



*Serving the Hilo Boating Community Since 2000*

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*Na Hoa Holomoku, Our Happy 4th of July!*



Photo: Ray, Guadalupe and friends anchored Whippy on Blonde Reef to watch the Fourth of July fireworks

**In Our August Newsletter:**

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Summertime and the sailing is easy, Aku jumping and the cumulus-clouds are high!

The part about the fish jumping caught my attention. How about another one of those meet-on-the-beach-with-the-watermelon-and-

BBQ-and-Aku fishing tournaments that Na Hoa Holomoku is so famous for each summer, (starting in 2009).

Even if you don't like to fish wouldn't you enjoy some ceviche or BBQ Ahi?

So picture this: You come

down to sailing Sunday, beat out your heat in a club race (photo too), come ashore and have a big filet of Mahi Mahi and a cold one with your shipmates on the beach catching a few Cohen koans. Life is good!

*Sailday, July 19<sup>th</sup>, 2009 Photos*



*Sailday, June 21st, 2009 Photos*



## *Her Point of Sail - with Sarah Kay*

Though I was, or maybe because I was, super busy preparing for an extended journey away from Hawaii I decided to accept the invitation for an afternoon sail with a person who'd grown into a good friend and whose enthusiasm for sailing was inspiring.

It was an opportunity to learn more about sailing. The boat was new to me and the captain one I'd not sailed under but whose ease with his boat I admired. Little did either of us know the adventure that was to unravel that day.

After running through a start-up checklist of tasks we

got underway. The captain gave me the tiller almost immediately which bolstered my confidence in my growing sailing ability. It had only been a year since I first sailed a boat solo—a club Sunfish to be exact—at first entertaining the group on the beach with my "in irons" AGAIN maneuvers, numerous capsize, and periodically a seamless return the beach shallows where another sailor would take the boat from me for their own adventure.

Only a short time out from the mooring we were able to shut down the motor and sail. The wind was light but steady. The boat, a Columbia 28, responds to the tiller much differently than

the West Sail 32 I'd recently sailed and I was absolutely sinking into the freedom that sailing brings me. The fact that I had to board a plane the next afternoon slipped away, replaced by the rhythm of deeper life, true love.

We'd just decided on an anchorage to take for lunch and a swim when a call came in from a 40' cutter outside the breakwall. The vessel needed help from anyone available. It was unable to sail in the light wind and had lost motor power. Immediately our leisurely afternoon cruise was changed to rendering aid as best we could.

As we were the only responder to the distress call our roles as captain and first mate were to be tested in a rescue. We had logistics and psychology to consider as we sensed desperation bordering on panic in the other captain. We maintained radio contact from the outset.

As we approached the cutter my captain explained a possible plan that included him boarding the other vessel. Would I be okay handling his ship single-handedly he asked. That was a pivotal moment in my growth as a sailor and woman both. The next few seconds went into time warp as I considered his confidence in me, the instruction and hands-on experience I'd had on his vessel (in the past hour and a half!), and our rapport and ability to communicate well. "Yes", I said without



Photo: Sarah Kay at the Helm

**"Would I be okay handling his ship single-handedly?"**

trepidation.

The rescue went fine though not without problems. After all, how does a 28' sailboat with an 8 hp motor turn and tow a 40 footer in rolling seas? But it was done; both captains were relieved and now sure of a safe mooring soon. The fire department rescue boat met us and took over the tow and my captain and I sailed contentedly back into the bay.

It would seem the rescue was the big adventure—something to learn a lot from and something to feel good about—helping your fellow man and all. But for me the big adventure was a skilled sailor friend trusting me to take control of his vessel under rescue conditions. That day ended with a smiling woman quietly reveling in the sure knowledge that she was competent, loved, and appreciated.

Photo: Towing the Cutter to Hilo Bay



## Cruising to Majuro: The Sailing Voyage of Asylum



Yotto; Well I left Hilo with no wind at 5:00 in the morning, motored for three hours till I finally reached the wind and from that point on I was able to sail the whole rest of the 2300 miles. There was a gale the first night off of South Point and it lasted through the next night. I had a double reef in my main sail and a storm jib for sails and I was trying to keep my speed below

7 kts. The bilge alarm went off the first night (this means that I'm taking on water), Not a good thing. I checked and the amount of water coming in was slight and I was doing my best to find out where it was coming from with no luck. Finally I got the bright idea to taste the water in the bilge (YUK) It was not salty, my aft water tank had sprung a leak. Big sigh. No problem I have way more water then I need for the trip. The very start of the trip made me realize that 1) I have much yet to learn about sailing. 2) I really want to live. Ok morning on the third day, wind died down to normal trades 15 to 20 kts. The seas moderate from

pretty big to just big. Asylum feels safe and secure. The auto helm that my friend Robert and I hooked to the Aries wind steering gear was doing a great job of keeping me on course and I never had to take the tiller. Majuro was dead down wind. That is not a good point of sail for me so I chose to steer just off the wind. I would spend one day on a port tack and the next on a starboard tack. This added a few miles to the trip but made the sail much nicer. I saw not one boat or plane or even a piece of floating garbage the whole 23 days. It was as if I were the only person on the water planet. A few dolphins, some wacky seagulls, a 5 foot marlin

and a bunch of flying fish and me. About the 19th day I started running into line squalls. These little minny storms made life pretty exciting but usually only lasted a few hours. Finally in the morning I could see Majuro on the horizon. I started my diesel to make sure all was well and it wasn't The raw water pump that cools it had died (I really did not need this) But I had the old leaky spare from the rebuild and was able to get it switched. It was a bit hairy coming into the pass against the tide, good thing I got the diesel going. Darn I'm out of computer time. I'll write more on what Majuro is like next time.

— David



## Alfa Romeo Sets a New Transpac Record



Photo: The Transpac Record Holder Alfa Romeo

As expected the super maxi racing machine Alpha Romeo set a new Transpac record, but what was not expected was margin of victory : by more than a full day over the previous fastest time. Or to put it another way the elapsed time of 5 days, 14 hours and 36 minutes may be the fastest time ever sailed the 2225 NM from Los Angeles to Honolulu by a monohull sailboat, and if they didn't have to stop 6 times to clean off fishing ntes, plastics sheets and other garbage, they would have cut another 3 hours off of their time.

'It was a very good race, no problems, other than having back down to clear litter from the keel and the rudder,' said Skipper Crichton at the finish.

And so in her first race of the 2009 season, sailed in relatively unknown waters against many opponents she had never met before, Alfa Romeo won her 141st Line Honors, underlining once



Photo: Samba Pa Ti

again that she really is the fastest maxi in the world and preparing the ground for the 2009 Rolex Sydney Hobart Race.

For the human powered traditionally designed sailboats. John Kilroy's Samba Pa Ti, a modified TP 52, was the winner of the Transpacific Yacht Race. The team was first to finish in Division I and won the coveted Barn Door Trophy for having the fastest elapsed time of all of the traditional sailing fleet.

## Faiaoahe's Voyage to Hawaii Part 3 — by Scott Scott



Copied from the log of the vessel Faiaoahe 4/10/09-4/19/09

DATE	WIND	SWELL	COMMENT
4/10	AM NW 10kt	N 4ft	n/a
	PM N 35kt	N 15-20ft	very cold, lowered mainsail
4/11	AM N 40kt	N15 20ft	cold, wind dropping
	PM N 25kt	E 20ft	lost my aku
4/12	AM N 25kt	E 20ft	Tired booby has joined the crew
	PM N 25kt	E 20ft	very cold, feel every old injury
4/13	AM N 20kt	E 15-20ft	NO SUN, still cold
	PM NE 25kt	NE 15-20ft slop	Leslie spots soccer ball
4/14	AM NE 35kt	E 30ft	Made 143NM on reefed jib and mizzen
	PM NE 35kt	E 30ft	Waves now breaking
4/15	AM N 40kt	NE 40ft	Full gale knocked down by rogue@2015
	PM N 40kt	E 20-40ft	last night, almost went over.
4/16	AM NE 50kt	E 40ft	Beaufort says 8-9
	PM E 35kt	MIX 20-40ft	Accidental jibe rips mizzen outhaul from Boom, hove-to, repair, back underway
4/17	AM E 45kt	MIX 20-40ft	cockpit swamped, we are getting beat
	PM E 40kt	MIX 15-30	still f-7 or so, swamped again
4/18	AM E 70kt	MIX 30ft	hove-to under mainsail. We are beaten
	PM E 40kt	E 20ft	and exhausted. Need to recuperate
4/19	AM E 25kt	E 8-12ft	underway at 0300 after rigging check
	PM E 25kt	E 10-15ft	Even had some sun today

In this section of log there are a few things of interest. Some of you will probably spot it right away, but it is the direction of the wind over this period of time slowly changing direction. Since I was pretty exhausted by this time, it only took me about 8 days to take notice of this. Shoot, I am probably just sailing through the ugly semi-circle of a low pressure system that must have been quite large.

This was on the night of the 17<sup>th</sup> and I kept re-thinking if I should prematurely change my course to the south to avoid the worst of this when on the 18<sup>th</sup> the wind and water got ugly. You could not stand up without using both hands and taking a chance of slipping. Everyone was starting to get a bit nauseous so we hove-to and decided to take a rest and let this stuff blow itself out. When I went out on deck the wind would bring real pain to your ears and the whole boat was humming from the wind buzzing through the rigging.

We sat there for 24 hours and just slept. We were rocked and ham-

mered by waves, yet we slept. It sounded like someone was hammering the hull with a sledge hammer at times and we slept. (This happened to be the night of the Hula Kahiko at the Merrie Monarch; it always rains.)

This was the second time this happened to us on this trip. We would heave-to exhausted and I would suddenly awaken like something was wrong because it was calm. Admittedly, calm here, being relative. It was actually cruising weather 25 kts and only 12 foot seas. A blessing!

At 0230 in the morning I got up and

went around the boat checking the rigging because of the terrific strains it had been under and we also had an unwelcome new groaning and popping coming from the stern of boat. It appeared that our tacking and the foul weather we had been experiencing had loosened the staysail stay. Its' turnbuckle sits under the staysail cover and had not been secured with any pins or split rings. After re-tightening the turnbuckle, the mainsail backstays also tightened and the groaning stopped.

I have no idea why such a thing is  
**See Faiaoahe page 9**

## *Skipper in the Spotlight: Terry Larson*



### **Na Hoa Holomoku -**

Congratulations on completing your big boat check out on Whippy. Tell me a little about making Skipper.

### **Terry —**

I have been around boats most of my life. I spent a lot of time in both sailboats and powerboats on Green Bay and Lake Michigan., but I never took classes or had any formal training until I joined Na Hoa Holomoku and completed the big boat classes. After I finished with the big boat classes I sailed with Ron on Cheers, with Ray on

Whippy and with Mac on Wei Jei. I found out that to become a big boat skipper the first step is to get checked out on Whippy. So I practiced all the required basics while sailing with Ray. Finally, I just had to pass the man overboard drill. John Luchau took me out for my final check out.

**Na Hoa Holomoku—** What is next for you?

**Terry—** Sailing is my new hobby! When I get back to Hilo I plan to get checked out on the other big boats and do lots of sailing.

**Na Hoa Holomoku—** Do you want to go cruising?

**Terry—** No, not yet. At least not until I get my own boat.

**Na Hoa Holomoku—** Are you looking for a sailboat?

**Terry—** I do like window shopping, but I love being on the water with friends, meeting new people in the club and sailing on the boats.

**Na Hoa Holomoku—** When are you coming back to Hilo?

**Terry—** I have some business to finish up here in Green Bay then by next Spring I hope to be back in Hilo. My goal is to qualify on the other big boats. I am excited about helping the club to pass on the knowledge of sailing to others. The club does a good job teaching people to sail and I want to be active in the club and help in what ever ways that I can. Say Hi to everyone back in Hilo for me.

**Na Hoa Holomoku—** That I will do!



Photo: A shaka from Terry

## *Fishing from the Boat*

### **G**ot a good fishing story?

This column is dedicated for preserving your story, words of advice and sharing your fishing wisdom with the rest of your shipmates.

The first and last fish that I caught from my sailboat was a mahi mahi. One of our club members Don had been setting me up for fishing in exchange for taking him sailing.

So when I was doing an overnight solo sail I put out a rappa lure and just sailed along without much thought about actually catching anything. At dusk I had a strike but the line went still right away so I ignored it. However when it was time to reel in the line I was surprised to see I had a fish on!

**Lesson Learned:**  
Put a line in the water!



Photo: Mahi Mahi

## *Sailing to the Surfspot* by Robert Garry



Photo: Anchored out at Honolua Bay, Maui

**Surf's Up!** Time to grab the boat and sail to that great "secret" surf spot. Many of the members of Na Hoa Holomoku have done just that. John Olson surfing the coast of Mexico, Lia Taylor and her boyfriend sailing to Maui with their surfboards and Jake Merkle catching some waves in Lanai. To name a few.

Over the last two years I have talked with several members of our club and cruisers in general who include or at some time in the past made surfing as a part of their sailing life. In this sense the surfing life and sailing overlap for some of us who dream of the endless summer; that mythical surfing safari around the world. What has changed is that instead of taking a plane to these great and sometimes very remote places, now I

think of traveling to these places by sailboat.

For the past two summers I have had the good fortune to sail with members of Na Hoa Holomoku to the various Hawaiian islands. Last summer I did not have a surfboard on the boat, and when I arrived at various ports and anchorages I could only watch and wish that I had brought a surfboard along with me. In fact until I got to these places I did not even think a bout surfing; my sailing and surfing were still separate activities. Not so any more!

This summer I managed to stow a short surfboard in the starboard quarterberth. The result was that I, and those of my crew that were interested, were able to surf on each of the islands that we visited.

The first place that I surfed on my sailing adventure was Honolua Bay on Maui. We sailed down the East side of Maui and spent the night ghosting along outside of Kahului harbor. In the morning we were just off of Nakalele Point; the winds were so light in the Pailolo Channel and I was so tired that I decided to motor into Honolua Bay. When I got to Honolua Bay and the waves were going off, I grabbed my board and paddled out even though I hadn't slept for two days.

You might think that as a member of Na Hoa Holomoku that it would be unlikely that you would use the club boats for a sailing safari and while that may be true, but the club will connect you with a sailing community and as you make friends you will find sailing opportunities that will meet whatever level of adventure you seek. I will guarantee it! Surf's up!



Photo: Hulopoe Beach, Lanai

**"When I got to Honolua Bay and the waves were going off, I grabbed my board and paddled out even though I hadn't slept for two days"**

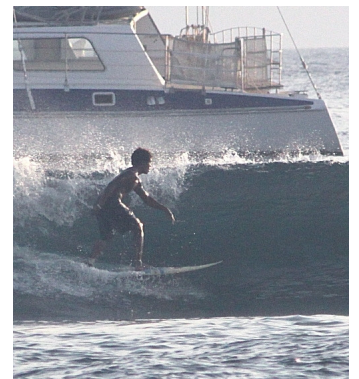


Photo: Lahaina Harbor, Maui



Photo: Sunset Surf at Waikiki Beach, Oahu



**From Faiaoahe page 6**

so, but I can guarantee that if you have done any amount of sailing with women, they are quite capable of hearing the slightest, most minute changes in the sound of the boat. I absolutely listen if a woman tells me, "your rudder makes a funny sound", or "what is that high pitch sound coming from the motor?" You can bet your bottom dollar I am going to be diving, inspecting my rudder, or inside the engine room trying to find that whining noise the first chance I have.

Listen to your boat, but above all else, listen to the admiral when she tells you to listen to your boat. If it is making an unusual sound, the odds are that something is, or is going to be

wrong soon and you should hunt it down and find out what it is as soon as possible, to ensure that it does not become disastrous.

So, after towing in our warps and making sure that we were secure, I slowly unfurled the jib about halfway and started following the sea at about 200 degrees, slowly accelerated to about 4 kts, and felt like I was sneaking away like a thief in the dark after having the spreader lights on for so long. I was a little late or a little early but it seemed like this was as good a time as any to make a couple hundred miles south closer to our destination.

Next: Surfing a large displacement boat, un-predicting the weather, and Neptune can hear you.

*Friends of Na Hoa Holomoku*  
**The Reeds Bay Hotel**



**The Hilo Reeds Bay Hotel is located at 175 Banyan Drive right on Reed's Bay. Rates are reasonable for visiting sailors looking for an onshore room. Call (808) 934-7264 or email : hiloreedsbayhotel@yahoo.com**

*Meets and Greets:*



Photo: Jim Walker

If you have been down to the beach lately for our sailing activities, you have probably seen or met Jim Walker. Jim is an active new member who has sailed extensively in the San Francisco Bay area. When asked about his sailing interests Jim replied, "Anything that can be done on a boat, I am all for it!"



Photo: Cruisers Mike and Mon

At our July potluck dinner we welcomed cruisers Mike and Mon who were visiting Hilo while on their two year cruise. Mike and Mon sail on a 40' Valiant, "Windy City". After the potluck meal Mike regaled us with stories about their journey from Seattle down along the coast of Baja up into the Sea of Cortez, then down to Central America the Galapagos and finally a grueling 48 day passage to Hilo.

Fairwinds to you!

*Scuttlebutt*

**ABS Classes in September**

The Coast Guard Auxiliary will offer the ABS Boating Safety Classes in September. The flotilla offers ABS Courses (About Boating Safely) on a regular basis. The next class will be on September, from 9 to 4 p.m. The cost of the class is \$40 and includes lunch and a manual. The location

will be announced. The contact person for this class is Jon Olson at jon631@earthlink.net or by or by phone 808-443-1036.

**August Regatta Cancelled**

The Na Hoa Holomoku Summer Sailing Regatta was cancelled this year due to unexpected travel by the key event organizer Mac Cooper.

**NHH Needs More Big Boat Skippers**

For the past several months many of our "Big Boats" have remained on moorings on our sailing Sundays. This is not due to no wind or bad weather, but simply because we need more skippers for our fleet.

If you would like to become a skipper, classes for the big boat training, Sailing 102 begin this Fall at the University of Hawaii-Hilo. If you would like to learn more call Commodore Paul at 987-2084



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courtesy of www.winslow-homer.com

## *Baywatch: The Wild & Wacky Wiki Wiki*



Photo: Wiki Wiki on a blustery day

Maybe it's the Lava Salsa. But this month's Baywatch is on Wiki Wiki, the 27' Santa Cruz sloop that is a newcomer to Reed's Bay. I actually *heard* from the Wiki Wiki sloop before I saw it. I was in my room at night when I heard five blasts from a ship's horn. I looked out my window and saw a cargo ship approaching the harbor but I saw nothing else at first. I was about to go back into my room when I noticed a sailboat without any navigation lights coming out of the channel in front of the cargo ship! The boat went to a mooring and I could hear a party onboard.

A couple of weeks later at the club potluck I met Skipper of Wiki Wiki, John and his crew-mate Claudia and I asked him about the incident, "You don't need nav lights." Then he told us of his amazing cruise to Hilo from Kona. "We left Puako and from Mahukona to Lapoehoe we only had to make one tack to Hilo; the winds bent around the point." John went on to tell us that he sells Lava salsa at the Hilo farmers market. He brought samples of his excellent Lava salsas to the potluck.

John sails frequently. In fact he was the only boat out when Felicia hit. It must be the salsa!