HERB
KAWAINUI
KANE
Kailua-Kona, Hawaii 96740

File under Herb

December 5, 1979

Mr. Michael Tong, President
Ms. Marlene Among, Exec. Secretary
Polynesian Voyaging Society
P.O. Box 1900-A, Honolulu 96819

Dear Friends,

As a participant in the 1974-76 projects, I've read Finney's book,and wish to put the following statement on record:

The book is riddled with errors of omission, errors of emphasis, and gossip presented as fact.

None of the writing was checked with me for veracity before publication. The work is not scholarly, nor is it a comprehensive statement of the events.

There are some things in this world which can never be understood by those to whom they have to be explained; and one of these is the role of an entity such as Hokule'a as a statement of cultural significance and social purpose.

Those who could not understand this inevitably got their egos bruised. There could only be one "star" in the project, and that was the canoe, Hokule'a. Everyone else had to learn that the canoe was number one.

I have much more that could be said, which will probably have to wait for my memoirs. Not much of it is important or interesting anyway.

Aloha pumehana,

HERB
KAWAINUI
KANE

Kailua-Kona, Hawaii 96740

file

Dear Marlene,

David Roy is suffering through recovery from a stroke.

I feel it would help if some token of recognition such as a resolution moved and adopted and placed in the minutes of the next board meeting were made and a copy sent to him; for example:

"Whereas David Mauna Roy, in 1975 and 1976, freely contributed his knowledge of preparation of dried fish and he'e to the P.V.S. archives, and,

"Whereas he secured donations of several tons of fresh ahi and marlin, and, enlisting the help of other Kona Hawaiians, filleted, salted, and sun dried this fish as provisions for the ship's company of Hokule'a on her voyage to Tahiti and back, and

"Whereas David M. Roy in many other ways gave freely of his manao, and the hospitality of his home while Hokule'a was at the Island of Hawaii; therefor,

"Be it resolved that he be honored with the title of Makua Mea Loko Maika'i (benefactor) carrying all rights and privileges as a Life Member of the Polynesian Voyaging Society"

How about it?

Happy Holidays!

Herb

HERB
KAWAINUI
KANE
[redacted]
Kailua-Kona, Hawaii 96740
[redacted]

12/17/80

Dear Mauna,

Going through my files I noticed that I had kept a copy of your treatise on dried opelu and he'e which you kindly contributed to the project back in 1974, so I thought I would make a copy and send it to you in case you didn't keep a copy originally.

Reading it over again, I find it a very well-written, concise step by step description of the processes. It occurs to me that West Hawaii Today would be interested in printing this in case you should ever wish to share your knowledge with the public. You may wish to place a © after your name and the date in keep copyright within your family.

I don't know if I ever adequately in writing expressed the appreciation of the folks in the Polynesian Voyaging Society and my own for the tremendous effort you made in our behalf both to equip the canoe with authentic provisioning and the hospitality you and your family gave us on this island. If I've been so remiss, then please accept this as that statement. If I recall, I believe that you secured several tons of fresh fish, which you and your ohana cleaned and dried in traditional processes, and for which there was no way at the time in which we could adequately compensate you.
Many of those still involved in the P.V.S. remember your efforts, and I'm certain share my hope for your speedy and full recovery from your stroke.

Elizabeth and I send our warmest aloha and good wishes for a Happy Holiday Season to you and yours!

Me ke aloha nui,

Mr. David Mauna Roy
[redacted]
Kailua-Kona 96740

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TO: Herb K. Kane May 20, 1974

FROM: David K. Roy, Jr.

KONA DRIED OPELU

A widely practiced and efficient method of preserving fish, He'e, Puhi, etc., was that of drying and Kona was renowned for its dried Opelu, Molokai for dried He'e. Aku, Akule, Kahala, A'u, etc., were also dried. Favorites for local consumption included reef fish like Manini, Maiko, Pualu, Palani, Kala, etc.

The method for drying Opelu, Akule and other small fish as I learned from observation at first, then by way of commercial production involved the following steps.

A. Immediately after catching, the fish should be kept cool and under cover.

B. As soon as possible, after catching, cut and salt fish for drying.

1. Fish are cut on one side of dorsal line through the head, leaving the belly line intact. If fish are large, cut through bones parallel to spinal column, and cut flesh to allow salt to penetrate.

C. Spread open the cut fish, remove gills and viscera and the coagulated blood along the spinal column and wash the cavity clean.

D. Hawaiians in the past, rubbed the exposed flesh on both cut sections with the blood.

E. Slap the cut portion onto the salt which should then, being about even distribution over the exposed flesh. The skin section need not be treated in this manner as it will receive an adequate amount when the fish is stacked in the container.

F. Place the fish in a wide container with the salted portion down, and stack in layers as evenly as possible. The fish in each layer should be laid vertical to those on the bottom layer.

G. After all fish have been salted, place container under cover and allow to stand over night.

H. The next morning the salted fish should be washed thoroughly and soaked in water for one or two hours. During this period the water should be changed approximately two or three times. When salt can barely be tasted, fish is ready for drying.

I. In the past, there apparently were few flies to contend with and the fish were simply laid over coconut leaves spread on the sand, pahoehoe, or a'a in open areas and allowed to sun dry. Someone would stand by to guard against flies and animals. However, in modern times it has been necessary to construct screened drying racks to keep out insects.

J. During the drying process, the fish are laid with the skin portion exposed to the sun for the first half of the day. The second half of the day they are turned over. This is continued until thoroughly dried in order that the drying takes place evenly.

K. Hawaiians preferred their fish dried fairly hard and enjoyed them uncooked. Therefore, as a rule of thumb, three days of drying was necessary to reach this state, although smaller Opelu and Akule was ready to eat after two days of drying.

L. For extended use, the fish was laid out an additional day or so to be almost completely dried.

M. Dried fish was stored in containers which were such as to allow the passage of air but kept in a dry and covered area to avoid mildewing. For extended storage the fish are placed down in successive lines or rings until the area is filled, at which point, another layer is laid out. The number of layers in each container, of course, depends on the size of the container and average length of the fish. Generally, Opelu vary in size as follows: small - 6 "; medium - 8" - 10"; large - 12" - 14".

N. During the drying period and in storage, the fish must not be subjected to rain or moisture as the Opelu and Akule are sensitive and subject to spoilage. Fish spoiled during drying often appear to be good but may be found "itchy" when eaten. Some people may suffer severe itching sensations in the oral area, swelling of the face and throat, and so forth. Others are less sensitive and may not suffer any noticeable effects. While uncomfortable, these conditions are not serious and are usually of short duration.

Once completely dried, Hawaiians traditionally stored their finished product for as long as six months to a year in lauhala or ie'ie baskets or other containers such as to allow passage of air which in turn prevented mildewing from condensation, etc.

Treatment of Aku and other similar fish followed the same pattern.

Ke aloha nui loa

Marion K. Kelly

FROM: David K. Roy, Jr.

THE PROCESS OF DRYING HE'E (OCTOPUS)

The He'e was a highly relished food resource of the Hawaiian people and was eaten raw, cooked, and dried. For the purpose of this instance, we shall concern ourselves only with drying.

When the He'e is in season and catches are plentiful, the He'e was dried for future use. In processing the He'e for any manner of preparation (whether raw, cooked or dried) following stages are undertaken.

A. Freshly caught He'e are kept cool and damp.

B. Before drying, the Ala'ala (ink bags) are removed and salted for drying (usually to be used for other purposes although it is used as a flavoring ingredient when prepared for raw consumption).

C. The He'e is thoroughly pounded in an Umeke or hollowed stone usually found on the pahoehoe flats at the seaside. Approximately two handfuls of salt are used in the beginning of the process and more added as it dissolves.

D. The pounding is done in an up and down motion and involves grasping the central or head portion and pounding it on the rest of the body and tentacles. After as much as seven hundred strokes and intermittent washing, the whole becomes tender enough so that the flesh tears easily with a minimum of effort (of course, in practice, visual judgement sufficed and the individual did not count the strokes, however, as a means of expressing the length of time involved in pounding the number of strokes used by one oldtimer I knew, is used). The pounding process in salt serves two purposes; (1) the removal of mucous, and (2) tenderizing.

E. After pounding and rinsing off the extraneous matter, the He'e is hung up to dry for approximately three or more days.

F. When the desired state is reached, people of Molokai, renowned for their dried He'e, neatly braided the tentacles and stored the product in baskets or other containers which allowed the contents to "breath" and prevent mildew due to condensation and absorption of moisture.

G. Dried He'e is eaten either "as is" or broiled and cut into bite-size pieces.

Ma ke ala Pumehana

David K. Roy Jr.

HERB
KAWAINUI
KANE
Kailua-Kona, Hawaii 96740

3/4/81

Marlene Among
Polynesian Voyaging Society
P.O. Nox 19000-A , Honolulu 96819

Dear Marlene,

Back in 1976 a lady known as Penney would bring her mobile lunch stand down to snug harbor where reconstruction activity was going on, and she got to know most of the crew.
She took a lot of pictures and became a great fan of the project -- then put the pictures together into an album.

She says she gave the album to a fireman named Kimo or to the brother of Kimo, who was to show it to Kimo's mother, the to Kimo, then to return it to her.
I believe that this was after the canoe had left for Tahiti, or possibly after it had returned.

Now she says she has not bee able to get the book back and that Kimo has not returned her calls.

Enclosed is her full name and address on a card from the person who knows her and informed me about this.

She would dearly like to get her photo album and news scrapbook (which she says is absolutely complete on all clippings related to Hokule'a, and wishes to share with the P.V.S.)

Perhaps you could get in touch with Kimo or his mother?

Mahalo,

'Capt. Beans' Cruises in KONA on the Big Island.

Dear Herb,

This is the woman PENNEY
who has spoken with Beans
regarding the scrapebook
she made of the HOKULE'A.

VIRGINIA M. VAWA
[redacted]
Honolulu, Hawaii 96817
[redacted] nite
day

Fireman Kimo had a brother.
Gave book to Kimo's mother.
Kimo was to get book.

LUCK and ALOHA,

Beans

Hawaii's First and Best featuring romantic Sunset and Moonlight cruises along The Kona Coast, providing an experience unique to KONA with all the entertainment, all the food and all the beverage packed into a memorable fun-filled Polynesian Party.

Photo by: W. Leo Rankin © 1977

POST CARD

HERB KANE
[redacted]
Kailua-Kona, Hi 96740

INTELLIGENCE CENTER PACIFIC
[redacted]
FPO SAN FRANCISCO 96610

22 October 1975

Mr. H. K. Kane
[redacted]
Honolulu, Hawaii 96821

Dear Herb,

I have discussed an "air bag" emergency floatation system for Hokulea with various Naval salvage experts at Pearl Harbor. They believe that this is a feasible scheme with very little development risk.

Navy salvage makes extensive employment of inflatable floatation devices. They use as a standard operating procedure small but long bags to float heavy salvage cables and larger, more uniformly shaped bags for compartment de-watering. All their equipment, however, is currently activated by pumping compressed air into the bags vice bottle triggering. They believe this modification could be worked out by the supplying company.

I have two names that supply this type of equipment to the Navy:

A. A. PATTEN CO., Inc.
[redacted]
Manchester, Connecticut 06040

and

R. F. Inc.
Grantsville, West Virginia 26147

My suggestion is that you write these companies with a sketch of your hull interior and dimensions. I would like to receive a copy of your letters and replies, as I am going to Washington next month and if you desire, I would be willing to take it up with ~~my~~ our engineers in the Bureau of Ships.

lb

Hope everything else is working out for you. I understand the recent workshop was very well conducted. A few of my people I talked into attending are now ardent fans and future supporters.

Best to All & Aloha

Earl

E. C. BOWERSOX, Jr.

CAPT E. C. Bowersox, Jr., USN
[redacted]
Aiea, Hi 96701

:)

HERB
KAWAINUI
KANE

Kailua-Kona, Hawaii 96740

October 27, 1979

Dear Marlene

I haven't seen it, but I heard that there was an article in the paper recently that was not very favorable toward Hokule'a, regarding the 1976 voyages.

If you have a copy of this article I would be grateful to see it. I'll return it.

Aloha,

Herb

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HERB
KAWAINUI
KANE

[redacted]
Kailua-Kona, Hawaii 96740

refer to Mike/Wally

April 24, 1979

Marlene Among,
Administrative Secretary
Polynesian Voyaging Society

Dear Marlene,

I was delighted to get your note about Hokule'a sailing again!

One question came to mind the last several times I've been in town on quick business trips, and seeing the sails furled up to the masts. Is the material in the new sails resistant to sunlight (ultraviolet) and to scuffing by the wind?

Would it be worth while considering dropping the sails (furled to the spars) on to the deck when they are not going to be used for several days, and covering them? If they are of regular canvas they will last much longer this way. You might wish to check with the sailmaker for his recommendations on conserving the sails.

Aloha,

HKK

Gave Copies to: Mike, Wally, Ant, Nainoa
4/30/79

13

ILLEGIBLE

HERB
KAWAINUI
KANE
Capt. Cook, Hawaii 96704 [redacted]

New Address: [redacted]
Kailua-Kona 96740
New Phone: [redacted]

Mr. Michael Tongg, President
Polynesian Voyaging Society

Sept. 18, 1978

Dear Mike,

I feel compelled to address some remarks to the following excerpts from the August 3 minutes:

The Queen Liliuokalani Canoe Club headed by Colin Lum and the Lahaina Canoe Club requested thru M. Tongg if they could use the Polynesian Voyaging Society tax exempt, non-profit status for the collection and redistribution of their donations made to their clubs.

It was unanimously disapproved. This type of participation would not be to the best interest of the Polynesian Voyaging Society.

We have minutes of a 1976 Board Meeting committing the Society to helping canoe clubs which do not have their non-profit status. For this reason, I suggested to Mr. Colin Love, attorney, and board member of the Liliuokalani Canoe Club, that a $4,000 gift from Mr. Ken Michaels be made as a restricted gift to the P.V.S., which in turn would make a grant of that amount less bookkeeping fee to the club. Our attorney, Larry Burkhalter, in 1976 cleared the way for this type of assistance, which is in keeping with our chartered purpose as a Society dedicated to promote canoe activities. Also, it looks good on our IRS reports to show that this kind of charitable work is being done.

As you'll agree from your many years in canoeing, there's no sport in Hawaii that depends more heavily on volunteer service to provide a culture-based recreational activity. PVS can do good work by helping canoe clubs that have not yet gained their tax-exempt status. Won't you reconsider this decision?

It was discussed by Board members that if inflatable floatation devises were not installed in Hokule'a, Herb Kane would seek legal action to restrain her from sailing. According to naval architects because of the design of the canoe this type of safety mechanism is not suitable. Hokule'a was not built to withstand pressure from within.

It was moved and seconded to accept the Canoe Committee Report. The motion was carried.

Well before the Kauai swamping I've been urging the use of inflatable floatation. At that time the Navy would have helped. When my contact was transferred in Sept., 1975, he gave me the addresses of several manufacturers, which I passed on to the canoe committee, and which were lost.

Now I'd like to know the names of the "naval architects" mentioned in the minutes; because they should be informed that inflatable floatation does not create internal pressures in the hull. These are neoprene-impregnated canvas bags which can be inflated with CO2 cartridges, and which are made to fit in compartments and not to inflate to a larger volume than the hull allows. Their current use is in yachts, most of which have hulls of less strength than Hokule'a's.

Another argument that has been made against these devices is that there wouldn't be time to empty the cargo out of the hulls before inflating them. Let's think this over. If a hull is swamped and spars and rigging cut down to prevent a capsize (as was done off Kauai) the crew then has plenty of time to empty the hull before inflating the air bladders. Also, if a hull is stored in the Polynesian method of hanging cargo in net bags, it can be emptied quickly. The use of net bags also keeps the cargo away from bildge water and helps keep materials aerated so they will not mildew or spoil. This method was agreed upon back in 75, and was one of the seemingly small but important items which were disregarded in 1976, over my protest.

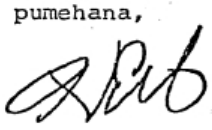
Inflatable floatation will refloat a submerged hull, thus saving the vessel and saving lives. There is much junk floating on the ocean today. With inflatable floatation Hokule'a could hit a log and still make it to Tahiti with a hole in her hull. Because of the wracking strains created by flexible lashings, the hull will flex; thus, the expenditure of more than $50,000 since the Kauai swamping to try to build watertight integrity into the hulls has been an excersize in futility. For much less money, Hokule'a could have been outfitted with tailor-made floatation bladders, or even with inflatable air rollers used to beach small boats. Coupled with an alert bailing watch (another Polynesian tradition) neither swamping need have occured.

Please get addresses of manufacturers from Wisdom Rubber, or from the Navy or Coast Guard, and get estimates; then compare the costs-benefits of inflatable floatation before rejecting the idea.

Yes, I will take legal action to restrain Hokule'a from making long trips without this relatively cheap and non-integral safety measure, and I would do this in the same spirit in which I would restrain a friend from stepping in front of a moving truck.

Mahalo for all the good work you folks have been doing.

Aloha pumehana,



Dr. Ben Young;

Just read your proposal, and I want you to know that I support it 100%.

It's a hot-seat job, and I know that you are more than enough of a man to handle it. I hope that the board will not shy away from something like this or try to diminish the authority that must accompany responsibility.

Aloha pumehana;

Herb Kawainui Kane
NEW ADDRESS: [redacted]
Kailua-Kona 96740

New Phone: [redacted]

I'd be pleased if you could communicate the substance of this message (and the new address) to the secretary and the board. Mahalo!

8/29/78 Sent copy to
Dr. Young. mw

File

HERB KAWAINUI KANE
[redacted]
Kailua-Kona, Hawaii 96740

February 6, 1980

Michael A. Tongg, President
Polynesian Voyaging Society
173-C S, Kukui St.
Honolulu 96813

Dear Mike; Inflatable Floatation and Storm Drill for Hokule'a

There seems to be some mistunderstanding regarding my requests for inflatable floatation for Hokule'a. Comments made in meetings as reflected in minutes suggest that some members think of inflatable floatation as something that must be used immediately if the hull is swamped or in danger of swamping. This is not the idea.

What must be done immediately in such a situation is to cut down all sails and spars and jettison the deck shelter (the latter if the wind is severe) to lower the center of capsize and prevent capsize. Then the crew can get to emptying the hull, first removing cargo (which is best stored by slinging it in bags or netting), then inflating the floatation, whether it be neoprene-canvas bags tailored to fit, or simply inner tubes.

The whole idea is simply to raise the gunwales high enough above water so that the hull can be bailed or pumped out.

If inner tubes are used, they should be kept collapsed under a strong netting (as can be quickly made of 3/16" nylon rope) and the netting should be fastened securely to the interior of the hull. When the device is inflated, upward pressure on the netting will raise the gunwales clear of the water. The idea is not to fill the hull with air completely.

Hokule'a should go to sea with a ship's company that are confident that they can survive a major storm. The drill for such an emergency should be to deliberately swamp both hulls. This ancient technique is still practiced in Micronesia.

A swamped canoe will ride as steady as a partially submerged log. It will not skate downwind and lose position. A breaking wave will not be able to roll the canoe over. The crew, with harness fastened, sits in the swamped hulls. In Micronesia they do this with water up to their chest, and suffer less exposure than if they were up on a deck, for the water is much warmer during a gale. They will sit this way patiently until the storm blows itself out completely, then bail out the canoe,

Ventilate air

19

raise the spars and sails and continue on their way.

For Hokule'a this would be a much safer way of riding out a survival storm than trying to use a sea anchor or skating dangerously downwind, losing position and exposing the crew to the danger of capsizing in a beam sea.

The major difference between Hokule'a, which is wood and fiberglass, and and ancient canoe, is one of buoyancy. Hokule'a needs additional floatation provided to raise the gunwales above the water. Some buoyancy has been gained, I am told, by enclosing inflated truck inner tubes in the end compartments. The question is: is this enough?

also, are inner tubes sufficiently stable for long-term inflation? I've used plastic bleach and juice bottles, capped and taped, for a long time successfully in a smaller canoe.

If the floatation added to the end compartments is not enough, then the addition of inflatable floatation as I've described (lashed or netted to the bottom of the interior) must go in.

There's been much difficulty in the past caused by different views on whether or not a hull must have watertight integrity. I claim that it need not.

There is a tremendous difference between the ancient concept of the open wooden boat, and the modern concept of the watertight hull.

Many modern sailors have an irrational fear of taking water in a hull. Some of our past directors whose experience has been entirely with modern catamarans have been unable to accept the concept of the open boat. As a result, after the first swamping the interiors of Hokule'a were rebuilt at a staggering cost which wrecked our first budget. This was needlessly done to satisfy those who feared the open boat concept. The same persons would not approve my requests for inflateable floatation and for netting in which to hang the cargo. Instead, they attempted to turn the hulls into modern hulls with watertight integrity. Unsuccessfully.

Getting back to storm drill, however, an open boat with floatation equal to that of a wooden hull is far safer than a sealed hull. with no interior floatation devices or without positive floatation (such as foam).

Aloha

cc: Gordon Piianaia

Well before the Kauai swamping I've been urging the use of inflatable floatation. At that time the Navy would have helped. When my contact was transferred in Sept., 1975, he gave me the addresses of several manufacturers, which I passed on to the canoe committee, and which were lost.

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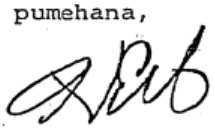
Please get addresses of manufacturers from Wisdom Rubber, or from the Navy or Coast Guard, and get estimates; then compare the costs-benefits of inflatable floatation before rejecting the idea.

Yes, I will take legal action to restrain Hokule'a from making long trips without this relatively cheap and non-integral safety measure, and I would do this in the same spirit in which I would restrain a friend from stepping in front of a moving truck.

Mahalo for all the good work you folks have been doing.

Aloha pumehana,



MESSAGE

TO Paige DATE 9/29/77

FROM Herb Knne TIME 9:00

OF _____ PH. _____

MESSAGE See Attached - As dictated to me over the phone.

( ) Please call
( ) Will call again
( ) Returning your call

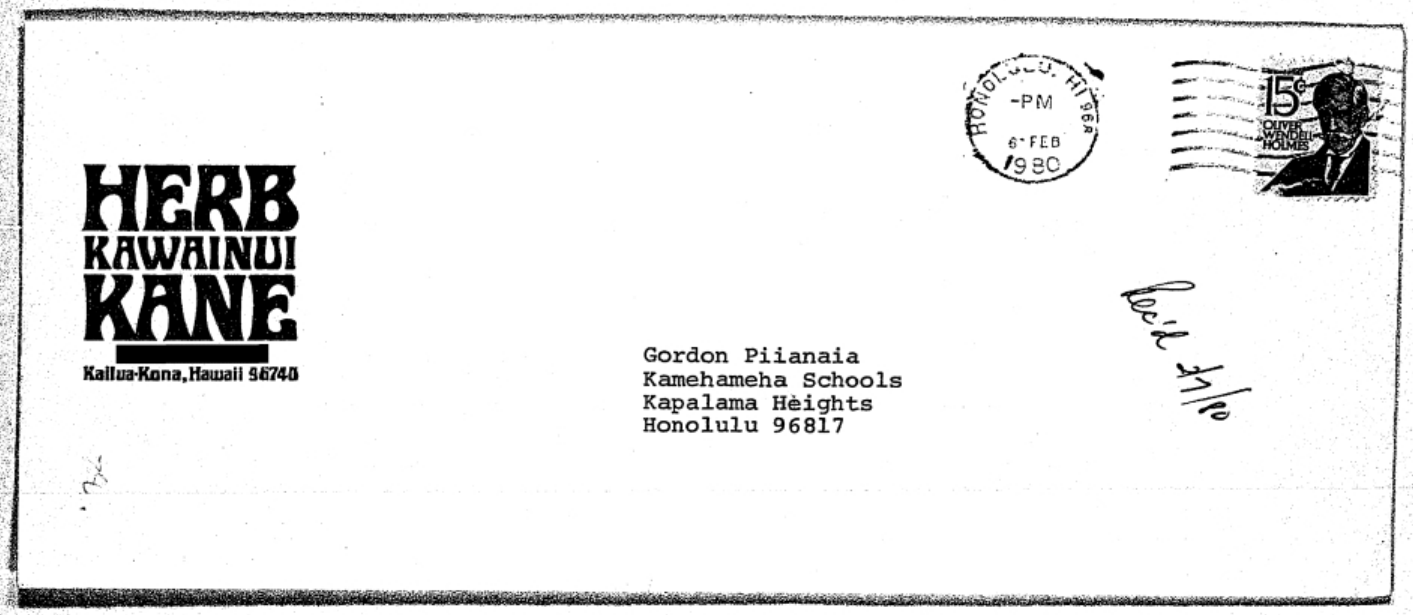
( ) Wants appointment

Received by

1.

2. In-House Inquiry

3. Public Response



HERB
KAWAINUI
KANE
Kailua-Kona, Hawaii 96740

HONOLULU, HI 968
-PM
6 FEB
1980

15¢
OLIVER WENDELL HOLMES

Gordon Piianaia
Kamehameha Schools
Kapalama Hèights
Honolulu 96817

Reid 2/11/80