*

Sailboat - Ben Rector

*I feel just like a sailboat
I don't know where I'm headed
But you can't make the wind blow
From a sailboat*

Ride Captain Ride

*- Blues Image
Seventy-three men sailed up
From the San Francisco Bay
Rolled off of their ship, and here's what they
had to say. "We're callin' everyone to ride
along to another shore. We can laugh our
lives away and be free once more"*

I'm Your Captain (Closer to Home)

*- Grand Funk Railroad
Everybody, listen to me
And return me my ship
I'm your captain, I'm your captain
Though I'm feeling mighty sick*

Soul of a Sailor - Kenny Chesney

*When the wind fills my sail
Riding on a lifelong swell
Let my heart take me where it wants to go
That's the soul of a sailor, the soul of a sailor*

YACHT ROCK

Sail Away - Crazy Horse & Neil Young

*There'll be wind in the canyon
Moon on the rise
As long as we can sail away*

Vahevala - Loggins and Messina

*I'm thinking about when I was a sailor
Spent my time on the open seas*

Sailor's Blues - The Strumbellas

*Left the coast in early morning
Watched his boat sail out to sea
Silence is a golden mountain
The last words you said to me*

Buy Me a Boat - Chris Janson

*Yeah, and I know what they say, money
can't buy everything
Well, maybe so
But it could buy me a boat*

On the Boat Again - Jake Owen

*On the boat again
I just can't wait to get on the boat again
The life I love is drinking cold beer with my
friends
Yeah I can't wait to get on the boat again*

Knee Deep - Zac Brown Band

*Wrote a note said be back in a minute
Bought a boat and I sailed off in it
Don't think anybody gonna miss me
anyway*

Highway on the Water

*- Brian Kelley
There's a highway out there on the water
There's a lifeline where that soul wind blows
We can take the fast lane, we can take it
slow
Go with the flow, baby, make our own road*

The Downeaster 'Alexa'

*- Billy Joel
Well I'm on the downeaster "Alexa"
And I'm cruising through Block Island Sound
I have charted a course to the Vineyard
But tonight I am Nantucket bound*

A Pirate Looks at Forty

*- Jimmy Buffett
Mother, mother ocean, I have heard you call
Wanted to sail upon your waters since I was
three feet tall
You've seen it all, you've seen it all*

Rock the Boat *- Hughes Corporation*

*And your arms have held me safe from a
rolling sea
There's always been a quiet place to harbor
you and me*

Six Months in a Leaky Boat

*- Split Enz
When I was a young boy
I wanted to sail around the world
That's the life for me
Living on the sea*

Full Sail - Beach Boys

*Full sail, full sail
Steady as you go
The wind will blow
Set sail at Frisco Bay
In a fog cold and gray
Clear sailing, day after day*

Land Ho! - The Doors

*Grandma loved a sailor
Who sailed a frozen sea*

Only the Ocean - Jack Johnson

*When these sails go up
Mountains fade away
Stars come out
I'm finally free
It's only the ocean and me*

Boat Drinks - Jimmy Buffett

*Boat drinks
Waitress, I need two more boat drinks
Then I'm headin' south 'fore my dream
shrinks*

Come on Down to My Boat *- Every Mothers' Son*

*Come on down to my boat baby
Come on down we'll sail away*

Come Sail Away - Styx

*I'm sailing away
Set an open course for the Virgin Sea
'Cause I've got to be free
Free to face the life that's ahead of me*



36 Love



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Trader Vic's revisited

Good time was had on a Friday night in Emery Cove

Way back in 2012 the Islander Fleet had a cruise into Emery Cove sponsored by Pat and Gary Salvo. Well, Robert DaPrato decided to do it again on Friday night, 6/7/24.

Robert hosted Ruby and Rob (White Horses aka Always High), John and Nanci (Freedom Won) and Myphi and me (Luna Sea) aboard Bella Luna. The only thing missing was Maria, Robert's better half.

Bella Luna is in great shape and Robert has done a lot of work to keep her in Bristol condition. As is the case nowadays, no one sailed over, and we all came by car. But it was a spur of the moment type of thing so I will give everyone a pass on that. Actually Myphi

didn't come by car as she works at Emery Cove on Fridays so she was already there!

Anyway, after clearing out Bella Luna's wine stores, we did the responsible thing and headed over to Trader Vic's to try to duplicate the experience of the last time we were there. John was going to drive over so we gave John and Nanci a bit of a head start. The goal was to get some cocktails with flowers just like Pat had done so many years ago. Happy to report we did just that! The very friendly staff at Trader Vic's got us a nice table with a view and as nobody seemed to know what they wanted to eat we just ordered all the appetizers on the menu to start! That worked out rather well and when we finished those we just ordered

another round of the same thing! Myphi and I got the biggest drink with a lot of orchids and some very long straws as it came in a large bowl! Rob got something very green with whipped cream and a flower on the top. John, I think, just ordered multiple cocktails made with a bottle of French vodka and figured that was close enough to French Polynesia. Although I don't think he got any flowers. Nanci was her usual wonderful self and, well, Ruby is Ruby. Always the A lister.

Happy to report a good time was had by all. Many thanks to Robert DaPrato for hosting such a wonderful event.

Happy Sailing
Dan Knox - Luna Sea, #420



Show your Islander pride

Order a burgee today!

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

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

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

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



Islander 36 *Burgee*

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i36greenflash@gmail.com



Summer Sailstice

Barnacle, Bella Luna, Kapai and Wind Catcher, sailed in the Rally

Four great Islanders, Barnacle, Bella Luna, Kapai and Wind Catcher, sailed the Sailstice Rally and were joined in spirit (pun intended) and pics by Kindred Spirits! Here are their stories of another fun I-36 day on the Bay.

From Kapai:

We had 4 boats start the Sailstice Rally. Dan Throop had his daughter Mary aboard Wind Catcher and arrived at the start on time.

Bob DaPrato aboard Bella Luna was running a little late, and Barney and his wife on Barnacle were perfectly staged on the SF side of the bay bridge! We postponed the race until 12:30 when Barney arrived.

Kapai crossed the line first followed by Bella Luna, Wiindcatcher and Barnacle. It was quite windy and I think Barney

decided to bail out because I looked back off the Berkeley circle and he had vanished.

The remaining sailors got into a wind hole behind Angel. I caught the wind first and tacked up Raccoon Strait. We took a pic of Kindred Spirits and then took off for the Finish across the slot. It was foggy and we lost sight of everyone.

Kapai finished at 3:03PM and waited in McCovey Cove. Windcatcher crossed next and said that they lost track of Bella Luna as well.

We rafted up with Windcatcher for a libation for about one hour. Counter clockwise did work well as the raftup was close to the finish. We had a great

chat with Dan's daughter Mary who is 14 years old and an accomplished sailor. I can't believe we did not take one picture on Dan's boat during the raft up!!! I will say that McCovey Cove is far better than Clipper Cove. Our crew included myself, Bryce and Reanne and first time sailor Sherwin who is a new acquaintance of Bryce.

Fun day. Best Rick Egan.

From Windcatcher:

We arrived at the start with two minutes to spare. However, the other boats were also not quite ready so all 4 of us started at 12:30.

Kapai, Bella Luna and WindCatcher sailed close together with Barnacle in the rear. When we reached the wind shadow behind Angel Island we all stopped except for the current pushing

us. Kapai found wind first with Bella Luna and WindCatcher behind.

We lost sight of everyone in Raccoon Strait. The sail towards the bridge between Angel Island and Alcatraz was pretty windy so I reefed both sails. WindCatcher hit the shadow of the west span of the Bay Bridge at 15:13:17.

Then we headed over to McCovey Cove to meet up with Kapai.

Dan Throop

From Bella Luna:

Bella Luna was in second place behind Kauai all the way to Angel Island when the wind died and we all stopped and had lunch.

When we saw Rick Egan and Kapai were already halfway up Raccoon Strait before we even got wind, we decided that the race was over and we had to sail back under difficult wind conditions with full main and 135% jib! We never reefed the main or the 135° jib, and were under full sail and had up to 20 knots on the way back to Emery Cove!

Thank you, Felix Gonzalez Martinez from Maryland and his mother, Olga Martinez for assisting in the venture as their first time in San Francisco Bay! The two ladies had some frightening moments and we decided to be careful and get home ASAP. Maria and her cousin Love the boat and all the amenities after we furled the jib, which was always a concern when we surfed downwind to Emery Cove. The best day of sailing is when you hit 9.0 kn and come home with no broken parts!

Cheers...

Robert DaPrato, Vallejo Ca.



SUMMER SAILSTICE



Buy and Sell



1973 Islander 36

One owner since new. Dad bought her at the Seattle boat show January 1974. Well kept and modestly updated over the years.

- Schattauer main new 2005ish
- Precision Sails Genoa new 2019
- Standing rigging new 2005ish as well as Harken Furler
- Garmin chart plotter
- Garmin MFD
- Garmin wind instruments and Garmin sounder new 2009.
- Raymarine autopilot 2021
- New Edson pedestal steering installed 2019

There are some unfinished projects. Some teak work around the new headliner, a minor oil leak on the engine, the Icom VHF suddenly stopped working, various water leaks. The gel-cote is worn as well as some of the exterior teak although a lot of the exterior teak was replaced in 2009.

She may be an old boat but she's a good solid boat that sails very well, is super simple, comfortable and sound. Asking: \$22,000. Visit www.islander36.org Buy and Sell link for more information.

Peter Andersen
206 228 1186 or Pb13andersen@gmail.com

1973 Islander 36 - Flying Dogs

After 30 plus years of sailing we are selling our dual citizenship 1972 Islander 36 "Flying Dogs". Currently moored in George Town, Bahamas. She is a registered Bahamian vessel, all duties paid, as well as a US documented vessel. She is a well equipped cutter rigged Islander with all new sails including a never used Drifter.

- 600 watts of solar with top of the line controller and inverter which runs frig and freezer.
- Inboard Yanmar 27hp diesel with compression release

Comes with hard bottom AB dinghy and 1 year old 15hp Yanmar outboard. Asking: \$12,000. Visit www.islander36.org Buy and Sell link for more information.

Daren Tackis
Zsaltydogs@gmail.com

Tenacious Sails

I am selling three Islander36 sails. NorthSail Dacron main with one season on it, full batten, reefing, cunningham, leach trim. Paid \$3400. asking \$2200.

Kris Youngberg
kris.youngberg@gmail.com

1972 Islander 36 - Induna

Induna is part way through a refit, lying in Powell River, BC. Keel was removed and reinstalled by Don Huseman of Keel Boat Inspection and Repair, California. Several bolts were replaced.

Engine: Yanmar 3HM35F with a reported less than 50 hrs.
Sails: Ok with a 110% Genoa that has never been used.
Compass: Ritchie binnacle (rebuilt)
Wheel steering
12 volt windlass with chain and gypsy (has been rebuilt)

A lot of work has been done and there is a lot more still to do, I have too much on my plate and I am getting too old. Visit www.islander36.org Buy and Sell link for more information.

Clive Openshaw
openshaw@island.net or (604) 487-1810

WANTED TO BUY: Dodger

I am looking for a dodger, cover and frame, for my I-36. Prefer to buy both parts together, but if you have one or the other you'd like to sell let me know what you've got.

Michael Doran
katapultmike@gmail.com or (415) 806-4760

Got something to sell?

email: newsletter@i36jubilee.com



**Islander 36
Wind Catcher**

anchors
in McCovey Cove

Summer Sailstice Rally 6/22/24