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# THE STARBOARD QUARTER

October 2007

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*photo by Katharine Madjid*

*"Na Hoa Holomoku of Hawaii Yacht Club aims to promote all forms of boating in East Hawaii. It is working towards setting up a permanent base for sailing activities in Hilo and is eager to encourage cooperation and activities with other boating associations, youth organizations, and yacht clubs."*

## **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**

## **Board of Directors Meeting Highlights**

**Oct. 2, 2007, Reeds Bay Hotel**

*reported by Dave Partlow*

Present:  
Dave Partlow (Vice Commodore)  
Jon Olson  
Ray Purifoy  
Janine Cohen  
Winston Albright  
Guadalupe Purifoy

Meeting was called to order at 18:50 at the Reeds Bay Hotel by Vice Commodore Dave Partlow.

3.1 Treasurer's report from September 2007 showed balance of \$388.55. Income \$359.78. Expenses \$78.79.

4.1 Janine reported 6 new members sign up in September, including 2 student memberships.

4.2 Membership dues were discussed as monies will be needed for upkeep of all boats used by the club. 2008 dues and fees will be increased to \$50.00 for regular membership, \$25.00 for students, \$30.00 for associates (off island). It was also advised that Hilo Sailing Org. and Reeds Bay Sailing will be increasing annual dues to \$100.00 for large boats, \$50.00 for small boats, students half price. NHH dues will cover using small boats and sailing on or crewing large boats on monthly Sunday sail days. Any member wishing to use any boat other

than on monthly Sunday sail day will be required to join Hilo Sailing Org./Reeds Bay Sailing. Janine motioned to approve 2008 dues as stated, John second. Motion passed.

5.2.1 Guadalupe reported all Hobi One and Walker Bay boats are registered. Still waiting on papers from YMCA for Sunfish.

5.2.2 There are apparently 2 Hobi One rudders missing. They will be search for at both sites.

6.1 Winston suggested that we look into being listed in a Yacht Club book. John stated that in the by-laws it states that one of the jobs of the Vice Commodore (West) is to do reciprocal privileges and suggested we contact Alicia concerning whatever book it is so that we can be in it. Janine later found that Yachting Club of America [www.ycaol.com](http://www.ycaol.com), would be the place.

6.2 Next workday will be 10-27-07, and focus will be on repairing Sunfish, fiberglass work. Boats 2 and 10 particularly.

Meeting was adjourned at 20:25  
Next meeting will be held at Reeds Bay Hotel, Tuesday, Nov. 6, 2007, at 18:30

## ***Big Boat Skippers***

*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 (New rate for 2008)
2. Be a current member of Hilo Sailing Org/Reeds Bay Sailing - \$50 annually\*
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 capsizing 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.

As you may remember, Barry and Pat started from Hilo a few years ago and sailed to Sitka, Alaska and on down to Campbell River, BC. Their voyage from Campbell River, BC to Mexico is well underway. Starting in May they made it to Vancouver, BC before their engine quit. They replaced their old Westerbeke with a 70hp Isuzu while in Vancouver and then headed down the Puget Sound and then out the straits of Juan de Fuca for Astoria. "Pacific Voyager" enjoyed a haulout in Astoria and while launching and moving to a slip their engine

mounts disintegrated which caused the alignment to go out and the transmission to fail. Luckily that was still under warranty with the folks who did the engine in Vancouver so a trip up there and back by auto and a new transmission install allowed them to motor up the Columbia River to Cathlamet. Former club members Chuck and Mitzi Christensen in Cathlamet were able to visit with Pat and Barry and give them assistance in getting the boat back to cruising condition.

Barry and Pat headed over the

Columbia River bar and were on their way non-stop San Francisco when a full fledged storm caught them about 40 miles offshore near Eureka, California so after some hairy moments and with great effort they pulled into Eureka for a much needed rest and to check the boat for damage. All was ok after a couple days rest. On Wednesday morning the 26th of September I received a call from Barry that they were just sailing under the Golden Gate bridge and that they would be tying up in Redwood City that afternoon. Well done to Barry and Pat!!

## Anton Adcock Aboard the Aphrodite

**I asked Carl to give us a rundown on the trip and also asked him to comment on motion sickness... I manage to break the sea sickness barrier on this trip being sick for a day and a half. It all started as we hit rough water and the hull was strewn with popped rivets and other loose items that were flung around. I spent the next half hour crawling on the floor picking it all up knowing that it was going to make me sick, and it did. I was sick that night, the following day but made a turn around. By the following morning I was keeping my food down, and started gaining strength. I did not succumb to motion sickness again until we finally docked at Waikiki. —Anton**

On Sunday the 7th of Oct 2007 we left Ko 'Olina Marina on the leeward side of Oahu for a trip to Hilo. I decided to go north of the islands with the hope that I could beat northward about 60 miles or so and then fall off to a beam reach down to Hilo. Also, by going north I knew that if I ran into any kind of trouble I could sail downwind to a safe harbor much more easily than I could beat to windward from a southern route. As it turned out, that was a good choice. We entered unprotected waters north of Kaena Point on Oahu about 1700. At 1722 we were NNW of Kaena Pt at 21deg 41.7173'N and 158deg 8.3152' W with a SOG of 4.4 knts and course 357 True. Winds were 15-20 kts from 050 T, seas 5 - 8 feet. We continued north through the night. About 0830 the next morning we came onto a port tack and attempted to maintain a course of about 127 deg True. But between leeway and current effect the best course I could manage was about 14- deg True with SOG

dropping between 2.5 and 3 kts during the night of the 8th. At one point our forward progress forced me to motorsail for several hours. As an aside, Aphrodite is a 46 foot schooner with Gallant sails (a double sided and battened airfoil design). She is essentially a junk rigged motor sailer. As such, she is not a weatherly boat. Her best point of sail is definitely abaft the beam! But she is easy to handle for one person and is quite a comfortable two person live aboard. By the morning of the 9th it was clear that we would not be able to continue to Hilo without making at least one more long tack northward. Another 60 miles or more of beating upwind. And I doubt that one tack would have been enough considering the current effect and the amount of leeway. So, at 0830 on the 9th I turned south into the Kaiwi Channel. This put us on a broad reach and the ride became much more comfortable. We rounded Makapuu Point and ran downwind for Ala Wai under foresail only to reduce stress on the rig. STW was about 4.5 to 5 kts, but SOG was 5.5 to 7 kts. We reached the Ala Wai fuel dock at 1345 on the 9th. In a couple of days I hope to motorsail over to Moloka'i and possibly even further east if conditions permit.

Sea sickness is one of those things that rise up to curse sailors every now and again. Some people are more susceptible than others. As a nurse practitioner I routinely prescribe meclizine 25 mg every eight hours beginning the day before going to sea. This doesn't guarantee complete relief of symptoms, but seems to prevent incapacitating illness. Meclizine was developed by the Air Force to prevent the development of motion sickness in fighter pilots. It rarely produces any side effects, but I have known one or two people to say it makes them a bit sleepy. Since it is an antihistamine, this side effect is not surprising. But it is very rare as evidenced by its continued use in the military.

Unfortunately, most people don't start taking it 24 hours beforehand. They wait

until they have symptoms. It is always much harder to "cure" sea sickness than to prevent it. As I recall, the current brand of Dramamine is, in fact, meclizine 25 mg. The same drug that is available by prescription. However, the over the counter Dramamine is much more expensive than generic meclizine. If at all possible, get your health care provider to prescribe you one table every eight hours. A 30 day supply (90 tablets) will last the average sailor a few years and the cost will be much cheaper! Other suggestions for treating motion sickness include the use of electrical acupoint stimulators available from various chandleries for about \$100, ginger and chamomile tea. I've tried the acu-stim wrist band, but found I frequently got shocked when I flexed my wrist. But there are people who swear by them. There are also non-electric wrist bands that put pressure on the same acupoints. I have no experience with the ginger or chamomile remedies. And there are some interesting glasses available for about \$150 that provide an artificial horizon that allegedly fools your brain into thinking that you're not really moving. There are testimonials on the web site, but I've not seen any independent reviews and I'm not willing to spring \$150 to try them out. And finally, never forget the simplest treatments -- get out in the open where you can see the horizon, stay active, don't lay down and close your eyes hoping it will go away. These actions will not banish motion sickness, but will help to make it more bearable. Oh, and don't do things that will make it worse -- like laying head down in the bilge changing engine oil in the middle of the Pacific while you breathe diesel fumes. Yuck! If all of this fails, you might try the approach taken by one of the fellows at Ko 'Olina. His wife has a lot of trouble with seasickness on their monohull, but not on multihulls. So his cure for her mal de mer is to sell his monohull and buy a trimaran! Good Sailing and Good luck! Carl Bostek S/V Aphrodite ☘

# Skipper in the Spotlight

## Interview with Jon Olson

by Nick Fillmore

I know exactly when I started sailing, I started on my eighth birthday, because I pestered my mother... I'm a California beach kid and my sister who was older was already married and she was living down in Hermosa Beach and we used to drive down there and visit her, and going down along the coast there was this little isolated body of water, like a brackish pond, right? And the guy rented these little boats on this pond and he gave lessons, and so every time we'd drive by there I'd see the kids out there on the boats and I'd go I want to *do* that. So, you know I kept pestering and kept pestering, so for my eighth birthday I learned to sail.

Of course on the beach I'd see the boats out there and I'd see the older kids—there was no marina then, but there was a breakwater in Santa Monica and there were sailboats moored behind the breakwater. The folks were members of a place called the Deauville Club, which was near the Santa Monica Pier. And we'd go down to the harbor; my father liked to fish... just being on the water, that's where we always wanted to play, on the beach.

My sister, while she knew how to sail, she was into fast powerboats. She was 11-State High Speed Slalom Ski Champion. She and her husband belonged to the LA Boat and Ski Club. So I'd get to go along with them. For a little gearhead, I was in hog-heaven, because I got to play with the big boy's toys: four or five hundred horsepower, twenty one foot ski boat. They'd take them out in the ocean; when it was calm, they'd run all the way over to Catalina Island. Los Angeles Harbor was flat in the morning, so we'd get out there and go like hell across the water.

But I didn't really get back into sailing until I was seventeen. We'd dabble with the catamarans, and we'd dabble with the sailboards. They had a bunch of rentals; we'd go places like Newport Beach or even Santa Monica Beach during the summer. They'd rent these things that were kind of like a sunfish but made of wood, and they didn't have a cockpit, you sat on top of it. They were very similar in shape to the sunfish. We'd get a hold of those and we'd take them out and play with them. We always had a sailboat around somewhere. Somebody always had a sailboat to play with, and when the gig kids wouldn't let us play with their toys any more, we'd go play with the sailboats.

Then when I got out of high school, I wanted to start building my own boats, because my uncle *was* a boat builder. As a kid I'd go down there and sweep out the shop

and watch what they would do. That was a thing I was always interested in.

His claim to fame was that he was a Grand National D and F Class Hydro Champion in the 30's—Hydroplane. So he had quite a business building those for people; in those days they were made out of wood. And he built bigger powerboats. The name of the company was *CollinsCraft*. And he also built small plywood sailboats up to about 25 feet. He had jigs for 16', 18', 22' power boats and a couple small sailboats. But mostly he built the hydros. He had a shop down on Figueroa and 11th, Clausen, or something like that.

But he was a real interesting guy... He looked exactly like Popeye: huge forearms, bulbous nose, a couple wisps of hair coming out of the top of his head, big ears... The guy was a genius; he got pulled out of school I guess in the sixth grade, because his family needed him to work in the family business during the depression. So he went to work as a plumbing apprentice, I don't know, ten, eleven years old. So he never got much formal education, but the guy could do very advanced mathematics just in his head. He had a plumbing shop, boat shop and a machine shop. And he would make these parts that were quite complex. People would bring him stuff that I could never to this day figure out how he did the math to set the machines up to do what he did. But he did it... So, he was an interesting guy: Smitty Collins.

...Of course he designed the boats all himself. He'd build jigs... They do it differently now because nobody builds wooden boats. They're all what they call "plugs," right? There either male plugs or female plugs; you either pour the boat over it or pour the boat into it. But in the days of plywood wooden boats and plank wooden boats, you had these jigs which were basically the stations or the bulkhead of the boat, secured to big heavy beams, and you'd mount those on the floor. Then you'd mount the actual bulkhead that was going to stay with the boat on those. And they had cutouts for the stringers and the keel and all that stuff. Fasten all of those, and then you'd put the skin on it. And then you'd take it off and paint it.

...Up until just recently it was ninety percent art and ten percent science. It's only been since the advent of computers that they've been able to model all of the different consequences of a boat moving through water. It's really a very complex set of things that happen. And of course when you actually put it in the ocean or in a body of water, they still have to make adjustments, because, you know, water is not water; water has different salinities based on its

temperature; you have wave motion; you have wind that is not regular. The model says the wind blows at X number of knots, but in real life we all know it doesn't, right? It goes up and down.

If you ever want to read an interesting book about it, read the one about the Herreshoff's. There were three brothers' most people don't realize that there were actually three of them. One of the brothers was the money man, who kept the books. There was the guy who was the builder. And there was the blind brother. and he was the one, they'd put him in the boat and he'd take it out and he'd sail it, and he'd tell them what was wrong with it. And from the inception of the America's Cup race in America till, you know, they all died, they dominated that. They built all the winning boats. All the finest yacht builders in the world tried to come and take it away from them; couldn't do it. Couldn't build a faster boat. They built all of the famous J boats.

The first boat—actually I *re*-built, was a Gulfwing 25, which was a little plywood boat. The hull was good but the superstructure they put on it, the workmanship was quite poor. It had partly rotted, partly just collapsed due to poor design. So I got it for I think twenty of twenty five bucks and re-built it and lived on it for like four years and just sailed it around in Santa Monica Bay mostly. And this is about the time Marina del Rey came into existence.

...So, I got out of High School, went off on a big surfing adventure in Mexico and came back. I was knocking around odd jobs. went to Santa Monica College for a couple of years, worked in a gas station.

I'd always been interested in engines, and I'd taken a few auto mechanic classes in high school, and I worked in an auto repair shop, but I was always messing of course with my sister's friend's boats. They had the big, the famous Chrysler 400 cubic inch Hemmy. The biggest guy on the block back then. So we were always messing with those, putting more carburetors on them, and bigger cams and all that stuff, trying to make the boats go faster. So, I started making a living at it. And I did some commercial diving, going out to the Channel Islands picking abalone and doing things like that, tried that for a while, you know, just kind of kick around, different things. I was still living on my boat... and somehow I wound up working. for the Chris-Craft dealer, there was a Chris-Craft dealer on Lincoln and Jefferson. He was an old guy, He was actually there before there was a marina, which I always couldn't quite figure out why. But he was getting business I guess from Santa Monica. Anyway, I ended up working

for him. He up and died. I came in one morning and the son was there... and he was going to close the business up. And I said, Well, what are you going to do with the inventory? He said, Well, I don't know. He just didn't want any more to do with the boat business. I said, Well, what about the customers? He said, I don't care. I said, Well, I'll take the customers. I'll take the inventory. I don't have enough money to pay you for it all right now. He said, Fine I don't care. He just wanted to be quit of the whole thing. You'll just have to get your own building, I'm going to sell the building. So, in a kind of de facto way I became the Chris-Craft dealer....

So there I was in the boat repair business. I had an inventory and probably thirty to forty full time service customers for whom we did regular maintenance; and of course people kept calling us, because back they couldn't get enough people. The summer I'd work seven days a week, twelve, fourteen hours a day. They kept putting slips in the water and people kept putting boats in them. So, it was instant success... Totally serendipitous.

Then a guy opened up this Samson Yard—the guys who started the ferro-cement boat craze were the Samson Marine Company out of Canada, and they were selling franchises. This guy bought a franchise, got a place on Lincoln Boulevard,

but knew nothing about building boats. All he knew was what was in the book from Samson. So, he called me up, initially to install these engines... I said sure and went down there and started putting these diesels in these boats. Well then they wanted to know who's going to wire it. And, you know, *Yeah, we do that.* And what about the rigging? *Well, yeah I know how to rig a boat.* I knew how to do that. I'd read all the books on the current ways of doing it, and figuring out all the dimensions on the rig and all that stuff, and of course the boats came with plans, so it wasn't completely out of the realm. So, I de facto ended up running that, too.

And again, hanging out in the boat yards you learn things like how to take a boat up out of the water, how to turn a boat upside down, in slings with cranes. You watch the guy a couple of times, and the guys say you want to try this, Well, sure. And the next thing you know, there you are, you've got a twenty ton forklift or a hundred ton crane and you're picking this thing up and you're rolling it over. So I led me I life of boating basically.

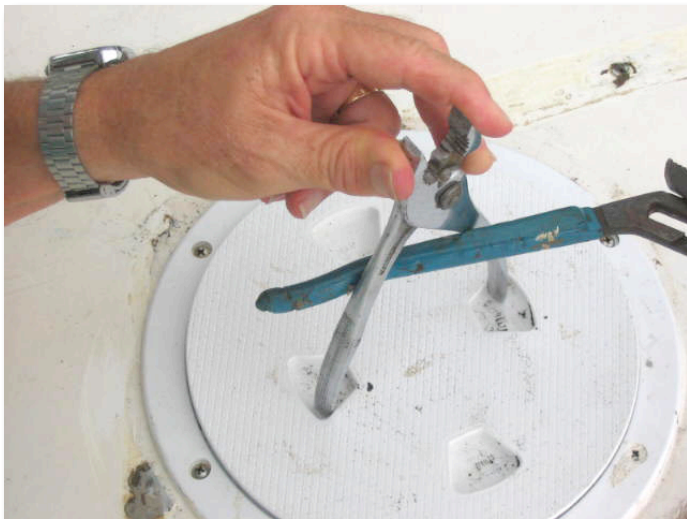
In 1970 I spent sixteen months in the sea of Cortez. That was one of those things as a kid I had always imagined doing. I built a 33 foot ferro-cement version of the Afghan Ingrid, which was a double ender; later on Westdale came along and built a whole

bunch of them in fiberglass. It was a very seaworthy, successful boat. Heavy, comfortable boat, not very fast. So we wandered around the Sea of Cortez and went to all of the places that were in the book, by Steinbeck.

And went back up to L.A. and started looking for something else to do. This guy who I knew was the Owens dealer, they built Powerboats, and I was the Owens service rep there. The guy asked me if I knew anything about building docks, I said, Well, you know, I've repaired these docks here because I've lived at the Marina all these years. So they hired me to re-build these 400 docks, and I hired on a crew of fifteen guys and we started building docks. They had just put up this apartment complex, so they hired a GP; well about three months out he has a heart attack, and they said Can you do the maintenance on this place. So then I had fifty guys working under me... One of the things that I had done right out of high school is carpentry boats. At that point I was living on my boat. And then I ended back up in carpentry again... so I did that for five years.

...Then I built my own boat and sailed here in 1979. (That was a 39 foot Cutter. I kinda sort of designed it, stole the lines off of something I liked. Took it from a trunk cabin

*See "Skipper" on p. 7*



*opening bilge porthole*

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

Dick and Janine Cohen, Susie Papanikolis, Ray Purifoy, John Luchau and Nick Fillmore cleaned out the sail sheds, hosed down sails, and inspected sunfish for leaks. We'll continue next month with fiberglass repair. See you there?



*Ray Purifoy inspects underside of Sunfish*

# Sail Day



*New Gear / photo by Robert Garry*



*Katharine Madjid assists Capsize Drill / photo by Robert Garry*



*Jon Olson and Katharine Madjid teaching Sailing 101*

"Skipper," continued from p. 5

to a flush deck, and from a ketch-rigged to a cutter. I had to re-step, re-locate the mast. If you understand the math involved you can figure out things like center of effort, center of gravity, center of buoyancy. From where the masts are stepped by the architect you can make the calculation where the mast should be ...

(Yeah, they don't build them that way any more; some of the back yard builder still do; epoxy lapstrake, where they build a plug and epoxy these strips of wood, double diagonal back and forth with strips, build it up. But now we've gone into epoxy, carbon fiber, kevlar. I mean, you look at the last issue of *Sail*, and there was some trimaran that comes up on hydrofoils and does like 48 miles an hour. It's amazing... like that gal that sailed that tri around the world last year in 78 days? Over 70 foot of boat, single handed. I mean they have helicopter pictures of this thing coming off 20 foot waves with two-thirds of the boat out of the water, going 25 miles per hour plus, headed into the next one... Figure out—at the tip of that hundred foot tall mast, you know what the load is up there? Whoa, hundreds of tons! When that thing slams into the next wave every 17-21 seconds. That's one hell of a ride; one hell of a boat to stay together with that kind of treatment.

Yeah, so I worked at Ala Wai Marina for awhile... I worked on a glass bottom boat, helped build the Activity Center at BYU. Then I came down here...

So many other things happened along the way. The other reason I came to Hawaii was I wanted to try my hands at the big waves... having surfed up and down the west coast...

Yeah, (as for sailing)... I've kind of sort of *been there done that*: my Career of shuffling boats up and down the West coast; got nailed by a hurricane out of Acapulco. I've certainly had my big seas adventures... at this point I'm happy teaching kids to sail; hopefully some of them will have fun with it like I did....

Sailing still is an art. It is by definition magic—right?—working with forces unseen. And it's every bit as interesting as it was when I was eight.

Magic always comes at a cost. There are those days that are memorable because they are just unforgettable, and there are long hours of tedium punctuated by moments of stark terror. That's one definition of sailing. But the payback is you're running across a moonlit ocean, you're running wing and wing twenty knots, there's moonbows out in front of you, it's warm, it's beautiful; there it is, it's in my brain and it's one of those things I'll never forget; dolphins and whales, all the things you see.

Whale season is coming; if you've ever been up alongside a whale, it would blow your mind. In the sea of Cortez I had a 60 sperm whale come up alongside the boat... and roll on his side, put his flipper down along his body so he could come up out of the water to look at us; I ran up and I grabbed the shroud and I leaned out, and we were about four feet apart; and he's looking at me and I'm looking at him... Of course his eyeball is about the size of a dinner plate... Yeah, okay. *Hi! How ya doin'?* This thing is the largest living thing on the face of the planet... ever. And there you are. And we're considering each other. And you come away with the sense that somebody's home....❖

**America's  
Boating Course**  
by the Coast Guard  
Auxiliary  
October 20,  
9am-3:30pm  
at Kuhio Wharf  
(near cruise ships)

\$40 includes book and  
lunch  
\$60/couple  
\$30 Students

Course is recognized  
by the National  
Association of Boating  
Law Administrators,  
and all states.

Come learn about  
boating safety, rules  
and regulations.

## Opportunities Aboard the Research Vessel Alguita

Captain Charles Moore, founder of Algalita Marine Research Foundation, will be in Hilo with his 50' Crowder Catamaran, Alguita, researching marine debris through January.

Captain Moore will be looking for day and overnight crew as well as volunteers

to haul in nets and learn to use some of the technology on board. For more information, visit their website at <http://www.algalita.org>

If you're interested, contact Holly Gray at [vesselsupport@algalita.org](mailto:vesselsupport@algalita.org)

*...and speaking of plastic debris:*

*We'd like to encourage everyone to bring their own re-usable utensils, plates etc. to cut down on plastic and paper waste at our pot luck events. Thanks.*

## 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  
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17 FOOT SAILBOAT. GLEN AT 968-6139,  
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**FOR SALE: 12' BUTTERFLY FOR SALE**  
FAST, FUN & WET...PERFECT FOR  
HAWAII. \$ 1,000.00...FREE TRAILER.  
CALL JHERRIE FOR APPT. 966-4868  
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**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

# MEDIA RECOMMENDATIONS

## websites

of course! <http://www.hilo-sailing.org/>

good for browsing- <http://www.apparent-wind.com/sailing-page.html>,  
<http://www.womensailing.org/links.htm>

[http://www.tollesburysc.co.uk/Knots/Knots\\_gallery.htm](http://www.tollesburysc.co.uk/Knots/Knots_gallery.htm) (animated knot tying)

<http://www.fish4fun.com/buoys.htm> (buoy ID)

<http://www.sailinglinks.com/glossary.htm>

<http://london.sonoma.edu/Writings/> (jack London's books online)

<http://etext.virginia.edu/toc/modeng/public/Mel2Mob.html> (Moby Dick online)

<http://www.geocities.com/Yosemite/Trails/2625/5shanty.html> (words to sea shanties and others)

## books

*Horatio Hornblower series*, by C. S. Forester

## \$\$\$ FUNDRAISING \$\$\$

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

IF ORDERING FROM AFAR  
INDICATE SIZE, STYLE, AND  
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## 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

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