

These min. are not
complete, for additional
min. see those filed
with Comm. reports:
Steering & Canal Comm
L.H. 739

POLYNESIAN VOYAGING SOCIETY

BOX 6037 / HONOLULU / HAWAII 96818 / (808) 841-3966

CANOE COMMITTEE MEETING

Thursday, January 11, 1979
791 Sunset Avenue
6:00 P.M.

PRESIDENT

MICHAEL A. TONGG

VICE PRESIDENT

JO ANNE STERLING

TREASURER

ANTHONY GUERRERO, JR.

SECRETARY

RENEE MILLER

BOARD OF DIRECTORS

PAIGE KAWELO
BARBER

KEALIPUAIMOKU
FROISETH

DAVID B. K. LYMAN, III

JERRY K. MULLER

SIEGFRIED RAMLER

AUGUST YEE

BENJAMIN B. C.
YOUNG, M.D.

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CHARMAN AKINA, M.D.

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KENNETH P. EMORY, PH.D.

BEN R. FINNEY, PH.D.

WALLACE F. FROISETH

SAM KAAI

HERB KAWAINUI
KANE, M.F.A.

G. ZULU KAUHI

PO'OMAI KAWANANAKOA

ED KEALANAEHEL

REVEREND

JOHN KRUSE

FRANCIS KAINOA LEE

GORDON PIIANAIA

Attendance:

FROISETH, Wallace
LYMAN, David
MERSENEAU, Marion Lyman
MILLER, Renee
MCGUIRE, Buddy
PIIANAIA, Gordon
STERLING, Jo-Anne
STERLING, Leon
TONGG, Michael

ITEMS OF DISCUSSION

- A. Annual Budget (Attached)
- B. Two Year Schedule (Attached)
- C. List of Captains (Attached)
- D. Need request to Kamehameha Schools for use of shop facilities and storage - preparations for Tahiti voyage, etc.
- E. Costs of interisland trips estimated at \$150.00 (food and fuel) one way.
- F. Safety items being purchased.
- G. Tests after receiving materials ordered and installed (line to complete rigging)

HAWAII



TAHITI

BICENTENNIAL VOYAGE OF REDISCOVERY
HOE AKU I KA WA'A

Page Two
Canoe Committee Meeting
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A. ANNUAL MAINTENANCE BUDGET - HOKULE'A

Vessel Supervisor	\$24,000.00
Drydocking - One Week	1,000.00
Paints, Caulking (8 gallons top/25.00) (3 gallons bottom/50.00)	600.00
Assorted Items Watco Oil, Nails, Screws, wood	200.00
Engine Overhaul Fuel, Oil, Plugs, etc.	400.00
Batteries, Lights, Flashlights, Bungee Cord	400.00
Hatch Cover Gaskets Glue	100.00
Sails - per set (\$1,500.00 for three years)	500.00
Running Gear Lines 5/8" - 2400' - \$1,680.00 1/2" - 1200' - 600.00 3/8" - 2400' - 720.00 1/4" - 2400' - 360.00	1,120.00
TOTAL for three years \$4,360.00	
Lashing - Iakos - 4800' \$1,440.00 for three years	500.00
Miscellaneous Items Replacement	100.00
Life Jackets - 20 \$18.00 - \$360.00 for three years	120.00
Radio - V.H.F.	50.00
TOTAL	<u>\$29,090.00</u>

Page Three
Canoe Committee Meeting
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B. TWO YEAR SCHEDULE

1979	January	Completion, Test, Coast Guard Clearance
	February	Kealahou Bay, Hawaii
	March	Captain Cook's Celebration
	March	Navigational Research and Training
	April	Navigational Research and Training
	May	Navigational Research and Training
	June	Windward Side Oahu - Haleiwa - Kualoa
	July	Maui
	August	Molokai
	September	Kauai
1980	GRANT PROGRAM	
	October	Honolulu, Teacher's Training
	November	Pier 12
	December	Windward Side of Oahu (Kaneohe)
	January	(Possible Tahiti Voyage)
	February	
	March	Annual Maintenance
	April	Haleiwa
	May	Haleiwa
	June	Nawiliwili, Kauai
	July	Nawiliwili, Kauai
	August	Kahului, Maui
	September	Kahului, Maui
	October	Annual Drydock and maintenance
	November	Preparation for Tahiti voyage
	December	Preparation for Tahiti voyage

Page Four
Canoe Committee Meeting
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C. LIST OF HOKULE'A CAPTAINS

AHEE, Abraham
FROISETH, Wallace
KALALAU, Sam
KAPAHULEHUA, Kawika
KEALANA, Buffalo
KRUSE, John
LYMAN, David
LYMAN, Kimo
PIIANAIA, Gordon
PIIANAIA, Norman
STERLING, Leon
THOMPSON, Nainoa

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BOX 5037 / HONOLULU / HAWAII 96818 / (808) 841-3966

MINUTES

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ED KEALANAEHE,
REVEREND

JOHN KRUSE

FRANCIS KAINOA LEE

GORDON PIANAIA

CANOE COMMITTEE MEETING

November 8, 1978
791 Sunset Avenue

Attendance:

FROISETH, Wallace
STERLING, Jo-Anne
STERLING, Leon
THOMPSON, Nainoa
TONGG, Michael

M. Among
K. Froiseth

The meeting was called to order at 6:45 P.M. The purpose of the meeting was to review the report from the U. S. Coast Guard along with ideas and recommendations from the Canoe Committee, and to plan the course for the completion and repairs for Hokule'a. M. Tongg expressed that the deadline for the completion of Hokule'a should be January 1, 1979, and tests should be done before she sails again.

The Coast Guard report was reviewed as follows:

- A. COAST GUARD - "There is no evidence that an inclining experiment was ever conducted. I have recommended that such an experiment be accomplished before any further sea-going operations be undertaken."

CANOE COMMITTEE - It was agreed that this experiment could be done with caution. The problem lies with uprighting Hokule'a and the damages that might be involved. Further discussion with the Coast Guard needs to be done regarding this experiment.

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BICENTENNIAL VOYAGE OF REDISCOVERY
HOE AKU I KA WA'A

- B. COAST GUARD - "That lashing be renewed as necessary to ensure structural integrity."

CANOE COMMITTEE - The Coast Guard report did not specify where the lashings appeared to have exceeded their useful life. Feels that they might be talking about the cross pieces. The Canoe Committee will look over the lashings and replace those that are needed. It was also suggested to take a sample of the lashing and send it out to test its strength.

- C. COAST GUARD - "All compartment hatch coamings raised at least 10" from the deck, and fiberglassed for re-enforcement."

CANOE COMMITTEE - The hatch coamings have been raised, but not fiberglassed. The Canoe Committee felt that fiberglassing was not necessary for the strength of the hatch coamings and will discuss this point with the Coast Guard.

- D. COAST GUARD - "All compartment hatch covers made watertight with secure fastenings and tested satisfactorily."

CANOE COMMITTEE - At present the hatch covers are water tight with screwed in half rings on each side to hold bungee shock cords that are pulled over each of the four corners. A simple test was made while on drydock with water hose pressure about June 1978. Testing for her neutral buoyancy will be discussed with the Coast Guard.

- E. COAST GUARD - "All deck scuppers have a freeing port area of not less than 9 square inches per running foot of bulwark."

CANOE COMMITTEE - The scupper holes do not comply with the minimum ratio requirements of the Coast Guard. The scupper holes in all end and second to rear compartments were increased in size from 2" to 2 1/2". Also additional holes were added on the inside of rear compartments. It is felt that 3" diameter holes in every foot would materially weaken the hull. Also all decks where the crew sleep would be awash even if scupper flaps were installed. Two points will be discussed with the Coast Guard: a. more scupper holes will weaken the hull of Hokule'a, b. the crew will be sleeping in water. Further tests need to be done.

- F. COAST GUARD - "That spray shields be designed so that water, to the maximum extent possible, is deflected from the deck."

CANOE COMMITTEE - It was agreed that the spray shields could be improved from its present design. The shields need improvement around the fit of the iaku. This is where it actually takes in water. A boot should be fitted around the iakus. Further discussion regarding the spray shields was left open for another time.

- G. COAST GUARD - "That one fixed hand bilge pump be installed, capable of pumping not less than 10 GPM, in each of the following compartments Nos. 2 port and starboard, and Nos. 6, port and starboard. These pumps should be capable of operation without removing the compartment hatch covers."

CANOE COMMITTEE - This has been done. Hokule'a has 30 GPM instead of 10 GPM. The pumps were installed but taken off for safety reasons. The covers need completion. L. Sterling pointed out that the Coast Guard refers to compartments #2 and #6 compartments port and starboard. This should be clarified with the Coast Guard and numbered #1 and #7 compartments that take in water.

- H. COAST GUARD - "That solid floatation (e.g., styrofoam, polystyrene) be inserted in each of the following compartments: Nos. 1 port and starboard, and Nos. 7, port and starboard.

CANOE COMMITTEE - L. Sterling feels that #0 and #8 port and starboard hulls should have the floatation gear. When #1 and #7 compartments are full of water, they have a tendency to bring the vessel down further into the water than she should be. M. Tongg recommended putting the same type of material that boogie boards are made of into the compartments. More discussion and more testing needs to be done in this area.

- I. COAST GUARD - "I would like to emphasize that all of the safety and lifesaving equipment carried on board will be of minimal value unless all members of the crew are knowledgeable and familiar with its use."

CANOE COMMITTEE - W. Froiseth indicated that this is a matter of thorough training of the crew members as to the location and use of all safety equipment on board.

It was decided by the Canoe Committee to schedule Saturday and Sunday, December 2 and 3, 1978 to complete most of the work on Hokule'a. A generator will be needed at Pier 12, so a request must be made to A. Guerrero. W. Froiseth suggests in getting some type of material to preserve the sails.

The meeting was adjourned at 8:30 P.M.

POLYNESIAN VOYAGING SOCIETY

BOX 6037 / HONOLULU / HAWAII 96818 / (808) 841-3966

July 17, 1978

PRESIDENT

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SECRETARY

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TO: POLYNESIAN VOYAGING SOCIETY

FROM: LEON PAOA STERLING-VESSEL SUPERVISOR

SUBJECT: HOKULE'A TRAINING PROGRAM

Finalization's are being made with several key people
to start the programs which are listed below:

A. CANOE

By: Leon Sterling
Now in Progress

1. Function
2. Design
3. Various parts of the canoe
4. Maintenance
5. Wood work
6. Raw materials

B. RIGGING

By: Leon Sterling

1. Shroud lines
2. Halyard lines
3. Sheet lines
4. Stays
5. Triesting lines
5. Anchor
7. Docking lines
8. Knots
9. Splicing
10. Wipping
11. Lashing

HAWAII



TAHITI

BICENTENNIAL VOYAGE OF REDISCOVERY
HOE AVU I KA WA'A

C. SAILS

By: Leon Sterling

1. Points of Sail
2. Points of trim
3. Sail repair
4. Maintenance of sails
5. Lashing of sails to booms and gaff

D. TACKING

By: Leon Sterling

1. Procedure/coming about
2. Use of center sweep
3. Trimming/placement of booms

E. HELMSMANSHIP

By: Leon Sterling

1. Port and Starboard paddles
2. Center sweep
3. All aspects depending on weather conditions , steering and safety rules. Comprehension to all elements.

F. WATCH DUTIES

By: Leon Sterling

1. Overall procedures

G. ANCHORING

By: Leon Sterling

1. Methods of anchoring

H. ENGINE

By: Leon Sterling

1. Operation
2. Maintenance

I. RESCUE TECHNIQUES

By: Linda McCleary
Sea Grant Research

1. Safety equipment and their uses
2. Man overboard
3. Survival gear
4. Red Cross (McCreary)
5. Ocean Survival
6. Drowning Techniques (McCreary)

J. FIRST AID

By: Charman Akina, M.D.

1. Physical Fitness

Page Three
Hokule'a Training Program

K. NAVIGATION

By: Steve Somsen
Instructor University of
Hawaii-Navigation

1. Instrument
2. Plotting

L. HISTORY

By: Homer Hayes

1. Polynesians
2. Canoes

M. TERMINOLOGY

By: Leon and Homer

1. Common phrases used in boating

Kawika Kapahulehua has offered his expertise in all the phases of the Training Program. Also, please note that all the instructors are donating their time to the Training Program.

To: Polynesian Voyaging Society

From: Canoe Committee, Mr. Wallace Frosieth, Chairman

Subject: Progress Report, Hokule'a

B

On March 27, 1978, a crew of ten people, supervised by Mr. Wallace Frosieth, went into Waihole Valley. Hau logs were cutted, transported to Pier #12, stripped and soaked along side of the pier for a period of 3 weeks.

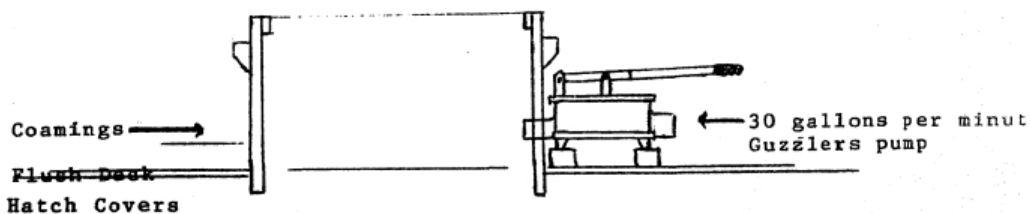
Since the lost of the canoe's sails, Mr. Leon A.P. Sterling, contacted Mr. Ben Finney, for drawings of the canoe. Specifications were taken and submitted to Mr. Sonny Nelson, sailmaker. The sails are now being made up. A deposit of \$250.000 was paid to Mr. Nelson.

The canoe canvas, that covered the both hulls, were taken back to "Manu Lewa", sails for repairs. A deposit was also made to Mr. Bob Ewing. A total of \$250.00.

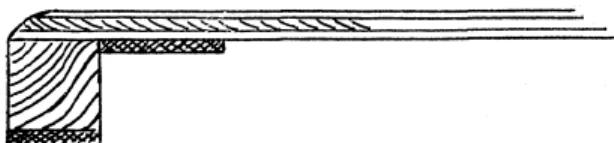
Modifications:

Coamings

Original design of the coamings were $1\frac{1}{2}$ " off the existing hull decks. They have now been raised to $10\frac{3}{8}$ ".



Rubbber gaskets size $1\frac{3}{4}$ and $1\frac{1}{2}$ " were installed to the hatch covers.



Water pumps "Guzzlers" 600H, were installed to compartments 1's and 7's. Capacity of these pumps are 30 gals per minutes.

List of work details performed, by myself, Mr. Leon A.P. Sterling, and his wife Jo-Anne. Both Mr. Michael McGuire, and Mr. Chad Baybayan, donated their services one week-end. Mr. Clifford Kaponu, has dropped by periodically to work on the canoe.

1. Both hulls have been sanded, patched and ready for painting.
2. Starboard and Port bows, patched/fiberglass
3. Stanchion posts (hau) ready for replacement to original positions
4. Starboard and Port manu's, sanded, fiberglass/ready for painting
5. Removed damaged bamboo from the Pola (platform)
Permit from the State Forestry, bamboo was cutted from the Kahili Valley area, and now stored at Kamehameha School.
6. Fourteen (14) coamings have been modified, and installed.
7. Fourteen (14) hatch covers have all been installed with rubber gaskets. Double security.
8. Fabricated by Leon: 2 Tool boxes, measuring 4'x1'
2 Storage boxes for safety supplies, measuring 18"x12"
9. Now in the process of installing the gunwales (Mo'o).
Materials: Clear fir and Mahogany

Submitted to the board, is a cost invoice of materials and millwork that Hokule'a has incurred up to this date.

Additional work to be done:

1. Fabricate the Hale (house)
2. Fabricate the galley
3. Construct the "Ihu" boom
4. New cleats and doughnuts
5. Standing and running rigging
6. Sand masts and gaffs, repairs any damages
7. Replace all safety gear
8. Replace all caulking on the canoe
9. Water test all modifications (newly constructed)

Repair work at Keēhi Drydock, is estimated from two to three weeks, before the Hokule'a is ready to go into the water.

To: Polynesian Voyaging Society

From: Canoe Committee; Mr. Wallace Froiseth, Chairman

Subject: Progress Report, Hokule'a

A. Work Completed

1. Raised all 14 hatches to 11" high off deck
Finished complete with beading at corner joints and painting.
2. New covers for hatches completed and installed and all hatch covers have double rubber seals installed.
3. Patched all glass worn spots and holes on manu's, filled spots and sanded and ready to paint.
4. Entire hulls patched and sanded ready to paint. (Probably Monday 6/5/78)
5. Fabricated and glued on raised gunnel ends of Starboard hull
(Port hull to be glued on Friday 6/2/78)
6. Milled gunnel top rails ready to install when gunnels have been calked and tied on. (Probably will be done when afloat because we have to vacate the Drydock next week.)
7. All new gunnels made and painted ready to calk and tie onto hulls once raised ends are glued on.
8. Worm shoe repaired, patched, glassed, calked as needed and treated for worms - ready for hull paint.
9. Set up one 30 G P M pump in each end compartment of hulls, so they can be worked without opening hatch covers.
(Two spares also purchased as per Coast Guard Recommendation.)
10. Scupper holes in compartments #6 & #7 of both hulls have been increased in size from 2" to 2½" in diameter and a third 2½" hole added on the inboard sides only of both these compartments.
11. Picked up motor mount and cleaned up ready for use with motor when afloat.

Canoe Committee Progress p. 2 Continued:

B. Immediate Work to be Accomplished:

1. Recalk port bow manu ----- Friday
2. Glue on port hull raised gunnel ends ----- Friday
3. Paint both hulls ----- Monday
4. Calk and tie on gunnels to hulls ----- Hopefully before we
come off drydock next week.
5. Put on gunnel rails
6. Replace hau rail posts.
7. Seal end compartments. (Major job)
8. Buy and install bungee (shock cord on hatch covers.)

C. Cost of materials and equipment to date about \$2700.00

D. It is expected that the Hokule'a will proably come off
Drydock this coming first week of June 1978.

Respectfully submitted,

Wallace F. Froiseth
Canoe Committee Chairman
6/1/78

To: Polynesian Voyaging Society

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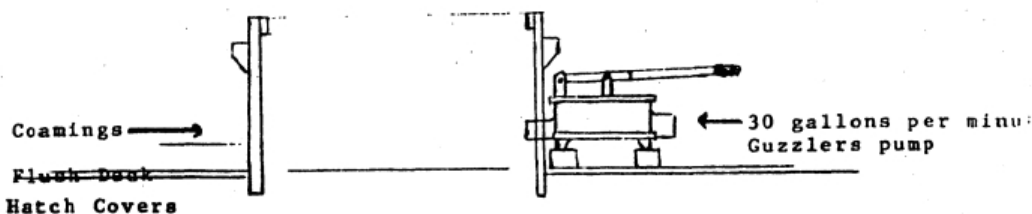
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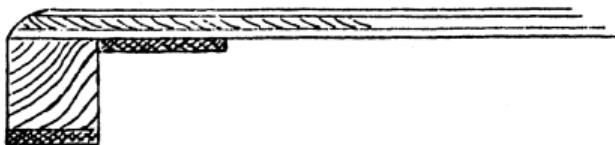
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To: Board of Directors, Steering Committee

From: JoAnne K. Sterling, Board of Director, Inventory Controller

Subject: Hokule'a's Operating and Expense Format

Below are called "Store Titles", the following will explain the meaning of these titles and give information which will assist men in taking proper care of articles and stores placed in their custody.

Quartley or yearly operative costs, will project our over-all expense to maintain Hokule'a. Vessel allotments for "Store Titles", will bring a better understanding of monies designated to these Titles.

GENERAL INFORMATION ON STORE TITLES

TITLES A

First cost of Hokule'a

Titles A - Articles on board, therefore, are the hull, machinery, and all permanent fittings.

TITLES B

Ships equipage, or articles which make the canoe manageable, habitable, and serviceable as a vessel, special tools, etc.

TITLE C

Operating expense

This includes pay of vessel supervisor, or crew, value of rations, stationary, paints, gas and oil, other expense incidental to the maintenance of the canoe.

TITLE D

All repairs

That is repair to Title A Articles and repair to canoe's equipment, repairs to machinery ashore, including the floating dock at Pier #12.

TITLE E

Modification to the vessel.

TITLE F

These are stores carried by the supply officer and, when issued become Title C.

Vessel Allotments

Assigned allotments of a certain amount of money each quarter, whatever it may be for the use in the up-keep, repair and operation of the vessel. This allotment is expended under Titles B through F.

Example:

The vessel supervisor has an allotment for the quarter of a specified amount. Which ever Title he has draw from, these items are charged against and must be paid for out of his ALLOWED ALLOTMENT.

Vessel allotments should be handled by the Vessel Supervisor, in the event of a long voyage or inter-island sail, Titles can then be assigned to qualified crew members.

HOKULE'A
WORKSHOP - PIER # 12

DATE : September 15, 1979

LOCATION : Pier # 12

TIME : 8:00

Work Detail

- 1 - STEERING PADDLES
Re-lash cradles
Re-adjust safety lines
- 2 - STANCHION POSTS
Re-lash post in the aft section
- 3 - CAULKING
Iakos through the manus
- 4 - GASKETS
Re-place all worn gaskets on hatch covers
- 5 - SPLASH GUARDS
Under the pola
Inboard both hulls
- 6 - PUMPS
Secure intake hoses for pumps in end compartments
- 7 - SCUPPER PLUGS
Check all scupper plugs for fit for each compartment. Holes have to be drilled and a line attached.
- 8 - FLOATATION
Inner tubes have to be inflated, secured in manus
- 9 - SHELVES AND DUCK BOARDS
Sort and check for damages
- 10 - HALE
Re-enforce the hale
Secure canvas bunks
Cover with plastic covering
- 11 - HULLS
Scrub hulls below the water line
- 12 - GALLEY
Wash all new equipment, store
- 13 - COMPARTMENTS

Check for water
Sort all equipment, place in proper compartments

14 - CANOE

Scrub down canoe
Wetco the deck, teardrops, lakos, mast steps, cross-
beams running across the manus, travel plaques.

All members that will take part on this day, PLEASE bring your
lunch and a cooler for soft drinks.

I would suggest that you also wear a hat or any type of pre-
tective covering from the sun.

Leon Paea Sterling
Vessel Supervisor

ILLEGIBLE

CANOE HOKULE'A'S OPERATING EXPENSE

August through September 10, 1979

TITLE C

Operating Expense

Inventory

- a - Cardboard file
- b - Labels, pencils, inventory sheets
folders, accountants work pad

38.22

TITLE C

Maintenance

- a - Brushes, buckets, watco oil, thinner
sandpaper, contact cement, liquid
carpet, paints, glue, caulk
- b - Patch kit, nipples, capes

246.81

TITLE C

Galley

Construction and materials

- a - Plywood, nails, glue, hinges,

248.03

Operating Supplies

- a - SS stock pots, SS bowls, coffee cups,
serving spoons, forks & spoons, frying
pans, knives, ladles, tongs, can openers,
hot pots, etc..

522.27

TITLE D

Repairs

#40 HP Johnson Engine

8.27

Expenditures:

Operating expense

Title C

Inventory	38.22
Maintenance	246.81
Galley (Construction)	248.03
Galley (Operational)	522.27

Title C - Total	1,055.33
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Title D

Repairs - machinery	8.27
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Title C & D -Total	1,0636.60
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ILLEGIBLE

M E M O R A N D U M

June 27, 1979

*Canoe reg
1980*

TO: BOARD OF DIRECTORS
STEERING COMMITTEE

FROM: LEON STERLING, Acting Chairman
Canoe Committee

SUBJ: LIST OF ITEMS THAT HAVE NOT BEEN COMPLETED ON
HOKULE'A

SAILS:

Complete the sheet lines and bridles on the booms.

Attach the safety lines to the mast. These lines
hold the mast and gaff together.

La Hope sail must be rerigged to the boom. The
sail might have to be cut at the top because of
the pressure on the gaff.

Splash Guards must be installed and checked for a
tight fit.

WOOD:

Replace the bamboo on the deck. The deck needs oil.

Install the navigators platforms with new wood.

Reseal flush decks on both hulls.

Complete the decking on the iakos, out board of the
hulls.

Sand and varnish all areas that show wear.

Make new line guides and attach them to the masts
just below the yokes.

Install duck boards and shelves in the compartments.

LASHINGS:

Check all lashings for stretch. Relash as soon as
possible - steering paddles, stanchion posts,
safety rails, hale.

MEMORANDUM: LIST OF ITEMS THAT HAVE NOT BEEN COMPLETED ON HOKULE'A
Page Two
June 27, 1979

LASHINGS: (continued)

Remove the lashings from one of the iakos and send it to the manufacturer for testing and replace with new line.

Drill new holes in moo's for lashing of the splash guards.

HALE:

Lauhala is needed to cover the hale. Larry Johnson has made the contact for the lauhala mats.

A new hale has to be made for the galley, and items purchased to equip the galley.

POLYNESIAN VOYAGING SOCIETY

BOX 6037 / HONOLULU / HAWAII 96818 / (808) 841-3966

COAST GUARD TESTING
HOKULE'A
Wednesday, January 31, 1979
PIER 4

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VICE PRESIDENT
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TREASURER
ANTHONY GUERRERO, JR.

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ED KEALANAHELE
REVEREND
JOHN KRUSE
FRANCIS KAINOA LEE
GORDON PIANAIA

I. ATTENDANCE

Polynesian Voyaging Society

FROISETH, Wallace
JAKUBENKO, Alex
KAUKA, Kaipo
SOMSEN, Steve
STERLING, Leon
STERLING, Jo Anne
TONGG, Michael
M. Among

United States Coast Guard

BENTLEY, Clay
LOVELAND, Woody
SHOCKLEY, Jim

II. INVENTORY ON HOKULE'A DURING TESTS

Life Preservers
Gas
Pump
Anchor
Buoy Rings - 2
Line

III. PURPOSE AND REASON (As told to M. Among by Woody Loveland)

Purpose: Damaged stability test
Reason: To make sure that Hokule'a is safe and seaworthy. We will take measurements of both her starboard and port hulls before and after the tests. To test her under the worst conditions, that is, with one complete hull flooded. This is the practical application test, all the mathematical calculations have been done.

HAWAII



TAHITI

BICENTENNIAL VOYAGE OF REDISCOVERY
HOE AKU I KA WA'A

IV. SCHEDULE OF TESTING

8:15 A.M. Prayer by L. Sterling. Under motor, Hokule'a departs Pier 12.

8:30 A.M. Arrived at Pier 4 (Coast Guard Station) where Hokule'a was tied in front of Cape Corwin. Met by Woody Loveland and Coast Guard contingency.

8:56 A.M. W. Froiseth and J. Sterling dropped dinghy into water for marking of both port and starboard hulls. They were assisted by Woody Loveland.

9:17 A.M. Pump brought on board and starboard hatch openings number 4, 3, and 5 were flooded.

(To avoid confusion of numbering, I have called it hatch openings instead of compartments, and I counted forward going aft on Hokule'a.)

9:42 A.M. Completed flooding of hatch opening 3, 4, & 5.

Measurements were taken of both port and starboard hulls by Woody Loveland. All persons on board left the vessel while measurements were taken.

10:00 A.M. Flooded hatch openings 2, 1, 7, and 6 on starboard hull.

10:08 A.M. Measurements were taken with all hatches flooded by Woody Loveland. Note: One individual with the Coast Guard remained on board while measurements were being taken.

Immediately following the flooding of the starboard hull, a halyard line was attached to the top of the mast and pulled at a 45 degree angle on the starboard side of Hokule'a.

Purpose: (As told to M. Among by W. Loveland) To test stability of vessel in one hull. Coast Guard calls it the "seat of the pants" test.

10:15 A.M. Second pump brought on board to enable faster discharge of water.

10:23 A.M. W. Froiseth began pumping out water from number 7 hatch opening. Took a total of 13 minutes.

Note: Hose keeps bouncing off bottom. Needs to be placed at a 45 degree angle.

J. Sterling pumping number 1 dry, while K. Kauka and Coast Guard pumping out 3, 4, 5, and 6.

10:42 A.M. All hatch openings pumped dry.

Hokule'a was motored back to Pier 12, where her compartments were wiped dry and she was put back in order to rest and recuperate from the ordeal.

CANOE COMMITTEE REPORT

CAMP MOKULEIA WORKSHOP

Friday, June 15, 1979 to Sunday, June 17, 1979

The voyage will be extended for the benefit of non-instrument navigation both going to Haleiwa and return. Canoe performance and testing will be done.

****Note:** On Saturday, June 16, 1979, Hokule'a will be used for orientation for the Board of Directors attending the workshop.

HO'I ANA I KE KAI (Waianae Coast Pilot Project)

Depart Honolulu Harbor on Sunday, May 27th for Pokai Bay. Buffalo Keaulana has been contacted and the crew has been confirmed for the trip to Pokai Bay.

Return Honolulu Harbor, Pier 12 on Saturday, June 2nd. Crew Selection for the return trip is in the process of being finalized due to the availability of personnel.

5/17/79 mar