



... RECREATIONAL BOATING 2017 ...

STATE OF HAWAII • DEPARTMENT OF LAND AND NATURAL RESOURCES • PROTECTING OUR PAST



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GOVERNOR OF HAWAII

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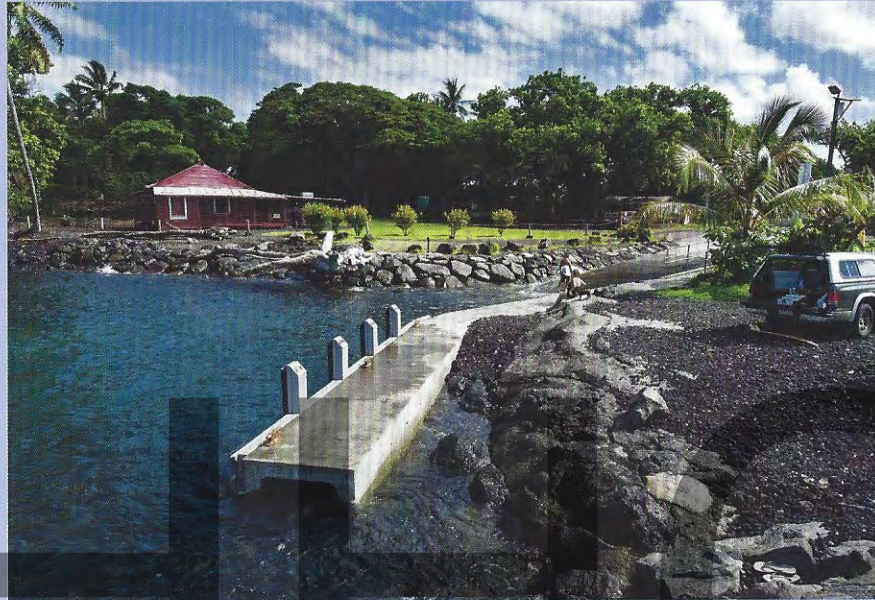
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Attn: ADA Coordinator

If you require this calendar in alternate formats,
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Hawaii Heritage Center

Anyone wishing to obtain more calendars
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Pohoiki Boat Ramp, Pohoiki, Hawaii

SPONSORS

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TIDE PREDICTIONS

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TIDE CORRECTIONS

The tidal predictions are based on the high and low tides at Honolulu Harbor, O'ahu. To find the correct times and heights for other locations, use the chart below to adjust the times and heights.

Tidal corrections are listed in hours and minutes. A plus (+) sign means that the tide will occur later than in Honolulu, therefore, add this number to Honolulu time. A minus (-) sign indicates that a tide will occur earlier than in Honolulu, therefore, subtract this number from Honolulu time. For tide times at the following places, add or subtract from Honolulu time.

PORTS	HIGH WATER HR/MIN	LOW WATER HR/MIN
KAUAI		
Waimea Bay	-0 20	-0 07
Port Allen, Hanapēpē Bay	-0 36	-0 22
Nāwiliwili Bay	-0 27	-0 25
Hanaumā'ulu Bay	-0 17	-0 21
Hanalei Bay	-1 28	-1 47
O'AHU		
Hale'iwa, Waialua Bay	-1 02	-2 05
Wai'anae	+0 20	+0 18
Hanauma Bay	-0 59	-0 45
Waimānalo	-1 15	-1 09
Moku o Lo'e	-1 24	-1 14
Waikāne, Kāne'ohē Bay	-1 46	-1 18
Lā'ie Bay	-1 45	-1 46
MOLOKA'I		
Kolo	+0 05	+0 01
Kaunakakai	-0 05	-0 08
Kamalō Harbor	-0 37	-0 16
Pūko'o Harbor	-1 03	-0 48
LĀNA'I		
Kaunapāli	+0 02	+0 03
MAUI		
Kahului	-1 53	-1 41
Hāna	-1 13	-1 23
Mākena	-0 32	-0 32
Kīhei, Mā'alaea Bay	-0 01	-0 22
Lahāina	-0 35	-0 40
KAHO'OLAWĒ		
Kūheia Bay	-0 09	-0 09
Smuggler Cove	-0 15	+0 03
HAWAII		
Māhukona	-0 26	-0 17
Kawaihae	-0 04	-0 03
Kailua Kona	-0 26	-0 22
Nāpō'opo'o, Kealahou Bay	-0 16	-0 12
Honu'apo	-0 26	-0 16
Hilo	-1 04	-0 59

... RECREATIONAL BOATING 2017 ...



Ala Wai Boat Harbor, May 1952

Ala Wai Boat Harbor, 1936

Prior to World War II, the moorings for all recreational sailing vessels were in private ownership, with one exception, the Ala Wai Boat Harbor. Constructed by the Federal Emergency Relief Administration it consisted of several docks and piers at the mouth of the Ala Wai Canal and upon its completion in 1935 was turned over to the Territorial Board of Harbor Commissioners to administer. Opening in May 1936, by mid-1938 it had ninety five boats docked there.

After World War II recreational boating dramatically increased in popularity, as more and more families purchased boats thanks to the phenomenal rise in personal income and increase in leisure time over the course of the 1950s. With prices ranging from \$1,500 to \$6,000, there were almost 6,000 small boats statewide by 1961, with approximately 90% of these used for recreation.

In 1953, with the withdrawing of the *Humu'ula* from service, the era of inter-island steamships came to an end. Airplanes had taken over the transport of passengers, and now barges towed by tug boats moved cargoes from one island to another. As a result the old pier at Kailua-Kona was taken down and a new one was constructed for recreational and fishing boats. Also moneys were appropriated to develop Kawaihae to handle inter-island barge shipments as well as accommodate pleasure and fishing boats.

In the following ten years other small boat facilities appeared, at such locations as Keauhou, Ke'ehi Lagoon, Kīkīāola, and Port Allen. The development of Hale'iwa small boat harbor was slow, with a breakwater started in 1955, a launch ramp in 1963, and finally bulkhead walls and slips in 1968. The latter project was





Top: Weighing 33 tons, these concrete tetrapods were developed and produced by Hawaiian Dredging Company in 1956 for use at Kahului Harbor. The Army Corps of Engineers speculated it was the first use of such objects for breakwater construction in the United States.

Above: Sampans moored at Pokai Bay, September 1956

doubled between 1948 and 1950, following the military's return of the harbor to the Territory in 1947. In response to such increased usage, major improvements were made, including the development of additional slips and the dredging of the current 200' wide channel. The latter gave easy access to the ocean, allowing boaters to avoid the mile long exit through the narrow, tricky Kewalo basin channel, "a graveyard to many a small craft."

The expansion and improvement of the Ala Wai Boat Harbor was not the only endeavor undertaken to try to address the growing demand. In 1947 the legislature appropriated funds to construct a fishing wharf at Kāne'ohe Bay and develop a small boat harbor at Kīhei, where boaters as early as 1938 petitioned the Harbor Board for a protected mooring site. Both projects were slow in developing, the former because fishermen could not agree on where to locate the proposed wharf, and the latter due to the Army Corps having difficulty obtaining adequate funding to do the dredging. James W. Glover completed the windward O'ahu project at He'eia Kea in 1950, but it was not until 1953 that A. L. Ho completed the breakwater and dredging needed to place Mā'alaea small boat harbor into operation. Further expansion of this Maui harbor ensued over the next ten years, and between 1963-68 He'eia Kea also increased in size to accommodate more than just fishing vessels.

In its annual report for 1950 the Harbor Board noted, "The development of small harbors for pleasure and fishing craft throughout the islands should be continued as funds can be spared for such development." The 1951 Legislature responded by appropriating moneys for small boat harbors to be built at Pokai Bay and Hale'iwa on O'ahu, and on the Big Island a landing at South Point and facilities at Keauhou, whose landing was destroyed in the 1946 tsunami. Moneys were also appropriated for the dredging of the Wailoa River in Hilo, a project which was considered as early as 1937. A breakwater was also constructed at Lahaina so a small boat harbor could be developed there as well.

Cover: The largest small boat harbor in the Territory of Hawai'i, the Ala Wai Boat Harbor underwent major improvements between 1950-1955, which included the dredging of the present channel and the development of thirty five acres of filled land, including the Duke Kahanamoku beach and lagoon at the ocean edge of Kaiser's Hawaiian Village.

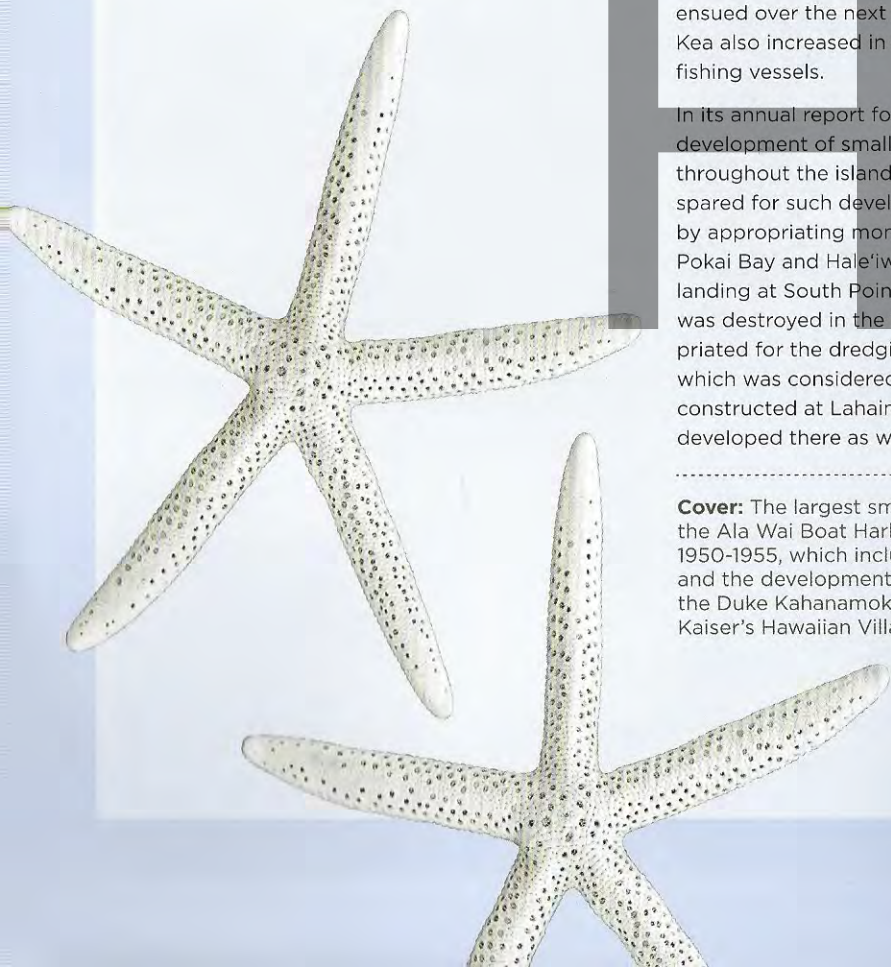
who also partnered with the State in the construction of Manele Harbor on Lanai during the 1960s.

The accommodation of small boating needs expanded and diversified in the early 1960s in response to the introduction of fiber glass-polyester resin boats. Developed during the 1940s, these vessels gained in popularity during the late 1950s. Being mass produced, they were more reasonably priced than special ordered wood boats, and they could be stored on a trailer out of the water. These trailer craft made up forty percent of Hawai'i's small boat population by 1961. As a result there was an increased emphasis on constructing boat ramps during the early 1960s, with a number developed by the State, not only at small boat harbors, but other remote locations such as Kahana, Pohoiki, and Ke'anae. The Counties also maintained a number of boat ramps, such as Kōloa and Hanamā'ulu on Kaua'i, Waiākea, Laupāhoehoe, and Honaunau of the island of Hawai'i, and Kailua on O'ahu.

The small boat harbors and boat ramps have played an important role in the recreational history of Hawai'i. Although many of the harbors have been upgraded, repaired and expanded over time, much of the original fabric including their breakwaters, basins, slips, and channels retain their historic character.



Aerial view of Ala Wai Boat Harbor prior to 1950





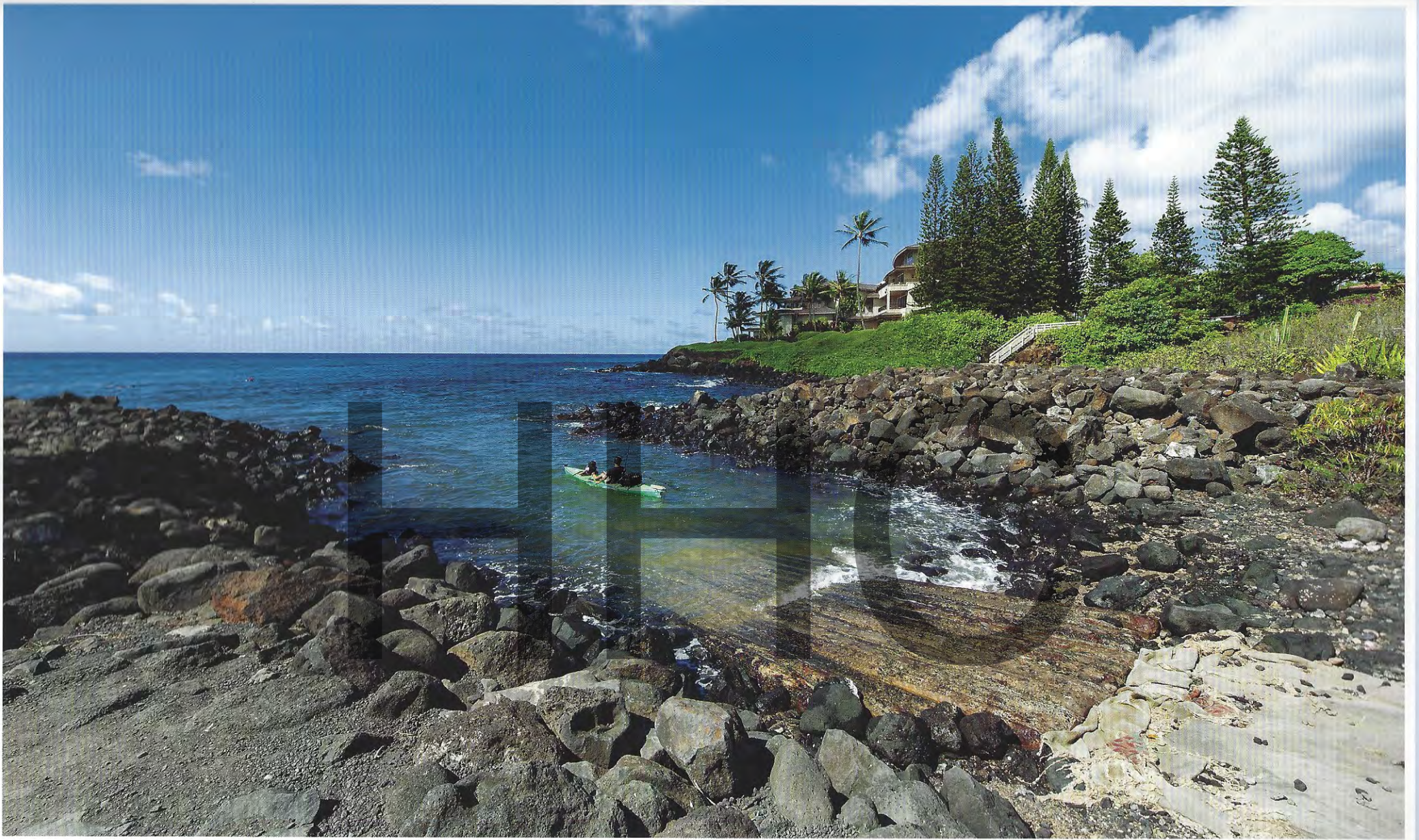
JANUARY

The Pohoiki Boat Ramp was completed in November 1963, but because of the rough ocean conditions had to be repaired in 1967. The high surf here can make for tricky landings.



FEBRUARY

The completion of the He'eia Kea wharf in 1950 was a great boon to fishermen, as it saved them having to go to Honolulu to unload their fish and obtain bait. In the twelve month period ending in November 1946, 73% of the aku caught off O'ahu came from waters closer to Kāne'ohe than Honolulu. Similarly, 82% of the bait used came from windward waters.



MARCH

Koloa Boat Ramp is an early boat ramp, and continues to be maintained by the County of Kauai.



APRIL

Undertaken as a joint project with the federal government, Kawaihae harbor opened in 1954 for the use of barges transporting goods between the islands. It also served as a small boat harbor, with this boat ramp added in 1956. Over the years the facility has greatly expanded.



MAY

The Walloa river was dredged in 1954 in order to provide a safe haven for Hilo's fishing fleet and recreational boaters, and in August 1956 its landing was added, and the harbor formed in 1963.



JUNE

Primarily a commercial port, Kahului harbor added this boat ramp in 1963. It was built by E. T. Ige Construction Company.



JULY

In 1949 the Legislature appropriated moneys for the construction of a breakwater at Lāhainā. When the Harbor Board went to use the surplus funds to dredge the resulting basin, the Attorney General ruled it could not as this activity was not specified in the law. In a special legislative session in 1950, this omission was corrected, and the children of Lāhainā saw their wading pool converted into the intended harbor. In 1955 the channel was improved, and in 1967 the wharf area expanded.



AUGUST

Kahana Boat Ramp, completed in 1962, was one of the early boat ramps constructed on Oahu to address the needs of boaters away from a small boat harbor.



SEPTEMBER

In September 1955 W. T. Chang was awarded a contract to erect a breakwater for the Haleiwa small boat harbor. In 1963 a boat ramp was completed, the first to be provided on Oahu's north shore. Accommodations for 200 vessels were not completed until 1967 when twenty new catwalks were added. Further expansion occurred in 1973.



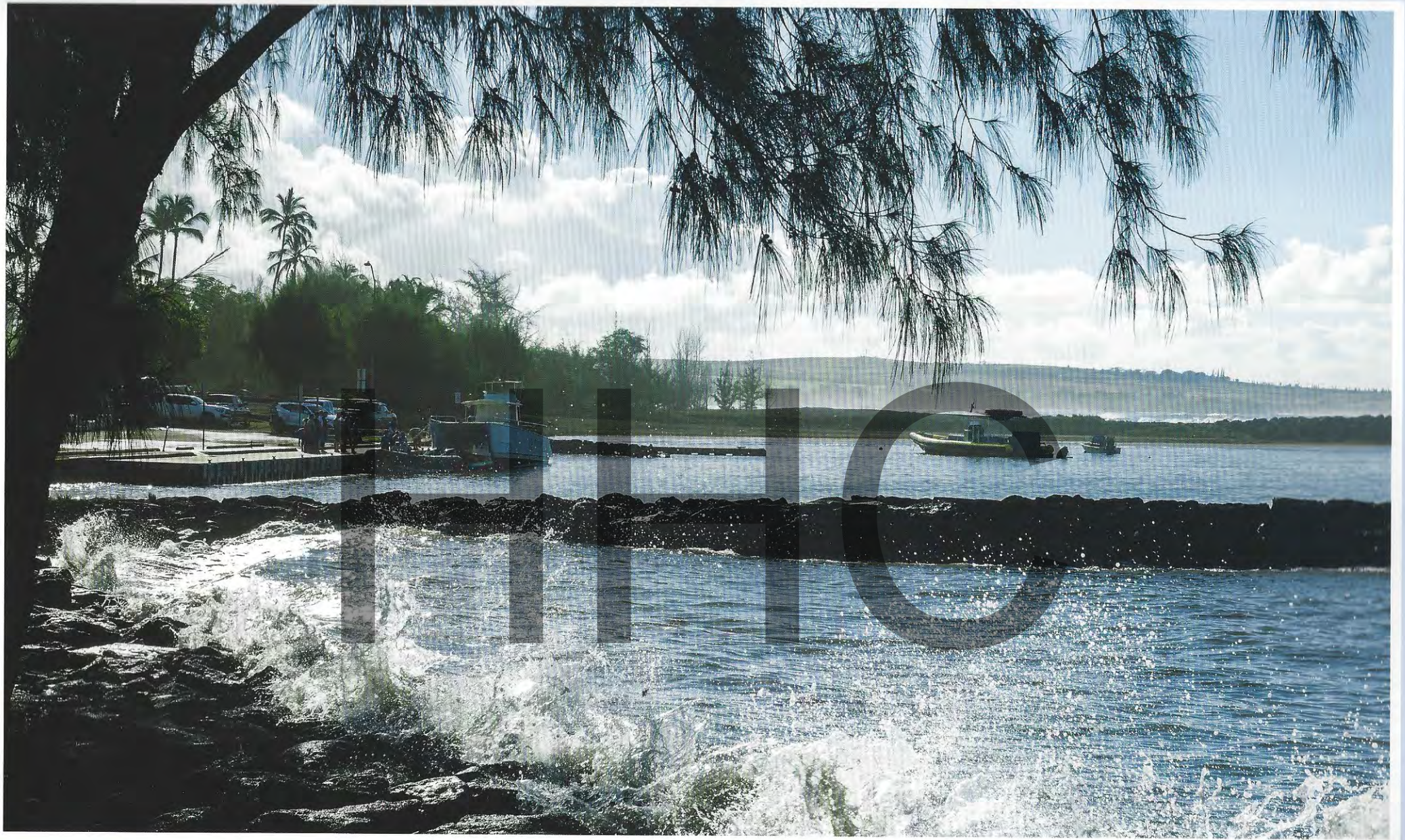
OCTOBER

An Army Corps permit was obtained in 1952 for a breakwater at Pokai Bay; however, the initial breakwater provided only scant protection, and was expanded to its current length in 1956. In the 1970s Waianae Small Boat Harbor was developed to help alleviate some of the overcrowding at this site.



NOVEMBER

Keanae Boat Ramp was constructed in 1961, and is one of only two launch areas between Kahului and Hāna.



DECEMBER

The small boat harbor at Kikiola was an expensive proposition because of the high waves and rough weather experienced in this area. The breakwater was completed in 1961 and the bulkhead walls were added in 1965.