

Interview with Terry Causey
Newport CA, April 2015

Stephanie: Well, before I ask you any questions, do you have stuff on your mind that you wanted to talk about?

Terry: No

[S & T laughing]

S: Well that makes it easy

T: No, not really. No, I don't. I, no, I, uh. You know, it was a very successful voyage and a very successful sail helping, supporting Hokule'a cross the Tasman, so, I feel very good about that. And, so, I'm glad that I was able to join in and help with that. I'm happy to be back home, but I have no thoughts about how it would have ever been done differently. It just was what it was, so it turned out to be a good trip.

S: Mmhmm, how was it sailing with Steve again?

T: The same [laughs]. Steve is, and Cheryl, are reliable, constant in terms of their relationship, in terms of their handling the boat, in terms of keeping the boat clean and organized, and having decent meals, and maintaining the crews you know and having the watch schedules. And Steve is always sometimes up on every watch just to check on things so he's always aware of what's going on. And he likes to be woken up if there's some changes or anything that needs his attention. So, he's a very attentive captain which is fine and as he should be, and, so, our relationship has been one of respect and we've had a lot of fun, and we love sailing and we like sailing together, 'cause he has a lot of experience. And I've gained a lot of experience so we rely on each other for that type of support.

S: Is he the more experienced of the two of you?

T: He's probably been doing it longer than I have, he's sailed to Hawaii on Gershon 1 with his first wife. And I, you know, I messed around with boats and I was mainly on fishing boats out of Newport Beach for many years and ever since I was a little kid so we, our relationship with the ocean has been steady, but different. How we grew up and stuff. And his sailing experience started earlier, in terms of blue water sailing, than mine.

S: Yeah, no, you talked about that, that's true. Yeah, and so... But that changes the dynamic between you guys, he's sort of more, he's always more the captain and when the two of you are together kind of thing?

T: Well not really, I got my captain's license and he had to follow my orders and listen to me. And I had my opinions and my ways of doing things. And they weren't that much different from the way he would do things and his attention to everything. And his vigilance on what people were doing and how the boat was acting and I always kept a clean safe boat and that's what he does.

S: Yeah, no, I admire the way you guys are and the way that you work together and I think it's really nice. And it's a nice example for a lot of things.

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T: He's very knowledgeable about the weather, about navigation, and all that, but I am too, but he might a bit more anxious about it at times. I sort of take it in stride, I'm not as hyper-vigilante as he is sometimes, but it's just, it's not that we do things without knowledge, and without back up, it's just that our personalities are different.

S: Yeah, I'm going to change tack for a minute.

T: Good, that's welcome.

S: We don't need to go into any deep analysis on that one.

T: Thank you.

S: But I was wondering if you wanted to talk about... I want to talk about the history of this cargo boat that Brad's now running in the Line Islands. How did that whole... You unraveled that history for me back when you and I got together in the end of December, and explained well – originally it was Nancy that had the line, but Brad had been doing this before in someplace else. Anyways, I wonder if you just could go through that whole explanation one more time.

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T: Yeah, Nancy and I were partners in the Goodewind and we had a contract with the University of Hawaii. And we were starting to do a contract with the University of Cambridge, taking scientists from Papeete Tahiti out to Pitcairn Island. And retrieving other scientists that were already out there and bringing them back. At the same time, Nancy had an opportunity to purchase Brad's cargo sailing vessel the Edna, that he had been doing work with, doing pocket trading from here and there in different places. He'd been doing it on the East Coast out of Suriname, bringing lumber out of Suriname up to Martha's Vineyard and up to Maine for boat builders. And he would take orders and he know, he had contacts in Suriname to be able to do that. But then he decided to come to the Pacific and started doing it. But, he ran into some personal issues, problems, that forced him to have to put the Edna up for sale and then Nancy was excited about getting into that work. It was a bit more, it was a larger project and I think she was ready for a larger project at that time. And I think she really saw the value of running cargo between these smaller islands out there that were isolated and needed the goods and the transportation. So, she took over the Edna and started working out of Rarotonga, and supplying mainly the southern Cooks. Also she'd move up to the Northern Cooks, and Fanning Island, and Christmas Island, and Washington Island, but mainly she was in the southern Cooks. The Edna unfortunately ran into a problem on Achu Island. She was anchored there. They're high islands, so they're very deep all the way close to shore. And she had anchored and she had about 80 tons of concrete that they hadn't unloaded, and at about one in the morning an unseasonable cyclonic, part of a cyclonic condition, hit them and took them by surprise and ran the boat before they could un-anchor or get the engine started or anything. Ran her into the reef and then she broke in half and then sank.

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T: Luckily no one was lost, but the ship was lost and that was the end of Edna. But that didn't discourage Nancy, she wanted to continue doing this type of work, so she came back to Hawaii and put together a partnership. And I got involved with this, along with another man named Masa, who had been running a fishing ketch out of Honolulu and bringing fish back to Oahu. he helped facilitate us finding a school ship. It was a longline training vessel for students that they found in Yokohama. So, they decided to go ahead with the purchase. She needed a lot of work, they did lots of work on her, fixed her up, and then moved out of there. But basically, she was a cargo vessel, a motor vessel, they may have, I forget whether they had a sail on her, a steadying sail on her, or what, but Brad had rigged the Edna as a sailing boat, even though she was a Baltic trader that he found in Norway.

S: The Edna, you mean?

T: The Edna, yes.

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T: The one that Nancy found in Yokohama we named that Avatapu, and that boat was mainly a power cargo vessel, a converted longline school ship. About similar in size, over 120 feet, and she loaded up. In Japan, there's not much of a used car trade. I think used cars are mainly sold off island and most people buy new cars there, so she bought up a whole bunch of used Toyotas and different smaller cars and in fact a limousine. And she sailed it to Tonga, where she set up shop and started selling cars from the wharf, which the government was not particularly fond of. But, anyway, they ended up selling all the vehicles and then moving on to Rarotonga. The Avatapu did work and she registered the, documented the vessel in Rarotonga in the Cook Islands and started doing shipping out of there. And she would work mainly the Southern Cooks, but she would work up to the Northern Cooks and up to the Line Islands as well and up to Honolulu from time to time and ship out of there.

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T: The Avatapu did fine, she was... you know, there's not a lot of profit in these things. But if you can break even and make a little of money extra, because what you're doing is you're providing a service for these islands. And also generating work for the local people and creating a trade that eventually might work into something even more profitable or better later on. But the initial one was just to create and start this trade up.

S: And so, let me go back though. So, you were saying that she started this to mostly work in the southern Cook Islands.

T: That's where most of the work was. It's not that she chose that to be specifically where most of the work was.

S: Where the work was... what does that mean?

T: That's where the trading was.

S: That's where people had money to trade and stuff to trade.

T: That's right.

S: So then how did, well, OK, I have 2 things I want to know. Well, I have more than that but, but so, how did the trade actually happen? I mean my assumption is that it had been a while before anybody had really done trading there...

T: No there were boats that did some cargo work. Nancy came in as competition. She would do it cheaper than some of these other boats that had been working there. It's a difficult place, the weather is fluky, and it is subject to cyclonic conditions. But she got a license from the government to do this trade and she would take orders as she would go the islands and post a sign and say that we would take orders for goods. And then people would order the goods. And then we would go to Rarotonga to buy the goods and then put them on board and then bring them and then sell them. Or we would take deposits or money from people for orders and then we would pick those up in Rarotonga and then bring those to Achu, Mangaya, Aitutaki, and then later Manahiki, Pukapuka and then Penrin would be the different islands they would work.

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S: And so, how, where did they get money from? Where do those guys on those tiny little islands get the money to buy the stuff that you were bringing?

T: Well, they have money either from their gov't jobs or tourism.

S: Oh, OK, and so what about the people on the Line Islands, where did they get money to buy things from you?

T: Very similar, at one time the Norwegian Cruise Lines was having to include Fanning as part of their route because of the Jones Act, and so they would dip down from the Hawaiian Islands to Fanning Island for a stop and they had set up a whole day resort there. And the people would

sell and make mats and other little goods that they would, could sell and also supply food and services to the tourists that would come there. Or gov't jobs, or fish that they would sell to the government boat that would come occasionally. But basically, eventually, on Fanning, for instance, they started up a seaweed growing business that grew this type of seaweed that is used as a stabilizer in hams and things called kergenin [?], and that would be mostly sold to China. And originally it used to go to Denmark because of their hams, but China was a big customer. So, that would generate income for the local people and then they would use that to buy flour and sugar and coffee and other goods.

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S: Mhm, OK. For some reason I had thought that you had told me that the current version of the boat, the Kwai, was able to bring items that the Line Islanders had to sell to Hawaii to sell them, and then that's how they generated their income to buy the stuff that Brad was bringing. Did I make that all up?

T: It happens in two ways. Let me go back too. The Fanning Island used to be owned by a British company, I forget the name. But they were run, Washington Island too, as a growing copra, which is coconuts that are dried— its dried coconut meat. And that would be used eventually in coconut oils and cosmetics and eating products and some cookies. Palm oil basically that would be used in a lot of products. And they would pick coconuts and let that dry, and then they would sell that to the cargo boats and that would generate income. The boats would come down and they would bring goods and they would use that as trade, or they would trade the copra for those goods. Or else they would sell the copra and they would have the cash to buy the goods. So, it happened in different ways. Eventually I think, the copra and the seaweed would generate cash and then they would use that in turn to buy the goods, and place orders eventually with Brad who came later with Kwai, but earlier with Avatapu with Nancy and buy the goods.

S: OK, and so I wonder if you can name from memory, I think you can, all of the islands that the Avatapu traded with?

T: Well in the Line Islands it would be Washington, Terrenia, Fanning, Tabuwarin, that's the Kiribati name. Kiribati is the nation that comprises the Line Islands and the Phoenix Islands and the Gilberts. The Gilberts, the capital, that's where the capital is, its Tarawa. Which is a famous location from WWII. But it covers about 2500 miles of Pacific and so the three main islands that they would trade with in Kiribati in the Line Islands would be Washington, Fanning and Christmas. In the Cooks, the northern Cooks that would be Penrin, Manahiki, Pukapuka and then in the southern Cooks that'd be Achu, Mangaya and Aitutaki.

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And also, Pommerston Islands, and Palmerston island is where Nancy would pick up crew. Because Palmerston, most of the Palmerstons were descended from a sailor, who lived on the island, married three ladies, had three separate families and most of the kids were raised as sailors that would work in trade and ships. And so, she had two or three Palmerston Island men working aboard the Avatapu.

S: And so, did she ever go beyond the Cooks?

T: No, no. She talked about, they would occasionally go to Fiji for a dry dock. But no, the trading was always strictly in the Cook Islands or Kiribati.

S: And, so, where is Rarotonga?

T: Rarotonga is in the Central Pacific. This is all central Pacific Islands. It's about roughly 23 degrees. But I can't remember exactly, but it's south of the equator. But it's an island that looks very much like Hawaii in terms of the foliage. But it's a small island, but it's the capital of the

Cook Islands. There's about 16,000 people in the Cooks and there's probably more Cook Islanders living in Auckland than in the Cook Islands. But, it's a fairly sparsely populated.

S: But, so, she traded in Rarotonga too.. 0:22:16.47

T: Well, yeah, and that's where the major ships would come in with the goods, so that's where she would ship out of. She would buy the goods or purchase the goods in Rarotonga and then, or the goods would be ordered and arrive in Rarotonga, and then she would ship them, and move out of there. And eventually, later on, out of Honolulu as well. So the main ports of export or departure would be Rarotonga or Honolulu and then either they would move north or south.

S: And so, what was the eventual fate of the Avatapu?

T: The Avatapu, well we had a relief skipper Eric that would take charge and relieve Nancy from skippering the ship. Nancy worked the Avatapu mostly, but every so often she would take a break and come back to Hawaii for personal reasons and she would have Eric, another man, to captain the boat. There was, while Eric was captain, unfortunately, a small fire, there was a small drip from the shaft that came down and dripped while she was running and unfortunately somehow that oil from there caught fire in the engine room and before they knew it there was a fire in the engine room and nobody could get down there. So they closed the fire door of the engine room and eventually the ship lost controls and there was no controls over slowing down the ship or stopping the ship and the ship, and so there was this fire in the engine room that was being fed by air that was obviously from vents that they had tried to stop up, that normally fed the diesel engine. But, so, the fire raged and started melting the caulking in the decks and then just got out of control, so they worked it out to abandon, to get the passengers off. They had passengers on board as well as the crew and they launched some dinghies and they had to do it from a moving vessel. I'm not sure about the speed, it wasn't going too fast, but it was going fast enough where they had to drag these boats alongside, load them up, and let people drift back. And eventually they got everybody off the ship.

S: Where were they?

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T: They were out off the Cook Islands, and they set off their eperb and notified the Australian, or New Zealand Coast Guard. So, they were in the water, the boats were in the water, they had abandoned ship, and the ship was on fire and moving. She was actually still moving. But they were in the water in lifeboats and dinghies for 30 hours before they were rescued.

S: Wow, and how many people?

T: I don't know. There was maybe about 8 or 9 crew and you know there might have been 20 passengers.

S: Well, if you don't mind dwelling on the details some more. Can you describe to me in a little more detail what the Avatapu was like as a boat?

T: Well she wasn't the prettiest thing in the world, you know, she was a converted longline fishing vessel that had been used, they had converted parts of the boat for mostly cargo and so she had a small galley in which, when I travelled aboard her, I told them I was taking over as cook, 'cause I wanted to have, I wanted to fix them some decent food. The local guys they liked to fry up pieces of meat. So it was a fairly straightforward, it was a working boat. So, she was not, you know, pristine and pretty and clean, and cleaned as you might think of a private yacht or anything. She's just a working boat.

S: Yeah, how long was she?

T: She was about 120 feet.

S: That's a big boat. And so how do you rig a sail on, what was the rigging like?

T: She really didn't have a – Avatapu was really not a sailing boat, it wasn't rigged for sailing that much. I think they had some kind of a mast and maybe a small sail that they could use, but she wasn't rigged like Edna, or later on like Brad's boat the Kwai.

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T: Or sailing downwind to save on fuel.

S: So, tell me about the Edna, if you don't mind.

T: The Edna, actually, there's pictures of the Edna at least in Yacht Interiors. There's a nice coffee table book called Yacht interiors and there actually is a picture of the Edna at least part of her interior in that book. She was nice, she was a working boat too, so she was fairly straightforward, nothing really fancy about her. But she was actually rigged for sailing, and she would, and basically that's the main thing, how you would rig these boats is to go off the wind or downwind to sail to save on fuel. 'Cause that's one of the most expensive, most, that's usually the biggest expense of running a cargo boat.

S: Yeah, and so how was she rigged, how was the Edna rigged and what did she look like?

T: I'm trying to remember, it's been a long time. She would've been rigged with a mainsail, with a jib, she might've had a topsail topsole(?).

S: Do you have any pictures?

T: Yes, but they're in my office in Kona, and so that's a long ways off from here

S: So did that have one mast?

T: She would've had one mast.

S: And so how many people would it take to sail?

T: Probably three or four to put up the sail. They had this donkey engine, this little deck engine that would be used for cargo work and stuff and they could use that to hoist sails, hoist the main.

S: And so, you were never on the Edna?

T: I was never on the Edna sailing. I was on the Edna quite a few times while she was at anchor or at wharf, but no I never sailed on Edna. The Avatapu, I did, I sailed on Avatapu out of Rarotonga to Achu and Mangaya Islands and did a run with her. The Kwai only at the dock was I on Kwai. So, not a lot, no.

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S: So, out of the islands that the Kwai is now sailing, all of them are the ones that... she's sailing the same route is that right as the Avatapu?

T: Yeah. The same route. She works out of Honolulu mainly, now and bringing goods to the Line Islands but she also services the northern Cooks and works her way down to the southern Cooks and then stops and works her way out of Rarotonga.

S: So, what are the challenges weather-wise in that part of the world?

T: Well you have your cyclonic seasons.

S: What's that? When is that?

T: It's June to November in the northern Pacific and in the southern Pacific it's, when would that be? That would be October, November to January. I'd guess February, something like that. Our wintertime but it would be their summertime down there. In fact, Sydney just had, I mean New Zealand just got hit, or almost got hit by a cyclonic Pam. Back there in January – in March that came and wiped out and badly damaged Vanuatu and it came straight down over the top of the North Island and went down to the East. But that just happened to March.

S: So, in addition to cyclone season... So OK, first of all, if I'm going in the end of August and I'm going right smack in the middle of cyclone season. If I'm going from Hawaii to the Line Islands which is the north Pacific..

T: Uh, yes. But, typically, the worst cyclones, or in the northern Pacific, hurricanes, would be more likely later in the season when the water temp, the surface water temperature is warmer. For instance, the worst hurricanes to hit Hawaii in recent memory would be in '82, would be Eva. And that happened in October of the year and then Aniki that hit in 92, that wiped out Kauai that hit in November of the season. So typically, what we see in the northern Pacific seems like the worst ones are in the latter part of the hurricane/typhoon season. And I would suspect that's probably true down south.

S: OK, so what are the other, aside from cyclones, what are the other difficulties about navigating that terrain that they are doing?

T: Well, they are, down through there, there are atolls, raised atolls, some low atolls. There are atoll islands so you have to make sure you keep a good, know your position and know your, and be careful about your approach to these islands. Mostly you need to stand off because the winds can change, there's nothing to, sometimes there's no real lee from the island aside from the surface because there's no real mountainous area to block the winds.

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T: It's just, you know, um, and working year round you do work during these cyclonic or hurricane seasons so you have to make sure you are aware of their path and their formations.

S: What do you mean? What does standing off mean?

T: Standing off means that you, instead of anchoring off an island, you maintain your position using the engine.

S: Oh, meaning that your sitting on a spot and then you're looking and like going back and forth is that what you mean?

T: Standing off means you're not on the island. Standing off means that you're just off, just outside. Just a quarter of a mile, even less than that probably. Just away from the island. you're just standing still, just maintaining a position.

S: And, so, just out of all the islands, which is the most fun out of all those islands? Which one do you like coming to the most?

T: Well, you know, it depends on—

S: Like from a sailing perspective, is there one that is more fun, like is there a harbor to sail into or I don't know, or maybe there's no difference..

T: Well I've done 11 sails down to Fanning Island. And Fanning Island I have a fondness for. It has an interior lagoon and an English pass that you can go into and you can go inside and get some protection from the surf and the waves and some stability and you can anchor inside in a somewhat protected area. So, my relationship with all the islands of course my – the one I'm most familiar with is Fanning Island, and so for me you know I'd say Fanning. But Rarotonga's a neat place, nice friendly people. Achu and Mangaia they're nice friendly people. We had a partner on Mangaya, or no, Achu Island, Achu Island we had a partner in the Avatapu, he was a business owner, ran a shop on Achu. We you know, working with the people and the Polynesians and the people throughout the area, they're all nice friendly people and so it just depends on the day who you meet and how the conditions are that determine like anywhere, how you like it. But I'm most familiar with Fanning, so that would be my choice.

S: But then out of all the other islands are there any whose approach or lack of harbor or anything like that make it sort of the least, or like the lowest on your list in terms of sailing to it?

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T: Well Washington Island there's no protected area so you have to stand off, there's no real good anchorage, so it's the most difficult, but some of the high islands aren't that easy either. So, you

know, they all, every place has its degree of challenges. But an island like Washington that really has no protection would be the most, the hardest to cope with. yeah, it takes the most attention.

S: And what's the worst weather-wise situation that you've sailed around those islands in?

T: The Line Islands, anything, you don't get cyclonic conditions or hurricanes below 10 degrees north or, I mean, you're relatively safe between 10 degrees north and 10 degrees south, except for squalls. And squalls you can get up to 15 knots of wind, so you know, you're relatively safe there from hurricanes or cyclones, but you know, if you get hit by a bad squall and you're not ready for it you can also incur damage. So, it just depends on the season, depends on the conditions, there's, when you're out there on the ocean there's always something to think about.

S: Yeah, I was just wondering if there was any incident that comes to mind when you think of weather in that region...

T: Well only, there was one. Coming back from Fanning Island you come through the convergence zone. And the convergent zone is where the N NE trades and S SE trades meet and there's a buffer zone, usually it's a, it could be narrow, it could take about a day to get through, sometimes it takes about three days to get through, depending, it could be narrow or wide. But going through there you get flat areas where there's no wind and then you get squalls where you can get intense amount of winds. So, if you're not ready you can get ripped, your sails, you can be flattened. You can, you know, find things happening. We went through one in which the winds increased and increased up to 50 60 knots and we had shortened sails down to a triple reef and we were dealing with some other issues at the time.

S: Where were you?

T: We were just N of Fanning Island. And we were heading back to the Big Island, but we were just north – about a day or so north of the Fanning. And the winds got so strong that the boat was OK because we were reefed down we didn't have a lot of sail up, but I looked up at the top of the mast and the top of the mast was glowing. It was St. Elmo's Fire, the whole top of the mast, the top of the mast was glowing green. And that's, St. Elmo's Fire is when water molecules are forced at such a velocity against a hard surface that they are split into positive and negative ions and they leave a glow, leave a static charge, so it's rather startling to see. And normally you only see that in a terrific storm, but we had a mini one at the time and that's what we saw.

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S: I remember when we were talking back in January, you were saying to me, well, you know, you just have to, you have this romantic view of the sea and it's really not like that, so what is that you don't want me to think about sailing?

T: Well, no, sailing is everything. Sailing can be romantic, sailing can be challenging, sailing can be dangerous, sailing can be, you know, peaceful. Sailing can be everything. Everything that a person can be sailing can be. It depends on your mood, the conditions, the type of boat you're on, the location. It's a whole bunch of ingredients. But one thing you can find, is that you can find times in which it's absolutely, incredibly beautiful and peaceful. And, so you have the opportunity to have this moment of ecstasy in which it's just absolutely charming and you're just, you're speechless at how beautiful the situation is, and how beautiful the sky and the seas seem. And you're very much at peace with yourself in those conditions. Other times you're on your knees praying that you were somewhere else. And so, it goes, it's like the agony and the ecstasy, you can find all sorts of situations, but it challenges you and it makes you realize that you are capable of coping, that you have strengths to cope with all these things and it's well worth it to get out there to get these incredibly uplifting and inspiring moments.

S: Yeah, and so, but do you think that overly romanticize what it is to go out on a boat?

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T: I think people think that it's all romance laughs and no work and you know you do have to put in a lot of time understanding the type of boat you're on, your capabilities, your skills, your understanding of the weather, the times that you do go out and your choices about going and where you're going. There's an art to everything, there's an art to anchoring, setting up the awning, even just provisioning, making sure you have the proper food onboard, make sure that you have propane and a proper working stove that your engine's working properly, that your sails are in good shape, that your rigging's in good shape. There's all these ingredients that go into making a trip pleasant and workable and functional and safe. And there's a lot things that can go wrong, so, you know, it's, you just have to pay attention.

S: Mm. So, getting back to Nancy for a minute, I think I might have asked you and Steve this but I can't remember. But what do you think was your most memorable sail with Nancy?

T: Well it was probably the last one, but I remember probably my first one and my last one. The first inter island one I did with Nancy was probably my most ecstatic because it was my first interisland from Kona all the way through the island chain to Nawiliwili, on Kauai. And that took about 48 hours and we crossed several big powerful channels between the islands, there were squalls there was rain there was huge seas, there were whales, there were dolphins there were birds, you know it was just so exciting and here was a woman who was just thrilled to be out there. She was enthusiastic, she was smiling, she was laughing, she was enjoying every minute of it and it was contagious, and so that's one of my favorite memories of Nancy, was the first time I sailed with her on a blue water across the island chain.

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T: And my last one was when we sailed from Australia to New Zealand across the Tasman Sea. She was still pretty much the same woman although older, her body was not as forgiving, she was, had aches and pains and problems with her knees and she struggled with that, but she still was enthusiastic and joyous to be out there.

S: Yeah, that's right you said the same two sails the last time we talked about it. So, now, you're investing a lot time and energy into getting a boat built so kids can go out to sea.

T: Well that's one thing, Nancy and I had formed a non-profit corporation. Nancy Griffith Incorporated and we'd spent some time getting that organized and the whole thing was to start a sailing school that we could get young people involved in learning how to sail and learning how to you know be comfortable being at sea, crossing an ocean, working together and having this experience being, having a relationship with their environment and with each other. And so that never really happened for various reasons, and so when I met a group of people up in Sausalito in California, up in California in the Bay Area near San Francisco. And here were people that were also interested. And one man in particular Allen Olsen had talked to me about it, and it was his dream to do this, and he was already a captain of the Seaward, which was a 82 foot steel schooner running as a school ship for the non-profit Call of the Sea. And he had also had a vision of building a larger ship for the same purpose, for— as a school ship.

And, so, I happily threw in with him and joined in with him and help throw what funding I could and everything I could into this, creating this dream, making this dream come true. And so, it's happened, we've been at it for two years, we're about 2/3 funded, we've had the land to build the ship donated to us right in Sausalito. We've had most of the lumber donated to us by a conservation group and the ship will be 130 foot brigantine based on a Matthew Turner design, from his one that he'd built in 1890 called the Galilee. Matthew Turner was one of the great ship

builders in the United States based in the Bay Area. He'd started the Early Ships for Matson Lines and Spreckle's Sugar, and started most of the early trading out of the bay Area. And so we're naming the ship Matthew Turner after him, and she'll be 130-foot brigantine, and she already has her ribs, keel, deck frames, already built. And, we get 15 - 18 volunteers every day from all areas of the surrounding area, we have wonderful people involved and it's manifesting itself to become a reality, hopefully in about a year or so.

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S: Awesome, and so what, it's a teaching vessel, what are the kids going to learn?

T: Well the kids will learn basically seamanship, and they'll learn how to communicate with each other like you have to do on a ship. They'll learn how a ship operates, they'll learn how a ship operates, they'll learn how that in, they'll learn about their environment, the conditions that a ship needs to sail, where she can sail, how she can sail, how they can work together to make her sail, how to, and to operate. So they'll, but basically they'll learn things about each other, about themselves and about their environment.

S: Will they learn anything about navigation, about celestial navigation?

T: There'll be all that, I think there'll be all types of lessons and practical seamanship, and but, the main thing is to just hopefully make better people.

S: Will they be expected to learn how sail the boat by themselves?

T: Not by themselves, but together they'll be able to operate the ship and from the, in the past, there's been students that have stayed on and have worked and become employed by this school as a seaman.

S: Do you see this as being any kind of revival? Like do you think there is going to be more people sailing or more people sailing or building wooden boats that is something out of a project like this?

T: Well there's more people in the world and there's projects happening around the world that are like this. It's just another form. It's something that is dear to my heart, and something I can see as an avenue for young people to find something that they can fall in love with and carry on and relate to other aspects of their life for all their lives. I don't think of it as something that will create more ships or more sailing schools or more this, I just, I mean, they have outward bound types of schools that take schools into wilderness and teach them self-reliance and inner relationships, but this is just another way to bring kids together in a romantic notion in a romantic way and a very positive way to get them to you know to care for each other and to care for the planet.

S: So, do you have a little more steam in you? Can I ask you a couple more things?

T: Sure.

S: OK. I was wondering if you wanted to talk to me a little bit about a main you told me that you learned celestial navigation from Nancy right?

T: Yes.

S: So, what does that mean, tell me what celestial navigation is. And tell me about it, let's talk about it a little bit..

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T: Well until they had GPs, most navigation, especially on boats, small boats was done with a sextant. And a sextant measures the angle of the heavenly bodies, stars, planets, from the horizon at a certain time of the day and the direction. And, so, you can use that to triangulate, using, well you can, you can use a planet just to get a line of position and that places you on a line that you can draw on a chart and it shows you where you're at on that line. But it could be anywhere on

that line, until you take another position that's maybe opposing that line and then you can draw another line and that'll, and where those lines cross can kind of give you an idea about your position on the chart. Now, with, I used to like to do stars because stars were farther away and the positions tend to be more accurate because planets when they're closer they tend to move and they tend to move a bit more. Stars don't move as much. Takes a bit longer in the night sky for them to move as you stand there. But typically, you'll take a sight on stars, you have about 20 minutes at dawn and 20 minutes at dusk because you want to be able to see the stars and you also want to be able to see the horizon. So you need to do it a certain time where you can still see the horizon, but you can still see the stars before it's too light or too dark to see the horizon. So you have a window, that you have to do it at, and usually you take three or four stars and you try to get a triangulation and that will really pinpoint and give you a pretty accurate position on your chart.

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T: So you have to learn how to read a sextant, hold a sextant on a bouncing boat and then be able to, take a sight through the sextant and then you bring it down at the sextant has a, moves on itself and it can bring that down on the, to show the angle of that star. And then you usually, you need a chronometer, which is an accurate form of time based on Greenwich, Greenwich time and it's usually to the second and usually you have a time tick, you can, can get that off a clock or a radio. And, so you get an exact time of Greenwich, because every second is a mile, and 60 seconds is 60 miles. So, if you're off a second you can be off a mile so you like to be as close as accurate as you can. So, you try and do that, so it teaches you accuracy and it's fun to learn how to find your position just using these basic, this basic instrument. Nowadays they have GPS, and all you do is press a button and it tells you where you're at, so it makes you lazy.

But if all that equipment goes away, if your batteries die and everything, then you're left with your sextant and you can get a pretty accurate position with that just by, but it's, you have to do a fair amount of math, so you learn math, and it teaches you different interrelational type of disciplines that you need to be able to calculate all this information with to get your position.

S: Yeah, so, there's something about losing that challenge too though. It's not just about making it, not just about being lazy. There's some kind of beauty in the challenge itself isn't there?

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T: There's a process in which, to be able to navigate a boat from one port across an ocean to another port and that was kind of an art, the art of navigation. The art of using a sextant, the art of getting your sights that you'd have to do every day, or every other day on a boat as you crossed an ocean. And that was a part of the process. And you know a lot of people like to see results, they're more interested in results than process.

But I think what sailing does, it teaches you that the process is just as important or more important than the results. Of course, you want things to be safe and for things to work, and you want things to, and you want to get from place to place safely and accurately, and as quickly as you can, but it's the process too that because you're working with other people, you need to make sure you respect them, that you respect this voyage that you're on and you can relate that to your own personal voyage in life as you grow old or as you grow up. And that you should forget that as you go through life that, how you treat other people and how you treat the things that you do, and how you do things are just as important as arriving at where you want to go.

S: Yeah, fair enough. So, well, I kind of wanted to ask you about starting sailing, I don't think we've talked about that on tape, when you were, when you know, tell me about when you first started sailing and who brought you sailing and what made you turn onto it at all.

1:01:45.7

T: Luckily I had a dad that liked fishing, and so he introduced me to boats and the ocean and going fishing and so by the time I was 5, I was able to run a little, run about around and I loved fishing off the docks and scraping off mussels off the pilings to get bait to catch perch and bass. And so, I learned early on about fishing and then with friends of mine who had sailboats, we'd go out and learn a little bit about sailing. Eventually I got, when I was younger, a 14-foot kite, it was a catboat. Catboat meaning a sailboat in which the mast is in the very front of the boat, in the bow and all there is, is the mainsail. And so the mast is in the bow and this one sail comes back, and this boat had an 18 foot mast, an 18 foot spruce mast, and hull was fiberglass it was double hulled, so it was very buoyant and it would, it had a dagger board that would go down and be the counterbalance to the sail and that thing would just scream across the harbor, it would just go, be very, very, fast, and so, and one of my favorite things was to take people out and flip it, so that we would have to dunk, be thrown in the water and we would swim, and then we'd right it up and then go sailing again. And, but it was fun.

S: How old were you when you first started sailing?

T: Oh probably around 13

S: And you just learned by doing it? You didn't go to sailing school?

T: Yeah actually, eventually, I'd learned some already from friends, but my dad and I went to Ardell (?) sailing school here in Newport Beach. And we took sailing lessons, so we learned some basics and then my parents had some family friends who had a son who was just a little bit older than I was. And anyway, he was sailing and he was, he had a sailboat and was sailing and so I'd go out with him from time to time and he taught me about sailing too. Bob Long, and Bob Long was a lifelong sailor and still is sailing, he's now sailing or selling catamarans and running a sailboat, one of the largest sailboat races out of Newport Beach called the Border Run. And so, he's still you know in love with the sport and loves to be involved with it, and so, it's something that sticks with you and whether it's just something to do with the ocean or sailing you know it's something that gets into your blood and doesn't seem to fade and you know, and you tend to just remember it always fondly.

S: And so did you ever race?

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T: No, I was never competitive, I just didn't have that in me. I didn't care, I just didn't care about winning. And winning wasn't a part of my, it wasn't in me. And certainly, there were people that always wanted to be first, and to win, but for some reason I just didn't care. I wasn't competitive.

S: And so, just tell me about, what is your perfect day, or can you remember a perfect day? Or could you just conjugate the perfect sailing day? What would it be like?

T: Well, there's been, I mean being on a boat is fun. You know, nowadays, just being on board a boat is the perfect day, and I there's obviously times when you're out there on the ocean and you have light seas but plenty of wind to keep going, to keep the boat moving and usually around sunset and you have this incredibly colorful sky and it's just so peaceful and just just you just feel like everything is wonderful with the world and so. And, it's not only one time, it's like there's been hundreds and hundreds of times I've seen that, and you know, yet I keep going out there because there are times like that, and that's been my best and favorite and most peaceful times have been out there on the boat. It could be on a little runabout just being out on the ocean, just looking down at the reef or at the Garibaldi in California. Or just being surrounded by a

school of dolphins or being in Hawaii and seeing the humpback whales and babies, yeah. And yeah, or just being near shore and watching the little fish, the tropical fish chewing away at the bits of coral. It all seems to have a some kind of attraction that's very peaceful and satisfying.

S: And so how did it feel to come to shore after this last trip to where, how did it feel to get to Causse (?) Harbor after all this sailing?

T: Well you know it's always nice to get to port it wasn't, we, the last day or so, couple days, we had to tow the Hawaiian catamaran Hokule'a into the wind. Into a westerly about 15 knots and it was a choppy sea, and so, you know, I think getting the, making the arrival and getting into port was a, safely, across the Tasman Sea, was important, and so we had done our job and you know being able to do the job and do it safely with everybody intact and without harm was satisfying and when you get to port you get to, you know the boat is flat, it's not rolling, everything is calm, you get to have showers, you get to clean your clothes, you get to have fresh food. You know, there's a lot of satisfying things about coming into port, which is sometimes just as satisfying as going to sea.

S: Would you ever regret it? Do you ever feel like ah, OK, coming down to earth, did you ever feel like reluctant to come to port?

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T: Well it's just part of the whole experience. The, you know, sometimes it gets tiring being at sea for a while, and it's nice, it makes a nice change to come to port, and so, I've never really thought about it one way or the other, because I keep going to sea [laughs]. So, it hasn't stopped me from going out there over and over and over again and so, you know, but it's just part of the whole experience is you go to sea and you come back and you go to sea and you come back.

S: What's the longest you've ever been without coming back?

T: The longest was when in '95 when I escorted to Hawaiian double hulled sailing canoe Makaliki, and we were escorting from Hawaii to Tahiti to the Marquesas and back to Hawaii, and we were at sea for 3 1/2 month. And we were in Tahiti for a week and the Marquesas for 5 days, the rest of the time we were at sea, and we did fine. It was a long time to be away from home, from my cats, from business and paying bills and everything, but in some ways it's nice being out there because you are away from bills and all the other things that complicate your life, because it's a very simple straightforward, unambiguous type of existence. And we're doing a service, helping and supporting the revival of Hawaiian culture in navigation and sailing, and it but that's the longest I've been at sea.

S: That's a long time

T: [laughs] well it's yeah, it is. But—

S: Did you guys run out of supplies or anything?

T: Oh no, no, I wouldn't let that happen. I wouldn't let that happen. I always buy a lot more than we need because you never know what may happen out there, and the last thing you want to do is run out of water or food, because if you have plenty of food and plenty of water, you can just wait your time, bid your time, wait for the winds to pick up, wait to fix something, wait to do that, and you're not anxious, you're not struggling. You know that things are OK. And that so, as long as you have enough food and water then you can maintain your existence while you have to be out there, but obviously without refrigeration which we never had on at least my boat that I sailed there's you yearn for maybe a fresh salad, you yearn for ice cream, you yearn for a pizza, you yearn for different things but it doesn't mean you're not eating and not having you know decent food and sometimes very nice food. People are very creative out there. Cabbages, onions, garlic, different things can certainly last a long time out there. And you know, a certain amount

of canned goods and dry foods and things like that can be, you can have dried mushrooms and you can just soak them in hot water and you've got fresh mushrooms. So, there are different ways of making life more attractive out there even without refrigeration. But with refrigeration you've got even more, even a nicer existence.

S: You've covered a lot of ground, do you feel like there's anything you wanted to talk about?
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T: No, I, you know it's hard, it's, I think, when I started out on boats it was because of the excitement because of the freedom. I think that the main thing that I found when I was young because I started driving boats before I could drive a car – was the freedom. The freedom it gave me. The freedom to be on the ocean, the freedom of movement, the, and the something about being out on there on the ocean that made you independent of the constraints of land, of formality of social conditions of all that that there was something out there that you know, that people didn't have to feel restricted and then of course now later on, I just, my main thing is to, I still enjoy getting out there when I can. And, but I think the focus now is to try to create that same situation for younger people by building this ship the Matthew Turner, so as I'm older now, that's one of my priorities, but back then it was gaining experience.

S: Do you feel like you have your sights on a sail? I mean I have to say, when we talked on the phone that first time you called me when I was waiting for you guys in Sydney, I think I was it sounded like the old Terry, you know? You sound like... and so, it seems like you're back to sailing? I know you're passing the torch, and do you feel like there's a getting excited about it again?

T: Well you know I'm older now I have more responsibility, I have you know, family business, there's things that. I, now, I know I can create opportunities to go out on the water when I want to, so I don't worry about having the chance to go out. I just have to work out the times that is most convenient for me to go out. And I know that every time I go up to northern California there's friends with boats they're always willing to go out sailing, so I always have an opportunity to go out. I have a little runabout here. I have a little sailboat here that I can go out on when I want to. I just don't have the driving need to keep going out like I used to. And, I know I always have the opportunity to do it when I want to, so... but, yes I'll continue to go out. I'm not going to stop because I love it so much.

S: Anything else?

T: I can't think of a thing. It's been sailing, has been very, very, good to me. [laughing]

S: OK, we can call it a wrap

T: K