

of Commerce, and both have their fingers crossed hoping it will blossom into an annual attraction that will lure thousands to Waikiki.

Turning from sports cars to sports canoes—

The newest outrigger canoe on the beach, the 28-foot red and white Kaiolokea (White Rolling Sea) was launched last week with prayers and the smashing of a coconut, cleverly pre-cracked.

She was built in 2½ months by George Downing, the Outrigger Canoe Club's popular coach, and her christening points up the trend to modernize even the outriggers.

Kaiolokea is a fiberglass hull, and so are nearly two dozen of the gaily painted canoes up and down the beach. It's estimated there are only four or five of the old koa wood canoes still in commercial operation, and their days are numbered.

In the short five years since the first fiberglass was built this is a big victory for modernity over Hawaiian tradition but the reasoning is sound.

THE plastic canoes are more durable. The koa ones were cracking.

When outriggers were used daily by the Hawaiians for fishing and transportation they were constantly in the water, absorbing moisture. But taking them in and out of the water to wait for payloads takes its toll.

Loyalists insist the fiberglass boats don't give any better ride than the older wood ones, but they're easier on the visitors because they're a third lighter.

"We'll breed a whole race of softies with these" grumbles one fellow on the paddle. But when steersman Ducky Auld yells hoe-hoe (paddle-paddle) a malihini is very grateful the canoe weighs just 400 pounds instead of 650 or 700.

The paddles are still wood, and they retain that amazing quality of gaining in weight from 6 to 50 pounds in a mere 30 minutes.

THE new hulls are a composition of woven fiberglass cloth and plas-

tic resin, with a plywood false bottom to create two air-tight compartments which make them virtually unsinkable.

The gunnels are still wood, and so are the iakos (the two arms), usually of laminated spruce. The ama, the outriding piece, can be balsa, hollow redwood or fiberglass.

Resting as lightly as a sunbeam on the water, the fiberglass canoes have almost sports car maneuverability. They have cut down the time

needed to train a thoroughly qualified steersman from about four years to two.

Passing of the koa canoes seems a certainty—at least for surfing at Waikiki—but one reminder of the old days remains.

The new 10-seat Kaiolokea is bedded down between the Moana and the Outrigger Club very close to the mammoth 39-foot, 16-seat Princess, which is believed to be more than 50 years old.



Dr. and Mrs. Harry Branstool, left, and Mr. and Mrs. Harry Quimby arrived by Pan American plane for a 21-day island vacation. They're from Stockton, California.



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