progress can be complicated. As much as we think of moving forward, we also want to preserve the parts of our past that make us who we are. What would Hawai‘i be without sites tied to mo‘olelo or relics of war? Decidedly different. And maybe not a place to which we’d feel as connected.

Each year, we partner with the Historic Hawai‘i Foundation and the State Historic Preservation Division to share some sites that are on the brink of destruction. Sometimes, we’re just a few weeks too late as demolition crews move in before the public has a chance to learn the situation. Other times, though, we win. Many of the places we’ve listed in the past 11 years of the list have, in fact, been saved, thanks to the actions of our passionate readers. (See the latest places to escape destruction on page 84.) So, if you see something here that inspires you, or you know a place that needs to be on our list, let’s do something about it, together.

Photo: David Croxford
KANIKAPOPU RUINS
Kamehameha III’s summer home, Kaniakapūpū, built in the 1840s, is one of the last sites associated with Kamehameha and may be where part of the Great Māhele was written. That’s according to Baron Ching, vice chair for ‘Ahahui Mālama o Kaniakapūpū. It also served as a chiefs’ children’s school. “Every single high-ruling king or queen was within the walls of Kaniakapūpū,” Ching says. A plaque at the site declares there was once a lū’au held there in honor of Hawaiian Restoration Day, with 10,000 people in attendance, but not much is known about its use after 1847.

Though many people hike to the ruins, the area is part of a restricted watershed and is off-limits to the public.

WHAT THREATENS IT: Erosion remains a constant threat. In June, someone etched crosses into three of the walls, damaging the stone blocks and the integrity of the structure, as well as degrading this important cultural site. (This is not the first time it’s been vandalized, either.) Since then, others have attempted to scratch the crosses off, further degrading the 180-year-old palace. Google and Instagram searches reveal photos of people doing photo shoots, leaning on the walls, and even climbing and sitting above the doorway.

The Department of Land and Natural Resources has asked more than a dozen blogs to consider putting up a fence encircling the ruins, putting up more signs explaining their cultural significance and installing video cameras in the parking area. “Ultimately what needs to happen is we need the state to send somebody up there, like a ranger or somebody, to actually watch the place during daytime hours … something that DLNR doesn’t have money for,” Ching says; they can’t afford to be up there 24/7. They’re hopeful that more education about what it is can be saved! An open house with docents begins at 5:30 p.m. for more information, and to register, visit historichawaii.org.

NINOLE STREAM BRIDGE
Kailua, Big Island

WHAT IT IS: This is one of the last remaining timber bridges in the Hawaii’s state highway system, according to the State Historic Preservation Division’s files. Built in 1940 by engineer William R. Bartells, the 60-foot historic bridge carries Māmalahoa Highway over Nīnole Stream. Though 76 years old, its wooden columns and railings remain structurally sound, but it’s not wide enough for modern transportation needs and does not match other bridges in the system.

WHAT THREATENS IT: The Federal Highway Administration’s Central Federal Lands Highway Division and the state Department of Transportation have proposed a replacement bridge that would be able to accommodate larger vehicles and be safer. The project overview states that, as of Sept. 1, the final Environmental Assessment is being prepared, maps are being reviewed and the project is almost 100-percent designed. Funding, however, hasn’t been acquired yet.

WHAT CAN BE DONE: Because the bridge is eligible for the Hawai‘i Register of historic Places, someone can nominate it to the state register without having to get the Department of Transportation’s permission (this is not the case for sites nominated to the national register). Being listed on the register wouldn’t guarantee its protection, but the State Historic Preservation Division would have to review the demolition first and could ask for other proposals to be considered.

The current proposal calls for a temporary bridge to be constructed next to the current one while the new bridge is being built. If the temporary bridge were built as the permanent replacement, the original bridge could remain for pedestrians and bicyclists.

Palani P. Menuette
Managing Editor

DLNR's senior communications manager, Dan Dennison, says, “Certainly fencing and signage are two of the options under consideration.”

The HPD reports that 2016 was a record year for theft of copper from metal pipes. The police and DLNR have worked together to try and curb this problem. In addition to increased patrols, DLNR employees are taught to properly secure their site when they leave. If you observe suspicious activity, or are looking for missing property, you can report it to DLNR or HPD. Contact 1-808-587-3260 for DLNR or 911 for HPD. For more information, visit dlndivisions.dlnr.hawaii.gov and honoluluMagazine.com for the HPD report.”

Most Other Hawai‘i History Bucks!
On Wednesday, Nov. 9, join Historic Hawai‘i Foundation and Catholic Charities for a pau hana at the Historic Lau‘ma House, a Most Endangered success story, to learn more about this year’s Most Endangered sites and how they can be saved. An open house with docents begins at 5:30 p.m. Presentation from 6:15 p.m. Light refreshments will be served. For more information, and to register, visit historichawaii.org.
MAKING A DIFFERENCE: UPDATES FROM PREVIOUS YEARS

We’ve been publishing the Most Endangered Places list for 12 years now. Some of those earlier sites are now gone, but in other cases, the attention of being nominated and published has helped save places teetering on the brink! Here are a few updates, both happy and sad.

**HONOLULUMAGAZINE.COM**

**December, 2015**

**FORD ISLAND COTTAGES AT BATTLESHIP ROW (2005)**

In 2005, the six Chief Petty Officer bungalows previously deemed endangered were included in the newly established World War II Valor in the Pacific National Monument. All six were meant to be restored after an environmental assessment in 2012 called them “unique examples of historic Navy housing in Hawai‘i” and laid out plans for rehabilitating them into visitor areas and office spaces. However, earlier this year, it was discovered that a contractor hired by the National Park Service demolished one of the homes. “We deeply regret the damage done to the bungalow and have already begun working on implementing report recommendations, including scheduling cultural resource compliance training for staff,” said the monument’s superintendent, Jacqueline Adwell, in an email. The cottage has since been replaced with a similar building.

**LAULIMA HOUSE (2004)**

Honolulu, O‘ahu

Catholic Charities Hawai‘i, which is next to Laulima House on Kūkui Street, purchased the property for $1.5 million in 2014 and has completed some renovations. “We saw the house itself has great potential for the organization,” says Jerry Rauchkott, outgoing president and CEO of CCH, especially because it lands itself to a home-like setting, rather than commercial setting, like CCH’s Clarence T.C. Ching Campus. It’s a more appropriate space for kids in foster care to schedule visits, to train volunteers or to have events, for instance. “This was something we couldn’t afford not to do.”

“We respect the historic nature of the facility, so when we do various renovations, obviously we wanted to make sure we were very respectful of the historical significance,” Rauchkott says. “We went to some lengths to ensure we were doing that in a very respectful mode.”

**PILIA‘AMA STONE (2005)**

Pāpākea, O‘ahu

In Hawaiian lore, Pilia‘ama was a konohiki, surfer and fisherman on the North Shore, until one day, when he was trying to save an ali‘i woman who was in love with him, he vanished, leaving nothing but his footprint in a large rock, about 3 feet tall and 4 feet wide, near Waimea Bay. Ian Masterson, noted surfer and WOC professor, says he discovered the stone after delving into Waimea’s surfing history and reading Gilbert McKalecki’s description of a “small archeology of O‘ahu” (1933). He believes the stone should be honored as a sacred site, perhaps as a place for offerings to the patron surfer of the bay.

**WHAT IS IT**

Pilia‘ama’s story may be lost.

**WHAT THREATENS IT**

Pilia‘ama Stone sits very close to the road, only a few feet back from the asphalt. It is in danger of being hit by cars or nicked by tree-trimming equipment, which has already left marks on the face of it. Nobody knows it’s there, Pilialama’s story may be lost.

**WHAT CAN BE DONE**

How do we deal with sacred sites, do we leave them hidden or do we honor them? It feels as if Pilialama should have been honored, Masterson says. He suggests putting a sign and a short wrought iron fence around it. The Kahuna Stones in Waikīkī, or even a small chain encircling the stone.

**LOKO EA (2005)**

Hale‘iwia, O‘ahu

Loko Ea is a 400-year-old fishpond and continues to be a cultural and educational learning center for our keiki and their families,” says Rae DeCotto, executive director of Malama Loko Ea Foundation, a steward of the pond since 2008. North Shore Outdoor Circle president Kermy Germain says the pond, which is home to many native species, was once the summer retreat of Queen Lili‘uokalani.

**WHAT THREATENS IT**

Next to the pond in the space formerly occupied by a Chevron station, there are plans to build a retail complex called The Shops at Anahulu. Germain says the organization’s primary concern is that it blocks the view of Loko Ea Pond from Kamehameha Highway. Anyone who wants to talk on this project would need to discuss it with the State Historic Preservation District. “It should be great to be able to be a caretaker, remove bushes away from that area and clean the area up,” Masterson says. He had “the greatest relationship honoring Pilialama all these years.”

**FALLS OF CLYDE (2005)**

Pier 7, O‘ahu

In June, the Hawai‘i Department of Transportation Harbors Division revoked the Falls of Clyde’s permit to moor in Pier 7, where it has sat free of charge for seven years, citing safety and security concerns. (The DOT planned to revrieve the permit in 2015, but granted owners The Friends of Falls of Clyde more time to raise funds for dry docking and restoration. DOT says, in the past year, the Friends raised less than $3,000 and did not receive any of the grants for which they applied. The Friends were given 30 days to move the ship and, when that was not possible, the DOT impounded it. The Friends say the ship is safe and should not be moved, nor do they have the funds to relocate it. “We as a board, we really feel it’s pretty clear. Our mission has been, from the get-go, to save the ship” says Chris Woolway, vice president of the Friends. She says the ship is currently talking with attorneys, historic preservation experts and other interested in preserving the national landmark to see what can be done. An administrative hearing in August determined that the impoundment was justified, so the Friends are now considering further legal action.

**LI’IHU‘E SHELL MORTIFICATION (2015)**

Lihue, Kaua‘i

Just after we went to press last year, Aloha Petroleum withdrew its demolition permit for the station. “Aloha is exploring whether we can relocate the island and in the existing building, but it’s very difficult due to the poor condition of the building,” the company said in a statement. “We hope to make a decision before the end of the year.” So, they might just be a reprieve.

**COCO PALMS RESORT (2005)**

Kapa‘a, Kaua‘i

Developers Chad Waters and Tyler Greene began knocking down portions of the property in June, with plans to complete the demolition phase by the end of the year. The resort emitted pop culture fame after Elvis Presley got married there in Blue Hawaii (1961). Though they will be expanding the size of some suites, the overall footprint of the hotel won’t change—the cabanas will still be there (but raised because of the proximity to the lagoon), and the coconut grove will be cleaned up and feature a cultural area. Though almost everything is getting stripped out to be renovated, some important relics will be preserved, such as the mosaic from the main bar and restaurant.

**WHAT IS IT**

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**WHAT CAN BE DONE**

As of September, Germain said a number of permits were still needed before the project could be undertaken, including a construction plan approval, a building permit, a sewer connection permit and a street-usage permit. The organization is advocating for a conservation easement that would still provide revenue to landowner Queen Lili‘uokalani Trust, but also preserve and protect the area, rather than add more retail stores. The North Shore Outdoor Circle also supports Kamehameha Schools’ proposal to incorporate the parcel into a multi-use path that runs from Hale‘iwa Beach Park through Pua‘ena Point. The trust, Lokahi Kai Partners LLC will deal with possible runoff and their as-yet-unapproved septic system, though they have said it goes beyond the minimum safety requirements. In addition, Germain says Chevron was required to clean up the contaminated soil but submitted a report to the health department in July, stating some of the contamination still remains.

**WE DO NOT FEEL THAT THIS DEVELOPMENT IS IN THE BEST ALIGNMENT WITH OUR MISSION AND GOAL TO RESTORE THE FISHPOND.**

—RAE DECOTTO

**FORD ISLAND COTTAGES AT BATTLESHIP ROW (2005)**

Pier 7, O‘ahu

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ANCIENT TRAIL SYSTEM

Hawai‘i Island

WHAT IT IS
Ancient Hawaiians used a system of trails called ali‘i lono to travel between ahupua‘a in precontact Hawai‘i. Over time, many evolved from footpaths to our modern highways, but the routes remain. One of the best-preserved examples is a 175-mile trail on the Big Island called the Ala Kahakai. Portions of it are on the National Register of Historic Places; however, there are many other “in-between” trails that are not, especially connecting trails running mauka to makai.

WHAT THREATENS IT
All ancient trails are threatened by forces of nature (such as lava flows or landslides), neglect or development. It’s especially hard to preserve the trails that have not been identified as part of the ancient system; however, when they are identified, the State Historic Preservation Division takes measures to protect and preserve them, according to administrator Alan Dower. “The difficulty is that we are often working with fragmentary information. So we may have bits of trail segments identified in a report but nothing to put them in context of a system of trails,” he says. “In such instances, it is difficult to make really effective management decisions because we don’t have the information we need to make better ones.”

According to Aric Arakaki, superintendent of the Ala Kahakai with the National Park Service, “Everything is voluntary on the part of the landowners and the public to preserve it.” He says that about 50 percent of the trail runs through private property. “Any place that you see development coming up, we’re kind of worried.”

WHAT CAN BE DONE
Arakaki says, “Trails that fall outside of our corridor, if they retain the same values and characteristics [of the Ala Kahakai], we could incorporate them as connector trails.” But a management plan is a work in progress, and the communities surrounding these trails need to take charge. Arakaki says the public can work with local community development organizations and volunteers. The Park Service makes a point to comment on development proposals and recommend the county keep these trails for public access. He says he’s been lucky, with most landowners agreeing to preserve trails on their property. If the trail is on private land, the Park Service or the state can try to prove it is part of the ancient system and should therefore become public, according to the Highways Act of 1892.

“ANY PLACE THAT YOU SEE DEVELOPMENT COMING UP, WE’RE KIND OF WORRIED.”
—ARIC ARAKAKI