February 18, 1969

Mrs. Mariechen Jackson
Chairman, Historical Committee
Outrigger Canoe Club
4533 Sierra Drive
Honolulu, Hawaii 96816

Summary of work and research performed by Mrs. Kehaulani Stowell for the Outrigger Canoe Club's Historical Committee beginning in May, 1968.

Data Bank:

To date a total of 680 index cards on the Club's history have been prepared. The information for which was obtained from four principal sources, namely: The State Library, The State Archives, The Bishop Museum, the Club's records and the Forecasts. The cards are catalogued as follows:

1. Club Officers (1909 - 1952)
2. Distinguished Members and Guests
3. Photograph References
4. Social Events
5. General Club History
6. Articles in Newspapers
7. Financial Reports, Meetings, etc.
8. Canoe Racing
9. Fishing
10. Mountain Ball
11. Sailing
12. Swimming
13. Surfing
14. Track
15. Volley Ball
16. Sports in General

Research of the Club's records and Forecast are continuing with an anticipated completion date of May 1, 1969.

Meeting of the Historical Committee of the Outrigger Canoe Club, February 24, 1969, 5 P. M.

Present: Mariechen Jackson, Chr. Ernest "Tommy" Thomas
Cline Mann William C. Kea, Co-ordinating Director
Joseph B. Stickney

Research Report: A summary of work and research, dated February 18, 1969, performed by Mrs. Kehaulani Stowell for our Committee was presented for consideration and action. It stated, to date a total of 680 index cards on the Club's history had been prepared from four principal sources, namely: The State Library, The State Archives, The Bishop Museum, the Club's records and the Forecasts. They were catalogued in 16 categories. Research will continue with an anticipated completion date of May 1, 1969. (The report is attached to and made a part of these minutes.) The Committee accepted the report and placed it on file.

The Committee agreed that since a major portion of the research work was complete that the researcher, should be paid $500.00 at this time and the balance on completion of the job.

William Kea said he will have the research file cards duplicated. Another step in phase 2 will be the microfilming of all minutes and the Forecasts.

Cline Mann volunteered to give Kehaulani Stowell a note to the State of Hawaii Land Court, an additional source for research.

Refurbishing Trophies: Joe Stickney said he had spoken with Lloyd Klump of Wichmans regarding refurbishing certain trophies and that Mr. Klump had said when the trophies to be refurbished have been selected and put in one place he will bring his foreman to the Club and will give us an estimate of the cost of the work to be done.

Tape Recordings: William Kea and Cline Mann volunteered to make, as soon as is possible, a tape recording of an interview with old-time member George Bustard and other old timers such as Atherton Gillman, Lorrin P. Thurston, Ronald Higgins, past presidents and others.

1917 Photo "then & now": The Club is in possession of a photograph of Francis Bowers, Edric Cook, Ronald Higgins and Joe Stickney taken in the Aa Canoe in 1917 after a regatta of canoe races. The Committee unanimously agreed that a photograph of the same group, in the same canoe, if at all possible, and in the same geographical position should now be taken, some 52 years later. In conjunction with the taking of this photo the following was agreed:

Joe Stickney will arrange for the photograph
Cline Mann will secure harbor clearance for the canoe
William Kea will arrange for suitable news coverage

Annual Report: The Chairman read to the Committee a very tentative annual report to be filed at the annual meeting on February 28th. She reported that part of her oral report will include a tape recording of interviews of old-time members made at the July 8th meeting by William Kea. He played a portion of the tape for the Committee and it was decided that approximately eight minutes of the tape should be used of interviews with the following persons:

Jack S. Mackenzie
Knute Cottrell
Judge Harry Steiner
Joseph B. Stickney
Ernest T. Chase

The Chairman agreed to contact the above persons and ask them to attend the Annual Meeting.

1831 Surfing Picture — William Kea brought to the meeting a reproduction of a print of surfing in Hawaii which appeared in the book Polynesian Researches by William Ellis, Vol. IV in 1831. The Chairman was asked to present the photograph to the Club at the annual meeting.

Adjournment: There being no further business the meeting was adjourned.

Mariechen Jackson,
Chairman

OK.

MINUTES April 23, 1969

Historical Committee
Outrigger Canoe Club

Present: Mr. Frank Sommerfield, Chairman
Alex. Castro, Secretary
Charles Bond
Harold Yost
~~Frank Jeckell~~ Bill Kea

The mission of the Committee is defined as having three parts.

1. To write a history of the Club
2. To get all the trophies that are in storage, inventoried and placed appropriately around the club premises
3. To inventory the photographs that are in the archives and to bring the appropriate ones to places of prominence.

The Committee was made cognizant of the fact that Keahu Stowell and Mariechen Jackson have been spending a great deal of time in putting together archive notes for the history. It was generally agreed that Mrs. Stowell and Mrs. Jackson should be invited to our next meeting and should be asked to bring any cards, tapes, notes, etc., they might have. Mrs. Stowell's father, Bill Kea, has a tape of recollection material which the Committee feels it would like to have access to.

It was agreed to ask Mr. John Spierling and Mr. Staff Austin to join the Committee.

It was generally agreed that for the next few weeks the Committee should meet once each week in order to get the program launched.

The meeting was ajourned at 6 p. m. and the following meeting was set for May 1, at 5 p.m. at the Club.

Respectfully submitted,

Alex. Castro
Secretary

PUBLIC RELATIONS COMMITTEE -- Outrigger Canoe Club, April 1969

Robert Costa, chairman
John Cavanagh
Paul Kendall
Frank Sommerfield
David Gray
Dave Pierson
Hunter Harris, Jr.
William Kea

PRESS RELATIONS COMMITTEE
Paul Kendall, chairman
Vince Traeger
Kimo McVay
Ron Howarth
Ernest White
Sydney Sears

CLUB INFORMATION COMMITTEE
John Cavanagh, chairman
Max Pilliard
Gordon May
Pat Sullivan
Jerry Ober
Donald Woodrum

HISTORICAL COMMITTEE
Frank Sommerfield, chairman
Charles Bond 1049 Ulupihi Loop Kailua 96734 (PH 2628055)
Alex Castro P.O Box 658
Dr. Richard Dodge
Dr. A. V. Molyneaux
Harold Yost 445 Kaiolu, Apt. 911 96815 (PH 9234608)
Mariechen Jackson
Cline Mann
Joe Stickney
Ward Russell
FRANK JECKYL
~~STAFF AUSTIN~~ ?
~~John Stockton~~
~~STAFF AUSTIN~~
MRS. STOWELL —

MINUTES May 1, 1969

Historical Committee
Outrigger Canoe Club

Present: Frank Sommerfield, Chairman
Alex. Castro, Secretary
Dick Dodge
Harold Yost
Joe Stickney
Charles Bond
Frank Jeckell
Staff Austin
Ward Russel
Mrs. Stowell

It was announced by the Chairman that Mrs. Stowell is present as a member of the Committee.

Mrs. Stowell reported that the card file which she had present was an annotation that is almost complete going back to the founding of the Club in 1908. This is a complete file of the highlights of the "Forecast" for the last 10 years.

It was moved by Mr. Austin that a history must be written by a professional writer and that this committee should explore the cost thereof. The motion carried. Mr. Sommerfield appointed a sub-committee to explore this matter, the Chairman of which is Mr. Bond, the members are Mr. Yost, Mr. Castro, and Mrs. Stowell.

The Chairman also appointed a sub-committee to look into the photographs and the display of them. This committee to be chaired by Mr. Stickney, the members to be Dr. Molyneux, Mr. Austin, and Mr. Bond.

There followed a discussion regarding expenses. Mr. Stickney suggested that instead of presenting a budget at this time to the Board of Directors, requests for specific expenditures be made to the Board, and if such requests are reasonable, they would be acceptable to the Board.

There was no resolution regarding work on the trophies.

Mr. Castro volunteered to trace the file of the Mid-Pacific magazine believed to currently be in the possession of Mrs. Brown, a friend of the late Ann Satterthwaitte and a former curator of the Kailua Palace museum. Mr. Castro will also find out what the cost of the Pacific Club history was.

Mr. Bond suggested that we establish a firm liaison with the Board of Directors and the House Committee. In the subsequent discussion it was pointed out that Mr. Kea has been working in the capacity of the liaison contact. The sub-committee on the history of the Club will have its first meeting on Tuesday, May 6, at 12 noon. The next meeting of the Committee will be on Thursday, May 8, at 5 p. m.

The meeting was ajourned at 6:10 p. m.

Respectfully,

Alex. Castro
Secretary

MINUTES May 8, 1969

Historical Committee
Outrigger Canoe Club

Present: Frank Sommerfeld,
Alex. Castro
Harold Yost
Cline Mann
Joe Stickney
Dr. Molyneux
Charles Bond
Ward Russel

The minutes of the last two meetings were read and approved as revised, the revision being that the liaison of this committee should not be directly with the Board of Directors but with the Buildings and Grounds Committee.

Regarding the history of the Club, Ward Russel reported that the YMCA history was 250 pages with photos. It cost $3,000. The writer was Gwynfread Allen. Mr. Castro reported that the Pacific Club history, a little bit smaller than the YMCA, was sold to the members for $3.50 per book. This would indicate a cost of about $2,000. At this time President Thomas attended the meeting for a few moments and emphasized the importance of getting out the history. It was moved by Mr. Bond and seconded by Mr. Russel that the Board of Directors be asked for an appropriation of $1,000 for the purpose of enabling the committee to recommend a writer of the history. The motion was passed. It was understood the cost of the book would be recovered by the sale thereof and that the first item of cost would be determined by the fee paid to the writer. The sub-committee for the history (Mr. Bond, Chairman) will interview various professional writers in the community and

make a recommendation. Several writers were mentioned. The names of Joe Fair, Tom Nickelson, and Harold Yost were prominent among them. It was agreed that although Mr. Yost is mentioned as the possible writer, as a member of this committee he should guide if for the time being as regards the search for the specifications for a writer.

The Chairman asked that the secretary get Mr. Bob Costa to serve as ex officio on the historical sub-committee.

Mr. Joe Stickney agreed to arrange for the photograph sub-committee to view the photos that are in storage.

Cline Mann volunteered to give Mrs. Stowell official survey data for the archives.

The sub-committee on the history was asked to prepare a budget by May 21, if possible. Mr. Castro moved that Mr. Jeckell be asked to check on the cost of trophy cases to be installed in the area of the bar. Mr. Mann indicated that the board was in sympathy with more trophy cases. Mr. Russell second the motion which was passed unanimously. The chairman suggested that Mr. Russell determine the direction that the trophy sub-committee should take. Mr. Russell accepted.

Meeting was ajourned at 6:40 P. M.

Respectfully,

Alex Castro

I found out that the copy you left me was the old one. Since you are famous for your accuracy I think it would be an insult to you for me to check it.

MINUTES

HISTORICAL COMMITTEE, OUTRIGGER CANOE CLUB — May 15, 1969

Present: Robert Costa, Charles Bond, Frank Jechell, Stafford Austin, Cline Mann, Harold Yost, Gerald Ober, Thad Eckstrand, Dr. Arthur Molyneux, Frank R. Sommerfeld

The minutes of the May 8, 1969, meeting were read and approved as revised, the changes being principally typographical errors.

The request for a $1,000 budget for preliminary work on the Club history was discussed. It was decided that the Board of Directors at the next meeting be informed that this fund is necessary to pay for initial work in the preparation of the Club history, that these funds be expended essentially in the collection of historical data, in organizing and planning the format for Club history. Mr. Costa was requested to bring the committee's request to the Board of Directors on behalf of the committee.

Discussion of display of trophies and photos resulted in the decision that close liaison should be maintained with Building and Grounds Committee with regard to display of pictures thought to be desirable for display purposes. The Committee will select what it deems appropriate trophies and pictures and consult with the Building and Grounds Committee.

The meeting adjourned at 6:15 p.m. after the decision to reconvene on May 29 when the decision of the Board of Directors with regard to action on our budget request would be known.

Respectfully submitted,

Frank R. Sommerfeld, for
the Secretary Alex. Castro

MINUTES May 29, 1969

Historical Committee
Outrigger Canoe Club

Present: Frank Sommerfeld
Charles Bond
Frank Jeckell
Harold Yost
Joe Stickney
Clive Mann
Dr. Molyneux
Alex. Castro

The Chairman announced that the budget of $1,000 for preliminary work on the Club's history had been approved by the Board of Directors. The Committee asked Harold Yost to prepare a format of the history, his fee for this effort being based on $10.00 per hour. Mr. Yost agreed to undertake the project and to inform the Committee of his progress after 50 hours of work. The Secretary was instructed to notify the President and Executive Committee of the Club that this action has been taken and to request authorization of this method of expending their appropriation. A copy of the Secretary's letter is attached hereto.

Mr. Jeckell moved that the Club President be requested to write affiliated clubs for copies of their histories, the costs thereof, and any other details that might be relevant to our historical project. The motion was seconded and carried, the Secretary being asked to draft a letter for the President.

Mr. Jeckell reported that the proposed mural beind the bar being 4' x 32' would cost $1,200. This being a quotation from only one source, Mr. Jeckell stated that he would try to bring in comparative quotations. Dr. Molyneux

expressed the idea that the bar might not be the best place for a historical mural. A discussion of this thought followed. Mr. Mann moved that the Committee communicate on such matters with the Building and Ground Committee and the House Committee. The motion was seconded and passed.

The Committee on the photographs will meet at lunch on Thursday, June 5.

It was agreed that any discussion on throphies should be postponed until after the Committee on photographs has made a preliminary report.

Next meeting of the Historical Committee will be on Thursday, June 12.

Respectfully,

Alex. Castro

BISHOP REALTY, INC.

REALTORS AND FINANCIAL AGENTS

H. F. CAST... President
EVANS
... President

235 QUEEN STREET / HONOLULU, HAWAII 96813
P. O. BOX 658 / TELEPHONE 538-747...
CABLE ADDRESS: BEREAL, HONOLU...

June 3, 1969

President and Executive Committee
Outrigger Canoe Club
2909 Kalakaua Avenue
Honolulu, Hawaii

Gentlemen:

As secretary of the Historical Sub-committee of our Public Relations Committee I have been instructed to notify you that on May 29, 1969 the Committee unanimously voted to ask Harold Yost, an old-time member of our Club, to prepare a ... for the written history of the Club.

As you recall, the preliminary budget of $1,000.00 for such work has been approved by our Board of Directors. Mr. Yost's ... will be established on the basis of $10.00 per hour, and he has agreed to report to the Committee and to you the results of his efforts after fifty hours (the expenditure of $500.00 or one-half of the preliminary allocation).

The purpose of this memorandum is to request your authorization of this manner of expending your appropriation.

Respectfully submitted,

Alexander H. F. Castro
Secretary, Executive Committee

cc: Robert Costa
Chairman, Public Relations Committee

MINUTES June 12, 1969

Historical Committee
Outrigger Canoe Club

Present: Alex. Castro
Charles Bond
Frank Jeckell
Harold Yost
Joe Stickney
Cline Mann
Ward Russell

Mr. Castro announced that Mr. Sommerfeld, our Chairman, is unable to attend the meeting today because of a conflict of meeting dates. Mr. Sommerfeld has asked Mr. Castro to be the acting Chairman for today's meeting.

Dr. Dodge has tendered his resignation from the Committee because of ill health. His resignation was accepted with regret.

Mr. Jeckell reported that the Building and Ground Committee have asked that further work on the mural be postponed because the Committee is working on a revision of the entire bar area. Mr. Jeckell will keep in touch with the Building and Ground Committee on this matter.

The Building and Ground Committee has stated that it wants the trophies distributed around the Club for display purposes. It has asked the Historical Committee to list and catalog the trophies with recommendations

as to their condition and whether they are worth fixing or even displaying. Mrs. Stowell has some records as to the trophies which are now being stored and as to their condition as well. Ward Russell accepted the task of classifying the trophies along this line.

Joe Stickney reported that his committee had examined the photographs that are in storage and have found several that he thought would be interesting to display and perhaps to be reproduced in the Club history. Mr. Bond now has a list of these photos with recommendations as to which should be put in shape and displayed. His Committee will proceed with formulating a program for display, classification and preservation. Mr. Yost will examine the photographs again in order to designate which ones he thinks should be in the history.

Mr. Bond moved that, via the Public Relations Committee, the Board of Directors be urged to fumigate the storage room. The motion was passed. The purpose of the motion was to attempt to stop the deterioration of photographs and other items which are being attacked by roaches and other pests.

Mr. Yost thanked the Committee for what he considered was a compliment on his appointment to prepare a format of the Club history. He reported that he has already put in about 12 hours on this project, but that he would not have a progress report until around the middle of July, at which time he also hopes to have a format for the history as well.

Mr. Yost recommended that the copies of "Forecast" which are to be found at the Library of Hawaii be bound at the expense of the Club. Currently all copies are unbound and are deteriorating rapidly. Mr. Mann stated that some of the Clubs copies of "Forecast" are not bound and he would check the status of that and report at the next meeting. The motion was made and passed that all unbound copies of "Forecast" whether at the Club or in the library of Hawaii should be bound at the Clubs expense.

The next meeting of the Committee will be held at 5 P. M. on June 26, 1969.

Respectfully,

Alex. Castro

MINUTES

Historical Committee
Outrigger Canoe Club

June 26, 1969

Present:
Frank Sommerfeld
Alex. Castro
Charles Bond
Harold Yost
Bill Kea
Frank Jeckell
Staff Austin

Mr. Sommerfeld reported that he had talked to the Club President about fumigating the storeroom. The President has asked for a letter to the Building and Ground Committee via the PR Committee. The secretary was asked to write a letter with a copy to Mr. Kea.

The secretary was asked to notify the Board of Directors of the need for binding the "Forecasts", letter to be written to the Board via the PR Committee with a copy to Mr. Kea.

Mr. Yost reported he is making progress on the Club history format and believes he will have an offical report for us at our next meeting. It was decided to have a dinner meeting on Thursday, July 10, at 6 P. M. The purpose of the meeting will be to listen to a tape of Old Timers' reminiscences. Other Old Timers to be invited. The Committee agreed that the invitees should be: Lorrin Thurston, Charlie Amalu, Yabo Taylor, Vin Danford Bill Mullahey, Will Godbold, Tom Singlehurst, and Bob Costa.

The secretary was asked to write a letter to Dr. Dodge expressing regret that illness should bring about his resignation.

Mr. Sommerfeld suggested that the work of the Historical Committee, once brought up to date, should continue. A club historian should probably be appointed and paid. The discussion that ensured resulted in a motion by Mr. Jeckell that the members of this committee write down what they believe should be the duties of a Club historian and that if we should recommend to the Board of Directors that a historian be appointed, that person should be sought from the membership.

The meeting was adjourned at 6 P. M.

Respectfully,

Alex. Castro

MINUTES July 10, 1969

HISTORICAL COMMITTEE, OUTRIGGER CANOE CLUB

Dinner meeting held in the Outrigger Canoe Club dining nook at 6 p.m., July 10, 1969, to discuss historical aspects of club formation with old-timers.

Present:	Mariechen Jackson	Charles Bond
	William Kea	Joseph Stickney
	Harold Yost	Stafford Austin
	Gerald Ober	Frank Jeckell
	Cline Mann	Frank R. Sommerfeld

Guest: Kepoikai "Splash" Lyons

The Committee and guests convened for a dinner meeting at 6 p.m., in a dining nook of the Outrigger Canoe Club. After refreshments, the tapes of comments formerly made by old-timers were played to the group by William Kea inasmuch as many of the present Committee members had not heard these tapes. Dinner was served during the playing of the tapes.

After dinner, there was very fruitful discussion by old-timers and by Committee members of various aspects of club history. Some of the following comments were made which may be of value to our historian-writer, Harold Yost:

1. The potential value of including the history of all the old canoes owned by the Club.

2. The introduction of surfing by our Club-and-Committee-member Joe Stickney to Australians at Manley Beach in Sydney, Australia, many years ago when Joe was in his early teens.

3. The early development and resurgence of the Hawaiian athletic arts of canoe surfing, board surfing, and body surfing, largely through Outrigger Canoe Club sponsorship. It was agreed that a great deal of the introductory material of our history should dwell, to a substantial extent, in the areas of early development and resurgence of the arts of canoe, board, and body surfing, as well as in swimming and other forms of athletic endeavor.

A very valuable and interesting account was given by "Splash" Lyons of his early experiences at Waikiki Beach as an early member of the Outrigger Canoe Club.

It is hoped that all members of the Historical Committee will make every effort to collect and report any "tidbits" of historical value, which may come to their attention, to our historian-writer Hal Yost. Hal has completed the first draft of a club history outline and a model of a first chapter. This outline was presented by him at the meeting to the Chairman who made distribution of a copy to each Committee member attending. Other copies will be distributed to members who were absent. It is suggested that all Committee members study the outline draft as presented by Hal preparatory to a discussion

at the next regular meeting of the Historical Committee set for Tuesday, July 22, 1969, at 5 p.m., in the Outrigger Canoe Club board room. Hal wants it understood that this preliminary outline draft is purely suggestive and designed as a means of getting started on some type of format of club history. He encourages full discussion and criticism by committee members. This will be the primary purpose at our next scheduled meeting.

It is hoped that as a secondary item of business, all committee members come prepared with a job description for a permanent club historian to be recommended when perfected to the Board of Directors.

Please make every attempt to be present at the July 22 meeting in view of its critical importance in beginning the discussion of a format for our club history.

Respectfully submitted,

Frank R. Sommerfeld
Chairman, Historical Committee

MINUTES

Historical Committee
Outrigger Canoe Club

July 22, 1969

Present:
Frank Sommerfeld
Mariechen Jackson
Bill Kea
Mrs. Stowell
Charles Bond
Frank Jeckell
Cline Mann
Dr. Molyneaux
Joe Stickney
Ward Russell
Harold Yost
Alex Castro, Secretary

The minutes of the meeting of July 10, 1969 were approved as circulated.

Mr. Yost's preliminary synopsis of the Club's history was circulated and a discussion relating thereto followed. Mr. Yost recommended that a history of surfing be incorporated somewhere in the Club history. He thought that it could be by way of a featured article and suggested that perhaps Gerald Ober might be able to do the job. Mr. Jeckell suggested as long as we were discussing a section on surfing that we should perhaps include a section on canoeing. Mr. Mann pointed out that there are several existing books on canoeing that could be included in the bibliography or for reference purposes. Mr. Yost also suggested a chapter on Alexander Hume Ford and perhaps another one on Walter McFarlane.

Along with the preliminary synopsis, Mr. Yost circulated a draft of the proposed first chapter of the history. Mr. Bond moved that Mr. Yost's writing of the first chapter be authorized, in view of the fact there was no previous authorization. The motion was seconded and carried.

Mr. Stickney suggested that perhaps we might have statements included in the history quoting all of the living past presidents.

The Chairman expressed the thought that a prominent mentioning of the beach boys be made, perhaps an entire chapter. Mrs. Jackson suggested that prominent mention be made of some of the key employees, such as Sasaki and Mori.

The Committee expressed general satisfaction with Mr. Yost's outline, which represents fifty hours of his time to date. Mr. Russell moved that Mr. Yost's outline be used as a guide to the writing of the Club's history. The motion was seconded and carried. Mr. Jeckell suggested that a few of the printers of the city be approached now for a preliminary discussion as to a cost estimate, including the type of process to be used. Mr. Yost volunteered to talk with some of the printers.

Mr. Kea reported that he is continuing his reports to the Board of Directors of this Committee's progress toward the writing of the Club's history. A discussion followed regarding financing the publication of the history. It was the general feeling of the Committee that the history would be a salable item within the membership and to the general public as well.

The next meeting of the Committee will be on Thursday, August 7, 1969 at 5:00 p.m.

The meeting was adjourned at 6:00 p.m.

Respectfully,

Alex Castro

Honolulu, Aug. 4, 1969

Mr. Frank Sommerfeld, Chairman
Outrigger Canoe Club Historical Committee

Dear Frank:

Herewith my second, substantially extended draft of the proposed outline of the Outrigger Canoe Club History, together with a revised draft of the suggested opening chapter - the latter not specifically authorized by the Committee but done on my own as what I consider an important part of the job.

You will note that the synopsis contains recurrent references to developmemts in Honolulu and Waikiki as they have affected both the growth and the gradually changing character of the Club. I am suggesting this treatment of the History for two principal reasons. One is that I believe it will make the book much more interesting than the bare history of our own or any similar organization would be, even to its comparatively few long-time members. The other reason for including relevant bits of Hawaiiana is that this would be absolutely necessary if an effort were to be made to interest some publisher in handling publication of the History as a commercial publishing venture.

I am not at all sure that commercial publication of the History would be considered a good publishing risk by any reliable publishing house, or that it would be desirable from the Club's standpoint. However, it will be a comparatively easy matter to sound out Tongg Publishing Company, probably the best if not the only likely local publisher. Or if Tongg were not interested, it is at least possible that Lane Publishing Company, publishers of Sunset Magazine and many Sunset books, might be interested. Larry Lane, founder of the company, was very friendly toward Hawaii, and his son Bill (L.W.Lane,Jr.) is equally friendly and very familiar with the Islands. I have known Bill Lane in a business way for many years and would be glad to sound him out on the subject if it were the Committee's desire that I should do so.

I await with interest the Committee's verdict and further instructions, if any. Aloha!

Harold H. Yost

OCC HISTORY - SYNOPSIS * 2nd DRAFT

1. DEDICATION
   (suggestion attached)
2. FOREWORD
   by President Tommy Thomas
3. THE TIME, THE PLACE.....
   Scene-setting chapter - suggestion attached.
4. ....AND THE MAN
   Character sketch of Alexander Hume Ford, including excerpts from contemporary accounts and reminiscences of members who knew him.
5. THE CONCEPT
   Birth of the OCC idea. Ford's and Cottrell's accounts, which differ slightly, and excerpts from accounts and editorial comments in the contemporary press.
6. OCC ORGANIZED
   Early efforts to acquire a site. Negotiations with Queen Emma Estate Trustees (or Trustee). Seaside Hotel Management agrees to lease of 1½ acres next to lagoon. Description of site and terms of lease. Favorable attitude of businessmen and press. Organization meeting, May 1, 1908. List of Charter Members and their business or professional affiliations. Signing of lease, May 19, 1908.
7. THE EARLY YEARS
   The first "clubhouses" - two authentic grass houses purchased in Kaimuki and converted into a dressing room and a canoe and surf board shelter on Club premises. First pavilion, built partly over lagoon. Informal Hawaiian atmosphere as described in contemporary accounts.
8. FORMATION OF "LADIES' AUXILIARY", 1909
   Formed to provide beach facilities for wives and daughters of OCC members. Name later changed to "Womens' Auxiliary". Associated with OCC but not affiliated. Beach privileges extended to members. Other, separate accomodations provided for women friends of OCC members not eligible for Womens' Auxiliary membership.
9. NEW, LARGER CLUB QUARTERS, 1910
   Growth of Club and improving finances lead to construction of "double-decker" pavilion, with canoe and surf board storage on ground level and open-air lounge and dance floor above. New mens' locker room accomodating 100; commissary, and hau lanai for picnic lunches and suppers in mauka area. Social activities increase. Offshore diving platform added, 1913.

10. EARLY SPORTS PROGRAMS

Dad Center joins Club shortly after its organization in 1908. Made Club Captain in 1910. Helped organize Hawaiian A.A.U. in 1911. (Cover Dad's many outstanding athletic accomplishments as recounted by McClellan). Stimulus given to surfing and other sports under Dad's leadership.

11. FIRST STIRRINGS OF TOURISM IN WAIKIKI

Addition of SS Wilhelmina to Matson fleet in 1910 almost doubles the line's passenger accomodations. Hawaii increasingly in public eye as a result of Duke's sensational performances in Stockholm Olympics; popularity of Sonny Cunha's new song, "On the Beach at Waikiki", and San Francisco's 1915 Exposition at which Hawaii had an exhibit and an Hawaiian orchestra made up largely of Kam School boys. Talk locally of stepped-up efforts to attract tourists focuses renewed attention on Waikiki.

12. HONOLULU AND OCC IN WORLD WAR I.

War 8,000 miles and two weeks travel distant, touched Hawaii lightly. Emden and other German "raiders" interned in Honolulu Harbor for duration. German firms seized by Alien Property Custodian. Businessmens' Coast Artillery Company formed; trains at Fort de Russy. Many young men in ROTC training camp at Schofield. OCC little affected. Grows in popularity as center of beach activities.

13. THE POST-WAR YEARS, 1919-1925

OCC expands athletic program to include football and track. Competition with Mainland teams. The 1920 Olympics; Dad Center manager and coach of Hawaiian entry. Duke - who joined OCC in 1917 - starring in the sprints. Successful meets in many Mainland cities en route home. Stimulating effect of triumphant tour on all water sports in Hawaii. Prince of Wales' visit in 1920 - entertained at Club. Moana gets "wings" and Matson adds Maui and Matsonia to passenger fleet, renewing interest in tourism.

14. THE CLUB'S FIRST MAJOR MOVE

Plans for new Royal Hawaiian Hotel force OCC to new location on beach premises in 1925. Cost of necessary alterations and repairs, $30,000, putting strain on Club treasury. Matson helps defray cost. Description of revamped and relocated clubhouse. Offer of affiliation extended to Womens' Auxiliary, but declined. Formation of Uluniu Womens' Swimming Club.

15. CHANGING WAIKIKI - ITS EFFECT ON OCC

Construction of Ala Wai Canal - started in 1923 - coupled with opening of new Royal in 1927; addition of fast new SS Malolo to Matson fleet, and gradual reclaiming of duck ponds for residential use, usher in new era for Waikiki. Extension of OCC sub-lease in 1928 reflects higher land

values in increased rental charged the Club.

16. OCC IN THE DEPRESSION YEARS

Club gets first Charter in 1930. (details from Club records if available). Water sports and beach activities continue at or near normal, but membership and general interest in Club lag. Financial problems mount as the depression deepens.

17. CRISIS THREATENS

Extension of original sub-lease expiring in 1938; terms of future lease uncertain. Old clubhouse condemned by City as unsafe, necessitating building of new facilities from scratch. Negotiations with Matson for new sub-lease. Architects' estimates place building costs at $65,000 plus fees and incidentals. President Macfarlane proposes $90,000 bond issue to provide necessary funds; seeks help from business community in floating loan. Response generally favorable, and Club praised as "civic asset", but funds come in slowly.

18. OCC REORGANIZED

Relevant details of 1939 reorganization, from Club records. Honolulu businessmen assist in bond sale. Financing of new Club buildings finally assured and contract awarded to Ralph Woolley. Temporary dressing room facilities for members provided at Moana during construction. New 25-year sub-lease of property negotiated with Matson - relevant details.

19. The NEW OCC - 1941

New Club premises fronting on Kalakaua Ave. opened to members Feb. 15, 1941. Description of facilities, accompanied by comprehensive artists rendering which shows details, or by an aerial photo if one was taken. Funds from bond sale still short of original $90,000 goal, but Hicks feels deficit can be made up. Social aspects of Club enhanced by new facilities.

20. OCC IN W.W. II.

Many younger members join Armed Forces or go into civilian war work. Club activities and services curtailed by blackout and curfew under what was practically martial law. Barbed wire on the beaches (except Waikiki); slit tranches in lawns and home bomb shelters. Royal turned over to Navy as an R & R center for submarine personnel. Many families, especially with children, leave Honolulu; difficulties of returning. More normal activities resumed following Battle of Midway.

21. TWO OCC NOTABLES PASS ON

Death of Walter Macfarlane in 1943 and A.H.Ford in 1945. Appropriate details of their contributions to the Club, and Club President's final, very fitting tribute to Ford.

22. EXPANDED POST-WAR SPORTS PROGRAM

Athletics revived and sports program reorganized and expanded at 1945 Annual Meeting. Center appointed Honorary Captain and Coach; Duke made Director of Athletic Tournaments. Canoe surfing, board surfing, canoe racing, volleyball and sailing included in program. Membership fee raised to $200 to bolster Club finances. Building Fund started under Les Hicks.

23. POST-WAR ORGANIZATIONAL CHANGES

By-laws amended in '45 to provide for 11-member Board starting in '46. Corporate powers to hire and fire vested in Directors; also power to incur indebtedness on behalf of Club, not to exceed $20,000. Limitation on Regular Memberships raised from 775 to 825. Use of liquor from private stocks banned on Club premises.

24. OCC AND THE RACIAL ISSUE

Unofficial and erroneous denial of guest privileges to noted Oriental athlete in 1945 brings public criticism upon the Club. Board considers possible change in membership policy. Hicks strongly defends right of private club to choose its members on basis of congeniality, regardless of possible criticism for "discrimination." Board votes to stand pat.

25. THE FUTURE BEGINS TO CLOSE IN

Growth of Waikiki and rising land values for beach frontage bring demands for planning "beyond 1963". With Club revenues improving due to addition of dining and bar facilities, Building Fund increased to $75,000 in '46. Widely differing opinions regarding probable developments by 1963.

26. BURGEONING WAIKIKI COMPOUNDS PROBLEMS FOR OCC

Defunct Hawaii Tourist Bureau revived and reorganized as Hawaii Visitors Bureau in late '40's. Expanded drive for increased tourism spurs hotel building in Waikiki with The Reef, Princess Kaiulani, Surf Rider and others greatly increasing visitor capacity. Parking difficulties begin to affect Club's dining room and bar services adversely. Serious drop in revenues in 1947. Negotiations for new parking only partly successful.

27. OCC BEACH SERVICES ESTABLISHED

"Outrigger Beach Services" established in 1947 on a commercial basis with objective of increasing Club revenues. Included are rental of surfing equipment and operation of canoes for general public as well as OCC members; rental of beach chairs and umbrellas, and private swimming and surfing lessons. Problems of administration and policing of services arise. Revenues fall short of expectations.

28. CLUB MANAGEMENT GOES PROFESSIONAL

Continuing financial difficulties influence Directors to abandon management

by committee in favor of professional management, starting in 1948. Finance Committee assumes overall managerial responsibility. Magill appointed first professional manager of Club. Initiation fee for former OCC members reduced to $100 in hopes of enticing former members back into Club.

29. FORECAST REVAMPED & ADOPTS MAGAZINE FORMAT

Change made in the hope of generating new revenues through advertising and at the same time securing increased publicity for Club activities, improving community relations, and reviving interest in Club affairs among members. Stenberg first editor.

30. REMODELING PROGRAM IMPROVES FACILITIES

Falling off in dining room and bar patronage attributed in part to run-down condition of premises. Board approves remodeling and redecorating at estimated cost of $30,000. to be financed by borrowing. Final contract awarded at $39,300. Improvements completed in '49 at final cost of $61,000 including refurnishing. Patronage picks up as a result of improvements. (Include description).

31. ATHLETIC PROGRAM EXPANDED

Formation of Hawaii Surfing and Canoe Racing Association in 1950. Members: OCC, Hui Nalu and Waikiki Surf Club. Objective: stimulation of public interest in canoe racing through more and better-managed competitive events. Club volleyball teams active in local tournaments. Club reported as prosperous, but special membership drive continued.

32. THE IN-BETWEEN YEARS, 1950-55

Additions to womens' locker room facilities. Improvements in dining room services. New canvas covers for parked canoes. More clubs added to reciprocal list. Club reported clear of all indebtedness in '52. Total membership at 1858. Offer to purchase clubhouse site tendered to Queen's Hospital Trustees; declined as not in best interests of Hospital. Parking problems unsolved.

33. YEARS OF DECISION - 1955-56

With Matson sub-lease terminating in 1963 and no chance of renewal, debate starts on what Club should plan to do in preparation for inevitable change. Various proposals considered, including either purchase or lease of ewa half of Elks Club property; purchase of Steiner property; lease of present site from Trousdale-Murchison interests; purchase of Coral Reef Hotel or Queen's Surf, and others. Beachfront property values up to $20 per square foot. Building Fund at $286,000. Membership queried on preferences. 59.7% of voting members favor move to Elks Club. Lease signed Nov. 16, 1956. Other possibilities for staying at Waikiki not yet ruled out.

34. THE FINAL YEARS AT WAIKIKI -THE STRUGGLE TO HANG ON

With decision reached on move to Diamond Head site on expiration of Waikiki lease, efforts continue to retain at least a Waikiki auxiliary. Sheraton offer to lease 25,000 sq. ft. to Club, rental based on low $10 per sq. ft. appraisal, considered, but 12-year lease considered unfavorable. Various offers from Avent interests considered, but all involve loss of Club identity. Big increase in property taxes in 1960 compounds financial problems. Proposal for rental condominium as part of new clubhouse considered in 1959. Meanwhile athletic activities continue as usual.

35. TIME RUNS OUT

Moving into the 60's, with only months remaining before Waikiki lease expires, many members continue fight to retain some facilities at Waikiki. Discussions with Uluniu Club, looking to absorption of that club into OCC, fail of approval as only 200 Uluniu members favor merger. "Boardwalk controversy" gets hot as non-members go through Club grounds, but final removal cuts into dining room and Hau Terrace revenues. Planning Committee continues study of high rise apartment at new site for added revenue, but questionnaire shows lack of interest and plan is finally dropped. Special membership meetings generate hot discussions.

36. THE NEW CLUBHOUSE TAKES FORM ON PAPER

In 1962, with building fund at more than $600,000, two firms of architects appointed to work with Planning Committee to develop a $1,000,000 facility with 200 car stalls. Board authorized to proceed with construction and borrow necessary additional funds up to a total of $1,250,000. Pacific Construction Co. awarded contract for constructing building, with a January, 1964 completion date. Hawaiian Dredging doing beach improvement and offshore dredging. Arrangements completed with Kelley interests for use of old clubhouse until new building completed.

37. A NEW ERA IS USHERED IN

Move to 2909 Kalakaua preceded by traditional Hawaiian dedication ceremonies on Jan. 11, 1964. Formal opening largely attended. New and more elegant facilities and convenient parking revive interest in Club, with added emphasis on family and social aspects.

38. OCC's MODERN SPORTS PROGRAM

(Material for this chapter to be provided by the heads of the various sports programs - canoe racing; volleyball; surfing, etc. - subject to collating and editing by writer of the History. Should be comprehensive and well illustrated.)

39. SUMMATION

A review in brief of OCC's evolution over more than six decades from simple beach club to its present form and status, relating changes which have taken place to the changes which have taken place in Honolulu and particularly in Waikiki, and emphasizing fact that through all the changes in Club structure, character and facilities, the original purposes of the Club have never been forgotten. It is still first and foremost what its name implies: the Outrigger Canoe Club, one of the world's unique organizations.

SUPPLEMENTS

Complete list of OCC presidents with their business or professional connections.

Other supplementary sections, such as an index, chronology of important Club events, etc., might be considered, but do not appear to be of much importance in a history of this nature.

OCC HISTORY - 2nd DRAFT

DEDICATION

To the members of the Outrigger Canoe Club, past and present, living and departed, who have given of their time, energy, know-how and money in furtherance of the Club's aims and objectives; to the guests from near and far who have honored the Club with their presence over the years; to all who are serving or have served the Club in useful capacities, this History is dedicated with sincere gratitude and warm aloha.

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CHAPTER I. The Time, the Place.....

The Honolulu into which the Outrigger Canoe Club was born in 1908 was not only part of a bygone era; it was also unique among the cities of its day and age.

This is the consensus of those who lived here at the time. It was also the conclusion reached by a Stranger from New York who made an unexpected visit to the Islands in the year of which we are speaking.

His law firm's senior partner had been apologetic about the assignment. The journey would be long and tiring, five days by train to San Francisco and another six days by steamer to Honolulu. And with San Francisco only beginning its slow recovery from the earthquake and holocaust of 1906, his overnight stop there might be uncomfortable. Yet, with only one regular weekly steamer to the Islands, he should be there a day ahead of time in case of unexpected delays en route.

The steamer was small, the Senior Partner said; accomodations for only about 65 passengers. But it was operated by a locally owned company and seemed to be a must for persons doing business in the Islands, even though larger trans-Pacific liners occasionally touched at Honolulu. About the city itself - if a town of 45,000 could be called a city - it was the capital and only major seaport of some islands which had recently become the Territory of Hawaii and it did have at least two or three fairly modern hotels. The best, it seemed, was right in the business district, and there the Stranger would stay. The only other reasonably modern hotel was at some out-of-town watering place, obviously a resort.

Thus sketchily and not too accurately briefed, the Stranger set out, thinking wryly of the Columbus of poetic lore:"....Before him only unknown shores; before him but uncharted seas." His contacts with a Boston couple on the train, also en route to the Islands, did nothing to reassure him. "A charming place if one knows the right people," the woman had said, "but impossible if one had to put up at a commercial hotel."

The Stranger's first view of San Francisco's denuded and fire-scarred hills, seen from the deck of a transbay ferry boat, was almost traumatic in its effect. And the shock was repeated, in only slightly milder form, at first sight of the good ship Manoa. She was not as small as he had been led to expect, but she was unmistakably a freighter first and a passenger carrier only secondarily. The staterooms were small, with bunks instead of beds, and there were no private baths, but they were clean. The dining saloon had no intimate tables for two or four, just long tables with fixed swivel chairs on both sides and narrow strips of wood along their edges, presumably to keep tableware out of the passengers' laps in rough weather. But here too, things had a clean-scrubbed look, and the Stranger decided it would do.

He was further reassured when he heard a ship's officer telling the obviously disgruntled Bostonians that the presidents of two of Honolulu's largest sugar factoring firms would be among the passengers on that voyage, besides the Secretary of the Territory. A new and puzzling title, the latter, but apparently indicating a position of some importance.

By the time the Manoa was two days out, well beyond the rough and chilly waters off the Northern California coast, the Stranger had discovered that most of the ship's sixty-odd passengers were Island people. The non-Islanders were mostly young school teachers on their way to teach in some of the Islands' private schools. The public schools, it seemed, recruited most of their teachers locally, a situation which was surprising for a place as far from important seats of learning as Honolulu definitely was. Others in the handful of mainlanders were young fellows, most of them going, it seemed, to work in the sugar industry.

Clannish, was the Stranger's first appraisal of the Island people in the ship's company. Later he concluded that the seeming clannishness was the natural outgrowth of common interests, experiences and background in a relatively isolated community. When drawn into conversation, they were friendly and more than willing to talk about Hawaii. Inevitably, though, their talk drifted into statistics. The Island sugar crop was growing by leaps and bounds since a man named Dillingham had built a railroad to open up new cane acreage. Another man named Dole was growing pineapples successfully. And always as a conclusion: "Please remember that Hawaii is an integral part of the United States, not a possession. Too few people understand that." The theme was, the Stranger thought, rather overworked.

On the fifth and final day at sea, with the northeasterly breeze just a balmy caress and the ocean itself an incredibly deep indigo, a strange, almost electrical excitement seemed to seize the Islanders on board. Indefinable but unmistakable, it intensified as the day wore on. Finally that evening, as the Stranger headed for his stateroom, a group of merrymakers hailed him. "Be sure to get up early tomorrow morning", one of them shouted. " We'll be picking up Makapuu Light a little before five, the skipper says." Get up before five - just to see a lighthouse? Fat chance, the Stranger thought.

Next morning, however, he was awakened by rustlings and low-voiced conversation on the deck outside his stateroom. It was still pitch dark, but impelled by curiosity, he made his way onto the narrow deck. As his eyes became accustomed to the starlit darkness, he could see people, scores of them it seemed, lining the starboard rail, most of them talking in excited whispers. Then from the forward end of the deck came a shout: "Land ho!=There she is - good old Makapuu Light!" And there, sure enough, it was. A distant pinpoint of light flashing intermittently across the dark waters. All the excitement just for that? What kind of people were these Islanders, anyhow?

By then the sky was becoming lighter, and out of the murk ahead a craggy headland took shape. A headland topped by the flashing light, looming against a backdrop of incredibly green mountains rising almost vertically into an overhanging cloud rack. Then the ship was moving at reduced speed along a barren stretch of coastline and past a grotesquely shaped headland. As they neared the prow-like point, a softly-played Oriental gong called to the final shipboard breakfast, but few of the passengers left the rail. Then the ship nosed around the point and the ethereal beauty of deep-cleft leeward mountain slopes, curving shoreline and distant Waianae burst upon the Stranger's unbelieving eyes. And at that moment he understood, vaguely at least, what had so deeply moved his fellow-passengers as they neared their island homeland.

One thing seemed to be missing, however: the city itself. Except for a sizable white building on the shore and what appeared to be smaller buildings flanking it, few signs of human habitation were visible. Even after they had taken on the pilot and were threading a cautious way between the channel buoys, few signs of a city or city life were evident. The tall masts of a few square-riggers, marking what must be the waterfront. A building with a gray dome somewhere in the background. Little else.

Then they were in the tiny harbor with bronzed, black-haired youngsters swimming alongside, shouting and waving, then diving for coins which sank glittering through the clear water. And now their ship was heading for a

pier with the numeral 15 painted large on the end of the low pier shed. And as the ship moved silently toward her berth, a small tug nudging gently at her bow, a white-clad band half hidden in the shadows on the pier burst into an unfamiliar but strangely stirring melody.

The pier seemed alive with people. It was a business day, the hour was going on nine, but it looked as if the population had turned out en masse. So many people just to greet a freighter with a handful of passengers... Why? the Stranger asked his neighbor on the rail. "Steamer day," the man replied. "Only comes once a week regularly, that is. Mail. Merchandise. Friends or relatives back from the States or abroad. No one misses steamer day if they can help it."

That told the story. This wasn't New York, or San Francisco, or even Podunk, Iowa, with its daily train. This was Honolulu, a remote mid-ocean seaport connected with the outside world only by a slender thread of trans-Pacific cable and its ships. The jumping-off place, almost. A little island world with its own unique customs and way of life. Many would dispute this appraisal, the Stranger found, but the more he saw of Honolulu - the Honolulu of 1908 - the more certain he became that his first impressions were correct.

By then, happy pandemonium reigned on deck and on the pier. Shouted greetings; high-pitched feminine squeals; laughter; much waving of wreaths of fragrant blossoms, which moments later were being placed around the necks of passengers as they descended the short gangplank. It was all very gay, spontaneous and colorful, and the Stranger wished he were part of it. But just as he was beginning to wonder if he was really part of anything, a youngish man approached, spoke his name questioningly, and said he had come to see the Stranger to his hotel. Moments later they were out of the pier shed, luggage was being piled into a horse-drawn hack, and they were on their way - somewhere. There had been an early morning shower and the unpaved road was muddy as their hack bounced along between ramshackle buildings. Then they were heading up a narrow street leading away from the waterfront, and the buildings became larger and more respectable looking. At a cross-street, an electric trolley car went by, its bell clanging. An entirely open car with transverse seats, unlike those one saw during the summer in some Eastern cities.

The Alexander Young Hotel loomed massively among the small frame buildings in the neighborhood, the six-story sections at either end of the long block towering three or four stories above its neighbors. More importantly, it was clean, definitely American in architecture and creature comforts, and staffed by Orientals who smiled and bowed as if they enjoyed their work.

Across Bishop Street from the hotel the land was vacant, but the backs of buildings fronting on the next cross street could be seen and as the Stranger soon discovered, Fort Street was the city's retailing center. More specifically, it was the center for stores handling American and European-style goods. On this street were such establishments as Ehlers' Dry Goods Company; M. McInerny, Ltd., mens' haberdashery; Bergstrom Music Co.; two grocery stores with similar names, Henry May & Co. and C.J.Day & Co.; several drug stores, including Hollister Drug Co. and Benson, Smith & Co.; the Bank of Hawaii; the Waterhouse Trust Company; E.O.Hall & Son, handling sports equipment of various kinds, and others. The stores were not impressive to a New Yorker, few of the buildings being more than two stories in height, but they presented a generally modern appearance for the times. And what was more important, they, with a few other establishments within the fifteen or so square blocks which comprised the principal downtown business district, were the only American/European type stores in the city.

Traffic in the area was light to the point of being almost non-existent at times. A few horse-drawn delivery rigs clop-clopping along at a liesurely pace. At rare intervals, a motor car; although it was reliably reported that there were fewer than 200 automibles in the entire city, most of them privately owned. And in the mornings, when the air was cool and the streets still wet from nighttime showers, an occasional carriage would stop in front of Ehlers', or one of the grocery stores, or perhaps the bank or the large cathedral church near the mountain end of Fort Street, and gloved and hatted ladies, usually with parasols to protect them from the sun and showers, would get out to do their shopping. Other street traffic of course included the open-air electric trolley cars which ran on both King and Fort Streets. The King Street cars were quite large, with transverse seats which permitted all passengers to face forward. The Fort Street cars were smaller but of the same general style. Service was not frequent enough to create a traffic hazard on either street.

Pedestrian traffic in the business district was even more leisurely. The men, most of them in whites, pongee silk or other materials considered suitable to a tropical climate, seldom appeared to hurry. In fact, every meeting with a friend or acquaintance seemed to be the occasion for a pause, sometimes just for a word of greeting, sometimes for a prolonged conversation. And from the looks of the men involved, this custom seemed to pervade all ranks, from clerk to president. What a delightful way to do business, the

Stranger thought. If business was actually being done, that is.

Most of the men wore hats, he noted. Not the flat-brimmed straw "boaters" of the Eastern Seaboard, but soft-brimmed Panamas and ~~xxxxxx~~ broader-brimmed hats of some woven material which he recognized as the plantation ~~type~~ style of head gear. But the notable feature of these hats, most of them, was not their style or the material of which whey were made, but the hat-bands. They seemed to be made of some kind of multi-colored bird feathers, unlike anything the Stranger had ever seen. In time he came to consider them an Island trade mark.

Finding that he could cover the small central business district in a very short time on foot, and being incurious about the Oriental section ~~which he understood extended for some blocks~~ north of Fort Street - after all, New York also had a Chinatown! - the Stranger decided to explore the city by trolley car. This he found could be done quite easily and for a total outlay of no more than forty or fifty cents, one way fares in any direction for whatever distance being only a nickel.

Taking a north-bound car on King Street, he traveled several miles, first through the Oriental section, then through a sparsely settled, rather tumble-down district and past what the conductor told him was a large private school for Hawaiian boys and girls, finally arriving at Fort Shafter, U.S. Army Headquarters in the Islands and the end of the line. Beyond this, he was told, was a beautiful park with the musical name, Moanalua; and beyond that, only open country and eventually fields of sugar cane.

From the center of town one could take a car which climbed up a well-shaded street until it was in a broad and exquisitely beautiful valley. This, it was said, was one of the city's most exclusive residential districts, called simply "Nuuanu". The homes that the Stranger saw were large and almost invariably surrounded by broad, shaded lawns and well-landscaped tropical shrubbery. Here, it seemed, some of the city's wealthier citizens had recently opened a Country Club; a remarkable thing, the Stranger thought, since he knew of very few places where they played the imported game of golf, anywhere in the country.

Another trolley line went from town up into the lower foothills and through the Makiki and Punahou districts where there were more fine homes as well as smaller, less pretentious places, ~~but~~ all with their lawns and verdant tropical shrubbery. At a junction opposite the entrance to a school campus - it was officially Oahu College, the conductor said, but many people were calling it Punahou School - the Stranger took a small trolley car which made the

laborious ascent up the long hill past the school, then turned and wound through narrow, shaded streets until it came to a small shelter at the end of the line. This was Manoa Valley, the conductor said, and there was nothing beyond the carline except small Oriental farms growing rice, taro, papayas and other garden crops, or pigs and poultry. There was talk, he said, of moving the new Hawaiian College of Agricultural and Mechanic Arts from down town into the valley, but he doubted if the government had the money for it. The conductor, who seemed to know most of his passengers by name, also volunteered the information that in rainy weather - rainy in the valley, that is - his passengers would sometimes find the sun shining when they arrived at Punahou Junction and would leave umbrellas and raincoats in the car until they returned home later in the day.

More and more frequently, as he went about town, the Stranger was asked if he had been to Waikiki. It was a three-and-a-half mile ride either by streetcar or by carriage, and the streetcar was recommended. The carriage road, it seemed, was unpaved, and after rainstorms or even heavy showers, muddy and full of potholes. The streetcars appealed to the Stranger. The seats were hard but not unfomfortable. The view on either side was unlimited and almost always interesting; frequently beautiful. Taking the King Street car, the route was due south, or southeast, to be more exact, mostly through sparsely inhabited open fields until there was a stop at Pawaa Junction. Here, the conductor said, one could transfer to a branch line serving a district just over the ridge back of Diamond Head called Waialae. There was nothing beyond except farm lands, he said, so it was hardly worthwhile. Shortly after leaving Pawaa Junction, the car line turned abruptly oceanward and soon was crossing what seemed to be a combination trestle and fill through an open swamp. This, the conductor said, was known as the Duck Ponds, so named because the place was dotted with small islands on which Oriental farmers raised not only ducks, but other assorted domestic animals.

Beyong the Duck Ponds, the tracks turned again, this time toward Diamond Head. They were on Waikiki Road, according to the conductor, and would soon pass the fine new Moana Hotel - a white elephant, in his private opinion, but nevertheless quite beautiful. The line ended in a large park in the very shadow of Diamond Head, beyond which a dirt road wound up the hill to where a small lighthouse could be seen.

His curiosity aroused, the Stranger dropped off at the Moana on his way back to town. An attractive place, he thought, quite in contrast to the few smaller buildings in the neighborhood. Then he crossed the lobby and stepped down onto an open court facing the sea. There he stopped, fascinated. Nowhere in his travels had he seen anything to match the beauty of that scene. A pier extended from the sea wall at the court's edge almost into the onrushing lines of surf, and from the sheltered pergola at the pier's end, the Stranger saw for the first time bronzed young men and boys standing on boards which slid swiftly through the water in front of the foaming wave crests.

The western sky was ablaze with a tropic sunset before the Stranger dragged himself away, but the surf was not yet deserted. And the Stranger felt that he could understand its fascination for those who conquered it.

A final trip took the Stranger on a remarkable little narrow-gauge railroad from its Honolulu terminus just off King Street near the river, to a resort some fifty miles around on the island's northern shore. The engines and the cars were small, and hauling sugar cane appeared to be the road's main function. But on weekends a special train, grandiosely named the Haleiwa Limited, took gay holiday crowds out past the great Pearl Lochs, pas$ fields of tasseled sugar cane and along a barren coast where the waves crashed on deserted beaches; then around a spectacular point of land and finally to a picturesque resort hotel on the shores of a gem-like bay.

But always and always, Waikiki and its long-running surf and thrilling surf riders beckoned the Stranger back. Just as it was even then, quite unknown to the Stranger, beckoning another stranger who, (foresaw) saw in Waikiki's surf and its graceful riders, the development of a latent, almost neglected Island asset which was in time to become not only Hawaii's greatest sport, but also its newest source of fame and wealth.

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The Stranger of this narrative was, quite obviously we trust, a non-person. A figment created to breathe life into what could otherwise have become an excerpt from a travel guide. But the other stranger, who arrived that year finally to make Hawaii his home, not only saw and dreamed, but with the help of many willing hands, carried his dream to fruition. It was this fortuitous conjunction of time, place and unique individual which brought forth the world's most unique club; the Outrigger Canoe Club of Honolulu.

CHAPTER II. ....and the Man.

Biographical sketch of A.H.F.

MINUTES August 14, 1969

HISTORICAL COMMITTEE - OUTRIGGER CANOE CLUB

Present: Frank R. Sommerfeld
William Kaa
Frank Jeckell
Charles Bond
Gerald Ober
Thad Ekstrand
Ward Russell
Mrs. M. Jackson
Harold Yost

Minutes of the last meeting were circulated and accepted by the Committee.

Mr. Harold Yost presented copies of the revised club history outline and the suggested first chapter of the book. Discussion opened on the consideration of this revised outline. The Committee had no particular comment on the format of the revised outline except that Chapter 24 was brought up by the Chairman as being controversial and the question of inclusion in the book was discussed.

Other matters of discussion centered on the size of the book, number of pages, type of binding, number of pictures, etc. It was agreed at this point that it will be impossible to come up with a cost of publication until a commitment was made as to these factors. Mr. Yost agreed to continue to sound out publication companies in order to obtain some idea of publication cost.

It was moved and seconded by the Committee that Mr. Yost be selected to write the club history at the same hourly cost as that for the writing of the outline. Mr. Yost estimates the writing of the narrative form to take approximately 300 hours, more or less, and this figure was accepted by the Committee as very reasonable.

In order to approach the point where a dummy of the book can be made up, Mr. Yost will continue writing of the additional chapters, consideration of the inclusion of pictures and all other necessary matters for the completion of the history of the Outrigger Canoe Club.

It was voted that the chairman request an additional sum of $3,000 from the Board of Directors for continuation of the writing by Mr. Yost.

It was the will of the Committee to keep the date of the next meeting open until the result of the request for appropriation was known. Thus, the next meeting will be subject to call by the Chairman in the near future.

The meeting was adjourned at 6:20 p.m.

Respectfully submitted,

Frank R. Sommerfeld
Chairman

HISTORICAL COMMITTEE MEETING - TUESDAY - SEPTEMBER 2ND 5 pm

PLEASE CONFIRM WITH VIKI - 923-1585. MAHALO - OUTRIGGER CANOE CLUB

MEMORANDUM

August 26, 1969

To: Members of Historical Committee, Outrigger Canoe Club

The Board of Directors have approved our request for an additional $3,000 for the writing of the history. Thus, I feel our next meeting is extremely critical, inasmuch as we will discuss with Mr. Yost his proceeding with the narrative writing.

This should be the final meeting before this phase begins and I urgently request all members to be present. We will also discuss pictures for the book and better means of "smoking" these out from those who may have them. Mr. Yost has prepared an appeal for pictures for inclusion in the next Forecast. I wonder if going to the general public through the press may not be effective in reaching those who may not get the Forecast.

In any event, the next meeting is highly important, a "JUMP-OFF" spot, so to speak. Please be present if at all possible. We must make some very important decisions.

Mahalo.

Frank R. Sommerfeld
Chairman

MINUTES OF MEETING

HISTORICAL COMMITTEE, SUNSHINE CABIN CLUB — September 2, 1949

Present: Mrs. E. Jackson — Frank Jaehell
Mrs. Hassell — Carl Hassell
Wolf Levitz — William Kay
Joe Kilkeary — Donald Tosh
Frank L. Summerfield, Chairman

Minutes of the August 14, 1949, meeting as circulated were accepted by the Committee.

1. Discussion on the type of selection of photographs by Mr. Tosh. It was agreed by the Committee that the type of selection of photographs should be changed as a result of production of the history.

2. Mrs. Jackson was asked to serve as temporary chairman during the last month's absence of Frank Summerfield, who previously accepted.

3. The Committee approved the suggestion that the Public Relations Committee be asked to obtain additional appropriate for the club history from the general public. It was agreed that the units for this appeal should be left to the Public Relations Committee of the S.C.C. This matter to be referred to Mr. Robert Evans, Chairman, Public Relations Committee.

4. No further developments with regard to the selection of trophies for display on club premises. This will be forthcoming shortly from Carl Hassell.

5. The chairman reported that the Board of Directors has approved the appointment of an additional $2,000 for the writing of the club history. The Board of Directors has requested a monthly report of progress on the writing of the history.

6. The Committee voted to ask the Public Relations Committee of the S.C.C. to prescribe the proper procedure for the disbursement of funds allocated and approved by the Board of Directors for the writing of club history. The Committee requests that monthly progress reports by Mr. Tosh be presented through Mr. Evans of Public Relations and the Board of Directors for their information.

The Committee agreed that forthcoming meetings will be subject to call when necessary by Mrs. Jackson prior to the return of the chairman.

Respectfully submitted,

Frank L. Summerfield, Chairman
Historical Committee, S.C.C.

Kehau

To: Frank Summerfield, Chairman, OCC Historical Committee

From: Harold H. Yost

Date: October 21, 1969

Subject: Draft of Outrigger Canoe Club History

With this letter I am submitting for the consideration of the Historical Committee a draft of the first 28 chapters of the proposed Club History.

These chapters cover the events of historical significance in the life of the Club from its founding in 1908 through the move to Diamond Head in 1964. The concluding chapters, as I see it, should be descriptive of the Club as it now is, with plenty of illustrations of the clubhouse, launch, etc., and with a very full account of the various activities programs, with special emphasis on those having to do with the Club's original objectives - promotion of Hawaii's unique aquatic sports. I am including suggestions for two additional chapters with the draft of the historical section.

Somewhere in the book I believe we should have a section on Outrigger Club Presidents. I assume that we have photos of all of them, and with each photo we should have a paragraph about the individual's business or professional connections - brief and factual, I would think.

It would also be desirable, if we had the necessary records and at least some photos, to include something like an Outrigger Canoe Club Hall of Fame. This might include both individuals who have had athletic records of some sort, or won in national or international competition, and teams or crews which have done exceptionally well in competition. I doubt if this is a practicable idea, but it might be explored.

Our current budget position is very favorable. Of the $4000 so far appropriated by the Board - $1000 for research and planning and $3000 for preparing the first draft - only $2070 has been billed through September, and my October billing will be less than $600, leaving an unused balance of more than $1500 for completing the book, including whatever rewriting is required, selecting and captioning photos, etc. In addition to the foregoing, I have paid out of my own pocket $90 for retyping my original draft. At the last committee meeting I believe it was the consensus that this amount should be paid out of the production budget if the Board decides to go ahead with publication of the History.

I expect to be on the Coast from Oct. 30 through Thanksgiving, but can be reached there at any time, c/o Walter K. Yost, 2034 Del Norte St., Berkeley, CA 94707. Please don't hesitate to get in touch with me there if any hurry-up work on the History is needed before I return.

Aloha!

(s) Hal

Harold H. Yost

MINUTES OF MEETING OF THE HISTORICAL COMMITTEE
OF THE OUTRIGGER CANOE CLUB

November 13, 1969

Members present: Mrs. M. Jackson
Dr. A. V. Molyneux
Charles Reed
Frank Jackoli
William Kea
Stafford Austin
Cline Shaw
Frank R. Kennerfeld, Chairman

The meeting was called to order at 5 o'clock for the purpose of discussing two important items of business which needed action by the committee, these being:

a. The receipt and distribution of the 28 chapters of club history, submitted by Harold Yost, historian, for reading, study, and comment by committee members.

b. The necessity, if any, for submission of a request for appropriation for expense money, to be submitted to the Board of Directors budget meeting on November 20, 1969.

c. Any other business with respect to the club history which warranted discussion.

I. A submittal letter attached to the 28-chapter draft of the club history was presented by Hal Yost to the committee chairman. A copy of this letter was made available to each member of the committee for his information. (Please refer to your copy for details and recommendations by Yost on the club history and which also gives a statement of the current financial condition with regard to the history project.)

It was the wish of the committee that to facilitate and expedite reading of the history draft by committee members, xerox copies be made by the club office in three segments, the first third of the total draft to be xeroxed and circulated to members, followed by xeroxing of the second and third portions. It was felt that this would enable progressive circulation, by installment, while the rest of copy work was going on. It was the decision of the committee that the chairman divide the entire committee into three groups with systematic distribution so be made from one group to another after individual reading was completed.

II. It was the committee's wish that no further appropriation be asked for at the present time from the Board of Directors but rather the unexpended funds, of appropriations already allowed, be used for whatever future expense there may be. The committee decided that after extended publication costs were secured and recommended, and plans for financing were determined, the Board of Directors would be approached with regard to their wishes in the publication of the club history.

III. Because of the request from the Club President for a progress report, the committee directed the chairman to attend the Board of Directors meeting on November 20, 1969, to give a progress and status report on the club history. It was recommended that the chairman prepare additional copies of Harold Yost's submittal letter of October 21, 1969, for presentation to each member of the Board of Directors.

The business of the committee was concluded at 6 o'clock whereupon the meeting was adjourned.

Respectfully submitted,

Frank R. Kennerfeld, Chairman
Historical Committee

Outrigger Canoe Club

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548-2211, X 448

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Harold H. Yost
Apartment 911
445 Kaiolu St.
923-4608

Preliminary Synopsis, Outrigger Canoe Club History

1. Dedication.
   (suggestion attached)
2. The Time, the Place.....
   Setting the scene in the Honolulu of 1908. (suggestion attached)
3. ....and the Man
   A character sketch of Alexander Hume Ford. (~~suggestion attached~~)
4. The Concept
   Birth of the OCC idea, using Ford's own account and suggesting other, slightly different versions which bring in Burton Holmes and others.
5. Formal organization of OCC
   Organization meeting, May 1, 1908. Charter members. Signing of lease, May 19, 1908. Description of leasehold agreement, term of lease, etc.
6. The early years.
   Description of first Club premises, facilities, etc. Hawaiian atmosphere. Men and boys only.
7. Formation of the "Ladies' Auxiliary", 1909
   Provided for wives and women in immediate families of OCC members. Not affiliated with OCC, but sharing beach and other privileges with it.
8. First "permanent" Club home.
   The large wooden frame pavilion with elevated dance floor and lounge, canoe and surfboard storage on ground floor, mens' dressing room, commissary and hau lanai in rear. (Built in 1910 or 1911)
9. Early athletic programs
   (Accounts are sketchy, but apparently some canoes and boards purchased)
10. First stirrings of Tourism in Waikiki
    Matson adds larger, more comfortable SS Wilhelmina to freighter/passenger fleet (around 1910). Duke's sensational performance at the Olympics; the Hawaiian Pavilion at S.F.'s 1915 Exposition, and Sonny Cunha's "On the Beach at Waikiki" all serve to focus attention on Hawaii.
11. OCC in the pre-WW I years
    Informal atmosphere. Dances and family beach parties. Interest in surf riding and canoe surfing grows. War itself touched Hawaii lightly.
12. The post-war years, 1919-25
    Expansion of athletic program to include football and track. Competition with mainland teams. Rebirth of organized tourism; effect on Waikiki.
13. OCC's first major "move".
    In 1925, plans for new Royal forced OCC to move clubhouse to new site.

Clubhouse remodeled. Matson helped defray $30,000 cost of move.

14. Changing Waikiki

Work started on Ala Wai Canal (1923), draining "duck ponds" and opening way for build-up of residential Waikiki. Opening of Royal (1927) and addition of SS. Malolo to Matson fleet start tourism boom. Effect on OCC.

15. OCC in early depression years.

Normal activities continued but financial problems multiply.

16. Crisis faced in 1939.

Old clubhouse condemned by city as unsafe, necessitating complete new facilities. Estimated cost, $65,000.- plus architects' fees, etc. No funds in Club treasury. Pres. Macfarlane seeks help from business community. Club praised as "civic asset."

17. OCC reorganized; bond sale authorized.

Relevant details of reorganization with help of businessmen. Bond sale supported by Matson and other business interests, but moved slowly. Financing of new club facilities finally assured and construction started.

18. The New Outrigger Club, 1941

New Club facilities, with increased locker room space, volleyball courts, dining room, bar and hau lanai help broaden scope of Club activities, especially social affairs. Streetfront shops first commercial venture.

19. The OCC in W.W. II

Activities and services retricted by blackout and curfew under military rule. Royal made "R & R" haven for submarine personnel. More normal activities resumed some months after Battle of Midway.

20. Passing of Walter Macfarlane, 1944.

Brief biographical sketch citing outstanding services to Club in crisis years.

22. Revival and expansion of sports program.

Broad program of aquatic and other sports pushed under general direction of Dad Center. Duke also active in Club program.

23. Growth of Waikiki generates new problems.

Parking becomes crucial. Club management by committee becomes difficult. Decision reached to appoint professional manager, 1948.

24. The Forecast becomes a magazine.

New magazine format adpoted in 1948, partly with idea of generating new revenues from advertising. Historical articles in addition to Club news.

25. Looking ahead: Building Fund grows.

Building Fund started after W.W. II largely under direction of Leslie Hicks, emphasized as uncertainties of Club's future after '63 mount. Offer made

to purchse Waikiki Beach club site from trustees of Queen Emma Estate (or Queen's Hospital), but offer subsequently declined for business reasons.

26. Years of Decision - 1955-63

Problems mount as termination of Matson sub-lease draws closer, beachfront property values reach $20 per square foot and higher, and unsatisfactory parking arrangements handicap Club operations. Unsuccessful attempts to negotiate new lease or outright purchase of property. Offer from Elks Club to purchase ewa half of their property for $450,000. Many negotiations. Murchison/Trousdale proposals; rentals considered prohibitive. Membership opposition to moving away from Waikiki. Final decision: Elks Club lease.

27. "Commercialism" during the '50's

Beach services expanded and extended to non-members to build revenue. Problems encountered, but precarious finances dictate continuance of commercial services.

28. Matson bows out; Sheraton takes over.

Sale of Royal Hawaiian leasehold ends even remote possibility of making satisfactory arrangements to remain at Waikiki. New Sheraton management friendly but lacking kamaaina attitude of Matson toward OCC.

29. The New OCC at 2909 Kalakaua.

Move to new quarters completed in October, 1964. Inaugural party. Early dissatisfaction with beach and swimming area offset in part by beauty of new quarters and convenience of parking. Discontinuance of commercial activities under Club auspices another redeeming feature.

30. The OCC develops a new and brighter image.

New, attractive and more sophisticated Club facilities influence trend toward a true "family club", with continuing emphasis on sports but more attention to providing "something for everyone."

31. Broadened athletic program.

Extension of competition in surfing, canoe racing and volleyball from purely local to inter-state and international events. Accomplishments of OCC teams and individuals during the 1964-69 period.

32. Summation.

In a little more than six decades, OCC has come more than full circle. Started as a surfing club for men and boys; subsequently extended to include women, with more emphasis on social activities; surviving financial and other difficulties, OCC now a broadly based family club, but with more emphasis on sports for members of all ages and both sexes than ever before in its history.

DRAFT

Suggested Dedication and opening chapter, Outrigger Canoe Club History

To the members of the Outrigger Canoe Club, past and present, living and departed, who have given of their time, energy, know-how and money in furtherance of the Club's objectives; to the guests from other States and other lands who have honored the Club with their presence over the years; to all who have served or are now serving the Club in some skilled capacity, this History is dedicated with gratitude and warm aloha.

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CHAPTER I.

The Time, the Place.....

The Honolulu into which the Outrigger Canoe Club was born early in this century was not only part of another era; it was also unique among the cities of its day and age.

Strangers arriving in Hawaii by steamer, as everyone did in those days of surface travel, usually became aware of Honolulu's uniqueness even before they saw the city itself. Where else, for instance, would passengers come on deck in the pre-dawn darkness the morning of arrival, just to get first glimpse of a light flashing across the water from a distant lighthouse? And where else would they line the rail, burbling ecstatically, as the ship made her lazy way past a brown, barren, oddly-shaped headland?

Even after the vessel had nosed around the jutting prow of Diamond Head and the almost unearthly beauty of Oahu's cloud-capped mountains and curving shoreline had burst upon unbelieving eyes, no city was to be seen. A white building of some size stood out among the trees along the shore. On the point which the ship was rounding, another white building loomed even more prominently. Here and there on the lower mountain slopes a house might be seen. Little else; only trees, mountains, moving lines of surf close inshore; and in the distance, the lighter green of planted fields - sugar cane, they said.

Once off port, with the channel pilot aboard and the ship threading her cautious way between buoys leading to the harbor entrance, a few more buildings came into view. Business buildings of some sort, it appeared. Part of the Honolulu waterfront, no doubt. Then the ship was slipping noiselessly through the glassy waters of the small harbor, brown-skinned boys swimming alongside, waving and shouting for a hoped-for shower of coins from the steamer's deck. Then they were nosing in toward a pier with

"15" in large white numerals on the end of the low pier shed. And a white-uniformed band, half hidden in the shadows played unfamiliar melodies.

But the sights of the strange little harbor were soon forgotten in the happy clamor that broke out as the ship edged closer to her berth, a small tug prodding gently at her bow. For this, the stranger learned, was the weekly Steamer Day, and despite the early hour and the fact that it was also a business day, the pier was crowded. And everybody on shipboard, or almost everybody, seemed to know everyone on shore. And the flowers! Wreaths of them, it seemed, held high as greetings were shouted across the narrowing strip of water.

If the stranger had friends in Honolulu, or even friends of friends of his back in the States, he soon found himself part of the happy crowd, greeted at the foot of the gangplank as if he were a long-lost relative or comrade. For these fortunate arrivals, there were days or even weeks of Island hospitality ahead; hospitality such as few had ever experienced elsewhere. And in many cases the visitor, ensnared in a seemingly endless round of parties, week-end polo games or races at some park with an unpronouncable name, or house parties at some beach home a few miles out of town, actually saw little of Honolulu. Little, that is, except the magnificent, wind-blown Pali and probably the fine new hotel on Waikiki Beach, the one he had seen from his incoming ship.

For the complete stranger - almost a rarity in those ante-tourism days, the situation was quite different. For him, there was no fine carriage at the pier, waiting to take him to his Island destination. No taxicabs, either; for there were less than 200 automobiles on Oahu at the time. But he could, in all probability, find a [redacted] hack driver who would cheerfully drive him to a downtown hotel for a quarter, with perhaps a generous dime tip thrown in. Or for a larger stipend, perhaps a dollar, he might find one with a horse and rig that could take the rough, hot three-and-a-half-mile drive to Waikiki.

The visitor's choice of hotels was limited. Downtown there was the ornate but aging Royal Hawaiian, at the corner of Hotel and Richards Streets; the magnificent new block-long Alexander Young Hotel of which the Island people were so proud, and a few smaller and presumably less comfortable establishments. If the stranger were of the elite group known as Winter Tourists, he could choose between the new and also much admired Moana Hotel; its smaller and more informal neighbor, the Seaside, and in that remote, semi-isolated part of town, that was it.

From one of the downtown hotels it was easy enough to cover the business district on foot. Southward along King Street, there was little to see beyond the Royal Palace and the stone church with the unpronounceable name. Between King Street and the harborfront, a few small commercial establishments and some warehouses. Mountainward, or mauka, as the friendly but sometimes almost foreign-seeming Islanders had it, there were a few nondescript business buildings along Fort Street, several rather large church edifices, and not much else. And northward from Fort Street, stores and people increasingly Oriental in character until finally, one was in a Chinatown [redacted] reminiscent of San Francisco and New York. All in all, except for the Palace and the Hawaiian church, a strangely uninteresting town for one of its romantic reputation.

So it was that the stranger in town sooner or later found himself boarding one of the airy, almost jaunty open-air trolley cars that ran on both King and [redacted] Fort Streets. On the King Street line he could travel some three and a half miles through mostly thinly populated areas to Fort Shafter, Army Headquarters in Hawaii. And from there, if he were curious, he could stroll down a grade into a beautiful garden with the musical name of Moanalua. The ride to Fort Shafter had cost him a nickel, and for another nickel, he could take the same trolley line back through town and southward another three miles or more to isolated Waikiki.

The Waikiki trip was enlivened by an always breezy journey over an earth fill-and-trestle viaduct perhaps half a mile long which passed through an open-water swamp in which were many small islands. The Duck Ponds, someone said they were called, and the the odors emanating from them were often those of the barnyard. Then the trolley was swaying along an unpaved street called Waikiki Road, past the new-looking white hotel building first seen from the steamer and into a park close under the imposing slopes of Diamond Head.

Once in Waikiki, curiosity impelled a stop at the hotel, the Moana. Not a very big resort hotel by mainland standards, but interestingly arranged. And from the pleasant open court on the ocean side of the hotel- which had not then sprouted wings - a pier extended out into the water two or three hundred feet. A pier with a pergola at its end, apparently for those who wanted a closer look at the remarkable, long-running surf beyond.

It was from this old Moana Pier that many a newcomer in Hawaii had a first close-up look at surf riding on long, pointed boards or in canoes with outriggers on them. Few ever forgot that sight, even though there were seldom more than a

dozen or so bronzed young fellows riding the waves at any given time. And whatever else the visitor might see in Hawaii, or however disappointed he might be in the tiny beach, Waikiki's surf and its exciting riders were sights long to be remembered.

For the venturesome, another attractive trip was to a resort called Haleiwa, far around on the northern shore of the island. It started at a small railroad station just off King Street north of Chinatown. At first glance, it looked almost like a miniature railroad. The engines were small, the cars were small and the track was narrow gauge. But on a Sunday in good weather, a gay crowd would be on hand to board the Haleiwa Limited, and the ride past Pearl Lochs, through the cane fields of Ewa and along the windward coast, then around spectacular Kaena Point, was full of thrills. At the pleasant hotel on the shore of a tiny bay, good food, good drinks and good company were all to be had. And sometimes one would hear the story of the pioneer who founded the road twenty years earlier; and how it was once called "Dillingham's Folly", and almost proved to be that; and how a son of the founder had saved the day and the road and was fast becoming a rising young man in the community.

But always and always, Waikiki's surf would beckon. And even though few strangers in the Islands ventured much beyond the beach itself, or had, in fact, any opportunity to take a whirl at surf riding, the place was beginning to have the lure for the haole that it had always had for Hawaii's alii.

Into this exotic, almost foreign community, at this particular hour in history, came a man who saw Waikiki and loved it at first sight. A strange, small man he was, with pointed Van Dyke beard and the nervous air of a bird about to take flight. A man who saw in surfing a unique and wonderful sport and soon announced his belief that more Island men and boys should have ready access to this beach with its perfect surfing conditions. From this remarkable conjunction of time, place and unique individual came one of the world's unique organizations: The Outrigger Canoe Club.

CHAPTER II.

....and the Man.

(Short biographical sketch of Alexander Hume Ford.)

Honolulu, Aug. 4, 1969

Mr. Frank Sommerfeld, Chairman
Outrigger Canoe Club Historical Committee

Dear Frank:

Herewith my second, substantially extended draft of the proposed outline of the Outrigger Canoe Club History, together with a revised draft of the suggested opening chapter - the latter not specifically authorized by the Committee but done on my own as what I consider an important part of the job.

You will note that the synopsis contains recurrent references to developmemts in Honolulu and Waikiki as they have affected both the growth and the gradually changing character of the Club. I am suggesting this treatment of the History for two principal reasons. One is that I believe it will make the book much more interesting than the bare history of our own or any similar organization would be, even to its comparatively few long-time members. The other reason for including relevant bits of Hawaiiana is that this would be absolutely necessary if an effort were to be made to interest some publisher in handling publication of the History as a commercial publishing venture.

I am not at all sure that commercial publication of the History would be considered a good publishing risk by any reliable publishing house, or that it would be desirable from the Club's standpoint. However, it will be a comparatively easy matter to sound out Tongg Publishing Company, probably the best if not the only likely local publisher. Or if Tongg were not interested, it is at least possible that Lane Publishing Company, publishers of Sunset Magazine and many Sunset books, might be interested. Larry Lane, founder of the company, was very friendly toward Hawaii, and his son Bill (L.W.Lane,Jr.) is equally friendly and very familiar with the Islands. I have known Bill Lane in a business way for many years and would be glad to sound him out on the subject if it were the Committee's desire that I should do so.

I await with interest the Committee's verdict and further instructions, if any. Aloha!

Harold H. Yost

OCC HISTORY - SYNOPSIS * 2nd DRAFT

1. DEDICATION

   (suggestion attached)

2. FOREWORD

   by President Tommy Thomas

3. THE TIME, THE PLACE.....

   Scene-setting chapter - suggestion attached.

4. ....AND THE MAN

   Character sketch of Alexander Hume Ford, including excerpts from contemporary accounts and reminiscences of members who knew him.

5. THE CONCEPT

   Birth of the OCC idea. Ford's and Cottrell's accounts, which differ slightly, and excerpts from accounts and editorial comments in the contemporary press.

6. OCC ORGANIZED

   Early efforts to acquire a site. Negotiations with Queen Emma Estate Trustees (or Trustee). Seaside Hotel Management agrees to lease of 1½ acres next to lagoon. Description of site and terms of lease. Favorable attitude of businessmen and press. Organization meeting, May 1, 1908. List of Charter Members and their business or professional affiliations. Signing of lease, May 19, 1908.

7. THE EARLY YEARS

   The first "clubhouses" - two authentic grass houses purchased in Kaimuki and converted into a dressing room and a canoe and surf board shelter on Club premises. First pavilion, built partly over lagoon. Informal Hawaiian atmosphere as described in contemporary accounts.

8. FORMATION OF "LADIES' AUXILIARY", 1909

   Formed to provide beach facilities for wives and daughters of OCC members. Name later changed to "Womens' Auxiliary". Associated with OCC but not affiliated. Beach privileges extended to members. Other, separate accomodations provided for women friends of OCC members not eligible for Womens' Auxiliary membership.

9. NEW, LARGER CLUB QUARTERS, 1910

   Growth of Club and improving finances lead to construction of "double-decker" pavilion, with canoe and surf board storage on ground level and open-air lounge and dance floor above. New mens' locker room accomodating 100; commissary, and hau lanai for picnic lunches and suppers in mauka area. Social activities increase. Offshore diving platform added, 1913.

10. EARLY SPORTS PROGRAMS

Dad Center joins Club shortly after its organization in 1908. Made Club Captain in 1910. Helped organize Hawaiian A.A.U. in 1911. (Cover Dad's many outstanding athletic accomplishments as recounted by McClellan). Stimulus given to surfing and other sports under Dad's leadership.

11. FIRST STIRRINGS OF TOURISM IN WAIKIKI

Addition of SS Wilhelmina to Matson fleet in 1910 almost doubles the line's passenger accomodations. Hawaii increasingly in public eye as a result of Duke's sensational performances in Stockholm Olympics; popularity of Sonny Cunha's new song, "On the Beach at Waikiki", and San Francisco's 1915 Exposition at which Hawaii had an exhibit and an Hawaiian orchestra made up largely of Kam School boys. Talk locally of stepped-up efforts to attract tourists focuses renewed attention on Waikiki.

12. HONOLULU AND OCC IN WORLD WAR I.

War 8,000 miles and two weeks travel distant, touched Hawaii lightly. Emden and other German "raiders" interned in Honolulu Harbor for duration. German firms seized by Alien Property Custodian. Businessmens' Coast Artillery Company formed; trains at Fort de Russy. Many young men in ROTC training camp at Schofield. OCC little affected. Grows in popularity as center of beach activities.

13. THE POST-WAR YEARS, 1919-1925

OCC expands athletic program to include football and track. Competition with Mainland teams. The 1920 Olympics; Dad Center manager and coach of Hawaiian entry. Duke - who joined OCC in 1917 - starring in the sprints. Successful meets in many Mainland cities en route home. Stimulating effect of triumphant tour on all water sports in Hawaii. Prince of Wales' visit in 1920 - entertained at Club. Moana gets "wings" and Matson adds Maui and Matsonia to passenger fleet, renewing interest in tourism.

14. THE CLUB'S FIRST MAJOR MOVE

Plans for new Royal Hawaiian Hotel force OCC to new location on beach premises in 1925. Cost of necessary alterations and repairs, $30,000, putting strain on Club treasury. Matson helps defray cost. Description of revamped and relocated clubhouse. Offer of affiliation extended to Womens' Auxiliary, but declined. Formation of Uluniu Womens' Swimming Club.

15. CHANGING WAIKIKI - ITS EFFECT ON OCC

Construction of Ala Wai Canal - started in 1923 - coupled with opening of new Royal in 1927; addition of fast new SS Malolo to Matson fleet, and gradual reclaiming of duck ponds for residential use, usher in new era for Waikiki. Extension of OCC sub-lease in 1928 reflects higher land

values in increased rental charged the Club.

16. OCC IN THE DEPRESSION YEARS

Club gets first Charter in 1930. (details from Club records if available). Water sports and beach activities continue at or near normal, but membership and general interest in Club lag. Financial problems mount as the depression deepens.

17. CRISIS THREATENS

Extension of original sub-lease expiring in 1938; terms of future lease uncertain. Old clubhouse condemned by City as unsafe, necessitating building of new facilities from scratch. Negotiations with Matson for new sub-lease. Architects' estimates place building costs at $65,000 plus fees and incidentals. President Macfarlane proposes $90,000 bond issue to provide necessary funds; seeks help from business community in floating loan. Response generally favorable, and Club praised as "civic asset", but funds come in slowly.

18. OCC REORGANIZED

Relevant details of 1939 reorganization, from Club records. Honolulu businessmen assist in bond sale. Financing of new Club buildings finally assured and contract awarded to Ralph Woolley. Temporary dressing room facilities for members provided at Moana during construction. New 25-year sub-lease of property negotiated with Matson - relevant details.

19. The NEW OCC - 1941

New Club premises fronting on Kalakaua Ave. opened to members Feb. 15, 1941. Description of facilities, accompanied by comprehensive artists rendering which shows details, or by an aerial photo if one was taken. Funds from bond sale still short of original $90,000 goal, but Hicks feels deficit can be made up. Social aspects of Club enhanced by new facilities.

20. OCC IN W.W. II.

Many younger members join Armed Forces or go into civilian war work. Club activities and services curtailed by blackout and curfew under what was practically martial law. Barbed wire on the beaches (except Waikiki); slit trenches in lawns and home bomb shelters. Royal turned over to Navy as an R & R center for submarine personnel. Many families, especially with children, leave Honolulu; difficulties of returning. More normal activities resumed following Battle of Midway.

21. TWO OCC NOTABLES PASS ON

Death of Walter Macfarlane in 1943 and A.H.Ford in 1945. Appropriate details of their contributions to the Club, and Club President's final, very fitting tribute to Ford.

22. EXPANDED POST-WAR SPORTS PROGRAM

Athletics revived and sports program reorganized and expanded at 1945 Annual Meeting. Center appointed Honorary Captain and Coach; Duke made Director of Athletic Tournaments. Canoe surfing, board surfing, canoe racing, volleyball and sailing included in program. Membership fee raised to $200 to bolster Club finances. Building Fund started under Les Hicks.

23. POST-WAR ORGANIZATIONAL CHANGES

By-laws amended in '45 to provide for 11-member Board starting in '46. Corporate powers to hire and fire vested in Directors; also power to incur indebtedness on behalf of Club, not to exceed $20,000. Limitation on Regular Memberships raised from 775 to 825. Use of liquor from private stocks banned on Club premises.

24. OCC AND THE RACIAL ISSUE

Unofficial and erroneous denial of guest privileges to noted Oriental athlete in 1945 brings public criticism upon the Club. Board considers possible change in membership policy. Hicks strongly defends right of private club to choose its members on basis of congeniality, regardless of possible criticism for "discrimination." Board votes to stand pat.

25. THE FUTURE BEGINS TO CLOSE IN

Growth of Waikiki and rising land values for beach frontage bring demands for planning "beyond 1963". With Club revenues improving due to addition of dining and bar facilities, Building Fund increased to $75,000 in '46. Widely differing opinions regarding probable developments by 1963.

26. BURGEONING WAIKIKI COMPOUNDS PROBLEMS FOR OCC

Defunct Hawaii Tourist Bureau revived and reorganized as Hawaii Visitors Bureau in late '40's. Expanded drive for increased tourism spurs hotel building in Waikiki with The Reef, Princess Kaiulani, Surf Rider and others greatly increasing visitor capacity. Parking difficulties begin to affect Club's dining room and bar services adversely. Serious drop in revenues in 1947. Negotiations for new parking only partly successful.

27. OCC BEACH SERVICES ESTABLISHED

"Outrigger Beach Services" established in 1947 on a commercial basis with objective of increasing Club revenues. Included are rental of surfing equipment and operation of canoes for general public as well as OCC members; rental of beach chairs and umbrellas, and private swimming and surfing lessons. Problems of administration and policing of services arise. Revenues fall short of expectations.

28. CLUB MANAGEMENT GOES PROFESSIONAL

Continuing financial difficulties influence Directors to abandon management

by committee in favor of professional management, starting in 1948. Finance Committee assumes overall managerial responsibility. Magill appointed first professional manager of Club. Initiation fee for former OCC members reduced to $100 in hopes of enticing former members back into Club.

29. FORECAST REVAMPED & ADOPTS MAGAZINE FORMAT

Change made in the hope of generating new revenues through advertising and at the same time securing increased publicity for Club activities, improving community relations, and reviving interest in Club affairs among members. Stenberg first editor.

30. REMODELING PROGRAM IMPROVES FACILITIES

Falling off in dining room and bar patronage attributed in part to run-down condition of premises. Board approves remodeling and redecorating at estimated cost of $30,000. to be financed by borrowing. Final contract awarded at $39,300. Improvements completed in '49 at final cost of $61,000 including refurnishing. Patronage picks up as a result of improvements. (Include description).

31. ATHLETIC PROGRAM EXPANDED

Formation of Hawaii Surfing and Canoe Racing Association in 1950. Members: OCC, Hui Nalu and Waikiki Surf Club. Objective: stimulation of public interest in canoe racing through more and better-managed competitive events. Club volleyball teams active in local tournaments. Club reported as prosperous, but special membership drive continued.

32. THE IN-BETWEEN YEARS, 1950-55

Additions to womens' locker room facilities. Improvements in dining room services. New canvas covers for parked canoes. More clubs added to reciprocal list. Club reported clear of all indebtedness in '52. Total membership at 1858. Offer to purchase clubhouse site tendered to Queen's Hospital Trustees; declined as not in best interests of Hospital. Parking problems unsolved.

33. YEARS OF DECISION - 1955-56

With Matson sub-lease terminating in 1963 and no chance of renewal, debate starts on what Club should plan to do in preparation for inevitable change. Various proposals considered, including either purchase or lease of ewa half of Elks Club property; purchase of Steiner property; lease of present site from Trousdale-Murchison interests; purchase of Coral Reef Hotel or Queen's Surf, and others. Beachfront property values up to $20 per square foot. Building Fund at $286,000. Membership queried on preferences. 59.7% of voting members favor move to Elks Club. Lease signed Nov. 16, 1956. Other possibilities for staying at Waikiki not yet ruled out.

34. THE FINAL YEARS AT WAIKIKI -THE STRUGGLE TO HANG ON

With decision reached on move to Diamond Head site on expiration of Waikiki lease, efforts continue to retain at least a Waikiki auxiliary. Sheraton offer to lease 25,000 sq. ft. to Club, rental based on low $10 per sq. ft. appraisal, considered, but 12-year lease considered unfavorable. Various offers from Avent interests considered, but all involve loss of Club identity. Big increase in property taxes in 1960 compounds financial problems. Proposal for rental condominium as part of new clubhouse considered in 1959. Meanwhile athletic activities continue as usual.

35. TIME RUNS OUT

Moving into the 60's, with only months remaining before Waikiki lease expires, many members continue fight to retain some facilities at Waikiki. Discussions with Uluniu Club, looking to absorption of that club into OCC, fail of approval as only 200 Uluniu members favor merger. "Boardwalk controversy" gets hot as non-members go through Club grounds, but final removal cuts into dining room and Hau Terrace revenues. Planning Committee continues study of high rise apartment at new site for added revenue, but questionnaire shows lack of interest and plan is finally dropped. Special membership meetings generate hot discussions.

36. THE NEW CLUBHOUSE TAKES FORM ON PAPER

In 1962, with building fund at more than $600,000, two firms of architects appointed to work with Planning Committee to develop a $1,000,000 facility with 200 car stalls. Board authorized to proceed with construction and borrow necessary additional funds up to a total of $1,250,000. Pacific Construction Co. awarded contract for constructing building, with a January, 1964 completion date. Hawaiian Dredging doing beach improvement and offshore dredging. Arrangements completed with Kelley interests for use of old clubhouse until new building completed.

37. A NEW ERA IS USHERED IN

Move to 2909 Kalakaua preceded by traditional Hawaiian dedication ceremonies on Jan. 11, 1964. Formal opening largely attended. New and more elegant facilities and convenient parking revive interest in Club, with added emphasis on family and social aspects.

38. OCC's MODERN SPORTS PROGRAM

(Material for this chapter to be provided by the heads of the various sports programs - canoe racing; volleyball; surfing, etc. - subject to collating and editing by writer of the History. Should be comprehensive and well illustrated.)

39. SUMMATION

A review in brief of OCC's evolution over more than six decades from simple beach club to its present form and status, relating changes which have taken place to the changes which have taken place in Honolulu and particularly in Waikiki, and emphasizing fact that through all the changes in Club structure, character and facilities, the original purposes of the Club have never been forgotten. It is still first and foremost what its name implies: the Outrigger Canoe Club, one of the world's unique organizations.

SUPPLEMENTS

Complete list of OCC presidents with their business or professional connections.

Other supplementary sections, such as an index, chronology of important Club events, etc., might be considered, but do not appear to be of much importance in a history of this nature.

Rear Admiral J.C. Hibbard
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Victoria, B.C.
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CITY AND COUNTY OF HONOLULU
OFFICE OF THE MAYOR
HONOLULU, HAWAII

JOHN H. WILSON
Mayor

THE HAWAIIAN FLAG

The Hawaiian Flag is the flag of the original Hawaiian monarchy and it has come down to us as it is formed today in design and color from its original creation in 1816.

The Hawaiian flag as we know it today was made in 1816 by an Englishman, Captain George Beckley, from English bunting material which he had on hand. He used the Union Jack as part of his design because of his love for his mother country and from the Union Jack he took the colors of red, white and blue to make the rest of the flag of eight horizontal stripes representing the eight islands. The stripes are not red and white, but are, reading down, as it were, white, red, blue, white, red, blue, white, red.

The story goes that a year later Kamehameha I bought a sort of warship named "The Forrester" and it was commissioned by the King to take a cargo of sandalwood to China and sell it as a means of replenishing the royal treasury. At the masthead of "The Forrester" the new national flag was flown at sea for the first time. But there was trouble ahead.

When the warship arrived at Macao the Chinese officials there

thought it was a pirate ship because they had never before seen the emblem it flew. Apparently they refused to accept the Captain's statement as to the official status of the flag, but as the ship appeared as not being a pirate ship they permitted it to dock. They charged it a heavy port fee, however, and this resulted in the Captain having to sell the cargo of sandalwood at a loss.

When he returned and so reported to King Kamehameha the King must have been hopping mad, and I don't blame him. He got so mad that he said: "All right, I'll fool em," or whatever that would be in Hawaiian and he slapped a port fee on Honolulu Harbor. This is said to have been the origin of the levying of customs taxes here.

But he stuck to his original flag. On February 25, 1843, an ardent Britisher, Lord George Paulet, much imbued with loyalty to his country and desiring that it should have sovereignty over Hawaii hauled down the Royal Hawaiian colors on some official staff in Honolulu and raised the British Union Jack. It didn't stay there long, however, for in July of the same year Admiral Thomas of the British Navy hauled it down and restored the Royal Hawaiian flag. I guess that's one of the kindly gestures on the part of Admiral Thomas that got the park across from the Academy of Arts named for him.

August 25, 1947

W. K. BASSETT
Administrative Assistant
to the Mayor

Mayor Lukas gave me this beautiful Silk Hawaiian Flag on October 1918 when I was Captain of Times Ontario

OVERVIEW OF ARCHIVES ARRANGEMENT

Definition: The Archives Collection consists of all archival and manuscript records organized on a collective basis.

Collections are the basic units for organizing archival and manuscript records and include:

Picture File (PF) which are all the pictures and other visual media, e.g., slides, negatives, etc. which comprise the photographic record of the club, excepting those photographs which are retained intact with donated collections. A notice of these excepted photographs will be inserted in the appropriate file.

General Collection (GC) which is the papers, clippings, correspondence, memorabilia, and other print and non-print media of the Outrigger Canoe Club and distinguished members of the Club and its history.

Donated Collections (DC) which are those groups of materials donated by specific individuals. They will be kept intact when requested, or when the historical integrity of the archives is best served by keeping such donations intact in the opinion of the librarian.

Record Groups (RG)which are those administrative or other official records of the Outrigger Canoe Club management, Board of Directors or Committees, which are given to the librarybecause of their permanent value to the study of the club, its history and development.