

Canoe describ

By **BOB KRAUSS**
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What is a Hawaiian design outrigger racing canoe?

The question became more complicated this week when the Council of Clubs of the Hui Wa'a & Surfing Association voted to research the subject and draw up its own specifications for Hawaiian racing canoes.

Waldorf Wilson, president of Hui Wa'a, said it is likely that his group will adopt different specifications than those adopted last week by the Hawaiian Canoe Racing Association.

The object of the specifications announced last week was to standardize the design.

However, Wilson said his group feels that HCRA's specifications are inconsistent because they allow existing canoes of different shapes and sizes to be called Hawaiian while all future canoes must be built to rigid specifications.

If you are a little confused by all this, don't be embarrassed. So is everybody else.

The question, "What is a Hawaiian design outrigger racing canoe?" became a point of controversy after a streamlined Tahiti-built canoe won the Molokai Canoe Race in 1976.

Ever since, there has been a tug of war between people who want to built faster canoes by changing the hull shape and people who want to keep the Hawaiian racing canoe in its present form.

The subject has overtones of cultural integrity, a desire to win, differences in attitude toward change, the cost of canoes, the philosophy of canoe racing and competition between Hawaii's two canoe racing associations.

So it's anything but simple.

HCRA's new specifications, drawn up after measuring nearly 50 existing Hawaiian racing canoes, are intended to insure that skill and muscle will win canoe races, not the money that can buy a faster canoe.

They also insure that Tahiti canoes will not win races in Hawaii.

However, Wilson said that the philosophy of having mind and body instead of machines win races is not consistent in the

HRA specifications because they permit existing racing canoes in Hawaii to be classified as Hawaiian design even though they vary in size and shape.

Only new canoes will have to meet the rigid design specifications.

"This was never the old Hawaiian canoe design," said Wilson. "The builder designed a canoe for performance, not to a design he was supposed to follow.

"We want to do an in-depth study of Hawaiian canoes and come up with something that perpetuates Hawaiian culture."

Wilson said he has been authorized by Hui Wa'a to conduct the research and to write the specifications. He said he will start at the Bishop Museum and intends to talk to canoe builders as well as scholars who have researched Hawaiian canoes.

"Herb Kane, designer of the Hokule'a, has promised to help us," said Wilson.

He said his group briefly talked about establishing an open class for canoes of new design, but that he doubts that the idea will be adopted at this time.

Hui Wa'a is sometimes called the "poor man's canoe racing association" because member clubs generally paddle fiber glass canoes which cost \$3,000.

The Hawaiian Canoe Racing Association, which has been in existence much longer, has quite a few member clubs which own koa wood canoes, now selling for \$15,000 to \$18,000.

Wilson said the investment Hui Wa'a member clubs have in standard design canoes will be a factor in the specifications he draws up.

Aki swims her best

SANTA CLARA, Calif. — Linda Aki of the Punahou Aquatics fared the best of the Hawaii swimmers yesterday during the first day of the National Junior Olympics.

She established a personal best and came

