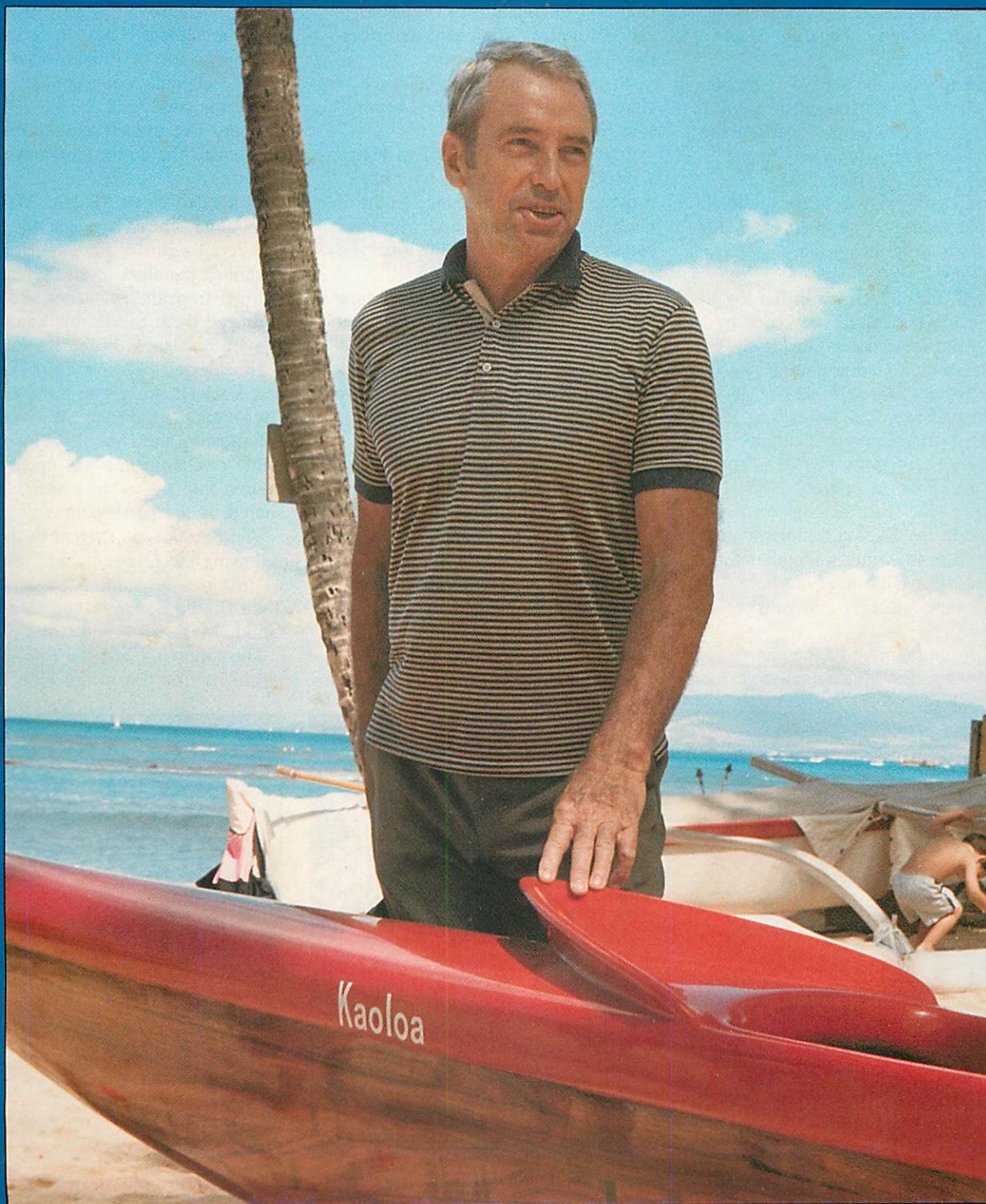


the **Outrigger**

September 1986



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Kaoloa Joins the Outrigger Family

By Marilyn Kali

With Outrigger paddlers gathered together on the beach, the Club's newest koa canoe, the long and sleek Kaoloa, was blessed in typical Hawaiian ceremonies on July 12, 1986.

The Kaoloa is the sixth koa racing canoe in the Club's long history and joins the ranks of the revered Leilani and Kakina which have served the Club so faithfully since 1933.

"This canoe truly belongs to all of us," said Outrigger head coach Walter Guild during the beachside ceremonies.

"Our Club paddlers won the log from which the canoe was made by scoring the most points during the Oahu Hawaiian Canoe Racing Association's regatta season in 1983. Member Joe Quigg was commissioned in March, 1982 to design a new koa canoe. The board gave Quigg the go-ahead to build the canoe in January, 1985.

"This canoe truly belongs to us. As we race in the Kaoloa tomorrow and in the years to come, remember this moment. The Club may not have another new koa canoe in your lifetime."

Before the naming of the canoe and the blessing, Ray Sukanuma, a former

Outrigger paddler, offered the entrance chant in Hawaiian.

The chant, "O Kalalau" is about the beautiful mountain area on Kauai called Kalalau. The chant describes the mountains and flowers.

"It is traditional in an entrance chant to describe a thing of beauty," said Sukanuma.

Outrigger's own Auntie Eva Pomroy, a retired Club employee who has provided spiritual guidance to the Club for many years, and who has blessed many of the Club's fiberglass canoes, blessed the Kaoloa.

"The name of this new koa canoe is Kaoloa," said Auntie Eva. "For years, our Canoe Racing Committee has been referring to it as our 'koa rocket,' so it seems only fitting to give it the Hawaiian name for long spear or long rocket . . . Kaoloa."

In her prayer, Auntie Eva asked God to bless the Kaoloa and keep it and its paddlers safe in all kinds of weather:

"Dear Heavenly Father,

"We ask thee for thy blessings to each and all of us who are here for this canoe blessing.

"E kou makou makua aloha,

"E hoomaikai nei makou ke ia waa,

"E hoomaikai mai e na poe,
"E akoahoa mai e ke ia Waa,
"Me kealoha pumehana pauole,
Amene."

In the ancient Hawaiian ceremony, a coconut would be broken on the canoe and the coconut water spilled into the canoe for good luck.

Auntie Eva used ti leaves to sprinkle holy water the entire length of the canoe.

In his exit chant "E Hoe Mai," Sukanuma offered a prayer for the paddlers to glorify the day. He reminded paddlers of all they have learned from their coaches and encouraged them to use this knowledge to win their races in the Kaoloa.

He selected paddlers Chris Kincaid and Kaui Hemmings to represent the Club's paddlers during the chant.

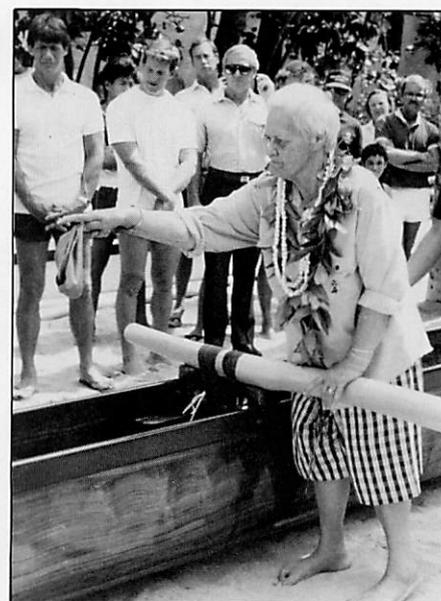
Following the Hawaiian ceremony, a bottle of champagne was opened and poured into a koa bowl where it was shared by the participants.

The Kaoloa was carried to the ocean following the ceremony and taken for its first run by paddlers Steve Scott, Todd Bradley, Marc Haine, Walter Guild, Mark Buck and Chris Kincaid.

The following day, the Kaoloa was put to its first test in the John D.



Paddlers ring the Kaoloa during the Hawaiian ceremony.

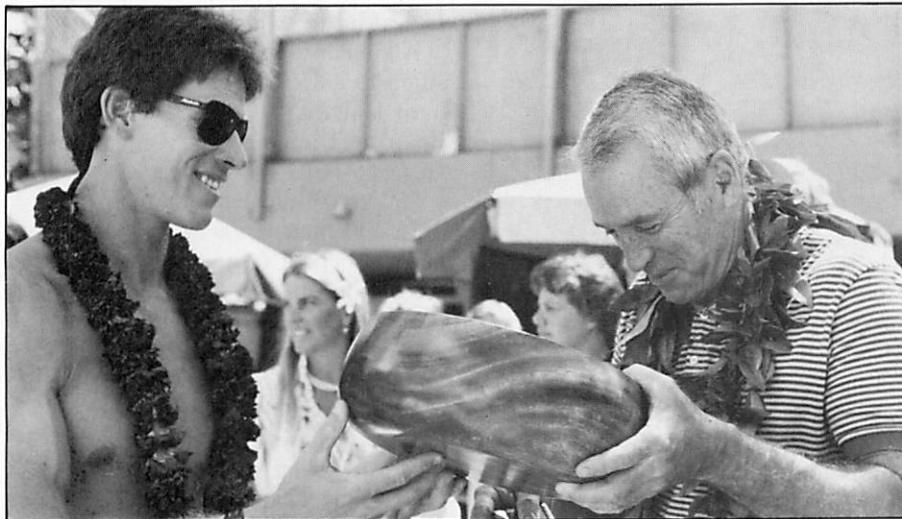


Auntie Eva Pomroy blessed the canoe.

Photos by Marilyn Kali



Ray Sukanuma offered two Hawaiian chants.



Walter Guild offers Joe Quigg a sip of champagne after the blessing ceremony.



The first to test out the Kaoloa after the blessing were Steve Scott, Todd Bradley, Marc Haine, Walter Guild, Mark Buck and Chris Kincaid.

Kaupiko Regatta at Kaneohe Bay. The first crew to race in the Kaoloa was the Girl's 12 crew which included Eliza Leineweber, Eliza Wilcox, Annie Goessling, Manu Starr, Heather Cromwell and Kau Hemmings. They finished second.

The first crew to win in the Kaoloa was the Men's Novice B crew in a half-mile race. The crew members were Stan Markle, Randall Shibuya, David Doty, Kenneth Stehouwer, Kane Fernandez and David Marchant.

Outrigger won eight other races that day including the Boy's 18, Men's and

Women's Junior and Senior races, Men's Masters and Men's and Women's Senior Masters.

The following week, July 20, 1986, Outrigger used the Kaoloa to win the Oahu Hawaiian Canoe Racing Championship at Keehi Lagoon.

And so the Kaoloa has made a complete circle in three years: from the unwieldy 45-foot half a log the Club won during the 1983 OHCRA season to the thing of pride and beauty which the Club used to win the 1986 OHCRA championship.

Goosebump time, huh?



The Kaoloa is carried to Kaneohe Bay for its maiden regatta.

Kaoloa Profile

Log:

The log was a gift from Laura Thompson to the Oahu Hawaiian Canoe Racing Association to encourage and promote the use of Koa canoes. The 45-foot log came from the Big Island. Outrigger won the log by scoring the most points during the OHCRA 1983 regatta season.

Designed By:

Joe Quigg.

Design:

Hawaiian racing canoe for regatta conditions.

Built:

The Kaoloa was built by Joe Quigg. Work began in January, 1985 and was finished in July, 1986.

Where:

Built on OCC property.

Length:

44-feet 11-inches long.

Width:

17 1/2-inches wide.

Weight:

415 pounds.

Name:

The Kaoloa was named by Joe Quigg and the Canoe Racing Committee.

Meaning:

Kaoloa means "long spear, a long rocket, long sword; intended meaning is Kao loa."

Blessing:

July 12, 1986 by Eva Pomroy.

Value:

\$50,000.

Master Craftsman Joe Quigg Built the Kaoloa to Perfection

by Marilyn Kali

"The Kaoloa is the longest, narrowest, most refined koa canoe built to Hawaii Canoe Racing Association standards to date," said Joe Quigg as he lovingly surveyed his life's work for the past two years.

"I'd never built a koa canoe before the Kaoloa," Quigg recalled, "and I doubt if I'd ever do it again. It's a tough job.

"To the Hawaiians a koa canoe was their whole life. My research shows that they used canoes much more than we think. They had names for 50 different types of canoes — different kinds for different channels, currents, fishing, etc. They had thousands of canoes.

"They had special techniques for picking the trees from which they made their canoes. They could go up to the mountains and check a hundred trees before they picked the one they wanted.

This wasn't the case with the Kaoloa. "The 45-foot log that we won was very old, probably in the vicinity of two hundred years. The log was already cut in half lengthwise when we got it, and the diameter ranged from six to seven feet. It was very hard and heavy and kept warping and cracking when we were building the canoe. There was a lot of dry rot. Lots of patching was required because the ends of the log, in particular, were rotten.

"The Club had been wanting to buy a log to make its own canoe for some time but there aren't many available. So in spite of the condition of the log, it was a terrific windfall for us to get one by winning it.

"Winning the koa log gave Outrigger a chance to build a canoe to the most extreme limits of the Hawaiian Canoe Racing Association (HCRA) rules," Quigg said.

Canoe clubs in Hawaii received a rude awakening in 1976 at the hands of the invading Tahitians with their radical, long, narrow, racing canoe, the Tete Matai.

This canoe set off an explosion of canoe remodeling among local canoe clubs that brought about the necessity



It took master craftsman Joe Quigg nearly two years to build the Kaoloa.

of a new set of rules on the sizes and shapes of racing canoes.

HCRA measured the Tahitian canoes and tried several ways of restricting them, in the hopes of keeping some semblance of stability, fairness and Hawaiian racing-canoe tradition, Quigg said.

In 1982, HCRA issued its most complete, updated version of the racing rule book. Although the rule book has complexities, HCRA has allowed a slight Tahitian or "raciness" to its canoes, and yet it retains the basic seaworthiness that the early Hawaiians evolved into their canoes to make them perform well in Hawaiian waters.

Outrigger has been abiding by these rules for the past four years, Quigg noted.

Quigg began remodeling the Club's old canoes in 1982, bringing them closer to the new rules.

First, two 12-foot models were made and tested in 1982. Next, Tom Conner's successful and controversial canoe, *Manu Ula*, was remodeled to meet the new specifications.

The Fiberglass Shop came out with a colorful new fiberglass production model in 1983, quite close to the rule, but a little shorter and wider. It was

designed by Quigg. Finally, the 50-year-old canoe, *Leilani*, was brought up closer to the new rules by Quigg in 1983.

In these three boats, the *Manu Ula*, the *Leilani* and the Fiberglass Shop production model, OCC paddlers have won an all-time number of gold medals and regattas. In addition, Club teams have done well in international competition, including setting a new record in the Molokai-to-Oahu race.

Although the Club won the log in August, 1983, it sat in a warehouse until January, 1985 when the OCC Board of Directors gave Quigg the go-ahead to build the Kaoloa.

Unlike the ancient Hawaiians who did all of their work by hand, Quigg had the benefit of a chain saw to cut the outlines of the canoe.

To hollow out the inside, he made crisscross cuts and then broke out the middle using a chisel and sledgehammer. A power planer was used to bring it down to the design dimensions and smooth it out. A power sander was used to round everything out. Finer and finer sanding was done to hone it into the exact HCRA specifications.

Quigg patched the rotten portions of the canoe with koa from a new log.

To finish the canoe, it was varnished to a high luster. The gunnels (top portion of the boat that Outrigger paints red) were fiberglassed.

At its first HCRA measure-in, the new canoe measured in right on the dot of the minimums of the rules.

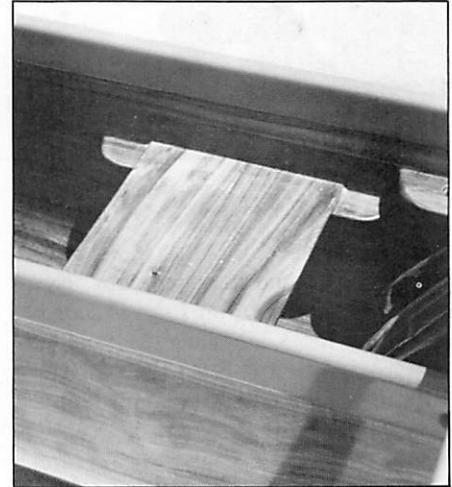
"To be this close to the rules on the first measure-in," said OHCRA official Joan Kaaua, "is a real tribute to the builder. It takes extraordinary skill and dedication for a new canoe to pass these rigid tests on the first try. It's a real achievement and a tribute to Joe's persistence."

The canoe has koa seats which have been integrated into the hull. The waes are raised two inches. Strength and support is given by adding wood strips crosswise inside the canoe.

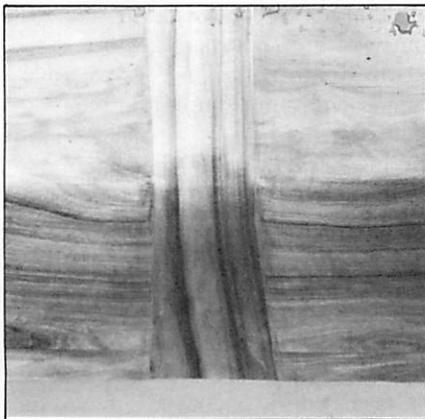
The ama that is used for the canoe is an old one, known as the channel master. Outrigger had previously won



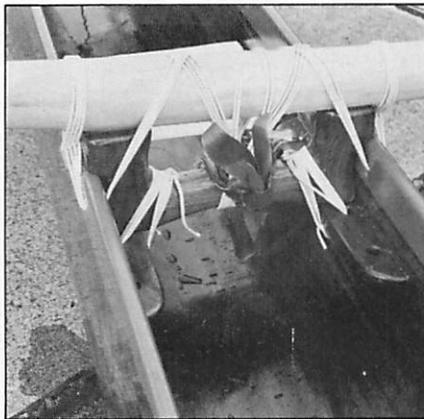
Quigg observes tank tests of Kaoloa model.



Thin, light, wide seats were glued in with epoxy and boat nails for hull stiffness.



Cross strips strengthen the canoe.



Unique design wae's incorporate two-inch stilts all carved out of one piece.



The manus are a thin sandwich of wood and glass with nylon string sewn into the hull.

the Molokai race using this ama on the Leilani. Quigg fashioned four new iakos for the Kaoloa.

Quigg is a master builder and designer. He built his first boat in 1937 and began building surfboards in the late '40s. After moving to Hawaii in 1952, he continued to build surfboards, then sailboards and hulls for catamarans.

He is considered one of the world's best designers of racing class paddleboards. He is also the designer of the "Hawaiian Class Racer," a fiberglass racing canoe; and, in the 1985 Molokai-to-Oahu race, 18 of the first 20 canoes to finish were of this design.

Quigg is a rare perfectionist and his workmanship on the Kaoloa is a testament to this.

After nervously watching the Kaoloa in its first regatta, in which Outrigger won "only" nine races, he put it back in the shop for some minor changes — moving the front two seats a few inches farther forward to eliminate

some of the bounce.

At its second regatta, the Kaoloa performed even better, with OCC crews winning the OHCRA Championship. Still not completely satisfied, Quigg continues to make "minor adjustments."

"I guess I'll always think of something that we could do to make it just a little better, or a little faster," he

says as he watches the Kaoloa race to another gold medal in the OHCRA championships.

The Kaoloa is indeed a true work of art as she skims through the water carrying Outrigger paddlers. It is hoped that she will take her place among the truly great canoes in the Club's history, and 50 years from now will be as revered as her predecessors.

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