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# THE STARBOARD QUARTER

November 2007

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*photo by Robert Garry*

## **CLUB OFFICERS**

COMMODORE  
RON REILLY  
967-8603

VICE COMMODORE  
(EAST)  
DAVE PARTLOW  
443-7457

VICE COMMODORE  
(WEST)  
ALICIA STARSONG  
325-5529

REAR COMMODORE  
POWER:  
JON OLSON  
443-1036

REAR COMMODORE  
SAIL  
CHRIS RAINS  
966-6267

TREASURER  
JANINE COHEN  
963-5042

SECRETARY  
KATIE WEAVER

MEMBERSHIP  
LESLIE SCOTT  
[LMS333@MSN.COM](mailto:LMS333@MSN.COM)

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**BOARD MEMBER  
ELECTIONS TO BE  
HELD AT DECEMBER  
POTLUCK.  
DO YOU OR ANYONE  
YOU KNOW WANT TO  
BE CLUB  
SECRETARY?**

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### **Submit!**

**articles, photos,  
etc.**

[kamadjid@hotmail.com](mailto:kamadjid@hotmail.com)  
or  
[nicholasfillmore@hawiia.net](mailto:nicholasfillmore@hawiia.net)

Phone: 985-7292  
Fax: 985-9232

## **Nov. Board of Directors Meeting Minutes / reported by Dave Partlow**

Present: Ron Riley (Commodore), Dave Partlow (Vice Commodore), Janine Cohen (Treasurer), Jon Olson, Ray Purifoy, John Luchau, Paul Hirst (guest and web.)

### **1. Call to Order:**

Meeting was called to order at 18:45 at the Reeds Bay Hotel by Commodore Ron Riley.

### **2. Approval of Minutes**

October minutes were reviewed. John L. motioned to approve, Jon second. Motion approved.

### **3. Treasurer's Report**

3.1 Treasurer's report from October: Balance of \$628.61. Income \$756.34. Expenses \$235.42.

### **4. Membership**

4.1 Discussed how NHH Membership Card might also show membership in Reeds Bay and/or Hilo Sailing Org. Possibly use of a special hole punch for those that join Reeds Bay and/or Hilo Sailing Org. after 2008 membership card is issued. Those that join all at one time will have it listed on back of card.

4.2 If someone is seen using any of the equipment that a member is not familiar with, ask to see membership card. Ray advised that he does not always carry card at beach and others may not. It was suggested that we have a membership list posted inside the boat lockers that can be checked if need be. List updated monthly.

### **5. Committee Reports**

#### **5.1. Facilities/Site Committee Report**

No Report.

#### **5.2. Equipment Report**

5.2.1 Jon O. has acquired solar panels that can be used on large boats to keep batteries up. Ray P. will check on charge controller cost.

#### **5.3. Race Committee**

5.3.1 Ron R. suggested we find a person who is willing to take on the duties of setting up races.

#### **5.4. Sail Training Committee**

5.4.1 John L. will do big boat testing classes. He feels it will be more beneficial to more members in a class study situation. He will announce location, dates and times. Testing will still be available after pot lucks.

5.4.2 Jon O. advised he has spoken with the Hawaii Academy of Arts & Sciences (HAAS) about conducting sail training for their students. We can apply for a \$2500.00 grant from state for needed equipment, i.e. books. Jon is willing to put together classes. Will need assistance to conduct.

5.4.3 Jon O. advised he is still looking for interested persons to become sail instructors. If he can get 5 people to commit than classes can be held here in Hilo. He advised this is not a training class, the applicants must already know how to rig boats and teach. This class is to show the certifiers that you know what you are doing and can safely teach sailing. Paul H. advised that perhaps Jon can teach those interested what is required so that we can get instructors certified. Jon stated he is willing.

### **5.5. Fleet Captain's Report**

5.5.1 Ron R. reported that Private Dancer is in a slip in the Honokahau harbor. He has located a person the can prep and do the bottom paint in one day. The labor cost would be \$200.00 to \$300.00 plus \$200.00 for paint. Haul out would be \$170.00, that's out only. Dry storage would be \$28.60 per day. Jon O. advised that there is a lot of top work to be done and the normal procedure is to do the top work first and do the bottom paint last. He advised the boat should be put back into the water right after the bottom paint is done. Also that the pintels and gudgeons need to be replaced and it will take more than a day. This cannot be done with the boat in the water. Discussion brought about that we will have Private Dancer loaded onto a trailer and brought over to Hilo for repairs. Logistically we can work on her without incurring storage costs. Dave P. advised he can tow boat and store at his property for working on. Mauricio has trailer that can be used to haul boat. Jon O., John L. and Dave P. will coordinate.

### **6. Old Business**

6.1 The cost is \$300.00 per year to be listed in Yacht Club book. Board decided to forgo at this time.

### **7. New Business**

7.1 John L. advised he will get our burgee registered as there is no cost.

7.2 Paul H. has set up an online work page in the members' area of our web site. Any member can log on and can list or edit any work that may need to be done or has been done on the boats / equipment.

7.3 John L. will ask Mac Cooper and Martin Burs if they'd like to be board members.

7.4 The Christmas party will be held during the December pot luck. There will be a gift exchange like the one we did last year. Bring an unmarked gift. Numbers will be drawn for order of choosing gift. Gift can be "stolen" up to three times.

7.5 Nominations for officers will need to be held at the November pot luck. The board all agreed that more members need to step up and get involved. The existing board is not getting any younger.

7.6 2008 schedule for club sailing was discussed. We are getting a large turn out on Sunday sail day and not all are able to sail. It was decided to have two sail days. Sailing 101 will be held on the first Sunday of the month. A Club sail day will be held on the third Sunday of the month. On both these Sundays, all small boats will be confined to the boundaries that have been previously set forth. This is for safety reasons as these are club events and the club will have a safety boat on the water. Any person not adhering to this rule may lose small boat privileges. Work Day will be on the fourth Saturday of month. 7.7 Next workday will be 11-24-07, and focus will be on repairing Sunfish.

### **8. Race/Sailing Days / No Report.**

Meeting was adjourned at 20:52

Next meeting will be held at Reeds Bay Hotel, Tuesday, Dec. 4, 2007, at 18:30

## Private Dancer Now at Honokohau Small Boat Harbor

Hi All,

We had an excellent trip from Lahaina to Honokohau. Crew, Mauricio Barbis (skipper), Janine Cohen, Ivo Hanza, and Ron Reilly proved to be a great team.

Many thanks to Jon Olson for his inspiration, and practical wisdom and who headed up all the working groups who did so much to get Private Dancer ready for the crossing. Their efforts made the trip possible. Thanks also to John Luchau who provided calm well reasoned advice whenever called upon as well as safety harnesses and tethers and a complete set of charts of the Hawaiian Islands in book form.

We all owe a big Mahalo to Cory Spencer of Maui who kept an eye on Private Dancer and who was unfailing in his support especially with use of his Porta-Boat to get us out to the mooring and back so... many times.

In shorthand the trip was easy, hard, easy, easy. Easy - we left Lahaina at 1800 on Friday evening and sailed through the night (light winds calm seas) under a half moon and Venus which shone out across Haleakala's slopes like a stadium spot light. First light on Saturday morning filled in the details of Molokini to starboard, as we sat becalmed about 4 miles short of La Perouse Bay.

Hard (but exciting) - The outboard motor got us past La Perouse and into the

beginning of the wind line. We put up the working jib and a double reef in the main. By 0700 we were into the full channel winds of about 20-25 knots and wind waves of about 4-6 ft. Close hauled on a port tack we continued toward the Kohala coast. Private Dancer sailed beautifully, rising quickly to the swells and letting down easily into the troughs. Mauricio's expert concentration and gentle touch on the tiller no doubt were a big part of her good performance. Every so often we would charge into one of the larger white caps and a fire hose of warm channel water came flying over the cockpit. Great fun especially when you are seated on the windward rail. We expected that the conditions closer to the Big Island would be better than on the Maui side. This would allow us to tack up to lay Upolu Point. However, as it turned out the wind picked up as we got closer to the Big Island and the decision was unanimous that the lee of the Kohala Mountains was a more prudent course than the windward side. By 1700 we were again in calm seas and light winds.

Easy - The night sail down the Kona Coast was a real joy with calm seas and a light land breeze. At sunrise we were about 5 miles out from Kiholo Bay heading southwest more or less parallel to the coast.

Easy - Soon after sunrise, the light air became even lighter and the outboard was in no-start mode. So we drifted along until a consult with Jon Olson by cell phone cleared up the problem. I am convinced

that if you just mention Jon's name out loud in the presence of a recalcitrant outboard it will immediately stop misbehaving—I've seen it happen many times. After an hour of motoring the expected sea breeze kicked in and we continued under sail finally making Honokohau at about 1500 Sunday afternoon. As it happened the Kona Sailing Club was having a racing day and we showed up in the middle of the races. It was great to get welcoming phone and radio calls from our Kona friends and to be invited to their post-race potluck.

Daniel and Alicia Starsong helped us find a vacant slip and today Daniel moved Private Dancer to a one-month long temporary slip (F7) - not an easy task since I had thoughtlessly forgot to warn Daniel of the chain and lock, or give him the combination for the lock that secured the outboard to the rudder which effectively immobilized the rudder. Thanks Daniel!

So...now, Private Dancer is safely on the Big Island and much more available to us all for both needed work and fun sailing in Kona. We should always try to not do one without the other. We only have a guarantee of 30 days but hope to be able to renew for at least a second 30 days. That's all for now. See you at this Saturday's work day.

Aloha, Ron Reilly, Commodore 2007

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## Big Boat Skippers / Classes

*The following minimum qualifications have been established to qualify you as "Big Boat Skippers:"*

1. Be a current member of Na Hoa Holomoku of Hawaii Yacht Club - \$50 annually, plus \$50 to sail on non sail-days.
2. Be a current member of Hilo Sailing Org/Reeds Bay Sailing - \$100 annually (Full time students ½ of above prices.)
3. Pass exams for Vol I, II and III written for our club study guides. Be able to tie 6 knots. A passing grade is 90 percent correct of the questions asked on the exams. Study guides are on line or available from John Luchau at most meetings or on Sail Days. Knots required are: Cleat hitch, Figure eight, Bowline, Clove hitch, Rolling hitch, a Round

turn and two half hitches. Knots that will give you extra credit are: Slippery reef, Anchor bend and Sheet bend. Exams are given on Potluck nights or on special days which John will publish via email.

4. Take checkout rides on "Whippy," "Wei Ji," "Cheers" or "Private Dancer." Do a capsized recovery on the Hobie Getaway.

5. (Recommended, but not required) USCG Aux. Basic Boating course.  
\*Hilo Sailing Org/Reeds Bay Sailing are non-profit sailing organizations that own the boats and has authorized use by Na Hoa Holomoku Yacht Club. The organizations currently have 5 Walker Bay 10s, 5 Hobie Ones, 14 Sunfish, one Hobie 14, a Hobie Getaway 16, a West Wight Potter 19, a Wharram 23 and two International Folkboat 26s.

All these boats are available to Hilo Sailing Org/Reeds Bay Sailing members to check out and use at any time providing they meet minimum qualifications and are current paid members of either organization.

***Classes and Tests to qualify big boat skippers will be held on UH campus, UCB 103 on Fridays from 6-9pm starting November 16. Nomenclature, Sailing Theory, Safety/Rules of the Road, and Navigation will be covered.***

# *Skipper in the Spotlight*

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## **Interview with John Luchau** by Nick Fillmore



John came from Salem, Oregon, joined the Navy in 1962 before high school completion and went to sea on a Destroyer out of Pearl Harbor in 1963 just after graduating from South Salem High School. John had completed a cruise to the Far East while still 19 years of age. The many ships he crewed aboard during his Navy career were predominantly Destroyers and Cruisers. His nearly 30 year career culminated at Pearl Harbor in 1991 where he retired as the Naval Station Command Master Chief.

“That job entailed watching over the morale and welfare of about 1500 enlisted folks. That was my job: to be liason between the Commanding Officer and the other enlisted community; and it was my job to make sure all those folks were taken care of. And I was also in charge of things like to the tours to and from Arizona Memorial.

“It was pretty straight forward. A good job. I enjoyed it a lot. There were a couple of things that happened on Oahu at that time; one of them was a big flood up in Niihau Valley, and a group of the young folks that I watched over decided that they wanted to assist the people up there, so they got together

I would say about 120-200 people and went up there and assisted all the folks that had to shovel mud out. We did a lot of those kind of things, but that one really stuck out in my mind... And then we did volunteer for the State Fair, and hosted the hydroplane races on Ford Island.... I was only there for three years. The rest of my career was actually a bit harder. But that was a good way to end up a thirty year career.

“It happened to me three times... I got caught in a typhoon on a destroyer. And I was one of the few people that just never got seasick. I don't get seasick; I don't know why. When that happens, the worse the weather gets the more people are down. You feel sorry for them, but they can't do a job, they're incapacitated. So out of the 120 people aboard there might have been fifteen of us that didn't get it really bad. And so we kind of carried through during the storm, and when it was over we took a break.

“...A destroyer is five hundred and some feet long. You see aircraft carriers over thirteen hundred feet just tossed around. And of course a ship doesn't take as much battering as a small boat.... I remember in one of the typhoons we were trying to do six knots and at least three in order to maintain steerage—you have to go a certain speed otherwise your rudders don't work right—and we would go six knots into a wave and we'd get pushed back three knots; and then we'd climb up and over that wave and then come down on the back side of it and then try to go six knots again to hit the next wave. And we're fifty feet above sea level up on the top deck and the waves were coming over us, so it was just tremendous, tremendous seas. I don't know how to describe it; it's a fearful thing. There's no way in the world you wouldn't be scared.... And the people around you are carrying on so you feel Well, if they can do it, I can do it, as long as somebody's going forward....

“I think it would be much worse on a smaller boat. I haven't been in those kinds of storms in a small boat. I've been in 35 40 knot winds but nothing like 120. You try to avoid them,

you go the direction that's best to get away from the eye, but sometimes they move different directions and they move your way and they move so fast you can't outrun them. You try to do the best you can, but once you're in them that's it. So basically, if you're looking to buy a boat... don't think that you can buy a boat that's fast enough to outrun a storm. You can't do it. You can avoid it by staying in port! But once you're out there and there's nothing within 500 miles, you're kind of stuck.

“Of course big ships in port want to go to sea. I got stuck on one ship that was next to a pier and they didn't get underway fast enough; this was in the Phillipines. It was a large destroyer. And it was pinned against the pier and it just battered the pier to pieces. And that's more dangerous than being out at sea because you can get some of those pilings up through the side of the boat....”

John's Navy career took him to most places in the world including a one year tour in the country of Vietnam. While stationed in Germany he learned to sail on large wooden gaff rigged sloops at Lake Chiemsee in Bavaria.

After Germany, John was stationed in San Diego and became an active sailor and racer at the Naval Sailing Club in Coronado and taught sailing for the Navy at that facility on weekends while balancing his career during the day, University courses and a part-time job at night. It was an extremely busy time but never too busy for sailing with his daughter, Laura and others from his duty station. (He finally did get a degree from SDSU.)

John has sailed and owned many boats over the years from 8' prams to 46' ketches. He crewed aboard a 55' Schooner. Two of his favorites were his fixed keel Catalina 22 and his Mariner 35 all wood Garden Ketch which he sailed throughout the Hawaiian Islands and across the Pacific to Bremerton, Washington.

“I think that was one of the highlights of my sailing career. It was a 35 foot wooden catch, just a beauty. And I needed to get it back to

Bremmerton Washington because I was changing duty stations from Pearl Harbor to Bremmerton, and so I decided to sail the boat back there. It was just such a grand voyage. 22 days from leaving Honolei on Kauai to pulling into Bremmerton, Washington. It was just four guys, two friends of mine and two I didn't know before we started our cruise, but by the end we were all friends....

"It started out with about 25-30 knots of wind kind of on the nose, and it ended up being kind of a sleigh ride into the Seattle area, Puget Sound, just down wind for hundreds of miles. The first seven days we stayed on the same tack, we were on a starboard tack for seven days. Never even changed tack. And we were kind of slogging along, taking a lot of water in the bilge; it was an old wood boat. So it was pretty exciting keeping up with that and deciding whether or not to continue on even though we were taking on water; and then deciding what to do about all the water coming in and then finding the solution. So any time you get a chance to do a long cruise, jump on it.

John is currently restoring a Cascade 42 Cutter. "That's a long term project, but I'd sure like to sail it up to Alaska to start with. Our first goal is to do a shake-down cruise around the Islands, then head up to Alaska—and just play it by ear, see if we can make it down the coast and through the canal and up the other side, Europe. But... oh, that's just a dream, a cruiser's dream....

"One of the things I would really like to do is go up the intercoastal waterway on the east coast and then head up north to the St. Lawrence Seaway and come down through the Great Lakes and down the Mississippi and back around. I've always thought that would be kind of the most fun thing a person could do... other than the canals in Europe. You can also go all the way up the Hudson River and go up Lake Champlain or cut over on the Erie Canal, and that seems like an interesting way to go, too.

John has earned certifications as a sailing instructor from the Naval Sailing Association, American Red Cross and U. S. Sailing as well as a Master Skipper rating from the Naval Sailing Association in Annapolis, Maryland. He has taught sailing to hundreds of individuals from ages 7 to

over 70 since 1975. In the early '80s John became the Rear Commodore for Training at the Pearl Harbor Yacht Club and taught spinnaker handling, racing and basic sailing courses in Rhodes 19 sloops. He was the U. S. Navy's Pacific Regional Racing Champion in 1982. He was awarded Yachtsman of the Year in 1983 and became Commodore of the Pearl Harbor Yacht Club in 1984.

John continues to race and has served as race committee on several occasions and participated in the 2004 Hawaii State Sunfish Championships. He won the Na Hoa Holomoku Yacht Club Champion's Trophy for 2006 by finishing 1<sup>st</sup> in four out six races.

John and Christie met because of sailing and they were married onboard the sloop "True Love" in Rainbow Bay while underway off the Arizona Memorial. Because it was Armed Forces Day they were treated to a 21 Gun Salute. John and Christie are Charter Members of our Yacht Club having maintained continuous membership since the year 2000. John was one of the first two officers of our club and served as Secretary for two terms. He authored the original bylaws and the necessary paperwork to become a Hawaii and Federal non-profit corporation. John also served two terms as Vice Commodore (East). He served as the Club's newsletter editor for four years. He also was a board member and Secretary with the Big Island Sailing Foundation.

It was John, Kim Magnuson and Richard Messina who in 2000 first spoke to State DLNR to procure use of the proposed Yacht Club site, now the County's current Kuhio Kalaniana'ole Park club site.

John completed restoration of seven of the Y's Sunfish which are now our Sunfish, he was instrumental in starting the Waiakea Y's sailing program and was the YMCA's lead instructor for a year. He was also instrumental in the transfer of ownership of all the Sunfish, Prindle and American 23 from UHH to the YMCA which were eventually transferred to our Club. He negotiated the transfer of the American 23 to our Club, got it hauled out and repaired the many leaks in the bottom. He took the lead in accepting the donation of our

West Wight Potter and our 23' Wharram Catamaran.

John started our "Big Boat" training program with the West Wight Potter "Whippy" several years ago and although John is concentrating more on the completion of his own boat and his home these days, he still is involved in training, having written the study guides and administered tests for training in the "Big Boats." John continues to show club members how to do fiberglass repairs on the many boats the club owns and makes minor repairs to our boats. You'll see him helping on the shore or in the safety boat on sail days and you can always approach him with a question about rigging or repair of the Sunfish and any other questions pertaining to sailing.

John feels pride in the accomplishments and progress of the club over the past seven years. He hopes to see it continue in serving the community in providing training in boating safety and a recreational source on the waters of Hilo Bay in Hawaii. He continues to provide testimony to legislative bodies for the need of a boat ramp on which sailboats can safely launch without having to have their rigging removed to go under a bridge and believes this would be an economic boon to the marine industry in Hilo.

"It's been an experience, and sailing just opens up a whole different level of your life, because there are so many things to learn, and so many people to meet, and so many things to do.

"A lot of people pick different things, they pick tennis or golf or gardening, and since it was my occupation to be out on the water, sailing just kind of fell in. □

***John will be holding Classes and Tests to qualify big boat skippers on UH campus, UCB 103 on Fridays from 6-9pm starting November 16. Nomenclature, Sailing Theory, Safety/Rules of the Road, and Navigation will be covered.***

# Sail Day



## Work Day / *reported by Janine Cohen*

Thanks to those who showed up at the last Work Day: John Luchau, Martin Burs, Ron Reilly, Lynn Nakkim, Richard Hudak, Greg Seivert, Dick and Janine Cohen, Dale Scharpenburg, Paul Patnode

Sunfish #10, 2, C2, C3 and a Hobie One were fiberglassed. Sails were taken out, inspected, repaired, and washed off. Rudders were repaired,

daggerboards inspected. Locks were wire brushed and graphited.

Next workday will be 11-24-07, and focus will be on repairing Sunfish.

***And remember: for every hour of sailing you should be putting in an hour of volunteer time to keep our club boats afloat.***

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## December Potluck / Party & Elections

### Wednesday, December 12.

The Christmas party will be held during the December potluck dinner. There will be a gift exchange like the one we did last year. Bring an unmarked gift, \$5+. Numbers will be drawn for order of choosing gift. Gift can be "stolen" up to three times.

Elections will be held for board members. Incumbents Ron Reilly, Dave Partlow and Janine Cohen have been nominated to resume their board duties. Additionally, Martin Burs, Paul Hirst Lynn Nakkim and Robert Garry have been nominated to serve as board members at large. Anyone interested in assuming secretary duties, please step forward.

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## "Aloha Sailing" in Kona

### Ahoy NHH

In the past, John L and others have asked Daniel & I about offering NHH a special rate to sail with "Aloha Sailing". The timing is a bit off now that Private Dancer is available, but we would like to go ahead with the discounted fees we

discussed with John at the Oct 14th sail day. For NHH members from now until March 1, 2008: Initiation fee will be Waived and monthly dues 1/2 price. Anyone interested can see a brief description of what we offer at our website:  
[www.Alohasailing.com](http://www.Alohasailing.com)

It was fun to being able to sail up next to Private Dancer and hail a welcome to Kona. Hope to see more of you all over this side in the next month!

Aloha,  
Alicia & Daniel Starsong

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## CLASSIFIED ADS / *ADS FOR MARINE ITEMS ARE FREE FOR CURRENT CLUB MEMBERS.*

**FOR SALE: BRISTOL 22. RANGER 23. WITH ALL PARTS AND PIECES. MAURICIO AT 961-6730.**

**FOR SALE: 8FT PORTABOTE FOLDING DINGHY. PRACTICALLY NEW \$1100. 935-2219.**

**FOR SAILING IN KONA CONTACT: ALOHA SAILING, PHONE: 325-5529 OR EMAIL: ALOHA SAILING@YAHOO.COM.**

**FOR SALE: 2001 CATALINA CAPRI 14.2 WITH TRAILER \$3200. TOM AT 959-5675.**

**FOR SALE: GEMINI 105M, 33.5' CATAMARAN, "STAR GYPSY" JUST HAULED, BOTTOM PAINTED, AND ALL SYSTEMS READY TO GO. \$110,000.00 OBO. RICHARD AT 1-808-553-4328.**

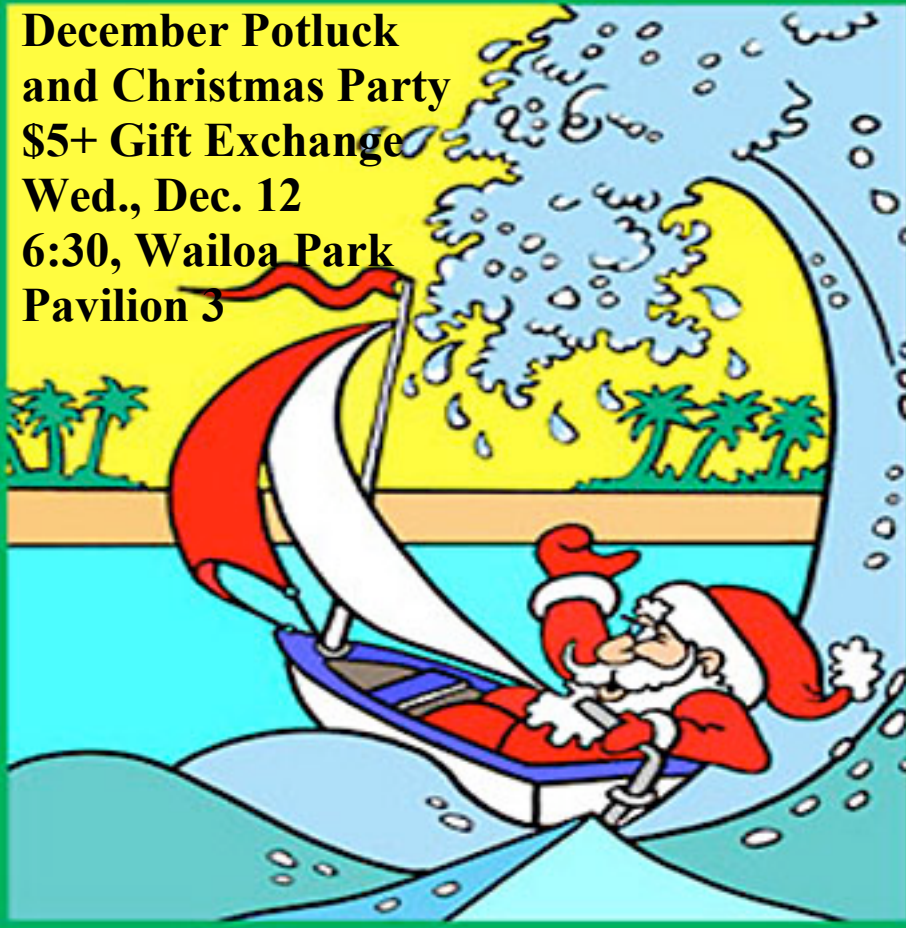
**FOR SALE: 12' BUTTERFLY FOR SALE FAST, FUN & WET...PERFECT FOR HAWAII. \$1,000.00...FREE TRAILER. CALL JHERRIE FOR APPT. 966-4868 OR CELL: 217-6702**

**FOR SALE: BOAT TRAILER PULLING TRUCKS, '96 FORD 250 \$6900 AND A '97 FORD 150 PICKUP WITH SHELL FOR \$8500. BOTH HAVE TOW PACKAGES. CALL LYNN AT 938-2981**

**WANTED: A TRAILER FOR MY THISTLE 17 FOOT SAILBOAT. GLEN AT 968-6139, CELL 937-1606.**

**WANTED: WINDSURFER RIG COMPLETE OR COMPONENTS. PARTICULAR NEED FOR MISTRAL UNIVERSAL JOINT 415.290.3999**

**December Potluck  
and Christmas Party  
\$5+ Gift Exchange  
Wed., Dec. 12  
6:30, Wailoa Park  
Pavilion 3**



**\$\$\$  
FUNDRAISING  
\$\$\$**

**T-SHIRTS ARE \$15  
POLOS ARE \$25.  
BURGEES ARE \$20**

We need  
***Race Captains***  
to organize race  
days

### MONTHLY CALENDAR

Board Meeting, 1<sup>st</sup> Tuesday  
Potluck, 2<sup>nd</sup> Wednesday  
Sail Day, 3<sup>rd</sup> Sunday  
Work Day, 4<sup>th</sup> Saturday

Po Box 1661  
Kea'au, HI 96749

