

Excerpt from Interview with Teno: The Purchase of the Edna  
New York, NY 2016.

Stephanie: We're you mom and dad able to really support themselves through this sailing? How did they really support themselves all those years?

Taino: Well that's why they shot all this film. They were trying to figure it out. They were out there how to make money with sailing. Sailing school, and they'd do little things with Ahwahnee here and there, taking scientist to all these islands. And finally, Nancy actually figured it out. She bought the Edna, the big trading schooner built in 1916. It was riveted wrought iron. This engine, in order to get it started, you had to open the cylinder – there was a little port, and you'd open up the cylinder, and you'd take a cotton swab of nitroglycerin throw it into the engine cylinder and then crank it. And then it would start right up, hopefully. She was a dated ship, but this was the real McCoy. She was a sailing ship, and she had a 100 ton cargo hold in her. And Nancy was able to buy her and put her to work in the south pacific. It took Nancy a little while to find her route, her niche market. And then she found it. She found her place in the Cook Islands. Because the main shipping company would serve as the southern group, all the larger islands where there was money to be made. But the northern group, the smaller more distant islands, were basically ignored. And so, Nancy serviced them. And they didn't care if the cargo was a week late, or a couple days late because it arrived on a sailing ship instead of a powered ship. They were just happy to get cargo, period. So, she ran a cargo business with the Edna, sailing cargo in the South Pacific.

I was on the delivery trip when the Edna was delivered to Nancy, when she took possession of it, from Honolulu to the Big Island. Well I had sailed the Goodewind, time and time again with Nancy, and I knew the route between the islands very, very well. I think I was 16 or 17 at the time. And mom was buying the ship. She had flown all the way to BVI to look at it. And Brad had made it all the way around to Hawaii, and he was in Honolulu and it was in the final leg to bring the ship from Honolulu to the Big Island, and it was time for Nancy to take possession of it. So, I sailed the old owner, the old captain, across the channels, and across alenuihaha. We kinda avoided alenuihaha directly. We went underneath Kahoolawe, and came up to the Big Island from the lee. But we saw some weather out there on this big ship. And it was his last voyage on her, and boy he put her through her paces.

S: Was that Brad [Ives]?

T: That was Brad, yeah. And I was the pilot, I was to bring him into the Big Island and tell him where to go and everything. And we had everything balanced perfectly, reef in the main, reef in the mizzen, and the ships sailing along and the rails going under the water. They had these scuppers that would flap close when the water tried to get in, but when the waters on deck and trying to get out– they'd open up, and let the water out. So, it's always make this noise [makes thudding noise]. And so, when the rail goes under you know, water comes in over the top and pours the scuppers off. And this boat was just careening along, it was like a freight train. We were going through this big 15-20 food swells, it was intense. And it was beautiful, it was just one guy on the helm, it was just so balanced, so perfect, it was amazing. Because there's just so much power in the wind, and in the sails and in the ship, and it's just being controlled with one guy [laughs].

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