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Serving the Hilo Boating Community Since 2000

Hurricane Season: Felicia Calms (When)

On August 4, tropical depression Felicia rapidly intensified into a Category 4 hurricane with winds of 145 mph, heading for a direct hit on the Big Island. We have several days to prepare. What do we do?

Actually, I can really only comment on what I did: Nothing. Why? Because I have the rather comforting viewpoint that for some various reasons no hurricanes will hit the Big Island from the east. I must confess that when I state this I realize I have no solid reason for this belief except that I feel less stress believing this to be true.

If my position seems naïve, well it is. But I am not totally blind as I am in the network of experienced sailors that comprise our sailing

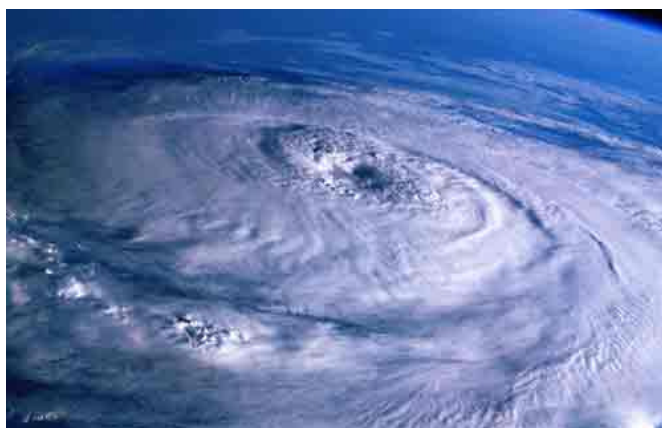


Photo: Hurricane Felicia

community; that is one of the major advantages that comes from being a member in our club.

As Felicia approaches the Big Island she is downgraded to a tropical depression, and when she passes north of the Big Island she gives us a blustery day. But

in response to my ignorance, I carefully read the Hawai’I Boater’s Hurricane Safety Manual available from our local DLNR office. I wish that I had read the manual sooner! Now I wonder, does Na Hoa Holomoku have a plan for our flotilla in case of a hurricane hitting Hilo?

Three Board Of Directors Members Resign

In an unexpected set of email letters to Commodore Paul Hirst, three members of the Board of Directors for Na Hoa Holomoku, Ron Reilley, Janine Cohen and Lynn Nakkim, sent in their resignations.

Why? The issue of liability

of board members in the case of a lawsuit is the key issue. As Ron Says, “I have decided that in the absence of liability insurance protection, I am not willing to continue to serve as a member of the Board of Directors.”

The board is divided over

the question. While the legal language that describes a 501 (c)4 non-profit is established and apparently protects the board members of the non-profit, not all of the board members felt that the protection was comprehensive enough for their comfort.

Sailing 101, August 2, 2009 Photos



Sailing 101, August 2, 2009 Photos



Her Point of Sail - with Leslie Scott

Na Hoa Holomoku: Hi Leslie!

Did you finish your article for Her Point of Sail?

Leslie: I such no; Do you still love me?

Na Hoa Holomoku: Leslie has once again headed off to sea on the SV Kwai. From the Kwai website we hear: "We are not a rice and beans boat by any stretch and I happily noticed all kinds of food treats being loaded into the lockers by our Cookie Leslie Scott. "

In the photo on the right, Leslie is on the tiller of Melekai as we head down the Alenuihaha channel. The photo was taken on 7/31/2008.

A Hui Hou Leslie.



The Safety Boat: Crew Wanted

WANTED: A FEW GOOD BOAT DRIVERS

As most of us know there is a need for people to operate the club's Safety Boat on Sailing Sundays (1st and 3rd Sunday each month). This could be for as little as a few hours, or it could be the whole day - usually about 5 hours from around 11:00 am until 4:00 pm.

Have you ever considered how much FUN it is to be able to go where ever you want on the water...and in a straight line. No more tacking or jibing. No more boom slaps to the back of the head. No more frustration with being becalmed. No more capsizes and bailing and all that stuff! How about going directly into the wind? The

safety boat is a dream for this - it almost always goes headlong into it's own apparent head wind.

How about having your own cooler with lunch, snacks and a cold drink. How about a nice dry cell phone and a club VHF radio which lets you call up and bother all kinds of folks, from the USCG on down, with descriptions of another idyllic day on Hilo Bay.

Well of course with all this good stuff has to come with a catch.

Here it is. You are the "go to person" for the club's on-the-water safety program. You are the eyes and ears and the first responder. It's

kind of like being a lifeguard but much easier because all the sailors are wearing PFD's.

If someone can't get out of "irons" you can gently and tactfully coach them. If someone can't sail up wind coaching may work or a maybe a power-tow is what's really needed. If sails are disappearing over the horizon you get to go chase and remind folks that there are sailing boundaries for Sailing Sundays.

All in all it is quite a bit of responsibility but also provides a sense of real satisfaction and lots of fun along the way. A big benefit is getting the chance to develop some serious skills and familiarity with powerboat operation. I've done Safety Boat a lot and

continue to learn new things almost every time out. I really enjoy the experience but I would greatly appreciate some help.

The club has developed a short written guide with many insider tips. This is based on our real world experience. There is a written test, check out rides, and a final check-out demonstration of the Safety Boat skills.

If you would like to "give back" to fellow sailors by becoming a club-approved Safety Boat driver please let me know.

Ron Reilly 967-8603 (h)
640-8194 (cell)

Sailing to Oahu - with Jorge Dominguez



Photo: Jorge on the tiller

This trip was an experience I will never forget. It was my first sailing trip on open ocean. Until that point, my whole sailing experience was 3 or 4 Sailing 101's, that I never took that seriously. I never really read the manuals and never paid close attention to what the instructors were teaching. At the same time, I was getting impatient, and wanted to learn sailing in one stroke. You cannot have it both ways. To beginners who want to learn how to sail, my advice is to go by the saying "you gotta learn how to crawl, before you walk"

When Scott, the boat owner, sent the invitation asking for volunteer crew to go from Big Island to Oahu, I never doubted I wanted to go. At the same time, I was honest enough to let Scott know that my sailing experience was zero.

I am kind of lucky in the sense that I can do my accounting job from home. All I need to have is a fast internet connection, a laptop and optionally a cell phone. Part of the reason on going on this sailing trip was to figure out how does the Internet work on the ocean. Scott's sailboat does not have WIFI or satellite internet available. I would imagine fast internet on small sailboats is still a luxury for small boats,

but I see it being available in the near future. Nevertheless, I was surprised to find out that my Verizon wireless chip attached to my laptop worked more than half the time. I was able to pick signal from the coast in Maui, and part of the coast of the Big Island. Even though there was signal, I did not do any work on the sailboat, because the laptop battery died, and we only had one wall socket, which was being used most of the time for sailing instruments. If internet becomes standard on sailboats, I see myself spending a lot of time at sea. I won't need to ask for permission at work to have some days off, I will simply do my job on the sailboat at my leisure time. One of the first impressions that I had on the sailboat was watching the 9 year old pitbull that travels with the owners wherever they go. I would have never imagined that a dog can get used to living in a small vessel, with very limited walking space. The dog does not seem to get seasick, and as the owners told me all he cares is the human company. The dog was very well behaved, and he did not pooh or piss in the sleeping quarters. He waited for the right time, when Scott would lift his 100 pounds over the stairs, and take him outside. Quite an ordeal.

My first real test was getting used to a moving floor, the sailboat kept rocking all the time when sailing through ocean waves. At the end of the first sailing day, I was not careful enough, and I slid in the wooden floor. I hit one of the wall corners, and my forehead was all bloodied. Leslie, Scott's wife was kind enough to fix me with peroxide and a bandana to try to stop the bleeding. My first thought after the incident was if my sailing career had come to an end. If the blood did not stop, and I needed stitches, they would have to call the Coast Guard, and maybe some kind of helicopter. And I don't think that is a free service you get from your tax dollars. I think the sailboat owner gets a not so friendly big bill from the coastal authorities. Fortunately, the bleeding stopped, and I was able to make it to Oahu. Once again, thanks to Leslie for being my nurse. A lifetime souvenir I got from this accident, was a permanent scar on my forehead, no hair is growing on it anymore. This incident made reflect on the benefits of knowing basic first aid techniques. I am planning on taking a first aid course with the Red Cross, because you never know when you are going to need it, maybe for yourself, a family member, or a friend.

On the way to Oahu, the plumbing of the restroom failed, which meant we had to do it on the ocean. Scott never got tired of emphasizing of using a harness to take a simple piss on the ocean. I don't think this is on the sailing manuals. It makes total sense. If a wave hits you, and you fall on the ocean, there is very little chance of a rescue, even if it happens during the day, when there is plenty of sunlight. You become a very little tiny dot, in the middle and below hundreds of moving waves. This detail, however small it may look, is enough to weed out plenty of aspiring sailors. It kind of takes you out of your comfort zone. Open ocean sailing on a small vessel is not the same thing as going on a luxury cruise love boat like on the TV series.

See Sailing to Oahu page 6

Faiaoahe's Voyage to Hawaii Part 4 — by *Scott Scott*



Anyone who loves the water knows that it can be thrilling and yet calming at the same time. Ask anyone who has ever surfed how things seem to slow down and suspend in time as the wave begins to break and they slowly start their bottom turn and enjoy the ride. Calm but exhilarating.

Now try this on a boat from a 100 year time warp that displaces 26,000 pounds of water, and forty foot rollers with a few breakers thrown in. Your job is to steer around the breakers and try to make sure your wake doesn't start the wave to begin breaking over your stern. It is like a giant game of Frogger with an eight foot joystick. These watches would become great physical and mental exercises, since you would actually have to 'stand' your watch. At night with no moon, you just strap in and let the 26,000 pounds of water rush around you, listen for waves and hold on as best you

can. One night had me airborne and out of the cockpit, shoved between the gunwales and the cockpit coaming, shaking my head to clear it and wondering what happened. Just as easily, I could have been overboard and it can happen that fast!

Our complete journey from the beginning had seemed to have been beset by weather, that for what all the pilot charts and forecasting tools, internet and information from other ships at sea, and every modern method available to us for making long passages, could all have been thrown overboard after the first week at sea. Useless, especially in a vessel that has a hard time in a race with a sea turtle. Trust me on this, if you are going to cruise the ocean, get a stout vessel that was designed to withstand foul weather. This way you have all the bases covered.

See Faiaoahe page 9

Sailing to Oahu Cont. from page 5

In Waikiki, we had one very nice dinner at the local Yacht Club. Very classy and on a very relaxed atmosphere. The Hilo Sailing Club membership card is very important, don't underestimate like I did. Always carry it with you when you go sailing. You never know how many clubs and people can open their doors for you when you carry it with you. We were lucky that one of Robert's friends in Oahu was able to let us in this private club to have dinner and drinks. We spent like 5 days in Waikiki waiting for better weather and more crew to arrive to make the trip back to the Big Island. It was nice to do my accounting job at nice 5 star hotels for free, just by showing up with my laptop. Other than doing my job, I quickly became bored with the Waikiki atmosphere, aside from the swimming that you can do every day at the beach. Every second and third class services like Starbucks and McDonalds is very expensive over there. I'm glad to live in Hilo, and not in Waikiki. One serious miscalculation was that it took us 5 days

to get back from Oahu to the Big Island, we had the wind and swell against us. It took us only 2 days from Big Island to Oahu, and I estimated 3 days to get back. We left on a Friday early morning, and I was confident we were going to be home by Sunday night. Instead, we got back on Tuesday night. My laptop and cell phone were uncharged, and I was not able to let people know that I was going to be late. I had lots of people at my job mad at me for failing to communicate.

On the positive side, I was glad that for being a beginner, I don't get seasick with vomiting. That would have been a real drag. But I loose my appetite, I think I lost like 8 pounds in 10 days. For some strange reason, the best food was grapes, which I don't eat as much at land, and every now and then I could digest cereal and granola. I could not even smell pancakes, and I was not that interested in coffee and lemonade, which is a habit for me.

For beginners I believe it is not quite

that easy to multitask. I concentrated on two tasks: staying on course by paying attention to compass, and watching how the sails pick up wind. The rest of the sailing stuff should come with time: being able to tell difference between real and apparent wind, interpreting navigational charts, changing the sails, calling on the radio, and using the GPS. The technology is fun and makes sailing easier, but I don't want to become over dependent on them. I would like use my intuition and eyes to look at the stars and the sun.

From this open ocean first trip, I can say I am totally interested in expanding knowledge for cruising with small sailboats in open ocean. I am also interested in exploring new places. I don't think racing sailboats has much an appeal for me, although you never know how I might change in the future. And regarding the Hilo Sailing Club, it is a real bargain hard to beat.

Skipper in the Spotlight: Ray Purifoy



Photo: Skipper Ray

Na Hoa Holomoku -

How did you first hear about Na Hoa Holomoku?

Ray- Almost five years ago my wife heard about it and came to sailing 101. She got checked out on the sunfish. It took several months before I had a chance to come out. At the time Whippy was our big boat. When I checked out on Whippy we had to launch her from the trailer every Sunday.

Na Hoa Holomoku- Now you have adopted Whippy. How did that happen?

Ray- After we put Whippy on a mooring, which has been only three years now, I realized that there were a lot of little things that needed to be done. For example, the carpeting on the headliner of the roof and the cloth curtains were mildewed and full of dust. My wife, who has a problem with asthma, could not be inside of the cabin. It needed extra cleaning and attention to detail. It was my idea and I said, "I am going to adopt it."

Na Hoa Holomoku- Wasn't this before any of the big boats were adopted.

Ray- This was the first of the big

boats to be adopted.

Na Hoa Holomoku- I think that this is such of a great idea.

Ray- I have been trying to get others to adopt boats also and most of the big boats now have been adopted.

Na Hoa Holomoku- How do we go about adopting one of the boats?

Ray- You just do it! You start by giving your adopted boat extra attention.

Na Hoa Holomoku- Let's back track, how long have you been sailing?

Ray- (Laughs) I first took lessons in 1988 in the middle of Berlin, Germany. Kind of a strange place to learn to sail.

Na Hoa Holomoku- You were in the military?

Ray- I was working for a company that was associated with the military and I had military benefits. I learned to sail with an army instructor on the Vonzee, a manmade lake in Berlin.

Na Hoa Holomoku- What kind of a boat?

Ray- It was a small sloop rig with a jib like a Flying Junior. We also had to dodge the ferry boats when we sailed. It was a good course and I enjoyed it. I actually got a red cross sailing certificate for levels 1 and 2.

Na Hoa Holomoku- Did that allow you to skipper a boat?

Ray- I was then able to go out any time on one of their boats. After that I did not sail much until 2004 when I joined Na Hoa Holomoku.

Na Hoa Holomoku- So you passed the big boat checkouts rather quickly?

Ray- Yes. It still took several months to coordinate the checkouts. John Luchau was my check out skipper. Once I got checked out, we put Whippy on a mooring and once she was on a mooring I went out solo just to make sure I could do it myself. Once I was comfortable I started to bring it out on Sailing Sundays .

Na Hoa Holomoku- You became a check out skipper too?

Ray- Yes. We don't actually have a formal system to become a checkout skipper, but as you show confidence and abilities with the boat the responsibility follows.

Na Hoa Holomoku- I thought that we had a list of sailing skills that you need to show to become a big boat skipper.

Ray- Yes we do. But what I meant was that to become a check out skipper we do not have a formal program. But if you want to be checked out to skipper Whippy I can take you out for the checkout sails and recommend to the board that you are qualified. We try to have a consensus. We take our recommendations to the board and the board votes on whether to accept the person as a skipper.

Na Hoa Holomoku- Thanks Ray. See you on the water.



Photo: First Mate Guadalupe and Skipper Ray

The UHH Sailing Club: Makani Kai by Robert Garry

The students have returned to UH-Hilo and the UH-Hilo sailing club, The Makani Kai Sailing Club is once again up and running. Getting the club started after several years of inactivity required a fair amount of work. Top on the list was to gain access to the University's sailboats.

Last spring, when the UHH sailing club was being formed, the university sailboats, flying juniors, were not available to the Makani Kai Sailing Club. Na Hoa Holomoku invited the UH students to sail on sailing days and thus gave the UH students an opportunity to sail until the University allowed Makani Kai the use of the Flying Juniors.

This cordial interaction of the two sailing clubs goes back to the original UHH sailing club under the direction of Margaret Haig. Both clubs joined to host sailing regattas and other activities. When Margaret left the university the UH sailing club lacking her leadership was eventually disbanded.

Last Spring, with the assistance of



Photo: Alex and April

members from the Na Hoa Holomoku Sailing Club, the University Sailing Program was revived. but the University sailboats were still not available. Over the summer Tommy Hamilton was hired by the student life center, and began working with the UHH sailing club to gain access to the Flying Juniors located at Radio Bay.

After meeting with the Makani Kai Sailing Club and creating a set of guidelines for the use of the flying Juniors, Tommy Hamilton has given Makani Kai permission to once again sail the Flying Juniors and is coordinating efforts with the Hilo harbormaster to improve the Radio Bay location to allow for easier access to launch the Flying Juniors.

This month Alexander Laurich was elected as the Commodore of the Makani Kai Sailing Club. He is working with a core group of members of Makani Kai to check out 'sailing instructors' who are capable of taking beginners out sailing on the boats and to offer sailing lessons. Both Alex and Laura have taken students out for sailing certification. (See the photos).

Once Makani Kai has resolved the launch issues at Radio Bay and has a group of trained sailors then Makani Kai will advertise for club membership. Thank you Na Hoa Holomoku for helping to make this possible.



Photo: Laura and Julianna



Photo: Faiaoahe's Bowsprit

Faiaoahe Cont from page 6

On March 24 we were cruising along kind of slowly around 4.5 kts and we had a magnificent red sky at morning on this day and that was taken note of, but was not particularly worrisome. Around 11 am the clouds started filling in and it got a little chillier than usual. Eventually the wind got gusty and the horizon blackened and we prepared ourselves for some line squalls by just sailing the mainsail double-reefed as it can be quickly backed to the wind and a ketch will hove-to in this manner (thanks John Luchau). The squalls started to hit and they were gusting to 45 kts with sideways rain, they were violent, but short. Now after 2 or 3 of these squalls the sun poked out for minute and quickly disappeared even though the sky was getting lighter. It seemed that we might be done with the weather for the day and get back to sailing and my son who was on his first ocean voyage mentioned aloud to Leslie and me that, "well, it looks like we have taken about everything the Pacific can throw at us." At this point I told him, "I don't think we ever want to say that when we are still out to sea."

After all getting soaked in the squalls, we just sat in the cockpit for awhile and looked at the chop since the weather seemed to suck all the wind away from us. About this time, I look at Leslie and have never seen a more wide-eyed look on her face. As I turned around to see, Leslie is yelling "Pull the sail down!"

By the time I had my harness attached to the lifeline and was moving forward to the mast, I saw what had made Leslie react the way she did and it was an amazing display of nature that will always stick in my mind. A complete wall of white was bearing down on us at an incredible speed. It seemed that it was every type of water on earth, just whipped into a white froth and coming down on you like an avalanche. It was clouds, fog, rain, spindrift and chop all tossed into a 70 kt wind and massive swells. It hit so fast that by the time I was able to reach the main halyard and release it, it was so filled with wind that

I could not even begin to pull it down. It was not till the starboard side cabin-top was pushed under the waves did the sail spill enough wind for me to pull the slugs down one by one and hold on with my arm to the boom vang for me. I was more afraid for Leslie than anything as she was right out in this stuff trying to pull in the leech of the sail so we could secure it, which in this wind was cracking like a whip and popping holes in itself and ripping battens pockets loose. If that sail would snap you know it would cut to the bone, but she finally managed to gather enough sail in for me to start gathering the luff end and stop the whipping effect. There was so much water in the air that it was difficult to breathe and our foulies soaked through in 15 seconds. We finally had the mainsail under control and were both faithfully hanging on for dear life and catching our breath when I asked Leslie to hand me the sail ties to which she replied that she thought I had them. After being nearly drowned like rats we both looked at each other and started laughing. It was one of the best laughs I ever had in my life.

Anyway, I was hypothermic and unprepared and my sea anchor was in the bottom of the lazarette so we threw some warps over instead and went below and got warm and tried to rest while the sea pounded away. So I always try to watch what I say when I am at sea so as not to offend or challenge the weather but I am not superstitious. True Story!

I know that I have bored you all enough now with this story but I would like to mention that I have noticed that extended sea voyages can have a profound effect on a person's world view and I think that if you are interested that you should choose every opportunity to experience it. Na Hoa Holomoku is a great way to begin that experience. If you don't believe me ask my wife. If you can catch her on land.

Aloha, Scott and Leslie
S/V Faiaoahe

I know and trust in Faiaoahe that we can ride out a hurricane and survive as long as we are strong enough to keep pumping or bailing any water that forces its way in. And have enough earplugs and valium.

I have heard some people say that sailors are a superstitious bunch. I guess this may be a need that we have to explain things that we certainly are unable to find a reason for occurring. Fisherman and some sailors will not allow bananas aboard their boats as they are known to scare fish away or generally bring bad luck. There is no scientific basis for this skepticism of bananas, and I plead with you not to adhere to these superstitions. I myself will bring bananas aboard Faiaoahe and eat them every morning with cereal; as long as I am in port. But you get me out past the 3 mile line and they will slowly make their way overboard.

The same with the weather. When you know that there is possibly going to be unkind weather around, you just don't hear anyone discussing this as it tends to be bad juju that could bring that unpleasantness right down on top of your head.

Now what I am about to tell you is the honest truth and it is not something I would kid around about since it was surreal and terrifying.



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White Sails I by Jaume Laporta

Baywatch: Burning Daylight

In the Summer of 2008,
the sailing vessel Burning
Daylight found her home on
Hilo Bay. Sailed to Hawaii
by Vince Rice, his wife and
son, from Seattle, the
beautiful SK-42 can be
seen moored next to
Faiaoahe. This steel hulled
vessel was custom made in
the Pacific Northwest.
- Aloha Vince and family



Photo: Burning Daylight