

OBITUARIES

Colin G. Lennox, a protea pioneer

Retired agriculture expert Colin G. Lennox, who died in Honolulu Sept. 10 from injuries suffered in a Maui automobile accident three weeks ago, had a long career in island agriculture.

A graduate of Punahou School and Cornell University, he received an honorary Doctor of Science degree from the University of Hawaii in 1952.

His Cloud Bank Farm in Kula, Maui, was an early grower of protea flowers. He had taken several trips to South Africa to learn more about protea and import the plant to Hawaii. Two protea hybrids he fostered

were "Cloud Bank Ginny" and "Maui Sunset."

Lennox had been an associate geneticist with the Hawaiian Sugar Planters' Association, president of the territorial Board of Agriculture and Forestry from 1943 to 1953, president of the Conservation Council for Hawaii, chairman of the Advisory Committee of the Pacific Science Board and associated with the Future Farmers of America.

He also had been an officer or trustee of the Hawaiian Botanical Society, the Hawaiian Botanical Gardens Foundation, the Pacific Tropical Botanical Garden, the Hawaiian Academy of Science, the Bishop Museum Association, the Maui Historical Society and Seabury Hall school.

In the early 1950s he worked closely with the Maui Rotary Club, of which he was a member, to establish the first territorial park — Kaunahina Park, overlooking the Keanae peninsula on the Hana Highway.

An active sportsman, he won many riding events at Cornell. As a young man in Hawaii he was an avid surfer at the Outrigger Canoe Club, which his father, John, helped found.

He is survived by his wife of 58 years, Virginia Fisher Lennox, and a brother, Duncan S.

No services. Friends may donate to the Colin Lennox Botanical Research Fund in care of the Hawaiian Community Foundation, 212 Merchant St., Suite 330, Honolulu 96813.

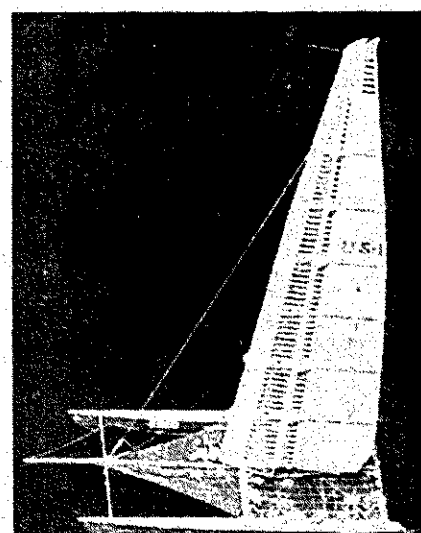
Other obituaries on C-5

San Diego club wins Cup on appeal

Cup ruling

■ April 7, 1989: New York Supreme Court Justice Carmen Beauchamp Ciparick ruled last fall's America's Cup race "a gross mismatch," stripped San Diego's "Stars and Stripes" catamaran (right) of the Cup and gave it to New Zealand.

■ Today: Five judges of New York Supreme Court's Appellate Division returned the Cup to the United States.



Associated Press

□ The ruling reverses the disqualification of the U.S. catamaran but dashes hopes of two challenges from Hawaii

From staff and wire reports

Hawaii's hopes to be represented in the next America's Cup — yachting's most coveted prize — appear to have been sunk again following a New York appeals court ruling today declaring San Diego the winner of the disputed 1988 race.

Today's ruling reversed a lower court verdict that had disqualified the U.S. boat and awarded yachting's premier trophy to New Zealand.

The decision effectively eliminates all challengers from the United States, including two from Hawaii, but allows challengers from other countries.

If the ruling favoring New Zealand had been upheld, it would have allowed U.S. syndicates representing other clubs to challenge for the Cup.

The ruling said, "San Diego's catamaran was an eligible yacht, that it was the winner of the two races held on Sept. 7 and 9, 1988, for the America's Cup and that San Diego, as the winner of the two races, is entitled to the America's Cup."

New Zealand's Mercury Bay Boating Club had indicated earlier that it would appeal any reversal of the lower court ruling that disqualified the San Diego Yacht Club for sailing a 60-foot catamaran, Stars and Stripes, against its 132-foot mono-hull sloop New Zealand.

Mercury Bay officials this morning were not available for comment.

The five-judge appeals court agreed with San Diego's lawyers who had argued June 8 that lower court Justice Carmen Ciparick had no basis for ruling in March that the competitors must be "somewhat evenly matched."

"This rule does not appear in the America's Cup Deed of Gift," former San Diego attorney Harold Tyler had said.

"Nor can it be inferred from any term or combination of terms found in the deed and it is contradicted by the history of America's Cup."

RACE: San Diego awarded Cup

Continued from Page A-1

tion of terms found in the deed and it is contradicted by the history of America's Cup."

In July, world-class San Diego yachtsman Peter Isler and the Waikiki Yacht Club announced they had joined forces to mount Hawaii's first challenge for the prestigious trophy.

Also, the Outrigger Canoe Club reportedly had agreed informally this summer to team with a Californian and New Zealander to mount a second Cup challenge.

"We're surprised at today's decision since most of the smart money was betting that it would go to New Zealand, upholding the lower court ruling," said Rick Jaep, commodore of the Waikiki Yacht Club.

"Personally, I'm disappointed for the Waikiki Yacht Club. But I'm glad all the legal wrangling finally seems to be over for the America's Cup."

The Hawaii club will "wholeheartedly" support the American defense, Jaep said.

"We're looking forward to some good racing rather than court hearings," he said.

Jaep and Isler today agreed that any appeal to the 4-1 court decision probably would fail.

"At least the race is one step closer to San Diego," said a disappointed Isler in a telephone interview from New Mexico.

"We may not be challenging for Hawaii, but we still feel connected to the good people there who supported us."

Isler's San Diego-based syndicate last February was the first team to announce its defense candidacy before the ruling favoring New Zealand was issued in April.

Following that decision, the Isler team became the challenger and organized with the Waikiki Yacht Club to base its challenge here.

"This may not be the last decision, but there still is one more avenue of appeal to a higher court," Isler said. "But the odds of winning an appeal are fairly slim."

The American team that wins upcoming trial races to become the defender under Cup rules may only represent the San Diego Yacht Club since it won the last Cup race, Isler said.

Fred Smales, who heads the governor's America's Cup Committee, is in Kona and unavailable for comment.

"Obviously I'm pleased with the decision," said Dennis Conner, skipper of Stars and Stripes. "Now we can begin to focus on the hard work that will be required to defend the Cup successfully in 1992."

"With Germany, Japan and the Soviet Union racing for the first time, in addition to our strong competitors from New Zealand and Australia, it will be a tougher challenge for the United States to meet," Conner said.

He said that his newly formed syndicate, Team Dennis Conner, would work with the San Diego Yacht Club to plan for the 1992 defense.

C-4 Thursday, September 21, 1989 The Honolulu Advertiser

HAWAII CLIPPING SERVICE, INC.
P.O. Box 10242
Honolulu, Hawaii 96816

The Honolulu Advertiser's GAMEPLAN



Advertiser photo by Charles Okamura

Practicing in Hawaii Kai for Sunday's Na Wahine O Ke Kai Molokai-to-Oahu women's canoe race are members of the Hui Nalu team. In boat at left are (from left) Anne Malama, Becky Hara, Susan Erickson, Diane Darval-Almadova, Katie Johnson and Denise Darval. In the canoe at right are (from left) Sandy Combis, Michelle Kapana-Baird, Lorey Bode, Lindsay Styan, Ellen Kamatsu and B.J. Moffett.

Hui Nalu's a long-distance favorite

It has been four years since a Hawaiian crew won the Steinlager Na Wahine O Ke Kai Molokai-to-Oahu canoe race. The women of Hui Nalu will be out to change that Sunday.

It will take more than just a good crew to win the 11th edition of the 40.8-mile race. Wind, course selection, tides and luck will play a big part in the eventual winner.

The Hui Nalu crew won't be able to control the wind, tides or luck, but they have proven they may be the best Hawaii has to offer in the race that has been won by Offshore Club of California for three straight years.

The last Hawaii crew to win the prestigious race was Outrigger in 1985, but for the last three years the title has traveled offshore to the Mainland.

Denise Darval, who is scheduled to steer Hui Nalu's boat all the way, has been in seven Na Wahine races and she knows what is at stake Sunday.

"This is the Super Bowl of canoe paddling," Darval says. "We want to win for ourselves, but we also want to bring the title back to Hawaii."

Hui Nalu last took the title with consecutive victories in 1982-83, but this year the crew is undefeated in all four long-course races it has entered.

"We are as good as we have been in the last few years," Hui Nalu coach Kala Kukea says. "We'll have to wait and see what Offshore brings over and you can't count out Healani, but we are in top shape."

To break the course record



Robert Collias
Advertiser staff writer

of six hours, 12 minutes, 11 seconds set by Outrigger in 1984, the wind and tides will have to be cooperative.

"There are a lot of factors that go into winning," Kukea says. "It is going to take a lot of luck because there is a lot of course and a lot of little details that can go wrong. All of that will go into determining a winner."

Kukea says it is the job of the coach to select the course. "All the coaches have their own favorite way of crossing the (Kaiwi) Channel," he says. "I'm going to check the trade winds, the tides and the competition and then go from there."

While Offshore is expected to be paced by a couple of U.S. Olympians from the 1988 Seoul Games, Hui Nalu has only five paddlers back from the crew that finished seventh last year. Approximately 20 crews are scheduled to line up at Hale O Lono Harbor near Laau Point on Molokai for the start of the race at 7 a.m. The winner should arrive at Duke Kahanamoku Beach near the Hilton Hawaiian Village in Waikiki around 1 p.m.

Hui Nalu has found new success this year with three former Healani paddlers — Lorey Bode, Jenny Scafe and Anne Malama. Lindsay Styan, a longtime Hui Nalu paddler who competed with Healani in

last year's Na Wahine race, is back with Hui Nalu.

Susan Erickson, Diane Darval-Almadova, Becky Hara, Katie Johnson, Sandy Combis, B.J. Moffett and Michelle Kapana-Baird round out Hui Nalu's crew.

Bode, who won five medals including three golds at the national kayak championships earlier this summer, leads the list of newcomers.

"Our girls are pretty strong and ready to go," Bode says. "I really think we have a good chance, but in every race across the channel I would say 70 percent of the outcome depends on the choice of course."

Despite the loss of three paddlers, Healani has been right on Hui Nalu's stern in all four long-course races this year and could be right there at the finish line.

"We are definitely up for it," Healani coach Marshall Rosa says. "I think we are the underdogs, but we have been within a minute of them in all four races this year."

Healani finished about 100 yards behind Hui Nalu in a long-distance race two weeks ago but had only 10 paddlers. Healani will have the full complement of 12 Sunday and that could make a difference.

Crews will be allowed to use 12 paddlers in the race, but only six at one time. The Hui Nalu crew will use a system of 30-minute shifts with the relief paddlers jumping into the water from the support boat and into the canoe. Darval will tentatively go the whole way in the steering position.

While many of the crews in the race will use streamlined fiberglass canoes sculpted from

molds, Hui Nalu will stay with the more traditional Koa, or wood canoe.

"For us it is a matter of prestige," Darval says. "They say using a fiberglass boat is faster, but our Koa is as close to perfectly streamlined as you can get."

After coaching Hui Nalu's entry last year, Darval can't wait to enter the water in Molokai Sunday morning. Darval, 28, has been paddling since she was 12 and she loves her leadership position with Hui Nalu.

"You could call the steerer the quarterback of the canoe," Darval says. "I call the shots. It is real intense being both the rudder and calling the commands. It takes a lot of concentration."

"This is the culmination of our season," Darval says. "It takes 12 girls to win this thing and I think we've got them this year. We'll see Sunday."

OCEAN CALENDAR

Sept. 29-30, Oct. 1 — Steinlager Hawaiian Canoe and Kayak Championships, Ala Wai Canal, 8 a.m. daily, 682-5233.

Oct. 1 — Bullship yacht race, Junior racing at 9 a.m., Seniors at noon, racing in Kaneohe Bay, Kaneohe Yacht Club, 247-4121.

Oct. 7-8 — Hawaii Kai Invitational Regatta, Hawaii Kai and Waikiki Yacht Clubs, racing off Waikiki at 11 a.m., 941-4860 or 842-5500.

Oct. 8 — Bankoh, Molokai Hoe, Molokai-to-Oahu canoe race for men, 833-4970 or 842-5500.

Oct. 14 — Bud Light Ironman Triathlon Championships, Kailua-Kona, Big Island, 326-1011.

Oct. 14-15 — Duke Kahanamoku Invitational Regatta, racing off Waikiki at 11 a.m. daily, 941-4860.

Oct. 21 — Xcel Pro winter surf season opener, Sunset Beach, \$10,000 purse, 8:30 a.m., 637-6293.

Nov. 19 — Central Pacific Bank/Hula Bowl Regatta paddleboard, kayak, canoe, sailing and swimming regatta, Hawaii Maritime Center Pier 7, 8 a.m., 682-5233.

HAWAII CLIPPING SERVICE
P.O. Box 10242
Honolulu, Hawaii 96816
PHONE: 734-8124
Victoria Custer Elaine Stroup
WEST HAWAII TODAY

SEP 19 1989

Wahine O Ke Kai set for Sunday

Canoe Paddling

HONOLULU — Female paddlers from Hawaii, Tahiti and the United States will challenge each other this Sunday, Sept. 24 in the 41 mile Na Wahine O Ke Kai outrigger canoe race from Molokai to Oahu.

The event, now acknowledged as the championship of women's long-distance canoe paddling, began as a dream that many considered impossible — for women. And it took years of patience and persistence on the part of those whose dream it was to convince coaches and officials that it was possible for women to paddle across the Kaiwi channel.

One of those who kept the dream alive and helped to make it a reality is Hannie Anderson, one of the race founders and the race director since the first crossing on Oct. 15, 1979.

The dream began in 1954, two years after the first men's Molokai-to-Oahu canoe race took place, and from that time on Anderson and several other women dedicated themselves to promoting the idea of a women's channel race. But still, coaches and officials insisted the women could not handle the treacherous channel.

However, these women were not easily discouraged. They simply put the idea on hold until a more opportune moment came, 21 years later.

It was 1975 when the first unofficial crossing was made by two crews of 18

women each. One crew incorporated women from four canoe clubs, Kailua, Outrigger, Lanikai and Waikiki Surf and was headed by Donna Woffe. They called themselves "Onipaa." The other was from Healani canoe club, coached by Babe Bell, Anderson and the late Leinani Faria, another colleague who shared the dream, officiated that first "race."

It was a close contest but Healani won when they took a more southerly route to Oahu. But the main thing was they proved women could do it.

In 1979 the dream came to life when a committee was formed and the first official race was held with 17 entries. Faria, who inspired others and helped make the race a reality, passed away in March of that year and did not live to see her dream come true. In honor of her many years of support and effort, the inaugural Na Wahine O Ke Kai was dedicated to her memory.

A total of 10 races have been held since 1979, with the 1980 race cancelled due to high winds and 25- to 30-foot seas. Except for Offshore Canoe Club from Newport Beach, Calif., no team has won the race more than two years in a row. Offshore, has participated in every channel race

since 1979 and claimed its third straight victory in 1988. With some Olympic paddlers among its ranks the club has placed second or third in every other race returns to defend their championship title this September.

Outrigger won the first race in 1979 and again in 1981. Hui Nalu won it in 1982 and 83. In 1984 and 85 Outrigger made a comeback. Tired of traveling so far just to be beaten Offshore proved they had gained valuable channel experience and in 1986 finally claimed victory over their Hawaiian competitors.

1986 was a year of surprises. In addition to the California crew's win, a surprise entry from Chicago, the Illinois Brigade, shut down Outrigger and took an unexpected second, dropping Outrigger into third place.

Outrigger is still the record holder with a 1984 crossing time of six hours, 12 minutes and 11 seconds, faster than many times in the men's race.

On Sept. 24, an estimated 20 crews from Hawaii, Tahiti and the Mainland United States will again challenge each other to see who's number one in endurance. The race begins at 7 a.m. at Hale O Lono Harbor on Molokai and the first finisher is expected at Duke Kahanamoku Beach in front of the Hilton Hawaiian Village, a little more than six hours later.