

Rule to ban Tahitian-type canoes creating a hull of a controversy

Hawaii's canoe racers have solved the problem of those speedy Tahitian canoes that began winning the Molokai Canoe Race in 1975.

They banned them.

A new set of specifications for Hawaiian racing canoes, announced yesterday at the Quarterback Club, excludes Tahitian racing canoes. The Tahitian canoes are longer and narrower, and have sharper bows and sterns, than canoes of standardized Hawaiian design.

The new rules set minimum measurements for weight, width, freeboard, bow entrance curve and stern run curve, as well as maximum length and load water line.

George Downing, vice president of the Hawaiian Canoe Racing Association, said the specifications will put emphasis on the strength and skill of the paddlers, not on their equipment.



**bob
krauss**

Advertiser columnist

Critics say that the standardized specifications will stifle the evolution of Hawaiian canoe racing and that the measurements adopted are for Hawaiian fishing canoes, not racing canoes.

George Perry, canoe builder, said he favors the specifications in order to preserve the culture of Hawaii.

"They're already using Tahitian paddles and

the Tahitian stroke," he said.

"These new rules will cut down on the number of Tahitian teams that enter the Molokai race. But they can still build their own Hawaiian-design canoes or borrow from the Hawaiian clubs."

Waldorf Wilson, president of the Hui Wa'a and Surfing Association, a canoe racing organization, endorsed the specifications.

So did John Kaupiko, Aloha Week Molokai Canoe Race chairman, who said the standardization merely puts existing rules into specific terms. Rules adopted last year already eliminated non-Hawaiian canoe designs in HCRA races, he said.

A.E. "Toots" Minvielle, originator of the Molokai race and builder of a new streamlined

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