

316

Islander 36 NEWS

SPRING 2026

VOL13 ISS 1

islander36.org



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ISLANDER 36 NEWS

SPRING 2026 VOL13 ISS1

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On the Cover

Matthew O'Keefe's 1972 Islander 36, has won three Trans Superior races and is currently getting some significant work to be ready to sail on Lake Superior.

See some of the photos of the work in progress starting on page 30.

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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.



Why this Association is truly one of a kind

Thanks to quick-acting volunteers, the website never missed a beat and Commodore Egan avoids a legendary crash

I have been a member of the Islander 36 Association for 22 years. What I can tell you, without hesitation, is that this crew is among the nicest and most generous group you are likely to cross paths with.

Every member knows that the heart of our organization is the website. If you want to find history, bylaws, current events, and how to sign up for activities you will find your way to the website. Webmaster Rick Van Mell has simply done a marvelous job of

maintaining and improving the site. You would be hard pressed to find another website dedicated to a single boat that is as complete. In fact, most new Association members tell me that they spent hours on the website before deciding to buy their Islander. It is that good.

Therefore, it was with no little concern when Rick Van Mell shared that he was going into the hospital for a procedure and might be out of commission for a while. Could I bone

up on my computer literacy skills and take a shot at running the website? NOT A CHANCE! In fact, it is illegal in 13 states and the province of Ontario to let me anywhere near the controls of a computer system. In fact, prior to my retirement I worked for several tech startups and one of my assignments was to be unwitting beta tester for any new software updates. Our engineers watched in amazement as I entered a series of keystrokes into the system that no sane person would ever come up with. I could generally

crash a system in under 5 minutes. We clearly need a different back-up webmaster.

I put out a plea to our leadership and immediately heard back from Anthony Taylor, our new cruise director and David Wadson our newsletter co-editor. Both shared that they had IT experience and would love to help. With RVM's procedure looming we set up a Zoom where Rick could explain how the website is constructed and maintained and before I knew it we had Anthony backing up Rick and David backing up Anthony. PHEW! Long story short, Anthony made all our Spring meeting entries with aplomb. Thankfully Rick Van Mell had a successful procedure and is firmly back at the helm of our website. Thank you, Rick, Anthony and David. We have the nicest folks in this Association.

Hope everyone did some great winter projects and is ready for the upcoming season. The Great Vallejo Race is in less than 4 weeks away!!

Rick Egan
 Kapai - 1978 Islander 36
 San Carlos, CA



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

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Surviving the endless winter

From deep snow to deep-dive projects, we're pushing toward our earliest and most prepared launch yet

Dan Knox recently commented on an Instagram post that I made showing Jubilee sitting on her cradle, surrounded by snow: "Don't know how you guys can wait half the year to go sailing." I half-jokingly replied "it's easy not to sail once the lake

freezes." In reality winter can be very hard to endure, especially winters like this one where the cold and snow don't seem to end.

As we started putting together this newsletter on March 21st, we got

another dumping of almost 4 inches of snow overnight. Heading into the Easter weekend, another storm blew in a fresh layer on Thursday...and Friday...and Sunday! Monday's forecast is calling for still more snow - if not for the sunshine and warm



temperatures, we would be thinking that winter was just starting!

This winter has had well above average snowfall amounts, but ironically we didn't bother getting cross-country ski memberships this year though we did purchase a yearly pass for the provincial parks. We mostly get it because we regularly take Jubilee to Sleeping Giant Provincial Park, which has numerous places to anchor, including Sawyer Bay and Tee Harbour, and we need to take Harry to shore throughout the day. But despite the abundance of snow, we haven't utilized it this winter to use the park's ski trails. We had planned to go for an evening ice skate there in mid-January but the candlelight event was postponed due to extreme cold, and by the following weekend, we were both drained from a long week at work so we stayed home and watched a sailing movie instead.

Finding and watching every sailing related movie we could find on the

various streaming services became another way to get through many cold and snowy weekends this winter. In addition to the Hollywood "classics" such as *Wind and Captain Ron*, there's a large assortment of films about racing. While most focus on races or multi-million dollar yachts that we will never experience, like a TP52 sailing around Sicily, I knew the exact feeling of frustration the crew had when the wind shut off for days and they had to decide whether to abandon the race! While you might still have to hunt around to find which streaming service they are on in your area, we've compiled a list of films for you in this issue. Be forewarned...there's at least one in there which is a B-movie stinker, but it did feature a sailboat!

The many cold, dreary weekends also gave us plenty of time to spend delving into a cookbook on making dehydrated meals for backpacking that I had purchased a few ago. The rationale for getting it was to have some quick, nutritious and easy meals

on board. In addition to finally sampling some of the recipes, we also got ourselves a dehydrator and started prepping some meals for sailing season.

Going into our fifth season owning Jubilee, we decided that we'd like to get her back into the water much earlier this year than we have been. The past four years we have delayed our launches well into June, with time-consuming, weather-dependent projects such as replacing ports and hatches, and painting the hull from top to bottom. The work has certainly been well worth the efforts, but it did mean losing over a month of a season that is only 5 months long!

We always made ourselves feel better about giving up the early start by telling ourselves that late May and early June is the coldest, wettest, most mosquito-ridden part of the season anyways and we really weren't losing out on prime sailing. But as we have steadily improved Jubilee's comfort level with such amenities as



diesel cabin heater, Starlink, hot water, and new cabin lighting, we have become less willing to sacrifice 20 percent of the season. But our plan to launch the boat as soon as the marina opens doesn't mean we won't have a long list of Spring projects we want to accomplish!

High on the list of things we want to have done by launch is making a new dodger. Jubilee's old one was in need of new windows and we hated the design as the front tube would hit the mainsheet if we tried to fold it down. Its canvas was also the icky brown color which we've been steadily removing from the topsides. Our success sewing new cockpit cushions has emboldened us to tackle modifying the dodger frame so that it will fold down and template new canvas for it. Between Sailrite's excellent Youtube channel and

a few books on marine canvas, we're confident we can do a passable job that will provide us some shelter from the wet and cold conditions that Superior can throw at us. There's also a plan to redo the cabin cushions and get rid of the drab, pilling fabric on those.

Jubilee's electrical system got a big overhaul, rewiring the entire boat and adding electrical panels, an inverter, and solar panels. But as our cruising trips have steadily gotten longer, I've found myself spending more time than I want looking at the battery monitor as our increased power usage puts a larger drain on the batteries and increasing the bank's capacity with more heavy and bulky lead acid batteries just doesn't make sense anymore. So this Spring we will be switching Jubilee's two deep cycle

lead acid batteries to a LiFePO4 battery and adding a DC-DC charger so we can keep our "dumb" alternator. Having made our other electrical upgrades with a future conversion in mind, we will only have to make minor adjustments to our setup to install the new battery type.

My experiment with using a 3D printer to make trim parts for the boat will have us finishing off the headliner in the v-berth and head. I'll be able to design and print some custom trim pieces to go around the hatches we replaced. Completing the ceiling in the head will also include installing a shower head and curtain again. With all the plumbing replaced and the water heater installed, it's time to be able to have warm showers without having to wait until we get back to a marina!

Another 3D print project will be making some flat steps for the swim ladder as standing on the stainless tubing can be quite uncomfortable on the feet. I've been learning enough CAD skills to design some custom steps that can be bolted onto the ladder rungs. Winter months pass by a little quicker when you are tinkering around playing with design ideas on the computer, deciding if you want to make a step solid or allow water to drain through it, add the boat name or Islander 36 logo to it. It's certainly more economical and less wasteful than trying to design something out of teak!

Designing for the swim ladder tubing also got me working on a new cup holder for the pedestal guard. The existing teak one is in need of some fresh varnish but it also doesn't hold the insulated mugs and wine glasses that we often use when we're in the cockpit. So a new caddy is being designed that will better accommodate the drinkware we use.

Surprisingly, for how long our off-season is, we don't get many of these projects done during it! The shorter days and cold temperature in the garage certainly doesn't help, but maybe it's the feeling that Spring is so far away which makes it easy to tell ourselves "there's still lots of time before sailing starts again." But it's probably best that we don't get them all done earlier, otherwise the last 4-6 weeks when the snow has melted but it's still too early to launch would be absolutely unbearable! While it seems to take an eternity to get here, before we know it, we'll be pulling together a summer newsletter and bemoaning how quickly it is passing!

We shall savour every moment!

STRENGTH IN NUMBERS

ISLANDER 36 ASSOCIATION

Why join...

HAVE A VOICE

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

LEARNING

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

NETWORKING

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

*explore
the benefits!* **3|6**

To join, visit: www.islander36.org

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



Nationals Regatta delivers on San Francisco Bay

Fast breeze, close finishes, and unforgettable views

The San Francisco Bay has a way of showing off when it wants to, and on the morning of the Islander 36 Nationals Regatta, it seemed determined to put on its best performance. By the time the first three Islander 36s glided up to the docks at the Golden Gate Yacht Club, the sky was already a flawless, painterly blue, and a steady west wind, ten to fifteen knots, the kind sailors quietly pray for. Four more boats soon joined them, bringing the starting fleet to seven. Another six skippers arrived

to help run the show. In all, thirty-four sailors representing thirteen Islanders gathered in the crisp morning light, swapping stories, tightening halyards, and soaking in the kind of weather that makes you believe the Bay is on your side.

Even with Golden Gate Yacht Club (GGYC) General Manager Bob Mulhern recovering from a fall and hip replacement, the club's hospitality never wavered. His son Sean, along with Rear Commodore John Volpe,

stepped in seamlessly, continuing the warm support the Islander 36 Association has enjoyed for years.

The first race kicked off at 11:35 on Course 2, a tidy 3.4-mile windward-leeward loop to Blackaller Buoy, down to Fort Mason's #6, and back to the GGYC X mark. The fleet charged upwind beneath an unexpected escort, squadrons of pelicans, more than a hundred of them, sweeping low over the water in loose formation. They drifted



overhead like a living postcard, the kind of moment that makes even the most seasoned sailor pause. The race wrapped up just before 12:30, crisp, clean, and fast.

With the clock ticking, Race Two began at 12:40 on a longer 5.2-mile triangle: back to Blackaller, then a broad reach to Harding Rock, and a sweeping reach toward Fort Mason before the final upwind leg home. By 12:53, the Race Deck was empty.

To keep the competition lively in a fleet now fifty years old, the association applied rating adjustments to the standard 144 PHRF, accounting for fixed props, tall rigs, and variations in headsail size. The result was some of the tightest corrected-time racing the fleet has seen. Windwalker

Nationals Regatta Results

1st - Windwalker

Rich & Tom Schoenhair • Corrected time: 1:35:33

2nd - Luna Sea

Dan Knox • Corrected time: 1:40:39

3rd - Blondie

Kevin Cerini • Corrected time: 1:40:49

4th - WindCatcher

Dan Throop • Corrected time: 1:50:45

5th - Kapai

Rick Egan • Corrected time: 1:51:01

6th - Bella Luna

Bob DaPrato • Corrected time: 1:55:37

7th - Hurulu

Nancy Ibison • Corrected time: 1:56:37



claimed both races, but behind her the standings compressed into a mathematical thriller: three pairs of ties among the remaining six boats. Corrected times decided everything, second place by ten seconds, fourth by sixteen, sixth by fourteen. It was the kind of finish that sends sailors back to the dock buzzing, replaying tacks and mark roundings in their heads, convinced that one tiny decision could have changed everything.

As the sun dipped lower and the boats settled into their slips, congratulations flowed easily. Windwalker, Luna Sea, and Blondie took the top honors, but the day belonged to everyone who came out, skippers, crews, volunteers, and the photographers who captured it all:



Rob Blenderman, Eric Mueller, Reanne Egan, Kevin Cerini, and Rick Van Mell. Special thanks went to Bob DaPrato for securing the venue and to Regatta Coordinator Rick Van Mell, who orchestrated the event and served as PRO, delivering two races that were as

smooth and spirited as the weather itself.

It was, in every sense, a perfect day on the Bay, one that reminded everyone why the Islander 36 fleet, even after half a century, still feels like home.



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



A perfect day for the Islander 36 fall meeting

Sunshine, good company, and a surprise honor

A perfect, warm, blue-sky Saturday set the tone for the Islander 36 Association's 2025 Fall Meeting and Winners Dinner at Richmond Yacht Club. The docks and decks were alive with familiar faces as twelve Islander 36s were represented by twenty-four members for the afternoon gathering. Later, twenty of them would continue the celebration over dinner at the Hotel Mac in Point Richmond, keeping

the spirit of the fleet going well into the evening.

Adding to the festive atmosphere, Luna Sea, Kapai, and Zenith, now proudly owned by Anthony and Joanne Taylor, were tied up along the Richmond docks, gleaming in the sun and drawing plenty of admiration from passersby. Zenith's new owners were all smiles as they welcomed

friends aboard, their enthusiasm a reminder of how the fleet continues to renew itself.

The day began in classic Islander 36 fashion with a lively "Attitude Adjustment" on the upper deck around 3:30 p.m. The warm breeze, the view across the harbor, and the easy laughter made it hard to head inside, but by a little after four the



group gathered downstairs in the Regatta Room for the meeting.

Inside, the full collection of I-36 trophies and awards was on display, shining under the lights like a small museum of fleet history. Commodore Egan led the meeting with his trademark energy.

Then came the moment no one saw coming. In a surprise announcement, Rick Van Mell was presented with the Lifetime Honorary Membership Award, recognizing more than twenty years of service as an officer and the fleet's longtime webmaster. The room

erupted in applause, a heartfelt tribute to someone whose dedication has quietly shaped the Islander 36 community for decades.

The day's highlights, boats gleaming in the sun, friends reconnecting, and a well-earned honor, were captured beautifully by photographers Reanne Egan, Bob DaPrato, Karen Kleckner, and Rick Van Mell.

It was, in every sense, the kind of day that reminds everyone why the Islander 36 fleet remains one of the Bay's most enduring and beloved communities.

WINNERS

The Spinnaker Division Season's Championship Ormand Cup

Luna Sea
Dan Knox

The Non-Spinnaker Buster Hammond Half Hull

Kapai
Rick Egan

The Nationals Regatta

Windwalker
Rich & Tom Shoenhair

The Perpetual Crew Award

Kapai
Bryce Egan

The Winton Cruising Award

WindCatcher
Dan Throop

The Bill Higdon Racing/Cruising Award

White Horses
Rob Blenderman

The Schneider Trophy

Kerry Scott
Rob Blenderman

The Commodore's Plaque

Rick Egan

Lifetime Honorary Membership Award

Rick Van Mell

Five Islanders, one fiasco

A bright January day turns the Bay's trickiest race into a playground for the Islander 36 fleet

The Bay served up a gift on January 31st, clear skies, steady breeze, and just enough winter bite to remind everyone they were alive, a perfect backdrop for the five Islander 36s, Bella Luna, Cassiopeia, Kapai, Luna Sea, and WindCatcher, that lined up for this year's legendary Three Bridge Fiasco.

For the uninitiated, the Fiasco is exactly what it sounds like: a tactical puzzle disguised as a race. Boats start and finish off the Golden Gate Yacht Club Race Deck in a pursuit format, slowest boats first. From there,

competitors must round Blackaller Buoy near the Golden Gate Bridge, Red Rock by the Richmond-San Rafael span, and Treasure/Yerba Buena Island under the Bay Bridge. The twist? You can round the marks in any order, in any direction, and cross the start/finish line however you please. Add shifting currents, island wind shadows, and a max ebb that hit 4.3 knots by mid-afternoon, and you've got a race that can make even seasoned tacticians sweat.

This year's Islander 36 entries spanned the full spectrum:

- **Luna Sea** in Double-Handed Spinnaker
- **Bella Luna, Cassiopeia, and Kapai** in Double-Handed Non-Spinnaker
- **WindCatcher**, with Dan Throop single-handing like a pro, in Single-Handed Non-Spinnaker

For the first time in nearly a decade, the wind cooperated. Instead of drifting in place or anchoring to avoid being swept backward - both common Fiasco traditions, most of the fleet actually finished. And finish they did: Kapai and Luna Sea each claimed



3rd place in their respective divisions, a testament to sharp decision-making and a little luck with the breeze.

Had the entire Islander group been scored together with allowances for spinnaker vs. non-spinnaker, Kapai might well have taken the overall crown, crossing the line just 3 minutes and 2 seconds behind Luna Sea without a chute. But Luna Sea's corrected-time cushion over Cassiopeia, more than twenty-two minutes—suggests she would have held her lead regardless.

As always, the stories behind the finish times are where the real fun lives. Below are the narratives from Kapai and Luna Sea.

From Kapai:

We arrived in the starting area 40 minutes early and saw Kit Weigman and Barney Brickner on Cassiopeia sizing things up. We wished them luck. We next saw Bella Luna with Bob Da Prato getting ready. Bob asked if I had seen Luna Sea which we had not. Bob good naturedly complained that Dan Knox convinced him he needed to participate and then he did not show up! More on this later.

We had about 8 knots of wind out of the NE at the start and a pretty good flood so we went with the current and started on port tack about 50 yards behind Dan Throop on Windcatcher - whose rating had him starting 2 minutes and 6 seconds earlier. There was so much traffic we lost Dan and never saw him again.

Our plan was to head straight to Red Rock which worked out well. We tacked up the left side of the course in the deep shipping channel to take advantage of the dying flood. We



rounded Red Rock clockwise and then had a very broad reach to Treasure Island staying in shallow water for ebb relief all the way to the Bay Bridge.

Rounding Yerba Buena we had a huge ebb and 15 knots of wind which got us to Blackaller in no time. Our speed over the ground was 10.5 knots for a while!

We finished at 14:57:20, just in time to see Luna Sea finishing a couple of

minutes earlier. I caught a photo of Luna Sea just after they finished. Dan Knox hailed us and told us he was 20 minutes late to the start due to the flood and that he flew a spinnaker.

From Luna Sea:

Quite a day sailing with David on his first Three Bridge Fiasco. So many things happened. Weather projections were for almost no wind and a giant 4.3 knot ebb in the middle of the afternoon. Turned out the wind was

THREE BRIDGE FIASCO



just about perfect with a steady 8-15 knots most of the day.

But the tide was indeed ripping. And every decision we made on the course was because of the tide. We got started a bit late and even though we motored the entire way to the start area the flood tide kept us from getting there on time. I gave us an hour and a half to get from Marina Village to the Golden Gate Yacht Club and it just was not enough, and we started 20 minutes late. Ouch.

After turning off the engine and sailing for 15+ minutes we finally made it past the start line, put up the kite and sailed a beam reach to Blackaller. The wind was from the northeast at about 10 knots.

After rounding Blackhaller, we hardened up and sailed close hauled across the bay toward the north tower of the Golden Gate Bridge. After tacking we headed to Red Rock choosing to go south of Angel Island.

During this time, we sailed with the go-fast guys and saw no Islanders who we hoped were miles ahead of us. But we were sailing well and no one was passing us and from time to time we would pick up a few places.

The trip to Red Rock was a beat the entire way and given we were using "the old guys 10-minute tack rule" we kept tacks to a minimum and made an easy rounding of Red Rock and put up the kite again. We then had a long port pole reach all the way to the Bay Bridge, jibing just once right before the Bridge. By this time the big ebb was in full effect, and we struggled to make 2.5 knots though the water while doing close to 5-6 knots.

On the way down to the Bay Bridge, we did see Rob and Rob on Bella Luna and then Daniel Throop on Windcatcher. (Always nice to see full sails on Windcatcher.) Both looked very pretty but were very deep in the fleet. Even with our late start we were a good bit ahead of them. It appears

they made their decision to go to the Bay Bridge first, but that's all part of the fun of the 3BF.

After we got to the Coast Guard Station at Yuba Buena Island, we doused the kite and hardened up to close hauled once again for the trip to the finish line. The big ebb was now in full effect, and we had all we could do to keep from running into the eastern most tower of the Bay Bridge as the wind picked up and we had 15-20 on the nose along with the 4-knot ebb.

After a quick unplanned tack to miss the tower, we were zooming, hitting a few 10's over ground all the way to the finish. The increase in wind speed at this point was a shocker but we carried on and were able to crack off just a bit to a close reach and finish near the pin end.

After we finished with saw Commodore Rick and Trevor on Kapai finished soon after us. Again, Kapai looked great. They had gone to Red Rock first but lacking a kite on the long reach from Red Rock to the Bay Bridge were at a serious disadvantage. We never did see Kit on Cassiopeia but assume they finished way ahead of everyone else. But so much matters on what course they took. If they chose the Bay Bridge first it would have been a tuff slog. Guess we will have to wait and check the results. Just too bad that the I36's didn't have a one design fleet in this race, still 5 boats at the start line is excellent even if they all started at different times.

But very grateful for the SSS for putting on this wonderful regatta and maybe next year we will ask them to score us a fleet. Except for plopping my new iPhone over the side, I had a great time. Happy Sailing! Dan Knox

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

The cocktail chronicles

A new concoction has floated into happy hour...literally.

One of the great joys of cruising, right up there with a perfect anchorage and a well-timed tack is discovering new cocktails. Over the years we've mastered a few, featured a few, and left a few waiting patiently in the wings for their moment to shine, and because some of my friends know I help with the I-36 newsletter, they've taken it upon themselves to keep my drink repertoire expanding. I'm certainly not complaining.

This issue's featured cocktail comes courtesy of my partner-in-crime on the water, who sent it to me with the very official instruction: "for your newsletter" I haven't tried it yet, but when a trusted co-conspirator insists, you listen.

The recipe instantly took me back to the days when Dave and I were helping Boomerang get ready for launch in Knife River, MN. After long hours of waxing on and off and pretending we remembered where we left off, we'd wander to the local Minnesota drinkeries. Without fail, we'd order a Bloody Mary just to see

what wild garnish would appear: pepperoni, celery, even pickled mushrooms. You might remember Michelle's legendary Caesar board from the Winter 2023 issue. This new drink is a little different from your standard Bloody Mary, with a hint of Easter mischief woven in.

Michelle, from Boomerang, knows her way around a cocktail. If you've ever spotted us drifting around on our beloved floaties, trying not to touch the frigid waters of Lake Superior, you already know we're usually armed with something delicious, a cocktail, wine, or beer, depending on the mood.

So when this twist on one of our all-time favourites arrived via text, I knew it was destined for the newsletter. It looks intriguing, refreshing, and just mischievous enough to earn a spot on the list for Jubilee's launch this season.



One of Michelle's famous Bloody Mary's circa 2015

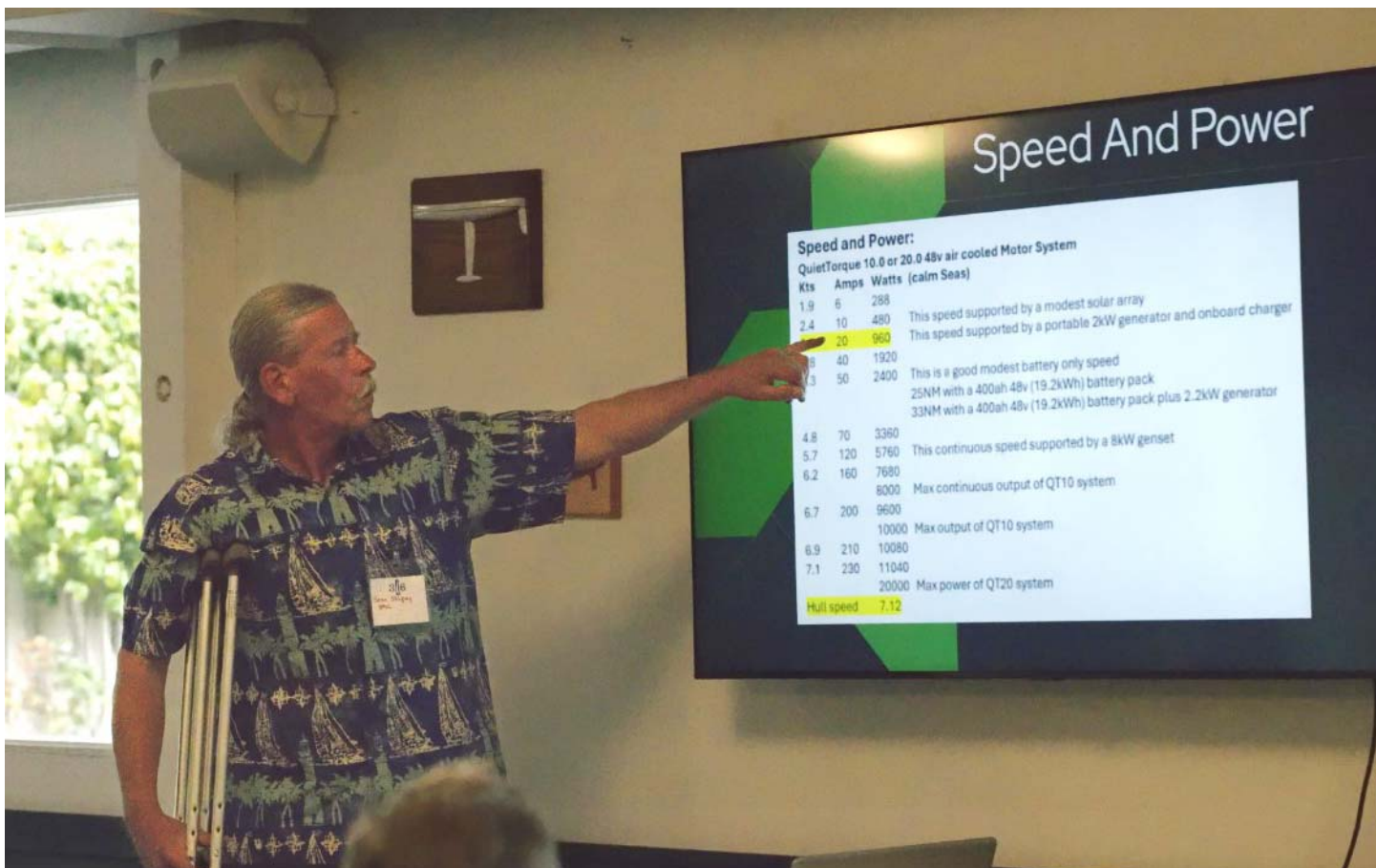
I'll report back once I've tested it, strictly for research purposes, of course. Until then, enjoy, experiment, and send me your favourite cruising recipes. We'd love to feature them in an upcoming issue. Happy hour waits for no sailor. Wherever she found this one, it's worth a try.

The Bunny Mary

- Your favourite Bloody Mary rimmer
- 1 1/2 ounces of vodka
- 3 ounces of carrot juice
- 1/2 ounce honey syrup
- 1/2 ounce lemon juice
- 1 teaspoon caper brine
- 1 teaspoon of hot sauce
- Garnish it up!

Coat the rim of a glass with your favourite rimmer and fill with ice.

Combine vodka, carrot juice, honey syrup, lemon juice, caper brine and hot sauce in a shaker filled with ice, shake it up and pour into rimmed glass. Enjoy!



Spring sunshine and Islander spirit at Encinal

Warm weather, good stories, and a fleet that shows up

It felt more like June than February, seventy-five degrees, blue skies, and a soft breeze drifting across Alameda. If you didn't know better, you'd never guess it was February 28th. But the Islander 36 fleet wasn't complaining. Shorts were practically required attire as five Islanders: Blondie, Luna Sea, Kapai, WindCatcher, and Zenith tied up along the Encinal Yacht Club docks, a sight that instantly lifted the mood. Seeing that many Islanders together always feels like a reunion.

Encinal Yacht Club, now in its 52nd year of hosting the fleet's Spring

Meeting, welcomed twenty-five members and guests representing a dozen boats. Dan Knox on Luna Sea arrived first and helped Commodore Egan tie up Kapai. Blondie and Zenith followed soon after. One boat, however, was conspicuously missing: Glass Slipper, the electric-hybrid Antrim 40 that was supposed to be the star of the afternoon's guest presentation. Developed by Cree Partridge and Sean Shigley of Berkeley Marine, Glass Slipper had planned to arrive before low tide, but instead found herself stuck in the mud in Berkeley. Cree, unfazed, assured

everyone the show would go on and arrived armed with a PowerPoint backup.

As members filtered in, the bar became the natural gathering point, old friends reconnecting, new faces joining the mix, and founding member Lou Zevanove receiving warm greetings from all corners of the room.

Commodore Egan called the meeting to order and introduced Cree and Sean, who delivered a fascinating look into the creation of Glass Slipper. Their goal: build an 8,000-pound

carbon-fiber sled powered by a hybrid electric system with a hydrogen fuel cell and regeneration under sail, enough range to race to Hawaii and back. The Islander crowd peppered them with thoughtful questions, sparking a lively discussion about range, safety, and the future of electric propulsion. Not a single person mentioned the Hindenburg, which felt like a small miracle. Cree and Sean, who have completed numerous electric repowers, estimated that converting an Islander 36 would run about \$20,000. It was a standout presentation, and thanks went to both speakers and to Bob DaPrato for organizing it.

The Commodore then shifted to club business, introducing the officers, including new cruise chairs Anthony and Joanne Taylor, proud new owners of the beloved Zenith, previously cared for by Art and Betsy Fowler and Bill and Susan Nork. Rick noted the absence of longtime webmaster Rick Van Mell, who was recovering from a medical procedure, and the temporary absence of Treasurer Mike Patterson and PICYA rep Liz Munnely, who were off skiing. Former treasurer Roy Samuelson stepped in with a reassuring report: the Association remains financially sound. The 2026 racing and cruising calendar followed, with an emphasis on destination races that double as cruises. The meeting wrapped with the awarding of the Schneider Cup to Kerry Scott, owner of Cali, for his long-time support of the Association.

Afterward, most members drifted back to the bar and dining room to enjoy Encinal's excellent menu and famously friendly service. Just as the evening was winding down,

Commodore Egan spotted a boat circling the harbor entrance. It was Dan Throop on WindCatcher, arriving late after racing the shorthanded Corinthian Race. Once tied up, Dan joined Dan Knox and the Luna Sea crew for a well-earned late dinner and drinks before everyone turned in for the night.

Sunday morning brought cooler air but calm, pleasant conditions for the trip home, a gentle close to a warm, memorable weekend.





The crack beneath the sink

A weekend cruise turns into a surprise bulkhead repair mission

Last fall, a few friends and I set out on a coastal cruise aboard my Islander 36, Cali. The plan was simple: one night in Half Moon Bay, one in Santa Cruz, one in Monterey, then back home. Easy enough.

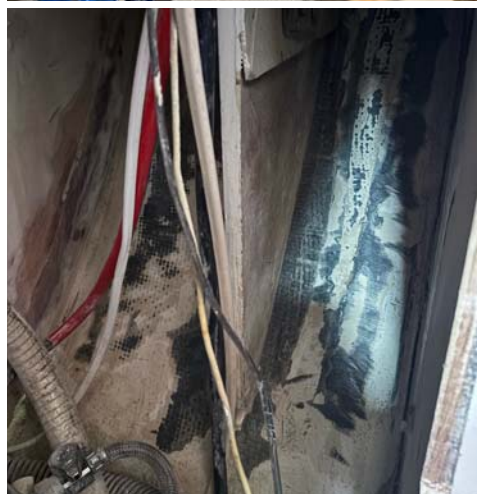
We slipped out the Golden Gate on the ebb, a gorgeous Saturday morning carrying us south with a strong breeze. With the wind blowing

hard from the south, we had a lively, spirited sail to Half Moon Bay.

Before the trip, I'd plumbed a Y-valve into the toilet water supply so I could switch between fresh water and raw water on longer journeys. This was the first outing since that little "upgrade," and unsurprisingly, I hadn't quite nailed it. On a heel, either the fresh or salt water would overflow. Not

dramatically, but enough to know something wasn't right. The temporary fix was simple: keep both valves closed while sailing.

The next morning, as we prepared to leave Half Moon Bay, I went below to shut the valves before raising the main. That's when I noticed a crack in the paneling next to the main chainplate. Not good. I reached as far



as I could into the cabinet under the sink toward the bulkhead and felt it: the bulkhead had separated from the hull.

Before sailing to Hawaii, I'd reinforced every bulkhead except that one. It was nearly impossible to reach, so I'd added knees in other places instead of wrestling with it. I don't know whether it had started to let go during the long passage or if I'd finally broken it loose the day before, but either way, the time had come to deal with it.

At first, I imagined cutting into the area from the main salon and using the opportunity to remodel the interior. I've always wanted a more modern table arrangement, though I could never quite decide what that meant. Meanwhile, time kept drifting by, the boat sat unused, and

eventually I hit the point of saying, "F this - I've got to fix it."

So I pulled the sink cabinet door off, grabbed my jigsaw, and cut out most of the cabinet front. At last, I could wedge myself in far enough to work. Two days of grinding and sanding with my head stuffed under the counter later, the area was finally clean and ready for glass. After masking everything, I laid up five layers of glass and epoxy. Just like that, Cali could sail again.

I painted all the new glass, not to make it pretty, but so that with a quick flashlight check I can see if anything ever starts to fail. It actually looks quite finished.

Now all that's left is repairing the cabinet face and re-plumbing the



system, which should take an afternoon. Then Cali will be ready for this summer's adventures.

Kerry Scott
Cali - 1975 Islander 36
Vallejo, CA



Farewell to Geja

A well-loved Islander 36 ready for her next chapter

Yes, I'm selling my beloved Geja, the boat I bought sight-unseen back in 2008 through the pages of Latitude 38. She'll be available in early September near Split, Croatia, right in the heart of the Med's most popular cruising grounds. She even comes with a one-year dry berth starting in September (and yes, September is still a fantastic month for sailing).

I'm an American based in California, and over 15 summers I've sailed Geja more than 13,000 nautical miles through nine Mediterranean countries and across two

continents, with over 90 friends, family members, and adventurous acquaintances joining as crew. She's still got plenty of life left in her, fully equipped, well-maintained, and ready for many more seasons. Her travels are well documented on YouTube, an admittedly outdated website, and in the pages of Latitude 38.

She's absolutely functional and comfortable for up to four people. As I write this, I'm midway through my 800-mile 2024 summer voyage from Sicily back to Croatia. Most of her

systems and rigging have been renewed during my ownership, and I've tackled the usual aging-boat nuisances, deck leaks, sagging headliners, and yes, those notorious portlights. I replaced every portlight with identical OEM parts from Mark Plastics in Southern California, hand-carried across the Atlantic over consecutive summers.

So, what's not perfect? She's cosmetically challenged. The hull above the waterline is overdue for paint, and the toe rails leak in a couple of spots, nothing unusual for a boat of this vintage. I've managed it with

exterior caulking, but eventually they'll need to be removed and properly re-bedded. It's a straightforward weekend job for two people if everything cooperates. These issues have been present since I bought her in 2008, and they've never once stopped me from safely and comfortably exploring the Med.

Geja was built near Los Angeles during the golden era of fiberglass boatbuilding. In 1990, a San Francisco couple bought her and spent a decade sailing across the Pacific and Indian Oceans before reaching the Mediterranean, where they cruised another five years. Though she hasn't fully circumnavigated, other Islander 36s have. Her hull is thick and strong, though it's worth noting these boats weren't originally intended for ocean crossings. Even so, she's handled every challenging condition I've put her through with confidence.

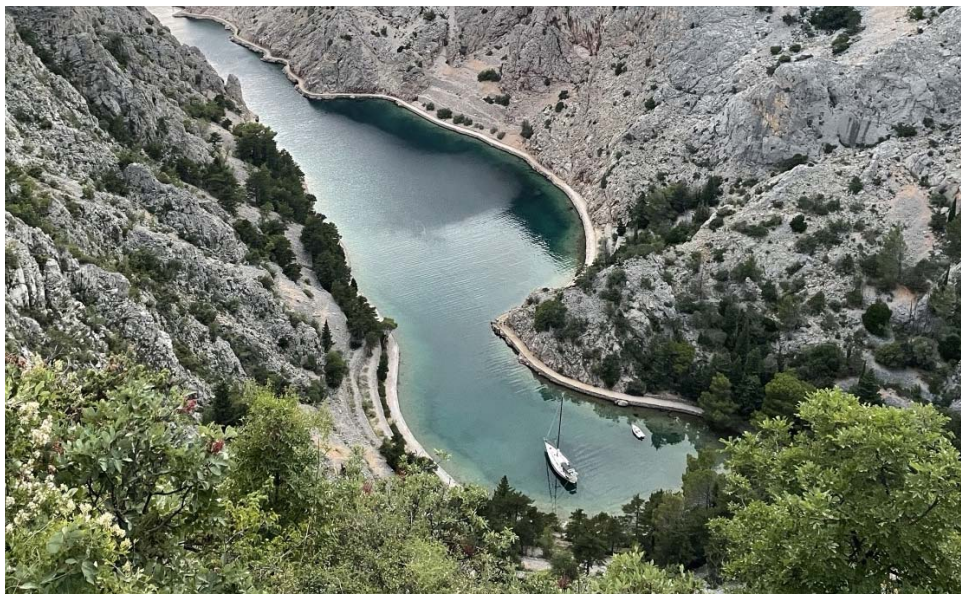
She's a USA-documented vessel, which only American citizens can maintain. EU VAT has been paid, so there's no need to exit the EU every 18 months. Non-Americans can simply re-flag her or form an American corporation.

What else can I say? I've owned her for half my adult life. She's given me more adventure, joy, and memories than I ever imagined when I bought her. Now I'm ready for a new chapter and I'm excited for someone equally passionate to take the helm. She sails beautifully, light on the helm and far more stable than many modern production boats.

She has plenty more to give.

For more information visit
<https://www.sailgeja.com/forsale/>

Andrew
 Geja - 1976 Islander 36
 Split (Trogir), Croatia



SPECIFICATIONS:

- Length 36 feet / 10.94 meters
- Width 11 feet / 3.4 meters
- Draft 5.3 feet / 1.6m

PROPULSION:

The Yanmar 3GMF diesel motor has been extremely reliable and well looked after. After 10 months of inactivity, she always starts within a couple of cranks. On a daily basis, it's almost instant. As a seasonally used boat, she is serviced annually no matter that season's usage. Oil, fuel filters, impellers, belts... always replaced at proper intervals, if not sooner. After a typical 100-hour season, there is some oil loss, maybe 10mm lower on the dipstick. But still within the upper half of the dipstick oil range.

Yes, when the mixing elbow was replaced in 2022, the heat exchanger was also cleaned and tested.

SAILS & CANVAS:

The sails are no doubt old but still serviceable, and I definitely put them to the test every season. If I were to replace one, I'd do the genoa first. The bimini provides broad coverage and has slots for LED cockpit lights. I've stowed the sprayhood below and rarely miss it.

RIGGING:

I had the mast pulled in 2021. Replaced the stays and shrouds and made a new HDPE mast step.

DINGHY:

The Zodiac dinghy has been excellent and stable with its rigid fiberglass bottom. There's probably only a season or two left in her, and my next one would be a tad shorter.

I just ditched the gas outboard in 2024 for the brand new electric E-Propulsion eLite, an excellent, if slower, upgrade!

GROUND TACKLE :

The reviews were correct - the 17kg Sarca Excel from Australia is an excellent new-generation anchor, replacing the old 20kg Bruce claw.

ELECTRIC:

There was no sailing to be done in 2020, so I upgraded the electric systems instead. It was very satisfying to replace most of the old, crusty wires with new tinned ones. I tackled both the 12-volt and 230-volt systems, complete with new breaker panels. All heat shrunk and labeled. In 2021, with the mast down, I replaced all mast cables and mast lighting fixtures.

While a 143ah house battery and 160 watts of solar don't sound like much these days, I assure you that you'll seldom need to plug into shore while still having the coldest beer on the dock.

ELECTRONICS:

There is a combination of NMEA 0183 and NMEA 2000 gadgets, which all talk to each other through a ShipModul multiplexer. The multiplexer even broadcasts the data over wifi. I personally run the data through a RS232 cable to my MacBook running MacENC. OpenCPN would also work. The latter is free; the former is not. Either way, happy to share with you compatible charts.

The "chartplotter" at the helm is an old Garmin handheld device. While it doesn't have actual charts, it displays waypoint info such as distance and course to steer. MacENC can transmit waypoints to the Garmin. Or just keep things super simple and run Navionics on a phone and/or tablet.

Contact Andrew at AndrewVik@gmail.com for more information

Winter watchlist for sailors

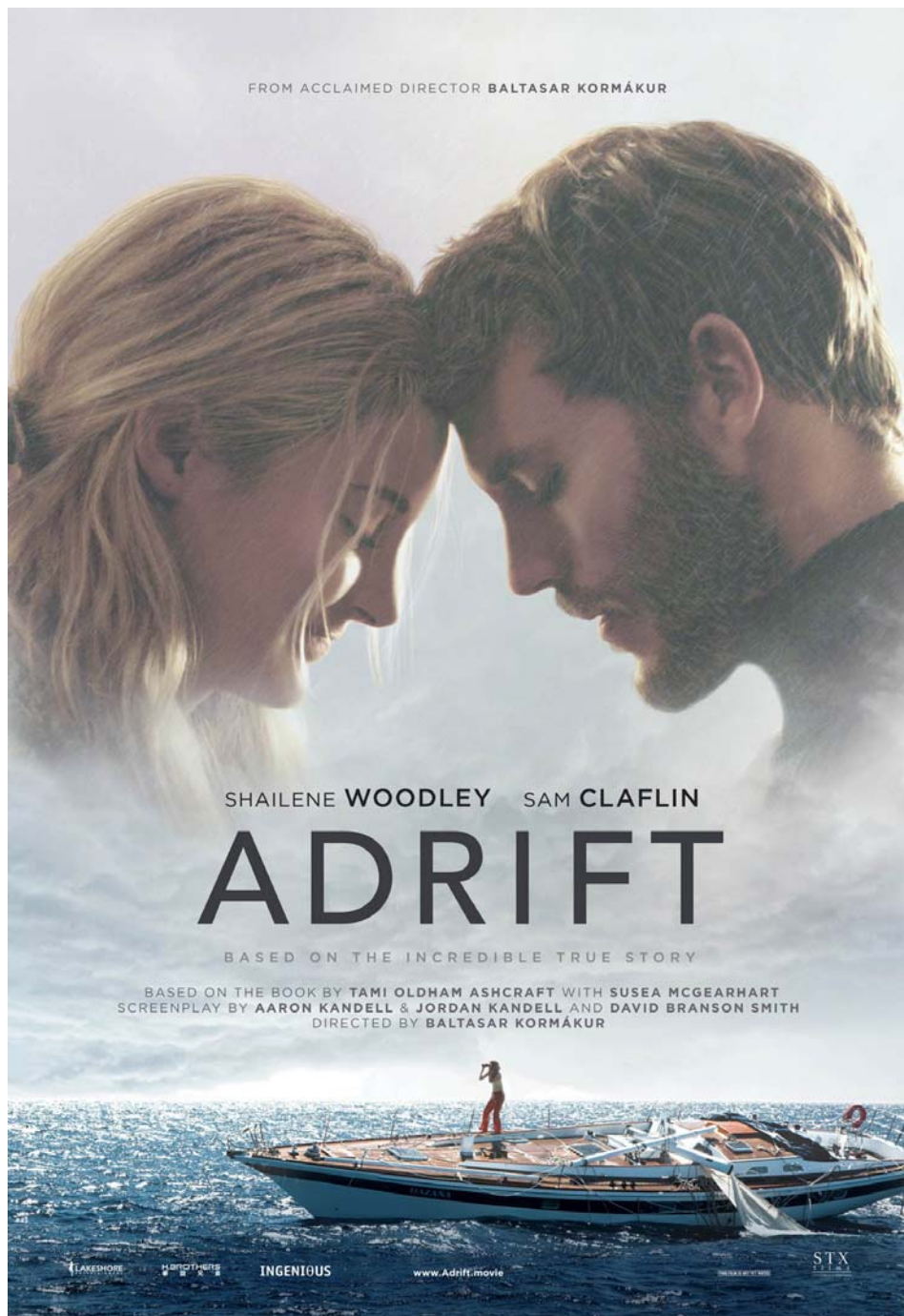
The best (and not-so-best) sailing films to get you through the cold months

With many months of cold, miserable winter to get through, we've had lots of time to sift through a variety of streaming services include Netflix, Amazon Prime, Apple TV and YouTube to find the best (and sometimes the worst) sailing or sailboat related movies. There's a wide variety here, from amateur documentaries to Hollywood productions with big-name stars.

Unfortunately, the convoluted world of streaming rights and licensing sometimes means films aren't available in all areas and some of them aren't free. There's also a couple that we wanted to include: "MELGES: The Wizard of Zenda" and "76 Days Adrift", but neither one is yet available to stream online. We're looking forward to those being available so we can have movie night aboard Jubilee!

Adrift

Tami Oldham and Richard Sharp couldn't anticipate that they would be sailing directly into one of the most catastrophic hurricanes in recorded history. In the aftermath of the storm, Tami awakens to find Richard badly injured and their boat in ruins. With no hope of rescue, Tami must now find the strength and determination to save



herself and the only man she has ever loved.

All is Lost

Robert Redford delivers one of the finest performances of his career in this thrilling, highly acclaimed film about one man's battle for survival at sea.

The Sailor

What is the price of freedom? Paul Johnson sailed the world all his life. He loved, drank, and lived foolish, never

truly living on land. Now he is turning eighty. What is at the end of such a journey? Is there loneliness?

Abandoned (2015)

When their yacht capsizes, four men face almost certain death. With little more than hope and each other, they drift in the wintery Pacific for 119 days.

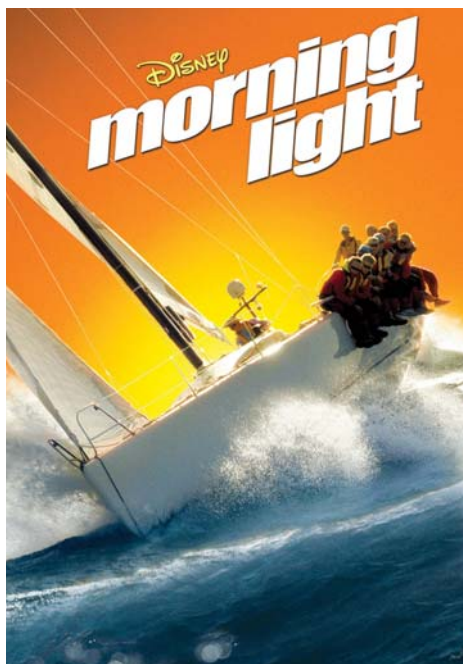
Maiden

Follows Tracy Edwards, a 24-year-old cook on charter boats who becomes

the skipper of the first ever all-female crew to enter the Whitbread Round the World Race in 1989.

The Weekend Sailor

A feature documentary about the unexpected victory of the Mexican yacht Sayula II in the first crewed sailing race around the world in 1974. The most demanding sailing quest in history.



Morning Light

Experience an inspiring true-life adventure aboard the high-tech sloop MORNING LIGHT. Fifteen rookie sailors have one goal in mind -- to be part of her crew, racing in the most revered sailing competition on Earth, the Transpac Yacht Race.

Women and the Wind

Three women ignite flames of curiosity and adventure by deepening our understanding of the synergy between nature and humanity through a voyage following plastic across the North Atlantic on Mara Noka, a 50-year-old wooden catamaran.

Wind, Tide and Oar

Shot on analogue film over three years, this documentary explores engineless

sailing across the UK, Netherlands, and France. Following traditional boats, it reflects on heritage, ecology, and human connection to nature.



Stella Maris

"Stella Maris - Climbing the Waves" portrays a diverse sailing crew navigating competitive waters. Individual stories, like Vinni's nursing-sailing balance and August's joyous steering, unfold against a backdrop of local band soundtracks. The film celebrates collective spirit beyond racing, offering a unique take on competitive sailing.

Wind

Matthew Modine, Jennifer Grey and Cliff Robertson star in this heart-racing adventure about a brash young sailor who breaks with tradition in his quest to reclaim the America's Cup for the United States. Stunning cinematography puts you at the center of the strategic sea battle as Will Parker (Modine) and Kate Bass (Grey) take on an arrogant Australian...

Meraki

Keith Oliver builds a 19ft boat to sail solo across the Atlantic, battling setbacks, storms, and doubt. His journey proves

resilience triumphs. Winner & nominee of multiple 2024 film awards.

Sea Gypsies: The Far Side of the World

The vessel is Infinity, a 120 ft hand-built gypsy boat, crewed by a band of miscreants. The journey, an 8,000 mile pacific crossing, from New Zealand to Patagonia, with a stop in Antarctica. Unlike all the other boats heading to Antarctica though, Infinity is no well-financed, ice-reinforced super yacht, crewed by well-paid professional sailors, with carefully thought out agendas.

Following Seas

Bob and Nancy Griffith made twenty ocean voyages over two decades, fulfilling a dream of freedom and adventure in their 53-foot sailboat. Nothing seemed impossible for this couple and their growing family as they travelled to some of the most remote places on earth. As narrated by Nancy in this extraordinary film, their unconventional life's voyage brought unexpected challenges and sacrifices.



Go Fast, Go North

The Race2Alaska is one of adventure racing's greatest competitions - challenging mariners to navigate 750

WINTER WATCHLIST

miles of BC's most infamous waterways by human or wind power alone. The rules are simple: no motors, no outside help or support, first boat over the line wins.

The Race to Alaska

750 miles. Icy water. No motors. No support. Described as the Iditarod on a boat with a chance of drowning or being eaten by a Grizzly bear, this epic endurance race attracts intrepid, unhinged characters who find their edge on this punishing course.

Untold: The Race of the Century

When an Australian yacht crew set out to win the 1983 America's Cup, the US had held the trophy for 132 years. How did they pull off this amazing feat?

Deep Fear

A woman faces dangers above and below the ocean's surface when her solo sailing trip in the Caribbean becomes a fight for survival.

True Spirit

After years of training, a determined teen with a dream takes on the Mount Everest of sailing: a solo trek around the world that lasts over 200 days.



The Boat that Ian Built

The amazing success story of the Laser, a thirteen-foot sailboat built by Ian Bruce of Pointe Claire, Québec, and of Performance Sailcraft, the company he formed to produce and market it. Simply designed, durably built of fiberglass, it is a pleasure craft that has brought summer sailing within everyone's reach on coastal and inland waters around the world.

Singlehanders (1982)

Follow 2 Canadians, Bob Lush and Mike Birch, aboard their yachts during the 1980 Observer Singlehanded Transatlantic Race. More than a record of this prestigious international sailing event, the resulting film is the starting point for an epic of challenge and determination.

The Voyage of Madmen

The story of Don McIntyre's 50 year anniversary recreation of the infamous race and his quest to attract amateur sailors to compete in small boats, taking on the perils of the sea entirely against the odds. It's a race without modern technological aids where actually surviving a non-stop lap of the world is the achievement. Of the 18 solo sailors to depart France in 2018 - five solitary skippers cross the finish line - the final finisher spending 322 days alone at sea.

Chasing Bubbles: The Documentary

A documentary about the journey and spirit of Alex Rust, a farm boy turned day trader from Indiana who, at 25, abandoned his yuppie life in Chicago, bought a modest sailboat, and set out to sail around the world, learning as he journeyed.

The Mercy

The incredible story of amateur sailor Donald Crowhurst and his solo attempt to circumnavigate the globe. The

struggles he confronted on the journey while his family awaited his return is one of the most enduring mysteries of recent times.

Chasing the Dream (410 Films)

Follow along with the crews of the Italia Yachts 13.98 Artemis and the 9.98 Vichingo as they set out to compete in two of the most iconic offshore challenges; the Annapolis to Newport and Chicago to Mackinac races.

Hold Fast.

A documentary on Anarchy and Sailing

One winter, three friends and I resolved to meet in south Florida, find a derelict sailboat, fix it up, and sail off into the Caribbean. Hold Fast is a "video zine" about our trip: both the story of being broke while repairing a completely wrecked boat in Ft. Lauderdale, as well as the story of what we learned about sailing as we inched across the ocean towards Haiti.

Summer Rental

An overworked and exhausted air-traffic controller takes his family on a long-awaited beach vacation but is soon beset by a series of mishaps.





Captain Ron

A straight-laced couple and their kids embark on a high seas adventure with

Captain Ron, a bedraggled Ahab-for-hire with questionable nautical skills

**Miracle at Sea:
The Rescue of Tony Bullimore**

The true story of the sailor on a race around the world in January 1997 who got trapped in the Antarctic for four days under his capsized yacht.

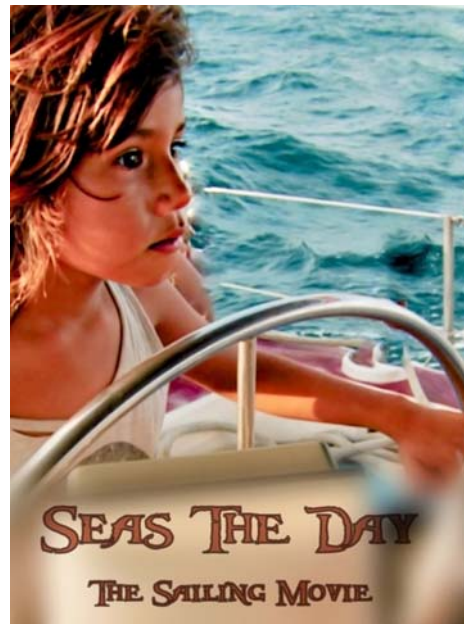
Antarctic Dream

Follows a mariner team's real-life mission to Antarctica in a custom-built sailboat and braving one of the Earth's most dangerous bodies of water.

Seas the Day: The Sailing Movie

A boy's rite of passage: A family sails 6,000 miles to 16 countries to learn

essential life skills to survive and thrive from a diversity of cultures.



HOOD
SAILMAKERS

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A red beauty reborn on Superior

Matthew O'Keefe breathes new
life into a storied 1972 racer
with Trans Superior pedigree

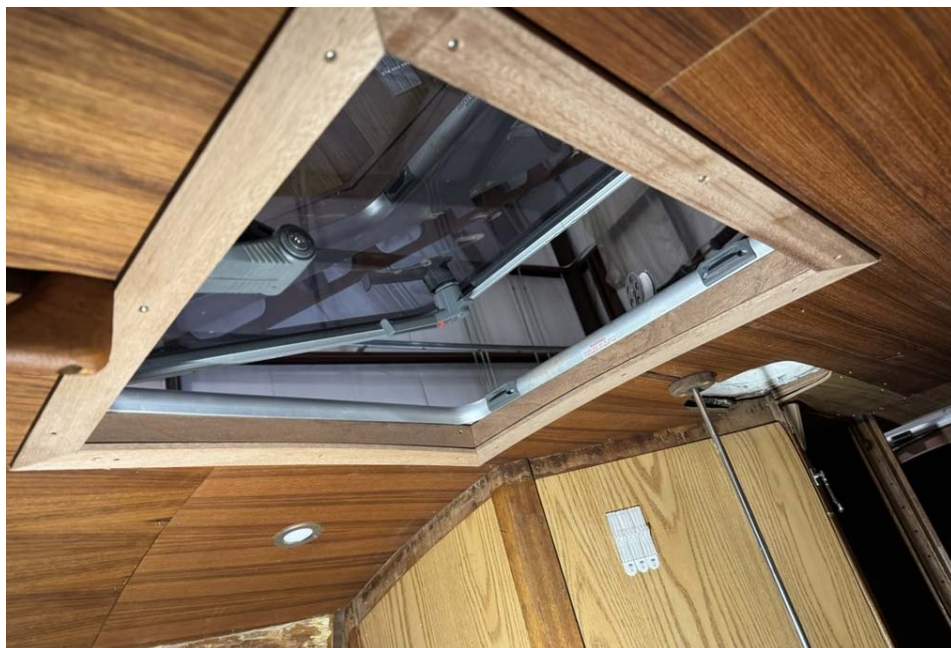


When Matthew O'Keefe joined the Association late last summer, he brought with him not just enthusiasm, but a remarkable piece of Lake Superior history. For five years he has been the proud steward of a 1972 vessel once owned by Thom Burns, who famously sailed her to victory in three Trans Superior races.

By the time Matthew acquired her, the boat had endured years of charter use and was teetering on the edge of abandonment. Rather than let her fade away, he committed himself to a full revival. Today, he's deep into rebuilding much of the interior, replacing water-damaged walls, bulkheads, and cabinetry with care and craftsmanship.

It's a labor of love, and one that promises a spectacular payoff. We can't wait to see this red beauty

cutting through the waves of Lake Superior once again, restored to the glory she deserves.





Silver Shadow, a well-loved 1983 Islander 36

A solid, upgraded I36 ready for her next adventure, offered well below market value.

Hello my I36 friends. After many wonderful years of ownership, I'm reaching out to see if anyone in our Association might be interested in giving my 1983 Islander 36, her next chapter.

She's a strong, honest boat, dry, dependable, and thoughtfully upgraded over the years. I've invested over \$30,000 into improvements, including new upholstery, an updated electrical system, solar panel, a 3-blade Max Prop, and a LectraSan system. She also comes with a wind generator still in the box, ready for installation whenever you are.

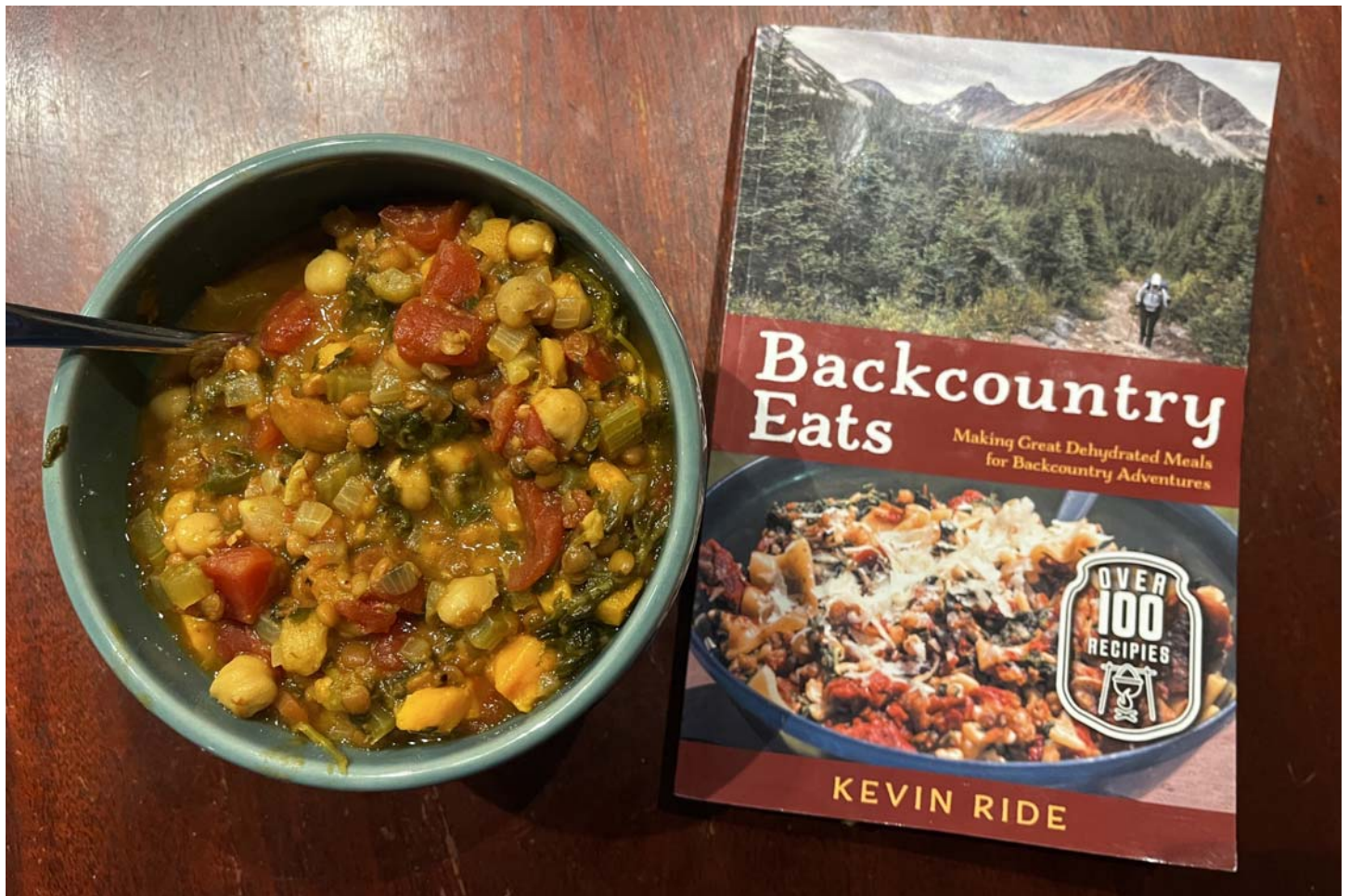
Her lines are led aft into the hard-dodger cockpit, and she's equipped with a self-tailing jib, roller furling, and several additional sails in good condition, including an asymmetrical spinnaker for those perfect downwind days.

Silver Shadow isn't perfect and could use a bit of TLC, but she is unquestionably solid and ready for someone who wants to continue her adventures. I'll be hauling her out at KKMI Sausalito this month for a bottom job and survey, and anyone interested is welcome to take a look.

I'm offering her well below market value because I'd love to see her stay within the Islander 36 family and go to someone who appreciates these remarkable boats as much as I do.

If you'd like more details or want to arrange a visit, please reach out. Contact Tim: aquasnowman@gmail.com





Fueling Jubilee's longer voyages on the lake

How a backcountry cookbook and a new dehydrator reshaped our approach to provisioning the galley

As our cruising adventures have gotten longer, we've learned that provisioning Jubilee's galley for a few weeks of sailing is more challenging than doing it for only a few days. Without the luxury of a grocery store being a short car drive away and a limited amount of refrigerator space, we've had to become more organized in our shopping and packing. We're not ones to plan out a week of cooking at home, so it's been a challenge to force ourselves to plan

out one or two weeks of meals aboard the boat.

Most of our trips start on Friday afternoon or evening, depending on how quickly we can get away from work. We cast off from our dock in Thunder Bay and make a 17 nautical mile trip to Tee Harbour on the backside of the Sibley Peninsula. Once in a while, the wind conditions are close to perfect and we can get there in a couple hours but the high

bluffs of the peninsula are notorious for creating fickle wind conditions as you round it's foot, Thunder Cape.

Regardless of whether we had lots of wind or little wind, it typically takes us 3 or 4 hours, we arrive at dusk or in the dark, feeling chilled and very hungry. We have learned that is very important for us to have something that is quick to prepare and have on the table or we spend the rest of the evening feeling grumpy and end up

making an unhealthy “meal” from the snack cupboard. Even just having some sandwiches that we can pull out of the icebox can put us in a better mood.

About 5 years ago, I saw a post by one of my Facebook friends about a book they had just gotten published called “Backcountry Eats: Making Great Dehydrated Meals for Backcountry Adventures.” I knew the author, Kevin Ride, had a job that involved “the outdoors,” but I had no idea that he had his own YouTube channel, @KevinOutdoors, where he had many videos on dehydrating meals, and was now a published author.

I thought to myself that dehydrated meals could be just as practical on the boat as on a canoe trip - lightweight, nutritious, and easy to prepare, especially when you sail on a lake with 3,000 cubic miles of freshwater. It took a few more years before I finally got around to purchasing a copy of the book and it was a fascinating read on planning, prepping, and reconstituting meals. In addition to recipes, there was all sorts of information on the dehydrating process, how to dry various ingredients (including which you shouldn't bother trying), meal planning, protecting your food from animals (not a big concern on the boat!), and baking in the backcountry.

Kevin wrote the book for canoe trips, but many of the advantages for that sort of camping can apply to sailing. Lightweight, compact food that doesn't require refrigeration

Despite telling ourselves that our long winter offseason from sailing

would be a great time to prep some meals, it took until this year to finally pull out Kevin's book and start trying some of the meals. Not having a dehydrator yet, we ironically had to take the recipes that Kevin had adapted for dehydrating and readapt them for eating right away. The first two we tried, a Moroccan stew and a Vietnamese beef stew (Bò Cho), were absolutely delicious and affirmed that some dehydrated meals would be a great addition to our sailing trips. Having a hot, healthy and tasty meal that required little more than boiling a kettle of water was very appealing!

Kevin also spends some time in his book going over various equipment and kitchen gadgets for helping make meals, including the necessary dehydrator. Not wanting to spend a huge amount on an upper end machine, Cara instead surprised me at Christmas with a more reasonably priced Nesco model that can be expanded with more trays and also has “fruit leather” sheets available as the standard mesh trays don't work very well for soups and stews! You can cut your own tray liners out of parchment paper, but they are still messy to use.

While we waited for the tray liners to arrive, we experimented making homemade jerky and quickly decided that Jubilee's snack cupboard will be getting stocked up with lots of that this summer! We also sampled a few more of the recipes, including Chili Con Carne, Lemon Chicken with Orzo, New England Clam Chowder and Beef Stroganoff.

Once the liners arrived, we quickly put them to use and dried out some



of our favourite recipes. In 6-10 hours, a few pounds of ingredients gets reduced down to a small ziplock bag that takes up a fraction of the space and weight. Reconstituting the meal is a simple matter of putting it in a pot, cover it with water, bring it to a boil and then let it sit for 15 minutes to reabsorb. So far we've only tried rehydrating the chili con carne, but it turned out perfect, with all the flavour and practically the same texture. Kevin's method of boiling the ground beef to cook it before dehydrating ensured that it didn't turn out like “gravel”, as backpackers tend to describe ground beef!

We are looking forward to sampling the rest of the meals as we finally start moving into Spring. There are a lot a pre-season projects we want to accomplish before launch, and these “instant” meals will be perfect to have at the boatyard! When we finally get Jubilee into the water, they will definitely have a place in her galley!

Blondie

Blondie competing in the
Nationals Regatta at
Golden Gate Yacht Club,
October 4, 2025

