

HAWAII CLIPPING SERVICE
P.O. Box 2033 - Honolulu, Hawaii
PHONE: 734-8124
Victoria Custer Elaine Stroup
HAWAII TOURIST NEWS

JUL 15 1970

Outrigger Race At Keehi Lagoon



Even youngsters compete in canoe racing — the sport of champions in Hawaii. Men and women of all ages practice year around for the annual summer contests, which prove to be thrilling entertainment for both kamaainas and tourists.—Hawaii Tourist News Photo.

Grab your picnic lunch, your beach mats and your cameras and head for Keehi Lagoon Sunday, July 19. Canoe racing, one of the favorite sports of old Hawaiians, will steal the scene beginning at 10 a.m. that day.

Although canoes have been replaced for transportation today by the jumbo jets and sleek ocean liners and yachts, they were once the vehicles for travel for the hardy Polynesians who voyaged thousands of miles across the world's mightiest oceans.

The racing of canoes, however, has always been one of the popular recreational activities in Hawaii — from the time early Hawaiians competed to win the favor of their monarchs to today, when sturdy Islanders practice and prepare themselves for the annual summer regattas.

In the Oahu championships at Keehi Lagoon, ten Oahu canoe clubs will be competing in six divisions — the quarter mile, half mile, one mile, 1½-mile, 2-mile and 2½-mile — in the hopes of representing Oahu at the August 1 State Championships on Kauai.

The competing clubs are the Outrigger Canoe Club (the leader thus far this season), the Waikiki Surf Club (a close second), the Hui Nalu, Healani, Kai Oni, Kailua Hawaiian Civic Club, Lanikai Canoe Club, Leeward Kai Canoe Club, Maili Sons and Order of Kamehameha.

Conducted under the auspices of the Hawaiian Canoe Racing Association, the races will be a day-long affair with fun and excitement for everyone — from keikis (children) to tutus (grandmothers).

Keehi Lagoon is near the Honolulu International Airport, adjacent to the old airport. The races will be held at the beach site fronting the old airport, so from Waikiki take Ala Moana, follow Nimitz Highway and turn left on Puuloa Road. Puuloa Road will take you directly to the races.

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HONOLULU STAR-BULLETIN

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Slipper II Third Yacht

Glass Slipper II finished too late yesterday to be the corrected time winner in the Multihull Transpacific Yacht Race.

The 50-foot catamaran, skippered by Jay Johnson of the Sealbeach Yacht Club in California, crossed the Diamond Head finish line at 5:42 p.m. yesterday. She had to arrive at 4:13 p.m. to be the corrected winner on handicap.

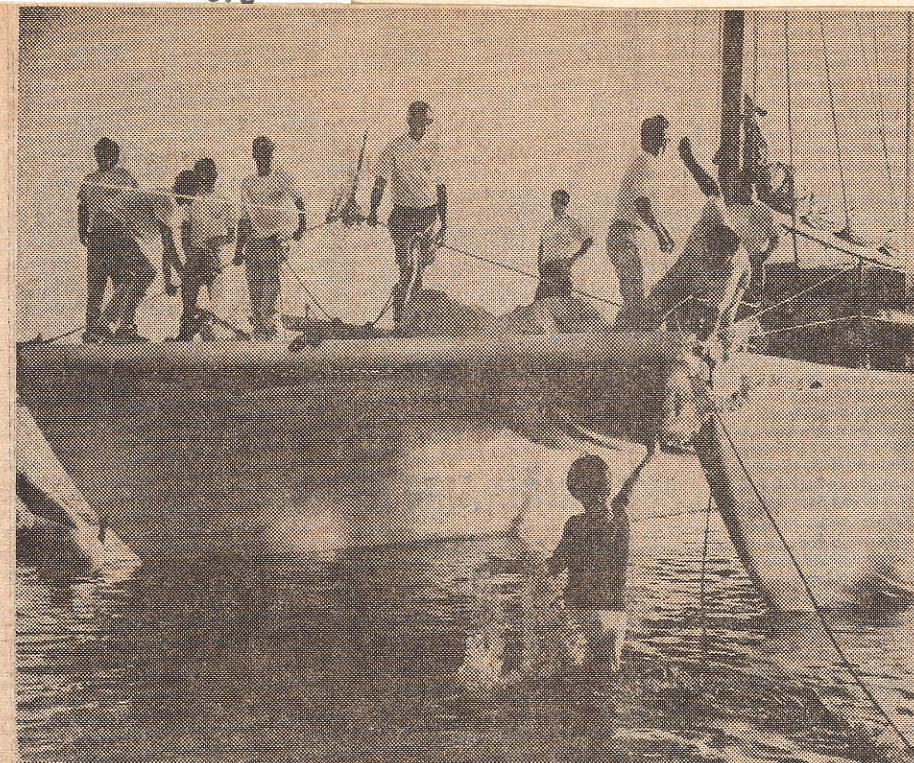
Glass Slipper was the third catamaran to finish the race from Los Angeles.

THE 44-FOOT Sea Bird, skippered by owner Bob Hanel, Cabrillo Beach Yacht Club, the first to cross the finish line Tuesday, was the winner. Seasmoke, with Warren Seaman of the Malibu Yacht Club at the helm finished second.

Sea Bird set a record crossing for the 2,225-mile race of 10 days, 46 minutes and 27 seconds.

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HONOLULU ADVERTISER

JUL 16 1970



Seasmoke arrives, out of wind and out of sorts, in slow time.

cats' slow time blamed on uncooperative winds

By BOB KRAUSS
Advertiser Columnist

Hawaii's catamaran sailors must be feeling like a sports car driver whose 350-horsepower flashy car has been left in the dust by a school teacher in a Volkswagen sedan.

Because for their fourth TransPac in a row, the speedy catamarans have failed to live up to their reputation.

Winning time this week for the fourth Multihull Trans-Pacific Yacht Race was a sedate 10 days, 46 minutes, 27 seconds. That's a whole day slower than the winning time for conventional yachts in last year's TransPac.

And a catamaran can sail twice as fast as a conventional yacht.

"IF WE'D HAVE had last year's winds, our whole fleet would have been in by Sunday," said John Cline Mann, host for the Outrigger Canoe Club. "But it takes the Good Lord to bring the wind."

Mann heaved a sigh. Then he explained that the sleekest, fastest sailing boat in the world can be beaten by a school kid in a bathtub if the winds don't cooperate.

"Look at the record," he said. "The monohulls (single-hulled conventional yachts) always get the wind. All the fast times, 1955, 1965, last year, were made with good winds."

"In fact, the wind was so good last year that 40 yachts broke records."

DAVE KAPAHULEHUA, long-time crew member of the Seasmoke, came over to explain why the Seasmoke

should beat the single-hulled yachts. (The Seasmoke, a 58-foot catamaran, came in second this year.)

"One night in a rain squall we pegged 30 knots and the needle was stuck at the top," said Kapahulehua. "We were doing 30 for three or four

galling, a trimaran named Pen Duick IV made the crossing unofficially last year and set a smashing record of 8 days, 13 hours, 9 minutes.

That may be even faster than the old clipper ships.

But the Pen Duick IV was not an official entry. So the record does not go down on the books. And every time the multihulls race for the record books, the winds stop blowing.

a bob krauss
special

minutes. Prior to that we were averaging 18 to 20 knots."

Such speeds are unheard of in conventional yachts.

"Take the Blackfin or the Windward Passage (top yachts in the TransPac last year)," he said. "They'll do 15 to 18 knots at the most. And they're bigger boats than the Seasmoke."

Yet, both the Blackfin and the Windward Passage made the crossing in much shorter time than it took the speedy Seasmoke.

TO MAKE it all the more

"IF WE HAD the winds they had last year, I think the Seasmoke could make it in seven days," said Kapahulehua.

"It's really a let-down for all us catamaran sailors when the monohulls get all the good winds. And every time we race, the wind poops out half way over."

Mann was not ready to give up.

"Let's put it this way," he said. "The first TransPac was held in 1906. That's 63 years ago. Give us another 60 years and we'll beat every record on the books."