

Starboard Quarter

Summer

August 2008

The Ingrid 38, "Faiaohe" (Fayaway)

By John Luchau

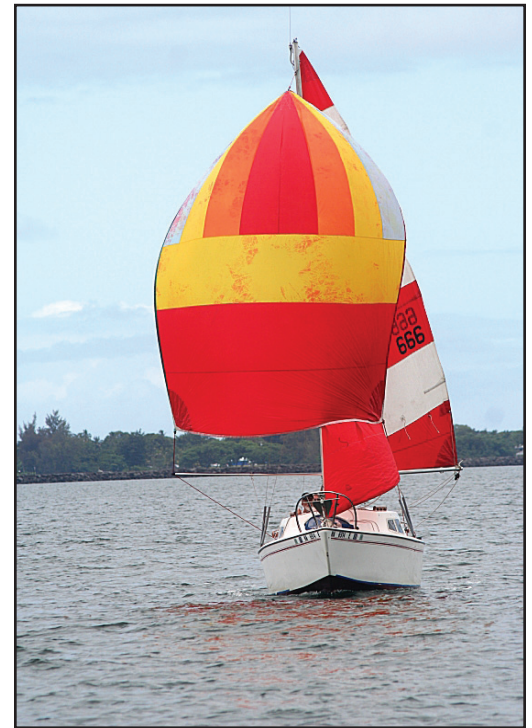
On the 17th of June I flew to Honolulu for the big jump to Oakland CA. Robert met me in Honolulu and Martin picked Robert and I up at the airport. We spent the next week getting Martin's boat, a double ended Ingrid 38 ketch with an 8' bowsprit, ready for the sail to Hilo, Hawaii. There were some minor repairs and adjustments to rigging and buying of food and such to do and we were busy the whole time.

Martin had done a lot of work on the boat with both time and money invested. He had done everything right and you could tell he was a real master at everything he tackled. All the water and fuel tanks were cleaned and properly plumbed, a newer bigger diesel, a 4 cylinder Yanmar, installed, new batteries and a battery monitor, mainsheet rigging and a fixed dodger had been built and installed as well as a Monitor windvane rebuilt and installed. An especially nice feature was that he had rebbed and installed bronze opening ports to add ventilation and keep leaks

to a minimum. It was evident that lots of work had been done by Captain Martin to make everyone onboard comfortable and safe.

On the 20th we took a shakedown cruise in the South San Francisco Bay out of San Leandro, to Oyster Point for a night stay and then back to San Leandro to do a bit more adjustment and then wait for our weather window. During this cruise we tried out a new cruising chute and found out how much fun they can be to stow if you get a sudden 15k wind build in a couple of minutes. I had a plan devised as to how to launch and recover it the next time we used it.

There were a couple of low pressure areas forming off Mexico and we didn't want to be in a tropical storm or hurricane when we made the crossing so we were watching the weather window carefully. On the morning of the 24th we were up by 0300 to catch the high tide to get us out of the silt in San Leandro and on our way to Fisherman's Wharf to meet the next morning's high tide to get out under the Golden Gate Bridge. The sail from San Leandro to San Francisco was pleasant because we were assisted a great deal by the outgoing tide and it was a fast trip to Pier 39 near Fisherman's Wharf. We were tied up by 0830. Sea Lions were noisy while greeting us and the stay was bouncy due to the tides, currents and residual waves from the ocean as well as tour boats passing to and fro. After a nap we(Continued on page 3.)



The Ingrid 38, "Faiaohe"



Martin Burs hoisting the sails.

Private Dancer-a 26 foot Marieholm Folkboat

by Leslie Scott



She has great lines.

Most of you who have been in the club for more than a year are familiar with the fact that we do have 2 Folkboats. 'Cheers', which is in the water and being used regularly, and 'Private Dancer' which we have had for a year now and is still 'on the hard' in Vice-Commodore Dave Partlow's yard.

She was sailed over last year from Maui, across the Alenuihaha Channel, by brave club members Mauricio, Ron, Ivo, and Janine. She then made an extremely dangerous journey by land from West Hawaii and made it safely to Puna, where she rests as of now.

A lot of work and donations(money) have been put into 'Private Dancer' so far and she is nearing the point where it is time to start painting soon. Board members are in the process of deciding which paints are needed to color the hull and the most

suitable bottom paint for our purposes. Cabinetry is being stripped and refinished and the interior hull surfaces are being thickly covered with paint. Soon, the deck hardware will be removed and the topsides stripped and painted. The rudder has been removed and is being refitted with new gudgeons and pintles of stainless steel.

About 200 more hours of work are probably needed to get this boat back on a trailer and on its way to Reed's Bay where club members will be able to look forward to offshore skill building and racing and hopefully inter-island racing in the future.

All clubmembers are encouraged to pitch in and/or donate their resources to help get this fine example of a sailing vessel back in the ocean where she belongs.

Contact Scott or Leslie Scott at lms333(at)msn(dot)com about workday arrangements, and keep checking our website for updates on the status of this project.



Only a few more layers of paint to grind.



Come get dirty with the Scotts.

Coming Up:

If you missed August's Sailing 101 on the first Sunday of the month coming up on the third Sunday of the month will be Sailing Sunday.

Meet at Hilo Bay for fun in the sun. The big boats will be out for sailing in the bay as well as the Sunfish. Volunteers to help with new members are also welcome! Contact a Board Member for more information.

Reminder from Our Commador:

On Monday morning the 21st of July at about 0930 the Walker Bay boats and the lockers at KKP were found unlocked and open. No one knows what might be missing.

Please remember to keep the lockers locked and the boats locked at all times even if you leave for just a few moments. There has been a group of youngsters spotted trying to break into the lockers.

I just was reminded on Sunday that we are still (after a few months) missing a Walker Bay 10. It was stored at the beach with the Sunfish. I'm certain that everyone knows what they look like so please be on the lookout. If you see someone using one that you think is not a club member then please call Ron at 967-8603. Guadalupe will have the registration numbers so we can check it out.

With the sailing kits the Walker Bay 10s are about \$1500-2000 so it represents a significant loss to the club.

There also have been car break ins and thefts of wallets/purses while folks were out using boats or working on boats. Be on guard and attentive.

Again, please lock up the boats and lockers.

John

“Faiaoe” from page 1 walked up to Coit Tower and into the Tenderloin district of San Francisco. We then walked along the waterfront past Fisherman’s wharf and to the water park. I went back to the boat and Robert continued his tour. He is a former resident of SF so wanted to relive some of the area and do more shopping. Martin had returned to the boat to get a weather report for our exit from the Bay. During the day I kept watch on the building wind and white caps. The next day was predicted to be 15 to 25 out of the north and west with 8 foot seas from the northwest with possible change in sea direction from the south in a day or two.

We were up early on the 25th and motored out of Pier 39 and were under the Golden Gate by about 0700 which was 3 hours after high tide. There wasn’t much shipping so only had to play “dodge-em” once. We continued west for an hour and then turned south. As the day continued the wind, waves and swell continued to build in strength and when darkness came the wind was about 25, gusting to 30 and the seas were 12 and a little higher with several breaking at the tops. We were sailing with just the jib rolled in to about 50 to 75%. We had taken the reefed main down to sail through the dark with shortened sail just in case of severe gusts. It was uncomfortable but in our heavily built ketch rigged Ingrid 38 it was not dangerous. Each of our watches was 3 hours long so we were not tired and our windvane steering system worked very well so we didn’t need to do the steering for the boat. It steered itself. All we had to do while on watch was keep an eye out for shipping and to make certain we were on course. Robert was on watch when the mishap occurred. It was 0500 local time when the main boom pulled the mast track off the mast and the gooseneck and tack of the sail were swinging back and forth. The seas and motion of the boat made a permanent repair impossible at the time so Martin tied the boom and mainsail to the port side lifelines and the mast to keep it from swinging around to injure the boat more. We had come 120 nautical miles in 22 hours at that point so our progress had been very good. Our location was about 120 nautical miles directly west of the California Coast and about 100 nautical miles south and west of Monterey Bay. The wind was from the northwest so heading back up to Monterey Bay was going to be a slog a bit to windward but that’s what Martin wanted to do because he knew the area well and had many contacts there to make repairs so we jibed around and started for the coast. Our course changed to 080 degrees and we started the engine to help in our progress. After a few hours the wind and seas came down and we were able to get our course up to 030 and were making progress to Monterey Bay. Many hours later at 0735 the next morning we pulled

into Moss Landing, California in dense fog using GPS to find our way in and our cruise ended. We had been at sea for about two days and 3 hours. A very exciting time was had indeed! Sailing the Cal. coast is bouncy, wet and cold.

This might be a good time to explain how helpful a GPS navigation system can be when encountering fog. I’ve always been a proponent of dead reckoning and celestial navigation but when you encounter fog where nothing is visible more than 50 yards on all sides and you want to move at 5 knots GPS really is of great assistance. You can use your chart to set waypoints and the Garmin 72 which I have actually showed the buoys that where wanted to make a heading. Robert was very good in finding waypoints and all of us checked off the miles on the chart to make certain we were where we thought we should be.

Robert and I stayed to help with repairs and clean up the boat and Martin, with a great deal of soul searching, decided to sell. Once that decision was made, Robert



John Luchau aboard the “Faiaoe” as it sails past the Golden Gate Bridge.

suggested contacting Scott and Leslie and it worked out that they were interested and wanted to come take a look even though they had already put an offer in on a different boat. The necessary repairs were accomplished, Scott and Leslie took a test drive on July 3rd and the boat was sold in a matter of days.

During the time at Moss Landing we were able to see some sights and meet some friendly folks. We toured Santa Cruz, the Elkhorn Yacht Club, Monterey and the Monterey Bay Aquarium.

Scott and Leslie are the new owners of the Ingrid 38, “Faiaoe” (Fayaway). She is a great vessel and destined for many more adventures.

Robert was able to get a lot of very good photos and I’m certain he will share them with all the club members. He spotted lots of sea lions, seals, whales, porpoise, white pelicans, brown pelicans and much more wildlife. He expressed many times how he really felt like part of the crew and enjoyed the experience of open ocean sailing.

Captain Martin has already mentioned the possibility of locating another smaller boat to fix up and sail here in the islands. If anyone knows of a real local boat bargains maybe he’ll consider it.

I really enjoyed sailing under the Golden Gate. I had walked across it, ridden a bike across it, run across it and driven a car across it as well as sailed under it in a Navy Destroyer but never sailed under it in a sailing vessel. The most exciting part of the sail for me was surfing down a couple of waves doing 9 plus knots and loosing steerage because the breaking wave was moving faster than the boat and darkness was approaching. Whoopee!

Work Day



A good old fashion HukiLau



It took our hole village to encouraged her out of the water



Jon O giving instruction on how to repair Job Site



Job Site out of the water at Hilo Bay

Many thanks to all that showed up to Workday 6/28/08 on "Job Site." We couldn't have done it with out you all. For all that couldn't make it, there are a lot of projects going on all month long so contact one of the boardmembers to get involved.

For every sailing hour logged you should be logging one hour of work. This is to insure that you will always have a safe boat upon which to sail.

August 23rd is the next Workday so please show your support and attend these vital meetings. An email blast to all members will provide the next location.



Who is that mask man?

Notice

Aloha all NHH members.

The club is interested in giving the boat "Windsong" away to anyone who is willing to remove it from the water properly.

It is to be made clear that this vessel is not seaworthy at this time.

It could be used as a project for a fishing boat someday, or a cabin while you are building on your lot.

Interested parties should contact the board at board (at) hilo-sailing (dot) org.

About Na Hoa Holomoku of Hawaii Yacht Club and the *Starboard Quarter*

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