



Serving the Hilo Boating Community Since 2000

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Summer Sailing with Na Hoa Holomoku

Ah Summer! Don't you just love thinking about all that nice weather and free time for sailing? Not to mention the smell of the BBQ smoke as we are sitting on the beach between sails? Take a moment and plan to join your shipmates for some summer activities.

A good place to start is to hop onto one of the club boats in our fireworks flotilla for the 4th of July. Or maybe you would like to do the overnight fishing trip out the 10 mile FAD for some ono Ono? Or maybe you would like to try to match your skills and luck against some of the clubs master sailors in our summer regatta? Or how about sailing to Onomea Bay

anchoring and snorkeling around the bay?

Whatever excites you about sailing bring it to your club and let's make it happen! What can be better than that?



Photo: Rob Zimmerman enjoying a solo coastal cruise on Cheers

In Our July Newsletter:

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- Skipper in the Spotlight  
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- Sailing to the Surfspot
- Meets and Greet
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Second Guessing



Photo: Scott talking about his trip

Faiaoahe's Voyage P2: Pretty Boat  
by Skipper Scott

After crying a few minutes at the loss of the coffee grinder we decided we were going to have to do something if we did not want to hand steer for the next 2900 miles to Hilo. The swells were rolling only about 3 ft every 15 seconds that day, so

we hove-to under mizzen and staysail and used the main halyard to launch the liferaft/dingy/tender over the side with some tools to look at what had really happened.

Now you might not think that 3 ft swells every 15 sec See Faiaoahe page 9

*Sailday, June 21st, 2009 Photos*



## *Her Point of Sail - with Janine Cohen*

Since this is about points of sail, I will tell you some of my sailing stories. A memorable beam reach was a windy sailday, blowing from the north at 20 knots. Ron was at the helm of the Hobie Get-away. As we approached the breakwall we turned to parallel it. The water was flat in the lee of the wall. The boat picked up speed and spray was flying from the hulls and rudders. The boat was humming. It was the fastest I have ever gone on a sailboat. Flat

water + big wind = Speed!

A downwind run that is etched in my memory was on a J/24 during a race off Waikiki. I was on the foredeck near the mast. The spinnaker was flying on this windy day as we raced for the mark. Suddenly the boat heeled way over to the port and then to the starboard. The dreaded death roll! I hung onto the mast. The end of the boom dragged deeply in the water and then pointed to the clouds. It was a scary, exciting

ride until the sheet was let go.

Another downwind peril is the accidental jibe. I haven't experienced one where anything broke, but it always seems like something might. We were sailing downwind in windy conditions when the helmsman called for a jibe but didn't wait for the crew to be ready. The person on the main sheet had no time to bring in the main for a smooth jibe. The boom swung violently all the way across. The boat shuddered



but nothing was damaged.

When racing our Sunfish, I like the upwind legs the best. Give me a day with 15 knots of wind and little choppy waves. I get hiked out and steer around the waves like it's a liquid mogul run. Fun!

## *Melekai's Golden Voyage: Oahu to Hilo*

*By John Luchau*



Photo: John and Jake on Melekai at the Ala Wai fuel dock

After a short plane ride to Honolulu and an even shorter drive Jake and I met Robert at the fuel dock at the Ala Wai Yacht Harbor. I'd met Jake just before the flight and we got to know each other a bit before boarding. He, Captain Robert, Ivo and I were destined to sail Melekai back to Hilo from Honolulu starting on Friday evening weather permitting and this

was Wednesday evening so we had two days to get prepared for the upwind slog. We checked the rigging, charged the batteries, topped off the fuel tanks, pumped the holding tank and bought provisions for the days we wouldn't be within reach of a store or fueling station. We had plenty of charts and Robert's navigation system. We planned on heading to

Manele Bay on Lanai and rest up there for the rest of our journey. Ivo was just finishing work on Friday and was to jump aboard, get some rest and then take over the second watch.

We discussed emergencies and safety issues and got as familiar with Melekai as we could and were underway at 11 PM into the Kaiwi Channel. Winds there were approaching 12 to 15 and the seas were higher than the wind dictated. Our course was to be 110 degrees magnetic but because of wind and current we were only able to maintain 120 – 130. When dawn broke Saturday morning the sun came up over Moloikai. Each of us experienced a two hour watch which is pretty standard for beating to weather with a tiller to steer

See Melekai page 7

**"Winds there were approaching 12 to 15 and the seas were higher than the wind dictated."**

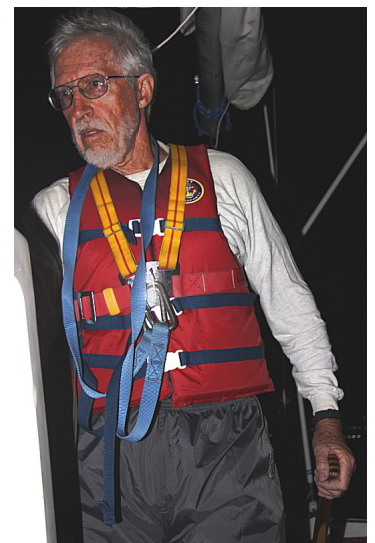


Photo: John takes the first watch

## *NHH Offers Sailing Lessons for Kamehameha*

**K**amehameha School offers a summer class called Ka Ho'okele, the navigator. The course instruction includes lessons on Polynesian history, culture,

navigation and sailing. For the second year in a row, Na Hoa Holomoku, through the efforts of Jon Olson and club volunteers, has provided sailing activities using the clubs' Sunfish .

**I**n the four days of on the water instruction, the kids went from lots of time sitting in irons to full on sailing, with lots of fun and games mixed in.



# Mister is that a sailboat in your yard?

*Mauricio's Restoration of a Southern Cross*

For those of us who plan to someday enjoy bluewater cruising, the selection of a sailboat that matches our needs is one of the most important decisions that we will be required to make. We are fortunate to have in our club many experienced mariners that can advise us on finding a vessel.

When I heard that Mauricio was restoring a sailboat, I was interested in learning more about the sailboat that he had chosen. I gave him a call and he graciously invited me to come by and see his restora-

tion of his Rough Water cruiser.

When I arrived at his house in Volcano, I saw the unlikely sight of seeing his sailboat resting under a canopy set amid the lush tropical forest of the Big Island. Mauricio was waiting for me a greeted me from the deck of his sailboat and invited me to come aboard. I climbed up the ladder and joined him in the cockpit. Mauricio had previously mentioned that she was a beautiful boat, but when I saw her I felt that she was a work of art. The cockpit was all solid teak and you

wanted to touch it like an expensive mandolin.

Mauricio began to tell me about his Rough Water cruiser and why he selected it for his 28th boat. The Rough Water is a 33 foot full keel cutter designed by Thomas Gillmer. I had not previously considered the prospect of restoring a sailboat, but then only a few years ago I had not considered myself cruising around Hawaii either, but as Mauricio was telling me about his boat in his passionate style I admit that I could imagine taking on a similar project. Thanks Mauricio for show-



ing me your beautiful vessel. I truly look forward to seeing her on her mooring in Reed's Bay.

**"I had not previously considered the prospect of restoring a sailboat, but then only a few years ago I had not considered myself cruising around Hawaii either."**



## *Skipper in the Spotlight: Captain Kiko*

Captain Kiko is our Skipper in the Spotlight for June. I had never met Kiko until he came to our February potluck dinner as an honored guest for helping out with the rescues of sailboats moored in Reed's Bay. He gave an interesting and informative talk about the NW winds

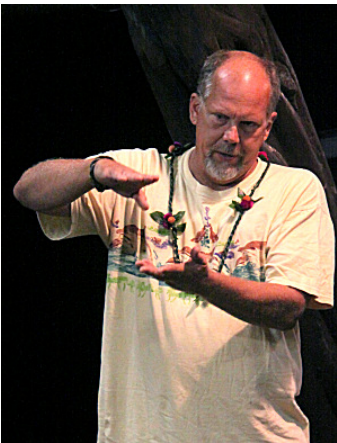


Photo: Captain Kiko at our February potluck dinner.

and large North swell that cause so many problems for boats moored in Reed's Bay. I particularly found his use of the Hawaiian names for the different winds and weather conditions fascinating.

Captain Kiko had his first sailboat at age 14 and his first captain's license at age 18. From his website (<http://wakaulua.com>) we learn,

"At 14 years old he sailed to Victoria, British Columbia, Canada on a 40 foot Canadian trimaran. He has sailed from Hawaii to Canada and California several times and back home from Puget Sound, Washington to Hawaii."

"He studied seamanship and navigation under Captain David B.K. Lyman and Cap-

tain Norman Pi'ianaia. He apprenticed at age 19 in Port Townsend, Washington at two different boat-builders -- Cecil Lange and Sons, and Seven Seas Boatworks." He was put through boat-building school at the L.H. Vocational-Technical Institute of Tacoma by the Puyallup Tribe of Indians, Medicine Creek Treaty Nation. While at boatbuilding school he built the 42-foot proa (outrigger canoe) named "La Ho'iho'i Ea" (means day of sovereignty returned)."

After talking with Kiko several times now, I am impressed with his style of sharing his Hawaiian perspective on sailing. To those who venture out with him on his sailing canoe, as one woman put it, "He is a person I seek out when I need to know any-



Photo: Captain Kiko sailing in Reed's Bay

thing about Hawaiiana, history, current events, language or culture."

If you want to learn more about traditional sailing you might try one of his Wa'akaulua sailing excursions.

## *Fishing from the Boat:*



Photo: Jake Merkel Fighting with an Ono

***Come with us on a July Fishing Excursion!!***

Nothing like a good fishing story and we certainly have one this month. As we were sailing past Waimanu Valley at dusk, Jake Merkel spotted a school of Aku leaping and jumping off the starboard of Melekai. He made several casts of his lure into the school and was rewarded by "Fish On". Although Aku put up a pretty good fight, Jake had something bigger on his line, much bigger. Ivo, John and I gathered around to watch Jake battle his fish. After a half hour or so Jake was able to get his catch along side of the boat, where we could see that it was a

good sized Ono. Ivo and John helped him gaff the fish but the catch was so large that Jake decided to keep it tied up in the water next to the hull. I mean that's so Old Man and the Sea!

As it turns out this was Jake's first Ono. When we returned Jake had a BBQ with his friends. Fortunately, he remembered to save a filet for each of his ship-mates.

Jake inspired me to begin some overnight fishing trips. In July, would you like to spend a night at sea fishing?



Photo: Jake's First Ono

## Melekai *from page 3*

steer with and no windvane. Because of the sea state and the first night underway there wasn't any sleep, just a muscle relaxing 6 hours spent jammed in wherever we could fit ourselves to rest before the next watch.

When my second watch began at 7 AM the wind and seas began to build as a result of the tail end of small craft warnings in the Kalohi Channel between Molokai and Lanai. The sun was bright and there were big fluffy cumulus clouds. The seas became even bouncier driven by winds to 20-22 until we reached the lee of Lanai about 6 hours later. Once in the lee of Lanai wonderful and strange things began to happen. As expected the seas starting coming down and the wind at one point died completely. We gave it a few minutes and then started our Honda named "Honey." We started to see life with frigate birds, petrels and other forms of fishing birds. We saw fish jump and then I saw something I only presumed I would see in the Pacific Northwest. A large tall dorsal fin was cutting the water in the distance. Then there were several and they started moving toward Melekai. I thought killer whales



Photo: False Killer Whales

by the profile but they were much smaller so after discussion Jake and I identified them as false killer whales. They played in our bow wake, they swam under our bow and splashed and frolicked like porpoise. It was a grand sight and made the hard evening's sail every bit worth it. The strange part was a bit of a south wind that came up and gave us a good hour's push toward Lanai and as it let down we started motoring again. We were still 12 miles from the island.

Manele Bay is located on the southeastern side of Lanai so we motored on in the windless lee and enjoyed the scenery and saw white caps along the shoreline but not a bit of the wind caught us. There are tall cliffs which have markings that can be imagined into all sorts of shapes and scenes. One colored cliff looked like a gigantic ancient Hawaiian Warrior to me. Getting closer to Manele the wind came up out of the east exactly on our nose at about 12 knots and since we were about ready to enter Manele we made a scramble to haul in a fish and to douse the sails. Jake had caught a small Aku. We weren't certain whether the wind would carry us into the harbor and not let down enough to give us an opportunity to slow down before coming to a dock. We set up an anchor so that we could drop it in case of engine failure. As it turns out Manele is not a Bay you can sail into. The wind completely drops as you approach the breakwall. When approaching



Photo: Sea Gypsies in Manele Harbor

Manele from the west the biggest landmark is a very large rock near the shore that you must pass at a distance to avoid hidden rocks. Ivo was on the tiller and once past the large rock we were all straining our eyes for a small red buoy that is closer in shore. We were still bucking the wind and it was bouncy and slow going. Once we caught view of the buoy we lined up for a white marker at the entrance breakwall. As we approached we could see the little buoys marking the turn around the end of the breakwall. Our trusty little engine carried us down the channel and pushed us along for our turn to port. We tied up on the only dock that was completely empty on both sides and our sail to Manele came to an end. Of course we picked the only dock which was condemned. Robert went ashore to check out the availability of dock space and there was plenty of room so we just moved a couple of docks over. It had been a good sail and everyone was relieved and tired so we were all ready for a good night's rest after something to eat. Appetites had returned.

Captain Robert was kind enough to grant us a days

liberty so it was a day spent relaxing, riding in the back of Captain Jack's pickup to Lanai City, walking, snorkeling, surfing and lounging on the beach near the Four Seasons Resort. The harbor at Manele Bay is very nicely maintained and has a park like atmosphere and very pleasant. The beach near the resort has a large park and is a beautiful area and allows camping. There was a pod of spinner dolphins that played with the tourists most of the day and the south swell brought some fair surf. Really a gorgeous place to relax and enjoy.

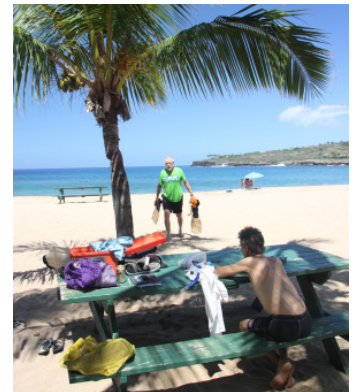


Photo: A little R&R at Hulopoe Bay

Monday at 0700 (7AM for landlubbers) I backed us out of the dock and did donuts in the little harbor until the ferry came in and tied up at which time we were underway for La Perouse Bay by way of Molokini. The day was calm with just a few small wavelets and a light breeze from time to time so it was mostly motoring. Since it was necessary to conserve fuel we tried sailing once in awhile when we could see that there was somewhat of a breeze. Our progress was

See Melekai Page 8

## Melekai *from page 7*

about 4 nautical miles per hour so by the time we reached Molokini it would be later in the afternoon but we were hot and ready for a swim. During our transit we had beautiful views of Lanai, Kahoolawe, Molokai, Maui and Molokini and the day was sunny and bright which required slathering on the sunscreen and finding shade under the mainsail. The water in our "lake" was a deep blue color and occasionally we could see a fish jump in the distance. Unfortunately our dreams of jumping in the water at Molokini were dashed by the choppy waters from the suddenly appearing breeze and as we approached La Perouse Bay we could see that it was closed out because of the south swell. We were well through the Alalakeiki Channel and the choice was to turn back up the west coast of Maui and find a sheltered anchorage or just go on across Alenuihaha Channel and head for Hilo. Everyone felt rested so Robert's decision was to "go for it" so we set the working jib and reefed the main because of approaching nightfall and in anticipation of heavier winds and bigger seas in the notorious Alenuihaha.

I had made the crossing of the Alenuihaha Channel on several occasions and knew what it could have in store for us and even if the weather report said 15 knots it could be much more once we entered the channel. I was on the tiller until 6 and stayed in the cockpit until 8PM (2000



Photo: Ivo studying the Alenuihaha as we pass La Perouse Bay

for you seafarers). We were all pleasantly surprised that the winds and seas remained at about 15 knots throughout the night and well into the early morning at which time the winds and seas began to drop. Truly amazing! It was the easiest crossing I'd ever made. During the night we saw tugs with barges, helicopters, lights on the shore near the airport near Hawi and when the full moon would let us we could see the shoreline of Maui as well. During Ivo and my watch we tacked out into the channel a bit further while still 10 miles off to keep our wind and then tacked back to clear Upolu Point to head down the northeastern shoreline of the Big Island. When Robert and Jake took over it was tempting to shake out the main and set the big genoa which they finally did after being frustrated with light winds.

The rest of our cruise was down the Hamakua Coast seeing the major valleys of Pololu, Waimanu and Waipio, many beautiful waterfalls and at nearly nightfall Tuesday evening, Jake catching a very large Ono (Wahoo for mainlanders) which is a great fish story. We have photos. It's all true. Most of this part of our journey was done in such light winds that we were under power. Honey the Honda did very well just sipping gas and pushing us along at nearly 4 knots. Just after sunrise we were at Melekai's home buoy in Reeds Bay and so ended her golden voyage from Ala Wai Yacht Harbor on Oahu to Reed's Bay at Hilo on the Big Island. A beautiful cruise that I will eternally be grateful for thanks to Captain Robert of Melekai his Columbia 28.

**"The choice was to turn back up the west coast of Maui and find a sheltered anchorage or just go on across Alenuihaha Channel and head for Hilo."**

Photo below: A Helicopter flies by a Waterfall near Waimanu Valley





## *Faiaoabe* from page 1

seconds could be dangerous, but when you are holding on to the stern of a boat rolling at sea with sharp broken pieces ready to puncture your life raft every few seconds your outlook can change a lot. Under further inspection it was revealed that five separate tiny welds had broken loose and it would take some high tech repair to get us steering on our way again. As you know, I am pretty handy, so I took a 3 foot section of 2x4, shoved it into the hole where the rudder was and slathered it with marine-tex and wrapped the whole thing together with some stainless wire and this actually worked quite well for a while.

After we got under way that day we were feeling kind of proud of ourselves but all

the time watching this cargo ship we sighted about 30 miles off to our west like a speck on the horizon. As the day wore on it seemed that the ship was not moving at all as we had kept the same course and the cargo ship slowly got closer and closer. About 7 miles off we identified her as neo-bulk carrier, the kind with the rows of cranes running over the holds bow to stern. This particular vessel had three cranes, and as the sun began to set we were getting closer and closer and closer till I told Leslie that I was going to have to change course to avoid the new island in the Pacific. It was about this time that we learned the "Oh! Look! Pretty boat" theory of the cargo vessel sailors who will go miles out of their way just

to see a "Pretty boat!"

After all day of sailing right at them, they started up their engines and pulled ahead so I could pass close behind where all the crew is hanging over the stern yelling "pretty boat" and waving. It was just one of those weird moments that happens and makes you realize that you really do love what you are doing. Leslie and I look at each other and shake our heads and kind of grin but don't say anything. This was not the last of our cargo vessel friends we would be seeing. They were heading to Puerto Vallarta to deliver fireworks.

I absolutely have to let everyone know that Leslie cooked 2 meals a day for all of us without fail under the

most severe conditions, that a lot of times the food would not be eaten. How she was able to cook, stand watch, and keep us all cheered up under some of the sea conditions that you would dread your watch because of the physical energy that would need to be used to keep the boat sailing safely I cannot say. Just for an example, I am going to use weather reported by us at sea from the dates of April 10 to April 19; from N 22.11.66/W 128.30.00 to N 22.22.82/W 141.38.91

This stretch for us was probably the fastest part of the passage; with the least sail up and the most work put out by us. Next month log, second guessing and exhaustion

## *Baywatch: SV Currandera*



Photo: The Sailing Vessel Currandera

This month we have a newcomer to the Reed's Bay moorings, the sailing vessel Currandera. She is a 40' Yorktown. She lost her rudder at sea and has a temporary rudder on her stern that was made by Tom Wolf.

Skipper Sean is no newcomer to the area as Cur-

randera has been in Radio Bay for two years! But with all the new homeland security Currandera had to relocate to Reed's Bay. Sean hopes to attend UHH and pick up an MBA.

Sean's future plans include lots of cruising through the South Pacific. See you there!



**Na Hoa Holomoku of Hawaii  
Yacht Club  
P.O. Box 1661  
Kea'au HI 96749**



*Meets and Greets:*



Photo: Greeting Good Old Friends, Sheri and Leslie

This is a new column dedicated to the ones we love and to those who are new members to our club. If you have a meets or greets that you would like added into our newsletter just let me know. In particular, I would like to welcome new club members into Na Hoa Holomoku.

We have many new members so it may take me some time to catch up. Let me welcome Brad Olson and Kathy Cook to our club!



Photo: Aloha, Brad and Kathy!

*Scuttlebutt*



Photo: Sarah and her dog

Sarah Kay has moved to Colorado. Sarah was the club secretary generously volunteering her time to help with board meeting minutes. We will miss her bright cheerfulness on saildays.

David Beardsley sent an email saying that he made

landfall somewhere in the Pacific with the single comment, "Wow!" You can read a lot into that.

That's not pirates in Hilo Bay, it's Jon O and Phil from East Hawaii Divers checking on a mooring from his powerboat, Nohu.



Photo: John's new powerboat Nohu