

December 29, 1979



0945 Left Pier 12 for a day sail.
Aboard are: Gordon Pianaia, Leon and Joanne Sterling, ^{HOKULE'A}
Mike Tongg, Nainoa Thompson, Jan Dill (and guest Mr. Daton),
Dixon Stroup, Roy Vee, Buddy McGuire, Bruce Blackenfield,
Mau Pialiug, and Henry Pialiug (and guest Ted).

Winds lite and variable outside Honolulu Harbor - blowing from a N x NW'ly direction. Seas calm, overcast, raining on Windward side of Ko'olau Mountains.

Good practice in steering canoe by trimming "hope" only - no steering sweeps.

Headed up to Diamond Head, staying starboard of DH Buoy. Fell off once!

Gybed for lunch; headed back toward port side of DH - canoe on starboard tack. Fell off once in lee of DH and sailed towards Honolulu Harbor in lite airs. Many porpoises off Waikiki close to shore - played around bow. Steered by using starboard sweep. Canoe tends to head upwind.

1355 Tied up Starboard side to Pier 12. Engine conked out off float and canoe had to be walked around parking lot to be secured. Crew reacted very well in this situation. Anchor had to be used and lines had to be swum ashore. Good ole engine - consistent!

It should be standard practice when leaving/entering Honolulu Harbor to stay close to piers to avoid being caught in middle of Harbor with no power.

Good sail - lite wind and strong winds. Rotated crew for steering training and reviewed concepts with individuals. Training provides knowledge; out at sea one learns what cannot be learned here. We cannot teach one to become a deep water sailor - only aid.

POLYNESIAN VOYAGING SOCIETY

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25 Sept. 79

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TO: Board of Directors, PVS
Steering Committee, PVS
Canoe Chairman, PVS

FROM: Gordon Pi'ianai

SUBJECT: Weekend Sail

The canoe was moved from Pier 12 around to Pier 9 to facilitate loading of water and food for the sail. Signs were posted (and one individual stationed) to direct people to Pier 9. The movement of the canoe to Pier 9 presented the impression that the canoe had departed on its weekend sail.

The Hōkūle'a departed Honolulu Harbor the evening of 21 September 1979 with 7 of 15 who originally had signed up to make the weekend sail. Two additional crew were invited to bring the total up to 9.

There was no rush on my part to get underway until I felt that the canoe was ready for sea. The back sail (hope) had to be lashed ashore to the gaff and boom, foods and supplies properly stored (in relation to weight distribution), and the hale and galley properly set up for sea.

I notified the Rescue Coordination Center of our departure, in addition to the submitting of a "float plan," and notified them when we had arrived back to Pier 12 from our sail.

All crew were advised of safety equipment and procedures, canoe nomenclature, and purpose of the sail.

Hōkūle'a returned safely back to Honolulu the morning of the 23rd. Due to a lack of wind on the 22nd I felt it best to come back when we had the wind to do so. Thus the arrival back on the 23rd.

No incidents (accidents, etc.) occurred during the sail and, except for some sea sickness and sunburn, all hands returned in good shape.

Vessel performance was positive. I also have a better idea as to what work still needs to be done on the canoe.

The weather was good and it was grand to be sailing the canoe again.

Respectfully Submitted,
HAWAII

TAHITI



BICENTENNIAL VOYAGE OF REDISCOVERY
HOE AKU I KA WA'A

P.V.S. FILE

Hokule'a Performance Data as noted in Log

*Sent Mike, Wally,
Naihoa
4/18*

22MAR79 Man overboard drill: picked up partially filled one gallon water jug in 5 minutes.
Speed test for 250 yards: 4.2 knots, close inshore, near Honolulu Harbor entrance, beam reach, light to moderate trade winds.

24MAR79 Man overboard drill: with flag..... 5 minutes
with man & board 9 minutes
Speed test outside Mamala Bay: 5 to 5½ knots as reported by the vessel Buzzy Kai by VHF radio. At the time, Hokule'a was sailing a starboard tack, beam reach. Winds East 22 mph.

30MAR79 Night sail.
31MAR79 0015 Southern Cross on Meridian, bearing 180 deg. T.
0030 Southern Cross Vertical, bearing 184 deg. T
0035 Ursa Major above Polaris
0045 5.3 nautical miles from R"2" Honolulu Harbor buoy, bearing 166 deg. T

5APR79 0750 Port tack
app. wind speed 12 mph
true wind speed 11 mph: 070 deg. M// 081 deg. T
recorded at Honolulu Harbor entrance
0756 port tack: sail set only, no steering
app. wind dir. 088 deg. M // 099 deg. T
0802 leeway 8 deg.
0813 speed through water: 3½ mph
0817 app. course 160 deg. M
+ 11 deg. East Var.
+ 8 deg. leeway
179 deg. True course (Hard on the wind)
0820 App. course 140 deg. M
app. wind speed 18 mph
0824 jibed to starboard tack
0826 apparent wind speed 18 mph
0829 apparent course 340 deg. M
apparent course 358 deg. M (25 mph gust brings 18 deg. light)
0831 apparent wind dir. 064 deg. M// 075 deg. T
app. wind speed 14 mph
0833 speed through water 7½ mph
app. wind speed 17 mph
0852 come about to port tack
0920 LOP: KKUMU R. Tr.....Tantalus Micro Tr.
0925 App. Wind Speed 22 mph, outside Mamala Bay, in wind line
leeway 8 degrees
0932 app. wind dir. 104 deg. M// 115 deg. T
app. course 147 deg. M// 158 deg. T
0938 jibe to starboard tack, outside Mamala Bay
0945 app. wind 053 deg. M
app. course 002 deg. M
app. wind speed 15 mph
0947 LOP Diamond Head buoy.....Black Point
Bearing of Sun..... 098 deg M// 109 deg. T

5APR79

0949 App. wind speed 20 mph
 1000 Sheeted in foward sail 2 feet more to black tape
 marking on sheet.
 App. wind dir. 035 deg. M
 App. course 356 deg. M
 + 11 deg. E. Var.
 + 8 deg. leeway

015 deg. True course

"Headed up relative to wind, but at a loss of speed"

Submitted by: Steve Somsen
 under the direction of
 Nainoa Thompson, Captain

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