
THE STARBOARD QUARTER

March 2008



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On the cover:

What do ye do when ye
see a whale?

*photo by
Robert Garry*

IMPORTANT INFORMATION FOR 2008

New Schedule

There will be a sail day the third Sunday of the month in addition to the first Sunday, which will focus on sailing 101. In 2008 the club schedule will be standardized

Sailing 101 will be the first Sunday at 11:00 am

Board Meeting will be first Tuesday

Pot Luck will be second Wed (6:30 pm)

Sail Day will be third Sunday (11:00 am)

Work Day will be the fourth Saturday (10:00 am)

New Club Fees

\$\$\$ There will be new fees for 2008 - \$50 annually for Sail Day only. It will be an additional \$50 to sail on non sail-days. And to sail the big boats add \$100 annually (for membership to Hilo Sailing Org/Reeds Bay Sailing). (Full time students 1/2 of above prices.) \$\$\$

Board Meeting Highlights / *reported by Ron Reilly*

The monthly Board meeting of Na Hoa Holomoku is held on the first Tuesday of each month at 6:30pm at the Reeds Bay Hotel. All members are welcome.

Members comments on the meeting highlights and suggestion for future board discussion can be emailed to board@hilo-sailing.org or by contacting any board member.

Present at the March 4th 2008 meeting of the board: Ron Reilly, Jon Olson, Ray Purifoy, Robert Gary, Martin Burs, Janine Cohen, Paul Hirst, Lynn Nakkim, Mac Cooper. Highlights from the meeting include:

- 1) Board review and approval of the monthly financial report submitted by treasurers Janine Cohen. Janine will provide a list of fixed overhead expenses for the rest of 2008 to help the board with budgeting.
- 2) Board discussed available options for affordable liability insurance and boat insurance. This issue is still pending.
- 3) Signs for the two club sites are being ordered by Lynn Nakkim.
- 4) Janine Cohen investigated repair of the damaged windsurfer sails. Material is degraded to the point not worth sewing. Janine repaired it with duct tape and the sails are usable. We will look at new sail prices online.
- 5) Mac Cooper volunteered get club sail-days especially Sailing 101 into the Tribune Herald Datebook. This is a good way to attract new members.
- 6) There was discussion of our system of monitoring email messages to limit the number being sent to the members list. Although most members probably welcome club emails, we have had complaints regarding too many emails.
- 7) Jon Olson suggested selling some of the club's gas outboards that we don't use and using the money for other needed hardware, including safer electric outboard motors.
- 8) Ray Purifoy plans to buy a Min Kota \$100 electric outboard, for use on Whippy, and when the club has sufficient funds, he will sell it to the club for the amount he paid.
- 9) Martin Burs noted that the Reeds Bay locker was left completely open last week. The need for members to immediately spin the lock tumblers after opening a locker will be brought up at the future club meetings.
- 10) Jon Olson and Mac Cooper have made good progress fixing catamaran Wei Ji's rudder. Wei Ji is now available for use by club approved skippers.

Meeting was adjourned at 8:20pm

REMINDER

*Everyone needs to bring their own **re-usable** utensils, plates, cups, napkins etc. to cut down on plastic and paper waste at our potluck events. As of Jan. there will be no more brought to potluck!*

LESSONS LEARNED — WHY WE DO THE THINGS WE DO?

Kona Club Loses J Boat by Alicia Starsong

Do you have those peculiar things you do when get in your car and prepare for a trip, or onto your boat and prepare for a sail? Some things just get done “automatically”. For me raising the mainsail before leaving the harbor and not dropping it until I’m back inside is two of those automatic “must do’s”. I had the good fortune of learning to sail in college on boats (up to 30’) that did not have motors. Because of this initial training I have found it relatively easy to anchor or pick up a mooring and sail in and out of marinas and harbors all over the world, without using a motor.

Monday, 3/17/08, was a very sad day for Wave Dancer (J24) she will never sail again. A skipper friend was setting out for an afternoon sail. About 1pm just as she was leaving the harbor, WITHOUT the main raised, the motor sputtered and then stopped. Wave Dancer was soon grounded on the lava shore. Although Wave Dancer was pulled off shortly, the damage was done and she sank. With the assistance of Jeff & crew from Jack's dive locker Daniel facilitated her "salvage". Although the hull is a "total loss", by initiating immediate salvage/rescue procedures no one was hurt, damage to the shore and water was minimized and fines avoided.

This is an accident that should have never happened. Almost all the monohulls and small catamarans owned by KSC members are capable of being sailed out of our harbor. Yes, it is usually directly up wind to leave, but isn't that what we do the first leg of every race? On Sunday 3/16/08, four KSC boats attempted to go sailing, two had outboard engine problems before reaching the harbor mouth, returned to the launch ramp and did not sail that day. Two out of four, that's pretty high odds! Most days the success rate is higher but this bears out the fact - Outboards are NOT as reliable as sails! For the several years that Greg Gillett's Express 27, Sack Lunch, raced with KSC it always sailed in & out of the harbor. The only time that I saw the motor used on

Sack Lunch was on a return from Kawaihae, and then the impeller broke!

When Daniel or I are teaching small boat sailing (monohulls under 31') we always hoist the mainsail while still in the harbor. Not too long ago we were with a friend on his Cal 30, just as we passed the last moored boat the engine died. Faced with turning back immediately or tacking out we choose to sail. Getting a heavy boat like the Cal 30 to tack out of Honokohau is not easy but we did it and proceeded to have a lovely afternoon sail. Something all sailors should think about, can you sail your boat out of trouble?

As stated, the grounding of Wave Dancer should have never happened. Four things led to the accident. There was a checklist of the procedure to leave and enter the harbor on the boat. The first error the skipper made that day was not to follow the list and have the boat ready to sail out of trouble. Near the bottom of the Getting Underway list it states “Verify the mainsail is ready to hoist, as soon as boat is heading upwind remove ties and hoist.” Even if the wind is from the south, the boom can be set to the leeward side and the hoisted or turn into the fuel dock basin and raised there. The main was not up and the mainsheet wasn't uncoiled and ready for the hoist. (Mainsheet, boomvang and cunningham should all be “free”)

If you or the boat is not ready to leave the protected harbor area, circle in one of the basin area while you finalize your preparations. Second, stay in the channel. The Green buoy marks the center of the channel for leaving and returning to the harbor. Do not sail your boat into the pretty green & aqua water to the north of the harbor mouth! Lastly, hold your course. When leaving or entering the harbor - hold your course. Do not be intimidated or caused to rush because of a powerboat. These boats are from 2 to 5 times faster and more maneuverable than your sailboat. Don't move into danger so they can pass you!

Old salts have their peculiar way of doing things... follow their lead and ask questions later. I hope to never see a boat I know in this position again.

Sail Day

photos by Robert Garry



Links....

[Vincenzo Ornato on "How To Save America's Cup."](#)

[19c. Ship Washes Up on Cape Cod](#)

Books....

A ship of war manned for active service was the most crowded place in the world---more crowded than the most rundown tenement in Seven Dials---but long and hard experience had taught the inhabitants how to live even in those difficult conditions. Forward there were groups of men yarning, men skylarking; there were solitary men who had each preempted a square yard of deck for himself and sat, cross-legged, with tools and materials about them, doing scrimshaw work---delicate carvings on bone---or embroidery or whittling at models oblivious to the tumult about them. Similarly aft on the crowded quarterdeck the groups of officers strolled and chatted, avoiding the other groups without conscious effort.

from *Lieutenant Hornblower* by C.S. Forester