

* Pre-Departure Check

5/20/86 - 1700
2000 - 1700

CAPTAIN'S ON WATCH SAFETY CHECK LIST

- ☒ A. Hulls okay - no damage
- ☒ B. Compartments 1 and 7 port and starboard pumped dry
- ☒ C. Compartments 2,3,4,5,6, port and starboard are dry
- ☒ D. Gusher pumps (check if working) and two spares and/or back up pumps
- ☒ E. Two hand buckets and bailers
- ☒ F. Running lights - one red/green, one white (check if working) and anchor light - extra batteries and bulbs.
- ☒ G. Inspect towing bridle, both line and iako (if needed)
- ☒ H. Inspect sails for holes, chaffing. Repair if needed,
- ☒ I. Inspect all running gear - stays, shrouds, sheet lines, bottom Spar locks, etc. for secure ties and wear.
- ☒ J. Two steering paddles and center sweep, all operational.
- ☒ K. Check all rails - all securely tied down.
- ☒ L. All Hatch covers closed and cords secured to covers.
- ☒ M. Four hand lights (flashlights) - operational with extra battery and bulbs, two D cell and ~~two~~ GV spotlight.
- ☒ N. Each crew member has strobe light and operational.
- ☒ O. Life jackets (one per person, stored in each compartment two per compartment located in 2,3,5, and 6 - total 16)
- ☒ P. Fire extinguishers - 2
- ☒ Q. All harness on rail and toilet and bath area.
- ☒ R. All safety and survival equipment.
- ☒ S. Check all safety lines and safety nets.
- ☒ T. Check man overboard pole and rig (Pole, two lights, operational, breakaway device, two baskets, 2,000 ft. line and make sure system can run free.

Signed

Watch Captain

7-2-86

Date: 4/24/87 Time: 9:40 AM Watch: _____

* Check P-7/S-7 for leak at point where sweep contacts hull.

CAPTAIN'S ON WATCH SAFETY CHECK LIST

- ✓ A. Hulls okay - no damage
- ✓ B. Compartments 1 and 7 port and starboard pumped dry
- ✓ C. Compartments 2,3,4,5,6, port and starboard are dry
- ✓ D. Gusher pumps (check if working) and two spares and/or back up pumps
- ✓ E. Two hand buckets and bailers
- ✓ F. Runnnng lights - one red/green, one white (check if working) and anchor light - extra batteries and bulbs.
- ✓ G. Inspect towing bridle, both line and iako (if needed)
- ✓ H. Inspect sails for holes, chaffing. Repair if needed,
- ✓ I. Inspect all running gear - stays, shrouds, sheet lines, bottom Spar locks, etc. for secure ties and wear.
- ✓ J. Two steering paddles and center sweep, all operational.
- ✓ K. Check all rails - all securely tied down.
- ✓ L. All Hatch covers closed and cords secured to covers.
- ✓ M. Four hand lights (flashlights) - operational with extra battery and bulbs, two D cell and ~~two~~ GV spotlight.
- ✓ N. Each crew member has strobe light and operational.
- ✓ O. Life jackets (one per person, stored in each compartment two per compartment located in 2,3,5, and 6 - total 16)
- ✓ P. Fire extinguishers - 2
- ✓ Q. All harness on rail and toilet and bath area.
- ✓ R. All safety and survival equipment.
- ✓ S. Check all safety lines and safety nets.
- ✓ T. Check man overboard pole and rig (Pole, two lights, operational, breakaway device, two baskets, 2,000 ft. line and make sure system can run free.

Signed

Chad K. Byrd
Watch Captain

safety officer

Date: *4/29*

Time: *11am*

Watch: _____

7-2-86

CAPTAIN'S ON WATCH SAFETY CHECK LIST

- A. Hulls okay - no damage
- B. Compartments 1 and 7 port and starboard pumped dry
- C. Compartments 2,3,4,5,6, port and starboard are dry
- D. Gusher pumps (check if working) and two spares and/or
back up pumps
- E. Two hand buckets and bailers
- F. Runnning lights - one red/green, one white (check if working)
and anchor light - extra batteries and bulbs.
- G. Inspect towing bridle, both line and iako (if needed)
- H. Inspect sails for holes, chaffing. Repair if needed,
- I. Inspect all running gear - stays, shrouds, sheet lines,
bottom Spar locks, etc. for secure ties and wear.
- J. Two steering paddles and center sweep, all operational.
- K. Check all rails - all securely tied down.
- L. All Hatch covers closed and cords secured to covers.
- M. Four hand lights (flashlights) - operational with extra
battery and bulbs, two D cell and ~~two~~ GV spotlight.
- N. Each crew member has strobe light and operational.
- O. Life jackets (one per person, stored in each compartment
two per compartment located in 2,3,5, and 6 - total 16)
- P. Fire extinguishers - 2
- Q. All harness on rail and toilet and bath area.
- R. All safety and survival equipment.
- S. Check all safety lines and safety nets.
- T. Check man overboard pole and rig (Pole, two lights,
operational, breakaway device, two baskets, 2,000 ft.
line and make sure system can run free.

Signed

Eric Yadao for And. Brubayam
Watch Captain

Safety Officer

Date: *4/30*

Time: *10a*

Watch: _____

7-2-86

Storage Room
Waihamila Business Center

② Mission Mast Fly Plan
Back cover.
also water line
measurements

Keys to: Drydocking High Light

Naimoa Thompson

Wronsett

Harry Ho

1-27-89 Prepared Hobulea - arranged lines
etc

1-28-89

Towed to Pier 39 and were
lifted out of the water &
rolled into Bldg 39
Stripped Hobulea & Took all gear
to Storage Room

2-22-89 One month of South wind and
rain - couldn't work - Bldg
leaks terrible.

Called Virginia for \$800. for Material
for Repairs etc of Hobulea

2-24-89 Bought Materials to work

① Actually Started work on 2-19-89 - Removed Canvas
first.

Worked every day off from job
till 3-22-89

①

3-22-89 Lameled & tied up Pier 39A
Total Cost \$1,058.22 for Materials.

(Best Helpers, Kiki Hugo - Gilahne - Mike Tongg)

Hobulea Dry Docking - 1989

Contacted Ray Yee Office and made date
to discuss dry docking of Hobulea
(Ray Yee - Pres of Honolulu Ship Yd - old
Dillingham SY at Pier 41)

Gil Ahne made arrangements to allow
Hobulea be dry docked in Bldg 39

(Dock 39 Honolulu Harbor) ^{Gil was for Union}
Gil also borrowed 4 roller carts from ^{Tauwauan} ~~Piggings~~

Had meeting with men of Hon SY who will
do lifting of canoe. Man in charge

Billy Pupuhi (Beeper call 576-1305)

He is friend of Naima.

Set up date of Friday or Sat 26 or 27th
when Naima calls Billy to choose date.

Date set for Saturday the 28th January
Call Kibi Hugo to get ahead of crew
for work

for
indicators

1-27-89 Went to Hobulea at Maritime Museum and set up lines so we could tow out at 6 AM Sat 28th. Nainoa to bring his boat to tow canoe to Pier 39.

1-28-89 Nainoa right on time - Mike Tong came. We cast off at about 6:30, dropped off all lines and had no problem - Tied up at Pier 39 B.

Large crew came down and we worked to remove everything on board to ashore, Masts and all.

Jim had welder weld angle irons on roller casts to accommodate the keel of Hobulea.

I had gotten the 4 lifting straps ready the day before besides 90° Vee wood blocks to set canoe on.

Jumped in water to run straps under hulls for lifting.

Had short tag lines on end of lift straps to hold together the ends on deck. Removed deck planks and Navigator platform cover to accommodate the lifting straps.

Rain and bad weather most of time.

Lift out went very good. Billy put short cables on strap to extend so wouldn't crush sides and had 2 spreader bars for the lift with 2 cranes - cables about 6 feet

⊛ long (we could make up a set of 8 for this use with the straps)

Had a little trouble with the rollers but worked out good finally - Billy truck pulled Hakulea into Bldg 39 with the crew pushing into final place.

Then we carried the masts, spars and
booms with the three sweeps to
where the Hobuleia was parked.

All the rest of the year we took
to the storage room where Pinky
got permission from Bishop Estate
to allow us its use at
just across from Pien's.

The crew had scraped the bottom
just as it came out of the water
(Had putty knives and gear ready)
Also cleaned up dock of bottom scrapings
Everything went to the store room
including the Battery Box, tool box
etc - it took one load of three
pickup trucks.

Harry Ho sorted out some gear
to discard as useless.

About one month of Bad weather - constant rain

2-2-89 I called Virginia for \$800. dollars to buy gear and equipment to fix and paint bottom as much as possible. Received check promptly.

(2-24-89) Bought materials at Kilgore consisting of

1 - Box Sanding discs for soft pad	
#40 D - 50 unit	about 42.00
20 - Hard 5" Sanding discs #36 & #50	25.00
10 - Sheets #50D Sandpaper	4.00
1 - Box 15 Dyst Mesh	12.00
1 - Tube disc glue	5.00
2 - Rolls 2" Masking Tape	9.00
2 - 2x4x12' lumber for ladder	9.00
3 - lbs #10 Nails (3")	3.00
Total	112.58

I worked Sat

Sunday

2-19-89 Gilbme had made arrangements to have
State guards open door for us to work
on week ends - Sat & Sunday

Started Work - Had called Kiki & Mike to
let crew know of work schedule.

No one came

Removed all canvas covers and odd
lines, battens and tie lines to canvas
cover.

Called Harry Ho to look at covers if
he wants any parts as samples etc.
Small lines I removed and soaked
in fresh water & dried for later use.
They were stiff with salt & sun.

Saturday

2-25-89

No one came

Jacked up Hobulea to 10" off floor
and set blocks. Removed the wheel
carts so Gil could return them to
Hawaiian Rigging Co. (Gil said would make set)

Could

2-25-59 - Sanded all of starboard hull from above water line to worn shoe. Used

Soft pad & 3 #50 discs.

- Also sanded Port hull, bow to 1st clab and inside of stem to 1st clab. Couldn't sand rest because of water puddle under rest.

- Made wooden sweep to sweep water.

- Made Ladder to get on Hobulea.

- Cut off ends of sticks of Navigator platform that were extended outboard (made new one to replace broken one at home.)

- Measured water line as she sat in water as opposed to painted bottom water line.

(*) Since stern settles deeper in water water line should be at bows 26" - at middle double clab - 24" and at stern 22" - all measured from bottom of gunnels. Will allow about 3" painted bottom above actual water line.

2-25-89 Checked in storage room - no outboard motor.
- Need to straighten out equipment

2-26-89 Called John Pruse on Kauai to send me some
5" diameter logs about 6 to 7' long to
be able to change stantions that are
either ~~rotted~~ or termite eaten. He will
send them called to me.

Note:

Found worm holes not too bad -
the starboard hull has three spots
each about 12" long that need to
be fixed and the port hull has
2 - 12" long and one about 3' long.
Plan to fill them with epoxy putty this
time.

Removed nails from best of battens from
canvas covers, swept water puddles clear
so they would dry up & let me finish
sanding the Port hull.

Total Billed Cost
\$1,100.00

Monday
2-27-89

Completed sanding bottom and sanded and
got worm shot ready to patch with
Epoxy putty.

Harry Ho wants to keep canvas covers for
pattern - will put them in the storage bin

2-28-89

Naimoa called wants to put Hobulei
in the water from drydock on
the 24th March - OK with me will
be ready - He's to call Billy Kuipuki
to arrange for the crane. I will
contact Gil Ahine regarding use of
the rollers.

2-28-89

Epoxy Putty from Kilger

Sea going Heavy Duty

Box Putty

1350 HDK 4

Extra thick Epoxy Adhesive Compound

Use for fabricating or repairs on wet or dry surfaces
or under water

Red-White & Blue Label 39.19/gal (I & B)

Interlux

Bottom Paint Anti Foulant Bottom Paint

49 Red 58.77/gal

Need 3 gals for Hoku's bottom plus Penatrol

Biolite Z-Spar

1015 Captains Varnish - 30.96/gal

(Brown & White - yellow label)

Sail boat & Motor Boat Z-Spar log

Total material Cost
\$1,100.00

2-28-89 Bought Materials at Kilgore

2 quarts Epoxy Putty Sea Goring Heavy duty - 39.19
(2 qts for part A & B)

3 gal Bottom Anti-fouling Paint - Red #49 Interlux - 58.77 each

1 gal Penathol - 15.22

3 gal Paint Thinner - 4.15 each

2 Sets paint pans with med tuff rollers - 7.02 each

4 Small rollers - 1.06 each 4" size

1 Roll Duct Tape - 5x15 - 1.15

8 - 3" Brushes - 1.35 each 2 - 2" - .77 2 - 1 1/2" - .68

2 gal Teak Brown #52 2-Spar Paint - 27.12

2 gal Shell Chlorine #87 2-Spar Paint - 28.05

3 1/2 gal Varnish - 30.96 each (Capitain Varnish #1015)

1 gal Turpentine - 13.65

1 gal Linseed oil Boiled - 10.54

1 set bag for Stronox of Hoboken Total 436.52

1 gal Acetone (Siberian Hammer) 8.64

Need yet - 1 roll of 1/4" braided line - Part light

1 roll Wax paper - paint pots (about 8)

Brimmy

from home

Wash pan from home - chisels

Roller cart to lay on working with Epoxy - flat wood to mix on

Friday
3-3-89

Filled worm shoe holes with Epoxy all except where support blocks are located. Also sanded and filled damaged spots on Port aft Mann. Used plywood roller to lie on and covered epoxy with wax paper till dry. One spot on port hull near front block was wet when epoxy put in - will see how it turns out.

Saturday
3-4-89

- Sanded worm shoe epoxy patches and gave one coat of bottom paint along bottom, worm shoe up about 10" both hulls.
 - Sanded & sanded Port near man patch
 - ← (X) - Cut out sections of deck planks and drilled holes for cords to tie piece back on, so only about 14" length needs to be taken off any time lifting straps must be used.
 - Marked water line of hulls for bottom paint
- 8AM to 2PM

Sunday
3-5-89

jacked up canoe and put rollers under the hulls ready to wheel out to launch.

- Put epoxy where aft blocks were set under hulls to raise 10" so I could patch worn shoes as needed - the bow block locations were OK. Had put wax paper over patches to hold in place and smooth out evenly, don't even need tape.

- Disc Sanded top Safety rails back to middle of Navigator's platform - used 5" disc sander with #50 grit (used 3 discs) Should soft pad the top with #4 grit to smooth out.

- Fixed Forward mast step (found hinge termite in side aft port peg hole.)

- I beek top of splash guard

- Removed wax paper from epoxy patches on worn shoes sanded smooth (soft pad) and then painted them with bottom paint.

8AM to 4:30PM

(Monday)
worked

Tuesday - Soft padded the land rails (after dising Sunday)

3-7-89 - Diced the gummed tops with #50 open disc.

#36 got much faster but leaves rough finish

- Put Watco oil on top of splash board and on the
front mast step - put Paris Green where the termites
were found.

- Diced top & sides of clabos inside hulls and on the
ends that I could get at.

- Diced (#36) Spreader bar that hold the cleats for
aft rails sheet lines.

- Diced (#36) Aft lower spreader that center sweep
rests on top and sides.

- Diced (#36) Aft Mast step - found termites and put
Paris Green to kill termites.

- Cut off most of soft spot of aft mast step

- thought I could dice to good wood and
glue a piece on but soft spot goes way down

- it seems to be some kind of rot and
its wet. if it doesnt dry out well leave it

for now and make a whole new one.

I measured it out to have the dimensions.

- 3-7-89 - Took out the 2x4s that were put in to strengthen the posts that are termite eaten and the one to protect the gunnel from chaff by the boarding plank.
- One sanded (#36) the center strombach that the mast steps run along.
 - Disced the wood cross pieces of the Navigator's platform.
 - Removed the broken crosspieces of NW platform. New cross piece must be varnished before tying on.
- 8AM - 4:30 PM

Wednesday

- 3-8-89 - Soft padded the gunnels both inside and out side of each hull and filled up holes on both outside of each hull.
- No 40 grit white self sticking discs
- Went to Kelgo and bought 1 roll of #6 - 3/16" braided nylon line for retieing decking and when we change the Hous posts.
- Cost \$82.73 also 12 more 5" discs Cost \$5.85

Wed

3-8-89

Nainoa came down to help - he disce all the hatch cover tops with soft pad #40. Will Kaselha came down with Elisia Yadan and 3 other persons that want to sail on Hahule's and make a documentary science type for Educational TV.

We will probably go back in the water on the 22nd row instead of 24th.

Not much time but if crew comes Sat & Sun we'll get most all done but splice the Mast and boom.

Elisia is going to call the Crew guys for Sat & S

- Removed all tack, nails & staples from both inside and outside of hulls before filling holes with epoxy putty.

Thursday

3-9-89

Removed cords of Navigator platform back to ply wood seats - disce #36 and soft padded #40 the rail.

- Filled holes of nails & tacks on the inside of gunnel both hulls with epoxy putty

Thursday
3-9-89

- Gil Ahne stayed by - Were going in water on 23 ^{March} now
- the latent.

- Kiki Hugo also stayed by - said John Kruse will
be down for weekend to help.

- Swept up main deck - dusted off all rails then
cleaned and dusted each compartment.

Should be ready for Paint & Varnish Sat/Sun
(cl work Friday) 8 AM - 4:50 PM

Saturday
3-11-89

Came home after work to get some gear & equipment
At Cause by 8 AM

- Put together the two wood stands for holding
the shafts, spars & sweeps to dice sand then
erase.

- People that came to help - John Kruse, Kiki Hugo,
Billy Richards who worked till 5:35 with me. also
Gil Ahne, left about 2 PM, Dennis Chen about 3 hrs, in
wife also sanded - a girl named Maria, a friend
of Minnie's - she worked hard till about 2:30 or 3.
Jerry Muller came with a girl worked briefly and
left.

I sent

- Sat 3-11-89 Kiki & John Kruse to pick up Haul post sent down for Kawai by John & Bitkin. Cost \$25 to ship to Honolulu.
- Work done by all
- Sanded inside gunnel rails - Sanded all masts -
- sanded epoxy of filled holes on all gunnels -
 - Painted all masts
 - Painted outside and inside of gunnels
 - Sanded both masts complete
 - Sanded one spar about half.
 - Disced (Salt Pad #42 grit) Hull from section of all sides of hull.

Sunday

- 3-12-89 Stopped at Kilgus to get 4 each gal of paint - Shell Brown & Brown also 2 more rollers, box of dust masts some small brushes for rail making tape. Total \$102.00
- Also paid for Haul Post shipped from Kawai 13.00 (12.53)
- Put second coat of Shell Brown over all masts and gunnels
 - Put new skid (walnut oil) on front masts
 - Varnished Rails with something, read spreader
 - Box sparboard top = outer ends of clabs.

Sat
Sunday
3-12-89

- Soft padded the two spars and ends of booms (carried outside side door so dust wouldn't effect painting going on.
- Varnished mast steps and back bone center that steps ride on.
- Painted top cap rail of gunnels all except port outside one - will finish tomorrow.
- Fied deck planks back on again
- Took ties off and removed two Han posts that are termite eaten and broken. To be replaced but will use green ones for now

Monday

3-13-89

- Fixed Port Sweep - opened delaminated end and put epoxy putty into all cracks and clamped it.
- Set up masts & spars in boxes & blocks then dusted them all off ready to varnish.
- Varnished both masts & both spars first coat also ends of booms.
- Soft padded Port sweep after removing clamps and then varnished it.
- Varnished rear spreader (one that holds center Sweep)

Tuesday
3-14-89 I worked but went to Kelgo & City Mill for materials

From Kelgo Hutchmans Varnish

1 gal Varnish #1002B 26.46

1 ply Sandpaper #50 22.04

1 ply Sandpaper #60 19.29

1 pc PVC 1/2" pipe 6' 1.65

2 pc Plastic tubing for Sinterays 23.52 18' @ 1.47/ft

ID 1" x 1/8" walls Tax 3.72

96.68

City Mill - 2 gal paint thinner @ 2.48 = 5.16

Wednesday Naima stopped by - maybe around 22 or 23

3-15-89 Cut and shaped two Har wood pieces to replace
termite eaten and broken ones.

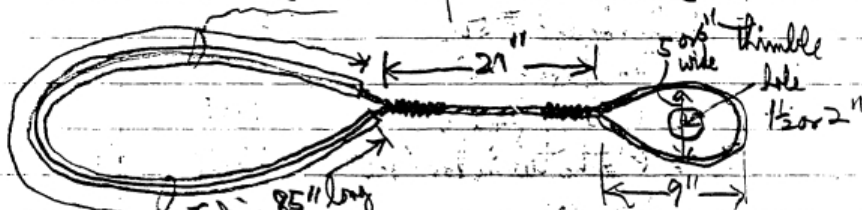
- Sanded and drilled holes - put in PVC
tubing in holes and put epoxy around to fill
in any gaps. Also put epoxy on both ends of Har to

- While epoxy dried I sanded the new starters in
sweep where the sun would effect it and on
bad worn spot - then varnished it.

- Sanded - put bedding on bottom and top end
of Har post and set post - then varnished it.

- Varnished all deco sections inside both hulls.

Dimensions of Forestry hull loops and
thimble - One for each hull



Tubing 85" long

Size 1" diameter x 1/8" walls

Line size 3/4" Dacron

Total Length of line 131"

includes 14" (7" each) for splicing.

Tag lines
which go to the
front clabs
each side

Thursday
3-16-89

Stripped all fiberglass off of center sweep (used knife)
Then disc with $4\frac{1}{2}$ " Sander^{#36} - followed by Soft
Pad with #40 grit white self sticking sanding disc

Hand sanded edges - filled in one spot that
looks like a possible fracture on top just the
hatch side of the pin (about $1\frac{1}{2}$ to 2' long).
Sanded epoxy spot when dry and varnished
the entire center sweep.

Sanded and varnished 2nd coat on 3rd Sweep
worn spot.

- Brought home the two forestay hull loops -
spliced new lines on thimbles and put
new pieces of plastic tubing on lines that
goes around the hulls - one for each hull
Will put on hulls tomorrow.

Friday 3-17-89 Got 1 pkg #80 & 1 pkg #100 ^{\$32.74} Sand paper for ^{\$29.91} finer Sanding of varnish

- Put new freestay bristles on port manus - all ready to go
- Painted Top rear spreader bar brown that the booms and spars rest on when down
- Finish painting gunnel cap rails brown and
- Touched up all rails brown - also blocks under cleats
- Painted hull brown below all manus so rollers won't put brown paint on cleary when we paint the hulls. (about 4-5" down)
- Touched up glass spots on hull and chondrippers
- Philip Nason & Kieran came to help.
- We sanded the center and Port Sweeps and had spat on 1st sweep ready for 2nd coat
- Ate Lunch at corner of Bldg 39 - Traffic light
- Sanded aft mast almost completed and it started to rain so we stopped sanding moved the sweeps to a dry spot and varnished them all for 2nd coat.
- Then we varnished the two new ban posts - varnished the main rails - varnished the rear bar that holds the sheet line cleats - varnished the rear spreader bar - varnished both mast steps

Cont'd

3-17-89

and varnished the center runner and forward splash guard cap

All the above were the second coats

Also the Navigator platform bars which was their third coat - probably site tomorrow

Saturday

3-18-89

I worked on the Pilot Boat but didn't have a job till

11 AM so worked on Nabula's till then - also

returned after the 3 jobs and worked some more

- Masked off water line so Kiki Hugu & Gilaine could paint the hulls brown.

- They also sanded both masts, spars and sweeps by the time I returned.

- I had to leave about 12 so Kiki and I varnished - the 2 masts - two spars - the 2 sweeps - 2 new Han posts, both mast steps - all the deck ends.

Removed the masking tape from Hulls and touched up the chow on the gunnels where there were brown paint runs.

Had jobs at Waipapa at 3:30 PM

Set up cords for tying Post etc but no one came

Gave Harry Ho set of Keys for storage at Waikamalo Business Center of PKC

Sunday

3-19-89

Started about 8AM - no one came down till about 12 o'clock

- Dusted the hulls then put masking tape on the lower upper section (straitened out the water line some) and then painted the entire bottom paint section off both hulls - Anti Foulant Paint # 49 Ref. 58.77 Completed before anyone came - removed ^{containing} masking tape (rolled in in sanding dust)
- When Maurie came and we started tying the new Hau posts. Kim Lyman came Dave brought his son - they sanded and varnished rails, Hau Posts and everything on the canoe that was varnished 2 coats already - Kiki came and painted the name on the outside of the rear transom - Really great job. Maurie helped me tie both new lamp posts and the new Teak Navigators base. Mike Long came and helped varnish mast steps, top of splash guard - Post sailed. Then Kim, Mike & Kim's son sanded the two masts ready for 3rd coat varnish.

Contd

3-19-89
Sunday

Mike also cleaned up the area & took the bags of rubbish to dump.

After tying the posts I adjusted the Forestan loops and side lines - so they're level and on the main rather than hanging down near the water.

- Then I disconnected the Solar Panel electric lines and tied the ends back so they are neat and can be used again if needed.

* Enjoyed working because everyone was willing to do anything and pitch right in. Maurice also sanded both outer rails and painted them a second coat of brown till he ran out of paint.

We ran out of Varnish - used 3 gal already and 1 gal of Teak Brown #52.

Plan to get 1 gal Varnish and a quart or 2 gal's tomorrow. Sun 6 PM

Monday
3-20-89

started all days at 8 AM

- Went to Kelgo's to buy one more gallon of Varnish
One gal of Teak Brown and one 4" Paint Brush!
- Retied the Lanyards on the Navigator platform so that by just undoing the blue colored cords the straps can be used for drydock or undocking operation.
 - Swept Main deck and oiled with 50% turpentine and 50% boiled linseed oil - one gallon each to make 2 gal mixture which just makes it.
 - Painted second coat Brown on the 2nd hull outer & some inner main sail that we ran out of paint on yesterday.
 - Mike Tongg and Terry came about 1 PM
 - Removed the solar panel and took it to the PK's storage room. Checked over gear in room - battery box etc.
 - We sanded the two spars and then varnished both Masts and both spars for the third coat.
 - Mixed Walnut shell in Teak Brown paint and Painted the forward platform - Pan 5 PM

What I would have liked to do if we would have had the time -

- ① Splice Milo wood on the bottom ends of both spars and both booms
- ② Change more Han Posts
- ③ Sand and varnish all spreader bars and all of the Han posts and bars of Navigator's platform.
- ④ Change all lines to one continuous line with no splices of standing and running gear.
- ⑤ Make new aft mast steps
- ⑥ Covers of Plywood for both lower compartments.
- ⑦ Find leak in Port aft compartment.

3-21-89
Tuesday

Philip Narne came & helped also Terry came with Nainoa but Nainoa had to go to Shonty Mollers funeral on Big Is.

- Philip & I tightened up the forward net real tight.

- We picked all the rubbish - paint cans etc and dumped it in the dumpster (also one of the canvases).

- Swept up all sawdust etc and put in bag.

- Took some baths - one side canvas and plywood sleeping boards to the storeroom.

We took both Nainoa's Truck and Philip's Truck.

- Had discussed equipment needed aboard with Nainoa before he left for his flight.

- Terry - Philip & I loaded the 2 trucks up full with all the gear from the PVS storeroom and brought it to the Canoe.

- Put all gear on board by parking truck along side of canoe and passing it aboard very easily. Connected rear anchor to line.

- Spliced line onto towing bridle and onto forward spreader bar so we can retrieve the towing bridle after towing.

Cont'd
3-21-89
Tues

- Made up a short choke line so they can lift the masts with crane.
- Battery Box & Radar Too heavy for us - more manpower needed
- Made 2x4 to be tied between last two Han posts so gang plank can rest on it instead of the gunnel rail and clear it up
- Terry & Philip left about 230 to beat traffic
- I stopped at Ala Wai Marine and bought a new Post (Red) running light to replace the broken one on Hakuleh - Cost \$55.16
- Philip & I also removed my stanks and put the boarding plank on Deck.
- Everything put in its place ready to go Tag line etc.

Supposed to be launched tomorrow at 4PM
3-22-89

List of Coats of Varnish on items -
Varnish

Both Masts - 3 coats

Center Sweep - 4 coats

Stbd Sweep - 3 coats (worm spot only - 1 coat where in sun on handle)

Port Sweep - 3 coats

Boom Ends - 3 coats

Safety Rails - 3 coats

Rear Spreader - 4 coats (Center Sweep rests on)

Navigator platform bars - 3 coats

Both Mast Steps - 3 coats

Center runner - 3 coats

Splash Guard top rail - 3 Coats

Rear Sheet line spreader - 3 Coats

Chase Ends - 2 Coats

Chase inside hulls - 1 Coat

Two New Ham Posts - 3 coats

All cleats - 3 coats

List of Paints on Items

Worm Shoe - 2 Coats Anti Foul^{Red}ing Paint

Below water line on hulls - 1 coat AF Paint

Hulls above water line - 1 coat Teak Brown

Gunnels - inside - 1 coat chom

- Outside - 2 coats chom

Gumnet cap rails - 2 coats TBrown

All 4 Manus - 2 coats chom

Non-skid added on top of Bow Manus

Foreward deck platform - 1 coat Brown with

Walnut shell non-skid

Kiki Hugo Painted Names on rear Manus - great

Oiled entire deck

all
2 open
Boat
Anchors
Stern

Used $3\frac{1}{2}$ gal Varnish - 2 gal Teak Brown #52

#1002B & #1015 - 2 gal Shell chom #87

1 gal Penetrol - 3 gal Paint thinner - 1 gal Turpentine

1 gal Boiled Linseed Oil - 1 gal Acetone

2 gals Epoxy Putty (A+B) - 3 gal Anti-fouling Bottom Paint #49R

3-22-89 Working on my job but was able to go down to Hobulei twice.

- Tied Port and Star 2x4s inboard of last two leave posts outboard of hulls - this to both protect the rails when using the boarding plank and have a level, steady rest for the plank when people & students board.
- Mike Tongg helped me with this.

Naimoa came and Elisia Yaker also came

- Mike talked YB fork lift men into using their forks to lift both masts and booms so we could put them on the deck of Hobulei

- Mike, Naimoa & I put the spars on deck from the bow

- We also put the three sweeps on board and hung them up ready to tie fast and not interfere with lifting straps.

- Change the Port side light which was damaged with new. Also relocated both side lights so they won't be damaged easily. Naimoa suggested making some $\frac{1}{4}$ " Plywood covers for protection of inside of both hulls over deck & latches. Gave Naimoa bottom paint and brush to apply where rollers are.

- Harbor Masters office called - Pat Tormis - We met at Pier and agreed to tow Hobulei way up to Pier 39A when she is put in water - New Hilo large operation.

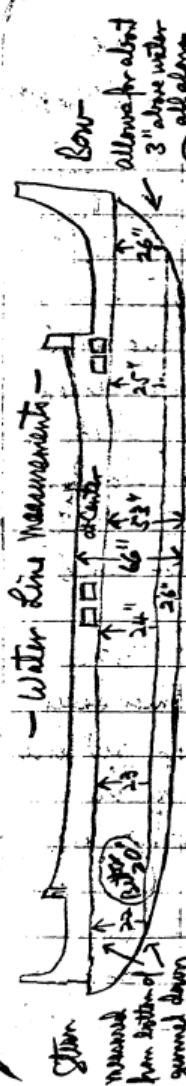
- I'll meet Naimoa with Pilot boat and tow Hobulei.

- Gave Naimoa 1 roll 1000 feet of $\frac{3}{16}$ brand nylon line for sail ties.

Cal'd
3-22-89

Mike filled 5-5 gal water jugs & put on canoe
Only needed yet are Sails - Radio/Battery Box & First Aid Kit
Met Naimon & gang - & towed canoe to Pier 39A as far
up as possible after stepping forward - have put up Naimon
People who came to help - Buddy - Kiki - Gil - Mike
a couple of Wahine a haole guy (?) - Naimon and
myself with Ahaiha. One Wahine helped me with
the tow line on Ahaiha. When we got close Naimon
jumped in the water with the line & Gil pulled
the canoe in easily. - I went back to work
(had four more jobs - 9PM - 0015 AM - 430AM all
anchoring jobs with 430 job Explosive anchorage and
on car ship into Pier 39D.

3-23-89 Mike and I went to the canoe about 930 and
tied on one sweep handle - retied the center sweep
(it was falling off already, not tied right) also put line
on both sweeps, lashing lines and lines over the
sweeps to keep them from lifting up off saddles
when in use.
Naimon & Terry came - I put lifting straps on
Naimon's truck - he was going to the store room for
Sail and Battery & Radio Box. Gil was suggested to come
I left to go home & rest some.



Plan for 3-24-89 Friday
 Take video of putting on a sail and
 later sailing till sunset off
 Diamond Head.

Information -- Center Sweep -- Set lge peg in
 puba.
 Length of line to tie on Center Sweep
 13 arms - length cord - size $\frac{1}{4}$ " or $\frac{3}{8}$ "
 To start put close hitch over top peg on
 sweep at center point of line - then
 run each equal end first around the
 wood crotch outboard of the spreader
 down around the spreader then up
 and over the top peg - alternate from
 each side for five alternate turns
 each - then put half hitch near top
 peg and wrap around each side of cord
 to bind - look good and secure with close
 hitch

These are 3 separate
outlines written at different
times. It's not real organized
& tends to overlap, but
collectively, it's a start
at the areas of
Navigation & Sailing

AREAS OF STUDY:

SAIL PLAN

Criteria:

- 1) Tropical cyclones
- 2) Desired winds
- 3) Cloud cover/rain
- 4) Temperature
- 5) Land stars

Needed work:

- 1) Compile climatology data
 - 2) check local resource people on other islands for needed weather data
 - 3) Designate Ports of Call
- Initial date for completion of sail plan January 1, 85

NAVIGATION:

Course:

- 1) Plot all legs
- 2) Calculate all course strategies
- 3) Memorise Hawaii to the Cooks (Jan-June 85)
- 4) Cooks to New Zealand (Oct-Dec 85)
- 5) Samoa to Central Polynesia (May-June 86)
- 6) Tahiti to Hawaii (Mar-Apr)
- 7) Memorize and practice the Compass

Direction:

- 1) Review stars, sun, moon, azimuth changes, compass ect.
- 2) Swells, clouds, wind at different changing conditions
- 3) Study ocean conditions in New Zealand

Latitude stars:

- 1) Chart work
- 2) Planetarium

Land stars: (all Isle targets)

- 1) Chart work
- 2) Planetarium
- 3) Study Marquesas, Tahiti/Fiji, Cooks/Tonga, New Zealand, Samoa

Landfall clues (for each island)

- 1) Geography of each island, dimensions and elevations (visual distance)
(plot on charts)
- 2) birds- habits, populations, nesting cycles
- 3) Clouds as they are affected by each island group
- 4) Swells as they are affected by the islands???? U-2, Satellite photos????
- 5) Study Marquesas, Tahiti/Fiji, Cooks/Tonga, New Zealand

Geography (memorize for each island group)

- 1) Latitude
- 2) Longitude in terms of miles
- 3) Names of each island in each target group
- 4) Distance and bearing of each island to each other
- 5) Description of each island (size, elevation, lagoons, reefs, ect)
- 6) Chart general bearing of each target

Ocean study (Hawaii) Both day and night

- 1) Swells in steady and changing winds
- 2) Current in extreme conditions (bouys at Alan Davis)
- ** Need to develop a systematic way to both study and record ocean conditions as they relate to navigation

Main usage will be the Radon and the Sisu
Hokulea will be of minimum usage

Ocean study (New Zealand)

- 1) Need some experience in that ocean area

Navigation practice:

- 1) Memorize all routines
- 2) Recite all routines at appropriate times of day

CANOE PERFORMANCE:

- 1) Design new set of sails
- 2) Test canoe to its potential to sail to weather at optimum speed
- 3) Full shake down of vessel

PHYSICAL PREPARATION:

Exercise

- 1) Day 1- Run (at work)
- 2) Day 2- Swim Laps and Exercise
- 3) Day 3- Run (short) and Kayak
- 4) Day 4- Swim Laps and Exercise

* Would like to maintain unless am going to be on the ocean or away from Hawaii

Ocean conditioning

- 1) Ocean study
- 2) Fishing
- 3) Kayaking
- 4) Hokulea training sails
- 5) Ocean work (Sea Eng. ect.)

* Ideally would like to get on the ocean at least three times a week starting January 1, 85

OTHER COMMITMENTS:

~~CREW SELECTION PROCESS AND SELECTION:~~

~~CREW TRAINING~~

- 1) Safety procedures
Flooding
Man over
Lowering, changing and repairing sails
Lowering Masts
Storm sailing "Bare pole" ect.
- 2) Sailing Mechanics
Steering
Trimming sails
- 3) Navigation
Provide texts and handouts to crew (all crews general info)
Oahu- Pauahi ?
Hawaii- Shorty
Maul- Chad
Kauai- John
12 hours of training in the planetarium
Practice of mechanics on training sails

UNFINISHED WORK:

- 1) Will's chapter
- 2) Sat. Nav. Report

DOCUMENTATION:

Goal:

Provide information as an insight as to how the Polynesians were able to sail to the widely spread islands of Polynesia.

A) The ocean world

Collect information on the Polynesian ocean environment as it has an effect on sailing and navigation.

1. Geography
2. Climatology
3. Oceanography
4. Astronomy

B) Capabilities of Hokulea (its potential) combine & edit material

1. Windward performance
2. Speed
3. Storm Sailing
4. Seaworthiness ????????
5. Test materials

C) Record the voyaging experience (combine material, edit transcript as soon as possible after each leg, allow one month for typing,

Note: On board nav. tapes be kept separate from rest of tapes.

1. Navigation
2. Sailing abilities

*** Combine the above factors as they relate to each leg of the voyage that would have significance to the movement of the early polynesians and try to better understand the effort required in the wide spread distribution of polynesians.

*** 1) Sail as many of the significant legs as supported by a scientific base. In this case science, History and Tradition should be related.

2) Document navigation process, evaluate, draw conclusions as to the capacities of early seafarers. Infer into knowledge base and abilities.

3) Leg by leg strategy and results. Need to make distinction:

- A) voyage of exploration (no knowledge of land)
- B) Two way voyaging (intention targets of landfall)

C O U R S E:

- Hawaii - HONOLULU
- Marquesas HAWAII - MARQUESAS
- Tuamotus RAUAPPAH - TUAMOTU
- Society MARQUESAS

- Rumb courses
- Easting data
- Basic climatology
- Tacking performance/strategy

- Navigational routines
 - Overall sailing strategy
 - Latitude strategy
 - Course (star course)
-

OBSERVATION CHECK LIST:

Equipment:

Short List
Star Chart
Compass
Recorder
Paper-Pencil
Watch
Camera (Nikonis)

A) Night Time (Direction)

1) Heavens:

- Stars

Star Compass
Azimuth Changes
Meridian Stars
Parallel Stars
Rising changes in azimuth
of star path
3 Cardinal star paths
Ecliptic

- Planets

Zodiacal Constellation
Declination

- Moon

Zodiacal Constellation
Relation to Sun
Declination
Phase
Variance from the Ecliptic
Time in Meridian (related to sun)
Time rise on Set (related to sun)

NAVIGATOR'S RESPONSIBILITIES

- 1) Determines total Sail Plan
- 2) Determines time and place of departure
- 3) Directs daily sail to make landfall as determined in sail plan. This responsibility ends with the first sighting of each landfall.
- 4) Directs use of all steering capabilities of the crew and vessel including the following:
 - a) Set and Trim Sails
 - b) Location of mast steps
 - c) Use of steering paddles and sweeps
 - d) Choice of sails to be used
 - e) Choice of crew for steering requirements
- 5) Seeks advise from Mau as needed
- 6) Consults with Captain at will, and in particular when in his opinion he feels that:
 - a) The canoe is in danger (reefs, atolls, so forth)
 - b) That the canoe has passed its target area and sees that he is lost and/or no longer can navigate the vessel.
- 7) As primary documentor -- produces raw data for scientific publication of the way-finding experiences:
 - a) In consultation with Dixon Stroup and Ben Finney design documentation program
 - b) While at sea, at pre-determined times, record verbally to a designated crew member pertinent navigational data.
 - c) In between legs and after cassette transcriptions by KHET-TV consult with Dixon Stroup who will write an article for publication. Ben Finney will serve as editor.
 - d) For six months following the return home in 1987, consult with Dixon Stroup and Ben Finney in the production of a final document.

WATCH CAPTAIN'S RESPONSIBILITIES

- 1) Wake up calls.
- 2) Check all bilges.
- 3) To be the first person to steer on his designated shift.
- 4) Direct duties of the day. Special duties will be determined by the Captain.
- 5) Go through daily check list of canoe and safety gear.
- 6) Check all rigging both standing and running.
- 7) Provide cook when his watch is on.

CREW RESPONSIBILITIES

- 1) Crew responsibilities will be exactly as the watch captains, except the watch captain administers.
- 2) Crew will be assisting cook during meals and clean-up.

BUDDY $\xrightarrow{SB-5}$ TAVA
 HARRY / HANNOA (SB-6) THOMAS (P-3)
~~TAI~~ TAI $\xrightarrow{SB-4}$ DENNIS (SB-3)
 TR. LARRY (SB-3) CLAYTON (P-3)
 JIMMY (SB-4)

SHARRY
 HANNOA
 MAN \rightarrow P-6

P-2
 DENNIS

SB-2

P-3
 THOMAS
~~CLAYTON~~
~~DENNIS~~

SB-3
 TR. LARRY
~~DENNIS~~

P-4
 CLAYTON

SB-4
 JIMMY

P-5
~~TAVA~~ BUDDY

SB-5
~~BUDDY~~
~~TAVA~~ TAVA

P-6
 SHARRY
 MAN

SB-6
 HANNOA
 HARRY

POLYNESIAN VOYAGING SOCIETY

BOX 19000-A / HONOLULU / HAWAII 96817

February 15, 1987

Aloha,

The packet contains the following information:

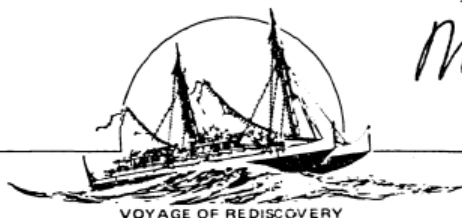
- /1) SAIL PLAN
- /2) CREW RESPONSIBILITIES
- /3) EMERGENCY PROCEDURES
- /4) MEDICAL INFORMATION/PREVENTION
- /5) SUGGESTED CLOTHING
- /6) LOGISTICS (Housing and Airfare)

Also, enclosed are the liability and crew information forms. Please fill these forms out and return to me as soon as possible. We need the information for Tahiti.

Have a safe trip, and thank you for sharing your time and talents with the Society. If you have any questions before you leave, please call me. Also, tell your families to call me if they need any information while you are away. (259-7000 Home)
(955-7878 Business)

Love,

Maulene



CAPTAIN'S RESPONSIBILITIES

- 1) Health and Safety of Crew Members
- 2) Safety of the Canoe
- 3) Man-Over-Board Procedures (Captain and Navigator)
- 4) Regulation of Watches
- 5) Types of Watches
 - A) Three Watch System
 - 1) It is four (4) hours on and eight (8) hours off.
 - 2) Each watch will include at least one (1) WATCH CAPTAIN and three (3) crew-members.
 - 3) The Three Watch System will be used under normal sailing conditions.
 - B) Two Watch System
 - 1) It is four (4) hours on and four (4) hours off.
 - 2) Each watch will include one (1) WATCH CAPTAIN and at least three (3) crew-members.
 - 3) The Two Watch System will be used under heavy weather conditions.
 - 4) The Two Watch System may also be used during the first few days on departure
 - 5) May also be used whenever daily duties require more crew members on the watch.

example: When repairing, reinforcing, relashing has to be done on the canoe.
 - 6) May also be used when more crew members are needed for tacking and adjusting to shifting winds around doldrum areas.

Page Two
CAPTAIN'S RESPONSIBILITIES

C) Emergency Watch

- 1) Under emergency conditions everyone will stay awake and assist in emergency procedures.

NOTE FOR WATCH SYSTEMS:

ALL WATCH SYSTEMS WILL BE DETERMINED BY BOTH NAVIGATOR AND THE CAPTAIN.

SYSTEMS WILL BE CHANGED ACCORDING TO WEATHER CONDITIONS AND THE NEEDS OF THE OPERATION OF THE CANOE.

- 6) Regulation of food and water rations when needed.
- 7) Maneuvers at Sea.
- 8) Provide Daily Work Schedule for watch captain and Crew when needed.
- 9) Coordinate Activities with Escort Vessel.
- 10) Mooring
- 11) Responsible for having a complete Inventory List of Everything on the canoe before departure.
- 12) Captain will designate radio operator for each watch.
(Captain's Check List is attached.)

WATCH CAPTAIN'S RESPONSIBILITIES

- 1) Wake up calls.
- 2) Check all bilges.
- 3) To be the first person to steer on his designated shift.
- 4) Direct duties of the day. Special duties will be determined by the Captain.
- 5) Go through daily check list of canoe and safety gear.
- 6) Check all rigging both standing and running.
- 7) Provide cook when his watch is on.
- 8) Carry Out Watch duties
- 9) Keep a general log on each watch
- 10) Each watch captain will keep his own personal log and when the trip is completed he will edit his log and submit it to the PVS.
- 11) Be prepared to carry out man-over-board procedures.
- 12) Responsible for safety of crew members on watch.
Example: Using safety harness
- 13) Have crew help the cook and clean-up.
- 14) Keep captain up to date as to what needs to be done
- 15) Steering
- 16) Canoe maintenance - designate individual on watch to take care of repairs.
- 17) Assign cook for each watch.

CREW RESPONSIBILITIES

- 1) Crew responsibilities will be exactly as the watch captains, except the watch captain administers.
- 2) Crew will be assisting cook during meals and clean-up.
- 3) Pumping bilge - The bilges are to be checked twice when you get on watch and when you get off watch. During heaving weather bilges are to be checked three times.
- 4) Steering - determined by Captain and Navigator
- 5) Stay Alert - No sleeping or reading when on watch
- 6) Radio Operator - one man per watch designated by watch captain
- 7) Canoe maintenance and repairs - to be assigned by watch captain
- 3) Cook - to be assigned by watch captain
- 9) Each crew member will keep a log which you will edit and return to the PVS

Page Two

CREW RESPONSIBILITIES (continued)

Physician

Administer medical care and in charge of medical evacuation if needed.

Radio Operator

Monitor radio during each watch.

Daily written reports when needed.

Keep radio log.

Keep Captain informed of radio traffic.

Cook

All daily cooking of meals, ingredients and supplies.

Storage will be required by quartermaster.

Crew will be served three meals a day - after sunrise, noon, and before sunset.

Quartermaster/Supply

Responsible for the loading of canoe and keeping proper records of all supplies.

Carpenter

Skilled labor and craftsmanship - Keep daily maintenance reports.

Electronics

Trouble shooting - Jim Shizuru

CREW - OFF WATCH RESPONSIBILITIES

- 1) Stay Healthy
- 2) Rest
- 3) Be Quiet
- 4) Hygiene - Clothes and Body
- 5) Keep out of way of working crew
- 6) Respond to work if needed
- 7) Be prepared physically and mentally for next watch

CREW BEHAVIOR ON SHORE

1. As representatives of the Polynesian Voyaging Society and Hawaii, individuals should conduct themselves with the highest degree of caliber.
2. Crew are required to attend all functions hosted by island groups or dignitaries, as specified by Captain, Navigator, or President of the PVS.
3. Individuals residing within private homes must:
 - a. leave address and phone number with Captain
 - b. report to Captain daily for further orders relating to Hokule'a or work detail
4. Crew living within compounds, hostels and as a group are responsible for all PERSONAL GEAR. Please do not depend on others. Assist each other to maintain living quarters. Remember we are guests and living on foreign land.
5. Crew members are on CALL in the event of weather changes affecting the safety of Hokule'a. Captain will assign if needed, individuals to secure the safety of Hokule'a while in port.

DO'S AND DON'TS

- 1) No one climbs the mast unless has permission from the Captain.
- 2) No one is allowed to use the surfboard unless has permission from the Captain.
- 3) Sail calls will only be given by the Navigator and Captain
 - a) If watch captain feels a sail change should be made contact Navigator or Captain
 - b) In an emergency situation, drop the sails and notify the Captain and Navigator
- 4) No sleeping or reading while on watch
- 5) No standing on rail
- 6) Clothes hanging, washing of clothes - should not interfere with running rigging and safety lines
- 7) Harness - to be used at all times when going overboard to tighten shroud lines, using bathroom, and in all emergency conditions
- 8) Use Caution when using outboard
- 9) Fishing - Keep calm, keep inexperienced crew out of the way, use gloves and designate certain crew to handle gaff.
- 10) Use buddy system while bathing in front of canoe, otherwise use aft compartment where you can be seen at all times.
- 11) Water will be rationed and controlled by the Captain
- 12) No standing on rail
- 13) Danger that may cause man over board procedure - cleaning of the solar panels - use caution

PERSONAL ILLNESS: PREVENTION

The most important health care on a long sea voyage of the type being undertaken is that which you give yourself.

We are in the habit of practicing many aspects of preventive medicine on a daily basis and for this reason, most of us remain healthy. When we forget these preventive measures or practice them incorrectly we have many highly trained specialists at our disposal who can correct problems that occur as the result of these lapses. Therein lies the major difference between your current circumstances and those of a long sea voyage. Although there may be a physician on the voyage he/she will nonetheless be limited by the supplies and facilities at hand. Medical problems that would normally be considered "minor" in nature can assume major significance in this setting - all the more tragic if they were preventable.

The following recommendations are designed to help make you aware of potential problems and assist you in preventing them.

1. ACCIDENTS. Although you will be well acquainted with the craft by the time of the voyage, complacency may sometimes set in. Your greatest enemy (statistically) is accidental injury. Be aware of your surroundings at all times with respect to potential trouble. Moving booms, hatches or doors, ropes, pulleys and the movement of the sea are all potential injurious agents if you are not alert. When you have an assigned duty - stay alert - for yourself and others. When you are able to relax or take time to contemplate - stay in an area that removes you from potential injury and does not present a risk to others.

2. DIET. The diet for the voyage will consider palatability but it will also be designed for good nutrition and adequate intestinal motility. Before you decide to "pass" on a given part of the diet - find out why it was included and whether or not there is an adequate dietary substitute aboard. You may wish to make exceptions to some of your eating habits under the circumstances.

3. SALT & WATER INTAKE. The body must always maintain an adequate balance and amount of these 2 elements for your continued health and well being. The amount of water available for consumption on this trip by necessity will be limited. A person loses salt through sweating.

Most foods contain adequate amounts of sodium (the essential ingredient in salt) to meet your basic needs. Your kidneys can cut sodium loss to nearly zero through the urine. You will, however, continue to lose sodium by sweating.

As a guide, food salted to taste will probably suffice for your basic need for sodium except in times of extreme heat, humidity and calm during which, periods extreme sweating may require increased salt and water intake. Remember that excess use of salt will be of no benefit but rather increase thirst unnecessarily followed by loss of both the salt and water through the kidneys.

4. SKIN CARE & PROTECTION: (See #5 for eyes, ears & mouth). There are three aspects to general skin care. Care of normal skin, protection from environmental hazards, and care for injured skin.

First of all, assuming no assaults from the surroundings, skin needs consistent attention. A daily cleansing will not only make you a more likeable shipmate on a small vessel but also decrease the number of bacteria and fungi (normally found on skin and in hair) available to contaminate wounds and to develop into spontaneous infections. Although you will probably use salt water by necessity to do most cleaning use a small amount of fresh water to rinse as often as possible, particularly in areas of chafing or rubbing and the "crotch" area.

Wear clothing that does not fit tightly. T-shirts should not rub under the arms; the same is true for halter or bikini tops. Shorts for men and women should fit loosely and should be made of fine or soft material such as light cottons that will not cause abrasions where they rub the skin. Jockey type shorts for men which have elastic in the leg seams should be avoided. All covered areas, particularly the "crotch" area and feet should be kept as dry as possible and even exposed to sunlight for brief periods if need be. You may wish to avail yourself of a talcum powder or cornstarch to promote dryness and decrease rubbing and chafing in the areas of skin folds.

An important adjunct to skin care is the care of your clothing. To keep the numbers of bacteria and fungi at a minimum, clean your clothes frequently with an effective soap. Once washed, the clothing should be rinsed thoroughly to avoid the possibility of residual soap causing rashes or skin irritation. Prolonged drying in the sun with the garment turned inside out will further eliminate bacterial and fungal growth.

Protection of your skin from environmental hazards is critical for your continuing comfort and ability to share your responsibility aboard the vessel. The major threats to you on this voyage are sun, wind, rain and injury.

Black, brown or white we all sunburn - less so with continued exposure - but the possibility always exists. You should wear adequate protective clothing to suit your coloring and previous exposure. All persons should have an adequate liquid sunscreen to be used in accordance with skin color and previous exposure. There are many sunscreens available on the market. Presun is an excellent protector for intermittent use where high protection is needed consistently (the big red nose!!). Uval is a good intermediate sunscreen affording some protection and some tanning. Sundear, RVP and Blackout are examples of sunscreens that will be of no value to you. Consider the use of a hat to protect face, head and neck. Remember! A sunburn is not only painful but injured skin is more susceptible to injury and less resistant to infection.

Wind and rain are less of a threat but skin that stays wet too long becomes cracked, macerated and quite susceptible to infection. When weather dictates, protect yourself from unnecessary exposure to the elements through the proper use of protective, waterproof clothing and footwear.

Finally, you need to protect your skin against unnecessary injury. Your feet are particularly susceptible because of your weight and the distance from your likely area of visual concentration (i.e., not watching where they're going). Because the deck is an uneven surface with planks and bamboo (splinters!) you should at least consider the option of wearing a light, well-ventilated deck shoe that will prevent unnecessary cuts and splinters. This same footwear might serve 2 purposes in that it may be worn as a reef or coral boot when exploring shallow waters when you reach your destination.

When injury does occur, fastidious attention to detail should keep disability and discomfort to a minimum.

Sunburn can only be treated with a lotion or oil to decrease discomfort and minimize chafing. Only time will heal the malady. You may wish to use zinc oxide ointment as special further protection for the lips and nose.

Skin wounds should have all foreign material removed (splinter, dirt, glass, etc.) and be cleansed as well as possible. The wound should then be cleaned with an antiseptic such as Iodine and then closed or covered with a sterile gauze dressing. Remember no wound can heal with foreign material in it. Failure to clean a wound and maintain it that way can result in abscess or blood poisoning, a potential life threatening illness and it can begin in the smallest scratch or insect bite!

5. EYES, EARS & MOUTH. These merit special attention because of the obvious implications of injury to these organs.

For the eyes a good pair of sunglasses (or two) should be standard to protect from the extreme exposure that is encountered. A good quality glass, particularly polarized, should be used. You may wish to use sunglasses that fit securely or that have a safety string to keep them from falling. They will afford you the added protection of stopping foreign objects from striking you in the eyes as well.

If a foreign object does get into the eye it should be thoroughly washed with fresh water and covered then medical attention should be sought.

When in the water, some type of glass (mask or lenses) should protect your eyes at all times from the irritation of the salt water. These serve the added function of allowing you to better visualize where you are in the water (walking or diving) and also keep an eye on your friendly neighborhood carnivores.

For the ears there is only one bit of advice: Unless otherwise instructed by medical personnel keep everything out of your ears and keep them dry. The small scrapes that occur in the ear with such objects as Q-tips and bobby pins are a great starting place for infection.

For the mouth 2 things should be kept in mind. The lips are susceptible to sun and wind and the astute sailor always carries a supply of chap stick (used liberally) to prevent chapping and to protect chapped lips from the wonderful tingle of the salt air. Second, frequent brushing of teeth with a medium or soft brush will help to prevent dental cavities, infection and gum disease. This too will assure that you remain a compatible traveling companion in close quarters! Dental floss should be used to assure the removal of food particles from between teeth in areas that the brush cannot reach.

6. FOOD CONSUMPTION. It is only common sense but worth remembering - Don't consume food on the trip or at your destination that may be spoiled - it is definitely not worth the risk. The most practical application of this might be in the avoidance of "scombroid" poisoning. When trolling, if you are fortunate enough to catch a member of the tuna family it should only be eaten fresh since a specific type of Histamine intoxication can occur from early spoilage that is not detectable by the usual means of smell and taste. The results are dismal if short-lived, i.e., diarrhea, cramps, rapid heart rate, rash, itching, and so on. There are a number of other considerations when eating reef fishes that will not be addressed here.

The nature of the food on the trip will be developed for adequate nutritional content and regularity in bowel function. A certain amount of constipation and diarrhea is to be expected due to the new environment, schedule and food; this should not be cause for distress and examining the diet may reveal that you are avoiding items that you should be consuming. As mentioned previously you may avoid something provided for which there is no adequate substitute on board and we would encourage participation in the diet provided.

7. IMMUNIZATION & MEDICATION. Immunization - specifically Tetanus and Diphtheria (the D/T shot) should be up-to-date.

If you take other medications on a chronic basis, an adequate, water-tight supply should accompany you on the trip and the PVS should be aware of special medical problems that might require special consideration on a voyage of this nature.

Complications of exposure

A. Sun

1. Sunburn

- Besides the usual symptoms of redness and pain, may get swelling of ankles, wrists, eyes.
- Systemic reactions: headache, fever, chills, weakness, nausea, malaise.
- Treatment: avoid further exposure, cool compresses, topical analgesic ointment or lotion.

B. Heat

1. Heat cramps

- Cause : follow prolonged exertion in high temperatures, period of increased perspiration without fluid replacement or consumption of unsalted water in large amounts.
- Symptoms : severe, painful cramping pain in abdomen, arms, legs
- Treatment : cool, airy spot
salted water
cool compresses
massage

2. Heat exhaustion

- Cause : dehydration
loss of body salt
- Symptoms : pale face
cold clammy skin
profuse sweating
weakness, fainting
nausea, vomiting
- Treatment : cool, airy, shady place
feet raised slightly higher than head
salted water, if conscious
recovery time may be as long as a week

3. Heat stroke -- a medical emergency

- Cause : prolonged sun exposure plus excessive exercise
heat regulatory mechanism of the body malfunctions
- Symptoms : sudden onset
dizziness, fainting
hot, dry skin; face flushed; no sweating

MEDICAL PROBLEMS AND INJURIES

A. Procedures applicable to all medical emergencies

1. Assess nature and seriousness of the emergency
2. Plan before acting
 - know where medical supplies are
 - know what is available and who can use it
3. Treat victim on the spot whenever possible. Do not move him unless absolutely necessary or until you believe it's safe to do so. (Need to assess consciousness and possibility of spinal injury first.)
4. Make victim comfortable (shade, air, loosen clothes)
5. Look for signs of shock.
 - occurs to some degree in all injuries, but can be life-threatening.
6. Treat the following first
 - heartbeat stopped
 - breathing stopped
 - profuse bleeding
7. Treat injury and shock simultaneously.
8. Don't hesitate to call for help.

B. Cardio-pulmonary arrest

1. CPR (cardio-pulmonary resuscitation)
 - includes mouth-to-mouth breathing and external cardiac massage.

C. Shock - failure of circulation

1. Gauses: severe blood loss, dehydration, infection, fractures, excessive exposure to heat or cold, heart attack, stroke, etc.
2. Indications
 - skin moist, clammy, ashen or bluish
 - eyes glassy with vacant stare; anxious
 - breathing shallow and irregular or rapid.
 - pulse rapid and weak
 - victim can be anywhere from restless to unconscious
3. Treatment
 - CPR if necessary
 - control hemorrhage if necessary
 - keep patient lying down with feet elevated
 - prevent loss of body heat
 - give fluids by mouth if conscious
 - treat basic injury

- D. Bleeding - internal , external
1. External - control is the key
- direct pressure
 - pressure points
 - tourniquet

2. Internal - following a blow or fall. Difficult to
diagnose.
+.slow or sudden development of shock
- dull pain or fullness in abdomen

Supplemental reading

The Cruising Sailor's Medical Guide by

Nicholas C. Stone, M.D. + Elisabeth C. Phillips, R.N.

EMERGENCY PROCEDURES AND RESPONSIBILITY

Page Two
EMERGENCY PROCEDURES (continued)

Procedure for Lowering Sails

1. Crew must have knowledge of all running gear
 - a. Sheets
 - b. Triesting lines
 - c. Primary halyards
 - d. Secondary halyards
 - e. Lower halyards
 - f. Shroud on after mast
 - g. Collar on mast foot
2. Crew must be able to:
 - a. Identify lines
 - b. Know the purpose of the lines
 - c. Know how to operate the lines
3. Steps to Lower Sails
 - a. Slack sheets
 - b. Triest sails (main first)
 - c. Clear all running lines (halyard and collar on foot)
 - d. Lower mizzen first
 - e. Slack shroud on mizzen
 - f. Lower main second
 - g. Secure sails on deck

THE DECISION TO LOWER THE SAILS WILL BE MADE BY THE NAVIGATOR,
CAPTAIN, WATCH CAPTAIN

Fire

1. Two fire extinguishers loaded aft
2. One located in the compartment adjacent to the galley.
3. Class A Fires - Ash, wood, fiberglass (not electrical,
not oil)
USE BUCKETS OF WATER
4. Class B Fires - Radio and battery compartments, fuel
tank storage area
USE FIRE EXTINGUISHER

Medical Evacuation

1. Procedure by the physician on board

Page Three
EMERGENCY PROCEDURES (continued)

Safety Officer

1. Responsibilities of the working order of fire equipment, bilge pumps, all safety gear and safety lights
2. All gear placed logically as indicated by the Captain
3. All gear must be recorded in the manifest
 - a) where located
 - b) working order

ALL SAFETY GEAR MUST BE EASILY ACCESSIBLE AND
IN WORKING ORDER!

3/28/86

STORM CONDITIONS

1. Partially or fully triesting sails
2. Lowering and changing sails
3. Lower sails and "heave to"
 - a. "heave to"
 - b. Sea anchor (bring bow or stern into the wind)
 - c. Storm sails (to put wind on quarter to get headway and steerage way.

Dangers

1. Capsizing
2. Canoe breaking apart
3. Flooding
4. Being washed overboard

Capsizing Procedures:

1. Bow into wind - sea anchor
2. Run before the wind - storm sail forward
3. Adjusting weight
4. Keeping water out of hulls

Canoe Breaking Apart Procedures:

1. Using rope collars to support hulls to iakos (weak point is the "wai" as it is secured to the hull)

Flooding Procedures:

1. Keep hulls pumped, especially #1 and #7 port and starboard
2. Keep hatches secured
3. Keep a check on water level in all compartments

Prevent Being Washed Overboard:

1. Put on life preserver
2. Secure to vessel with safety line
3. If necessary to enter water, will use mast and snorkel that will be provided.

3/28/86

DRILLS TO BE PRACTICED:

1. Man overboard
2. Lowering and changing sails
3. Fire
4. Pumping compartments

3/28/86

POLYNESIAN VOYAGING SOCIETY

BOX 19000-A / HONOLULU / HAWAII 96817

SUGGESTED CLOTHING

- 4 light weight cotton t-shirts
 - 4 light weight cotton shorts
 - 3 light weight long sleeve cotton t-shirts
 - 4 small thin bath towels
(not hand towels)
 - 1 set rainwear jacket and pants
(This can be obtained at Gaspro.)
 - 1 pancho liner (to be used as a cover for sleeping)
 - 1 tekna water-proof flashlight
(uses D size batteries)
 - 2 sunglasses
 - 2 hat or cap
 - 1 deck shoes (your preference)
- personal toiletries



VOYAGE OF REDISCOVERY

- 35 1 RING BOOY — 12-12-84
- 2 TYPE 2- PERSONAL FLOTATION DEVICE
CHEST 30-52
- 18 ADULT JIM BOOY
- 4 WHITE WATER CONTAINERS
- 1 PLASTIC SQUARE CONTAINER / CHAIN 15' / 2 SMALL SHAKLES / 2 LARGE SHAKLES
- 1 LARGE BLUE/GRAY STORE BIN — 2 GUNS PORT BEANS EXTRA — BLUE CUPS — HAND TOWEL
SANKA COFFEE PACKAGE
- 1 LARGE WHITE STORAGE BIN — 2 GUN TUNA, HAND TOWELS, CHOPING TOOL — PASTA DRESSING
TEG KETTLE, POT — COVER — CHOP STICK
- 1 WHITE BUMPER
- 1 WHITE 5 GAL BUCKET
- 1 WAX — SAIL THREAD — THREAD REMOVER BROWN HANDLE
SIX (6") INCH GUM PAPER ROLL, 2 RIGHT HAND SEWING GLOVE
1 GREEN SAIL MAKERS TOOL BAG
1 RED SAIL MAKERS TOOL BAG
1 BLACK PLASTIC SPIKE
1 WOOD SPIKE
1 180 GRAM WAX NYLON
1 PACKAGE WAX 1 OSBORNE — ARCH PUNCH
1 AWL — SEWING NEEDLE — W WOODEN HANDLE
2 LARGE METAL SPIKE 10MM SPIKE BOTH W WOODEN HANDLE
- 3 METAL ANCHORS — ALL W CHAIN — 20 SWIRLS
- 2 ROPE NETS
- 1 MAN OVER BOARD TOOL / PRESERVER (REPLACEMENT) WITH LIGHT
- 1 RED SAIL BAG W WHITE SAIL
- 1 WATER PUMP — (REPLACE)

[illegible]

* **WARNING NOTICE:** The unauthorized removal of Agricultural Seals is a violation of 7 CFR 330.110 and is punishable by fine and imprisonment (17 U.S.C. 1500a).

I FULLY UNDERSTAND THE SAFEGUARDS PRESCRIBED ABOVE 17 SIGNATURE (Responsible Ship's Officer) 	18 TITLE Capt.	19 DATE 10/11/17
--	-------------------	---------------------

23. REMARKS

NO PASSENGERS

25 OFFICER'S SIGNATURE

Form 7
Sec. 35
Reg. 24



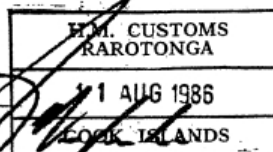
COOK ISLANDS CUSTOMS

CERTIFICATE OF CLEARANCE

Port of ..RAROTONGA...., Cook Islands

THIS IS TO CERTIFY THAT ...HARRY A. H......
Master or Commander of the ...HOKULUA.....
burthen ...8..... registered tons (net), navigated with ...12....
men,V.S...... built, and bound for ...FAFETE, TAHITI.....
having on board stores as per stores list, cargo as per bills of lading,
passengers as per passenger list, crew as per crew list, has here
entered and cleared his said ship according to law.

GIVEN under my hand at the Customhouse at the Port of ..RAROTONGA..
in the Cook Islands this11..... day of ..AUGUST.....
one thousand nine hundred and eighty ..SIX.....



162. Collector of Customs.

Form 1
Sec. 31
Reg. 18

Cook Islands Customs
GENERAL DECLARATION

		<input type="checkbox"/> Arrival	<input checked="" type="checkbox"/> Departure
Name of Ship FOKULEA	Type of ship Cargo	Port: Date: Time of Arrival/Departure 11 AUGUST 86	
Nationality U.S.	Name of Master Harry A. Ho	Port Arrived from/Port of Destination	
Port: Date: Number of Registry		Name and Address of Ship's Agent FOKYNESIAN VOYAGING SOCIETY P.O. BOX 19000 - A HONOLULU, HAWAII 96817	
Gross: Net Tonnage 8	Length: Beam 60' : 4"		
Tonnage of all Cargo Laden in/for the Cook Islands			
Brief Particulars of Voyage (previous and subsequent ports of call; underline where remaining cargo will be discharged)			
Number of Crew (incl. Master) M: 12 F: 6		No. of Passengers: 1 - Dis/embarking 2 - In Transit 1: 6 2: 2	
Remarks			
Attached Documents (indicate number of copies)		I hereby declare that this declaration and the attached Cargo Manifest is	
Cargo Manifest	Stores List	(a) ARRIVAL:- a true and correct report of the ship and her lading, and that the bulk has not been broken, nor any goods delivered out of the said ship since her departure from <u>ATITAKA</u> ...	
Crew List	Passenger List, the last place of loading, except at ..	
Search List*	Transit Passenger List*	(b) DEPARTURE:- a true and correct account of all goods shipped or intended to be shipped on board the abovenamed ship, and is correct in all other particulars.	
Firearms List*	Clearance from Last Port*	(Delete either (a) or (b) whichever is NOT applicable)	
For Official Use.		11 AUGUST 86 Harry A. Ho Date Master (Owner, or Agent)	

Notes for the Completion of the Cargo Manifest

- Each port of lading and destination must be shown separately.
- Arrival - The cargo for each port must be separately shown, and headed with the port of destination. Every line specified on the bill of lading shall be separately set out on the Cargo Manifest.

* Only on arrival

ENTERED/CLEARED	H.M. CUSTOMS RAROTONGA
.....	11 AUG 1986
Officer of Customs	COOK ISLANDS Date Time

COMPARTMENT
INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: WEIGHT FOR MISS. ITEMS ON Helicopter

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
SUZUKI GENERATOR	1	WT. 60#
RADIO BOX W/ RADIOS, BATTERIES, HAND HELD, ETC.	1	WT. 320#
GALLET BOX W/ STOVES ONLY	1	WT. 160#
GALLET EQUIPMENT: POTS, PANS, DISHES, ETC.	2	WT. 370#
TOOL BOX AND TOOLS	1	WT. 60#
COCKER W/ SEA ANCHORS	1	WT. 45#
BRUCE ANCHOR W/ CHAIN LEADERS	1	WT. 72#
DANFORTH ANCHOR W/ CHAIN LEADER	2 ^{EACH} WT. 54#	WT. 108#
JOHNSON 40 HP ENGINE	1	WT. 165#
OMC GAS CANS (GAS/OIL MIX)	2 ^{EACH} WT. 28#	WT. 56#
RED PLASTIC GAS CONTAINERS	2 ^{EACH} WT. 24#	WT. 48#
JIM BOYD LIFE JACKETS	12	WT. 15#
JIMBOFF YELLOW LIFE JACKETS	13	WT. 24#
WATER CATCHMENT (WHITES).	1	WT. 25#
BLUE TARPS	2	WT. 22#
THERMO REST BED ROLLS (7 FULL 3 HALF)	10	WT. 25#
SWISS ARMY SLEEPING MATS (GREEN)	12	WT. 16#
PLYWOOD SLEEPING PLATFORMS	10	WT. 20#
MAN-OVERBOARD EACUET W/ LINE	4 ^{EACH} WT. 28#	WT. 112#
MAN OVERBOARD PDK W/ ^{HORSE SHOE} BUOY	1	WT. 15#
CAMERA BOXES	2	WT. 150#

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 1 / STARBOARD SIDE
TAHITI - RANGI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUGS NOS. 26 THRU 33 40 GALLONS WT. = 340 #	8	3-23-87
FOOD & SUPPLIES (BELOW DECK)		
RICE WT. = 10 # EA. / 50 #	5	3-24-87
CRACKERS WT. = 6 # EA. / 24 #	4	
COFFEE WT. = 32 #	1	
TANG / ORANGE JUICE	1	
FRUIT PUNCH MIX	1	
HOT CHOCOLATE MIX	2	
MILKO SOUP	2	
SYRUP	1	
JAMS & JELLIES	1	
KETCHUP	1	
CHOCOLATE PUDDING	3	
VINEGAR, TOBACCO, SALT & PEPPER	1	
FRIED ONIONS	1 BOTTLE	
PROANE TANKS (FUEL) 30 # EA. WT. = 72 #	2	3-26-87
NOTE: LOAD FROM DUCKS @ KAUAI (LOADING TAKEN TO 3-28-87)		
* ADDITIONAL WATER (ON DECK)		
40 GALLONS WT. = 425 #	10	

MOVED ABOVE
COMPARTMENT

INSTITUTIONAL AND ACADEMIC

DESCRIPTION	NUMBER OF UNITS	DATE
WATER TUGS NOS. 34 THRU 37 20 GALLONS WT. = 170#	4	3-23-87
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY # 1 WT. = 30#	2	3-23-87
DAY # 3 WT. = 28#	2	}
DAY # 5 WT. = 33#	2	
DAY # 7 WT. = 33#	2	
(FOOD) TOTAL WT. = 124#	(8)	

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 3 / STARBOARD SIDE
TAHITI - KANGI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUGS NOS. 38 THRU 41	4	8-23-87
20 GALLONS WT. = 170 #		
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY # 9 WT. = 30 #	2	8-23-87
DAY # 11 WT. = 32 #	2	}
DAY # 13 WT. = 29 #	2	
DAY # 15 WT. = 31 #	2	
(FOOD) TOTAL WT. = 122 #	(8)	↓
MEDICAL GEAR:		
COOLER (ABOVE COMPARTMENT) WT. = 30 #	1	8-25-87
BUCKET (5 GAL. SIZE) WT. = 5 #	1	↓
BOX (TUPPERWARE) WT. = 2 #	1	
NOTE: RADIO BOX W/ RADIOS, BATTERIES		
HAND HELDS, ETC. ON DECK		
OUTSIDE COMPARTMENT NO. 3		
WT. = 220 #		

829#

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 4 / STARBOARD SIDE
LIST OF ITEMS: TAHTI - RANGI - HAWAII

[illegible]

248¹¹

COMPARTMENT
INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 6 / STARBOARD SIDE
LIST OF ITEMS: THHTI - RAKETI - HAWNI

[illegible]

COMPARTMENT
INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 1 / PORT SIDE
TAHITI - RANGI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUSS NOS. 1 THRU 5 40 GALLONS WT. = 340#	8	3-23-87
FOOD & SUPPLIES (BELOW DECK)		
RICE WT. = 10# EA. / 30#	5	3-24-87
CRACKERS WT. = 6# EA. / 24#	4	
COFFEE WT. = 40#	1	
LEMONADE MIX	1	
MAYONNAISE	1	
HOT CHOCOLATE MIX	2	
MISO SOUP	2	
TEA	1	
SYRUP	1	
JAMS & JELLIES	1	
KETCHUP	1	
CHOCOLATE PUDDING	2	
DRIED ONIONS	1 BOTTLE	
SUGAR	1	
CREAM	1	
BUTTERED JELLY	1 TERN	
PROPANE TANKS (FULL) 36# EA. WT. = 72#	2	3-26-87
NOTE: LOAD FROM DECK @ RANGI (LOADED TANKS 3-24-87)		
* ADDITIONAL WATER (ON DECK)		
50 GALLONS WT. = 425#	10	

ADDED ABOVE
IN COMPARTMENT
TANK @
3-26-87.

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: No. 2 / PORT SIDE
LIST OF ITEMS: TAITI - RANAI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUSS NOS. 9 THRU 12 20 GALLONS WT. = 170 [#]	4	3-23-87
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY # 2 WT. = 33 [#]	2	3-23-87
DAY # 4 WT. = 31 [#]	2	}
DAY # 6 WT. = 31 [#]	2	
DAY # 8 WT. = 28 [#]	2	
(FOOD) TOTAL WT. 123 [#]	(8)	
SAILS: WT. = 130 [#]		3-26-87
WORKING MAIN / TAHITI - RARO # 2	1	
WORKING MAIN / HAWAII - TAHITI # 3	1	
SPARE WORKING MAIN # 4	1	
WORKING MAIN / RARO - N.I.Z. # 5	1	
LIGHT AIR MAIN # 7	1	
NEW LIGHT AIR MAIN # 8	1	
GIANT MIZZEN # 9	1	

423th

DOCUMENTS CAPTIVEN

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUGS NOS. 13 THRU 16	4	3-23-87
15 GALLONS WT. = 128#		
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY #10 WT. = 32#	2	3-23-87
DAY #12 WT. = 33#	2	}
DAY #14 WT. = 30#	2	
DAY #16 WT. = 30#	2	
(FOOD) TOTAL WT. = 125#	(8)	

2173*

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: No. 4 / PORT SIDE
TAHITI - PANGI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUGS, NOS. 17 thru 19	3	3-23-87
15 GALLONS WT = 128#		
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY # 19 WT. = 28#	2	3-23-87
DAY # 20 WT. = 31#	2	}
DAY # 22 WT. = 30#	2	
DAY # 24 WT. = 29#	2	
(FOOD) TOTAL WT. = 118#	(8)	↓
JOY DISH WASHING LIQUID WT. = 8#	3 - BOTTLES	3-25-87
TIDE LIQUID CLOTHES DETERGENT	2 - BOTTLES	}
SMALL SPONGES FOR WASHING DISHES	6 - SPONGES	
SCUBA PADS (GREEN)	6 - PADS	}
DRINKING WATER ALTERNATIVE	10 - BOTTLES	
SAILS: WT. 90#		3-26-87
STORM MIZZEN (MED.) # 23	1	
STORM MAIN (MED.) # 24	1	
STORM MAIN OR MIZZEN (LARGE) # 25	1	
STORM MAIN OR MIZZEN (LARGE) # 26	1	
LIGHT AIR MIZZEN # 27	1	
LIGHT AIR MAIN # 28	1	
NOTE: GALLEY BOX W/STOVES AND COOKING EQUIPMENT ON DECK		
WT. = 142#		

SUPPLIES ON
BACK SHELF

244#

COMPARTMENT INVENTORY LIST

COMPARTMENT NUMBER AND SIDE: NO. 5/ PORT SIDE
LIST OF ITEMS: TAHITI - RANGI - HAWAII

LIST OF ITEMS:

DESCRIPTION	NUMBER OF UNITS	DATE
WATER JUGS: NOS. 20 THRU 22 15 GALLONS WT. = 128#	3	3-23-87
FOOD & SUPPLIES (BELOW DECK)		
FOOD / DAY #26 WT. = 32#	2	3-23-87
DAY #28 WT. = 33#	2	}
DAY #30 WT. = 29#	2	
DAY #32 WT. = 30#	2	
(FOOD) TOTAL WT. = 124#	(8)	✓
SAFETY EQUIPMENT:		
MARINE DISTRESS KIT WT. = 10#	1	3-29-87
OWN FLARE SIGNAL KIT	1	}
OWN PARACHUTE FLARE KIT	1	
A P.E. SEALED BEAMS FOR LARGE FLASHLIGHT WT. = 20#	1	3-29-87
B P.E. "D" SIZE BATTERIES FOR RESERVE FLASHLIGHTS	1	}
C P.E. "C" SIZE & "A-A" BATTERIES AND LIGHT BULBS	1	
D P.E. WATER LIGHTS AND STRIPS LIGHTS AND BATTERIES	1	}
6 VOLT BATTERIES, PERSONAL LIGHTS, BULBS	1	

MALL
INTERWARE
OXES

11 TUPPERWARE
20X

280

DOCUMENTS & MATERIALS

DESCRIPTION		NUMBER OF UNITS	DATE
WATER JUICE NOS. 23 THRU 25 15 GALLONS WT. = 128 [#]		3	3-23-67
FOOD & SUPPLIES (BELOW DECK)			
FOOD / DAY # 34	WT. = 28 [#]	2	3-23-67
DAY # 36	WT. = 32 [#]	2	{
DAY # 38	WT. = 33 [#]	2	
DAY # 40	WT. = 32 [#]	2	
(FOOD) TOTAL	WT. = 129 [#]	(8)	↓
TOILET PAPER (4 ROLLS PER) WT. = 2 [#]	5 PACKAGES (A 22 ROLLS)		3-25-67

POLYNÉSIE FRANÇAISE

PORT AUTONOME

DE PAPEETE

PERMIS DE SORTIE
(CLEARANCE)

Délibération N°81/17 du 5.2.81 Art.6 portant règlement général de
Police des Ports Maritimes et des Rades de Polynésie Française.

Nom du CAPITAINE : THOMPSON CHARLES

Commandant le Navire : HOKULEA

Port d'attache : HONOLULU

Nationalité : USA

Jauge Brut : Tonneaux

s'étant conformé aux arrêtés locaux et n'ayant suscité contre lui aucune
plainte, est autorisé à quitter le Port de PAPEETE avec son Navire
le 31.03.87 à 14 heures pour se rendre

à : RANGIROA. MARQUISES. HAWAII
Papeete, le 30.03.87
Le Capitaine de Port.


TANU

POLYNESIE FRANCAISE

 CIRCONSCRIPTION TERRITORIALE
 DE LA POLICE DE L'AIR
 ET DES FRONTIERES

 POSTE de PAPEETE

REPUBLIQUE FRANCAISE

 Liberté - Egalité - Fraternité

PORT de PAPEETE, le

DECLARATION DE DEPART DEFINITIF D'UN NAVIRE DE PLAISANCE
 (Departing Declaration of Pleasure Vessel)

NOM DU NAVIRE :
 (Name of the vessel)
 DATE DE DEPART DE TAHITI :
 (Departing date from Tahiti)
 ITINERAIRE :
 (Itinerary)

PAVILLON :
 (Flag)

DATE PREVUE DE SORTIE DE POLYNESIE FRANCAISE :
 (Sailing date from French Polynesia)

LISTE DES PERSONNES A BORD (Persons on board)

NOM ET PRENOMS Name and Given name	DATE ET LIEU DE NAISSANCE Date & Place of birth	NATIONALITE Nationality	QUALITE Quality
...../.....			
CONRAD Stanley	NOTA: Ils embarqueront à l'escale de RANGIORA.		
PITMAN Tua			
STROUP Dixon			
HUMKIN Eni			
TAUPAMAHU Sione			
GUEST:			
JOHNSON Roy			
KYSELKA Wil			
SNIDER Carey			
LARSON Chuck			
AAPON Young			
Signature du Capitaine (Captain Signature)			

RESERVE AU SERVICE :



POLYNESIE FRANCAISE

 CIRCONSCRIPTION TERRITORIALE
 DE LA POLICE DE L'AIR
 ET DES FRONTIERES

 POSTE de PAPEETE

REPUBLIQUE FRANCAISE

 Liberté - Egalité - Fraternité

PORT de PAPEETE, le

DECLARATION DE DEPART DEFINITIF D'UN NAVIRE DE PLAISANCE
 (Departing Declaration of Pleasure Vessel)

NOM DU NAVIRE :
 (Name of the vessel)

PAVILLON :
 (Flag)

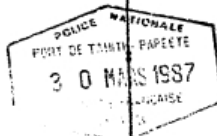
DATE DE DEPART DE TAHITI :
 (Departing date from Tahiti)

ITINERAIRE :
 (Itinerary)

DATE PREVUE DE SORTIE DE POLYNESIE FRANCAISE :
 (Sailing date from French Polynesia)

LISTE DES PERSONNES A BORD (Persons on board)

NOM ET PRENOMS Name and Given name	DATE ET LIEU DE NAISSANCE Date & Place of birth	NATIONALITE Nationality	QUALITE Quality
..... PAOA Melvin BERTLEMANN Clayton FORSEITH Wallace KAHOOHALAHALA Solomon	NOTA: Ils quitteront le navire à l'escale de RANGIROA.		



Signature du Capitaine
 (Captain Signature)

[Handwritten Signature]

RESERVE AU SERVICE :



POLYNESIE FRANCAISE
 SERVICE DES DOUANES
 (CUSTOMS OFFICE)

DECLARATION EN DOUANE
 (CUSTOMS DECLARATION)

- ENTREE N°:
 (ENTRY)

- SORTIE N°:
 (EXIT)

Y A C H T D E P L A I S A N C E

Nom du navire : HOKUKA
 (Yacht name)

Nationalité : U.S.A
 (Flag)

Propriétaire : POLYNESIAN
 ou capitaine VOYAGING SOCIETY
 (Owner or captain)

Adresse : POOD-A
 (Address) HONOLULU, HI 96819

Profession : ARCHITECT
 (Occupation)

But du voyage : EXPERIMENTAL
 (Reason of the trip)

Port d'attache : HONOLULU, HAWAII
 (Registered port)

Port de provenance : FAKARUA
 (Last port of call) COOK ISLANDS

Port de destination : HONOLULU, HAWAII
 (Next port)

Jauge brute : 12 TONS
 (Gross tonnage)

Jauge nette : 9 TONS
 (Net tonnage)

PROVISIONS DE BORD

- 1- (For how long do you have food aboard)
- 2- (Quantity of tobacco, cigars and cigarettes)
- 3- (Quantity of bottles of spirits, wine and beer)

1- FOOD AND WATER 40 DAYS

2- NONE

3- NONE

ARMES ET MUNITIONS DETENUES A BORD
 (Weapons and ammunitions aboard)

NONE

PACOTILLES (Stock list)
(Search list)

A débarquer :
(To land)

En transit :
(In transit)

Plantes :
(Plants)
NONE

Animaux - Oiseaux :
(Animals - Birds)
NONE

MATERIEL DU BORD
(Equipment)

LIST ATTACHED

MARCHANDISES (Débarquées)
(Embarquées)
(Disembarked)

Je soussigné :
(I undersigned)

Lucy A. H.

certifie la véracité des déclarations ci-dessus.
(certify the veracity of the above declarations)

. . . 30th . . . le 30th . . . 194

POLYNESIE FRANCAISE

 CIRCONSCRIPTION TERRITORIALE
 DE LA POLICE DE L'AIR
 ET DES FRONTIERES

 POSTE de PAPEETE

REPUBLIQUE FRANCAISE

 Liberté - Egalité - Fraternité

PORT de PAPEETE, le 30 MARS 1967

DECLARATION DE DEPART DEFINITIF D'UN NAVIRE DE PLAISANCE
 (Departing Declaration of Pleasure Vessel)

NOM DU NAVIRE : HOKULEA
 (Name of the vessel)

PAVILLON : AMERICAIN
 (Flag)

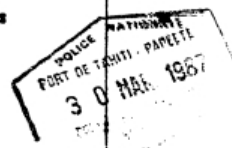
DATE DE DEPART DE TAHITI : 31.03.67
 (Departing date from Tahiti)

ITINERAIRE :TAUHIRA(TAHITI).RANGIROA.NUKU EIWA.HAWAII
 (Itinerary)

DATE PREVUE DE SORTIE DE POLYNESIE FRANCAISE :14.04.67
 (Sailing date from French Polynesia)

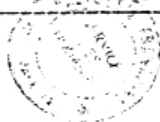
LISTE DES PERSONNES A BORD (Persons on board)

NOM ET PRENOMS Name and Given name	DATE ET LIEU DE NAISSANCE Date & Place of birth	NATIONALITE Nationality	QUALITE Quality
THOMPSON Charles Nainoa	II	AMERICAINE	CAPT.
WATSON Clifford	WAYNE	"	CREW
TONGG Michael Ala n	II	"	"
BAYBAYAN Chad	"	"	"
JONES Elisa	"	"	"
TAUOTAHA Finerata	"	FRANCAISE	"
TAUPU Teikiheepo	OHAE	"	"
<u>RESERVE</u>			
AH HEE Abraham			
AIU Patrick			
BERTELMANN Milton			
BLANKENFIELD Bruce			



Signature du Capitaine
 (Captain Signature)

RESERVE AU SERVICE :



POLYNESIE FRANCAISE

 CIRCONSCRIPTION TERRITORIALE
 DE LA POLICE DE L'AIR
 ET DES FRONTIERES

 POSTE de PAPEETE

REPUBLIQUE FRANCAISE

 Liberté - Egalité - Fraternité

PORT de PAPEETE, le

DECLARATION DE DEPART DEFINITIF D'UN NAVIRE DE PLAISANCE
 (Departing Declaration of Pleasure Vessel)

NOM DU NAVIRE :
 (Name of the vessel)

PAVILLON :
 (Flag)

DATE DE DEPART DE TAHITI :
 (Departing date from Tahiti)

ITINERAIRE :
 (Itinerary)

DATE PREVUE DE SORTIE DE POLYNESIE FRANCAISE :
 (Sailing date from French Polynesia)

LISTE DES PERSONNES A BORD (Persons on board)

NOM ET PRENOMS Name and Given name	DATE ET LIEU DE NAISSANCE Date & Place of birth	NATIONALITE Nationality	QUALITE Quality
...../.....			
CONRAD Stan.ey	NOTA: Ils embarqueront à l'escale de RANGIORA.		
PITTMAN Tua			
STROUP Dixon			
HUNKIN Eni			
TAUPEAMUHU Sione			

GUSST:			
JOHNSEN Rey			
KYSEIKA Wil			
SNIDER Carey			
LARSON Chuck			
AAPON Young			

Signature du Capitaine
 (Captain Signature)

RESERVE AU SERVICE :



POLYNESIE FRANCAISE

 CIRCONSCRIPTION TERRITORIALE
 DE LA POLICE DE L'AIR
 ET DES FRONTIERES

 POSTE de PAPEETE

REPUBLIQUE FRANCAISE

 Liberté - Egalité - Fraternité

PORT de PAPEETE, le

DECLARATION DE DEPART DEFINITIF D'UN NAVIRE DE PLAISANCE
 (Departing Declaration of Pleasure Vessel)

NOM DU NAVIRE :
 (Name of the vessel)

PAVILLON :
 (Flag)

DATE DE DEPART DE TAHITI :
 (Departing date from Tahiti)

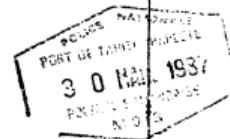
ITINERAIRE :
 (Itinerary)

DATE PREVUE DE SORTIE DE POLYNESIE FRANCAISE :
 (Sailing date from French Polynesia)

LISTE DES PERSONNES A BORD (Persons on board)

NOM ET PRENOMS Name and Given name	DATE ET LIEU DE NAISSANCE Date & Place of birth	NATIONALITE Nationality	QUALITE Quality
.... / PACA Melvin BERTELMANN Clayton FORSEITH Wallace KAHOOHALAHALA Solomon	NOTA: Ils quitteront le navire à l'escale de RANGIROA.		
Signature du Capitaine (Captain Signature)			

RESERVE AU SERVICE :



- ✓ Flare guns
- ✓ chain 20 ft 1/4 shackles
- ✓ fenders. 4 large
2x6
- ✓ batteries/strobe lights
- ✓ c batteries for running lights
- ✓ pick up cooler at gil's house

9- U BATT
'D' BATT -

Scrapers
FENDERS -

PORT 3

Port - 1 - 0

Port - 2 - 500' 3/4" , 500' 1/2" O.R. , 500' 1/2" O.R. -
2 - Cont. 1 5 - 100' to

- 3 - 0

PORT 4 -

TOAC Box - O.K.

Star in RC's T/S

6 - 500' Jugs

400' 3/4" BWD OAC -

100' 3/4" Poly with 100' 1/2" 100' 1/2"

1 - new ramp

PORT 5

SW -

2 - Cont. w/ 500' 1/2"

#6 - 0

#7 - 0

STB 3

- #1 - 100' H₂O hose
- #2 - 4 - white storm sails
- #3 - 2 Brown sails

STB 4

- 22 Adults - PFD
- 4 Child - PFD

STB 5

10

SAIL INVENTORY

ON DECK -
GALLY

TOOL BOX

- 12/23 -

RADIO BOX

ND 115

Core house L2.1

SMH - BOX

VIDEO BOX

FLAME LT.

1 - Point LT used BATT

HOUSE OF REPRESENTATIVES
FOURTEENTH LEGISLATURE, 1987
STATE OF HAWAII

H.C.R. NO. 237

HOUSE CONCURRENT RESOLUTION
FOR YOUR INFORMATION

REQUESTING THAT THE GOVERNOR AND THE MAYORS OF HAWAII,
HONOLULU, KAUAI AND MAUI PROCLAIM THE MONTH OF MAY 1987 AS
HOKULE'A MONTH.

WHEREAS, Hokule'a, a double-hulled voyaging canoe was
launched in 1975 as Hawaii's contribution to the nation's
Bicentennial Celebration; and

WHEREAS, Hokule'a sailed successfully to and from Tahiti
in 1976 guided only by the stars and ocean currents; and

WHEREAS, that historical Pacific voyage was the first of
its kind in more than 500 years and hailed as one of the events
that generated the Hawaiian Renaissance; and

WHEREAS, the fact that Polynesians traveled throughout the
Pacific by design was finally established and the remarkable
feats of these ancient peoples were given due recognition
throughout the world; and

WHEREAS, for more than a decade thereafter Hokule'a
continued long distance voyaging between Hawaii and other
Pacific Islands; and

WHEREAS, to continue its search for new knowledge
Hokule'a again left Hawaii in 1985 to visit Pacific Island
nations that are believed to be the homelands of Hawaii's first
settlers; and

WHEREAS, these Hokule'a voyages have expanded the body of
knowledge of the many aspects of Polynesian migration and
earned a place in history; and

WHEREAS, it is expected that the new knowledge and information gained from these recent Hokule'a voyages will enhance the existing body and understanding of Polynesian literature, navigation and culture by Pacific Island students both young and old; and

WHEREAS, a positive by-product of the Hokule'a voyages has been its ability to reestablish historical and cultural ties with our Pacific Island cousins and to promote a special relationship between the State of Hawaii and Polynesia; and

WHEREAS, Hokule'a once again embarked on a 1600-mile island-hopping "Voyage of Rediscovery" to Polynesia on July 10, 1985 from Miloli'i on the Big Island; and

WHEREAS, Hokule'a will complete its voyage in May, 1987 and formally land at the sacred site of Kualoa on Oahu where it first entered the ocean; and

WHEREAS, there will be celebrations to welcome Hokule'a home and acknowledging the contributions of those men and women who helped to make this important voyage a reality and a success; and

WHEREAS, these celebrations will be a special tribute to acknowledge the spirit of ho'olako during the 1987, Year of the Hawaiian; now, therefore,

BE IT RESOLVED by the House of Representatives of the Fourteenth Legislature of the Regular Session of 1987, the Senate concurring, that the Governor of Hawaii and the Mayors of Hawaii, Honolulu, Kauai, and Maui are requested to proclaim the month of May 1987 as Hokule'a Month in recognition of the significant historical, scientific, educational and cultural contributions of voyages of the double-hulled canoe Hokule'a; and

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to the Governor of Hawaii and the Mayors of Hawaii, Honolulu, Kauai and Maui.

OFFERED BY:

Virginia Isbell

REB BENINGER

Grace Hummer

Peter F. Cepo

Mike Caputo

David T. Shum

John B.

Donald

HOUSE RESOLUTION

FOR YOUR INFORMATION

REQUESTING THAT THE GOVERNOR AND THE MAYORS OF HAWAII,
HONOLULU, KAUAI AND MAUI PROCLAIM THE MONTH OF MAY 1987 AS
HOKULE'A MONTH.

WHEREAS, Hokule'a, a double-hulled voyaging canoe was
launched in 1975 as Hawaii's contribution to the nation's
Bicentennial Celebration; and

WHEREAS, Hokule'a sailed successfully to and from Tahiti
in 1976 guided only by the stars and ocean currents; and

WHEREAS, that historical Pacific voyage was the first of
its kind in more than 500 years and hailed as one of the events
that generated the Hawaiian Renaissance; and

WHEREAS, the fact that Polynesians traveled throughout the
Pacific by design was finally established and the remarkable
feats of these ancient peoples were given due recognition
throughout the world; and

WHEREAS, for more than a decade thereafter Hokule'a
continued long distance voyaging between Hawaii and other
Pacific Islands; and

WHEREAS, to continue its search for new knowledge
Hokule'a again left Hawaii in 1985 to visit Pacific Island
nations that are believed to be the homelands of Hawaii's first
settlers; and

WHEREAS, these Hokule'a voyages have expanded the body of
knowledge of the many aspects of Polynesian migration and
earned a place in history; and

H.R. NO. 400

WHEREAS, it is expected that the new knowledge and information gained from these recent Hokule'a voyages will enhance the existing body and understanding of Polynesian literature, navigation and culture by Pacific Island students both young and old; and

WHEREAS, a positive by-product of the Hokule'a voyages has been its ability to reestablish historical and cultural ties with our Pacific Island cousins and to promote a special relationship between the State of Hawaii and Polynesia; and

WHEREAS, Hokule'a once again embarked on a 1600-mile island-hopping "Voyage of Rediscovery" to Polynesia on July 10, 1985 from Miloli'i on the Big Island; and

WHEREAS, Hokule'a will complete its voyage in May, 1987 and formally land at the sacred site of Kualoa on Oahu where it first entered the ocean; and

WHEREAS, there will be celebrations to welcome Hokule'a home and acknowledging the contributions of those men and women who helped to make this important voyage a reality and a success; and

WHEREAS, these celebrations will be a special tribute to acknowledge the spirit of ho'olako during the 1987, Year of the Hawaiian; now, therefore,

BE IT RESOLVED by the House of Representatives of the Fourteenth Legislature of the Regular Session of 1987, that the Governor of Hawaii and the Mayors of Hawaii, Honolulu, Kauai, and Maui are requested to proclaim the month of May 1987 as Hokule'a Month in recognition of the significant historical, scientific, educational and cultural contributions of voyages of the double-hulled canoe Hokule'a; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the Governor of Hawaii and the Mayors of Hawaii, Honolulu, Kauai and Maui.

OFFERED BY:

Ingrid Isbell
REB BEUMER
Quenching

Peter K. Gys
Mike Gys
Walter Shaw
247
B. J. Dagle

Remarks for Myron B. Thompson,
President, Polynesian Voyaging Society
Hokule'a Homecoming, Saturday, December 5, 1992

Aloha. Aloha kakou.

This is an historic day. To be in this place again -- a place so sacred that even Kamehameha dipped his sails in deference to its mana -- is spécial in its own right. But to be here to again welcome home a group of voyagers bringing new strength and new mana to Hawaii and our children adds even greater meaning to this occasion.

As I look at Hokule'a and its crew, I am reminded of something I read about our people a long time ago. The late Sir Peter Buck, renowned Maori anthropologist, wrote:

The old world created by our Polynesian ancestors has passed away....The stone temples have been destroyed and the temple drums...have long been silent.

Hokule'a, 2

Sir Peter Buck would be happy to know now that the drums of the Polynesian islanders have rung again. In September of 1992 at the marae or heiau of Taputapuātea, following Hokulea's arrival at the sacred island of Raiatea, Tahiti, the drums of the Polynesian triangle sounded after nearly 700 years of silence.

Crew member Billy Richards recalled that as Hokule'a approached, a large mano -- shark -- showed up alongside. A white bird flew by the canoe, followed by a black bird. And as Hokule'a and her crew passed through the kapu/sacred pass to Raiatea, the naia, dolphins, showed themselves off the bow, guiding the canoe through the reef.

Hokule'a, 3

Nainoa directed the crew to paddle Hokule'a to a spot in the lagoon to be anchored. We didn't know it at the time, but later a Tahitian informed us that Hokule'a was anchored directly over an ancient marae which had been covered by the rising ocean over these many centuries.

Then as we were being guided to the marae on shore, the heavens opened. As Billy described -- the rain was different -- it was heavy and gentle at the same time. A Tahitian lady called the raindrops tears of happiness. For the drums again rang out as we again came together as a family of the canoe. The family of the Pacific. The Family of Maui.

Hokule'a, 4

And so, since 1975 -- when Hokule'a first left the sacred grounds of Hale o Keawe of Honaunau -- we have, to coin a phrase from Nainoa, we have "sailed in the wake of our ancestors." We have found ourselves through the rediscovery of our voyaging cultural heritage.

We have factually documented that the voyaging cultural heritage of our ancestors has a prideful place in the annals of positive, human achievement.

Hokule'a, 5

Since 1975 -- when Hokule'a left Honaunau -- as we sailed in the wake of our ancestors, our archaeological experiment involved a whole bunch of people from all over the world. The list is extensive. It includes corporations, governmental institutions and private individuals who will be named soon. I would like to mention a few now:

A neighbor of Nainoa's in Keei, Hawaii, shows up at Nainoa's house in a beat up rusty station wagon - bringing the food for "the boy and his crew" -- bananas, papaya, Hawaiian oranges.

A man who stops me on the road, who says, "Nainoa and them can use the roll of rope I have for them. please take it to them and take the two extra life vests I have for the children who will sail on Hokule'a."

Hokule'a, 6

And the man who stopped at a stop light, next to Nainoa's car -- who said -- "Hey Bra -- here's my phone number if you need my truck, call me up -- I like kokua."

(all of us here and those who could not be here)

The story is endless, everyone involved in this Sailing in the Wake of our Ancestors wanted to make a positive contribution and we have -- mahalo nui loa. Thank you very much.

Yes -- Sir Peter Buck -- the Drums of Polynesia have beat again. And they will continue to beat, for the silence has been broken.

Hokule'a, 7

Our crew, with the support of many who value having all peoples being able to find a prideful place during their lifetime on earth, are appreciative for having the opportunity to participate in this project of Discovery and Rediscovery.

Today we are able to pass on to our na 'opio, our children of the future, an important part of their heritage. We pass on to our No Na Mamo not only what we have documented about our prideful heritage. We pass along to future generations an important process for how anyone can achieve creativity for themselves. And we pass along the insistence that we must continue to Sail in the Wake of our Ancestors.

Hokule'a, 8

We first set sail in 1975 from Honaunau. From a place where our ancestors worshipped and lived and learned. From a place where the 'iwi of many of our kupuna still lie buried. Less than a week ago, Hokule'a returned to that place. And we have learned many of the things our ancestors knew. We have discovered much about those who came before us, and through that, we have rediscovered much about who we are as a people.

Hokule'a, 9

Hokule'a brought these lessons back to Honaunau to assist us and No Na Mamo to take care of our 'ohana, a family which includes not only our people, but also our environment. And from Honaunau, Hokule'a today brings these lessons -- this legacy of knowledge, understanding and pride -- to this sacred place of Kualoa.

After 700 years of silence, the drums of the Pacific peoples are ringing again. We have touched our roots and they are stronger. From the lessons of Hokule'a, No Na Mamo will know in whose wake they are sailing. And the drums of our people will again beat in their hearts. We have shown them a way to find the true identity their people are seeking.

03 December, 1992

To: Liz
From: Ernette 
Re: Astronauts' Schedules and Local Contact Numbers

The following are some numbers for Lacy Veach and Steve Maclean:

Lacy Veach

ue

Steve Maclean

Bill Shepherd

otel

Liz -- I am in the process of revising the Veach's reservations for their return flight. They have indicated that they would like to leave Honolulu on the 12/11 or 12/12. I need to confirm this date with Lacy when I speak to him.

HOKULE'A -- ASTRONAUT VISIT TO KAMEHAMEHA

Coming to Kamehameha

- a. Lacy Veech (Punahou graduate) - astronaut
 - b. Bill Sheppard - astronaut
 - c. Steve McClain - astronaut (may join us for some of the presentations)
 - d. Gordon Piiianaia - Hokule'a captain
 - e. Hokule'a crew members --- Gordon Piiianaia will find out if crew members can join in the presentations.
- Nothing will be there most I believe*
g

Monday, December 7

principal Tony Ramos
morning

host Rhude Thompson

The astronauts meet in Tony Ramos's office at 10:30 am

lunch

Lunch at Akahi

Opportunity for students to stop by and talk, and an opportunity for autographs.

afternoon

12:12 -

Period 6,7, and 8 Have three or four classes signed up as an audience at Midkiff listening-viewing area. Other selected students could attend by Blue Slips, and free students could drop by. Teachers could have students write up questions ahead of time. Mr. Veech has a VHS mission video he can show.

X after school

Voluntary assembly in the Auditorium for grades 9-12. This way all interested students would get a chance to hear the astronauts and Hokule'a crew members. The Auditorium would be able to handle whatever size group.

Presentation on career opportunities in aerospace, aviation, science, and support services. Question and answer period following the presentation.

TUESDAY, DECEMBER 8

Kahele Kukea , elementary school principal

host - Brad Cooper

morning

10:30 - 11:15 assembly for k-3 students

lunch

lunch at unit K-6

afternoon

1:30-2:15 assembly for 4-6 level students

after school



Voluntary K-12 faculty meeting in _____ . time _____

Presentation for faculty to show relevance of subject areas to career development in science, aerospace, aviation and various support services. In addition, information to be given on staff development available through NASA through the N.E.W.M.A.S.T. programs and National Science foundations. These presentations will also give practical applications in specific course areas in addition to possibilities of interdisciplinary projects.



late afternoon (4-6 pm)

Reception hosted by Dr. Chun for astronauts, Hokule'a crew members participation in school presentations, and invited guests.

Invite the Nanakuli teacher that is helping students with space programs.

Wednesday, December 9

principal Stan Nagatani
morning

host : Solomon Ford

7:40 - 8:25 and 8:32- 9:17 AM

Back to back 7th and 8th grade morning assemblies in Keawe Gym.
320 students per class sitting on one side of the gym.

Presentation on "Navigation by the Stars, Navigation among the Stars."

Educational preparation needed by navigators at sea as well as students going into
aerospace . Open discussion on daily operations of the Hokule'a and the shuttle.

9:27 - 10:12 AM meet with the Young Astronauts Club

About 40 students. Twenty six of these students will be going to Space Camp in
March. Show the Newton's Laws video and look at their rocket building projects.

Done at Kamehameha

ASSEMBLY AT PUNAHOU in the afternoon

RECEIVED AS SHOWN

HONOLULU/HOUSTON

FLIGHT ITINERARY FOR:
BILL SHEPHERD

DATE	FLIGHT	DEP	TIME	ARR	TIME	COMMENTS
Thursday 12/03	CONTINENTAL #1065	Houston	3:38p.m.	San Francisco	5:48p.m.	
	CONTINENTAL #15	San Francisco	7:15p.m.	Honolulu	10:45p.m.	

OVERNIGHT ACCOMODATIONS: Royal Hawaiian Hotel
One (1) night - December 3**
** Hotel advised of a late check-in.

Lacy Veach to pick you up at hotel and take to HNL Airport.

DATE	FLIGHT	DEP	TIME	ARR	TIME	COMMENTS
Friday 12/04	ALOHA ISLAND AIR #1236	Honolulu	3:45p.m.	Molokai	4:15p.m.	

Nainoa Thompson or designate will meet you @ airport.

ACCOMODATIONS: Royal Hawaiian Hotel
December 5-10, 1992
Expenses charged to KS/BE

CAR RENTAL: Alamo
December 5-10, 1992
Car must be picked up @ airport.
Expenses charged to KS/BE

INBOUND FLIGHTS

DATE	FLIGHT	DEP	TIME	ARR	TIME	COMMENTS
Friday 12/11	CONTINENTAL #4013	Honolulu	8:15a.m.	Houston	10:55p.m.	

Brickwood Malihini Maika'aina'e Galuteria

• Honolulu, Hawaii 96817 • Phone: [REDACTED]

Hokule'a Welcome Home Draft Program

Saturday December 5, 1992

- 9:00am Hokule'a approaches beach. Pu is sounded from Hokule'a by Keoni Nunes. Sam Kaal responds. This procedure should be repeated 2 more times while a pahu sounds a steady beat (Manu Boyd). Hokule'a reaches Beach. Canoe is secured.
- 9:30 Crew disembarks. Keli Taua points out area to stand. Welcome chants (oli aloha) presented by Keli Taua, Manu Boyd & Kaiani Akana. Hokule'a Historians of each leg. Three historians of the canoe will be: 1) Dennis Chun 2) Keone Nunes 3) Frank Hewett (representing Carlos Andrade). Note: Waiia will run chanters out to canoe.
- 10:00 Remarks by Kahu David Kaupu (Ecumenical message).
Waiia Elementary School performs. Kahu gives blessing.
- 10:15 Keli Taua leads Crew to designated eating area on lauhala mats.
Bert Barber begins traditional food ceremony. Keli Taua assists.
- 10:45 Mama Lani Kalama lifts kapu, offers closing chant, and leads crew members to designated area where they will meet and settle with their families. King Intermediate lines the path and sounds the pu as crew passes.
- 11:00 Formal Program begins. Brickwood Galuteria is Master of Ceremonies.
King Intermediate assembles around the stage area and everyone sounds pu upon signal. Each blower then walks through crowd individually sounding pu.

Narration begins... Kahiko: Keli hula - Haku Hula Olono - Kumu Hula
Olono A'i.

Narration... Kahiko: Teens - Lehua Dance Company - Kumu Hula Kaulana
Kasparovich.

Narration... Kahiko: Young adults - Haku Hula o Kawaiaulu - Kumu Hula
Chinky Mahoe.

1. Welcome Address by Myron Thompson: President/PVS
2. Punana Leo PreSchool performs
3. Governor John Waihee represented by Wendall Silva
4. Waiuu Elementary School performs
5. Mayor Frank Fasi's representative TBA
6. Nanakuli Intermediate School performs
7. Introduction of Astronauts with one spokesperson for the group
8. Kamehameha Schools performs.
9. Nainoa Thompson introduces Hokule'a Crew and gives Closing Remarks

12:30

Entertainment Program begins.

Brickwood Galuteria introduces Melveen Lead.

Pandanus Club joined by Melveen Lead, Palani Vaughan
and Chad Pashon.

1:30

Olomana

2:15

Henry Kaponu sings two numbers: "Sailing" & "Friends".

2:30

Makaha Sons of Niihau

3:30

Pau

2/07/92

08:40

808 842 8411

PRESIDENT'S OFC.

002/004

12-6-92

HOKULE'A -- ASTRONAUT VISIT TO KAMEHAMEHA DEC. 7-9, 1992

Coming to Kamehameha

- a. Charles Lacy Veach (Punahou graduate) - astronaut
- b. Bill Shepherd - astronaut
- c. Steve McLean - astronaut (may join us for some of the presentations)
- d. Gordon Piianaia - Hokule'a captain
- e. Hokule'a crew members

Monday , December 7

principal : Tony Ramos host : Rhude Thompson
Principal's office phone number 842-8350

morning

The astronauts meet in SMITH OFFICE with principal Tony Ramos and host Rhude Thompson at 10:30 AM.

lunch

Early lunch at Akahi

afternoon

period 6 (12:12 - 12:57), period 7 (1:04 - 1:49), period 8 (1:56 - 2:41)

Presentation to about 60 students from selected classes in the Listening-Viewing area of Midkiff each of these three periods. Mr. Veach has a mission video he can show. Time for questions and answers.

after school (2:50 - 3:30)

Voluntary assembly in the Auditorium for grades 9-12 students. Students will have a chance to hear the astronauts and Hokule'a crew members.

Presentation on career opportunities in aerospace, aviation, science, and support services. Question and answer period following the presentation.

TUESDAY, DECEMBER 8

Kahele Kukea , elementary school principal host - Solomon Ford
morning

Meet in the Elementary School office at 10:00 AM.
10:30 - 11:15 assembly for k-3 students AV equipment - video and slides

lunch

lunch at unit K-6

afternoon

1:30-2:15 assembly for 4-6 level students AV equipment - video and slides

after school

3:15 - 4:00 Voluntary K-12 faculty meeting in Midkiff Listening -Viewing Area

Presentation for faculty to show relevance of subject areas to career development in science, aerospace, aviation and various support services. In addition, information to be given on staff development available through NASA through the N.E.W.M.A.S.T. programs and National Science foundations.

late afternoon (4-6 pm)

Reception hosted by Dr. Chun at his house for astronauts, Hokule'a crew members participating in school presentations, and invited guests.

12/07/92 08:41

808 842 8411

PRESIDENT'S OFC.

004/004

Wednesday, December 9

principal : Stan Nagatani

host : Brad Cooper

morning

Meet in Stan Nagatani's office at 7:15 AM.

Assemblies 7:40 - 8:25 and 8:32- 9:17 AM

Back to back 7th and 8th grade morning assemblies in Keawe Gym.
320 students per class sitting on one side of the gym.
Presentation on "Navigation by the Stars, Navigation among the Stars."
Educational preparation needed by navigators at sea as well as students going into
aerospace . Open discussion on daily operations of the Hokule'a and the shuttle.

AV equipment: video with four monitors set up in the gym

9:27 - 10:12 AM meet with the Young Astronauts Club at the Intermediate Learning
Center

About 40 students. Twenty six of these students will be going to Space Camp in
Huntsville in March. Show the Newton's Laws video and look at their rocket building
projects. AV equipment : video and monitor.

Done at Kamehameha

ASSEMBLY AT PUNAHOU in the afternoon

12/07/92 08:40 808 842 8411

PRESIDENT'S OFC.

001/004



KAMEHAMEHA SCHOOLS/BERNICE PAUAAHI BISHOP ESTATE

EDUCATION GROUP
PROGRAM SERVICES DIVISION
KAPALAMA HEIGHTS DRIVE, E. HAWAII

TELEFAX COVERSHEET

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law.

If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.

If you have received this communication in error, please notify us immediately by telephone and return the original message to us at the above address by the United States Postal Service. Thank you.

DATE: 12/7/92

TO: Trustee Thompson

FAX NO. 536-6895

FROM: Tony Ramos

Number of Pages of transmission, including this coversheet: 4

Special comments or instructions:

Pinky, this is an updated version of
entertainment unit.

Our telefax number is (808) 842-8411. If you encounter any difficulty in this transmission, please call (808) 842-8231

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

TELEFAX TRANSMITTAL

DATE: 09 December, 1992

TO: Mr. Myron Thompson
(Guest)
c/o Channel Inn Hotel

FAX #: (202) 863-1164

RE:

Liz: 12/13/92
For your
files.
Ernette

COMMENTS: Please hold for Mr. Myron Thompson's arrival. Thank you.

SENDER: Ernette Yim

Kamehameha Schools/Bishop
Communications Division
567 S. King Street, Suite 301
Honolulu, Hawaii 96813
Phone: (808) 523-6368

TOTAL PAGES INCLUDING THIS PAGE: 10

Transmitted by:

12/09/92 11:34



001

*** ACTIVITY REPORT ***

TRANSMISSION OK

TX/RX NO.	2220
CONNECTION TEL	912028631164
CONNECTION ID	
START TIME	12/09 11:21
USAGE TIME	12'38
PAGES	10
RESULT	OK