

5. Carrier. Whenever used in this bill of lading, the term "Carrier" means Young Brothers, Limited, and includes the vessel and the vessel's master, owner, charterer and operator, and any subcontracted carrier; the term "vessel" includes all tugs, barges, ships, lighters and other water-borne craft employed to carry the cargo shipped hereunder; the term "cargo" means the goods identified on the front of this bill of lading for shipment hereunder; the term "charges" includes freight, subfreight, return freight, advance charges, dead freight, demurrage, general average, and other charges payable by or for the shipper or consignee under the bill of lading; the term "shipper" means the person or persons who contract to ship the cargo, and the owner of the cargo at the time of shipment; and the term "consignee" means the person or persons to whom the cargo is shipped or consigned, and the cargo.

2. [a] During any time that Carrier has any responsibility for letter or otherwise with respect to the cargo, as carrier, custodian, bailee, or in any other capacity, with responsibility shall be governed by, but not limited to, their respective subsection (8) of Section 3 and Section 4 (except subsections (2) [a], [5] and [6] of Section 4) of the Carriage of Goods by Sea Act of the United States, which sections (less excepted subsections) shall be deemed incorporated herein and made a part hereof, and Carrier shall be entitled to all the exemptions from and limitations of liability and the rights and privileges contained in such sections (less excepted subsections) and in this Bill of Lading.

(b) Carrier shall have the benefit of all exemptions, privileges and limitations of liability provided in U.S. Revised Statutes, Sections 4281 to 4287, inclusive, and amendments thereto and of all statutes or laws, whether state or federal, creating or permitting exemptions from or limitations of a carrier's liability.

(c) Carrier's responsibility shall commence only upon issuance by Carrier of a Bill of Lading or Dock Receipt for the cargo and shall cease when the consignee takes delivery or is required to take delivery of the cargo or when the cargo is discharged, transhipped to another carrier, or otherwise disposed of in accordance with this Bill of Lading; provided, in no event shall Carrier be responsible for the cargo more than fifteen (15) calendar days after discharge of the cargo at the port of discharge.

(d) If any term of this Bill of Lading is determined to be repugnant to any act, statute, or other law, to any extent, such term shall be void to that extent, but no further, and the Bill of Lading constitutes the entire agreement between the parties regarding shipment of the cargo which is the subject of this Bill of Lading.

[illegible][illegible]

6. Carrier shall not be liable for any loss or damage to or in connection with the transportation of articles of exceptional value listed in Section 4201 of the Revised Statutes of the United States, except as provided by such statute and unless written notice is given to the carrier. The carrier shall not be liable for the true character or value of the articles or the condition of the shipping container. The shipper shall be responsible for the proper packaging of such articles. The shipper shall be liable for full disclosure of their nature shall be liable for any loss or damage to the vessel or to any goods on board and may be destroyed or disposed of at any time without compensation. All such dangerous cargo is subject to penalties and fines provided by law. Live animals, birds, reptiles and fish are received and carried at shipper's risk of accident or delay. Dangerous goods, animals, birds, reptiles and fish may be carried on deck, or elsewhere, always at shippers' risk, and any warranty of seaworthiness is hereby waived by the shipper.

7. Carrier may in its discretion substitute another vessel, forward or transship all or any part of the cargo by any other vessel, whether owned, operated or chartered by Carrier or by others, or by any other means of transportation selected by Carrier at the port of shipment or at any other place. If Carrier delivers the cargo to another carrier or to a lighter, such delivery shall be made as the shipper's agent and all on-carriage and lighterage services shall be conclusively deemed to have been rendered by an independent carrier or person, except when Carrier uses its own vessel, and all responsibility of Carrier for the cargo shall terminate when the same leaves the vessel side or tackle, the shipper hereby agreeing to be bound by all terms and conditions of the bill of lading.

[illegible]

9. Freight is payable on the weight and measurement of the cargo received or delivered in accordance with Carrier's applicable tariff, freight bill, freight invoice or statement. Full freight and all charges due from the shipper whether actually or intended to be prepaid or collect, shall be considered fully earned upon receipt of the cargo by Carrier and shall be retained or collected by Carrier without refund or deduction, vessel or cargo lost or not lost, or the voyage broken up or abandoned at any stage. Any forwarding of the cargo shall be at the sole risk and expense of the shipper. Full freight is payable on damaged or unsound cargo. Carrier shall have a lien on the cargo, not only for freight, but also for all charges, payments, dead freight, return freight, or liabilities of every kind concerning the cargo, which lien may be enforced by public or private sale, with or without notice of time or place of sale. The shipper and those included within the definition of shipper shall be liable, jointly and severally, for all freight, charges, payments, and dead freight liabilities hereunder, cash or sale, or balance thereof remaining unpaid after

10. "All cargo shipped hereunder is subject to the rules and regulations of the Department of Health and Department of Agriculture, State of Hawaii. Disposition of cargo in accordance with the rules and regulations of the Department of Health and Department of Agriculture or any other government department or official, state, federal or local, shall be deemed in accordance with fulfillment of the contract voyage and Carrier shall have, but shall not be limited to, all the liberties set forth in the Bill of Lading. Where authorities consider cargo injurious or dangerous, or require special disposition or handling of cargo, such cargo may be disposed of damaged, or otherwise, at the discretion of the carrier, without liability on the part of the carrier, at the risk and expense of the shipper and any special charges in connection with the handling of the cargo shall be for the account of the shipper."

11. Without waiver of its rights under this Bill of Lading, the consignee of the cargo shall take delivery of the cargo promptly upon delivery of the cargo at destination regardless of whether the cargo is damaged, unmerchantable or not identifiable. Shipper shall be liable to Carrier for all costs, expenses and liabilities incurred by Carrier as a result of failure of the consignee to take delivery of the cargo as required by the preceding sentence. If the consignee is not at hand to receive the cargo as discharged, Carrier may deliver the cargo to any third person or wharfinger or other person or firm, at the expense and charge of the cargo, which shall thereupon be at the sole risk and expense of the shipper, or the cargo may be kept on board, if so directed as provided elsewhere in this Bill of Lading.

12. The provisions of Section 3 (b) of the United States Carriage of Goods by Sea Act relating to the loss of and damage shall apply and in any event Carrier and the vessel and the insurer of the cargo covered by paragraph 3 hereof shall be discharged from all liability in respect of loss, damage, delay or any other claim concerning the cargo or its carriage unless suit is brought within one year after the delivery of the cargo or the date when the cargo should have been delivered. Suit shall not be deemed brought until justification has been obtained by Carrier or the vessel or such other person as may be designated by the Charterparty and the Charterparty shall be deemed a waiver of any of the provisions of this paragraph if it is signed on express or implied authority of the Charterparty.

13. This provision applies to cargo which is not insured pursuant to the terms of paragraph 3 hereof. Under Carrier's applicable tariff, freight rates are based on part or unexpired value of the cargo and a higher agreed value can be had upon payment of additional freight as therein provided. Unless a greater value is declared by the shipper, stated in this Bill of Lading, no extra ad valorem freight paid to obtain the benefit of such higher valuation, it is agreed that the value of the cargo shipped hereunder shall be the invoice value thereof (or if there be none, the value thereof at point of shipment), plus ocean freight, insurance and duties, if paid and not recoverable, of a maximum of \$500.00 per piece or package (which includes any piece or shipping unit, whether or not enclosed or boxed in whole or in part, and any compensation due for loss or damage of whatever kind shall be calculated upon such value or price therein stated). The carrier will not be liable for claims for partial loss or damage unless the bill of lading contains a declaration of the actual value of the goods and the carrier does not undertake that the cargo shall arrive at place of discharge in full quantity and condition.

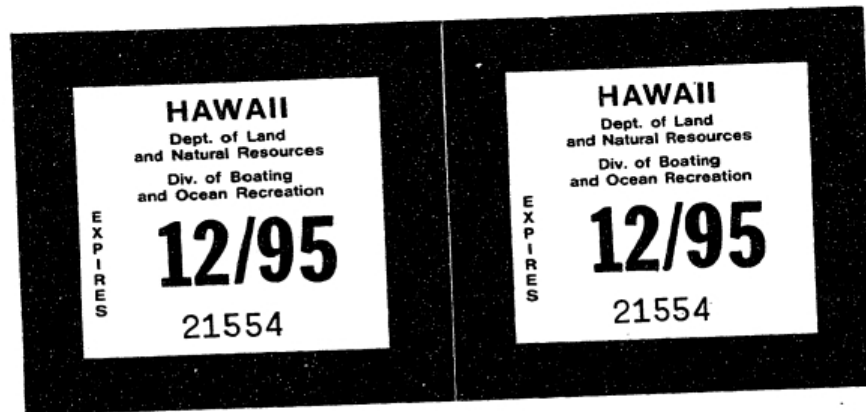
14. In addition to those hereinabove listed as included in the term "Carrier," Carrier's flag and the vessel and Carrier's agents, servants, officers, crew members, stewards, longshoremen, representatives, dock and warehouse owners and operators, railway operators, contractors or others dealing with the cargo destined for or discharged from the vessel, or used, engaged, or employed by the vessel or Carrier, or any substituted vessel or carrier, whether any of them be acting as carrier or bailee or as an independent contractor, shall have the benefit of all the provisions of this Bill of Lading, and the vessel and Carrier shall be deemed to have contracted with the consignee or the holder of this Bill of Lading or of any Carrier's applicable bill of lading and Carrier shall be deemed to have contracted on behalf of and for the benefit of all such parties in this regard.

15. Neither Carrier nor any corporation owned by, subsidiary to, or associated or affiliated with, or parent to, Carrier shall be liable to answer for or make good any loss or damage to the cargo occurring at any time, and even though before loading on or after discharge from the vessel by reason or by means of any fire whatsoever, unless such fire shall be caused by its design or neglect.

16. All claims of a general average nature shall be adjusted, stated and settled according to the York-Antwerp Rules, 1974, at such port or place as may be selected by Carrier, and as to matters not covered or for by these Rules, according to the law of the port of destination. In any case of accident, damage, loss or discharge, before or after commencement of the voyage, resulting from one cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, Carrier is not responsible, by statute, contract or otherwise, the cargo and those included within the definition of shipper shall contribute with Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be incurred, and shall pay salvage and special charges incurred in respect of the cargo. If a sailing ship is owned or operated by Carrier, salvage shall be paid for as fully and in the same manner as if such sailing ship or ships belonged to strangers.

17. In addition to the circumstances dealt with in the York Antwerp Rules, it is agreed that if the Charter has been used in the absence of a Bill of Lading and if the sole possession of the voyage is thereafter imperiled in consequence of the disturbance of stowage, the costs of handling, discharge, reloading and re-stowing cargo shall be allowed in General Average, even though the handling of cargo is not necessary for the purpose of effecting repairs to the vessel.

...of the provisions of which apply to one or more of the references are incorporated in the bill as amended.



VESSEL NUMBER		DATE OF ISSUE	
HA 362 YB		Dec. 2, 1994	
x HA 650 CP		State of Hawaii LNR 3-022	
Department of Land and Natural Resources			
TEMPORARY CERTIFICATE OF NUMBER			
(VALID FOR 60 DAYS FROM DATE OF ISSUE)			
AND			
PERMANENT VESSEL NUMBER			
(1) Last Name of Principal Owner			
Maiana Hawaiian Civic Club			
(2) Street Address or Box Number			
c/o Pier 36 Polynesian Voyaging Society			
(3) City Post Office			
Hon, HI 96817			
(4) Length			
47.00			
(5) Type			
S			
(5a) Prop			
4			
(6) Builder / Manufacturer			
Hatchell			
(8) Agent			
ALAN K. K.			
J. L. K.			
(11) Receipt No.		Express Md. / Yr.	
21554		12/95	
Read Reverse Side - Important Instructions			
32479			
CUSTOMER COPY			

Mike & Mary
Hull

King
quinn & Kuntz
3rd flr.

VESSEL NUMBER		DATE OF ISSUE	
HA 362 YB		Dec. 2, 1994	
X HA 650 CP		State of Hawaii Department of Land and Natural Resources	
		LNR 3-022	
TEMPORARY CERTIFICATE OF NUMBER (VALID FOR 60 DAYS FROM DATE OF ISSUE)			
AND PERMANENT VESSEL NUMBER			
(1) Last Name of Principal Owner			
Waianae Hawaiian Civic Club			
(2) Street Address or Box Number			
c/o Pier 36 Polynesian Voyaging Society			
(3) City Post Office			
Hon., HI 96817			
(4) Length			
47.00			
(5) Type			
5			
(5a) Prop.			
4			
(6) Builder / Manufacturer			
Homebuilt			
(8) Agent			
N LNK 60			
All Key			
(11) Receipt No.		Expires Mo. / Yr.	
21554		12/95	
Read Reverse Side — Important Instructions			
32479			
CUSTOMER COPY			

IMPORTANT NOTICE

1. The number shown in the upper left box on front of this form is the permanent number assigned for your vessel. This form is your authority to affix the number on display as prescribed by regulation.
2. The form is also your temporary certificate of number, which must be available for inspection whenever your vessel is in operation.
3. It is a receipt for your payment which contains valuable information in the event an inquiry to the Department is necessary to determine your vessel registration status.
4. You will soon be mailed a certificate of number.
5. This temporary certificate of number is valid for a period of sixty (60) days from date of issue.
6. Stop and render aid or assistance if involved in a boating accident.
7. Report to the Department boating accidents involving injury or death to persons, or property damage over \$200.

PRINCIPAL OWNER
SIGNATURE

Any correspondence concerning this registration should be directed to:

DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION

333 Queen St., Suite 300

Honolulu, Hawaii 96813

For information: Honolulu 587-1963, Hilo 933-4775,
Kahului 877-6051, Kaunakakai 554-5105, Lihue 245-6996.

POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, HI 96817

November 12, 1994


Rod Burgess

y.

Aloha Rod,

Enclosed you will find a copy of the registration form for E'ala. If you can sign the back of the form under the Certificate of Sale portion and return it to us, we will proceed with the registering of E'ala to Wai'anae Hawaiian Civic Club. Once again, thanks for your assistance.

Mālama Pono Iā 'Oe,



Chad K. Baybayan
Program Assistant

chad,

I've executed the docs. as requested.
If you need to contact me, my new
residence phone number is [redacted]
and business [redacted]

Aloha,
Rod



NOTE: TYPE OR PRINT WITH PEN - PENCIL APPLICATIONS WILL NOT BE ACCEPTED.

LNR 3-021

STATE OF HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES DIVISION OF BOATING AND OCEAN RECREATION 79 South Nimitz Highway, Honolulu, Hawaii 96813		HA	
APPLICATION FOR VESSEL REGISTRATION AND CERTIFICATE OF NUMBER For Undocumented Vessel Principally Used in Hawaii THIS IS A PUBLIC DOCUMENT			
(1) TYPE OF REGISTRATION (Circle One) <u>1. NEW</u>		2. TRANSFER OF OWNERSHIP	
(2) NUMBER NOW ON OR AWARDED TO THIS VESSEL (If none so state) <u>HA 650 CP</u>			
(3) PRINCIPAL OWNERS LAST NAME <u>WAI'ANA E HAWAIIAN CIVIC CLUB</u>		(3a) TELEPHONE NO. HOME: <u>521-7240</u> BUS: <u>521-7240</u>	
(4) MAILING ADDRESS <u>C/O PUYNESIAN VOYAGING SOCIETY</u> (If same as above, so state) <u>PIER 36</u>			
(5) CITY <u>HONOLULU HI.</u>		(6) DATE OF BIRTH <u>96817</u>	
(7) STREET ADDRESS: (If same as above, so state) <u>SAME AS ABOVE</u>			
(8) CITY <u>SAME AS ABOVE</u>		(9) ZIP CODE NO. <u>96817</u>	
(9) CO-OWNER'S LAST NAME <u>SAME AS ABOVE</u>		(10a) EMPLOYED BY <u>ABOVE</u>	
(10) MAILING ADDRESS <u>SAME AS ABOVE</u>		(11) CITY <u>HONOLULU HI.</u>	
(11) CITY <u>HONOLULU HI.</u>		(12) DATE OF BIRTH <u>96817</u>	
(21) TYPE OF VESSEL (Circle One) <u>1. CABIN MOTORBOAT</u> <u>2. OPEN MOTORBOAT</u> <u>3. RUNABOUT</u> <u>4. AUXILIARY POWERED SAILING VESSEL</u> <u>5. SAILING VESSEL</u> <u>6. MOTOR VESSEL (MORE THAN 65' IN LENGTH)</u> <u>7. THRILL CRAFT</u> <u>8. OTHER (Describe)</u>			
(25) VESSEL LENGTH <u>47'</u> FEET <u>INCHES</u>		(26) HULL MATERIAL (Circle One) <u>1. WOOD</u> <u>2. STEEL</u> <u>3. FIBERGLASS/PLASTIC</u> <u>4. ALUMINUM</u> <u>5. RUBBER/FABRIC</u> <u>6. OTHER (Specify)</u>	
(32) TYPE OF FUEL (Circle One) <u>1. GASOLINE</u> <u>2. DIESEL</u> <u>3. OTHER</u>			
(34) PRINCIPAL USE (Circle One) <u>1. PLEASURE</u> <u>2. COMMERCIAL FISHING</u> <u>3. CHARTER/FISHING</u> <u>4. FEE EXEMPT YOUTH GROUP</u> <u>5. FEE EXEMPT YOUTH GROUP</u> <u>6. MANUFACTURER</u> <u>7. DEALER</u> <u>8. MANUFACTURER</u>			
(35) IF YOU REGISTERED YOUR VESSEL AS PLEASURE: DO YOU SELL YOUR CATCH OCCASIONALLY? YES <u>NO</u> (36) IF YOU REGISTERED YOUR VESSEL AS COMMERCIAL: HOW MANY NET TONS IS YOUR BOAT (IF OVER 30 FEET)? <u>0</u> HOW MANY PASSENGERS WILL YOU CARRY ON THE AVERAGE? <u>0</u>			
(37) AUTHENTICATION: THIS SECTION MUST BE COMPLETED BY ALL APPLICANTS. I/we hereby certify under penalty of law that the information given by me/us on this application is true, correct and complete to the best of my/our knowledge and belief. Signature(s) <u>Wai'ana Hawaiian Civic Club/Manoel P. Lee</u> Date(s) Signed <u>3/20/94</u> Owner: <u>Wai'ana Hawaiian Civic Club/Manoel P. Lee</u> Co-owner: <u></u> Co-owner: <u></u>			
(13) LIEN HOLDER—MORTGAGEE (Attach separate sheet if necessary)			
(14) DATE OF LIEN			
(15) STREET ADDRESS OR BOX NUMBER			
(16a) DATE LIEN SATISFIED			
(16) CITY STATE ZIP CODE NO. (16a) DATE RECORDED			
(17) CITIZENSHIP OF OWNER'S (Circle One) <u>U.S.A.</u> ALIEN IF ALIEN, GIVE COUNTRY		(18) RADIO COMMUNICATIONS (Circle One) <u>1. NONE</u> <u>2. SENDING</u> <u>3. RECEIVING</u> <u>4. BOTH</u> <u>5. RADIO CALL LTRS.</u>	
(19) ATTACH THE REGISTRATION DOCUMENTS ISSUED BY THE STATE OR COUNTRY OF ORIGIN AND COMPLETE THE FOLLOWING: 1. VESSEL ENTERED HAWAII (D816) <u>1980</u> 3. U.S. PORT OF IMPORTATION: <u>MAUI HI, USA</u> 4. DATE OF DUTY PAYMENT: <u>1980</u> 5. ENTRY NUMBER: <u>2</u>			
(20) PLACE KEPT (Complete 1 or 2) WHEN NOT IN USE VESSEL IS USUALLY: <u>1. MOORED AT (Island and Harbor)</u> <u>OAHU, PIER 36</u> <u>2. STORED ON LAND AT (Island)</u> <u>OAHU, PIER 36</u>			
(22) NUMBER OF HULLS <u>2</u>		(23) COLORS 1. HULL: <u>BLACK</u> 2. NAME OF VESSEL: <u>ENOLA</u> 25) YEAR BUILT: <u>1980</u> 26) YEAR MODEL: <u>1980</u>	
(28) ENGINE <u>NONE</u> 1. MANUFACTURER: <u>DANLY PALIKO</u> 2. SERIAL NO.: <u>MAUI HI, USA</u>		(29) HULL MANUFACTURER'S NAME: <u>DANLY PALIKO</u> 30) COUNTRY WHERE HULL BUILT: <u>MAUI HI, USA</u>	
(33) PROPULSION (Circle One) 1. OUTBOARD 2. INBOARD 3. INBOARD/OUTBOARD 4. SAIL ONLY 5. SAIL & INBOARD 6. SAIL & OUTBOARD 7. MANUAL 8. WATER JET 9. OTHER (Describe)			
4. SAIL ONLY 5. SAIL & INBOARD 6. SAIL & OUTBOARD 7. MANUAL 8. WATER JET 9. OTHER (Describe)			
4. COMMERCIAL PASSENGER 5. OTHER COMMERCIAL 6. LIVERY 10. FEE EXEMPT—GOVT. 11. OTHER (Describe)			
35) IF YOU REGISTERED YOUR VESSEL AS PLEASURE: DO YOU SELL YOUR CATCH OCCASIONALLY? YES <u>NO</u> HAVE YOU ATTENDED A BOATING SAFETY COURSE? <u>YES</u> U.S. COAST GUARD AUX. <u>OTHER</u> U.S. POWER SQUADRON <u>OTHER</u>			
36) IF YOU REGISTERED YOUR VESSEL AS COMMERCIAL: HOW MANY NET TONS IS YOUR BOAT (IF OVER 30 FEET)? <u>0</u> HOW MANY PASSENGERS WILL YOU CARRY ON THE AVERAGE? <u>0</u>			
37) AUTHENTICATION: THIS SECTION MUST BE COMPLETED BY ALL APPLICANTS. I/we hereby certify under penalty of law that the information given by me/us on this application is true, correct and complete to the best of my/our knowledge and belief. Signature(s) <u>Wai'ana Hawaiian Civic Club/Manoel P. Lee</u> Date(s) Signed <u>3/20/94</u> Owner: <u>Wai'ana Hawaiian Civic Club/Manoel P. Lee</u> Co-owner: <u></u> Co-owner: <u></u>			
FOR DEPARTMENTAL USE ONLY Subscribed before me this <u>10</u> day of <u>19</u> (Signature) DATE PROCESSING COMPLETED <u>10/93</u> By: EXPIRATION DATE <u>10/93</u>			

READ REVERSE SIDE—IMPORTANT INSTRUCTIONS

INFORMATION ESTABLISHING PROOF OF OWNERSHIP

The "Certificate of Sale" is to be completed by the seller unless he gives the buyer a "Bill of Sale".

The "Affidavit of Applicant" is to be completed by the purchaser if the seller did not complete the "Certificate of Sale" or the applicant has no other evidence of ownership. Do not complete the "Affidavit of Applicant" if a document showing that the vessel was registered by the applicant in another state is attached.

The Department, if not satisfied with the evidence submitted as proof of ownership, may require additional information or documents. An application to register a vessel which has been registered in another state is to be accompanied by the registration documents issued by that state if available.

CERTIFICATE OF SALE To Be Completed By Seller(s)

I/WE (Seller's Name) RODNEY BURGESS, NATIVE HAWAIIAN OCEAN ACTIVITIES, INC.
(Circle One) 1. DEALER 2. BUILDER/MANUFACTURER 3. OTHER
ADDRESS [REDACTED] KONA, HI. 96740-9104
TRANSFERRED (Circle One) 1. ALL 2. PART INTEREST IN THE VESSEL DESCRIBED ON THE REVERSE SIDE OF THIS FORM
ON (Month, Day, Year transferred) 3/20/94
AT (City or County/State) _____
TO THE FOLLOWING PERSON(S) Name(s) LAI'ANA HAWAIIAN CIVIC CLUB
AND IS FREE OF ALL ENCUMBRANCES EXCEPT ANY SHOWN ON THE REVERSE OF THIS FORM.

I/WE HEREBY CERTIFY UNDER PENALTY OF LAW THAT THE FOREGOING IS TRUE AND CORRECT.

Signature(s) of Seller(s)

Date(s) Signed

Rodney K. Burgess III 3/20/94

AFFIDAVIT OF APPLICANT

I/WE DECLARE WHAT (Circle One) 1. ALL 2. PART INTEREST IN THE VESSEL DESCRIBED ON THE REVERSE SIDE OF THIS FORM WAS ACQUIRED BY ME FROM (Name and Address of previous owner) _____

IN THE FOLLOWING MANNER: (Circle One)

1. PURCHASE 2. TRADE/SWAP 3. GIFT 4. OTHER (Specify) _____

AT (City or County/State where acquired) _____

ON (Month, Day, Year acquired) _____

I/WE CERTIFY UNDER PENALTY OF LAW THAT THE FOREGOING IS TRUE AND CORRECT.

Signature(s)

Date(s) Signed

OWNER _____

CO-OWNER _____

CO-OWNER _____

AFFIDAVIT OF VESSEL REGISTRAR

The applicant presented satisfactory evidence of ownership of the vessel described in this application in the form of _____

which was examined by me and returned to the applicant.

Signature

Date

DECLARATION OF JOINT OWNERSHIP

WE, THE UNDERSIGNED, DO HEREBY DECLARE THAT THE OWNERSHIP OF VESSEL HA _____ IS
HELD IN OUR JOINT NAMES AS JOINT TENANTS, WITH RIGHTS OF SURVIVORSHIP AND NOT AS TENANTS IN COMMON.

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____

POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, HI 96817

October 24, 1994

Division of Boating and Recreation
Department of Land and Natural Resources

Dear Director:

The Polynesian Voyaging Society (PVS) is asking to qualify its voyaging canoe E'ala under the "Fee Exempt Youth Group" Category. This canoe, owned by the Wai'anae Hawaiian Civic Club and leased by PVS, is used exclusively for student ocean education programs.

In the spring of 1994, PVS used E'ala for ocean education with students from Wai'anae High School, Konawaena High School, Ka'u High School, Hale o Ho'oponopono (Kamehameha Schools alternative education program at Honaunau, Big Island), and UH Hilo / Na Pua Noeau program (for gifted and talented students of Hawaiian ancestry), with training and coastal sailing along the Kona Coast.

In the fall of 1995, PVs used E'ala for a navigation and voyaging class at UH Mānoa, with training and coastal sailing along O'ahu's south shore.

In the spring of 1995, PVS plans to use E'ala for ocean education at Wai'anae High School, Konawaena High School, Hale o Ho'oponopono, and Hilo High School, with coastal sailing along the Wai'anae and Kona Coast.

Sincerely



Chad Baybayan
Program Assistant



U. S. Department
of Transportation

United States
Coast Guard



Vessel Documentation
U.S. Coast Guard
MSO Puget Sound

1519 Alaskan Way S.
Seattle, WA 98134-1192
(206) 286-5500

16713
28 July 1993

WAI'ANAI COAST CULTURE & ARTS, INC.
c/o Polynesian Voyaging Society
Pier 36
Honolulu, HI 96817

Gentlemen:

We have received the Application for Initial Issue (CG-1258) for the vessel E'ALA and the official number has been obtained and is enclosed under separate cover. Before a Certificate of Documentation (CG-1270) will be issued this vessel, and in addition to the remainder of those items required, an affidavit from you, notarized, containing minimally the following information is necessary:

1. A statement that the vessel is owned solely by Wai'anai Coast Culture & Arts, Inc., a non-profit corporation organized under the laws of the State of Hawaii.
2. That no stock has been issued as expressly prohibited by Hawaii State Statutes, and
3. That the governing body of Wai'anai Coast Culture & Arts, Inc. is composed of all United States citizens, and that there are NO non-United States citizens involved in the ownership or operation of the vessel known as E'ALA.

If you have any questions whatsoever, please do not hesitate to write or call us. Please return a copy of this letter with your response.

Sincerely,

VER E. WALKER
Vessel Documentation Officer
By direction, Officer In Charge,
MSO Puget Sound, Seattle, WA

The sailing vessel *E'ala* is owned solely by Wai'anae Coast Culture and Arts, Inc., a non-profit corporation organized under the laws of the state of Hawai'i;

No stock has been issued as expressly prohibited by Hawai'i State Statutes;

The governing body of Wai'anae Coast Culture and Arts, Inc. is composed of all United States citizens, and there are no non-United States citizens involved in the ownership or operation of the vessel known as *E'ala*.

Signature _____

Name / Title _____

Date _____

DEPARTMENT OF
TRANSPORTATION
U.S. COAST GUARD
CG-1261 (REV. 9-92)

**BUILDER'S CERTIFICATION
AND FIRST TRANSFER OF TITLE**

OMB APPROVED
2115-0110

I. PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE

☒ ENTIRE CONSTRUCTION

☐ HULL ONLY

☐ COMPLETION ONLY (HULL BUILT BY ANOTHER)

YEAR PHASE OF CONSTRUCTION _____

YEAR COMPLETED 1980

II. VESSEL DATA

A. HULL IDENTIFICATION NUMBER OR HULL NUMBER 995562

D. PLACE OF BUILD (CITY, STATE, COUNTRY) _____

B. VESSEL NAME (IF KNOWN) E'ALA

WAI'ANAE, HI

C. EQUIPPED WITH ENGINE?

☐ YES

☐ NO

OUTBOARD

☐ YES

☒ NO

E. HULL MATERIAL:

☐ WOOD

☐ STEEL

☒ FIBROUS REINFORCED PLASTIC

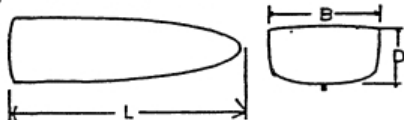
☐ ALUMINUM

☐ CONCRETE

☐ OTHER

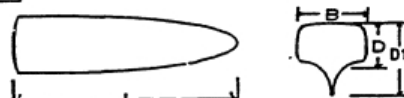
**III. DIMENSIONS
(COMPLETE APPROPRIATE DIAGRAM)**

☐ SHIP-SHAPE HULL



L= _____ B= _____ D= _____

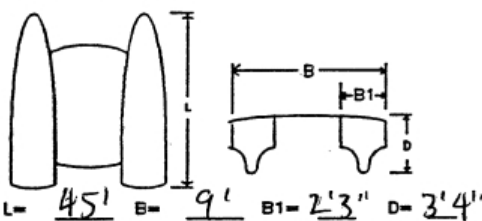
☐ SAILBOAT



D1 only if actual hull depth (D) cannot be determined

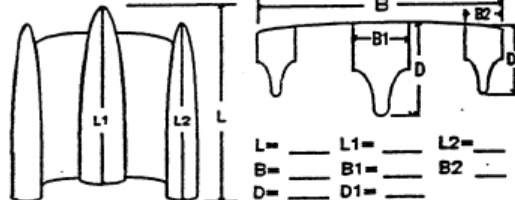
L= _____ B= _____ D= _____ D1= _____

☒ CATAMARAN



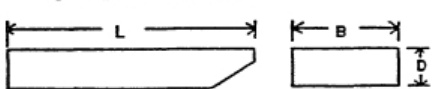
L= 45' B= 9' B1= 2'3" D= 3'4"

☐ TRIMARAN



L= _____ L1= _____ L2= _____
B= _____ B1= _____ B2= _____
D= _____ D1= _____

☐ BARGE-SHAPED HULLS

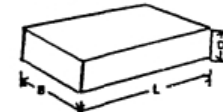


L= _____ B= _____ D= _____

☐ DECKHOUSES

Houseboats only

(AVERAGE DECKHOUSE
DIMENSIONS MUST BE
FURNISHED IN ADDITION
TO HULL DIMENSIONS)



L= _____ B= _____ D= _____

IV. UNITED STATES BUILD STATEMENT



ALL MAJOR COMPONENTS USED IN THE PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE WERE FABRICATED IN THE UNITED STATES.



ALL CONSTRUCTION AND ALL ASSEMBLY FOR THIS PHASE OF CONSTRUCTION WERE DONE IN THE UNITED STATES.

V. NAME(S) AND ADDRESS(ES) OF PARTY(IES) FOR WHOM BUILT WAIANAE COAST CULTURE & ARTS, INC. c/o Polynesian Voyaging Society Pier 36	
IF BUILT FOR MORE THAN ONE PERSON, THE PERSONS NAMES ABOVE ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.	
<input type="checkbox"/> JOINT TENANCY WITH RIGHT OF SURVIVORSHIP <input type="checkbox"/> TENANCY BY THE ENTIRETIES <input type="checkbox"/> COMMUNITY PROPERTY <input checked="" type="checkbox"/> OTHER (DESCRIBE) <u>NON-PROFIT CORPORATION</u>	
VI. CERTIFICATION I, <u>WALLACE J. FROISETH</u> DO HEREBY CERTIFY THAT THE FACTS RECITED HEREIN ARE TRUE AND THAT I HAVE PERSONAL KNOWLEDGE OF THESE FACTS BECAUSE I:	
OR <input checked="" type="checkbox"/> PERSONALLY PERFORMED THE CONSTRUCTION <input type="checkbox"/> SUPERVISED THE CONSTRUCTION AT AND ON BEHALF OF: _____ (NAME OF COMPANY) <input type="checkbox"/> ACTING IN MY CAPACITY AS <u>OWNER</u> (TITLE) OF <u>WALLACE J. FROISETH</u> (NAME OF COMPANY)	
NOTE: THIS CERTIFICATE MUST NOT BE COMPLETED BY AN IMPORTER OR AN IMPORTER'S AGENT. <div style="display: flex; justify-content: space-between;"> <div> <u>Wallace J. Froiseth</u> SIGNATURE </div> <div> <u>8-5-93</u> DATE </div> </div>	
VII. FIRST SALE OR TRANSFER OF VESSEL 100% OF THE VESSEL IDENTIFIED HEREIN IS SOLD (TRANSFERRED) BY THE PARTY(IES) NAMED IN SECTION V TO THE FOLLOWING PERSON(S) (NAMES AND ADDRESSES)	
IF SOLD (TRANSFERRED) TO MORE THAN ONE PERSON, THE PURCHASER(S) (TRANSFERREE(S)) ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.	
<input type="checkbox"/> JOINT TENANCY WITH RIGHT OF SURVIVORSHIP <input type="checkbox"/> TENANCY BY THE ENTIRETIES <input type="checkbox"/> COMMUNITY PROPERTY <input type="checkbox"/> OTHER (DESCRIBE)	
VIII. SIGNATURE OF SELLER(S) (TRANSFEROR(S)) OR PERSONS SIGNING ON BEHALF OF SELLER(S) (TRANSFEROR(S)): <div style="text-align: right;">DATE SIGNED: _____</div>	
IX. NAME(S) OF PERSON(S) SIGNING ABOVE, AND LEGAL CAPACITY IN WHICH SIGNED (E.G., OWNER, AGENT, TRUSTEE, EXECUTOR)	
X. ACKNOWLEDGMENT (TO BE COMPLETED BY NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED BY A LAW OF A STATE OR THE UNITED STATES TO TAKE OATHS.) ON _____ (DATE) THE PERSON(S) NAMED IN SECTION IX ABOVE ACKNOWLEDGED EXECUTION OF THE FOREGOING INSTRUMENT IN THEIR STATED CAPACITY(IES) FOR THE PURPOSES THEREIN CONTAINED. <div style="text-align: right;"> STATE: _____ COUNTY: _____ NOTARY PUBLIC MY COMMISSION EXPIRES: _____ </div>	
PRIVACY ACT STATEMENT IN ACCORDANCE WITH 5 USC 552(A), THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.	
1. AUTHORITY. SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 USC, CHAPTER 313 AND 46 CFR, PART 67. 2. THE PRINCIPAL PURPOSES FOR WHICH THIS INSTRUMENT IS TO BE USED ARE: (A) TO PROVIDE A RECORD, AVAILABLE FOR PUBLIC INSPECTION AND COPYING, OF THE SALE OR OTHER CHANGE IN OWNERSHIP OF A VESSEL WHICH IS DOCUMENTED, WILL BE DOCUMENTED, OR HAS BEEN DOCUMENTED PURSUANT TO 46 USC, CHAPTER 121. (B) PLACEMENT OF THIS INSTRUMENT IN A BOOK FOR EXAMINATION BY GOVERNMENTAL AUTHORITIES AND MEMBERS OF THE GENERAL PUBLIC. 3. THE ROUTINE USE WHICH MAY BE MADE OF THIS INFORMATION INCLUDES DEVELOPMENT OF STATISTICAL DATA CONCERNING DOCUMENTED VESSELS. 4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE THE INFORMATION COULD PRECLUDE FILING OF A BILL OF SALE AND DOCUMENTATION OF THE VESSEL NAMED HEREIN PURSUANT TO 46 USC, CHAPTER 121. MOREOVER, BILLS OF SALE WHICH ARE NOT FILED ARE NOT DEEMED TO BE VALID AGAINST ANY PERSON EXCEPT THE GRANTOR OR A PERSON HAVING ACTUAL KNOWLEDGE OF THE SALE. (46 USC 31321(A)).	
THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: COMMANDANT (G-MV), U.S. COAST GUARD, WASHINGTON, DC 20543-0001 OR OFFICE OF MANAGEMENT AND BUDGET, OFFICE OF INFORMATION AND REGULATORY AFFAIRS, ATTENTION DESK OFFICER FOR DOTUSCG, OLD EXECUTIVE OFFICE BUILDING, WASHINGTON, DC 20565	

POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, HI 96817

August 25, 1993

Mrs. Agnes Cope, Executive Director
Culture and Arts Society

I hope this letter finds you in good health and doing well!

I have enclosed a letter from the United States Coast Guard regarding the requirements for obtaining a documentation number for E'ala and an application for simplified measurement. According to the letter, a signed and notarized affidavit must be submitted. Dennis Kawaharada has drawn up that affidavit and it is enclosed for your signature. Could you please forward the original signed and notarized affidavit to me at the above address, as well as the original signed application for simplified measurement. If there are any questions, please feel free to call me at 531-7240.

Please give my best to your family and staff at the Culture and Arts Society.

Sincerely,



Jarnell L.A. Martinson
Administrator

enc.



U.S. DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

APPROVED OMB NO.
2115-0086
Exp. Date 91APR30

APPLICATION FOR SIMPLIFIED MEASUREMENT

Vessels that measure less than 5 net tons are not eligible for documentation. Only the following vessels may be measured by this SIMPLIFIED MEASUREMENT SYSTEM (46 CFR Part 69 Subpart E):

1. A vessel less than 79 feet in overall length;
2. Barges and pleasure vessels (yachts) of any length used exclusively on the Great Lakes.

I understand that, under the provisions of 46 CFR 69.25, a person making a false statement or representation in this application may be fined up to \$20,000. The vessel also is liable in rem for the penalty. I certify that the information provided by me in answering the following questions is correct.

WAI'AWAE COAST CULTURE & ARTS, INC.

OWNER'S NAME (print or type)	SIGNATURE OF OWNER OR AGENT
1. Vessel Name <u>E'ALA</u>	2. Official No. <u>995562</u> (If one has been assigned)
3. Hull No. or Hull Identification No. <u>995562</u>	
4. Shape of Hull <input type="checkbox"/> Ship <input type="checkbox"/> Barge <input checked="" type="checkbox"/> Catamaran <input type="checkbox"/> Trimaran	
5. Houseboat <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. Hull Material <u>FIBER GLASS</u>
7. Self-propelled <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
8. Engines in Hull <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9. Sailboat <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10. (Sailboats Only) Was depth measured to bottom of keel:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

EXPLANATION OF VESSEL DIMENSIONS

LENGTH is the horizontal distance between the outboard side of the foremost part of the stem and the outboard side of the aftermost part of the stern, excluding rudders, outboard motor brackets, and other similar fittings and attachments.

BREADTH is the horizontal distance taken at the widest part of the hull, excluding rub rails, from the outboard side of the skin (outside planking or plating) on one side of the hull to the outboard side of the skin on the other side of the hull.

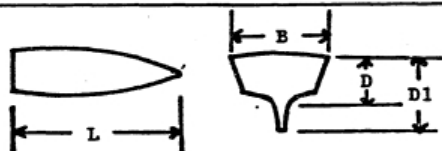
DEPTH is the vertical distance taken at or near midships from a line drawn horizontally through the uppermost edges of the skin (outside planking or plating) at the sides of the hull (excluding the cap rail, trunks, cabins, and deckhouses) to the outboard face of the bottom skin of the hull, excluding the keel. If a vessel is designed for sailing and has the keel faired to the hull, the keel may be included in the depth if the distance to the bottom skin of the hull cannot be determined reasonably. When the keel is included in the depth the Yes blank in question 10 must be checked.

DEPT. OF TRANSP. USCG, CG-5397 (REV. 10-89)
(Previous editions obsolete)

NOTE:
(See reverse for
dimensions)

11. Furnish dimensions for sketch that most resembles the vessel's hull shape.
 L - Length, B - Breadth, D - Depth (Indicate in feet and inches)

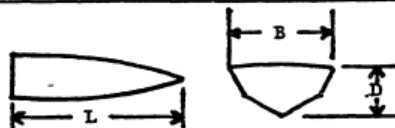
SAILBOAT



L - _____
 B - _____
 D - _____
 D1 - _____

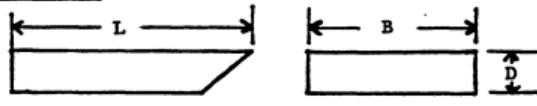
D1 only if actual hull depth (D) cannot be determined

SHIP-SHAPE HULL



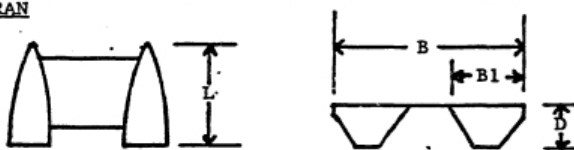
L - _____
 B - _____
 D - _____

BARGE-SHAPED HULLS



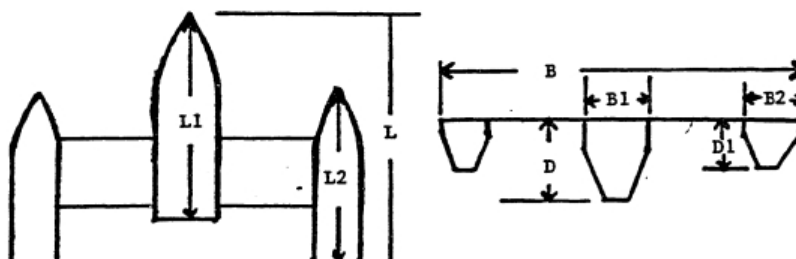
L - _____
 B - _____
 D - _____

CATAMARAN



L - 45'
 B - 9'
 D - 3'4"
 B1 - 2'3"

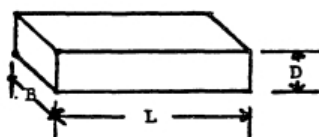
TRIMARAN



L - _____
 B - _____
 D - _____
 L1 - _____
 B1 - _____
 L2 - _____
 B2 - _____
 D1 - _____

DECKHOUSES

Houseboats only (in addition to the hull dimensions also furnish the average deckhouse dimensions.)



L - _____
 B - _____
 D - _____

DO NOT COMPLETE THIS FORM UNTIL YOU HAVE ACTUALLY ASCERTAINED THAT MARKINGS ARE AS SHOWN BELOW

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-1322 (Rev. 12-83)	CERTIFICATE OF MARKING	OMB APPROVED 2115-G110
<p style="text-align: center;">INSTRUCTIONS</p> <ol style="list-style-type: none"> 1. Show vessel name exactly as marked on vessel. 2. Show official number exactly as marked in vessel. 3. Show city and state exactly as marked on vessel (Note: The hailing port of the vessel is the port of documentation or the city and state of the owner's address. — No other hailing port is acceptable.) 4. Section A must be checked in all cases to indicate that the official number is marked. Complete ONLY the appropriate blocks in section B. 		
1. VESSEL NAME E'ALA	2. OFFICIAL NUMBER 995562	
3. HAILING PORT HONOLULU		
<p>4. MARKING CERTIFICATION (Check appropriate box(es))</p> <p>A. ALL VESSELS.</p> <p><input checked="" type="checkbox"/> I certify that the official number of the vessel preceded by the abbreviation "No." has been permanently marked in block-type arabic numerals not less than three (3) inches in height on some clearly visible interior part of the hull and that the number cannot be obliterated or obscured.</p> <p>B. Check whichever of the following are applicable:</p> <p>1. <input checked="" type="checkbox"/> PLEASURE VESSEL: I further certify that the above-named vessel is documented exclusively for pleasure and that its name and hailing port are marked together in clearly legible and durable letters not less than four (4) inches in height on a clearly visible exterior part of the hull.</p> <p>2. COMMERCIAL VESSEL: (Select one bow and one stern marking description.)</p> <p>(a) BOW MARKINGS:</p> <p><input type="checkbox"/> I further certify that the name of this vessel has been marked in clearly legible and durable letters not less than four (4) inches in height on some clearly visible exterior part of its port and starboard bows.</p> <p style="text-align: center;">OR</p> <p><input type="checkbox"/> The vessel name has been marked in clearly legible and durable letters not less than four (4) inches in height on clearly visible exterior parts adjacent to the port and starboard bows in order to avoid obliteration.</p> <p>(b) STERN MARKINGS:</p> <p><input type="checkbox"/> The name and hailing port have been marked in clearly legible and durable letters not less than four (4) inches in height on some clearly visible exterior part of its stern.</p> <p style="text-align: center;">OR</p> <p><input type="checkbox"/> The name and hailing port have been marked in clearly legible and durable letters not less than four (4) inches in height on a clearly visible part adjacent to the stern in order to avoid obliteration.</p>		
SIGNATURE	DATE	

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-1258 (REV. 9-92)	APPLICATION FOR INITIAL ISSUE, EXCHANGE, OR REPLACEMENT OF CERTIFICATE OF DOCUMENTATION; REDOCUMENTATION	THIS SECTION FOR COAST GUARD USE ONLY CASE NUMBER: CHECK #: FEE: \$ IPN: PORT OF RECORD: APPROVED: DATE: PORT:
NOTE: THIS IS AN APPLICATION ONLY AND DOES NOT OF ITSELF ENTITLE A VESSEL TO DOCUMENTATION NOR TO ANY CHANGES SOUGHT ON A CERTIFICATE OF DOCUMENTATION. OFFICIAL NUMBERS DESIGNATED ON THE BASIS OF THIS APPLICATION ARE NOT TRANSFERABLE. A COPY OF THIS APPLICATION IS NOT VALID FOR VESSEL OPERATION.		
I. COMPLETE FOR ALL APPLICATIONS		
A. VESSEL NAME <div style="font-size: 1.2em; font-family: cursive;">E'ALA</div>	B. OFFICIAL NUMBER (IF AWARDED) OR HULL IDENTIFICATION NUMBER 	
C. NAME OF MANAGING OWNER <div style="font-size: 1.2em; font-family: cursive;">WAI'ANAE HAWAIIAN CIVIC CLUB</div> TELEPHONE NUMBER (OPTIONAL): <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div> SOCIAL SECURITY OR TAX ID NUMBER: <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	D. ADDRESS OF MANAGING OWNER <div style="font-size: 1.2em; font-family: cursive;">WAI'ANAE HAWAIIAN CIVIC CLUB 40 POLYNESIAN VOYAGING SOCIETY PIER 36 HONOLULU, HI 96817</div>	
E. NAMES AND SOCIAL SECURITY OR TAX ID NUMBERS OF ALL OTHER OWNERS 		F. HAULING PORT (TO BE MARKED ON VESSEL) <div style="font-size: 1.2em; font-family: cursive;">HONOLULU, HAWAII</div>
ATTACH SHEET LISTING ADDITIONAL OWNERS IF NECESSARY		
G. CITIZENSHIP (SEE INSTRUCTIONS REGARDING STATUS OF ALIENS LAWFULLY ADMITTED FOR PERMANENT RESIDENCE)		
<input type="checkbox"/> VESSEL OWNED BY ONE OR MORE INDIVIDUALS <input type="checkbox"/> VESSEL OWNED BY JOINT VENTURE OR ASSOCIATION <input checked="" type="checkbox"/> VESSEL OWNED IN A TRUST ARRANGEMENT <input type="checkbox"/> VESSEL OWNED BY A PARTNERSHIP A. GENERAL PARTNERSHIP B. LIMITED PARTNERSHIP <input type="checkbox"/> VESSEL OWNED BY A CORPORATION A. STATE OF INCORPORATION _____ B. CITIZENSHIP OF PRESIDENT (AND OTHER CHIEF EXECUTIVE OFFICER, IF ANY) _____ C. CITIZENSHIP OF CHAIRMAN OF THE BOARD _____ <input type="checkbox"/> VESSEL OWNED BY A CORPORATION QUALIFIED AND APPLYING UNDER 46 CFR 68.01 (BOWATER) <input type="checkbox"/> VESSEL OWNED OR OPERATED BY NOT-FOR-PROFIT OIL RECOVERY COOPERATIVE	I (WE) CERTIFY THAT ALL OWNERS OF THIS VESSEL ARE CITIZENS OF THE UNITED STATES. I (WE) CERTIFY THAT ALL MEMBERS OF THIS (JOINT VENTURE) (ASSOCIATION) ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT THE VESSELS COVERED BY THIS APPLICATION WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT. I (WE) CERTIFY THAT ALL TRUSTEES AND ALL BENEFICIARIES WITH AN ENFORCEABLE INTEREST IN THIS TRUST ARRANGEMENT ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT. I (WE) CERTIFY THAT ALL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT, AND THAT THE PARTNERSHIP MEETS THE FOLLOWING EQUITY REQUIREMENT: EQUITY OWNED BY CITIZENS OF THE U.S. <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE I (WE) CERTIFY THAT ALL GENERAL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT AND THAT THE PARTNERSHIP MEETS THE FOLLOWING EQUITY REQUIREMENTS: EQUITY INTEREST OWNED BY CITIZENS OF THE U.S. ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT(S) SOUGHT. <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE D. NUMBER OF DIRECTORS NECESSARY TO CONSTITUTE A QUORUM _____ E. NUMBER OF ALIEN DIRECTORS _____ F. PERCENTAGE OF STOCK OWNED BY U.S. CITIZENS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT, WITH THE ENDORSEMENT(S) SOUGHT ON THIS APPLICATION (APPLIES TO ALL TIERS OF OWNERSHIP) <input type="checkbox"/> LESS THAN 50% <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE CURRENT CERTIFICATE OF COMPLIANCE ATTACHED. I (WE) CERTIFY THAT THE CORPORATE STRUCTURE HAS NOT CHANGED SINCE ISSUANCE OF THAT CERTIFICATE, AND THAT THE VESSEL, IF SELF-PROPELLED, IS LESS THAN 500 GROSS TONS. COPY OF CURRENT LETTER OF QUALIFICATION ATTACHED. I (WE) CERTIFY THAT THE INFORMATION ON FILE WITH REGARD TO COOPERATIVE AND ISSUANCE OF THAT LETTER REMAINS UNCHANGED.	
H. ENDORSEMENTS FOR WHICH APPLICATION IS MADE. (IF MORE THAN ONE, INDICATE ESTIMATED PERCENTAGE FOR EACH)		
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"><input checked="" type="checkbox"/> RECREATIONAL</div> <div style="width: 50%;"><input checked="" type="checkbox"/> COASTWISE</div> <div style="width: 50%;"><input type="checkbox"/> FISHERY</div> <div style="width: 50%;"><input type="checkbox"/> COASTWISE (BOWATER ONLY)</div> <div style="width: 50%;"><input checked="" type="checkbox"/> REGISTRY</div> <div style="width: 50%;"><input type="checkbox"/> GREAT LAKES TRADE</div> <div style="width: 50%;"><input type="checkbox"/> OIL SPILL RESPONSE</div> </div>		

I. PURPOSE OF APPLICATION:

- ☐ 1. EXCHANGE OF CERTIFICATE OF DOCUMENTATION.
☐ 2. REPLACEMENT OF LOST, WRONGFULLY WITHHELD OR MUTILATED CERTIFICATE OF DOCUMENTATION
☐ 3. RETURN TO DOCUMENTATION FOLLOWING DELETION. NAME OF VESSEL WHEN LAST DOCUMENTED:
☒ 4. APPLICATION FOR OFFICIAL NUMBER AND FIRST CERTIFICATE OF DOCUMENTATION. VESSEL

☐ WAS BUILT AT _____ IN _____

OR

☒ IS UNDER CONSTRUCTION AT PIER 36 AND IS SCHEDULED FOR COMPLETION IN JULY 1993

HULL MATERIAL: ☐ WOOD ☐ STEEL ☒ FIBROUS REINFORCED PLASTIC ☐ ALUMINUM ☐ CONCRETE
☐ OTHER (DESCRIBE) _____

APPROXIMATE LENGTH OF VESSEL 47'

PREVIOUS NAMES, NUMBERS, OR FOREIGN REGISTRATIONS OF VESSEL _____

J. CERTIFICATION:

I (WE) CERTIFY THAT:

(A) I AM (WE ARE) A CITIZEN(S) OF THE UNITED STATES AND LEGALLY AUTHORIZED TO EXECUTE THIS APPLICATION IN THE CAPACITY SHOWN;

(B) THAT THE VESSEL(S) TO WHICH THIS APPLICATION APPLIES:

- (i) ☐ HAS (HAVE) BEEN MARKED
☒ OR
☒ WILL BE MARKED

IN ACCORDANCE WITH THE DIRECTIONS IN THE INSTRUCTION SHEET (CG-1258-A) FOR THIS APPLICATION;

(ii) WILL AT ALL TIMES REMAIN UNDER THE COMMAND OF A U.S. CITIZEN;

(iii) WILL NOT BE OPERATED IN A TRADE NOT AUTHORIZED BY THE ENDORSEMENT(S) ON THE CERTIFICATE(S) OF DOCUMENTATION;

(iv) HAS NOT BEEN REBUILT SINCE LAST DOCUMENTATION

(v) THE VESSEL IS

- ☒ NOT TITLED UNDER A STATE
OR
☐ IS TITLED UNDER THE LAWS OF _____

(C) THE NAME(S) OF THE VESSEL(S) WILL NOT BE CHANGED WITHOUT APPROVAL OF A COAST GUARD DOCUMENTATION OFFICER; AND

(D) I (WE) WILL PROMPTLY NOTIFY THE DOCUMENTATION OFFICER AT THE VESSEL'S PORT OF RECORD OR THE PORT NEAREST THE VESSEL UPON A CHANGE IN ANY OF THE INFORMATION OR REPRESENTATIONS IN THIS APPLICATION.

PRINTED OR TYPED NAME

SIGNATURE

CAPACITY

(E.G., OWNER, AGENT, TRUSTEE,
GENERAL PARTNER, CORPORATE
OFFICER)

CHAD K. BAYBAYAN

Chad K. Baybayan AGENT

DATE: _____

PRIVACY ACT STATEMENT

IN ACCORDANCE WITH 5 U.S.C. 552a, THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.

1. AUTHORITY. SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 U.S.C., CHAPTERS 121 AND 125; 46 U.S.C. APP. 802 AND 883.

2. THE PRINCIPAL PURPOSES FOR WHICH THIS INFORMATION IS TO BE USED ARE:

- (1) TO DETERMINE CITIZENSHIP OF THE OWNER OF THE VESSEL FOR WHICH APPLICATION FOR DOCUMENTATION IS MADE; AND
(2) TO DETERMINE ELIGIBILITY OF THE VESSEL TO BE DOCUMENTED WITH THE TRADE ENDORSEMENT SOUGHT.

3. THE ROUTINE USES WHICH MAY BE MADE OF THIS INFORMATION INCLUDE RELEASE TO LAW ENFORCEMENT OFFICIALS, TO THE GENERAL PUBLIC UNDER FREEDOM OF INFORMATION ACT, AND TO PUBLISH INFORMATION ABOUT U.S. DOCUMENTED VESSELS.

4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER FAILURE TO PROVIDE THE INFORMATION REQUESTED WILL RESULT IN DENIAL OF THE APPLICATION FOR DOCUMENTATION, WHICH MAY PREVENT THE OWNER FROM OPERATING THE VESSEL(S) IN A SPECIFIED TRADE.

THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: COMMANDANT (G-MV), U.S. COAST GUARD, WASHINGTON, DC 20593-0001 OR OFFICE OF MANAGEMENT AND BUDGET, OFFICE OF INFORMATION AND REGULATORY AFFAIRS, ATTENTION: DESK OFFICER FOR DOT/USCG, OLD EXECUTIVE OFFICE BUILDING, WASHINGTON, DC 20503.

POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, HI 96817

March 12, 1994

Mrs. Maxine Hee

Enclosed is an application for vessel documentation for *E'ala*. The canoe is lighter than is required for a Federal documentation number, therefore, we are obtaining a State "HA" number. Please sign and date the application at #37 under Authentication as owner and return in the self-addressed stamped envelope.

If there are any questions, please feel free to call me at 531-7240.

Sincerely,

Jarnell L.A. Martinson
Jarnell L.A. Martinson
Administrator

enc.



The sailing vessel *Eala* is owned solely by Wai'anae Hawaiian Civic Club, a non-profit corporation organized under the laws of the state of Hawai'i;

No stock has been issued as expressly prohibited by Hawai'i State Statutes;

The governing body of Wai'anae Hawaiian Civic Club is composed of all United States citizens, and there are no non-United States citizens involved in the ownership or operation of the vessel known as *Eala*.

Signature: Maxine L. P. Hee

Name/Title: Maxine Hee/President

Date: 12/20/93

Rec'd 11'

JUL 01 '93 08:29AM HI PRINTING-KONA (808)329-7621

July 1st, 1993

TO : UNITED STATES COAST GUARD
RE : DOUBLE HULL CANOE VESSEL - "E'ALA"

Gentlemen;

Please be advised that Native Hawaiian Ocean Activities, Inc. dba Maui Beach Center, and Rodney Burgess were never the legal owners of the vessel "E'ala" which is owned by the Waianae Hawaiian Civic Club attn. Ms. Aggie Cope. We did lease "E'ala" on a year to year basis but surrendered the lease in 1989.

We hope this letter will serve to clarify "E'ala"'s ownership. Please feel free to contact me at the address below if further verification is needed.

Sincerely,

Rodney Burgess
Native Hawaiian Ocean Activities, Inc.
Rod Burgess
Its President

7:10 PM 7/1/93 set
10

NOTE: TYPE OR PRINT WITH PEN - PENCIL APPLICATIONS WILL NOT BE ACCEPTED.

LNR 3-021

STATE OF HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES DIVISION OF BOATING AND OCEAN RECREATION 79 South Nimitz Highway, Honolulu, Hawaii 96813				HA	
(1) TYPE OF REGISTRATION (Circle One) <u>1. NEW</u> 2. TRANSFER OF OWNERSHIP				APPLICATION FOR VESSEL REGISTRATION AND CERTIFICATE OF NUMBER For Undocumented Vessel Principally Used in Hawaii THIS IS A PUBLIC DOCUMENT	
(2) NUMBER NOW ON OR AWARDED TO THIS VESSEL (If none so state) <u>HA 650 CP</u>				(13) LIEN HOLDER—MORTGAGEE (Attach separate sheet if necessary)	
(3) PRINCIPAL OWNERS LAST NAME		FIRST	MIDDLE	(3a) TELEPHONE NO. HOME: BUS: <u>521-7240</u>	(14) DATE OF LIEN
<u>WAIDNAE HAWAIIAN CIVIC CLUB</u>					
(4) MAILING ADDRESS <u>C/O POLYNESIAN VOYAGING SOCIETY</u>				(15) STREET ADDRESS OR BOX NUMBER	(15a) DATE LIEN SATISFIED
<u>PIGR 36</u>					
(5) CITY	STATE	ZIP CODE NO.	(6) DATE OF BIRTH	(16) CITY	STATE ZIP CODE NO. (16a) DATE RECORDED
<u>HONOLULU</u>	<u>HI</u>	<u>96817</u>			
(7) STREET ADDRESS: (If same as above, so state) <u>SAME AS ABOVE</u>				(17) CITIZENSHIP OF OWNER(S) (Circle One) <u>1. U.S.A.</u> ALIEN IF ALIEN, GIVE COUNTRY	(18) RADIO COMMUNICATIONS (Circle One) <u>1. NONE</u> 2. SENDING 3. RECEIVING 4. BOTH 5. RADIO CALL LTGS
(8) CITY	STATE	ZIP CODE NO.		(19) ATTACH THE REGISTRATION DOCUMENTS ISSUED BY THE STATE OR COUNTRY OF ORIGIN AND COMPLETE THE FOLLOWING: 1. VESSEL ENTERED HAWAII (Date) _____ 3. U.S. PORT OF IMPORTATION: _____ 4. DATE OF DUTY PAYMENT: _____ 5. ENTRY NUMBER: _____	
(9) CO-OWNER'S LAST NAME	FIRST	MIDDLE	(9a) TELEPHONE NO. HOME: BUS: _____	(20) PLACE KEPT (Complete 1 or 2) WHEN NOT IN USE VESSEL IS USUALLY:	
(10) MAILING ADDRESS	(10a) EMPLOYED BY			1. MOORED AT (Island and Harbor) _____	
(11) CITY	STATE	ZIP CODE NO.	(12) DATE OF BIRTH	2. STORED ON LAND AT (Island) <u>OAHU PIER 36</u>	
(21) TYPE OF VESSEL (Circle One) 1. CABIN MOTORBOAT 2. OPEN MOTORBOAT 3. RUNABOUT 4. AUXILIARY POWERED SAILING VESSEL 5. SAILING VESSEL 6. MOTOR VESSEL (MORE THAN 65' IN LENGTH) 7. THRILL CRAFT 8. OTHER (Describe)				(22) NUMBER OF HULLS <u>2</u>	(23) COLORS 1. HULL: <u>BLACK</u> 2. CABIN TOP &/OR DECK: <u>NAVY BLUE</u> 3. TRIM: _____
(24) VESSEL LENGTH <u>47</u> FEET <u>INCHES</u>	(25) HULL MATERIAL (Circle One) 1. WOOD 2. STEEL 3. FIBERGLASS/PLASTIC 4. ALUMINUM 5. RUBBER/FABRIC 6. OTHER (Specify)	(26) ENGINE <u>NONE</u> 1. MANUFACTURER: _____ 2. SERIAL NO. _____	(27) HULL MANUFACTURER'S NAME <u>DANNY PALIKO</u>	(28) NAME OF VESSEL <u>EIMLA</u>	(29) YEAR BUILT <u>1980</u>
(30) HULL IDENTIFICATION NUMBER, IF NONE OR OBLITERATED, SO STATE. <u>HA 650 CP</u>	(31) TYPE OF FUEL (Circle One) 1. GASOLINE 2. DIESEL 3. OTHER	(32) PROPULSION (Circle One) 1. OUTBOARD 2. INBOARD 3. INBOARD/OUTBOARD <u>1. SAIL ONLY</u> 5. SAIL & INBOARD 6. SAIL & OUTBOARD 7. MANUAL 8. WATER JET 9. OTHER (Describe)	(33) COUNTRY WHERE HULL BUILT <u>MAUI, HI, USA</u>		
(34) PRINCIPAL USE (Circle One) 1. PLEASURE 2. COMMERCIAL FISHING 3. CHARTER FISHING 4. COMMERCIAL PASSENGER 5. OTHER COMMERCIAL 6. LIVERY 7. DEALER 8. MANUFACTURER 9. FEE EXEMPT YOUTH GROUP 10. FEE EXEMPT—GOVT. 11. OTHER (Describe)				(35) IF YOU REGISTERED YOUR VESSEL AS PLEASURE, DO YOU SELL YOUR CATCH OCCASIONALLY? YES _____ NO _____ (36) IF YOU REGISTERED YOUR VESSEL AS COMMERCIAL, HOW MANY NET TONS IS YOUR BOAT (IF OVER 30 FEET)? _____ HOW MANY PASSENGERS WILL YOU CARRY ON THE AVERAGE? _____	
(37) AUTHENTICATION. THIS SECTION MUST BE COMPLETED BY ALL APPLICANTS. I/We hereby certify under penalty of law that the information given by me/us on this application is true, correct and complete to the best of my/our knowledge and belief.				Please send Check or Money Order payable: DLNR BOATING PLEASE DO NOT MAIL CASH	
Signature(s) _____ Date(s) Signed _____				FOR DEPARTMENTAL USE ONLY	
Owner: _____				Subscribed before me this _____ day of _____, 19____ (Signature) _____	
Co-owner: _____				DATE PROCESSING COMPLETED _____ By: _____	
Co-owner: _____				EXPIRATION DATE _____	

READ REVERSE SIDE—IMPORTANT INSTRUCTIONS

INFORMATION ESTABLISHING PROOF OF OWNERSHIP

The "Certificate of Sale" is to be completed by the seller unless he gives the buyer a "Bill of Sale".

The "Affidavit of Applicant" is to be completed by the purchaser if the seller did not complete the "Certificate of Sale" or the applicant has no other evidence of ownership. Do not complete the "Affidavit of Applicant" if a document showing that the vessel was registered by the applicant in another state is attached.

The Department, if not satisfied with the evidence submitted as proof of ownership, may require additional information or documents. An application to register a vessel which has been registered in another state is to be accompanied by the registration documents issued by that state if available.

CERTIFICATE OF SALE To Be Completed By Seller(s)

I/WE (Seller's Name) _____

(Circle One) 1. DEALER 2. BUILDER/MANUFACTURER 3. OTHER

ADDRESS _____

TRANSFERRED (Circle One) 1. ALL 2. PART INTEREST IN THE VESSEL DESCRIBED ON THE REVERSE SIDE OF THIS FORM
ON (Month, Day, Year transferred) _____

AT (City or County/State) _____

TO THE FOLLOWING PERSON(S) Name(s) _____

AND IS FREE OF ALL ENCUMBERANCES EXCEPT ANY SHOWN ON THE REVERSE OF THIS FORM.

I/WE HEREBY CERTIFY UNDER PENALTY OF LAW THAT THE FOREGOING IS TRUE AND CORRECT.

Signature(s) of Seller(s) _____

Date(s) Signed _____

AFFIDAVIT OF APPLICANT

I/WE DECLARE WHAT (Circle One) 1. ALL 2. PART INTEREST IN THE VESSEL DESCRIBED ON THE REVERSE SIDE OF THIS FORM WAS ACQUIRED BY ME FROM (Name and Address of previous owner) _____

IN THE FOLLOWING MANNER: (Circle One)

1. PURCHASE 2. TRADE/SWAP 3. GIFT 4. OTHER (Specify) _____

AT (City or County/State where acquired) _____

ON (Month, Day, Year acquired) _____

I/WE CERTIFY UNDER PENALTY OF LAW THAT THE FOREGOING IS TRUE AND CORRECT.

Signature(s) _____

Date(s) Signed _____

OWNER _____

CO-OWNER _____

CO-OWNER _____

AFFIDAVIT OF VESSEL REGISTRAR

The applicant presented satisfactory evidence of ownership of the vessel described in this application in the form of _____

which was examined by me and returned to the applicant.

Signature _____

Date _____

DECLARATION OF JOINT OWNERSHIP

WE, THE UNDERSIGNED, DO HEREBY DECLARE THAT THE OWNERSHIP OF VESSEL HA _____ IS
HELD IN OUR JOINT NAMES AS JOINT TENANTS, WITH RIGHTS OF SURVIVORSHIP AND NOT AS TENANTS IN COMMON.

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____

HOME BUILDER'S STATEMENT
OF VESSEL ORIGIN

This form is to be completed and presented by a person who built or assembled a vessel for his own use and not for the purpose of sale when applying to register the vessel in Hawaii. The Department of Transportation, if not satisfied with the evidence submitted may require or secure additional information before issuing a certificate of number for the vessel.

The undersigned hereby certifies that the new vessel described below was constructed by him for his own personal use at (address where vessel was built)

1. DATE CONSTRUCTION STARTED 1979 2. DATE COMPLETED 1980
3. TYPE OF VESSEL (a) Cabin Motorboat (b) Open Motorboat
(circle one) (c) Runabout (d) Auxiliary Powered Sail
(e) Sailing Vessel (f) Other (describe)
4. NUMBER OF HULLS 2 5. VESSEL LENGTH 45 feet _____ inches
6. HULL MATERIAL (a) Wood (b) Steel
(circle one) (c) Fiberglass/Plastic (d) Aluminum
(e) Other (Specify) _____
7. SOURCE OF MATERIALS (a) Kit (b) Hull
(circle one) (c) Shell or (d) most of the materials were purchased
from (name of firm or person) DANNY PALUKKO
Address LAHAINA, MAUI

I HEREBY CERTIFY UNDER PENALTY OF LAW THAT THE FOREGOING IS
TRUE AND CORRECT.

Signature (Builder) * _____ Date _____
* Wallace J. Froiseth Date 3-10-94

Subscribed before me this _____ day of _____, 19 _____

Signature (Vessel Registrar) _____

* This document shall be notarized or the signature witnessed by an authorized vessel registrar.

HA GEOCP

U. S. Department
of Transportation

United States
Coast Guard



Vessel Documentation
U.S. Coast Guard
MSO Puget Sound

1519 Alaskan Way S.
Seattle, WA 98134-1192
(206) 286-5500

16713
3 February 1994

Wai'Anae Hawaiian Civic Club
c/o Polynesian Voyaging Society
Pier 36
Honolulu, HI 96817

Re: Documentation Status
E'ALA (995562)

ATTN: Maxine Hee:

The E'ALA measures less than 5 net tons and therefore does not meet the minimum tonnage requirement for documentation.

Your application for Documentaiton and Application for Simplified Measurement are being placed on file with no further action taken. The fee that was submitted is an Application Fee and is therefore not refundable.

I have attached an excerpt from the current Federal Regulations describing vessels eligible for documentation and application fees.

If you have any questions whatsoever, please do not hesitate to write or call us.

Sincerely,

A handwritten signature in cursive script that reads "Ver E. Walker".

VER E. WALKER
Vessel Documentation Officer
By direction of the
Officer in Charge, MSO Puget Sound

VDER

VESSEL DOCUMENTATION ELEMENT RECORD

27JAN94

NAME/ E'ALA
CASE/ VD94004892VIN/ D995562 CALL/
ACTING PORT/ SEAVD HOME PORT/ SEAVD

FLAG/ US

--- DESCRIPTION ---

PM...../ VSL TYPE/ CATAMARAN HOUSEBOAT?/ N HULL MATERIAL/ FRP
SELF-PROPELLED?/ Y MACHINERY?/ N SAIL?...../ Y 75%?/ N
HAILING PORT, ON STERN OF VESSEL/ HONOLULU HAWAII

--- TRADE ENDORSEMENT ---

COASTWISE...../ GREAT LAKES/
COASTWISE BOWATER ONLY/ REGISTRY.../ FISHERY.../
RECREATION/ X

--- RESTRICTIONS ---

RESTRICTED TRADE REASON(S)
NO COASTWISE OR GREAT LAKES LICENSE../
NO FISHERY LICENSE...../
NO REGISTRY...../
NO RECREATION (PLEASURE) LICENSE...../
NO GREAT LAKES LICENSE...../

--- SPECIAL ENTITLEMENTS: NONE/ X ---

SPECIAL LEGISLATION - COASTWISE...../ COASTWISE AND FISHERY - CAPTURED/
SPECIAL LEGISLATION - FISHERY...../ COASTWISE AND FISHERY - FORFEIT /
SPECIAL LEGISLATION...../ COASTWISE AND FISHERY - WRECKED /

--- REMARKS TO APPEAR ON CERTIFICATE OF DOCUMENTATION ---

1. REGISTERED MEASURES ---

TONNAGES.....: GROSS.../ 3 ITC GROSS../ DUAL GROSS../
BY...../ FORMULA NET...../ 3 ITC NET../ DUAL NET../
DIMENSIONS US.: LENGTH../ 45.000 BREADTH../ 9.000 DEPTH...../ 3.300
ITC: LENGTH../ BREADTH../ DEPTH...../

--- OPTIONAL MEASURES ---

DECKHOUSE : LENGTH../ BREADTH../ DEPTH...../
CATAMARAN : LENGTH../ 45.000 BREADTH../ 2.200 DEPTH...../ 3.300
TRIMARAN-MAIN : LENGTH../ BREADTH../ DEPTH...../
-OUTBOARD : LENGTH../ BREADTH../ DEPTH...../

2. CONSTRUCTION DETAILS ---

BUILD YARD/ WALLACE J FROISETH HULL NUMBER.../ NONE
YEAR BUILT/ 1980 RBS HULL NUMBER/
PLACE BUILT...../ WAIANAE HI COUNTRY/ US

has been sold at an interlocutory sale, the proceeds of which have been adjudged forfeited by a Federal District Court to the Federal Government of the United States. A vessel is considered forfeited within the meaning of this definition even if the proceeds, though adjudged forfeited to the United States, do not actually accrue to the United States.

Hull means the shell, or outer casing, and internal structure below the main deck which provide both the flotation envelope and structural integrity of the vessel in its normal operations. In the case of a submersible vessel, the term includes all structural members of the pressure envelope.

Manufacturer's Certificate of Origin means a certificate issued under the law or regulation of a State, evidencing transfer of a vessel from the manufacturer as defined in 33 CFR part 181 to another person.

New vessel means a vessel:

(1) The hull and superstructure of which are constructed entirely of new materials; or

(2) Which is constructed using structural parts of an existing vessel, which parts have been torn down so that they are no longer advanced to a degree which would commit them to use in the building of a vessel.

Ocean thermal energy conversion facility means any facility which is standing in or moored in or beyond the territorial sea of the United States as defined in 33 CFR 2.05-5, and which is designed to use temperature differences in ocean water to produce electricity or another form of energy capable of being used directly to perform work.

Ocean thermal energy conversion plant means any vessel which is standing in or moored in or beyond the territorial sea of the United States as defined in 33 CFR 2.05-5, and which is designed to use temperature differences in ocean water to produce electricity or another form of energy capable of being used directly to perform work.

Officer in Charge, Marine Inspection (OCMI) means the Coast Guard official designated as such by the Commandant, under the superintendence and direction of a Coast Guard District Commander, who is in charge of an inspection zone in accordance with regulations set forth in 46 CFR part 1.

Person means an individual, corporation, partnership, association, joint venture, trust arrangement, the government of the United States, a State or political subdivision thereof, and includes a trustee, beneficiary, receiver, or similar representative of any of them.

Port of documentation means a port which has been designated by the

Commandant as a place which may serve as a port of record for vessel documentation purposes. A documentation office is located in each port of documentation. A list of designated ports of documentation may be found in appendix A to this part.

Port of record means the port of documentation at which the records for a vessel are kept.

Registration means a certificate of number issued pursuant to rules in 33 CFR part 173, a record under the maritime laws of a foreign country, or a certificate issued by a political subdivision of a foreign country.

Secretary means the Secretary of Transportation.

State means a State of the United States or a political subdivision thereof, Guam, Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Northern Mariana Islands, and any other territory or possession of the United States.

Superstructure means the main deck and any other structural part above the main deck.

United States, when used in a geographic sense means the States of the United States, Guam, Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Northern Mariana Islands, and any other territory or possession of the United States, except that for purposes of § 67.19(d)(3) trust territories are not considered to be part of the United States.

Vessel includes every description of watercraft or other contrivance used or capable of being used as a means of transportation on water, but does not include aircraft. Vessel also includes ocean thermal energy conversion facilities and ocean thermal energy conservation plantships as defined in this section.

Wrecked vessel, under the provisions of 46 U.S.C. app. 14, means a vessel which:

(1) Has incurred substantial damage to its hull or superstructure as a result of natural or accidental causes which occurred in the United States or its adjacent waters; and

(2) Has undergone, in a shipyard in the United States or its possessions, repairs equaling three times the appraised salved value of the vessel.

§ 67.5 Vessels eligible for documentation.

Any vessel of at least five net tons wholly owned by a citizen or citizens of the United States is eligible for documentation under this part. This includes, but is not limited to, vessels used exclusively for recreational purposes and vessels used in foreign trade.

§ 67.7 Vessels requiring documentation.

Any vessel of at least five net tons which engages in the fisheries on the navigable waters of the United States or in the Exclusive Economic Zone, Great Lakes trade, or coastwise trade, unless exempt under § 67.9(c), must have a Certificate of Documentation bearing a valid endorsement appropriate for the activity in which engaged.

§ 67.9 Vessels excluded from or exempt from documentation.

(a) A vessel of less than five net tons is excluded from documentation.

(b) A vessel which does not operate on the navigable waters of the United States or in the fisheries in the Exclusive Economic Zone is exempt from the requirement to have a Certificate of Documentation.

(c) A non-self-propelled vessel, qualified to engage in the coastwise trade is exempt from the requirement to be documented with a coastwise endorsement when engaged in coastwise trade:

(1) Within a harbor;

(2) On the rivers or lakes (except the Great Lakes) of the United States; or

(3) On the internal waters or canals of any State.

(d) A vessel exempt from the requirement to be documented by paragraph (b) or (c) of this section may be documented at the option of the owner, provided it meets the other requirements of this part.

§ 67.11 Restriction on transfer of an interest in documented vessels to foreign persons; foreign registry or operation.

(a) Unless approved by the Maritime Administration—

(1) A documented vessel or a vessel last documented under the laws of the United States may not be placed under foreign registry or operated under the authority of a foreign country.

(2) A documented vessel or a vessel last documented under the laws of the United States owned by a citizen of the United States as defined in section 2 of the Shipping Act, 1916 (46 U.S.C. app. 802), may not be sold, mortgaged, leased, chartered, delivered, or otherwise transferred to any person who is not a citizen of the United States as defined in section 2 of the Shipping Act, 1916 (46 U.S.C. app. 802).

(b) The restrictions in paragraph (a)(2) of this section do not apply to a vessel that has been operated only as:

(1) A fishing vessel, fish processing vessel, or fish tender vessel as defined in 46 U.S.C. 2101;

(2) A recreational vessel; or

(3) Both.

Note: For purposes of carrying out its responsibilities under the provisions of this

under this subpart for a service provided to a Federal agency when the fee would be directly paid with federally-appropriated funds by a Federal agency acting in its own behalf.

(e) Application fees under this subpart are not refundable.

§ 67.501 Application for Certificate of Documentation.

An application fee is charged for an initial Certificate of Documentation in accordance with subpart K of this part. If application is made for any trade endorsement, the applicable fee under § 67.511 will be charged in addition to the application fee for the Certificate. The application fee does not include the fee under § 67.527 for filing and recording any required bills of sale or instruments in the nature of a bill of sale, or the application fee under § 67.519 for waivers in accordance with §§ 67.89 or 67.101.

§ 67.503 Application for exchange or replacement of a Certificate of Documentation.

(a) An application fee is charged for exchange or the simultaneous exchange and replacement of a Certificate of Documentation in accordance with subpart K of this part. Only a single application fee will be assessed when two or more reasons for exchange occur simultaneously. If application is made for any trade endorsement, the applicable fee under § 67.511 will be charged in addition to the application fee for the exchange or replacement.

(b) The application fee for exchange or replacement does not apply to:

- (1) Endorsement of a change in the owner's address;
- (2) Exchange or replacement solely by reason of clerical error on the part of a documentation officer; or
- (3) Deletion of a vessel from documentation.

§ 67.505 Application for return of vessel to documentation.

An application fee is charged for a return of a vessel to documentation after deletion in accordance with subpart K of this part. If application is made for any trade endorsement, the applicable fee under § 67.511 will be charged in addition to the application fee for return to documentation.

§ 67.507 Application for replacement of lost or mutilated Certificate of Documentation.

An application fee is charged for replacement of a lost or mutilated Certificate of Documentation in accordance with subpart K of this part.

§ 67.509 Application for approval of exchange of Certificate of Documentation requiring mortgagee consent.

An application fee is charged for approval of exchange of a Certificate of Documentation requiring mortgagee consent in accordance with subpart K of this part.

§ 67.511 Application for trade endorsement(s).

(a) *Coastwise or Great Lakes endorsement.* An application fee is charged for a coastwise or a Great Lakes endorsement, or both, in accordance with subpart B of this part.

(b) *Coastwise Bowaters endorsement.* An application fee is charged for a coastwise Bowaters endorsement in accordance with 46 CFR part 68.

(c) *Fishery endorsement.* An application fee is charged for a fishery endorsement in accordance with subpart B of this part.

(d) *Registry or recreational endorsement.* There is no application fee for a registry or recreational endorsement, or both.

(e) When multiple trade endorsements are requested on the same application, only the single highest applicable endorsement fee will be charged.

§ 67.513 Application for evidence of deletion from documentation.

An application fee is charged for evidence of deletion from documentation in accordance with subpart L of this part.

§ 67.515 Application for renewal at port other than port of record.

An application fee is charged for renewal in accordance with subpart L of this part at a port other than the vessel's port of record.

§ 67.517 Application for late renewal.

An application fee is charged for a late renewal in accordance with subpart L of this part.

§ 67.519 Application for waivers.

An application fee is charged for waiver of original build evidence in accordance with subpart F of this part, or for waiver of bill of sale eligible for filing and recording in accordance with subpart E of this part. In cases where more than one waiver is required, each waiver application is subject to this fee.

§ 67.521 Application for new vessel determination.

An application fee is charged for a new vessel determination in accordance with subpart M of this part.

§ 67.523 Application for wrecked vessel determination.

An application fee is charged for a determination of whether a vessel is entitled to coastwise, Great Lakes, and fisheries privileges as a result of having been wrecked in waters adjacent to the United States and repaired in accordance with subpart J of this part. This fee is in addition to the cost associated with the vessel appraisals.

§ 67.525 Application for determination of rebuild.

An application fee is charged for a determination of whether a vessel has been rebuilt in accordance with subpart M of this part. This fee will be assessed for each request for either a preliminary or final determination submitted in writing by the vessel owner or the vessel owner's representative.

§ 67.527 Application for filing and recording bills of sale and instruments in the nature of a bill of sale.

An application fee is charged for filing and recording bills of sale and instruments in the nature of a bill of sale in accordance with subpart P of this part.

§ 67.529 Application for filing and recording mortgages and related instruments.

An application fee is charged for filing and recording mortgages and related instruments in accordance with subpart Q of this part.

§ 67.531 Application for filing and recording notices of claim of lien.

An application fee is charged for filing and recording notices of claim of lien in accordance with subpart R of this part.

§ 67.533 Application for Certificate of Compliance.

An application fee is charged for a Certificate of Compliance to be issued in accordance with regulations set forth in 46 CFR part 68.

§ 67.535 Issuance of Abstract of Title.

An issuance fee is charged for a General Index or Abstract of Title in accordance with subpart T of this part.

§ 67.537 Issuance of Certificate of Ownership.

An issuance fee is charged for a Certificate of Ownership in accordance with subpart T of this part. A supplemental issuance fee is charged for a Certificate of Ownership attachment for each additional vessel with the same ownership and encumbrance information.

DEPARTMENT OF
TRANSPORTATION
U.S. COAST GUARD
CG-1251 (REV. 9-92)

**BUILDER'S CERTIFICATION
AND FIRST TRANSFER OF TITLE**

OMB APPROVED
2115-0110

I. PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE

- ☒ ENTIRE CONSTRUCTION
☐ HULL ONLY
☐ COMPLETION ONLY (HULL BUILT BY ANOTHER)

YEAR PHASE OF CONSTRUCTION

YEAR COMPLETED

10/12/05
1980

II. VESSEL DATA

A. HULL IDENTIFICATION NUMBER OR HULL NUMBER

995562

D. PLACE OF BUILD (CITY, STATE, COUNTRY)

WAI'ANA'E, HAWAII

B. VESSEL NAME (IF KNOWN)

EALA

C. EQUIPPED WITH ENGINE?

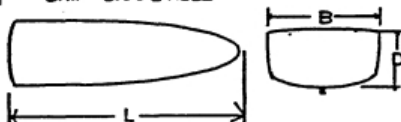
☐ YES ☒ NO OUTBOARD ☐ YES ☒ NO

E. HULL MATERIAL:

☐ WOOD ☐ STEEL ☒ FIBROUS REINFORCED PLASTIC
☐ ALUMINUM ☐ CONCRETE ☐ OTHER

**III. DIMENSIONS
(COMPLETE APPROPRIATE DIAGRAM)**

☐ SHIP-SHAPE HULL



L= B= D=

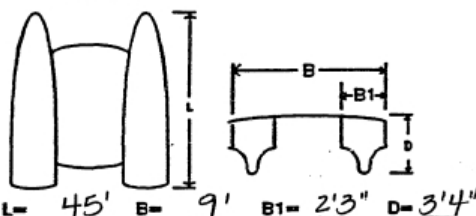
☐ SAILBOAT



D1 only if actual hull depth (D) cannot be determined

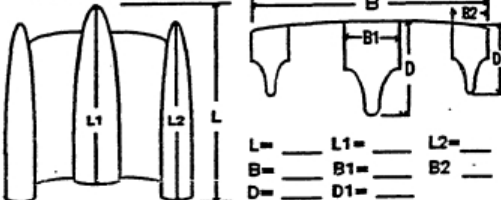
L= B= D= D1=

☒ CATAMARAN



L= 45' B= 9' B1= 2'3" D= 3'4"

☐ TRIMARAN



L= L1= L2= B= B1= B2= D= D1=

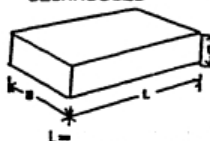
☐ BARGE-SHAPED HULLS



L= B= D=

☐ DECKHOUSES

Houseboats only



(AVERAGE DECKHOUSE
DIMENSIONS MUST BE
FURNISHED IN ADDITION
TO HULL DIMENSIONS)

L= B= D=

IV. UNITED STATES BUILD STATEMENT

- ☒ ALL MAJOR COMPONENTS USED IN THE PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE WERE FABRICATED IN THE UNITED STATES.
☒ ALL CONSTRUCTION AND ALL ASSEMBLY FOR THIS PHASE OF CONSTRUCTION WERE DONE IN THE UNITED STATES.

V. NAME(S) AND ADDRESS(ES) OF PARTY(IES) FOR WHOM BUILT

WAI'ANAE HAWAIIAN CIVIC CLUB
c/o POLYNESIAN VOYAGING SOCIETY
PIER 36
HONOLULU, HI 96817

IF BUILT FOR MORE THAN ONE PERSON, THE PERSONS NAMES ABOVE ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.

- ☐ JOINT TENANCY WITH RIGHT OF SURVIVORSHIP ☐ TENANCY BY THE ENTIRETIES ☐ COMMUNITY PROPERTY
☒ OTHER (DESCRIBE) NON-PROFIT CORPORATION

VI. CERTIFICATION

I, WALLACE J. FROISETH DO HEREBY CERTIFY THAT THE FACTS RECITED HEREIN ARE TRUE AND THAT I HAVE PERSONAL KNOWLEDGE OF THESE FACTS BECAUSE I:

☒ PERSONALLY PERFORMED THE CONSTRUCTION

OR ☐ SUPERVISED THE CONSTRUCTION AT AND ON BEHALF OF: _____

(NAME OF COMPANY)

☐ ACTING IN MY CAPACITY AS _____

(TITLE)

OF

(NAME OF COMPANY)

NOTE: THIS CERTIFICATE MUST NOT BE COMPLETED BY AN IMPORTER OR AN IMPORTER'S AGENT.

SIGNATURE

Wallace Froiseth

DATE

12/20/93

VII. FIRST SALE OR TRANSFER OF VESSEL

100% OF THE VESSEL IDENTIFIED HEREIN IS SOLD (TRANSFERRED) BY THE PARTY(IES) NAMED IN SECTION V TO THE FOLLOWING PERSON(S) (NAMES AND ADDRESSES)

IF SOLD (TRANSFERRED) TO MORE THAN ONE PERSON, THE PURCHASER(S) (TRANSFERREE(S)) ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.

- ☐ JOINT TENANCY WITH RIGHT OF SURVIVORSHIP ☐ TENANCY BY THE ENTIRETIES ☐ COMMUNITY PROPERTY
☐ OTHER (DESCRIBE)

VIII. SIGNATURE OF SELLER(S) (TRANSFEROR(S)) OR PERSONS SIGNING ON BEHALF OF SELLER(S) (TRANSFEROR(S)):

DATE SIGNED:

IX. NAME(S) OF PERSON(S) SIGNING ABOVE, AND LEGAL CAPACITY IN WHICH SIGNED (E.G., OWNER, AGENT, TRUSTEE, EXECUTOR)

X. ACKNOWLEDGMENT (TO BE COMPLETED BY NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED BY A LAW OF A STATE OR THE UNITED STATES TO TAKE OATHS.)

ON _____ (DATE) THE PERSON(S) NAMED IN

STATE:

COUNTY:

SECTION IX ABOVE ACKNOWLEDGED EXECUTION OF THE FOREGOING INSTRUMENT IN THEIR STATED CAPACITY(IES) FOR THE PURPOSES THEREIN CONTAINED.

NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

PRIVACY ACT STATEMENT

IN ACCORDANCE WITH 5 USC 552(A), THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.

1. AUTHORITY. SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 USC, CHAPTER 313 AND 46 CFR, PART 67.

2. THE PRINCIPAL PURPOSES FOR WHICH THIS INSTRUMENT IS TO BE USED ARE:

(A) TO PROVIDE A RECORD, AVAILABLE FOR PUBLIC INSPECTION AND COPYING, OF THE SALE OR OTHER CHANGE IN OWNERSHIP OF A VESSEL WHICH IS DOCUMENTED, WILL BE DOCUMENTED, OR HAS BEEN DOCUMENTED PURSUANT TO 46 USC, CHAPTER 121.

(B) PLACEMENT OF THIS INSTRUMENT IN A BOOK FOR EXAMINATION BY GOVERNMENTAL AUTHORITIES AND MEMBERS OF THE GENERAL PUBLIC.

3. THE ROUTINE USE WHICH MAY BE MADE OF THIS INFORMATION INCLUDES DEVELOPMENT OF STATISTICAL DATA CONCERNING DOCUMENTED VESSELS.

4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE THE INFORMATION COULD PRECLUDE FILING OF A BILL OF SALE AND DOCUMENTATION OF THE VESSEL NAMED HEREIN PURSUANT TO 46 USC, CHAPTER 121. MOREOVER, BILLS OF SALE WHICH ARE NOT FILED ARE NOT DEEMED TO BE VALID AGAINST ANY PERSON EXCEPT THE GRANTOR OR A PERSON HAVING ACTUAL KNOWLEDGE OF THE SALE. (46 USC 31321(A)).

THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: COMMANDANT (3-447), U.S. COAST GUARD, WASHINGTON, DC 20540-0001 OR OFFICE OF MANAGEMENT AND BUDGET, OFFICE OF INFORMATION AND REGULATORY AFFAIRS, ATTENTION DESK OFFICER FOR DOT/USCG, OLD EXECUTIVE OFFICE BUILDING, WASHINGTON, DC 20503.

STATE OF HAWAII
DEPT. OF LAND & NATURAL RESOURCES
DIV. OF BOATING & OCEAN RECREATION
RECEIPT FOR PAYMENT

LNR 3-014

Received of WAIANAE HAWAIIAN CIVIC CLUB by
POLYNESIAN VOYAGING SOCIETY
CASH ☐
CHECK NO. 3565 BANK of Haw (main)

Temp 22279
(14) dys (4/25 - 5/8/96)

ACCN 1999
4 ISSU -5.00
1 ACR -63.00
ST -68.00
CK# 3565
CHK -68.00
C-02 15:25 0021
04-26-96

0A 38904

BY 

Credit to		
Small Boat	Operating Revenues	
Trust Funds	Temporary Deposits	

1. A/C RECEIVABLE
2. VESSEL REGISTRATION
- 3.
4. ISSUANCE FEE

5. SECURITY DEPOSIT
6. MISCELLANEOUS CASH
- 7.
8. PARKING SPECIAL A/C

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION

THIS SPACE FOR
DEPARTMENT USE

LNR 3-150
(8/94)

Rec'd By: WS

Date: 4/26/96

Use Permit No.: 0- [REDACTED]

TEMPORARY MOORING PERMIT

IT IS HEREBY AGREED BY AND BETWEEN: DEPARTMENT OF LAND AND NATURAL RESOURCES, STATE OF HAWAII, hereinafter referred to as the "STATE" and WAIANAE HAWAIIAN CIVIC CLUB, hereinafter referred to as the "PERMITTEE", that: AGT: OMAI, JEFFREY K.

1. The STATE, in consideration of the fees and charges to be paid by the PERMITTEE to it, and the terms and conditions hereinafter contained and to be observed and performed by the PERMITTEE, does hereby grant to the PERMITTEE permission to moor vessel,

Name EALA Registered / Document No. HA 362 YB

Length Over Deck 47'00 at Birth No. MAUNALUA BAY

Aiea Wai Boat Harbor, for a period of 14 days

commencing on 4/25/96 and ending on 5/8/96

inclusive, or sooner, as herein provided.

2. The PERMITTEE will pay the State fees and charges in advance for use of the berth and any additional facilities or services assigned or provided to the PERMITTEE by the STATE, in such sums as are prescribed by the Small Boat Harbors Regulations, Department of Land and Natural Resources, State of Hawaii, in effect on the date of issuance of this permit, which are as follows:

	Code	Description	Amount
<u>DAILY</u>	(20)	Electricity	
<u>AT ANCHOR/OR MOORED</u>	(26)	Issuance	<u>5.00</u>
<u>\$4.50</u>	(31)	Mooring	<u>63.00</u>
	(32)	Stay Aboard	<u>(0)</u>
	()		
	()		
	()		
		Total	<u>68.00</u>

3. The PERMITTEE agrees to comply with the Small Boat Harbors Rules, Department of Land and Natural Resources, State of Hawaii, which are by reference made a part hereof.
4. This permit is nonrenewable.
5. The terms and conditions set forth on the reverse side of this form shall be part of this agreement.

PERMITTEE: (Signature) X Jeffrey K. Omai

Date: X 26 APRIL 96 Residence Address: X PICK 36 HON, HI 96817

Social Security No.: X [REDACTED]

STATE: Issued by (Signature) W. [Signature]

Date: 4/26/96 Berth No: MAUNALUA BAY

Payment Received: \$ 68.00 Receipt No.: [REDACTED]

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION

THIS SPACE FOR
DEPARTMENT USE

LNR 3-150
(8/94)

Rec'd By: JK

Date: 11/8/95

Use Permit No.: 0- [REDACTED]

TEMPORARY MOORING PERMIT

IT IS HEREBY AGREED BY AND BETWEEN: DEPARTMENT OF LAND AND NATURAL RESOURCES, STATE OF HAWAII, hereinafter referred to as the "STATE" and Wai'anae Hawaiian Civic Club hereinafter referred to as the "PERMITTEE", that: elo Polynesian Voyaging Society

1. The STATE, in consideration of the fees and charges to be paid by the PERMITTEE to it, and the terms and conditions hereinafter contained and to be observed and performed by the PERMITTEE, does hereby grant to the PERMITTEE permission to moor vessel.

Name EALA Registered / Document No. [REDACTED]
Length Over Deck 47' 0A at Birth No. Maunaloa Bay
Ala Wai Boat Harbor, for a period of 25 days
commencing on 11/8/95 and ending on 12/2/95
inclusive, or sooner, as herein provided.

2. The PERMITTEE will pay the State fees and charges in advance for use of the berth and any additional facilities or services assigned or provided to the PERMITTEE by the STATE, in such sums as are prescribed by the Small Boat Harbors Regulations, Department of Land and Natural Resources, State of Hawaii, in effect on the date of issuance of this permit, which are as follows:

Code	Description	Amount
(20)	Electricity	
(26)	Issuance	<u>5.00</u>
(31)	Moorings	<u>112.50</u>
(32)	Stay Aboard	
()	
()	
Total		<u>117.50</u>

Daily:
\$4.50 - mrg

3. The PERMITTEE agrees to comply with the Small Boat Harbors Rules, Department of Land and Natural Resources, State of Hawaii, which are by reference made a part hereof.
4. This permit is nonrenewable.
5. The terms and conditions set forth on the reverse side of this form shall be part of this agreement.

PERMITTEE: (Signature) X David K. McKinney

Date: X 11/8/95

Residence Address: X [REDACTED]

Social Security No.: X [REDACTED]

STATE: Issued by (Signature) W. [Signature]

Date: 11/8/95

Berth No: Maunaloa Bay

Payment Received: \$ 117.50

Receipt No.: [REDACTED]

CERTIFICATE OF
DOCUMENTATION



ACORD CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)

02/23/96

PRODUCER

John Grosseto Marine Insurance
1132 Bishop Street, Suite 1409
Honolulu, Hawaii 96813

INSURED

Polynesian Voyaging Society
6600 Kalaniana'ole Hwy, Suite 225
Honolulu, Hawaii 96825

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION
ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE
HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR
ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY

A

Lloyds and London Underwriters

COMPANY

B

COMPANY

C

COMPANY

D

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
	GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY CLAIMS MADE OCCUR OWNERS & CONTRACTOR'S PROT				GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ PERSONAL & ADV INJURY \$ EACH OCCURRENCE \$ FIRE DAMAGE (Any one fire) \$ MED EXP (Any one person) \$
	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS				COMBINED SINGLE LIMIT \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
	GARAGE LIABILITY ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EACH ACCIDENT \$ AGGREGATE \$
	EXCESS LIABILITY UMBRELLA FORM OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: OTHER				WC STATU- TORY LIMITS EL EACH ACCIDENT \$ EL DISEASE - POLICY LIMIT \$ EL DISEASE - EA EMPLOYEE \$
A	Protection & Indemnity	MM4021EBP	10/13/95	10/13/96	\$ 300,000

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

Evidence of Insurance as respects the vessel "E'ala".

CERTIFICATE HOLDER

Queen Lili'uokalani Children's Center
-516 Kamehameha Hwy.
Punalu'u, Hawaii 96717

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE
EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL
30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT,
BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY
OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

ACORD 25-S (1/95)

© ACORD CORPORATION 1995

FD-302 (Rev. 11-27-70)

FBI LICENSE

C

D

U

INSURANCE



MAR-28-1996 12:58

GROSSETO MARINE INSURANCE

808 545 1067 P.01/01



1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Polynesian Voyaging Society
Attention: Jarnell Martinson and Nainoa Thompson.

FROM: John Grosseto

Date: 3/20/96

Pages Including Cover: 1

If all pages are not received, please call 808 545-1066

Subject: Polynesian Voyaging Society
Hull and Protection & Indemnity

I have been struggling a bit to place the liability coverage for your educational program in Kaneohe Bay using the 4 double hull canoes.

Underwriters have finally quoted \$1,000 for each vessel for a \$300,000 limit which would cover the end of this semester and the next semester. I will go to the excess underwriter for the excess \$700,000 but first thought I would give you what I have received to date.

Please review this as soon as possible and advise your thoughts. I will need your confirmation to bind this coverage.

Regards,

A large, stylized handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

TOTAL P.01

DOCUMENTS CAPTURED AS RECEIVED

ACORD CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)

04/02/96

PRODUCER

John Grosseto Marine Insurance
1132 Bishop Street, Suite 1409
Honolulu, Hawaii 96813

INSURED

Polynesian Voyaging Society
6600 Kalaniana'ole Hwy, Suite 225
Honolulu, Hawaii 96825

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION
ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE
HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR
ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY

A

Lloyds and London Underwriters

COMPANY

B

COMPANY

C

COMPANY

D

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
	GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY CLAIMS MADE OCCUR OWNER'S & CONTRACTOR'S PROT				GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ PERSONAL & ADV INJURY \$ EACH OCCURRENCE \$ FIRE DAMAGE (Any one fire) \$ MED EXP (Any one person) \$
	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS				COMBINED SINGLE LIMIT \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
	GARAGE LIABILITY ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EACH ACCIDENT \$ AGGREGATE \$
	EXCESS LIABILITY UMBRELLA FORM OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: INCL EXCL				WC STATUTORY LIMITS OTH-ER EL EACH ACCIDENT \$ EL DISEASE - POLICY LIMIT \$ EL DISEASE - EA EMPLOYEE \$
	OTHER A Protection & Indemnity		10/13/95	10/13/96	\$ 300,000

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

Certificate Holder is added as Additional Insured as respects to the vessel "E'ala".

CERTIFICATE HOLDER

State of Hawaii
Department of Transportation
Harbors Division
700 Fort Street
Honolulu, Hawaii 96813

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL SEND BY MAIL

30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT.

AUTHORIZED REPRESENTATIVE

ACORD 25-S (1/95)

© ACORD CORPORATION 1988

**COMMERCIAL PREMIUM FINANCE AGREEMENT**

455 Market Street, Suite 1670
San Francisco, CA 94105
(800) 388-7088

☒ Coupon☐ Invoice

South Carolina Lic. No. 916800-45
North Carolina Lic. No. B-22

AGENT (Name & place of business) John Grosseto Marine Insurance 1132 Bishop Street, Suite 1409 Honolulu, Hawaii 96813 Agent No. 19603		BORROWER (Name & address) Polynesian Voyaging Society 6600 Kalaniana'ole Hwy., Suite 225 Honolulu, Hawaii 96825 Telephone No. Ref. No. 216662				
A. TOTAL PREMIUMS \$25,875.00	B. INITIAL PAYMENT \$6,469.00	C. AMOUNT FINANCED (A - B) \$19,406.00	D. FINANCE CHARGE \$591.20	E. TOTAL OF PAYMENTS (C + D) 19,997.20		
ANNUAL PERCENTAGE RATE 8.0 %	Payment Schedule	First Installment Due 11/13/95	Installment Due Date 13th	Amount of Each Installment \$2,499.65	Number Of Installments 8	Installments Payable <input checked="" type="checkbox"/> Monthly <input type="checkbox"/> Quarterly

SCHEDULE OF POLICIES

Policy Prefix and Number	Name of Insurance Company and Address of Office and Name and Address of General Agent, if any	NC	Company Code	Effective Date of Policy or Annual Installment	Policy Term In Months Cov. By Premium	Coverage Fire, Auto Mar., L.M. Cas.	Premium
TBA	Lloyds and London Underwriters (Through Lowndes-Lambert Marine Ltd.)			10/13/95	12	Mar.	\$19,875.00
5964 XS	Lloyds and London Underwriters (Through T.W. Rice & Company)			10/13/95	12	Mar.	\$6,000.00

ONLY

Total Premiums Must Agree With Block "A"

Total \$ 25,875.00

AGENT/BROKER WARRANTIES

By submitting this Agreement to Imperial, the undersigned warrants and agrees: 1) That Borrower's signature is genuine, or if signed by an agent on behalf of Borrower, Borrower has authorized this transaction in the manner required by applicable state law and granted the agent authority to sign this Agreement on the Borrower's behalf and agrees to the assignment of the security interest as set forth herein; 2) that Borrower has received a copy of this Agreement; 3) that the policies are in full force and effect and the information in the Schedule of Policies and the premium is correct, that none of the policies listed is non-cancellable or written for a term of less than one year; 4) that a proceeding in bankruptcy, receivership or insolvency has neither been instituted by or against Borrower, or the undersigned, nor is contemplated at present; 5) that all unearned premiums and unearned commissions will be paid to Imperial, and that any lien on any unearned premium is subordinated to Imperial's lien or security interest therein; 6) that the policies can be cancelled on 10 day's notice.

Date October 31, 1995

Signature of Agent/Broker

John Grosseto**NOTICE:**

1. Do not sign this Agreement before you have read it, or if it contains any blank space.
2. You are entitled to a completely filled-in copy of this Agreement at the time you sign.
3. Keep your copy of this Agreement to protect your legal rights.
4. Under the law, you have the right to pay off, in advance, the full amount due and, under certain conditions, to obtain a partial refund of the service charge.

CONTRACT TERMS

In consideration of the premium payments to be made on its behalf by IMPERIAL PREMIUM FINANCE, INC. ("Imperial"), the named insured li. above ("Borrower") promises to pay to Imperial the total of payments as specified herein and Borrower agrees that the provisions on both the front and back sides hereof constitute a part of this Agreement.

Date

11/15/95

Signature of Borrower(s) or duly authorized agent

Administrator
Title

OCT-31-1995 10:08

GROSSETO MARINE INSURANCE

808 545 1067 P.01/05



JOHN GROSSETO MARINE INSURANCE

1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Polynesian Voyaging Society

Attention: Jarnell Martinson and Nainoa Thompson

FROM: John Grosseto

Date: 10/31/95

Pages Including Cover: 5

If all pages are not received, please call 808 545-1066

Subject: Polynesian Voyaging Society
Hull and Protection & Indemnity
Eff. 10/13/95

I am faxing the Binder for the new fleet policies to be issued effective 10/13/95. Please review this carefully and call me to discuss if you have any questions.

Please note that the excess P & I (\$700,000) is not in place for Hawai'i Loa and Hokule'a. I will continue to work on that as we get closer to the time we need to bind these vessels for operational coverage.

We need to keep track of navigating/in water time for Hawai'i Loa and Hokule'a as we discussed and will also need Doyle to update their surveys prior to operation.

I trust that this program is about the best that can be done and hope you are pleased.

We will cancel the Port Risk policy that was in effect for EAL'A and credit the premium. We will also finance this new policy and advise soonest.

Regards,

OCT-31-1995 10:09

GROSSETO MARINE INSURANCE

808 545 1067 P.02/05

**JOHN GROSSETO MARINE INSURANCE, LTD.**

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

BINDER OF INSURANCE NO. 0872

ASSURED: Polynesian Voyaging Society
Waianae Hawaiian Civic Club
Bishop Museum
Hawaii Maritime Center

6600 Kalanianaʻole Hwy. Suite 225
Honolulu, Hawaii 96825

LOSS PAYEE: Assured as their interest may appear

VESSELS: Per Below

EFFECTIVE DATE: 10/13/95 - Noon, Hawaiian Standard Time
10/13/96 - Noon, Hawaiian Standard Time

TYPE OF COVERAGE: Hull and Primary Protection & Indemnity:

VESSELS: **E'ALA**

Hull and Machinery:	\$ 75,000 Value
Hull Deductible:	\$ 15,000
Protection & Indemnity:	\$300,000 Limit
P & I Deductible:	\$ 2,500

HOKULE'A

Hull and Machinery:	\$100,000 Value
Hull Deductible:	\$ 15,000
Protection & Indemnity:	\$300,000 Limit
P & I Deductible:	\$ 2,500

HAWAI'I LOA

Hull and Machinery:	\$300,000 Value
Hull Deductible:	\$ 25,000
Protection & Indemnity:	\$300,000 Limit
P & I Deductible:	\$ 2,500

CONDITIONS:

American Yacht Clauses 77P.
Deliberate Damage Clause (Pollution Hazard) 1.8.73.
Including Protection and Indemnity as Clause 77Q.
Including Federal Longshoremen's and Harbour Worker's Compensation - 77R
Including Yacht Medical Payments as Clause 77S (not subject to policy deductible) for limits US\$1,000 any one person/US\$5,000 any one accident or occurrence.
Deductible: Hull Deductibles per above but \$2,500 in respect of Third Party Liabilities applicable each and every accident or occurrence or series of accidents or occurrences arising out of one event other than Actual or Constructive or Arranged or Compromised Total Loss which payable in full.
Including Co-Assureds and Waivers of Subrogation as required.
Also to cover loss and/or damaged caused by theft or any attempt thereat, pilferage or larceny, irrespective of percentage.
Collision and Protection and Indemnity Liabilities extended to US\$300,000 both sections separately.
Free of Capture and Seizure but including Strikes, Riots, Civil Commotions, Malicious Damage and Vandalism
It is understood and agreed that in event of cancellation of this policy due to non-payment of premium to Imperial Premium Finance Company, Underwriters agree to pro rata cancellation.
Any amendments, additions, deletions, notices of assignment, ratings, alterations of any description, to be agreed by Leading Underwriter and be binding on all others hereon.
Service of Suit Clause.
Lien Clause 548008.
Institute Radioactive Contamination
Exclusion Clause CL. 356.
Brokers and/or Agents Cancellation Clause 548005.
Several Liability Notice LSW1001
Excluding all claims arising whilst ashore/museum
Subject to updated survey if vessel laid up ashore/museum for 3 consecutive months or more

TYPE OF COVERAGE:**Excess Protection & Indemnity:****Vessel: E'ALA only**

Limit of Liability \$700,000
XS \$300,000

CONDITIONS:

All terms, clauses and conditions as per underlying policy and to follow settlements thereon insofar as applicable.
Excluding Workers Compensation.
Excluding Federal Longshoremen and Harbor Workers Compensation Insurance
It is understood and agreed that in respect of cancellation of this policy due to non-payment of premium to Imperial Premium Finance Company, Underwriters agree to pro rata cancellation
Service of Suit Clause.
Lien Clause 548008.
Brokers and/or Agents Cancellation Clause
Institute Radioactive Contamination
Exclusion Clause 1.10.90

NAVIGATION:

Six Principle Hawaiian Islands not to exceed fifty miles offshore

Coverage term for operating insurance:

E'ALA - up to 12 months operating

HOKULE'A - up to 3 months operating within the 12 month policy period warranted owners insurance is in effect for the balance

HAWAII LO'A - up to 3 months operating within the 12 month policy period warranted owners insurance is in effect for the balance

UNDERWRITERS:

Hull and Primary P & I
Lloyds and London Underwriters
(Lowndes Lambert Marine Ltd.)

Excess P & I
Lloyds and London Underwriters
(T. W. Rice & Co.)

OCT-31-1995 10:10

GROSSETO MARINE INSURANCE

008 545 1067 P.05/05

PREMIUM:

E'ALA	Hull and Primary P & I	\$11,062.50
	Excess P & I	\$ 6,000.00
HOKULE'A	Hull and Primary P & I	\$ 3,187.50
	Excess P & I	\$ N/A
HAWAII LO'A	Hull and Primary P & I	\$ 5,625.00
	Excess P & I	\$ N/A

This is to certify that Policies of Insurance listed above have been issued to the insured named above and are in force at this time, notwithstanding any requirement, term or condition of any contract or other document with respect to which this Certificate may be issued or may pertain, the Insurance afforded by the Policies described herein is subject to all the terms, exclusions and conditions of such Policies.

Dated: October 30, 1995Signed 

John Grosseto

TOTAL P.05



JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

MEMORANDUM

TO: Company: P.V.S.

Attention: Jarnell Martinson

FROM: John Grosseto

Date: 8/7/95

Subject: E'ALA Port Risk Insurance Policy

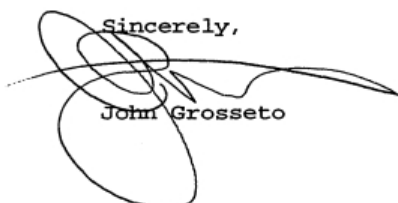
I am pleased to be finally be able to send you the following policy:

Policy No. CUH 519020 insuring E'ALA on a Port Risk basis only.

Please take some time to review this information to be sure that there are no changes required. Please feel free to call or fax should you have any questions.

I need the premium payment of \$1,750 in the next week.

Sincerely,


John Grosseto



JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

TO:

Polynesian Voyaging Society
Pier 36
Honolulu, Hawaii 96817

Terms: Payment is due as of effective date of insurance coverage.

Insured:		Invoice Date:	
Same as above		07	10 95
Effective	Expiration	Invoice Number	
07 07 95	07 07 96	002838	
Insurance Description			
Marine Insurance: Vessel: "E'ala" Port Risk - Hull & Machinery*, Protection & Indemnity**.			
Policy #	Insuring Company	Premium	
	Commercial Union Insurance Co. (Thru Int'l Marine Underwriters)	\$ 750.00* \$ 1,000.00**	
TOTAL AMOUNT DUE		\$ 1,750.00	

PLEASE RETURN COPY WITH REMITTANCE



JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

BINDER OF INSURANCE NO. 0846

ASSURED: Charterer: Polynesian Voyaging Society
Owner: Waianae Hawaiian Civic Club
Pier 36
Honolulu, Hawaii 96817

LOSS PAYEE: Owner

VESSEL: E'ALA

EFFECTIVE DATE: 07/07/95 - Noon, Hawaiian Standard Time
07/07/96 - Noon, Hawaiian Standard Time

TYPE OF COVERAGE: E'ALA

Hull and Machinery:
Insured Value \$75,000
Hull Deductible: \$ 2,500.
Protection & Indemnity:
Limit of Liability: \$1,000,000
P & I Deductible: \$ 1,000 bodily injury
\$ 2,500 all other claims

TYPE OF INSURANCE: Hull and Machinery - As per following:

- American Institute Port Risk Clauses (June 2, 1977)
- American Institute S.R. & C.C. Endorsement (Hulls) September 8, 1959
- Pollution and Contamination Exclusion

Protection & Indemnity - As per following:

- Protection & Indemnity Clauses SP-38
- Exclusion of Punitive Damages, Penalties and/or Fines (Legal Liability).

NAVIGATION:

Port Risk insurance only while in the water in Honolulu Harbor or while hauled out with permission for minor maintenance and repairs.

**Crew/Employee
Exclusion:**

Warranted this policy excludes from coverage any claim or liability for crew, employees or volunteers of the insured.

INSURERS:

Hull and P & I

Commercial Union Insurance Company

PREMIUM:

Port Risk Hull and P & I.....\$ 1,750.00

This is to certify that Policies of Insurance listed above have been issued to the insured named above and are in force at this time, notwithstanding any requirement, term or condition of any contract or other document with respect to which this Certificate may be issued or may pertain, the Insurance afforded by the Policies described herein is subject to all the terms, exclusions and conditions of such Policies.

Dated: July 7, 1995

Signed


John Grosseto



JOHN GROSSETO MARINE INSURANCE

1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Polynesian Voyaging Society
Attention: Nainoa Thompson

FROM: John Grosseto

Date: 7/7/95

Pages Including Cover: 4

If all pages are not received, please call 808 545-1066

Subject: Polynesian Voyaging Society
Port Risk Hull and P & I for EALA
Eff. 7/7/94

I am faxing a Binder for the coverage bound for EALA today which is for Port Risk insurance as we discussed. I tried to reach you in Alaska today but could not locate you.

The premium is \$1,750 for one year which we can cancel when the vessel is ready for operation next year.

I have also copied you on a fax to your workers compensation carrier asking that they add a classification for people that may get injured while doing maintenance on the EALA.

Please keep in mind that this is a port risk policy that does not allow any operations. I understand that EALA will either be in the water or hauled at Pier 36 or hauled and trailered to another site which I would like to know of in advance.

Trust that what I have done is O.K. but please confirm.

Regards,

JUL-07-1995 16:01

GROSSETO MARINE INSURANCE

808 545 1067 P.03



JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

BINDER OF INSURANCE NO. 0846

ASSURED: Charterer: Polynesian Voyaging Society
Owner: Waianae Hawaiian Civic Club
Pier 36
Honolulu, Hawaii 96817

LOSS PAYEE: Owner

VESSEL: E'ALA

EFFECTIVE DATE: 07/07/95 - Noon, Hawaiian Standard Time
07/07/96 - Noon, Hawaiian Standard Time

TYPE OF COVERAGE: E'ALA

Hull and Machinery:
Insured Value \$75,000
Hull Deductible: \$ 2,500.
Protection & Indemnity:
Limit of Liability: \$1,000,000
P & I Deductible: \$ 1,000 bodily injury
\$ 2,500 all other claims

TYPE OF INSURANCE: Hull and Machinery - As per following:

- American Institute Port Risk Clauses (June 2, 1977)
- American Institute S.R. & C.C. Endorsement (Hulls) September 8, 1959
- Pollution and Contamination Exclusion

Protection & Indemnity - As per following:

- Protection & Indemnity Clauses SP-38
- Exclusion of Punitive Damages, Penalties and/or Fines (Legal Liability).

JUL-07-1995 16:01

GROSSETO MARINE INSURANCE

808 545 1067 P.04

NAVIGATION:

Port Risk insurance only while in the water in Honolulu Harbor or while hauled out with permission for minor maintenance and repairs.

**Crew/Employee
Exclusion:**

Warranted this policy excludes from coverage any claim or liability for crew, employees or volunteers of the insured.

INSURERS:

Hull and P & I

Commercial Union Insurance Company

PREMIUM:

Port Risk Hull and P & I.....\$ 1,750.00

This is to certify that Policies of Insurance listed above have been issued to the insured named above and are in force at this time, notwithstanding any requirement, term or condition of any contract or other document with respect to which this Certificate may be issued or may pertain, the Insurance afforded by the Policies described herein is subject to all the terms, exclusions and conditions of such Policies.

Dated: July 7, 1995

Signed


John Grosseto

TOTAL P.04

DOCUMENTS CAPTURED AS RECEIVED

JUL-28-1994 14:59 FROM

GROSSETO MARINE INS TO

5317135 P.01 14:59



JOHN GROSSETO MARINE INSURANCE

JOHN GROSSETO

1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Polynesian Voyaging Society

Attention: Jarnell

FROM: John Grosseto

Date: 7/28/94

Pages Including Cover: 2

If all pages are not received, please call 808 545-1066

Subject: Financing

Hopefully the attached sheet will provide the necessary detail to conclude the financing of this renewal.

I need not only the deposit but also the first installment as it is due on 7/30/94.

I will not be able to come by this afternoon. If you cannot get this to me by tomorrow, please hold it and I will definitely pick it up tomorrow.

Regards,

TOTAL P.P.

P.V.S. / Bishop Museum P.V.S.
Premium Breakdown F

$$\text{E'ala} \quad *13,062.50 \text{ p/o } *63,312.50 = \\ = .206$$

$$\text{Hawaii loa} \quad *50,250. \text{ p/o } *63,312.50 = \\ \text{Hokulea} \\ = .794$$

○ Imperial Down Paid *15,828

$$\text{E'ala} \quad 15,828 \times .206 = *3,260.57$$

$$\text{Hokulea} \quad 15,828 \times .794 = *12,567.43$$

Hawaii loa

Imperial First Payment *5,426.23

$$\text{E'ala} \quad 5,426.23 \times .206 = 1,117.80$$

$$\text{Hokulea} \quad 5,426.23 \times .794 = 4,308.43$$

Hawaii loa



JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

BINDER OF INSURANCE NO. 763A

ASSURED: Polynesian Voyaging Society
Waianae Hawaiian Civic Club
c/o 1030 Aolua Place, Apt. 102B
Kailua, Hawaii 96834

LOSS PAYEE: Assured or Order

VESSEL: E'ALA

EFFECTIVE DATE: 06/30/94 - Noon, Hawaiian Standard Time
06/30/95 - Noon, Hawaiian Standard Time

TYPE OF COVERAGE: E'ALA

Hull and Machinery:	\$75,000 Value
Hull Deductible:	\$ 15,000
Protection & Indemnity:	\$250,000 Limit
P & I Deductible:	\$ 2,500

CONDITIONS: American Yacht Clauses 77P.
Deliberate Damage Clause (Pollution Hazard) 1.8.73.
Including Protection and Indemnity as Clause 77Q.
Including Federal Longshoremen's and Harbour Worker's Compensation as Clause 77R.
Including Yacht Medical Payments as Clause 77S (not subject to policy deductible) for limits US\$1,000 any one person/US\$5,000 any one accident or occurrence.

Deductible: Hull Deductibles per above but \$2,500 in respect of Third Party Liabilities applicable each and every accident or occurrence or series of accidents or occurrences arising out of one event other than Actual or Constructive or Arranged or Compromised

Total Loss which payable in full.
Including Co-Assureds and Waivers of
Subrogation as required.
Also to cover loss and/or damaged caused
by theft or any attempt thereat,
pilferage or larceny, irrespective of
percentage.
It is agreed that ship's boats shall be
covered whilst used in conjunction with
or independently of parent vessel,
including whilst parent vessel laid up.
Liberty to charter warranted owner and/or
owner's captain and crew on board.
Collision and Protection and Indemnity
Liabilities extended to US\$250,000 both
sections separately.
Free of Capture and Seizure but including
Strikes, Riots, Civil Commotions,
Malicious Damage and Vandalism.
It is agreed that whilst vessel is not
operating, coverage hereunder shall be no
less wide than that provided under
Institute Port Risk Clauses CL. 311 (20th
July 1987).
It is understood and agreed that in event
of cancellation of this policy due to
non-payment of premium to Imperial
Premium Finance Company, Underwriters
agree to pro rata cancellation.
Warranted Escort Vessel in attendance at
all times in respect of South Pacific
cruises only.
Escort vessel to be advised.
Any amendments, additions, deletions,
notices of assignment, ratings,
alterations of any description, to be
agreed by Leading Underwriter and be
binding on all others hereon.
Service of Suit Clause.
Lien Clause 548008.
Institute Radioactive Contamination
Exclusion Clause CL. 356.
Brokers and/or Agents Cancellation Clause
548005.

TYPE OF COVERAGE: Excess Protection & Indemnity: \$750,000
XS \$250,000

CONDITIONS: All terms, clauses and conditions as per
underlying policy and to follow
settlements thereon insofar as
applicable.

Excluding Workers Compensation.
It is understood and agreed that in
respect of cancellation of this policy
due to non-payment of premium to Imperial
Premium Finance Company, Underwriters
agree to pro rata cancellation
Service of Suit Clause.
Lien Clause 548008.
Brokers and/or Agents Cancellation Clause
Institute Radioactive Contamination
Exclusion Clause 1.10.90

NAVIGATION: As per schedule attached.

UNDERWRITERS: Lloyds and London Underwriters

POLICY NUMBER: MM4063EBP - Hull and Primary P & I
5774 xs - Excess Protection & Indemnity

PREMIUM: Hull and Primary P & I.....\$11,062.50
Excess P & I.....\$2,000.00

This is to certify that Policies of Insurance listed above
have been issued to the insured named above and are in force at
this time, notwithstanding any requirement, term or condition of
any contract or other document with respect to which this
Certificate may be issued or may pertain, the Insurance afforded
by the Policies described herein is subject to all the terms,
exclusions and conditions of such Policies.

Dated: June 29, 1994

Signed


John Grosseto

POLYNESIAN VOYAGING SOCIETY
Pier 36, Honolulu, HI 96817

FAX Transmittal

To: John Grosseto
Fax#: 545-1067

From: Jarnell Martinson
Fax#: 531-7135

of Pages: 2
including this page

Date: July 1, 1994

Subject: Operating Itinerary

The following are changes made to the "Operating Itinerary" for *Hökūle'a*, *Hawai'iloa* and *E'ala*.

Hökūle'a

- 1994 July Vessel will be sailing later in the month to Lāna'i on a 3-day trip for the Mike Sakamoto Fishing Program
- Aug Vessel will be used in a day sail towards the end of the month
- Sept Vessel will be used in a day sail towards the middle of the month and sailing from Honolulu to Lāna'i down South and then return to Honolulu on a 4-day trip in conjunction with a University of Hawai'i Hawaiian Studies class
- Oct Vessel will be hauled-out of the water in preparation for the 1995 South Pacific Voyage
- 1995 Feb - May
Vessel will do a round trip sail from O'ahu to the Marquesas and return. Various stops will be made in Raiatea and Tautira enroute to the Marquesas - 77 days use

Hawai'i Iloa

- 1994 July Vessel will be re-launched and sea trials conducted off the coast of O'ahu.
- Aug Vessel will be sailing inter-island throughout the month. Honolulu to Maui - 3 days use. Maui to Lāna'i to Moloka'i to Kaua'i - 4 days use. Kaua'i to Honolulu - 3 day use. Vessel will be hauled out towards the end of the month.

- 1995 Feb-May Vessel will do a round trip sail from O'ahu to the Marquesas and return. Various stops will be made in Raiatea and Tautira enroute to the Marquesas - 77 days use

E'ala

- 1994 July Vessel will return from the island of Hawai'i to O'ahu likely under tow as that is the way it got to Hawai'i - 3 day trip
- Oct-Dec Vessel will be used in conjunction with a University of Hawai'i Hawaiian Studies class. Vessel will be used to sail offshore of O'ahu, no more than 5 nautical miles, throughout these months - 8 days use.



JOHN GROSSETO MARINE INSURANCE

1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Polynesian Voyaging Society
Attention: Nainoa and Jarnell

FROM: John Grosseto

Date: 6/29/94

Pages Including Cover: 5

If all pages are not received, please call 808 545-1066

Subject: Renewal of Hull and P & I Insurance

Faxing our binder outlining renewal terms which quite frankly turned out much better than expected.

Please review and advise particularly with emphasis on the "Operating Itinerary"

I trust that we should finance the premiums as before but please confirm.

Regards,

**JOHN GROSSETO MARINE INSURANCE**

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

BINDER OF INSURANCE NO. 763

ASSURED: Polynesian Voyaging Society
Hawaii Maritime Center
c/o 1030 Aolua Place, Apt. 102B
Kailua, Hawaii 96834

LOSS PAYEE: Assured or Order

VESSEL: Per Below

EFFECTIVE DATE: 06/30/94 - Noon, Hawaiian Standard Time
06/30/95 - Noon, Hawaiian Standard Time

TYPE OF COVERAGE: HAWAI'I LOA

Hull and Machinery: \$300,000 Value
Hull Deductible: \$ 25,000
Protection & Indemnity: \$250,000 Limit
P & I Deductible: \$ 2,500

HOKULE'A

Hull and Machinery: \$100,000 Value
Hull Deductible: \$ 15,000
Protection & Indemnity: \$250,000 Limit
P & I Deductible: \$ 2,500

E'ALA

Hull and Machinery: \$ 75,000 Value
Hull Deductible: \$ 15,000
Protection & Indemnity: \$250,000 Limit
P & I Deductible: \$ 2,500

CONDITIONS:

American Yacht Clauses 77P.
Deliberate Damage Clause (Pollution
Hazard) 1.8.73.
Including Protection and Indemnity as
Clause 77Q.
Including Federal Longshoremen's and
Harbour Worker's Compensation as Clause
77R.

Including Yacht Medical Payments as Clause 77S (not subject to policy deductible) for limits US\$1,000 any one person/US\$5,000 any one accident or occurrence.

Deductible: Hull Deductibles per above but \$2,500 in respect of Third Party Liabilities applicable each and every accident or occurrence or series of accidents or occurrences arising out of one event other than Actual or Constructive or Arranged or Compromised Total Loss which payable in full.

Including Co-Assureds and Waivers of Subrogation as required.

Also to cover loss and/or damaged caused by theft or any attempt thereat, pilferage or larceny, irrespective of percentage.

It is agreed that ship's boats shall be covered whilst used in conjunction with or independently of parent vessel, including whilst parent vessel laid up. Liberty to charter warranted owner and/or owner's captain and crew on board.

Collision and Protection and Indemnity Liabilities extended to US\$250,000 both sections separately.

Free of Capture and Seizure but including Strikes, Riots, Civil Commotions, Malicious Damage and Vandalism.

It is agreed that whilst vessel is not operating, coverage hereunder shall be no less wide than that provided under Institute Port Risk Clauses CL. 311 (20th July 1987).

It is understood and agreed that in event of cancellation of this policy due to non-payment of premium to Imperial Premium Finance Company, Underwriters agree to pro rata cancellation.

Warranted Escort Vessel in attendance at all times in respect of South Pacific cruises only.

Escort vessel to be advised.

Any amendments, additions, deletions, notices of assignment, ratings, alterations of any description, to be agreed by Leading Underwriter and be binding on all others hereon.

Service of Suit Clause.

Lien Clause 548008.

Institute Radioactive Contamination

Exclusion Clause CL. 356.

Brokers and/or Agents Cancellation Clause
548005.

TYPE OF COVERAGE: Excess Protection & Indemnity: \$750,000
XS \$250,000

CONDITIONS: All terms, clauses and conditions as per underlying policy and to follow settlements thereon insofar as applicable.
Excluding Workers Compensation.
It is understood and agreed that in respect of cancellation of this policy due to non-payment of premium to Imperial Premium Finance Company, Underwriters agree to pro rata cancellation Service of Suit Clause.
Lien Clause 548008.
Brokers and/or Agents Cancellation Clause
Institute Radioactive Contamination
Exclusion Clause 1.10.90

NAVIGATION: As per schedule attached.

UNDERWRITERS: Lloyds and London Underwriters

POLICY NUMBER: To be Advised - Hull and Primary P & I
5774 xs - Excess Protection & Indemnity

PREMIUM: Hull and Primary P & I.....\$46,312.50
Excess P & I.....\$17,000.00

This is to certify that Policies of Insurance listed above have been issued to the insured named above and are in force at this time, notwithstanding any requirement, term or condition of any contract or other document with respect to which this Certificate may be issued or may pertain, the Insurance afforded by the Policies described herein is subject to all the terms, exclusions and conditions of such Policies.

Dated: June 29, 1994

Signed


John Grosseto

POLYNESIAN VOYAGING SOCIETYOPERATING ITINERARY"HOKULEA"

1994 July Vessel will be returning from Kauai and back in Oahu on 3rd July, 1994 and later in the month sailing to Maui - 7 days use inter - Hawaiian Island sailing.

August Vessel will be sailing between Maui, Molokai and Lanai and then onto Kauai and returning to Oahu (with "HAWAII LOA" per below) - 8 days inter - Hawaiian Island sailing also 2 days of Oahu coastal sailing in late August.

September Vessel will do Oahu to Lanai roundtrip - 4 days inter - Hawaiian Island sailing.

1995 February -
May Vessel will do round trip sail from Oahu to the Marquesas and return with various stops in Raiatea and Tautira - 77 days use.

"HAWAII LOA"

1994 July Vessel will do sea trials off the Oahu coast and later in the month sail from Oahu to Maui - 3 days inter - Hawaiian Island sailing and 8 days Oahu Coastal sailing.

August Vessel will be sailing between Maui, Molokai and then onto Kauai and returning to Oahu (with "HOKULEA" per above) - 8 days inter - Hawaiian Island sailing.

1995 February -
May Vessel will do round trip sail from Oahu to the Marquesas and return with various stops in Raiatea and Tautira - 77 days use.

"EAL'A"

1994 July Vessel will return from the Island of Hawaii to Oahu likely under tow as that is the way it got to Hawaii - 2 day trip with stops. June 30th is the last official day of the student program that began several months ago. There is no other similar program scheduled for the next 12 months although it is likely that it will be refunded and start up next April. After "EAL'A"'s return to Oahu in Mid July there is no other planned activities.

Lowndes Lambert Marine Limited

Lowndes Lambert House 53 Eastcheap London EC3P 3HL
Fax 071-283 1970/071-220 7548 Telex 8814631
Telephone 071-283 2000



Lowndes Lambert Group
Member of ILLA

International Insurance Brokers

LC/KKA/KKA

MM4063DSF
26th April, 1994

INSURED BY ORDER OF JOHN GROSSETO MARINE INSURANCE

ASSURED HAWAII MARITIME CENTER AND/OR POLYNESIAN VOYAGING SOCIETY

Attaching to and forming part of Cover Note No. MM4063DBE dated 14th June, 1993 per "HOKULEA" and "HAWAII LOA" on Hull and Materials etc. - Company Underwriters.

It is hereby noted and agreed that the following vessel was added to this insurance with effect from 13th April, 1994 until common expiry:-

Vessel: "E'ALA"
Value: US\$ 75,000
Trading: Offshore Oahu
Deductibles: US\$ 15,000 Hull and Machinery
US\$ 5,000 Protection and Indemnity
Rate: 6.25% Cancellling Returns Only per annum and pro rata plus
US\$ 5,000 per annum and pro rata Protection and Indemnity
Minimum 30 days premium.

All other terms and conditions remain unaltered.

Information: Submitted to Underwriters:
Vessel used for crew training purpose. 10 crew maximum
No inter island trips.

For and on behalf of

LOWNDES LAMBERT MARINE LIMITED


Director.

A subsidiary of and agent for Lowndes Lambert Group Limited
Registered office 53 Eastcheap London EC3P 3HL. Registered in England No. 138751



Lowndes Lambert Marine Limited

Lowndes Lambert House 53 Eastcheap London EC3P 3HL
Fax 071-283 1970/071-220 7548 Telex 8814631
Telephone 071-283 2000



Lowndes Lambert Group
Member of BUBA

International Insurance Brokers

PAG/KKA *KKA*

MM4021DWT
26th April, 1994

INSURED BY ORDER OF JOHN GROSSETO MARINE INSURANCE

ASSURED HAWAII MARITIME CENTER AND/OR POLYNESIAN VOYAGING
SOCIETY

Attaching to and forming part of Cover Note No. MM4021DEA dated 23rd June, 1993 per "HOKULEA" on Excess Protection and Indemnity.

It is hereby noted and agreed that the following vessel was added to this insurance with effect from 13th April, 1994 until common expiry:-

Vessel: "E'ALA"

Number of Crew: Maximum 10

Rate: US\$ 15,00 per annum and pro rata

All other terms and conditions remain unaltered.

Information: Submitted to Underwriters:
Vessel used for crew training purpose. 10 crew maximum
No inter island trips.

For and on behalf of

LOWNDES LAMBERT MARINE LIMITED

[Signature]
Director.



Lowndes Lambert Marine Limited

Lowndes Lambert House 53 Eastcheap London EC3P 3HL
Fax 071-283 1970/071-220 7548 Telex 8814631
Telephone 071-283 2000

International Insurance Brokers



Lowndes Lambert Group
Member of BIRBA

W.C./S

MM4063DSG
11th May, 1994

INSURED BY ORDER OF JOHN GROSSETO MARINE INSURANCE.

ASSURED HAWAII MARITIME CENTER AND/OR POLYNESIAN VOYAGING
SOCIETY.

Attaching to and forming part of Cover Note No. MM4063DBE dated 14th June,
1993 per "HOKULEA" and "HAWAII LOA" on Hull and Materials, etc. - Lloyd's
Underwriters

It is hereby noted and agreed to that the "E' ALA" is operating off the Kona
Coast at Hawaii and not Oahu as previously advised.

All other terms and conditions remain unaltered.

For and on behalf of

LOWNDES LAMBERT MARINE LIMITED

Director.



Lowndes Lambert Marine Limited

Lowndes Lambert House 53 Eastcheap London EC3P 3HL
Fax 071-283 1970/071-220 7548 Telex 8814631
Telephone 071-283 2000

International Insurance Brokers



Lowndes Lambert Group
Member of BIIBA

REC-53

MM4021DWZ
11th May, 1994

INSURED BY ORDER OF JOHN GROSSETO MARINE INSURANCE.

ASSURED HAWAII MARITIME CENTER AND/OR POLYNESIAN VOYAGING
SOCIETY.

Attaching to and forming part of Cover Note No. MM4021DEA dated 23rd June,
1993 per "HOKULEA" on Excess Protection and Indemnity.

It is hereby noted and agreed to that the "E' ALA" is operating off the Kona
Coast at Hawaii and not Oahu as previously advised.

All other terms and conditions remain unaltered.

For and on behalf of

LOWNDES LAMBERT MARINE LIMITED

Director.





JOHN GROSSETO MARINE INSURANCE

First Hawaiian Tower
1132 Bishop Street, Suite 1409 • Honolulu, Hawaii 96813
Phone: (808) 545-1066 FAX: (808) 545-1067

DATE: 4-13-94

FROM: Judi Gray

FACSIMILE TO:

NAME: Jarnell

COMPANY: PVS

PLEASE ADVISE IF NOT RECEIVED CLEARLY OR IF ANY PAGES ARE MISSING.
NUMBER OF PAGES: FACE + 3

Hi Jarnell,

Further to our conversation of a short time ago, following are copies of communications between John and London. It explains coverage and terms. I will notify London to bind coverage effective today as per their quote of 7-19-93.

Jarnell, we will provide you with a binder of insurance in the next few days. In the meantime, coverage is bound for E'ala. Call me with any questions.

Bye for now.

Judi

APR-13-1994 13:57 FROM

GROSSETO MARINE INS TO

5317135 F.02

P.V.S. E'ala



JOHN GROSSETO MARINE INSURANCE

1132 BISHOP STREET, SUITE 1409
HONOLULU, HAWAII 96813
PHONE: 808 545 1066
FAX: 808 545 1067

FAX TRANSMITTAL

TO: Company: Lowndes Lambert Marine Ltd
Attention: James Chapman

FROM: John Grosseto

Date: 4/12/94

Pages Including Cover: 2

If all pages are not received, please call 808 545-1066

Subject: Polynesian Voyaging Society
Vessel E'ala

I know it is a tough time to ask for favors but I expect we will be asked to bind this vessel tomorrow depending on premium which is a problem for this non profit organization.

I am faxing a copy of your 7/19/93 quote for your review. If I give you a firm order to place this vessel on the fleet, can you do so at pro-rata of ALL premiums including especially the \$5,000 primary premium? This has always been an excellent account and we need a break.... can you please help secure this renewal and advise by return fax tomorrow.

Regards,

APR-13-1994 13:57 FROM

GROSSETO MARINE INS TO

5317135

P.03

Lowndes Lambert House 53 Eastcheap London EC3P 3HL
Fax 071-220 7548/ 071-283 1970 Telex 8814631
Telephone 071-283 2000

International Insurance Brokers

E'ata

Hull & P&I

Lowndes Lambert Group
Member of LIAA

FACSIMILE MESSAGE

Quote only

FAX NO : 0101 808 545 1067

DATE: 19.07.93

TO : JOHN GROSSETO MARINE

ATTN : JOHN GROSSETO

FROM : JAMES CHARMAN

SUBJECT: POLYNESIAN VOYAGING SOCIETY

Dear John,

Many thanks your fax 15.07.93

I am able to indicate terms to add
the 'E'ATA' from a date to be advised as follows:

1. Hull & Machinery P&I

VALUE : US \$ 75000

TERMS: OFFSHORE OAHU

DETERMINABLE: US \$ 15000 A.O.ACC I.E.O Hull & Machinery

US \$ 5000 A.O.ACC I.E.O P&I

RATE: 6.25 % C.R.O per annum and pro rata

plus US \$ 5000 I.E.O P&I

2. Excess P&I

LIMIT: US \$ 750,000 to US \$ 250,000

PREMIUM: US \$ 15,000 per annum + pro rata

I hope this is line with your expectations
and I will await you of the instructions.

Regards

James

Page 1 of 1



Lowndes Lambert Marine Limited

Lowndes Lambert House 53 Eastcheap London EC3P 3HL

Fax

Telephone 071-283 2000

International Insurance Brokers

Lowndes Lambert Group
Member of ILLA**FACSIMILE MESSAGE**

FAX NO : 808 545 1067

DATE: 13.04.94.

TO : JOHN GROSSETO

ATTN : JOHN GROSSETO

FROM : JAMES CHABMAN

SUBJECT: POLYNESIAN VOYAGING SOCIETY - "E'AIA"

Dear John,

Many thanks you fax 12.04.94
I am pleased to confirm your agreement to
pro rata all premiums including primary P+T
\$5000.

All other terms and conditions remain as
per my fax 19.7.93.

I will await your further advice.

Regards
James

James, Bond coverage 4/13/94 1:30 pm

Page 1 of 1

TOTAL P.04

DOCUMENTS CAPTURED AS RECEIVED

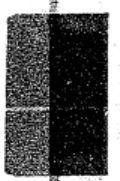
SURVEY



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MANIFEST



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E'ALA - LOAD PLAN / TO DO:

① PFD'S - 2 BAGS (24 total)

② SAILS:

A) AITUTAKI

B) NEW GENOA

③ ANCHORS + DANFORDS 2 EA.

④ HAND HELD VHF'S / BAGS / EXTRA BATTERIES 2 EA (SEE GAR)

⑤ GUSHER PUMPS - 4 EA

⑥ EPIRB 1 EA.

⑦ BUCKETS 2 EA

⑧ BAILER 2 EA

⑨ SPONGES 2 EA

⑩ RUNNING LIGHTS (RED / GREEN / WHITE)

⑪ DOCKING LINES / EXTRA ROPE (WASHING SHEETS)

⑫ ATTACH SAFETY LINE AROUND CANOE

⑬ FIRST AID KIT

⑭ FOOD / WATER

⑮ STEERING PADDLES - 2 EA

⑯ REGULAR PADDLES - 14 EA (8 OLD 6 NEW - KA'AU)

⑰ FLARES

⑱ FLASH LIGHTS

⑲ Foul WEATHER GEAR

⑳ TOW ROPE

㉑ MOB. POLE / LINE



00000000
CHAPTER

C

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CORRESPONDENCE



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POLYNESIAN VOYAGING SOCIETY
Pier 36, Honolulu, HI 96817

FAX Transmittal

To: John Grosetto
Fax#: 808-545-1067

From: Jarnell Martinson
Fax#: 808-531-7135

Date: February 25, 1994

Subject: Sailing Vessel - E'ala

Per our telephone conversation of yesterday, the following is the schedule for E'ala:

March 18	Launch E'ala
March 19 - 20	Sea Trials - O'ahu
March 21 - April 7	Ship or Tow E'ala to Big Island
April 8 - April 10	Sea Trials - Kawaihae to Honaunau
April 9 - 12	Student Training - Honaunau or Kailua-Kona
April 16 - 19	Student Training - Honaunau or Kailua-Kona
April 23 - 26	Student Training - Honaunau or Kailua-Kona
April 30	Student Training - Honaunau or Kailua-Kona
May 1 - 3	Student Training - Honaunau or Kailua-Kona
May 7 - 9	Student Training - Honaunau or Kailua-Kona
May 11 - 13	Honaunau - Kalae
May 14 - 21	Kalae - Pu'ukohola - Kealakekua
May 22	Kealakekua - Honaunau

All sails on E'ala will be conducted during the day and the students will sleep on shore at night. We are planning for 20 students on-board, per leg. For the voyage down the coast and escort vessel will accompany the canoe and will have on-board experienced Hōkūle'a crew members. For the student training, no escort will be provided and the students will be paddling and not sailing.

I am also faxing the bareboat charter which was signed into agreement between Wai'anae Hawaiian Civic Club and PVS.

If there are any questions please feel free to call me at 531-7240 or fax to the above number.

Navigation Training/Crew Meeting - February 18-20, 1994

DAY/DATE	TIME	EVENT	PRESENTER	PARTICIPANTS
Saturday - 2/19	1630 - 2000	Navigation Study	Nainoa	Master Navigators Apprentice Navigators - 1st class
Sunday - 2/20	0900 - 1130	Crew Meeting	Nainoa/Chad	All Crew
Sunday - 2/20	1230 - 1700	Orientation dockside - sail	Chad	All new apprentices with less than 2 sails on Hokule'a Apprentice Navigators - 2nd class
Sunday - 2/20	1230 - 1700	Work on canoes	Keahi/Nainoa	All master crew candidates

POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, HI 96817

November 23, 1993

Wai'anae Hawaiian Civic Club
85-259 Mahina'au Road
Wai'anae, HI 96792

Attn: Maxine Lee

Dear Maxine:

Enclosed are forms required to obtain a documentation number for *Eala* from the United States Coast Guard. You will notice that I have noted Wai'anae Hawaiian Civic Club as the managing owner, but I have used the Polynesian Voyaging Society's address. Since we will be using the canoe for a while, I would like to keep copies of any documentation for the canoe in my office and will forward the originals to you.

I have marked all the areas that require your signature with a yellow post-it note. Could you please sign these originals and forward them back to me?

Your assistance is greatly appreciated in the above matter. If there are any questions, please feel free to call me at 531-7240.

Aloha Nō,


Jarnell L.A. Martinson
Administrator

enc.



DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-1258 (REV. 9-92)	APPLICATION FOR INITIAL ISSUE, EXCHANGE, OR REPLACEMENT OF CERTIFICATE OF DOCUMENTATION; REDOCUMENTATION	THIS SECTION FOR COAST GUARD USE ONLY CASE NUMBER: CHECK #: FEE: \$ IPN: PORT OF RECORD APPROVED: DATE: PORT:
THIS IS AN APPLICATION ONLY AND DOES NOT OF ITSELF ENTITLE A VESSEL TO DOCUMENTATION NOR TO ANY CHANGES SOUGHT ON A CERTIFICATE OF DOCUMENTATION. OFFICIAL NUMBERS DESIGNATED ON THE BASIS OF THIS APPLICATION ARE NOT TRANSFERABLE. A COPY OF THIS APPLICATION IS NOT VALID FOR VESSEL OPERATION.		
I. COMPLETE FOR ALL APPLICATIONS		
A. VESSEL NAME <div style="font-size: 1.2em; font-family: cursive;">EALA</div>	B. OFFICIAL NUMBER (IF AWARDED) OR HULL IDENTIFICATION NUMBER	
C. NAME OF MANAGING OWNER <div style="font-size: 1.2em; font-family: cursive;">WAI'ANAE HAWAIIAN CIVIC CLUB</div> TELEPHONE NUMBER (OPTIONAL): <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div> SOCIAL SECURITY OR TAX ID NUMBER	D. ADDRESS OF MANAGING OWNER <div style="font-size: 1.2em; font-family: cursive;">WAI'ANAE HAWAIIAN CIVIC CLUB c/o POLYNESIAN VOYAGING SOCIETY PIER 36 HONOLULU, HI 96817</div>	
E. NAMES AND SOCIAL SECURITY OR TAX ID NUMBERS OF ALL OTHER OWNERS		F. HAILING PORT (TO BE MARKED ON VESSEL) <div style="font-size: 1.2em; font-family: cursive;">HONOLULU, HAWAII</div>
ATTACH SHEET LISTING ADDITIONAL OWNERS IF NECESSARY		
G. CITIZENSHIP (SEE INSTRUCTIONS REGARDING STATUS OF ALIENS LAWFULLY ADMITTED FOR PERMANENT RESIDENCE)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> VESSEL OWNED BY ONE OR MORE INDIVIDUALS <input type="checkbox"/> VESSEL OWNED BY JOINT VENTURE OR ASSOCIATION <input type="checkbox"/> VESSEL OWNED IN A TRUST ARRANGEMENT <input type="checkbox"/> VESSEL OWNED BY A PARTNERSHIP <div style="margin-left: 20px;">A. GENERAL PARTNERSHIP</div> <div style="margin-left: 20px;">B. LIMITED PARTNERSHIP</div> <input checked="" type="checkbox"/> VESSEL OWNED BY A CORPORATION (NON-PROFIT) <div style="margin-left: 20px;">A. STATE OF INCORPORATION <u>HAWAII</u></div> <div style="margin-left: 20px;">B. CITIZENSHIP OF PRESIDENT (AND OTHER CHIEF EXECUTIVE OFFICER, IF ANY) <u>U.S.</u></div> <div style="margin-left: 20px;">C. CITIZENSHIP OF CHAIRMAN OF THE BOARD <u>U.S.</u></div> <input type="checkbox"/> VESSEL OWNED BY A CORPORATION QUALIFIED AND APPLYING UNDER 46 CFR 68.01 (BOWATER) <input type="checkbox"/> VESSEL OWNED OR OPERATED BY NOT-FOR-PROFIT OIL RECOVERY COOPERATIVE </div> <div style="width: 50%; font-size: 0.8em;"> I (WE) CERTIFY THAT ALL OWNERS OF THIS VESSEL ARE CITIZENS OF THE UNITED STATES. I (WE) CERTIFY THAT ALL MEMBERS OF THIS (JOINT VENTURE) ASSOCIATION ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT THE VESSELS COVERED BY THIS APPLICATION WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT. I (WE) CERTIFY THAT ALL TRUSTEES AND ALL BENEFICIARIES WITH AN ENFORCEABLE INTEREST IN THIS TRUST ARRANGEMENT ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS WITH THE ENDORSEMENT(S) SOUGHT IN THEIR OWN RIGHT. I (WE) CERTIFY THAT ALL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT, AND THAT THE PARTNERSHIP MEETS THE FOLLOWING EQUITY REQUIREMENT: EQUITY OWNED BY CITIZENS OF THE U.S. <div style="display: flex; justify-content: space-between; font-size: 0.7em;"> <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE </div> I (WE) CERTIFY THAT ALL GENERAL PARTNERS IN THIS PARTNERSHIP ARE CITIZENS OF THE UNITED STATES, ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT AND THAT THE PARTNERSHIP MEETS THE FOLLOWING EQUITY REQUIREMENTS. EQUITY INTEREST OWNED BY CITIZENS OF THE U.S. ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT WITH THE ENDORSEMENT(S) SOUGHT. <div style="display: flex; justify-content: space-between; font-size: 0.7em;"> <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE </div> D. NUMBER OF DIRECTORS NECESSARY TO CONSTITUTE A QUORUM _____ E. NUMBER OF ALIEN DIRECTORS <u>0</u> F. PERCENTAGE OF STOCK OWNED BY U.S. CITIZENS ELIGIBLE TO DOCUMENT VESSELS IN THEIR OWN RIGHT, WITH THE ENDORSEMENT(S) SOUGHT ON THIS APPLICATION (APPLIES TO ALL TIERS OF OWNERSHIP) <div style="display: flex; justify-content: space-between; font-size: 0.7em;"> <input type="checkbox"/> LESS THAN 50% <input type="checkbox"/> AT LEAST 50% <input type="checkbox"/> MORE THAN 50%, LESS THAN 75% <input type="checkbox"/> 75% OR MORE </div> <div style="font-size: 0.8em;"> ORGANIZATION IS NON-PROFIT? DOES NOT HAVE STOCK. CURRENT CERTIFICATE OF COMPLIANCE ATTACHED. I (WE) CERTIFY THAT THE CORPORATE STRUCTURE HAS NOT CHANGED SINCE ISSUANCE OF THAT CERTIFICATE, AND THAT THE VESSEL, IF SELF-PROPELLED, IS LESS THAN 500 GROSS TONS. COPY OF CURRENT LETTER OF QUALIFICATION ATTACHED. I (WE) CERTIFY THAT THE INFORMATION ON FILE WITH REGARD TO COOPERATIVE AND ISSUANCE OF THAT LETTER REMAINS UNCHANGED. </div> </div> </div>		
H. ENDORSEMENTS FOR WHICH APPLICATION IS MADE. (IF MORE THAN ONE, INDICATE ESTIMATED PERCENTAGE FOR EACH)		
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 33%;"><input checked="" type="checkbox"/> RECREATIONAL</div> <div style="width: 33%;"><input type="checkbox"/> COASTWISE</div> <div style="width: 33%;"><input type="checkbox"/> FISHERY</div> <div style="width: 33%;"><input type="checkbox"/> COASTWISE (BOWATER ONLY)</div> <div style="width: 33%;"><input type="checkbox"/> REGISTRY</div> <div style="width: 33%;"><input type="checkbox"/> GREAT LAKES TRADE</div> <div style="width: 33%;"><input type="checkbox"/> OIL SPILL RESPONSE</div> </div>		

REVERSE OF CG-1258 (REV. 9-92)

I. PURPOSE OF APPLICATION:

- ☐ 1. EXCHANGE OF CERTIFICATE OF DOCUMENTATION.
- ☐ 2. REPLACEMENT OF LOST, WRONGFULLY WITHHELD OR MUTILATED CERTIFICATE OF DOCUMENTATION
- ☐ 3. RETURN TO DOCUMENTATION FOLLOWING DELETION. NAME OF VESSEL WHEN LAST DOCUMENTED:
- ☒ 4. APPLICATION FOR OFFICIAL NUMBER AND FIRST CERTIFICATE OF DOCUMENTATION. VESSEL
- ☒ WAS BUILT AT WAI'ANAE, HAWAII IN 1980
- OR
- ☐ IS UNDER CONSTRUCTION AT _____ AND IS SCHEDULED FOR COMPLETION IN _____
- HULL MATERIAL: ☐ WOOD ☐ STEEL ☐ FIBROUS REINFORCED PLASTIC ☐ ALUMINUM ☐ CONCRETE
- ☐ OTHER (DESCRIBE) _____
- APPROXIMATE LENGTH OF VESSEL 45'
- PREVIOUS NAMES, NUMBERS, OR FOREIGN REGISTRATIONS OF VESSEL _____

J. CERTIFICATION:

I (WE) CERTIFY THAT:

(A) I AM (WE ARE) A CITIZEN(S) OF THE UNITED STATES AND LEGALLY AUTHORIZED TO EXECUTE THIS APPLICATION IN THE CAPACITY SHOWN;

(B) THAT THE VESSEL(S) TO WHICH THIS APPLICATION APPLIES:

- (i) ☐ HAS (HAVE) BEEN MARKED
OR
☒ WILL BE MARKED

IN ACCORDANCE WITH THE DIRECTIONS IN THE INSTRUCTION SHEET (CG-1258-A) FOR THIS APPLICATION;

(ii) WILL AT ALL TIMES REMAIN UNDER THE COMMAND OF A U.S. CITIZEN;

(iii) WILL NOT BE OPERATED IN A TRADE NOT AUTHORIZED BY THE ENDORSEMENT(S) ON THE CERTIFICATE(S) OF DOCUMENTATION;

(iv) HAS NOT BEEN REBUILT SINCE LAST DOCUMENTATION

(v) THE VESSEL IS

- ☒ NOT TITLED UNDER A STATE
OR
☐ IS TITLED UNDER THE LAWS OF _____

(C) THE NAME(S) OF THE VESSEL(S) WILL NOT BE CHANGED WITHOUT APPROVAL OF A COAST GUARD DOCUMENTATION OFFICER;
AND

(D) I (WE) WILL PROMPTLY NOTIFY THE DOCUMENTATION OFFICER AT THE VESSEL'S PORT OF RECORD OR THE PORT NEAREST THE VESSEL UPON A CHANGE IN ANY OF THE INFORMATION OR REPRESENTATIONS IN THIS APPLICATION.

PRINTED OR TYPED NAME

SIGNATURE

CAPACITY

(E.G., OWNER, AGENT, TRUSTEE,
GENERAL PARTNER, CORPORATE
OFFICER)

MAXINE HEE

PRESIDENT

DATE: _____

PRIVACY ACT STATEMENT

IN ACCORDANCE WITH 5 U.S.C. 552a, THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.

1. AUTHORITY. SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 U.S.C., CHAPTERS 121 AND 125; 46 U.S.C. APP. 802 AND 853.

2. THE PRINCIPAL PURPOSES FOR WHICH THIS INFORMATION IS TO BE USED ARE:

- (1) TO DETERMINE CITIZENSHIP OF THE OWNER OF THE VESSEL FOR WHICH APPLICATION FOR DOCUMENTATION IS MADE; AND
(2) TO DETERMINE ELIGIBILITY OF THE VESSEL TO BE DOCUMENTED WITH THE TRADE ENDORSEMENT SOUGHT.

3. THE ROUTINE USES WHICH MAY BE MADE OF THIS INFORMATION INCLUDE RELEASE TO LAW ENFORCEMENT OFFICIALS, TO THE GENERAL PUBLIC UNDER FREEDOM OF INFORMATION ACT, AND TO PUBLISH INFORMATION ABOUT U.S. DOCUMENTED VESSELS.

4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER FAILURE TO PROVIDE THE INFORMATION REQUESTED WILL RESULT IN DENIAL OF THE APPLICATION FOR DOCUMENTATION, WHICH MAY PREVENT THE OWNER FROM OPERATING THE VESSEL(S) IN A SPECIFIED TRADE.

THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: COMMANDANT (G-MV), U.S. COAST GUARD, WASHINGTON, DC 20593-0001 OR OFFICE OF MANAGEMENT AND BUDGET, OFFICE OF INFORMATION AND REGULATORY AFFAIRS, ATTENTION: DESK OFFICER FOR DOT/USCG, OLD EXECUTIVE OFFICE BUILDING, WASHINGTON, DC 20503.

U.S. Government Printing Office: 1992 - 312-673/62944

U.S. DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

APPROVED OMB NO.
2115-0086
Exp. Date 91APR30

APPLICATION FOR SIMPLIFIED MEASUREMENT

Vessels that measure less than 5 net tons are not eligible for documentation. Only the following vessels may be measured by this SIMPLIFIED MEASUREMENT SYSTEM (46 CFR Part 69 Subpart E):

1. A vessel less than 79 feet in overall length;
2. Barges and pleasure vessels (yachts) of any length used exclusively on the Great Lakes.

I understand that, under the provisions of 46 CFR 69.25, a person making a false statement or representation in this application may be fined up to \$20,000. The vessel also is liable in rem for the penalty. I certify that the information provided by me in answering the following questions is correct.

WAI'ANA'E HAWAIIAN CIVIC CLUB

OWNER'S NAME (print or type)

SIGNATURE OF OWNER OR AGENT

- | | |
|---|---|
| 1. Vessel Name <u>EALA</u> | 2. Official No. _____
(If one has been assigned) |
| 3. Hull No. or Hull Identification No. _____ | |
| 4. Shape of Hull <input type="checkbox"/> Ship <input type="checkbox"/> Barge <input checked="" type="checkbox"/> Catamaran <input type="checkbox"/> Trimaran | |
| 5. Houseboat <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 6. Hull Material _____ |
| 7. Self-propelled <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| 8. Engines in Hull <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 9. Sailboat <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 10. (Sailboats Only) Was depth measured to bottom of keel: | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |

EXPLANATION OF VESSEL DIMENSIONS

LENGTH is the horizontal distance between the outboard side of the foremost part of the stem and the outboard side of the aftermost part of the stern, excluding rudders, outboard motor brackets, and other similar fittings and attachments.

BREADTH is the horizontal distance taken at the widest part of the hull, excluding rub rails, from the outboard side of the skin (outside planking or plating) on one side of the hull to the outboard side of the skin on the other side of the hull.

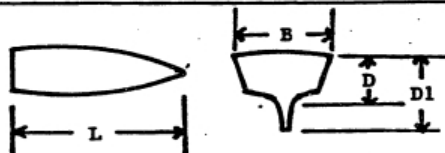
DEPTH is the vertical distance taken at or near midships from a line drawn horizontally through the uppermost edges of the skin (outside planking or plating) at the sides of the hull (excluding the cap rail, trunks, cabins, and deckhouses) to the outboard face of the bottom skin of the hull, excluding the keel. If a vessel is designed for sailing and has the keel faired to the hull, the keel may be included in the depth if the distance to the bottom skin of the hull cannot be determined reasonably. When the keel is included in the depth the Yes blank in question 10 must be checked.

DEPT. OF TRANSP. USCG, CG-5397 (REV. 10-89)
(Previous editions obsolete)

NOTE:
(See reverse for
dimensions)

11. Furnish dimensions for sketch that most resembles the vessel's hull shape.
 L - Length, B - Breadth, D - Depth (Indicate in feet and inches)

SAILBOAT



L - _____

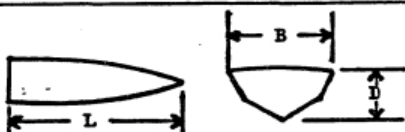
B - _____

D - _____

D1 - _____

D1 only if actual hull depth (D) cannot be determined

SHIP-SHAPE HULL

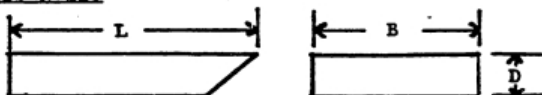


L - _____

B - _____

D - _____

BARGE-SHAPED HULLS

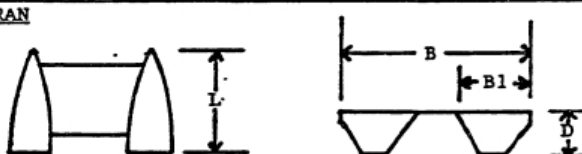


L - _____

B - _____

D - _____

CATAMARAN



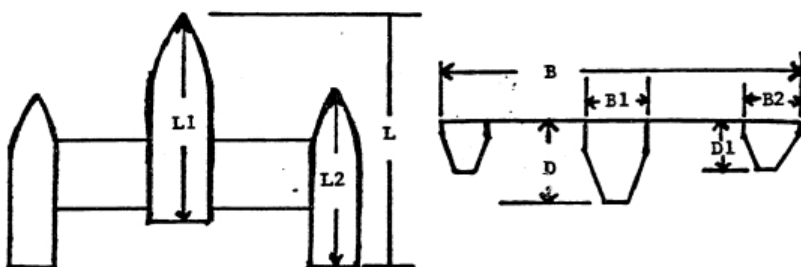
L - 45'

B - 9'

D - 3'4"

B1 - 2'3"

TRIMARAN



L - _____

B - _____

D - _____

L1 - _____

B1 - _____

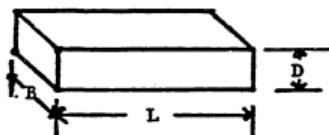
L2 - _____

B2 - _____

D1 - _____

DECKHOUSES

Houseboats only (in addition to the hull dimensions also furnish the average deckhouse dimensions.)



L - _____

B - _____

D - _____

DEPARTMENT OF
TRANSPORTATION
U.S. COAST GUARD
CG-1251 (REV. 9-92)

**BUILDER'S CERTIFICATION
AND FIRST TRANSFER OF TITLE**

OMB APPROVED
2115-0110

I. PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE

- ☒ ENTIRE CONSTRUCTION
☐ HULL ONLY
☐ COMPLETION ONLY (HULL BUILT BY ANOTHER)

YEAR PHASE OF CONSTRUCTION _____

YEAR COMPLETED 1980

II. VESSEL DATA

A. HULL IDENTIFICATION NUMBER
OR HULL NUMBER _____

D. PLACE OF BUILD (CITY, STATE, COUNTRY) _____

B. VESSEL NAME (IF KNOWN) EALA

WAI'ANA'E, HAWAII

C. EQUIPPED WITH ENGINE?

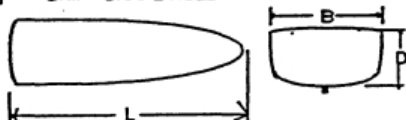
☐ YES ☒ NO OUTBOARD ☐ YES ☒ NO

E. HULL MATERIAL:

☐ WOOD ☐ STEEL ☒ FIBROUS REINFORCED PLASTIC
☐ ALUMINUM ☐ CONCRETE ☐ OTHER

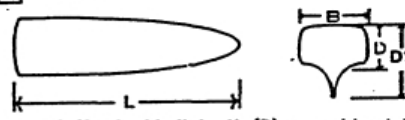
**III. DIMENSIONS
(COMPLETE APPROPRIATE DIAGRAM)**

☐ SHIP-SHAPE HULL



L= _____ B= _____ D= _____

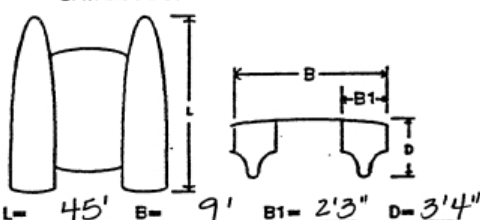
☐ SAILBOAT



D1 only if actual hull depth (D) cannot be determined

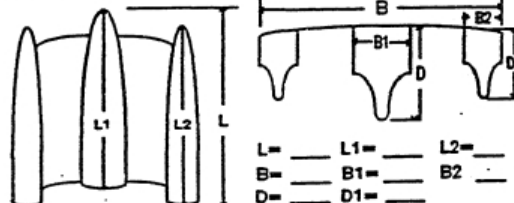
L= _____ B= _____ D= _____ D1= _____

☒ CATAMARAN



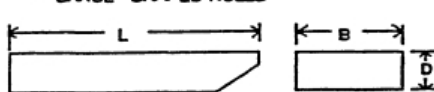
L= 45' B= 9' B1= 2'3" D= 3'4"

☐ TRIMARAN



L= _____ L1= _____ L2= _____
B= _____ B1= _____ B2= _____
D= _____ D1= _____

☐ BARGE-SHAPED HULLS



L= _____ B= _____ D= _____

☐ DECKHOUSES

Houseboats only



(AVERAGE DECKHOUSE
DIMENSIONS MUST BE
FURNISHED IN ADDITION
TO HULL DIMENSIONS)

L= _____ B= _____ D= _____

IV. UNITED STATES BUILD STATEMENT

- ☐ ALL MAJOR COMPONENTS USED IN THE PHASE OF CONSTRUCTION COVERED BY THIS CERTIFICATE WERE FABRICATED IN THE UNITED STATES.
☒ ALL CONSTRUCTION AND ALL ASSEMBLY FOR THIS PHASE OF CONSTRUCTION WERE DONE IN THE UNITED STATES.

V. NAME(S) AND ADDRESS(ES) OF PARTY(IES) FOR WHOM BUILT	
WAI'ANAE HAWAIIAN CIVIC CLUB c/o POLYNESIAN VOYAGING SOCIETY PIER 36 HONOLULU, HI 96817	
IF BUILT FOR MORE THAN ONE PERSON, THE PERSONS NAMES ABOVE ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.	
<input type="checkbox"/> JOINT TENANCY WITH RIGHT OF SURVIVORSHIP <input type="checkbox"/> TENANCY BY THE ENTIRETIES <input type="checkbox"/> COMMUNITY PROPERTY <input checked="" type="checkbox"/> OTHER (DESCRIBE) <u>NON-PROFIT CORPORATION</u>	
VI. CERTIFICATION	
I, <u>WALLACE J. FROISETH</u> DO HEREBY CERTIFY THAT THE FACTS RECITED HEREIN ARE TRUE AND THAT I HAVE PERSONAL KNOWLEDGE OF THESE FACTS BECAUSE I:	
<input checked="" type="checkbox"/> PERSONALLY PERFORMED THE CONSTRUCTION OR <input type="checkbox"/> SUPERVISED THE CONSTRUCTION AT AND ON BEHALF OF: _____ (NAME OF COMPANY) <input type="checkbox"/> ACTING IN MY CAPACITY AS _____ (TITLE) OF _____ (NAME OF COMPANY)	
NOTE: THIS CERTIFICATE MUST NOT BE COMPLETED BY AN IMPORTER OR AN IMPORTER'S AGENT.	
SIGNATURE	DATE
VII. FIRST SALE OR TRANSFER OF VESSEL	
100% OF THE VESSEL IDENTIFIED HEREIN IS SOLD (TRANSFERRED) BY THE PARTY(IES) NAMED IN SECTION V TO THE FOLLOWING PERSON(S) (NAMES AND ADDRESSES)	
IF SOLD (TRANSFERRED) TO MORE THAN ONE PERSON, THE PURCHASER(S) (TRANSFEREE(S)) ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.	
<input type="checkbox"/> JOINT TENANCY WITH RIGHT OF SURVIVORSHIP <input type="checkbox"/> TENANCY BY THE ENTIRETIES <input type="checkbox"/> COMMUNITY PROPERTY <input type="checkbox"/> OTHER (DESCRIBE)	
VIII. SIGNATURE OF SELLER(S) (TRANSFEROR(S)) OR PERSONS SIGNING ON BEHALF OF SELLER(S) (TRANSFEROR(S)):	
DATE SIGNED:	
IX. NAME(S) OF PERSON(S) SIGNING ABOVE, AND LEGAL CAPACITY IN WHICH SIGNED (E.G., OWNER, AGENT, TRUSTEE, EXECUTOR)	
X. ACKNOWLEDGMENT (TO BE COMPLETED BY NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED BY A LAW OF A STATE OR THE UNITED STATES TO TAKE OATHS.)	
ON _____ (DATE) THE PERSON(S) NAMED IN	STATE: _____ COUNTY: _____
SECTION IX ABOVE ACKNOWLEDGED EXECUTION OF THE FOREGOING INSTRUMENT IN THEIR STATED CAPACITY(IES) FOR THE PURPOSES THEREIN CONTAINED.	
NOTARY PUBLIC MY COMMISSION EXPIRES: _____	
PRIVACY ACT STATEMENT	
IN ACCORDANCE WITH 5 USC 552(A), THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.	
1. <u>AUTHORITY</u> . SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 USC, CHAPTER 313 AND 46 CFR, PART 67.	
2. <u>THE PRINCIPAL PURPOSES</u> FOR WHICH THIS INSTRUMENT IS TO BE USED ARE: (A) TO PROVIDE A RECORD, AVAILABLE FOR PUBLIC INSPECTION AND COPYING, OF THE SALE OR OTHER CHANGE IN OWNERSHIP OF A VESSEL WHICH IS DOCUMENTED, WILL BE DOCUMENTED, OR HAS BEEN DOCUMENTED PURSUANT TO 46 USC, CHAPTER 121. (B) PLACEMENT OF THIS INSTRUMENT IN A BOOK FOR EXAMINATION BY GOVERNMENTAL AUTHORITIES AND MEMBERS OF THE GENERAL PUBLIC.	
3. <u>THE ROUTINE USE</u> WHICH MAY BE MADE OF THIS INFORMATION INCLUDES DEVELOPMENT OF STATISTICAL DATA CONCERNING DOCUMENTED VESSELS.	
4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE THE INFORMATION COULD PRECLUDE FILING OF A BILL OF SALE AND DOCUMENTATION OF THE VESSEL NAMED HEREIN PURSUANT TO 46 USC, CHAPTER 121. MOREOVER, BILLS OF SALE WHICH ARE NOT FILED ARE NOT DEEMED TO BE VALID AGAINST ANY PERSON EXCEPT THE GRANTOR OR A PERSON HAVING ACTUAL KNOWLEDGE OF THE SALE. (46 USC 31321(A)).	
THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 30 MINUTES. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR MAKE SUGGESTIONS FOR REDUCING THE BURDEN TO: COMMANDANT (G-MV), U.S. COAST GUARD, WASHINGTON, DC 20543-0001 OR OFFICE OF MANAGEMENT AND BUDGET, OFFICE OF INFORMATION AND REGULATORY AFFAIRS, ATTENTION DESK OFFICER FOR DCA/USCG, OLD EXECUTIVE OFFICE BUILDING, WASHINGTON, DC 20503.	

DO NOT COMPLETE THIS FORM UNTIL YOU HAVE ACTUALLY ASCERTAINED THAT MARKINGS ARE AS SHOWN BELOW

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-1322 (Rev. 12-83)	CERTIFICATE OF MARKING	OMB APPROVED 2115-0110
INSTRUCTIONS 1. Show vessel name exactly as marked on vessel. 2. Show official number exactly as marked in vessel. 3. Show city and state exactly as marked on vessel (Note: The hailing port of the vessel is the port of documentation or the city and state of the owner's address. — No other hailing port is acceptable.) 4. Section A must be checked in all cases to indicate that the official number is marked. Complete ONLY the appropriate blocks in section B.		
1. VESSEL NAME <i>EALA</i>		2. OFFICIAL NUMBER
3. HAILING PORT <i>HONOLULU, HAWAII</i>		
4. MARKING CERTIFICATION (Check appropriate box(es)) A. ALL VESSELS. <input checked="" type="checkbox"/> I certify that the official number of the vessel preceded by the abbreviation "No." has been permanently marked in block-type arabic numerals not less than three (3) inches in height on some clearly visible interior part of the hull and that the number cannot be obliterated or obscured. B. Check whichever of the following are applicable: 1. <input checked="" type="checkbox"/> PLEASURE VESSEL: I further certify that the above-named vessel is documented exclusively for pleasure and that its name and hailing port are marked together in clearly legible and durable letters not less than four (4) inches in height on a clearly visible exterior part of the hull. 2. COMMERCIAL VESSEL: (Select one bow and one stern marking description.) (a) BOW MARKINGS: <input type="checkbox"/> I further certify that the name of this vessel has been marked in clearly legible and durable letters not less than four (4) inches in height on some clearly visible exterior part of its port and starboard bows. <p style="text-align: center;">OR</p> <input type="checkbox"/> The vessel name has been marked in clearly legible and durable letters not less than four (4) inches in height on clearly visible exterior parts adjacent to the port and starboard bows in order to avoid obliteration. (b) STERN MARKINGS: <input type="checkbox"/> The name and hailing port have been marked in clearly legible and durable letters not less than four (4) inches in height on some clearly visible exterior part of its stern. <p style="text-align: center;">OR</p> <input type="checkbox"/> The name and hailing port have been marked in clearly legible and durable letters not less than four (4) inches in height on a clearly visible part adjacent to the stern in order to avoid obliteration.		
SIGNATURE		DATE

The sailing vessel *Eala* is owned solely by Wai'anae Hawaiian Civic Club, a non-profit corporation organized under the laws of the state of Hawai'i;

No stock has been issued as expressly prohibited by Hawai'i State Statutes;

The governing body of Wai'anae Hawaiian Civic Club is composed of all United States citizens, and there are no non-United States citizens involved in the ownership or operation of the vessel known as *Eala*.

Signature: _____

Name/Title: Maxine Hee/President

Date: _____

SCHEDULE



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Polynesian Voyaging Society

Pier 36, Honolulu, HI 96817
(808) 531-7240 FAX (808) 531-7135

ELC Schedule/Wai'anae

Apr. 25; Tues.—Canoe arrives at Pier 26, Young Brothers; canoe will be lowered into water and towed to Pier 36

Apr. 29; Sat. 7 a.m.-3 p.m.—Wai'anae Students Training

Apr. 30; Sun. 6 a.m.—Tow canoe to Maunalua Bay; anchor

May 1; Mon.—Leg 1: Maunalua Bay to Ke'ehi (12 miles)

May 2; Tues.—Leg 2: Ke'ehi to Ko Olina (18 miles)

May 3; Wed.—Leg 3: Ko Olina to Pōka'i Bay (8 miles)

May 4; Thurs.—Leg 4: Pōka'i to Makua and Back (15 miles)

May 5; Fri.—Leg 5: Pōka'i to Makua and Back (15 miles)

May 6; Sat.—Leg 6: Pōka'i to Makua and Back (15 miles)


Welcome Back Ceremony for E'ala—Pōka'i Bay

May 7-May 10—Sail/Tow E'ala from Pōka'i Bay to Kane'ohe Bay; anchor at Kokokahi or Kualoa

May 11; Thurs. 9 a.m.-12 noon—Select Crew of students (5 from Wai'anae, 5 from Konawaena, 5 from Hilo, 5 from Hale o Ho'oponopono, 2 from Nā Pua No'eau, 2 from Ka'ū) will sail E'ala to offshore Kualoa and participate in welcome ceremonies for canoes. As the canoe nears shore, a designated orator will Kahea—call out, in Hawaiian, to shore: greet people on shore; identify canoe and crew; state where the canoe has come from and the purpose of visit; and request permission to land. A person from Hakipu'u (one of the ahupua'a in which Kualoa is located) will Pane (respond) with a welcome. The crew will then disembark; if E'ala is beached, the students will step off and secure the canoe before going to a designated place as a group; if the canoe is anchored offshore, the students will be transported to shore by paddling canoe. Ceremonies will include prayer, speeches, pōhaku ritual, and dedication of an ahu to voyaging, and will conclude by 3 or 4 p.m. Dinner for crew members will be served at six p.m. (Students should eat a big breakfast and/or have food and water on the canoe.)

May 12; Fri.: Sail / tow E'ala to Maunalua Bay with the canoe fleet. No events are scheduled at Maunalua Bay; this is just a rest stop. Canoes will depart early the next morning, beginning at 4 or 5 a.m. Crew call will be earlier; all students (approx. 120) will be assigned to sail on one of the Hawaiian canoes. Students will sleep at Kaiser high school and get up early in the morning to be transported out to the canoes. Again, students should eat enough to sustain them till early afternoon.

May 13; Sat.: Select crew of students (5 from Wai'anae, 5 from Konawaena, 5 from Hilo, 5 from Hale o Ho'oponopono, 2 from Nā Pua No'eau, 2 from Ka'ū) will sail E'ala to Ke'ehi; other students will be assigned to one of the Hawaiian canoes and participate in welcome ceremonies. E'ala is scheduled to land sixth, after Te 'Aurere, Te 'Au o Tonga, Takitumu, Makali'i, and Mo'olele. A designated orator on E'ala will have to kahea as the canoe passes



a stone abutment near shore. After a master of ceremonies identifies the canoe to the welcoming crowd, the orator will repeat the identifying information again (so the crowd can hear it?) Once all the canoes have landed, short speeches, mele and hula kahiko, and pule will close the ceremonies. At about 1 p.m., entertainment will begin; educational programs will take place in tents; food booths will serve lunch. Lunch vouchers will be provided for crew members.

E'ALA

CAPTAIN'S

CHECKLIST



Mālama Hawai'i
Around O'ahu Sail
January / February 1997

POLYNESIAN VOYAGING SOCIETY
Captain's Responsibilities

1. The canoe is safe to sail. (See Captain's Checklist.)
2. The crew is physically healthy to sail; waivers have been signed, collected, and delivered to a PVS representative.
3. The crew has been issued life jackets and safety harnessed before the trip starts.
3. The crew has reviewed emergency procedures, including Man overboard, Fire, Coming about, Raising lowering sails.
4. The crew is oriented to the canoe and the location of all emergency equipment.
5. Food and water is regulated, as needed.
13. Watches have been set to insure the rotation of crew members.
7. A daily work schedule and assignments are provided for watch captain and crew as needed. Each crew member does his fair share of work. If the voyage is an educational one, make sure that all crew members are learning by doing rather than sunbathing or sleeping on deck.
6. Operations at sea are done efficiently and safely.
8. Coordinate maneuvers with the escort vessel.
9. Coordinate maneuvers into and out of anchorages, moorings, or docks.
10. Coordinate with quartermaster a complete inventory list of everything on the canoe before departure.
11. If the voyage is being navigated without instruments, collection and storage of watches, radios, or anything that can jeopardize the integrity of the navigational experiment.
12. If the canoe is going to a foreign country, dealing with customs officials and following up on all entry and exit procedures

POLYNESIAN VOYAGING SOCIETY
Captain's Check List—Interisland and Day Sails

The captain is responsible for the vessel and all personnel. This checklist is to assist you in ensuring the safety of the crew and the vessel. After checking each item, the captain must sign on the last page of this form.

I. Pre-departure Check List

- _____ 1. Crew picked, informed of sail, and ready to go.
- _____ 2. All crew informed of departure time, at sea time, and an estimated time of arrival.
- _____ 3. Inform all crew to make own arrangements home after arrival.
- _____ 4. Escort vessel confirmed and given in formation on sail: Departure time, sailing to where, arrival time estimate
- _____ 5. Approval obtained and anchorage confirmed.
- _____ 6. Someone asked to say "pule".
- _____ 7. Menu made up - Someone assigned to purchase food.
- _____ 8. Crew informed of personal gear to bring.

II. Canoe Equipment

- _____ 1. Hull's o.k. - No damage.
- _____ 2. All compartments dry.
- _____ 3. Anchor(s) on board, chain, and line (Indicate how many: _____)
- _____ 4. Pumps on board, tested, and diaphragm checked (Indicate how many: _____)
- _____ 5. 2 hand buckets and 2 bailers
- _____ 6. 2 stern lines, 4 spring lines, 2 bow lines on board.
- _____ 7. 2 running lights - (one red, one green) 1 stern light (white) are all operational.
- _____ 8. Sail repair kit (canvas, needle, palm, thread)
- _____ 9. Tool chest.
- _____ 10. Towing bridle secured to front 'iako (cross beam).

- _____ 11. Forward and back mast set, tension on stays checked.
- _____ 12. Stays inspected for chafing and damage.
- _____ 13. Running rigging inspected for chafing and damage: Halyards, tricing and sheet lines.
- _____ 14. Tie downs inspected for chafing and damage: Boom bangs, spar to mast, spar to saddle, and sweep ties.
- _____ 15. Sails tied onto booms, raised, and checked for fit, holes and chafing.
- _____ 16. Regular paddles - at least 12 on board.
- _____ 17. Port, starboard, and center sweeps intact and operational. Yokes inspected.
- _____ 18. Safety railing securely tied down.
- _____ 19. Boom, spar, mast inspected for cracks.
- _____ 20. Hand flashlights - 2 each in "on deck" cooler.
- _____ 21. Replacement batteries for flashlights.
- _____ 22. All hatch covers closed and tied off.
- _____ 23. Safety nets secure and in place.

III. Safety Equipment/Emergency Procedures

- _____ 1. First aid kit
- _____ 2. Life jackets - 1 per person issued.
- _____ 3. Safety harness at toilet, bath area, and extras on railing.
- _____ 4. Fire extinguishers - 2 at stern, 2 at midship, 2 at bow.
- _____ 5. Flares and survival equipment in safety cooler on deck.
- _____ 6. Epirb tested and secured (If Necessary or Required)
- _____ 7. Radio - charged and tested.
- _____ 8. Emergency procedures reviewed
 - _____ A. Man overboard
 - _____ B. Fire
 - _____ C. Raising - lowering sails
 - _____ D. Coming about
 - _____ E. Flooding

IV. Personnel on Board

- _____ 1. Waivers signed by all on board.
- _____ 2. Crew informed on no alcohol or drugs on board.
- _____ 3. Review location of emergency equipment.
- _____ 4. Instruct on safety harness usage anytime you go outside railing.
- _____ 5. Choose watch captains, watches.
- _____ 6. Inform crew on watch rotation schedule.
- _____ 7. Check to see that each person on board can swim.
- _____ 8. Review Do's and Don'ts.
- _____ 9. Establish buddy system.
- _____ 10. Collect all time pieces.

V. Supplies

- _____ 1. Food loaded.
- _____ 2. Galley operational (If needed).
- _____ 3. Extra propane on board (If needed).
- _____ 4. Cooking utensils on board (If needed).
- _____ 5. Sufficient number of eating utensils.
- _____ 6. Sufficient water per person.
- _____ 7. Fishing gear (If allowed).

VI. Arrival Check List

- _____ 1. Assign watch while canoe is at anchor.
- _____ 2. Account for all equipment before leaving the canoe:
 - _____ A. Steering sweeps
 - _____ B. Life jackets
 - _____ C. Safety harness
 - _____ D. First aid kit

- _____ E. Emergency flares/survival kit
- _____ F. Flash lights
- _____ G. Hand pumps
- _____ H. Anchors
- _____ I. Fire extinguishers
- _____ J. Epirb (if carried on board)
- _____ K. Radio

- _____ 3. Secure all gear in holds (or in safe place on land at end fo voyage).
- _____ 4. Report all injuries, damage to canoe, or occurrences immediately to the PVS.
- _____ 5. Lower sails, secure to canoe.
- _____ 6. All anchors and docking lines secured properly for all weather conditions.
- _____ 7. Canoe deck and compartments cleaned.
- _____ 8. All compartments pumped and sponge dried.
- _____ 9. Secure all hatch covers.
- _____ 10. Report arrival

I have personally checked and completed all of the prior items.

SIGNED: _____
CAPTAIN

DATE: _____

FROM: _____ TO: _____

E.T.D. _____ E.T.A. _____

ESCORT VESSEL: _____

ESCORT VESSEL CAPTAIN: _____

WATCH CAPTAINS / CREW:

LOG:

E'ALA WATCH CAPTAIN CHECKLIST



Mālama Hawai'i
Around O'ahu Sail
January / February 1997

POLYNESIAN VOYAGING SOCIETY
Watch Systems (Used on Interisland and Long Distance Voyages)

1. Three-watch rotation (three teams)—Used under normal sailing conditions.

A. Four hours on and eight hours off.

B. Each watch will include one watch captain and two or more crew members.

2. Two-watch rotation (two teams)—Used (1) in the event of heavy weather; (2) the lack of experienced crew (3) for the first few days after departure; (4) whenever daily duties require more crew members on watch, e.g. when repairing or re-lashing canoe parts; (5) when crew members are needed for-tacking and adjusting to shifting winds around doldrum areas.

A. Four hours on and four hours off.

B. Each watch will include one watch captain and three or more crew members.

3. Emergency watch (all of crew): Under emergency watch conditions, all crew members will stay awake and assist with implementing emergency procedures.

***Note:** As time pieces are not allowed on board the canoe, when the watch ends and starts are just estimates of time determined by your navigator. If you think you are standing watch longer than you should, don't fret—you ain't got no where to go!

Watch Captain's Responsibilities

1. Leadership on watch.
2. Wake up calls.
3. To be the first person to steer on watch.
4. Assign steering rotation and duration at sweeps.
5. Check all compartments for water.
6. Direct duties of the day. Special duties will be determined by captain.
7. Go through on watch check list, safety check list, and fill out log at end of watch.
8. Check all rigging; standing and running.
9. Assign a cook.
10. At night, be sure the cook makes hot water for beverages for the next watch.
11. Maintain a personal log. Edit and submit a copy to the PVS at the end of the trip.
12. Review man overboard drill at least once while on watch.

13. You are responsible for your watch team's safety. Be sure they use safety harnesses anytime they go outside safety railing.

14. Set up buddy system at night.

15. Assign people to the dishes after meals are done.

16. Inform captain about anything that needs to be done.

17. Monitor the steering - Be sure steersmen are concentrating on their job. Keep the chatter away from this area.

18. Canoe maintenance - Designate watch members to handle general repairs and cleaning.

19. Designate someone to monitor the radio.

WATCH CAPTAIN'S SAFETY CHECKLIST

- _____ 1. Hull's o.k. - no damage
- _____ 2. Compartments 1 and 7 port and starboard are dry.
- _____ 3. Bilge pumps working - diaphragm checked.
- _____ 4. Bucket and bailers on board.
- _____ 5. Running lights working - one red, one green, an stern light.
- _____ 6. Towing bridle operational and secured to *iako*.
- _____ 7. Inspect sails for holes and chafing. Assign someone to repair if needed.
- _____ 8. Inspect standing rigging for chafing and damage.
- _____ 9. Inspect running rigging - halyards, tricing and sheets for chafing and damage.
- _____ 10. All hatch covers closed.
- _____ 11. Flashlights operational.
- _____ 12. Personal life jackets issued and easily accessible to crew members.
- _____ 13. Fire extinguishers located in cooler.

SIGNED:

Watch Captain

Date

NOTES:

REPAIRS/MAINTENANCE:



POLYNESIAN VOYAGING SOCIETY

Pier 36, Honolulu, Hawai'i 96817 (808) 531-7240 / FAX: (808) 531-7135 Ka'aona 1994

Navigators & Crew Training Program

Latitude Training On March 26, a group of navigators left Honolulu on *Hōkūle'a* for a voyage to measure the height of the Southern Cross as it crosses the meridian at various latitudes of the Hawaiian Islands (18.5-22.5° N). The farther north one goes in Hawai'i, the lower the meridian-crossing of the Southern Cross. On the voyage from Nukuhiva in 1995, the navigators will use the Southern Cross to determine when the canoe is in the latitudes of Hawai'i.

The canoe sailed 120 miles south of the Big Island, then north up the Kona Coast and beyond to 22.5° N (the latitude north of Kaua'i).

On the night of April 5 the canoe returned to Hilo for a welcoming ceremony at the Merrie Monarch Hula Festival. Before returning to O'ahu, the crew participated in an 'awa ceremony at Honaunau on April 10 to open the Kona Coast sailing program.

Navigators training on the voyage were Chad Baybayan and Bruce Blankenfeld, the principal Hawaiian navigators for the 1995 voyage; apprentice navigators Ka'au McKinney, Keahi Omai, and Ka'ono'hi Paishon; Cook Islands navigators Tua Pittman and Pe'ia Tua'ati; Hector Busby and two Maori navigators (Jacko and Piripi); Nukuhiva-born Tava Taupu; master navigator Mau Pailug from Satawal, Micronesia, and his son Sesario.

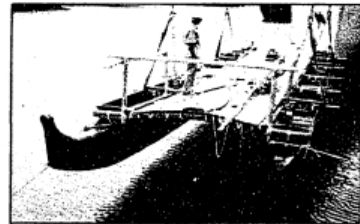
O'ahu to Kaho'olawe: A new class of apprentice navigators (Jarnell Martinson, Pi'ikea Miller, Max

Continued on page 5

Kona Coast Sails for Education

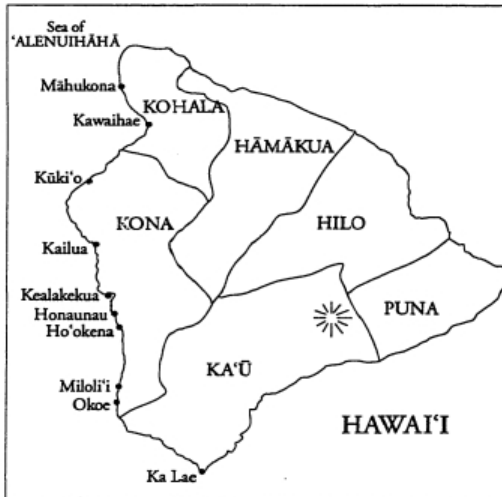
From March to June, 1994, PVS joined the DOE to sponsor programs in voyaging for students and community members on the Kona Coast. Using the coastline and the canoe *E'ala* as its classroom, PVS introduced participants to Hawai'i's voyaging heritage. Ecology, culture, teamwork, caring for and sailing the canoe, and voyaging as a process for setting and achieving goals were all part of the program. The mission was to get students to work toward a safe, healthy, sustainable future for Hawai'i.

Kūpuna and cultural organizations such as Nā Koa and Nā Kala'i Wa'a got involved. Clay and Shorty Bertelmann; Angel, Nita, and Che Pilago; Tava Taupu; and others assisted in the program, which was supervised by Nainoa Thompson and Chad Baybayan.



E'ala was launched under the watchful eyes of Wally Froiseth.

Before each voyage, students were challenged to learn to sail *E'ala* on their own; after each voyage, the pride of accomplishment was felt. One reporter wrote, "Students not only learned about sailing, ... they learned about themselves." They also felt motivated to learn more, study harder, and go further. One student commented, "We gotta do this again, maybe even inter-island. More worse, I stay doing my work every day in school now!"



March 11 - 13: The modified *E'ala* was launched at Pier 36, Honolulu. *E'ala* was built in 1980 at Pōka'i Bay to revive the Hawaiian canoe-building and seafaring heritage on the Wai'anae Coast. PVS has leased *E'ala* from the Wai'anae Hawaiian Civic Club for five years for crew training and ocean education programs.

April 6 - 10: On April 6 six students from a Wai'anae High School Marine Science class

Continued on page 4

Highlights of the 1992 Voyage to Rarotonga

This is the fourth part of a four-part series recounting the 1992 Voyage of *Hōkūle'a*:

1. Voyage to Tahiti (Hilina Mā 1993)
2. Sailing in the Society Islands (Makali'i 1993)
3. Sailing in the Cook Islands (Nana 1994)
4. The Voyage Home (Ka'aona 1994)

4. The Voyage Home

East to Tahiti: After the Vaka Pageant in Rarotonga, *Hōkūle'a* planned to sail directly to Hawai'i from the Cook Islands. This was to have been its most difficult voyage home, making 600 miles of easting against the southeast tradewinds.

However, good fortune was with the crew. A low pressure area to the west disrupted the southeast tradewinds bringing southerly winds which allowed the canoe to head east. Five days out of Rarotonga, the crew sighted Ra'iātea. One day later the canoe landed in Pape'ete, Tahiti. In six days, the canoe had gone 600 miles east, the distance that it had planned to make gradually over 20 days sailing against the southeast tradewinds. *Hōkūle'a* could now sail an easier, more northerly course toward Hawai'i. The canoe was on a familiar route—one it had made three times before. Also, it would pass through the Tuamotus, which could give the navigators a final land fix before the open ocean voyage home.

Hōkūle'a waited in Pape'ete for four days for the tradewinds to return. When they did on November 5, the canoe headed north for Hawai'i.

Talking with NASA's Space Shuttle: On October 28—two days after leaving Rarotonga—*Hōkūle'a* participated in a historic, three-way satellite communication link with the space shuttle *Columbia* orbiting the earth and a panel of schoolchildren in a TV studio in Hawai'i. The communication link was part of an effort to allow schoolchildren in Hawai'i to participate in the voyage as it was happening. The canoe communicated daily with Hawai'i via KCCN Hawaiian Radio, giving information about its position, weather conditions, sailing strategy, navigational techniques, and life on board the canoe.

During the three-way talk with

Hōkūle'a and the space shuttle, one student asked, "What are the similarities and differences between canoe and space travel?" Orbiting astronaut Charles Lacy Veach, who grew up in Honolulu, answered "Both are voyages of exploration. *Hōkūle'a* is in the past, *Columbia* is in the future.

Sailmaster Nainoa Thompson added from the canoe: "We feel both are trying to make a contribution to mankind. Theirs is in science and technology; ours is in culture and history. *Columbia* is the highest achievement of modern technology today, just as the voyaging canoe was the highest achievement of technology in its day."

Kapena Mike Tongg: The 1992 voyage home was the first ever in November—spring south of the equator and fall in the north. For veteran sailor Mike Tongg, the voyage was also a kind of first. Although he had sailed this route twice before, in 1980 and 1987, in 1992 he took on a new role as a *Hōkūle'a* Kapena. Before departure, the Kapena is responsible for provisioning the canoe and preparing the crew for the voyage; during the voyage the Kapena is responsible for distributing provisions, maintaining the work schedule and discipline, making sure everyone works together. Tongg learned a lot about being a Kapena from sailing with veteran Gordon Pi'ianai'a.

Tongg remembers the 1992 voyage as one of unexpected winds and weather. Two days out of Pape'ete, a storm brought northerly winds which prevented the canoe from heading directly toward Hawai'i, so it tacked east toward the Marquesas for three days. After the southeast trades returned, the canoe turned north again. After crossing the equator, the canoe encountered stormy weather, with huge clouds, gale force winds of 40–45 mile per hour, and rain flying horizontally and stinging the skin. Tongg called the experience "humbling," noting that while *Hōkūle'a* crew members had modern foul weather gear and canvas-covered sleeping compartments, the ancient voyagers had to make do with ti-leaf rain capes and lauhala mats for protection.

Landfall Hawai'i: When *Hōkūle'a* sailed into the northeast tradewinds, it began to fly, making 7–10 knots and 150–200 miles per day. On November 28, the navigators were confident that the canoe was east of the Big Island. That night, the navigators hoped to sight the star Holopuni, or Kochab, about four degrees above the horizon to confirm that the canoe was at 20.5°

N latitude, the mid-latitude of Hawai'i. The sky was too cloudy to spot Holopuni, but the navigators used Hōkūpa'a, or Polaris, in the northern sky and Achernar in the southern sky to determine that the canoe was at the right latitude. The canoe turned west and began looking for Hawai'i.

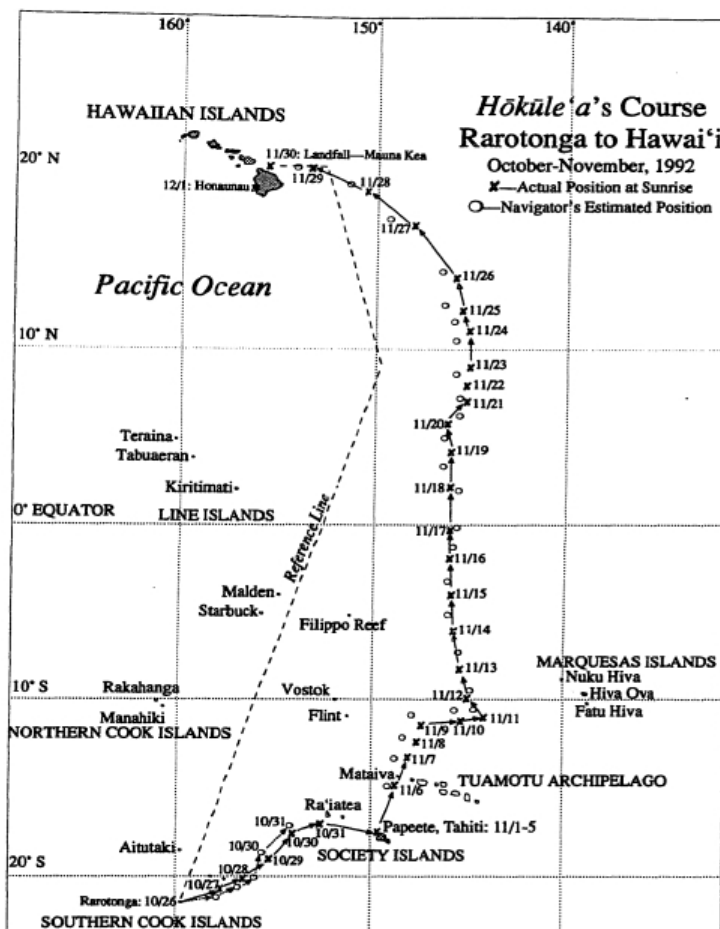
The summit of Mauna Kea, almost 3 miles high, can be seen from over 100 miles away on a clear day. On November 29, as the canoe sailed west in daylight, clouds hid the Big Island, but a high pile of clouds suggested that an island lay somewhere in its midst. An egret, a land bird that sometimes flies between islands, was sighted.

At sunset, the crew hoped to see the Big Island silhouetted against the western sky, but heavy clouds continued to hide the island. After nightfall the crew looked for the glow of Kilauea volcano, but a curtain of rain was hanging across the east side of Hawai'i from Kohala to Puna. Then, in the middle of the night, crew members spotted a loom of lights and a lighthouse beacon under the clouds. Navigator Bruce Blankenfeld guessed correctly that the lights were Hilo and the beacon was from the lighthouse at Kumukahi. Before dawn on November 30, the summit of Mauna Kea appeared, faintly lit by rays of sunlight; and at dawn, the green coast of Hāmākua was off the port beam. After six months and 7,000 miles, *Hōkūle'a* had found its way home.

Navigator Bruce Blankenfeld: One of the two first-time navigators on the 1992 voyage home, Bruce Blankenfeld, is a veteran of this route, having sailed from Tahiti to Hawai'i in 1980 and 1987. He also sailed from the Cook Islands to New Zealand in 1985 and from the Cook Islands to Tahiti in 1986.

He has studied the positions and paths of the sun and stars for over a decade. The voyage home allowed him to put into practice all the skills of a wayfinder—keeping track of the canoe's route, steering by the ocean swells, predicting the wind and weather, anticipating the path of the moon as it changed each night, and measuring latitude stars with his hand. He became more familiar with the constantly changing clouds, winds, and swells. He learned to foresee changes and to appreciate the beauty of all the elements, including overcast skies and violent squalls.

During the voyage, his orientation began to change from that of a sailor to that of a wayfinder. Once, while asleep for an



hour, his mind continued to follow the motion of the sky, so that when he awoke and looked up, he had a feeling of *deja vu*—the sky was as it was in his dream. By the second week of the voyage, when he looked past the bow of the canoe, he no longer saw a trackless expanse of ocean, but a road leading to Hawai'i. Even when the wind would not allow the canoe to sail on that road, he knew it was there. He began to understand the confidence the ancient voyagers must have felt in sailing the long sea distances of the Pacific.

Navigator Kimo Lyman: Bruce Blankenfeld's co-navigator was Kimo Lyman. In 1976, Lyman, an experienced

yachtman, was chosen to guide *Hökūle'a* back to Hawai'i using instruments after non-instrument navigator Mau Piailug left the project because of conflicts among crew members during the voyage to Tahiti. After the 1976 voyage, Lyman continued to sail with *Hökūle'a*—from Tahiti to Hawai'i in 1980 and from New Zealand to American Samoa in 1986.

Navigating without instruments was a new challenge for Lyman. He says the biggest difference between instrument and non-instrument navigation is psychological. The modern navigator knows he can rely on his compass, sextant, clock, almanac, tables, and charts. Even when the sun or stars aren't visible at the right times, he

knows that after the weather clears, he will be able to determine exactly where he is.

Without instruments, the navigator must continually keep track of the progress of his vessel; and he can never be totally certain of where he is until he sights and identifies an island. He depends on his memory and his intuitions based on years of experience at sea. He becomes more observant of nature and more in tune with the spiritual elements of the sea.

Before each voyage Kahu Ed Keanahale prays the spirit of a whale into each of the two hulls of *Hökūle'a* to guide and protect the canoe as 'aumākua. Lyman, who belongs to Keanahale's church, says that he first became spiritually connected to the 1992 voyage when he sighted some pilot whales four days out of Tahiti. Whales appeared again after the canoe reached Hawaiian waters during the sail from Honaunau to Moloka'i. Three weeks after the voyage was over, Lyman accompanied Keanahale to Pu'u Koholā heiau on the Big Island to release the whale spirits from the double-hulled canoe.

Honaunau: After sighting the coast of Hāmākua on November 30, *Hökūle'a* swung around 'Upolu Point and headed for Honaunau, where the voyage had begun six months earlier. The canoe arrived at Honaunau on December 1. The next day Sam Ka'ai and Hale Makua conducted an 'awa ceremony for the returning crew at the same site where they had conducted an 'awa ceremony for the crew before departure. Two days later, the canoe sailed to Kaunakakai, Moloka'i, where students were invited aboard, and two astronauts joined the crew for the final sail to Kualoa, O'ahu. On the morning of December 5, a crowd of about 1,500 welcomed *Hökūle'a* home.

As the crew came ashore, it was ritually challenged; after the challenge was satisfied, the crew was fed 'ai kapu, or sacred food, to signify they were accepted by the people on shore. The 'ai kapu ceremony was conducted by Bert Barber, with the assistance of Keli'i Tau'a and Keone Nunes. The food restored to the crew the mana that had been depleted during the voyage. When the food was consumed, the kapu that had been placed on the crew when it landed was lifted, and crew members were free to reunite with their families and enjoy the presentations, music, and dance. ☸

Continued from Page 1

camped at Māhukona with George and Eugene Kawelo of Wai'anae. From April 7-10, they sailed *E'ala* from Māhukona to Kawaihae, Kūki'o, Kealahakua and Honaunau. On April 10, they participated in an 'awa ceremony at Honaunau to open the Kona Coast voyaging programs and to deliver the Wai'anae canoe to the Kona Coast.

April 11 - May 8: Training for students from Konawaena High School and from Hale o Ho'oponopono, a Kamehameha Schools alternative education program.

May 9 - 15: Hale o Ho'oponopono students sailed *E'ala* from Honaunau to Ho'okena, Miloli'i, and Kalae. On May 13, they were joined at Kalae by four students from Ka'ū High School and four students from Nā Pua Noeau, the gifted and talented program for Hawaiian students at UH Hilo. These eight students sailed *E'ala* from Okoe to Ho'okena to Honaunau.

May 16 - 21: Students from a Nautical Science class of Konawaena High School and the Kona Sailing Club sailed *E'ala* from Honaunau to Kailua, Kūki'o and Kawaihae, then back to Kūki'o, Kailua, and Kealahakua.

May 21: Big Island families of PVS crew members sailed *Hōkūle'a* from Kawaihae to Kealahakua Bay. Everyone participating in the Kona Coast sails met at Kealahakua Bay for a final journey to Honaunau.

May 21 - 22: Participants went by sailing or paddling canoes from Kealahakua Bay to Honaunau. On May 22, an 'awa ceremony at Honaunau brought the student voyaging programs to a close.

May 24 - 29: Parents and children of the Kona Hawaiian Civic Club and Queen Liliuokalani Children's Center sailed *E'ala* from Honaunau to Kailua, Kūki'o, and Kawaihae.

June 18 - July 1: Students from Nā Pua Noeau will train on and sail *E'ala* along the Kona Coast. *Hōkūle'a* crew member Dennis Chun of Kaua'i Community College will conduct the program. ☞

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Mabel Gonsalves

Another good friend of the PVS 'ohana has left us. Auntie Mabel was a lady filled with aloha for all of the *Hōkūle'a* 'ohana. In 1980, she traveled to Tahiti with us and again to New Zealand as part of the *Hōkūle'a* support crew.

Auntie Mabel was a member of the Pi'ianai'a 'ohana and wife of the late Maika'i Gonsalves. Last year in July, we had a celebration of our Voyaging Heritage "Eia Ho'i Nā Holo Wa'a" ("Behold the Voyaging Canoes"). At that time we held the first all wāhine 'awa ceremony. Auntie Mabel was very happy and proud to be included.

Dear Auntie Mabel, we will miss your 'eleu and aggressiveness in encouraging us to keep going with our projects of aloha and cultural awareness of voyaging. ☞

(Keali'ipū'aimoku Froiseth)

Marquerite Thuret Emory & the Hawai'i-Tahiti Connection

One sunny afternoon in May a group of family and friends, including a number of Tahitians, gathered at O'ahu Cemetery to pay their last respects to Marguerite Thuret Emory, the Tahitian widow of Bishop Museum anthropologist Kenneth Emory. Marguerite was 98 when she died; Kenneth had only been 94 when he passed away in 1992. Together they represented almost two centuries of Polynesian experience.

I first met Kenneth and Marguerite in 1958 when I enrolled at the UH to study for a master's degree in anthropology. Kenneth, who had come to Hawai'i with his parents in 1900, had been working for almost 30 years at the Bishop Museum where he had built a worldwide reputation for his research in Tahiti, the Tuamotus, and Hawai'i. How he had met his vivacious Tahitian wife Marguerite was a subject of much curiosity among his students. One day I finally got up enough courage to ask Kenneth.

In 1924 a wealthy American yachtsman offered to take a party of scientists on his yacht through the South Pacific to Sāmoa in order to give them an opportunity to study the plants, shells, and ancient monuments of the people at the islands where he anchored. The yacht, *Ka'imiloa*, left Honolulu with several Bishop Museum scientists aboard, including a young surfer-turned-anthropologist, Kenneth Emory.

But the yachtsman and his guests did not get along, and when *Ka'imiloa* reached Tahiti the scientists were deposited on shore. The yachtsman did, however, honor his obligation by offering to give each scientist a grant to continue research ashore.

Young Kenneth had already discovered the charms of Tahiti, and was delighted with the prospect of mapping the ancient Tahitian marae (temples) and collecting oral traditions about them. He carefully calculated how much it would cost him to work there a year and came up with the figure of \$375. When, however, he showed his calculations to one of his colleagues, the latter told Kenneth that \$375 wasn't enough and advised him to double it. So with much trepidation Kenneth approached the yachtsman and asked for \$750 for his research. His wealthy patron thought the figure was way too low and doubled it to \$1,500, four times Kenneth's original, timid estimate! Kenneth ended the story by saying: "I had so much money that I could afford to live in Tahiti a year, do all the research I wanted, and get married too."

Kenneth met Marguerite at a fancy costume ball in Pape'ete, where, dressed as a pirate, he spied the slim, lovely Tahitian made up as the Egyptian queen Nefertiti. Marguerite was newly returned from France where her father, a French government official, had sent her to be educated. This sophisticated young French-Tahitian was proud of her dual heritage, but was nonetheless intrigued by this shy American who asked her to dance. In spite of the fact that Kenneth could not speak French, and found Marguerite's Tahitian too fast for him to understand from his knowledge of Hawaiian, the two did manage to communicate and were married some months afterwards.

It is no exaggeration to say that the first long voyage of *Hōkūle'a*, from Hawai'i to Tahiti in 1976, might not have taken place had these events not occurred. The yachtsman's disenchantment with scientists and his dumping them in Tahiti, then Kenneth's chance meeting with the lovely Marguerite, all added up to a life-long Tahiti-Hawai'i connection that permeated Kenneth's research and teaching. In class, Kenneth used to lecture about the legends of Mo'ikeha and Pa'ao linking Tahiti and Hawai'i, as well as linguistic and archaeological ties between the two places. It was thus natural that the first long voyage of *Hōkūle'a* was made to Tahiti, Marguerite's ancestral home. ☞ (Ben Finney)

Continued from Page 1

Yarawamai, Hauoli Smith), along with Ka'ōnohi Paishon and Tava Taupu, guided *Hōkūle'a* from O'ahu to Kaho'olawe and back. Master navigator Mau Piailug and navigators Nainoa Thompson and Chad Baybayan accompanied the group as teachers. Also included in the crew were educators Lisa Berard and Brad Cooper of Kamehameha Schools, who are helping to develop a voyaging curriculum for 7th graders.

The crew arrived on Kaho'olawe on April 27. They went to Moa'ula on April 28 to meet with students from Kamehameha Schools' Hui Lama science club, who were on the island to help restore its native dry land forest ecosystem and to visit archaeological sites. Moa'ula is an ancient sky observation site. No stars were visible that evening, but the next morning at sunrise, the crew discussed navigation with the students. On April 29, the crew sailed back to O'ahu via Lahaina with five Kamehameha school students and two advisers.

O'ahu to Kona (May 6-8) and Back (May 28-30): On May 6 *Hōkūle'a* went to the Big Island via Mākena, Maui, where it attended ceremonies on May 7 for the return of Kaho'olawe to the State of Hawai'i. Chicken skin time: Ka'ōnohi Paishon, Palani Kelly, and Ka'au McKinney harmonizing on one

of George Helm's signature songs, "Kalama'ula" as the canoe passed Kalama'ula, Moloka'i.

On the Big Island, *Hōkūle'a* participated in the closing ceremonies for the Kona Coast Sailing programs on May 22. A Big Island crew sailed the canoe back to O'ahu from May 28-30. ☞

Schedule of Upcoming Events:

(All dates subject to change; call the PVS office before making plans to attend or participate.)

June 24 - July 3, 1994: HNL - Kaua'i-Nihoa - HNL (*Hōkūle'a*)—Navigators training

July 15: Hawai'i'iloa; major modifications completed; relaunching.

July 29 - 31: HNL-Maui; Hawai'i'iloa & *Hōkūle'a*—Crew Training

August 5 - 8: Maui - Lāna'i-Moloka'i - Kaua'i Hawai'i'iloa & *Hōkūle'a*—Crew Training

Aug. 12 - 15: Kaua'i - HNL; Hawai'i'iloa & *Hōkūle'a*—Crew Training

August 16: Dry dock Hawai'i'iloa

Sept. 26: Dry dock *Hōkūle'a* & E'ala

Jan. 20, 1995: Launch Hawai'i'iloa & *Hōkūle'a*

Jan. 20 - Feb. 6: Preparation for Voyage (Hawai'i'iloa & *Hōkūle'a*)

Hawai'i'iloa and *Hōkūle'a* will sail together:

February 7 - 10, 1995: Honolulu - Hilo

Feb. 15 - Mar. 17: Hilo - Ra'iātea



Crew members Jocelyn Suan, Palani Kelly, Junior Coleman, Ka'ōnohi Paishon, Gordon P'ianai'a relax off Mākena, Maui.

March 20 - 22: Ra'iātea - Tautira, Tahiti

March 29 - Apr. 12: Tautira - Taiohae, Nukuhiva

April 17 - May 12: Taiohae, Nukuhiva - Kualoa, O'ahu

May 13: Welcome Home Ceremony at Ke'ehi Lagoon

The Polynesian Voyaging Society Newsletter is published quarterly. Send articles, photos, or inquiries to Dennis Kawaharada, editor; Pier 36, Honolulu, HI 96817.

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Program Asst.: Chad Baybayan
Admin. Asst.: Dennis Kawaharada

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Membership Categories and Fees

Hoe wa'a (Paddler / Student under 18)—\$2
Hoe wa'a (Paddler / Adult)—\$10
Holokahiki (Sailor)—\$15
Kālai wa'a (Canoe maker)—\$25
Uli (Steerer)—\$50
Ho'okele wa'a (Navigator)—\$100
Kahuna Kālai wa'a (Master canoe maker)—\$250
Kilo hōkū (Astronomer)—\$500
Makua mea lokomaika'i (Benefactor)—\$1,000 +

MEMBERSHIP FORM

The Polynesian Voyaging Society is a non-profit scientific and educational organization. Membership is open to everyone. Membership fees and donations are tax deductible.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Membership Category: _____ Amt. Enclosed: _____

Mail membership form and fee / donation to: Polynesian Voyaging Society, Pier 36, Honolulu, HI 96817

Ka'aona 1994—In This Issue:

- ⊗ Navigator and Crew Training
- ⊗ Kona Coast Sails for Education
- ⊗ Part 4 of the Voyage to Rarotonga
- ⊗ Mabel Gonsalves
- ⊗ Marquerite Thuret Emory



Modifications on Hawai'iloa are nearly completed. The canoe, 5,000 pounds lighter, will be relaunched in July, 1994.

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POLYNESIAN VOYAGING
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Dear Pinky, Nainoa, Dennis, Keahi and Ka'au,

Six or eight months ago, Dennis asked me what do I think about the safety procedures and equipment used on the E'ala. At the time, I was unable to respond. Following a full years work with the Polynesian Voyaging Society (PVS) and four high schools, I feel I am now in a position to respond.

We have a fantastic opportunity to work with the State Department of Education (DOE) and PVS. We had a very successful program during the 96-97 school year and look forward to a similar program with 6 high schools during the 97-98 school year.

The continued success of the Kailua High School (KHS) boating safety, seamanship and fisheries education program and the DOE-PVS educational program will depend on our efforts to continue to run a safe program. We have been successful in the past and continue to work to this end in the future.

We have spent many years developing safety guidelines and procedures, especially following the 1984 drowning of a Waipahu Intermediate School chaperon during a field trip at Kualoa Beach Park and the unfortunate loss of Eddie Aikau during one of the first voyages of the Hokule'a. Our continued efforts in the interest of safety have created successful programs for both KHS and PVS. We wish to keep it that way.

I have spent many years developing different checklists for our boating program. Chad and Dennis put together a fantastic Voyaging Manual in 1996 with the help of many. During my sabbatical leave last year, I had the opportunity to change our safety equipment checklist again. I finally got time to put together data collected from the last 5-6 years. I have enclosed the checklist. The stated items are those required by the USCG on vessels, some depending on the length of the vessel. During my sabbatical, I also had the opportunity to work with the USCG Marine Safety Office (MSO) for about 4 months and go on 21 different vessel inspections. We must remember that eventhough the Hokule'a and E'ala are voyaging canoes, they are still vessels in the eyes of the U.S. Coast Guard.

So what's this all about. I feel we could improve on safety on the E'ala and possibly on the Hokule'a, although I am more familiar with the E'ala. I do not want this letter to be taken in any derogatory or critical nature. Both our interests are the same, to educate youth and the community. My concerns regarding safety are to stay two steps ahead of the State DOE and three steps ahead of the U.S. Coast Guard.

We could use the KHS Safety Equipment Checklist as a guideline. Maybe it is easier to list the items and discuss them at the same time. Please consider the following:

1. Vessel documentation The canoes are registered with the State Department of Land and Natural Resources, Division of Boating and Ocean Recreation (DOBOR), I hope. All motorized vessels and any sailboat over 8 feet are required to be registered with DOBOR. The assigned "HA" letters and numbers are to be a minimum of 3" high followed by the decal showing month/year of expiration. They are to be affixed to the Port and Starboard bow. The Certificate of Number shall be on the vessel at all times. This is the registration card the state gives you after paying your yearly registration fee.

2. Licenses and Documents If any of the crew members have USCG licenses or certificates such as Masters (Captain's) licenses or seaman's papers, the original shall be on board at all times.

3. Hull Identification Number-HIN The federal government requires the engraving of a HIN on the stern or thereabouts of a vessel. The HIN is issued and engraved on the vessel by the manufacturer. If the vessel is homemade, as the E'ala and Hokule'a, DOBOR issues a HIN to be engraved on the vessel. Do we have these?

4. Personal Flotation Device-PFD A type I, II or III USCG approved PFD or life preserver is required for each person on board a vessel. A type I is the most buoyant, but bulky. Inflatable PFD's have been approved for use but are very expensive. E'ala has an adequate number of Type III work vests but they only have one layer of thin foam inside. They will provide little buoyancy if needed. I feel better PFD Type III workvests should be purchased to replace the existing ones on board. All PFD's should be labeled with the vessel name.

5. Personal Flotation Device-PFD Type IV Vessels 16 feet and over are required to have one Type IV throwable PFD on board. The E'ala has a good ring buoy on board. It should be placed in a readily accessible area as on the safety rail on the stern area of the E'ala.

6. Fire Extinguisher There are certain guidelines that require one or more fire extinguisher on vessels. Extinguishers are classified by size as B-I or B-II. The quantity and type depend on the size of the vessel. Guidelines center around any type of stored fuel, compartments where fuel vapors may be trapped and/or double bottoms not sealed to the hull or which are not completely filled with flotation materials. It sounds like E'ala and of course the Hokule'a fall into these categories. Both vessels are in the 40-65 foot length which require 3 B-I or 1 B-II and 1 B-I fire extinguisher. Unfortunately, that is not all. Each extinguisher has to have a (1) a tag showing the inspection date, (2) an intact pin with the plastic seal to hold the pin in place,

RECREATIONAL VESSEL EQUIPMENT CHECKLIST

Kailua High School Marine Science and Boating Program

_____ date

CAUTION! Regulations vary due to size of vessel!!!

Check off items as you go down the list.

- | | |
|---|---|
| <input type="checkbox"/> swimming ability of master, crew and passengers | <input type="checkbox"/> fenders (bumpers) |
| <input type="checkbox"/> listen to weather report | <input type="checkbox"/> rugs, mats |
| * <input type="checkbox"/> vessel number and sticker | <input type="checkbox"/> auxiliary outboard |
| * <input type="checkbox"/> certificate of number (registration) | <input type="checkbox"/> spare parts |
| * <input type="checkbox"/> licenses, documents | <input type="checkbox"/> spare propeller(s) |
| * <input type="checkbox"/> hull identification number | <input type="checkbox"/> extra oil, grease |
| * <input type="checkbox"/> personal flotation device, PFD, type I, II, III | <input type="checkbox"/> extra antifreeze |
| * <input type="checkbox"/> PFD type IV-throwable cushion or ring buoy | <input type="checkbox"/> engine repair manual |
| * <input type="checkbox"/> fire extinguisher(s) | * <input type="checkbox"/> navigational rules |
| * <input type="checkbox"/> visual distress signals- flares, smoke bombs | <input type="checkbox"/> coast pilot |
| * <input type="checkbox"/> sound producing device- whistle, bell, horn | <input type="checkbox"/> light list |
| <input type="checkbox"/> radios-VHF and license, CB | <input type="checkbox"/> tide tables |
| <input type="checkbox"/> EPIRB (Emergency Position Indicating Radio Beacon) | <input type="checkbox"/> compass |
| <input type="checkbox"/> DRAIN PLUGS | <input type="checkbox"/> depth recorder |
| * <input type="checkbox"/> placards-oil discharge; garbage (26' and over) | <input type="checkbox"/> hand bearing compass |
| <input type="checkbox"/> life raft | <input type="checkbox"/> dividers, charts |
| <input type="checkbox"/> marine sanitation device | <input type="checkbox"/> parallel ruler |
| <input type="checkbox"/> anchor(s) and anchor line | <input type="checkbox"/> center pole holder |
| <input type="checkbox"/> sea anchor | <input type="checkbox"/> extra line, ladder |
| <input type="checkbox"/> portable toilet | <input type="checkbox"/> cutting board |
| <input type="checkbox"/> global position system | <input type="checkbox"/> foul weather gear |
| <input type="checkbox"/> cellular phone | <input type="checkbox"/> fill water tank |
| <input type="checkbox"/> binoculars | <input type="checkbox"/> food, drinking water |
| <input type="checkbox"/> bailer | <input type="checkbox"/> extra clothes |
| <input type="checkbox"/> bilge pump | <input type="checkbox"/> FAD buoy chart |
| <input type="checkbox"/> first aid kit | <input type="checkbox"/> ice, coolers, knives |
| <input type="checkbox"/> dive flag | <input type="checkbox"/> outriggers |
| <input type="checkbox"/> two (2) paddles | <input type="checkbox"/> fish bag |
| <input type="checkbox"/> fuel tank(s) and fuel | <input type="checkbox"/> hand lines |
| * <input type="checkbox"/> ventilation-gas engine | <input type="checkbox"/> fishing poles |
| * <input type="checkbox"/> backfire flame arrester-gas engine | <input type="checkbox"/> lures-large and small |
| <input type="checkbox"/> mirror | <input type="checkbox"/> live bait lines, BAIT |
| <input type="checkbox"/> flashlight | <input type="checkbox"/> buckets, tarps |
| <input type="checkbox"/> search light | <input type="checkbox"/> tackle box(s) |
| * <input type="checkbox"/> Navigation lights | <input type="checkbox"/> club, gaffs, gloves |
| * <input type="checkbox"/> anchor light | <input type="checkbox"/> lip protection |
| <input type="checkbox"/> battery(s) | <input type="checkbox"/> hats, sunglasses |
| <input type="checkbox"/> tool box | <input type="checkbox"/> sunburn lotion |
| | <input type="checkbox"/> engine rinse out |
| | <input type="checkbox"/> attachment, hose |
| | <input type="checkbox"/> diving gear, spear |
| | <input type="checkbox"/> mask and snorkel |
| | <input type="checkbox"/> trailer lights |
| | <input type="checkbox"/> Is the boat overloaded? |
| | <input type="checkbox"/> Have student's parents been notified? |
| | <input type="checkbox"/> Has float plan been left on shore with an adult? |
- * federal requirements

and (3) the gauge showing a full charge. Each extinguisher has to be stored in a readily accessible position. I know we need to improve upon this on the E'ala. I hope this is covered on the Hokule'a.

7. Visual Distress Signals Pyrotechnic visual distress signals must be USCG approved, in serviceable condition, readily accessible and marked with an expiration date. Requirements call for a minimum of three day/night signals or three day and three night signals per vessel. Day signals would be smoke bombs. Night signals would be flares. Many flares meet day/night requirements. Smoke bombs are always a good idea as they are very helpful when search planes or vessels appear. E'ala carries 3 day/night signals. We save our expired signals and continue to buy new ones as needed.

8. Sound Producing Device-SPD Sound producing devices are defined as whistles, horns or bells. The navigational rules require sound signals to be made under certain circumstances. Again the type of SPD depends on the length of the vessel. Vessels 12 meters or more in length are required to carry on board a whistle or horn, and a bell. Both the E'ala and Hokule'a are over 12 meters or 39.4 feet. A bell has to be purchased for each vessel. Kilgo's and West Marine both carry bells. West Marine has a better quality bells for the same price. The West Marine brass 6" Ships Bell is \$20.11 and their brass, Deluxe 6" Ships Bell is \$27.30. The best use of the SPD is to warn other vessels of danger such as collision.

9. Placards Vessels 26 feet and over in length are required to display Oil and Garbage Discharge Placards. Each has a specific written statement.

10. Navigation Lights Vessels underway are required to display navigational lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.). Navigational lights are divided into inland and international. E'ala and Hokule'a would be using international lights. Rule 25 states that "A sailing vessel underway shall exhibit sidelights and a stern light". Sidelights are a red (port) and green (starboard) light shining forward. The sternlight is a white light shining aft. I know both canoes have sidelights. I am not sure if either are running a sternlight while underway at night.

Vessels of less than 50 meters anchored at night are required to shine or exhibit an anchor light unless they are at a specified mooring, harbor or slip. An anchor light is one all around white light, usually placed at the top of the mast, noting that the vessel is at anchor and not underway.

Numbers 1-10 are the federal requirements for vessels. I have included a copy of Federal Requirements and Safety Tips for Recreational Boats, which further explains each item. We must be sure to comply for the safety of our programs. We may eventually

be boarded by the USCG at sea where they will perform a 4140 inspection for all the required safety equipment. Lets always be one step ahead for purposes of safety, not for fear of being boarded.

There are other safety equipment I feel are paramount and should be on the voyaging canoes. I will list them.

1. VHF and CB Radios The E'ala and Hokule'a have always carried a VHF radio. I feel each should carry a VHF and a CB radio with at least one extra battery pack for each radio. The KHS Lehua II carries two VHF and two CB radios. Most boaters use CB radios to communicate (channel 23 on Oahu). The opportunity to call for other boaters for help or assistance in any way is there. If you do not have a CB, how can you call another boat who may be in clear sight and only 0.5 miles away? Communication is important to the safety of the crew and vessel.
2. Emergency Position Indicating Radio Beacon-EPIRB I feel each canoe should have 406 MHz EPIRB. This type will give the fastest and most accurate response time of any EPIRB.
3. Cellular Phone Each canoe should have one with extra batteries.
4. Global Positioning System-GPS A simple, inexpensive, hand-held GPS would be very helpful to provide an exact position to a rescue helicopter or vessel in time of need.
5. Person Overboard Pole Formerly called an man overboard pole or flag, this one device properly equipped could save the life of a person, especially at night. Where is the person overboard pole on the E'ala? I have not seen it yet. It could be easily mounted on the rear safety rail next to the PFD Type IV throwable. This should be done right away.
6. Navigational Rules-International-Inland Navigational rules or the COLREGS are required on commercial vessels. It is a good idea to have a copy on both voyaging canoes for informational purposes. The major sections of the Navigation Rules are general definitions, steering and sailing rules, conduct of vessels in sight of one another, conduct of vessels in restricted visibility, lights and shapes, sound and light signals, and exemptions. A copy can be purchased from Pacific Map Center on Nimitz Highway near City Mill.
7. Storage of Safety Equipment on the Canoe A very important consideration is the storage or stowage of such safety equipment as flares, whistles, smoke bombs, etc. If the equipment is stored in a cooler, and the cooler washes overboard, what good is that going to do? Much of this equipment will have to be properly stored and then tied or fastened to the canoe in some appropriate way. Remember that the safety equipment has to be readily accessible, not buried under all kinds of gear.

8. Float Plan I know PVS has a system similar to the attached float plan we use with the KHS boat each time. The manifest you use is good, if it is filled out and left with a responsible adult on shore. I feel the float plan attached kind of says it all. I leave a copy at home before we leave. If it is a school day, I leave a copy at school and one at home also. The float plan or manifest will do no good on board the vessel. When something happens, a responsible adult needs to know who is on board, where you launched from, where you are going and other pertinent information described on the float plan.

9. Courtesy Marine Examination-CME The Courtesy Marine Examination is an inspection of your recreational vessel, as well as safety and additional equipment. The inspection is something we at KHS do with our vessels every year. The CME gives us a great opportunity to learn about any new federal and/or state safety equipment or requirements. The inspection is performed by the USCG Auxiliary (USCGA). The USCGA is a group of volunteer men and women, many retired Coast Guard, who will come to your house or who may be at a launch ramp on the weekend. The USCGA is not an enforcement agency. They have no enforcement powers. That is not their function. They provide vessel inspections and information in the interests of boating safety. They teach boating safety courses and assist the Coast Guard in search and rescues using their vessels. I have included a CME pamphlet for you to look over. I spoke with USCGA Commodore Airhardt and 4 or 5 auxiliary personnel at a boating safety class at Kalaheo High School in June. I asked them about inspecting a voyaging canoe. They said they had not done one before, but they said a recreational vessel is either power driven or sailing. They said they would be glad to provide information, inspect the vessels, come to talk to us or do anything we want them to do. If we do not pass the inspection, they will provide advice and come back another time to re-inspect the canoes. The advantage is, if the canoes pass, they get a CME safety seal decal good for the calendar year. Generally the USCG will not take the time to do a 4140 boarding (random inspection) at sea if they see the USCGA CME decal. This is something different for PVS, but I still feel it is in the interest of safety. One of KHS's safety guidelines requires us to get a CME each year for both our vessels.

Well, as the saying goes, I have probably overstayed my welcome. As I said earlier, this is in the best interests of safety for both our programs. In our KHS program, we set up the boat the day before we go. We run an engine checklist, the attached safety equipment checklist, and an entry in our log book. The day of the trip, we file our float plan as described earlier and update the logbook. I feel the students on the canoe should also go through a checklist(s) once they assemble on the canoe. I know there is a series of checklists the Hokule'a uses before a voyage as shown in the Voyaging Manual. Maybe the simplest checklist for the E'ala and possibly the Hokule'a would be Required Safety Equipment with #1-10 above and a checklist with

*P. H.
march 70*

FLOAT PLAN

Complete this plan before you go boating. Leave it with a reliable person either at a marina or elsewhere. Ask that person to notify the Coast Guard or other local authority if you do not return as scheduled. **DO NOT FILE THIS PLAN WITH THE COAST GUARD.** Cancel the plan when you return.

Name of your vessel _____
Your name _____ Telephone _____
Address _____

DESCRIPTION OF VESSEL

Type _____ Color _____
Trim _____ Registration Number _____
Length _____ Name _____ Make _____
Engines: Number _____ Type _____ Horsepower _____
Fuel Capacity: _____ Canvas Top? _____ Type? _____

SURVIVAL EQUIPMENT (Check as appropriate)

PFDs _____ Flares _____ Mirror _____ Signal Flag _____
Smoke Signals _____ Signalling Flashlight _____
Food _____
Emergency Water _____
Anchor _____ Amt. of Line _____ Paddle _____
Radio YES/NO _____ Type _____ EPIRB _____ Frequencies _____
Raft or Dinghy _____

OTHER PEOPLE ON BOARD

Name	Age	Address & Telephone Number
_____	_____	_____
_____	_____	_____
_____	_____	_____

TRIP DETAILS

Depart: Date _____ Time _____ Return: Date _____ Time _____
Going to: _____ VIA _____
Return VIA _____ Latest Time of Return _____

IF TRAILERING:

Auto License _____ State _____ Type & Make _____
Trailer License _____ State _____ Color of Auto _____
Where Parked? _____

NOTIFICATION

If Not Returned by _____ (time) Call the Coast Guard

Additional Safety Equipment with #1-8 also listed above ending with the float plan. For that matter, put all the information I have listed in 1-10 and 1-8 on a simplified checklist.

I would ask that all 5 of you read this letter carefully. Some of this is already standard operating procedure. Much is not. Maybe then we could all meet together, preferably in the next few weeks.

Again, in the interests of safety, take this letter with a smile, but please do not disregard it.

Sincerely,

Todd E. Hendricks

Todd E. Hendricks
Marine Science and Voyaging Program Coordinator
Kailua High School
451 Ulumanu Drive
Kailua, Hawaii 96734

Home:

POLYNESIAN VOYAGING SOCIETY:

SAIL PLAN - E ALA

DATE/DAY	TIME (Please indicate A.M./P.M.)	FROM	TO	NAME OF HOKULELE CAPTAIN	NAME OF ESCORT BOAT	NAME OF ESCORT BOAT CAPTAIN
Date: 9/19/98	Departure 9 am Arrival 4 pm	Within Hawaii Kai reef		Kamaki	Kailua II	Todd Hendricks
Day: Sat	Departure Arrival					
	Departure Arrival					

Day/Date	Weather Report
9/19/98	20 knt+ trades ENE. No marine warnings

Captain needs to do:

1. Submit "Sail Plan" to Nainoa Thompson no later than 72 hours before sail.

2. Identify and send list to Nainoa Thompson no later than 72 ours before sail

Crew

Passengers: Age/Must be able to swim/Must wear life jackets at all times

3. Escort Boat - Send information on the following to Nainoa Thompson no later than 72 hours before sail:

Specifications

Captain/Qualifications

Crew/Passenger list (must be able to swim)

4. Check on weather conditions

5. Is canoe ready? Checklist met.

6. All crew and passengers on both Hokule'a and escort boat must have signed waiver forms.

Comments: Kaiser H.S.

Instructor: Michelle Kopana-Baird

Submitted by: Kamaki Worthington

Approved by:


 Captain (Signature)

 Kamaki Worthington
 Printed Name

 9/20/98
 Date

Nainoa Thompson

Date

POLYNESIAN VOYAGING SOCIETY

SAIL FROM HAWAII MARITIME CENTER, PIER 7 TO HAWAII KAI MARINA
FOR HAWAII KAI TOWNE CENTER CELEBRATION
FRIDAY, JUNE 12, 1998 - SATURDAY, JUNE 13, 1998

EALA

<u>NAME</u>	6/12/98 - Tow From Hawaii Maritime Center, Pier 7 to Hawaii Kai Marina	6/13/98 - From Hawaii Kai Marina to Hawaii Maritime Center, Pier 7
Captain, Crew, Passengers, Escort Boat:		
1. Everyone is required to sign a waiver form. (Under age 18, minor consent must be completed. Those under age 16, must also have Nainoa's or canoe captain's consent.)	Crew Call:	Crew Call:
2. All passengers must wear a life vest.	Depart: 5:00 am	Depart: 3:30 pm
	Arrive: 9:00 am	Arrive: 7:30 pm (?)
<u>Captain:</u>		
Worthington, Kamaki		
<u>Crew:</u>		
Amimoto, Russell		
<u>Passengers:</u>		
<u>Escort Boat:</u>		
Hee, Terry (Radon)		

Note: Kaiulani Murphy and Kamaki Worthington to set-up a small exhibit.

9/10/98

POLYNESIAN VOYAGING SOCIETY

SAIL IN KANEOHE BAY - WINDWARD COMMUNITY COLLEGE LAB
SATURDAY, SEPTEMBER 6, 1997

EALA

Atypical

NAME	Crew Call: 9 A.M. Depart: 9:30 Arrive: 12:45	
Captain, Crew, Passengers, Escort Boat:		
1. Everyone is required to sign a waiver form.		
2. All passengers must wear a life vest.		
Captain:		
KAAU		
KEAHI		
Crew:		
D.J. Frongia	Daneka Spencer	
Cosue Dumarcan	Shawn Harrison	
Melina Stauffer	Shawn Harrison	
Hosanna Felt		
Jacqueline Macy		
Donna DeCosta		
Dietrich Rung		
Kristin Reyes		
Passengers: Keeley Cunningham		
Reed Spencer		
Brian Baehar		
Leirnoni Dierks		
Escort Boat:		
Kalai Miller boat		
Miller, Kalai		

POLYNESIAN VOYAGING SOCIETY

SAIL AROUND KANEOHE BAY
FRIDAY, JULY 22, 1997

EALA
DOE TEACHERS WORKSHOP

NAME	Crew Call:	
Captain, Crew, Passengers, Escort Boat:	Depart:	
1. Everyone is required to sign a waiver form.	Return:	
2. All passengers must wear a life vest.		
Captain:		
Omai, Keahi		
Crew:		
McKenney, Ka'au		
Passengers:		
Baird, Chris		
Baird, Nanea		
Chesser, Kerry		
Devey, Graham, R.		
Dobkins, Courtney		
Gresia, Ric		
Hendricks, Todd		
Hu, Cecelia Romero		
Kapana-Baird, Michelle		
Kenner, Erik		
LaiHipp, Reinhardt		
Lindsey, Kamakee		
Nagamine, Lisa		
Oliver, Michael		
Sanborn, Rebecca K.		
Tamaru, Roland T.		
Tornquist, April		

8/26/97

Eala Bā Around Kaneohe Bay
Friday, July 22, 1997
Doe Teachers Workshop
Page 2

NAME	Crew Call: Depart: Return:	
Captain, Crew, Passengers, Escort Boat: 1. Everyone is required to sign a waiver form. 2. All passengers must wear a life vest.		
Vannette, John		
Wolfgramm, Emil		
Yanagida, Val		
Escort Boat: Kalai Miller's boat		
Miller, Kalai		

8/26/97

Please

print

DOE Workshop

Kauai Bay 8-410
your name for PV

Friday, 8/27/07

Kauai Omai

Kauai Melany

PV

passenger list
trip form.

MAHALO!

Falas

- 1 RIC GRESIA
- 2 John W. Vangette
- 3 Michael B. Oliver
- 4 REBECCA K. SANBORN
- 5 GRAHAM R. DEVEY
- 6 Chris Baird
- 7 Courtney Dobkins
- 8 Nanea Baird
- 9 April Torngquist
- 10 KERRY CHESSE
- 11 Lisa Nagamine
- 12 Cecelia Romero Hu
- 13 Val Yanagida
- 14 REINHARDT LAI Hipp ✓
- 15 Erik Remer ✓
- 16 Michelle Kapana Baird ✓
- 17 Emil Wolfgang ✗
- 18 Kamakie Lindsey
- 19 Todd Hendricks
- 20 Roland P. Omer ROLANDO T. TAMARA
- 21