

Voyaging canoes now 300 miles from Big Isle

Advertiser Staff

The voyaging canoes Hawai'iloa and Hokule'a were about 300 miles southeast of the Big Island yesterday, heading almost due east together off southerly winds.

Shortly after 8 a.m. yesterday, Hokule'a was at 18 degrees, 44 minutes north and 152 degrees, 16 minutes west; Hawai'iloa was at 18 degrees 45 minutes north and 152 degrees, 18 minutes west. Those were their actual positions, according to satellite tracking.

Navigators aboard the ca-

noes are unaware of the satellite reports. Using non-instrument navigation, they estimated their position at that hour yesterday to be 18 degrees north latitude, about 138 miles east of the reference course they laid out before they set sail.

The canoes left Hilo Saturday, bound for Tahiti and the Marquesas.

They're scheduled to arrive in the Society Islands in mid-March, to be joined by several other South Pacific canoes for a joint voyage back to Hawaii in April and May.

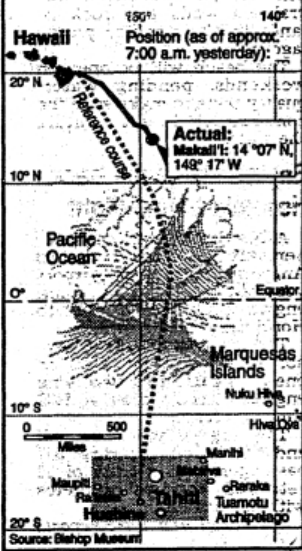
2/15/95

The voyage south

The Big Island canoe Makai'i was six days into its voyage to Tahiti. It was 546 statute miles southwest of Hawaii yesterday morning.

Makai'i, with a crew of 10, is sailing by traditional methods as are the canoes Hawai'loa and Hokule'a. Navigators estimate their position relative to the reference course indicated by dotted line. Solid line shows actual course.

Hawai'loa and Hokule'a arrived at Papeete, Tahiti, Saturday morning. The voyage from Hawaii took them less than 21 days.



Advertiser graphic

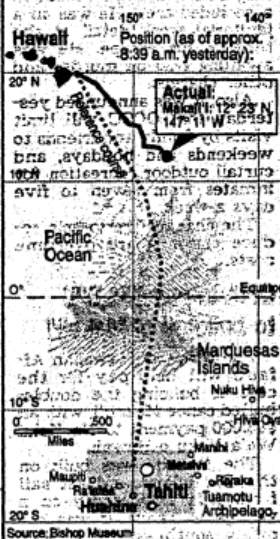
3/7/95

The voyage south

The Big Island canoe Makali'i was eight days into its voyage to Tahiti. It was 731 statute miles southeast of Hawaii yesterday morning.

Makali'i, with a crew of 10, is sailing by traditional methods as are the canoes Hawai'iloa and Hokule'a. Navigators estimate their position relative to the reference course indicated by dotted line. Solid line shows actual course.

Hawai'iloa and Hokule'a arrived at Papeete, Tahiti, Saturday morning. The voyage from Hawaii took them less than 21 days.

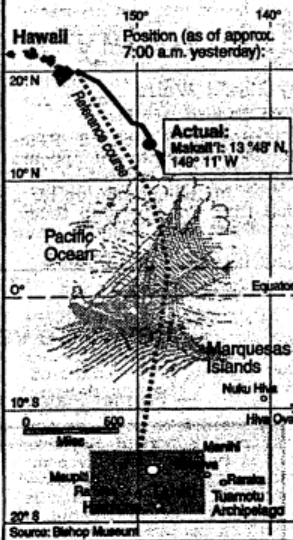


The voyage south

The Big Island canoe Makali'i was seven days into its voyage to Tahiti. It was 567 statute miles southwest of Hawaii yesterday morning.

Makali'i, with a crew of 10, is sailing by traditional methods as are the canoes Hawai'iloa and Hokule'a. Navigators estimate their position relative to the reference course indicated by dotted line. Solid line shows actual course.

Hawai'iloa and Hokule'a arrived at Papeete, Tahiti, Saturday morning. The voyage from Hawaii took them less than 21 days.

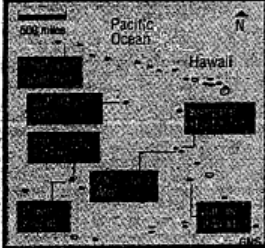


3/8/95

Advertiser graphic

Governor wants tour of giveaway islands

A bigger Hawaii



Take seven tiny islands in the Pacific, turn them over to Hawaii and what have you got? A minimum-security prison? A Club Med for felons? Gov. Ben Cayetano wants to visit the islands — including Johnston Atoll and Midway — to explore a proposal by a California congressman to give jurisdiction over them to Hawaii. Story, Page A3.

2/15/95

Governor wants to inspect isles offered to state

By William Kresnak
Advertiser Capitol Bureau

Gov. Ben Cayetano wants to take some Cabinet members and lawmakers on a tour of seven remote islands that Congress may hand to Hawaii.

He wants to see if the state can make use of them — for a minimum-security prison, for example.

"We're going to go out there, take a look at those islands and get a feel for the kind of potential they hold for us," Cayetano said yesterday.

Cayetano said Hawaii's acquisition of the islands — Baker, Jarvis, Howland, Palmyra Atoll, Johnston Atoll, Midway and Kingman Reef — from the federal government could be "a big plus for Hawaii."

Never mind that fishing, undersea mining and other ocean economic activity would remain under federal control.

And never mind that jurisdiction of the islands — about 7 square miles total and about 1,000 to 1,800 miles from Oahu — doesn't mean ownership. Palmyra,



Cayetano

for example, is privately owned; the rest are federal properties.

U.S. Reps. Patsy Mink and Neil Abercrombie, both D-Hawaii, fear that the state would get stuck with all the costs and few of the benefits of a transfer. Earlier this month they urged Congress to delay action on the transfer measure.

Cayetano said he hasn't decided on when to tour the property or who'd go with him. He also doesn't know how much it might cost the state if it takes over jurisdiction.

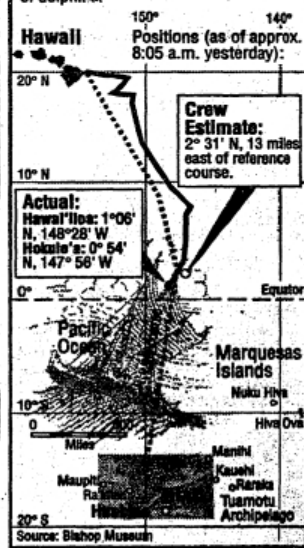
The bill proposing the transfer was authored by U.S. Rep. Elton Gallegly, R-Calif., chairman of the House subcommittee on native American and insular affairs. He has said the bill would help reduce the size of the federal government and return power and responsibilities to state and local governments.

Rep. Mink has said jurisdiction over Johnston shouldn't be transferred to the state until the federal government stops destruction of chemical weapons at its disposal facility there, removes all chemical stocks, and cleans up the atoll's environment.

The voyage south

The canoes Hawai'i Iloa and Hokule'a are 14 days into their voyage to Tahiti, using traditional navigation. Canoe navigators estimate their position relative to reference course indicated by dotted line. Solid line shows actual course.

The canoes have traveled 110 miles in last 24 hours. The swells are coming from SE. Winds are easterly at 10-15 knots. The seas are pretty flat. Last night, the canoe was visited by a group of dolphins.



Advertiser graphic

2/25/95

A10

EDITORIALS

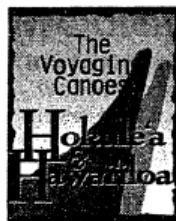
The Honolulu Advertiser

Tuesday, March 7, 1995

Voyaging canoes Hokule'a, Hawai'iloa: Land ho!

We're proud of the crews of Hokule'a and Hawai'iloa for demonstrating once again the traditional art of navigating the vast stretch of ocean between Hawaii and Tahiti without modern instruments.

We're relieved that they've arrived safely.



And we're stoked that they got there so fast.

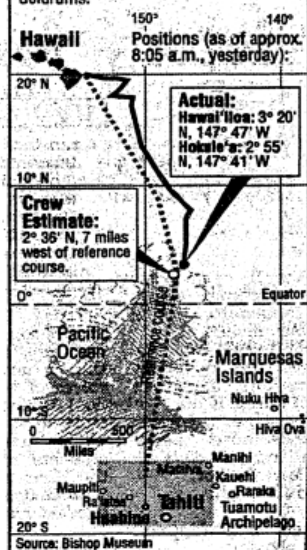
We commend the Polynesian Voyaging Society for promoting the high-tech involvement of a large number of Hawaii students in these voyages. Much like American space efforts, they provide exciting reasons for kids to want to learn.

Meanwhile, the Big Island canoe Makali'i was five days into its voyage to Tahiti. Pretty soon these Hawaiian voyagers will be operating regular scheduled service.

The voyage south

The canoes Hawai'i Ioa and Hokule'a are 13 days into their voyage to Tahiti, using traditional navigation. Canoe navigators estimate their position relative to reference course indicated by dotted line. Solid line shows actual course.

The canoes have traveled 144 miles in last 24 hours. The swells are coming from ESE. Winds are easterly at 10-15 knots. The canoes are averaging 4.5-5 knots. They are now exiting the doldrums.



Source: Bishop Museum

Advertiser graphic

2/24/1995

2/11/95

Canoes prepare to sail today



Advertiser photo by Bruce Asato

Crew members rehearse raising a sail yesterday on the voyaging canoe Hawai'i'loa. That ship and its older partner, Hokule'a, were scheduled to leave Hilo Harbor for Tahiti shortly after sunrise today. See story on **Page A3**.

Canoes to leave for Tahiti today if weather holds

By Mark Matsunaga
Advertiser Staff Writer

HILLO, Hawaii — Audrey Baybayan won't get to see her husband, Chad, shove off for Tahiti this morning aboard the voyaging canoe Hawai'i'loa.

Hawai'i'loa and its older partner Hokule'a were scheduled to leave Hilo Harbor for Tahiti shortly after sunrise today.

About the same time, Audrey will be reporting for a 16-hour workday on the other side of the island at the Hapuna Beach Prince Hotel, to make up for the shift she got someone to cover for her yesterday.

Yesterday, Audrey and their 5-year-old son, Aukai, were among scores of well-wishers and fans who showed up at the harbor to watch the canoes' crews complete their final preparations for the epic three-month, 6,000-mile voyage to Tahiti and the Marquesas and back.

Departure had been tentatively scheduled for yesterday morning, then afternoon, but was finally put off another day so the canoes could take advantage of northerly winds behind the cold front that swept through the Islands from the west yesterday.

At least one Hilo radio station mistakenly told its listen-



Master navigator Nainoa Thompson makes a last-minute inspection.

ers that the canoes were leaving in a few minutes at mid-morning.

That sent Jerome Kalani Sr., his sweetheart Raey Ann Lincoln and their 11-month-old son, Kaimilani, to the harbor from their Hilo home.

They had been here Thursday and last weekend, too, said Kalani, an out-of-work geothermal worker who volunteered to help clean up Ha-



Advertiser photos by Bruce Asato

Chad Baybayan and his 5-year-old son, Aukai, talk with Dennis Chun as he climbs up on the pier at Hilo Harbor.

wai'loa earlier in the week, before all of the crew arrived.

He didn't mind the delays: "If it's not ready to go, it's not ready to go."

Nearby, in the shade of a some cargo containers, Ruby Savarese and Lynette Sadumiano watched the canoe crews closely. They're among students from Hale O Hooponopono, a school for troubled teens in Kona, who got up before dawn to see the canoes off. Sadumiano and Savarese and some classmates got to sail E'ala, a smaller canoe, off Kona last summer.

That trip was a turning

point for Savarese.

Her mother had died last summer. After some floundering and fighting, the students got the canoe going, and, Savarese said, she realized her fellow students and teachers were her family, and Hawaii is her home.

"I have never felt so close to my Islands," said Savarese. "Especially being white, I had always felt the resentment."

"It's good to see the canoes again and wish them luck," she said.

Aboard Hokule'a and Hawai'i'loa, the crews washed down the decks, met with

master navigator Nainoa Thompson, practiced man overboard drills, then grabbed a late lunch of takeout pizza.

"I'm anxious to go," said Hawai'i'loa crewman Dennis Chun, a Hawaiian studies instructor at Kauai Community College. "Gotta get into the mind-set, a little more intense, being away from all this."

"Get in tune with the rest of the crew, the isolation, the motion of the canoe, taking a bath without hot water, using the bathroom, all kinds of small things," he said. "It's like a sporting event. You start psyching yourself up."

**Rainbows
wallop
Wyoming,
58-46**

Sports, C1

Sunday

**Weather: Mostly sunny,
low 60s.
Details, A4**



**Bond
funds that
help cut
tax bills**

Money, E1



**Miss
America
at odds
with deaf
community**

USA Weekend

The Honolulu Advertiser

Final Edition

Sunday, March 5, 1995

On Oahu \$1.50

Pearl rites put on political tiptoe

**Anniversary of World War II
to spare Japan's sensitivities**

**By T.R. Reid
Washington Post**

TOKYO — Because of objections by the Japanese government, the Clinton administration has:

■ Toned down plans for a glittering ceremony at Pearl Harbor Sept. 2 to mark the 50th anniversary of the end of

World War II in the Pacific.

■ Assured Tokyo that U.S. government representatives will avoid using the term "V-J Day," short for "Victory-over-Japan Day," to describe the end of the Pacific war. Instead, American material will simply refer to the "end of the war."

Current plans call for President Clinton to speak in Honolulu

Sept. 2. But the other nations that fought against Japan in the Pacific will be represented at the Pearl Harbor ceremony by cabinet-level officials, not heads of state as originally scheduled. That low-key format is acceptable to the Japanese.

Japanese and U.S. officials here say the White House originally proposed an assemblage of heads of state at Pearl Harbor on Sept. 2 — the 50th anniversary of Japan's formal surrender. American participation in World War II began with the Japanese attack at



Murayama

There are several reasons, officials here say, why the Japanese were so reluctant to have their prime minister invited to a gathering of leaders of na-

Pearl Dec. 7, 1941.

But that plan reportedly has been redesigned, in part because Prime Minister Murayama objected strongly to it.

But the major problem, U.S. officials say, seems to be that the Japanese government has still not settled on its official position toward the countries

Japan fought in World War II.

For one thing, the soft-spoken Murayama is said to be highly uncomfortable at international gatherings.

Moreover, Japan and Russia on paper are still fighting World War II. The two neighbors have not yet signed a peace treaty and are still arguing over disputed territory.

But the major problem, U.S. officials say, seems to be that the Japanese government has still not settled on its official position toward the countries

Japan attacked, invaded or colonized.

Murayama, 70, head of the left-wing Socialist Party and a critic of Japan's role in World War II, has long favored a formal apology to Asian nations that Japan attacked.

But more conservative leaders are rapidly backing away from a Japanese apology, which is being denounced by right-wing groups marching through the streets. Many politicians seem to favor either a bland measure honoring the war dead — or nothing.

**Canoe crew
putting on
a class act
from afar**

Closeup: Education



**Drunk-driving
bill ready for
full House vote**

putting on a class act from afar

Students, voyagers
talk on satellite link

By Mark Matsunaga
Advertiser Staff Writer

Kamehameha Schools seventh-grader Tiana Heen leaned toward the speaker phone and asked her teacher what he planned to do next.

"Attend some ceremonies and maybe wash my clothes with fresh water," replied Brad Cooper, aboard the voyaging canoe Hawai'iloa.

Cooper explained to Chris Moss, another seventh-grader, that the crew washes clothes at sea with "regular detergent and seawater."

Eighth-grader Aaron Makal-moku asked what kind of fish Hawai'iloa's crew had caught.

Plenty, Cooper replied: two ahi, five or six aku — most of them between five and 10 pounds, four mahimahi — the biggest about 25 pounds, and a 200-pound marlin.

The students oohed and aahed. They were in a conference room at the University of Hawaii in Manoa.

Hawai'iloa and its sister canoe Hokule'a were 2,500 miles away, entering Papeete Harbor in Tahiti at the end of a record 21-day voyage from Hawaii.

His conversation with the students was made possible by PEACESAT, the Pan Pacific Education and Communication Experiments by Satellite program that provided Hawaii with daily reports on KCCN radio and satellite position reports during the voyage to Tahiti.

Those will continue when the canoes return to Hawaii next month with several other Polynesian canoes.

And thousands of schoolchildren will be involved.

The Polynesian Voyaging So-

See Canoes, Page A2



Kapalama School students join in a lesson in teacher Diane Young's class. Young began using Success Compact teaching methods just this year and says her students are already reading and writing earlier and better.

Literacy Crusade

Aizawa bets his future on basics of the past

By Esme Infante
Advertiser Staff Writer

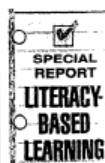
State schools chief Herman Aizawa is so sure of his new school reform program, he's staking his job on it. Aizawa bets the program will lead to dramatically improved reading skills in kids statewide — maybe even coaxing 80 percent to 90 percent of them to read at "average" or higher levels at select schools.

That's without costing taxpayers a cent more than what schools spend now.

The name of the supposed miracle reform? Literacy.

Without glitzy public relations ploys, Aizawa

See Literacy, Page A2



INSIDE
■ A classroom-eye view of literacy-based learning. Island Life, Page D1

"Any change we make, innovation we introduce, refinement we advance, idea we entertain, direction we follow, or plan we promote must demonstrate its focus on instruction and how it contributes toward student literacy — or it doesn't get off the ground."

— State Schools Superintendent Herman Aizawa, describing his main strategy for reforming Hawaii public schools.

Drunk-driving bill ready for full House vote

By William Kresnak
Advertiser Capitol Bureau

It would take less alcohol for a Hawaii driver to be considered legally drunk under a bill poised to clear the state House this week.

House Bill 716, HD 1, would lower the blood-alcohol concentration from .10 to .08 for a driver to be considered legally drunk.

In sending the bill to the full House for a vote, the Judiciary Committee said last week that lowering the blood-alcohol content "would set the threshold for driving under the influence of intoxicating liquors at a level at which driving skills are proven to be compromised for the vast majority of drivers."

Hawaii police reported recently that both drunk-driving deaths and arrests fell in 1994. But police and advocacy groups, such as Mothers

Against Drunk Driving, said tougher laws are still needed to keep impaired drivers off the road.

The committee also sent to the full House for a vote a bill to create a new drunk-driving law for boaters, HB 715, HD 1.

Hawaii is one of only eight states that doesn't have a law related to boating under the influence of alcohol, the committee said.

The two drunk-driving bills were among hundreds positioned in the House and Senate Friday for final approval this week. The House and Senate have until the end of Thursday to vote to swap bills for further consideration during this legislative session, which ends May 1.

■ **INSIDE:** Mandatory six-month sentence proposed for prostitutes, Page A3.



Trader Nicholas Leeson escorted by police at airport in Frankfurt, Germany.

Barings bank: Quake part of the collapse

Futures trader Nicholas Leeson matched his investment firm's financial muscle against the force of the Kobe earthquake. He lost. Now Barings, a firm founded 232 years ago and which helped finance the British Empire, is broke and Leeson is in custody. Associated Press correspondents around the world pieced together how it happened. Story, Page A10.

that the crew washes clothes at sea with "regular detergent and seawater."

Eighth-grader Aaron Makai-moku asked what kind of fish Hawai'iloa's crew had caught.

Plenty, Cooper replied: two ahi, five or six aku — most of them between five and 10 pounds, four mahimahi — the biggest about 25 pounds, and a 200-pound marlin.

The students oohed and aahed. They were in a conference room at the University of Hawaii in Manoa.

Hawai'iloa and its sister canoe Hokule'a were 2,500 miles away, entering Papeete Harbor in Tahiti at the end of a record 21-day voyage from Hawaii.

His conversation with the students was made possible by PEACESAT, the Pan Pacific Education and Communication Experiments by Satellite program that provided Hawaii with daily reports on KCCN radio and satellite position reports during the voyage to Tahiti.

Those will continue when the canoes return to Hawaii next month with several other Polynesian canoes.

And thousands of schoolchildren will be involved.

The Polynesian Voyaging So-



Advertiser photo by Carl VII

Kapalama School students join in a lesson in teacher Diane Young's class. Young began using Success Compact teaching methods just this year and says her students are already reading and writing earlier and better.

Literacy Crusade

Aizawa bets his future on basics of the past

By Esme Infante
Advertiser Staff Writer

State schools chief Herman Aizawa is so sure of his new school reform program, he's staking his job on it. Aizawa bets the program will lead to dramatically improved reading skills in kids statewide — maybe even coaxing 80 percent to 90 percent of them to read at "average" or higher levels at select schools.

That's without costing taxpayers a cent more than what schools spend now. The name of the supposed miracle reform? Literacy.

Without glitzy public relations ploys, Aizawa

See Literacy, Page A2



INSIDE

■ A classroom-eye view of literacy-based learning, Island Life, Page D1

"Any change we make, innovation we introduce, refinement we advance, idea we entertain, direction we follow, or plan we promote must demonstrate its focus on instruction and how it contributes toward student literacy — or it doesn't get off the ground."

— State Schools Superintendent Herman Aizawa, describing his main strategy for reforming Hawaii public schools.

the influence of intoxicating liquors at a level at which driving skills are proven to be compromised for the vast majority of drivers."

Hawaii police reported recently that both drunk-driving deaths and arrests fell in 1994. But police and advocacy groups, such as Mothers

Senate have until the end of Thursday to vote to swap bills for further consideration during this legislative session, which ends May 1.

■ **INSIDE:** Mandatory six-month sentence proposed for prostitutes, Page A3.



Barings bank: Quake part of the collapse

Futures trader Nicholas Leeson matched his investment firm's financial muscle against the force of the Kobe earthquake. He lost. Now Barings, a firm founded 232 years ago and which helped finance the British Empire, is broke and Leeson is in custody. Associated Press correspondents around the world pieced together how it happened. Story, Page A10.

AP photo
Trader Nicholas Leeson escorted by police at airport in Frankfurt, Germany.

What's Inside

7 sections, 286 pages •

0 40901 00003 7

HAWAII, WORLD NEWS	A2-27
Police Beat	A4
Obituaries	A22, 26
FOCUS, Editorials	B1-4
SPORTS	C1-8
ISLAND LIFE	D1-9
Arts	D7
Horoscope	D2
Books	D6
Movies	D8-9
Crossword	D2
People	D2
Health	D5
Bob Krauss	D1
MONEY	E1-5
Science & Environment	E6
TRAVEL	F1-8
HOME	G1-13
G14-44 Gardening	G4
Classified	G14-44
TELEVISION	TV Week
WEATHER	A4

A Gannett newspaper

Vietnam search goes on for POWs

Some still hope to find survivors, despite the odds

By Gordon Dillow
Orange County Register

HANOI, Vietnam — On the outskirts of this former enemy capital, at the gated American compound known as "The Ranch," a U.S. Air Force major named Randall Garrett admits that finding any living Ameri-

"The logical side of my brain says it's unlikely that there are any living Americans still out there. But the emotional side of me says that if there's any possibility, you hang on to it."

— Randall Garrett

can prisoners of war from the Vietnam War is a matter of heart over mind.

His mind tells him that there aren't any, that every one of the more than 2,000 Americans still listed as "unaccounted for"

is long since dead. After all, it's been 20 years since the end of the war.

But Garrett's heart hopes that his mind is wrong.

"The logical side of my brain says it's unlikely that there are

any living Americans still out there," says Garrett, 41, a youthful-looking Persian Gulf War "fighter jock" who, as a teen, served as a Navy enlisted man off the coast of Vietnam. "But the emotional side of me says that if there's any possibility, you hang on to it. If there's a living American out there, we want to find him. And we will take the necessary measures to get him back."

Since 1992, Garrett, his colleagues and their predecessors

See MIAs, Page A5

Literacy: Aizawa bets his future on basics of the past

FROM PAGE ONE

Wa in his 11 months as superintendent has quietly turned plain, simple literacy into the state Education Department's number-one strategy for improving student learning.

Aizawa's four-year contract states that it will be renewed only if he can pull up student test scores and other measures of achievement.

He has decreed: "Any change we make, innovation we introduce, refinement we advance, idea we entertain, direction we follow, or plan we promote must demonstrate its focus on instruction and how it contributes toward student literacy — or it doesn't get off the ground."

That's a 180-degree turn for school reform here.

The schools will continue organizational reforms such as "school community-based management" but pumping up kids' reading, writing and thinking skills now supercedes them all in Aizawa's priorities.

Some teachers, who asked not to be named, say the literacy campaign is just a "flavor of the month" reform — a reform that will be replaced by yet another when the next superintendent comes along. Skeptics ask: What's innovative about a literacy campaign? Haven't the schools been teaching reading all along?

"Look at the results. We just haven't been doing a good enough job up to now," Aizawa says, referring to the Stanford Achievement Test scores that have pegged Hawaii kids as poor readers for decades.

To change that:

■ Every one of Hawaii's 242



Success Compact teacher Diane Young teaches her Kapalama School kindergartners about tigers, using a visual aid and writing. Advertiser photo by Deborah Booker



Waihee reading scores

Stanford Achievement Test reading scores for third-graders at Waihee Elementary School on Maui have improved in the three years since Waihee became a "Success Compact" school. The number of students scoring below average has been cut by more than half.

	Below ave.	Average	Above ave.
1992	22%	66%	12%
1993	17%	62%	21%
1994	9%	73%	18%

opened in the past. Just that now we should be focusing on the classroom, and working with the student."

State school officials are so optimistic about the literacy program that despite the current dry budgetary climate, they've scraped together nearly half a million dollars from existing programs — even canceled the annual Superintendent's Conference — to fund training for Success Compact schools.

Some teachers were worried that school reform here will change tasks with each successive superintendent.

But at least one of the first seven Success Compact demonstration schools already is delivering on Aizawa's promise.

Waihee Elementary on Maui, which became a Success Compact test site three years ago while Aizawa still was deputy superintendent, has seen reading test scores leap: 91 percent of kids now score in the "average" and "above average" levels. The national norm is 77 per-

ring to the Stanford Achievement Test scores that have pegged Hawaii kids as poor readers for decades.

To change that:

■ Every one of Hawaii's 242 public schools has been ordered for the first time to center its annual school improvement plans specifically around boosting literacy. The approach is up to the school.

Not only will schools be expected to concentrate on "reading, writing, relating, but on solving problems, balancing global perspectives — that's all in literacy, too. It's making student develop into responsible citizen," Aizawa says.

■ If 100 percent of faculty at

a school pledge an all-out team effort and meet a predetermined set of criteria, the school has the option to declare itself a "Success Compact" school, and the DOE will provide intensive training and follow-up the likes of which has never been supplied to local schools before.

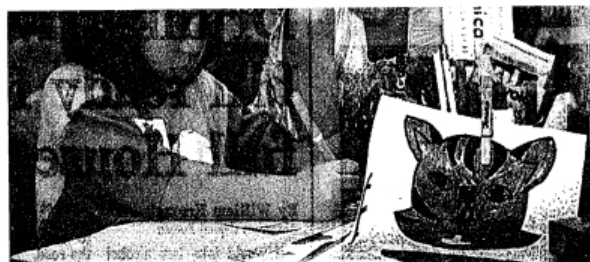
Seventy schools already have

volunteered. Other schools that choose not to go with the Success Compact training soon still will be allowed to tap into the DOE funds if they can show they have their own comprehensive

plans, backed by all faculty, for improving literacy. Officials previously have tried to shrink the school bureaucracy with the hope that the benefits would trickle down to the schools. This reform program

aims right for the actual student learning process. That's not to say the schools should ditch school/community-based management, Aizawa said. The literacy campaign actually "builds on what hap-

methods just this year, says her students already are reading and writing earlier and better. "The kids are becoming risk-takers. They don't say, 'I can't read.' They just try. There is a difference."



Advertiser photo by Carl Viti

Kapalama student Jennica Baldonado does her writing lesson as Reesa Pascual watches.



Advertiser photo by Deborah Booker

A Kapalama student works on her journal.

GETTING IT STRAIGHT

We want to correct any errors we publish. If you spot one, please contact Executive Editor John Hollon, P.O. Box 3110, Honolulu 96802 (538-8099), or call the City Desk (525-8090).

The Honolulu Advertiser

Copyright 1995, Gannett Pacific Corp. 138th Year, No. 48,387

READERLINE: 538-8517

We'd like to hear from you. If you have a comment about the news, or our coverage of it, call our 24-hour ReaderLine (538-8517). If you have questions about advertisements, circulation, production or your bills, the numbers below tell how to call us. We want to help.

DELIVERY PROBLEM? CALL 538-NEWS (538-6397)

The Advertiser should arrive by 6 a.m. daily and Saturday and by 7 a.m. Sunday. For delivery of a missing or damaged paper on Oahu, please call 538-NEWS (538-6397) before 9 a.m. Monday-Saturday, or before 11:30 a.m. Sunday.

How do I subscribe?

■ Call 538-NEWS (538-6397)

Call from 5 a.m. to 7 p.m. Monday through Saturday or 5 a.m. to 11:30 a.m. Sunday to start or end a subscription.

■ Subscription rates:

Suggested 4-week subscription rates for urban Honolulu zip-code areas:

Daily Advertiser only \$6.50

Sunday Advertiser \$6.00

Daily and Sunday \$12.50

(Rates may be higher in rural and suburban Oahu and Neighbor Islands.)

Manland U.S. ship mail airmail

Daily Advertiser \$18.50 \$73.90

Sunday Advertiser \$10.10 \$29.50

Daily and Sunday \$28.60 \$103.40

The publisher reserves the right to change subscription rates with 28 days' notice. This may be by mail, contained

Questions about news?

If you have a local news tip or question, call the City Desk at 525-8090. If you have a news complaint, call 525-8099.

■ Newsroom numbers:

Government Bureau 525-8070

Editor Gerry Kelf 525-8080

Editorial 525-8031

Entertainment/Herads 525-8067

Executive Editor 525-8099

Island Life Section 525-8034

Letters to Editor 525-8031

Money Section 525-8062

Photo Desk 525-8074

Sports Section 525-8040

■ Fax our newsroom: 525-8037

■ Neighbor Island news: Big Island (Hugh Clark), 935-3916; Maui (Ed Tanji), 244-4880; Kauai (Jan TenBruggencate), 245-3074



Advertiser photo by Carl Viti

Kamehameha eighth-grader Kelly Robinson asks a question of teacher Bruce Cooper, aboard Hawaii'iloa in Tahiti, while classmates (from left) Janine Pauole and Kika Honda listen and Tiana Heen gets a chuckle.

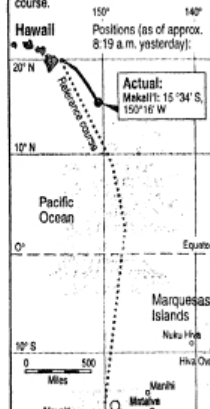
Canoes: Voyage is a dynamic classroom for thousands of kids

The voyage south

The canoes Hawaii'iloa and Hokule'a arrived at Papeete, Tahiti, yesterday morning. The voyage from Hawaii, using traditional navigation, took them less than 21 days.

Meanwhile, the Big Island canoe Makali'i was four days into its voyage to Tahiti. It was 370 miles southwest of Hawaii yesterday morning.

Makali'i, with a crew of 10, is also sailing by traditional methods. Navigators estimate their position relative to the reference course indicated by dotted line. Solid line shows actual course.



GETTING IT STRAIGHT

We want to correct any errors we publish. If you spot one, please contact Executive Editor John Hollon, P.O. Box 3110, Honolulu 96802 (525-8099), or call the City Desk (525-8090).

The Honolulu Advertiser

Copyright 1995, Gannett Pacific Corp. 138th Year, No. 48,387

READERLINE: 539-8517

We'd like to hear from you. If you have a comment about the news, or our coverage of it, call our 24-hour ReaderLine (539-8517). If you have questions about advertisements, circulation, production or your bills, the numbers below tell how to call us. We want to help.

DELIVERY PROBLEM? CALL 539-NEWS (538-6397)

The Advertiser should arrive by 6 a.m. daily and Saturday and by 7 a.m. Sunday. For delivery of a missing or damaged paper on Oahu, please call 539-NEWS (538-6397) before 9 a.m. Monday-Saturday, or before 11:30 a.m. Sunday.

How do I subscribe?

■ **Call 539-NEWS (538-6397)**
Call from 5 a.m. to 7 p.m.
Monday through Saturday or 5 a.m. to 11:30 a.m. Sunday to start or end a subscription.

■ **Subscription rates:**
Suggested 4-week subscription rates for urban Honolulu zip-code areas:

Day Advertiser only	\$6.50
Sunday Advertiser	\$6.00
Daily and Sunday	\$12.50

(Rates may be higher in rural and suburban Oahu and Neighbor Islands.)

	Mainland	U.S.
Daily Advertiser	\$18.50	\$73.95
Sunday Advertiser	\$10.10	\$29.50
Daily and Sunday	\$28.60	\$103.40

The publisher reserves the right to change subscription rates with 28 days' notice. This may be by mail, contained within the newspaper or otherwise. Rate changes may be implemented by changing the duration of the subscription.

■ **Placing an ad?**
Classified want ads 521-9111
Legal ads 525-7420
Retail ads 525-7646

■ **Question about your bill?**
Subscriptions 538-6397
Classified ads 521-9111
Legal ads 525-7420
Retail ads 525-7450

The Honolulu Advertiser, USPS 245-440, Gannett Pacific Corp., published each morning at 605 Kapiolani Blvd., Honolulu, HI 96813. Second-class postage paid at Honolulu, HI. Postmaster: Send address changes to The Honolulu Advertiser, P.O. Box 3350, Honolulu, HI 96801.

Questions about news?

If you have a local news tip or question, call the City Desk at 525-8090. If you have a news complaint, call 525-8099.

■ **Newsroom numbers:**
Government Bureau 525-8070
Editor Gerry Kell 525-8080
Editorials 525-8031
Entertainment/Harada 525-8067
Executive Editor 525-8099
Island Life Section 525-8034
Letters to Editor 525-8031
Money Section 525-8062
Photo Desk 525-8074
Sports Section 525-8040

■ **Fax our newsroom:** 525-8037
(Hugh Clark), 935-3916; Maui (Ed Tanji), 244-4880; Kauai (Jan Tentingencate), 245-3074

Other departments

You may reach other departments by calling our switchboard 525-8000

■ **Publisher:**
Larry Fuller 525-7474
Sr. Vice President/Marketing
Mark Arnold 525-8620
Vice President/Circulation
Dennis Francis 525-7643
Vice President/Finance
Richard Fuke 525-7442
Vice President/Human Resources
Carol Medeiros 525-7681
Vice President/Systems
Gary Wild 525-7699
Vice President/Market Development
Jim George 539-8565
Vice President/Production
Jim Granata 525-7668



Kamehameha eighth-grader Kelly Robinson asks a question of teacher Bruce Cooper, aboard Hawai'iloa in Tahiti, while classmates (from left) Janine Pauole and Kika Honda listen and Tiana Heen gets a chuckle.

Canoes: Voyage is a dynamic classroom for thousands of kids

FROM PAGE ONE

society, which operates the canoes, has scheduled workshops for teachers who want their classes to monitor the voyage.

The Department of Education's KidScience program will offer a seven-part series of television shows for fifth- and sixth-grade classrooms statewide. In a few lucky cases, students will get to speak directly with the crews.

More than 100 Mainland Public Broadcasting System stations also will air the show.

In radio calls like yesterday's, master navigator Nainoa

Thompson hopes to get students to use the canoe as a metaphor for an island and have them think about "voyaging into Hawaii's future." He'll ask them questions and they'll answer a week later. Written summaries will be presented to a task force that's considering Hawaii's future.

Some high school students will be sailing Eala, a smaller twin-hulled canoe, in Hawaii waters while the bigger vessels come home.

Community college classes will participate in "distance-learning" about the voyage as well, said voyaging society

spokesman Dennis Kawaharada.

It was the fifth — and fastest — voyage to Tahiti for Hokule'a, which was built in the 1970s to perform like ancient Polynesian canoes. This was the first long voyage for Hawai'iloa, built two years ago with wood and other traditional materials.

Both canoes navigated with traditional methods, without modern instruments. Cooper said the navigation was "excellent. They came within three miles of where they were predicting they would be."

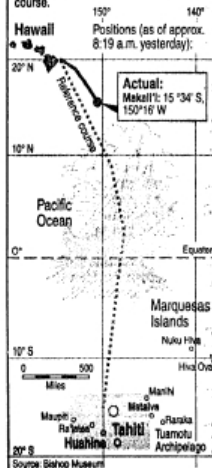
Hawai'iloa and Hokule'a will

The voyage south

The canoes Hawai'iloa and Hokule'a arrived at Papeete, Tahiti, yesterday morning. The voyage from Hawaii, using traditional navigation, took them less than 21 days.

Meanwhile, the Big Island canoe Makali'i was four days into its voyage to Tahiti. It was 370 miles southwest of Hawaii yesterday morning.

Makali'i, with a crew of 10, is also sailing by traditional methods. Navigators estimate their position relative to the reference course indicated by dotted line. Solid line shows actual course.



Source: Bishop Museum

Advertiser photo

pay visits to various spots in French Polynesia over the next month or so.

They'll be joined by canoes from Tahiti, the Cook Islands, New Zealand and by the Big Island canoe Makali'i.

Makali'i, built in a mere eight months, left Hilo last week and was 370 miles southeast of it yesterday morning.

All of the canoes are scheduled to set sail from the Marquesas, to arrive in Hawaii about May 10.



HAWAII

The Honolulu Advertiser

Sunday, February 12, 1995

• City Editor: Dan Nakaso, 525-8090

• Police BeatA4
• BYUH birthdayA6
• ObituariesA29

A3

Island Briefs

Committee to vote on Hula Bowl question

State Sen. Donna Ikeda says if it were up to her, the state would stop spending \$100,000 per year to fund the Hula Bowl.

Ikeda, chairwoman of the powerful Ways and Means Committee, said Friday that she objects to the charity game's new sponsor, the Hooters restaurant chain.

According to Ikeda, state funds shouldn't be used to benefit Hooters, which she said demeans women.

Marcia Klompus of Aloha Bowl Charities, which puts on the Hula Bowl, and the Hawaii Visitors Bureau urged the state House Tourism Committee to continue funding the game, which gives Hawaii television exposure.

The committee is scheduled to vote Tuesday on whether the state should continue to fund the Hula Bowl.

No injuries on Maui in Navatek grounding

Officials with the Navatek II cruise ship were trying to determine what caused the vessel to run aground Friday in the waters off Olowalu, Maui.

No injuries were reported from the 7:30 p.m. grounding, said Clayton Murobayashi, Navatek II president. All passengers aboard were safely removed via boat shuttles from the Lahaina-based ship.

Company officials called the Coast Guard shortly after the grounding, saying the vessel did not require assistance. The ship did take on water, but its pumps were operational, the Coast Guard was told.



Advertiser photo by Bruce Asato

Hawai'iloa crew members, from left, Bruce Blankenfeld, Reggie Keauuni and Brad Cooper pick up provisions — bananas, papayas, star fruit and other produce — for their long journey. In background are Hokule'a, left, and Hawai'iloa.

For canoes, 'Aloha 'Oe'

They set sail for Tahiti after a long goodbye

By Mark Matsunaga
Advertiser Staff Writer

HILO, Hawaii — The voyaging canoes Hokule'a and Hawai'iloa left for Tahiti late yesterday after a cold, long goodbye.

A relentless winter wind from the

has made the trip four times already, but never this early in the year.

Yesterday's chill winds of 30 mph or more left no doubt that it's still winter.

The normally placid water of Hilo Bay was reduced to white-capped chop, and wave tops — not just spray — came crashing over the breakwater.

where, during summer weather, previous voyagers have spent days adrift with virtually no wind to propel them.

Yesterday, however, the task was simply getting under way after several postponements in the preceding week.

About 200 people were on hand yesterday — most since before dawn —

After the 3 R's, kids may study violence

By Tino Ramirez
Advertiser Staff Writer

By the year 2000, Hawaii's public schools may be teaching students skills to prevent violence.

The Violence Prevention Bill introduced by the Women's Legislative Caucus was passed last week by the Senate Education Committee and now heads to the Senate Ways and Means Committee.

Carol Yahner, of the Hawaii State Coalition Against Sexual Assault, said yesterday that violence prevention should be as important in schools as reading, writing and arithmetic.

"The bill calls for a comprehensive, front-end approach to prevent violence of all kinds," Yahner said. "It mandates the Department of Education to integrate violence-prevention messages and skills into the curricula, pre-kindergarten through 12th grade, by the year 2000."

If passed by the Senate and House, the bill would provide money for:

- One-time grants to let each of Hawaii's 242 schools develop a curriculum plan and violence-prevention courses for school staff and parents.
- Four school and community



from the Lahaina-based ship. Company officials called the Coast Guard shortly after the grounding, saying the vessel did not require assistance. The ship did take on water, but its pumps were operational, the Coast Guard was told.

Housing replacement at Pearl Harbor to begin

Work will begin Tuesday to demolish 100 Pearl Harbor homes dating back to World War II and located near the Navy Exchange.

The Navy will replace the crumbling buildings with 752 new housing units for service personnel and families.

The 13-month project will create up to 200 jobs for Hawaii and pump about \$13 million into the local economy, the Navy said.

Adm. Ronald Zlatoper, commander in chief of the Pacific Fleet, will bulldoze the first wall of the Moanalua Terrace complex in a ceremony Tuesday.

Research suggests sound tests at Johnston

A Honolulu marine researcher said there is a way for scientists to conduct underwater sound experiments without harming humpback whales: Move the tests to Johnston Island.

Louis Herman, founder of the Kewalo Basin Marine Mammal Laboratory, said that if the sound originated away from Hawaii, it should not interrupt the whale's delicate communication.

The low-frequency sound experiment to measure global warming in the Pacific Ocean was planned for Kauai.

But community opposition, stirred by concern for marine life, has stalled it.

Herman offered his solution at a public hearing on the draft environmental impact statement for the \$35 million study. About 40 people attended the Honolulu hearing Friday.

Water deputy Sato appointed as manager

Raymond Sato has been named manager and chief engineer of the Honolulu Board of Water Control.

By Mark Matsunaga
Advertiser Staff Writer

HILO, Hawaii — The voyaging canoes Hokule'a and Hawai'iloa left for Tahiti late yesterday after a cold, long goodbye.

A relentless winter wind from the north posed an immediate test for the twin-hulled canoes. They were positioned at 20 miles east of Hilo as of 8 p.m.

The crews — 14 on Hokule'a and 11 on Hawai'iloa — reported for departure from Radio Bay, a small anchorage in the corner of Hilo Harbor, at 5:30 a.m. yesterday.

But it took most of the day to get the canoes and their escort boats free of the anchorage.

And by nightfall, they had barely left the harbor proper.

Workers at Hilo Harbor security and the Naniloa Hotel reported the canoes cleared the harbor breakwater about 5 p.m. The Coast Guard reported they were still inside the harbor.

With no direct means of communication with the vessels, people on shore had difficulty keeping track of the voyagers' progress.

This is Hawai'iloa's first trip to the South Pacific. The 20-year-old Hokule'a

has made the trip four times already, but never this early in the year.

Yesterday's chill winds of 30 mph or more left no doubt that it's still winter.

The normally placid water of Hilo Bay was reduced to white-capped chop, and wave tops — not just spray — came crashing over the breakwater.

But master navigator Nainoa Thompson considered the weather a boon.

"It's a perfect time for a sea trial for Hawai'iloa," he said. "We've got 1,500 miles on her, but we have so much to learn. ... If we're afraid to go in this, we'll never do it."

He added, however, "The first three days are a sea trial, as far as I'm concerned. If we get out there and something happens, we're coming back."

In addition, the northerly winds make it much easier for the canoes to gain some essential distance to the east of the longitudinal path to Tahiti, than the usual northeasterly tradewinds

Thompson

would allow.

In addition, the winter weather has, at least for now, wiped out the doldrums, the area near the equator

where, during summer weather, previous voyagers have spent days adrift with virtually no wind to propel them.

Yesterday, however, the task was simply getting under way after several postponements in the preceding week.

About 200 people were on hand yesterday — most since before dawn — when the final departure ceremony was held dockside at 11:30 a.m.: a prayer, then the singing of "Hawaii Aloha" and "Aloha 'Oe," Queen Lili'uokalani's song of farewell. Crew members hugged loved ones and each other, then slowly shuttled onto the canoes in a rubber boat.

The wind kept blowing, the sun adding no warmth as the day ripened.

The canoes cast off their mooring lines about 1:30 p.m., but went only a few yards.

Each canoe had to be towed by an escort boat into the waters of the main harbor. And the wind and tight confines of Radio Bay made painstaking work out of weighing each canoe's three anchors and then hooking up the towlines.

The hours passed and the crowd melted away.

One who stayed longer than most was Kwai Wah Lee, a retiree who showed up at 3:25 a.m. to bid the canoes aloha.

"It doesn't matter, as far as the time goes," he said. "This is a historic event."

House, the bill would provide money for:

■ One-time grants to let each of Hawaii's 242 schools develop a curriculum plan and violence-prevention courses for school staff and parents.

■ Four school and community projects to create model curricula that other schools may use.

■ The University of Hawaii College of Education to add violence prevention to its teacher training.

■ Establishing a Governor's Violence Prevention Council to set standards and monitor progress of the entire program, from awarding grants to implementation.

Yahner said four or five current gang members told about the bill were very positive.

"They said that a program like this could have prevented them from going into a gang," said Yahner. "There's a whole culture of violence that develops in schools."

"We're talking about dealing with the roots of violence, which aren't about hitting, per se, but about tolerance, respect, getting along with other people."

Marumoto often was first, and foremost

Ex-Supreme Court justice, McKinley graduate, dies at 89

Advertiser Staff

Masaji Marumoto, a son of early immigrants to Hawaii from Japan, had a long string of "firsts" to his name:

■ First in McKinley High's Class of 1924, the school's first graduating class. Among his classmates were a future U.S. senator and Island business giants-to-be.

■ First student of Asian ancestry at Harvard Law School.

■ First Japanese American Supreme Court justice in Hawaii; first Japanese American bar association president.

Marumoto, 89, died Friday in Honolulu.

He was born in Honolulu to immigrant parents who were among the sixth group of Japa-

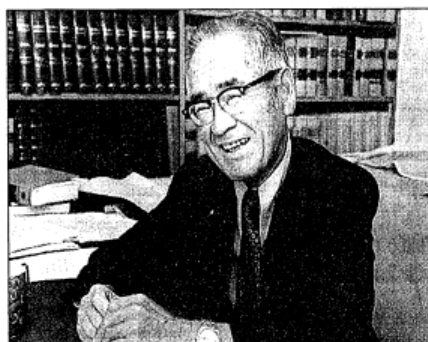
16, he captained McKinley's tennis team. Marumoto was awarded a gold medal at graduation for being first in his class.

With the help of a Buddhist bishop who arranged a scholarship, Marumoto enrolled at the University of Chicago, completing his studies in three years, earning Phi Beta Kappa and playing varsity tennis.

He went on to graduate from Harvard Law School, where he was the first student of Asian ancestry admitted.

He returned to Hawaii and began his legal career with the firm of Thompson, Beebe & Winne. At the time, he was one of the few Americans of Japanese ancestry to belong to the Hawaii Bar Association.

After the Pearl Harbor attack, Marumoto was a prominent figure in the Japanese American community. He played a key role in preserving calm in the Islands. Through his close friendship with Honolulu FBI



Advertiser file photo

Masaji Marumoto was the first Japanese American Supreme Court justice in Hawaii.

war he served in Okinawa and Korea with military govern-

sure to each other."

At Statehood in 1959, Marumoto was nominated for the new state Supreme Court by Republican Gov. William Quinn. But a year later, Marumoto stunned friends when he resigned to return to private practice with his son, Wendell.

In 1967, Democratic Gov. John Burns nominated the then 61-year-old Marumoto to another term on the state Supreme Court.

Among Marumoto's many awards was the Second Class Order of the Sacred Treasure, presented by Emperor Hirohito for Marumoto's contributions to U.S.-Japan relations.

In recent years, Marumoto was critical of attempts by Japanese American groups to obtain reparations from the U.S. government for World War II internments. In a 1983 interview with The Advertiser, Marumoto compared the predominantly Japanese cities

Sunday



Weather: Mostly sunny,
low 80s.
Details, A4



'Bows stumble

Air Force extends
Hawaii's road
woes, 85-70

Sports, C1

What does it mean to be

LOCAL?

Island life, E1

HUD offers
mortgage
loans for
fixer-uppers



Home, G1

The Honolulu Advertiser

Final Edition

Sunday, February 12, 1995

On Oahu \$1.50

The deficit mess

Here's your chance to clean it up

Everybody talks about balancing the federal budget, but few of us understand what it would take. The Advertiser recently invited a group of readers to do what Washington, thus far, has not.

This Readers' Congress did — closing a \$251 billion revenue gap (that's 1,000 times the size of state government's present shortfall). But it wasn't pretty. This group of your friends and neighbors hit you with a new 5% national sales tax; cut COLA increases to retirees; taxed your car and your cigarettes and your beer; cut Social Security, Medicare and veterans' benefits to many of you.

They did give you a couple of breaks — a capital gains tax cut, and, for parents, a \$500/child credit.

It was all part of the Deficit Dilemma Game, a role-playing exercise that simulates the tough choices politicians in Washington must make. Below is a sample of what they voted to do. To find out more about what they did, see the Focus section (Page B1) of today's Advertiser.



OUR READERS' CONGRESS RAISED TAXES...

- National sales tax of 5% by 1999.
- Alcohol-tobacco tax — \$1 a pack on cigarettes, 50¢ a bottle of wine or 6-pack.

...AND CUT SPENDING

- Cut "entitlements" (Social Security, Medicare, veterans' benefits, etc.) to families earning above \$40,000.
- Cut Social Security COLA to 2% below inflation.
- Raised Social Security retirement age to 68 by 2006.

Could you do better? Try it. The game's on Page B3.

State lottery gathers momentum in House

Judiciary likes
the idea, passes
bill to Finance

By Mike Gordon
Advertiser Staff Writer

If you were a gambler, you might have bet against the House Judiciary Committee granting initial approval yesterday for a state lottery — and you would have lost.

In a 10 to 5 vote, the com-

mittee kept the measure alive for further review in the House Finance Committee. Supporters said it's a way to help the state deal with its budget crisis.

The proposal drew passionate opposition and only one supporter — GTECH, a company that provides on-line services for state lottery systems.

U.S. Attorney Steven Alm and the Honolulu Police Department said the measure would breed additional crime and increase law enforcement costs.

Two out of three problem

gamblers commit crimes to pay for their habit, Alm said.

"The only way for something like a lottery to make money is for a lot of people in the state of Hawaii to lose money," Alm said.

Alm has spoken against current Senate bills that would legalize gambling and said yesterday that a simple game like instant winning tickets would be "a foot in the door" for what he considers more serious types of gambling.

GTECH spokesman John Cadigan offered gross revenue projections of \$200 million in

the first 18 months if Hawaii started a "scratchers" instant-win game and a lotto.

Rep. Cynthia Thielen said no amount of money could justify supporting a bill that would increase crime.

"We sure as heck don't have the power to prevent the criminal element from stepping in once we've approved the lottery," Thielen said.

■ **INSIDE:** Testimony at hearing runs against gambling. Page A8. Also, 100 years ago, Hawaii was moving toward lottery. Page A9.

Voyaging canoes sailing into history

DOCUMENTS CAPTURED AS RECEIVED

■ Cut Social Security COLA to 2% below inflation.
■ Raised Social Security retirement age to 68 by 2006.

Could you do better? Try it. The game's on Page B3.

Clinton insisting on police increase

GOP threatened with veto in case hiring is waylaid

By Melissa Healy
Los Angeles Times

WASHINGTON — Striking an unusually combative stance toward the new Republican-controlled Congress, President Clinton yesterday promised to veto legislation that would repeal or undermine his commitment to put 100,000 new police officers on the street.

In his weekly radio address, Clinton accused Republicans of "playing politics" with the safety of American communities in the fight against crime, noting that he had cut 100,000 jobs from the federal payroll to free up funds for new police hires.

"Undermining this commitment to law enforcement is not acceptable," Clinton said. "I didn't fight to cut 100,000 federal bureaucrats so we could trade them in for an old-fashioned peek-a-boo program. I fought to trade 100,000 bureaucrats for 100,000 police officers."

(Honolulu police said they may not be able to use Oahu's \$8 million share of the federal crime bill to hire new police officers. Police Chief Michael Nakamura has said Honolulu, besides having to come up with \$1.8 million in matching funds, would be hard-pressed to continue funding the new positions after the three-year program expires.)

Clinton's veto threat marks only the second time the president has explicitly warned he will use that presidential power to blunt the GOP's ambitious legislative agenda. If he follows through, it would be Clinton's first use of the constitutional weapon, which enables presidents to block any but the most popular congressional initiatives.

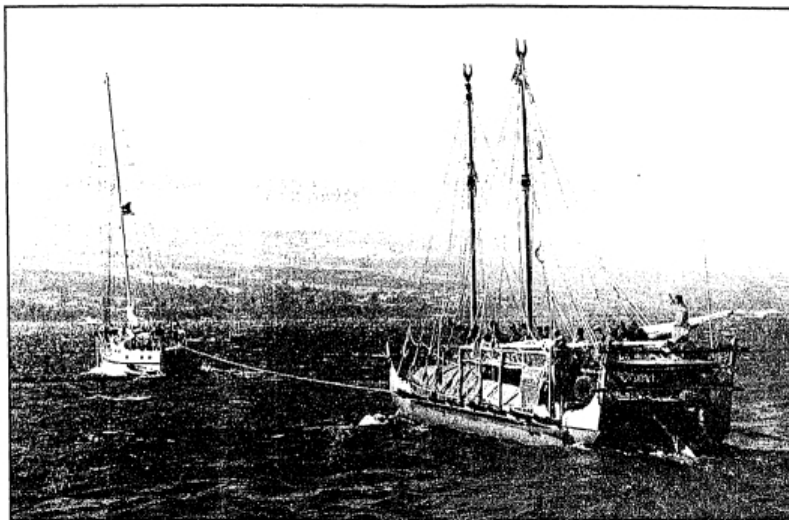
In his State of the Union address, Clinton warned that he



Clinton

See Police, Page A9

Voyaging canoes sailing into history



Hoku'le'a rides out into Hilo Harbor late yesterday towed by the escort boat Gershon II. Hoku'le'a and its new partner, Hawai'i'loa, are sailing to Tahiti and back, a 5,000-mile voyage. Getting out of anchorage was the main task yesterday. Story on Page A3.

Sunday Special

Wanted: comp system that works

It's broken and needs fixing, everyone now seems to agree

By Susan Hooper
Advertiser Staff Writer

Employees, employers and insurance firms agree on one thing: They're all fed up with Hawaii's workers' compensation system.

■ Gregory Yount, a koi gift products manufacturer in Kakaako, upped his work force from two to 11 employees last year and his



Today: How the problem has grown, impact on businesses, what insurers say.
Tomorrow: The medical fee problem.
Tuesday: Impact on injured workers, backlog of claims.
Wednesday: Proposals for change and cutting costs.

■ INSIDE: Tales from the front: Three Hawaii

Years after reform, workers' comp a calamity

Hawaii's workers' comp system was reformed in 1985. Since then, soaring medical costs have been cited as the main culprit in rapidly rising insurance premiums.

	1985	1993	% change
Number of employees	452,000	558,000	23% ↑
Number of claims filed	37,940	46,762	23% ↑
Millions of work days lost	1.26	1.96	56% ↑
Total costs (millions)	\$136.84	\$323.76	137% ↑
Medical costs (millions)	\$46.36	\$138	198% ↑
Average cost per case	\$2,802	\$4,903	75% ↑

Source: Governor's Task Force on Workers Compensation, November 1994

What's Inside

20 sections, 337 pages •

HAWAII, WORLD NEWS	A2-34
Police Beat	A4
Obituaries	A29
FOCUS, Editorials	B1-4
HOME	G1-14
Classified	G15-45
Gardening	G10
ISLAND LIFE	E1-10
Arts	E7
Horoscope	E2
Books	E8
Movies	E9
Crossword	E2
Our Honolulu	E1
Health	E5
People	E2
MONEY	D1-5
Science & Environment	D6
SPORTS	C1-8
TELEVISION	TV Week
TRAVEL	F1-8
WEATHER	A4

Ex-Justice Marumoto is dead at age 89



with veto in case hiring is waylaid

By Melissa Healy
Los Angeles Times

WASHINGTON — Striking an unusually combative stance toward the new Republican-controlled Congress, President Clinton yesterday promised to veto legislation that would repeal or undermine his commitment to put 100,000 new police officers on the street.

In his weekly radio address, Clinton accused Republicans of "playing politics" with the safety of American communities in the fight against crime, noting that he had cut 100,000 jobs from the federal payroll to free up funds for new police hires.

"Undermining this commitment to law enforcement is not acceptable," Clinton said. "I didn't fight to cut 100,000 federal bureaucrats so we could trade them in for an old-fashioned pork-barrel program. I fought to trade 100,000 bureaucrats for 100,000 police officers."

They may be able to use Clinton's \$3 million share of the federal crime bill to hire new police officers. Police Chief Michael Nakamura has said Honolulu, besides having to come up with \$1.8 million in matching funds, would be hard-pressed to continue funding the new positions after the three-year program expires.)

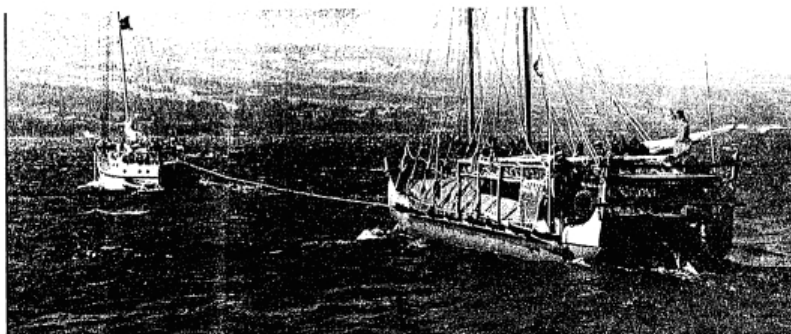


Clinton

Clinton's veto threat marks only the second time the president has explicitly warned he will use that presidential power to blunt the GOP's ambitious legislative agenda. If he follows through, it would be Clinton's first use of the constitutional weapon, which enables presidents to block any but the most popular congressional initiatives.

In his State of the Union address, Clinton warned that he

See Police, Page A9



Hokule'a rides out into Hilo Harbor late yesterday towed by the escort boat Gershon II. Hokule'a and its new partner, Hawai'i Iloa, are sailing to Tahiti and back, a 5,000-mile voyage. Getting out of anchorage was the main task yesterday. Story on Page A3.

Advertiser photo by Bruce Asato

Sunday Special

Wanted: comp system that works

It's broken and needs fixing, everyone now seems to agree

By Susan Hooper
Advertiser Staff Writer

Employees, employers and insurance firms agree on one thing: They're all fed up with Hawaii's workers' compensation system.

■ Gregory Yount, a kua gift products manufacturer in Kakaako, upped his work force from two to 11 employees last year and his workers' compensation premiums soared from \$2,000 a year to \$2,200 a month. For five times the employees, he pays 13 times as much in workers' comp insurance.

■ Glenn Tsugawa, a former teacher, was injured at work and says she is now permanently disabled because her employer delayed approving a diagnostic test for 18 months.



■ INSIDE: Tales from the front: Three Hawaii businesses' experiences. Money, Page D1

Today: How the problem has grown, impact on businesses, what insurers say.

Tomorrow: The medical fee problem.

Tuesday: Impact on injured workers, backlog of claims.

Wednesday: Proposals for change and cutting costs.

Years after reform, workers' comp a calamity

Hawaii's workers' comp system was reformed in 1985. Since then, soaring medical costs have been cited as the main culprit in rapidly rising insurance premiums.

	1985	1993	% change
Number of employees	452,000	558,000	23% ↑
Number of claims filed	37,940	46,762	23% ↑
Millions of work days lost	1.26	1.96	56% ↑
Total costs (millions)	\$136.84	\$323.76	137% ↑
Medical costs (millions)	\$46.36	\$138	198% ↑
Average cost per case	\$2,802	\$4,903	75% ↑

Source: Governor's Task Force on Workers Compensation, November 1994

compensation insurance, because claims paid out far outstripped premiums coming in.

Workers' compensation insurance — a system designed to give salary and medical help to employees injured on the job — has grown cumbersome and unresponsive, with soaring premiums for businesses, frustrating delays for injured workers, and profits that insurance companies say are too small to keep them in the market.

See Comp, Page A2

What's Inside

20 sections, 337 pages •

HAWAII, WORLD NEWS A2-34
Police Beat A4
Obituaries A29

FOCUS, Editorials B1-4

HOME G1-14

Classified G15-45

ISLAND LIFE E1-10

Arts E7

Books E5

Crossword E2

Health E5

People E2

MONEY D1-5

Science & Environment D6

SPORTS C1-8

TELEVISION TV Week

TRAVEL F1-8

WEATHER A4

40901 00003 7

A Gannett newspaper

Ex-Justice Marumoto is dead at age 89



Masaji Marumoto, a former Supreme Court justice who paved the way for other Japanese Americans to succeed in the professions in Hawaii, dies at 89. Page A3.

Comp: 'Calamity' spreads from workplace to your home

FROM PAGE ONE

flected in the prices we all pay for goods and services, so this workers' compensation calamity affects everyone in our state."

In 1993, workers' compensation cost Hawaii about \$481 million, including insurance premiums and administration costs, according to The Haku Alliance, a group of 350 businesses and organizations trying to reform the system. This was 1.6 percent of the 1993 Gross State Product and more than was spent on public safety, public health and sanitation, or recreation.

"Workers' comp insurance is my biggest expense other than salaries," says Yount, who says he moved his manufacturing operations from the Mainland to have more control and to create jobs in Hawaii.

"I've had to increase my pricing 10 percent, solely due to workers' compensation increases that I've faced. A lot of my customers went crazy because of that, and what I'm worried about is will I be able to sell my product in the market now?"

The push for reform

Reforming the workers' comp system is a top priority of the 1995 Legislature and Gov. Ben Cayetano. It also is high on the list of business

USE YOUR POWER

These legislative committees are reviewing workers' compensation bills: (Write them at: State Office Tower, 235 S. Beretania St., Honolulu, HI 96813)

HOUSE

□ Rep. Nobu Yonamine
Chair, Labor and Public Employment
Phone 586-6520; fax 586-6521
□ Rep. Ron Menor
Chair, Consumer Protection and Commerce
Phone 586-6150; fax 586-6151
□ Rep. Terrance Tom
Chair, Judiciary
Phone 586-6490; fax 586-6491

SENATE

□ Sen. Brian Kanno
Chair, Agriculture, Labor & Employment
586-6630 phone; fax 586-6679
□ Sen. Milton Holt
Chair, Consumer Protection
Phone 586-6880; fax 586-6849

groups, who say this is the most serious insurance problem facing the state.

"We're talking about a system that's been badly abused and has some very high costs in it," said Paul Ables, the legislative chairman of the Hawaii Insurers Council, an industry group. "In 90 percent of the cases filed, the medical is taken care of, the employees go back to work and everything is fine. The other 10 percent are what's costing everybody money. In those cases, there's no control in the system and no real way to take care of things that become adversarial."

A 1994 report from a task force appointed by then-Gov. John Waihe'e said that the in-



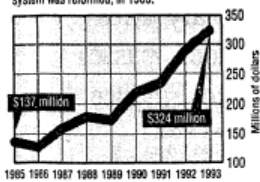
Demonstrators outside a legislative hearing on workers' compensation demand that the ailing system be reformed.

tent of the law — to compensate workers for on-the-job injuries without making them go to court — "... has been twisted out of shape by the usual push and pull of the various interest groups involved in the program. This has resulted in a system that is no longer efficient, no longer cost-effective and no longer serves the constituency it was designed to benefit — the injured worker."

Labor groups also have workers' comp reform high on their agendas — in part to be certain that hard-won employee benefits are not removed. "This year I'm hoping our reforms will go through and we will get something done," said Gary Rodriguez, president

Workers' compensation costs in Hawaii, 1985-1993

The total cost of workers' compensation has more than doubled since the last time the system was reformed, in 1965.



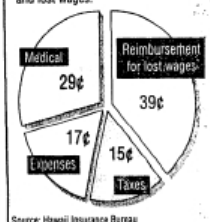
Source: Hawaii Department of Labor and Industrial Relations

will take away benefits."

The last major legislative reform of the system was in 1985. Evidence that the system had slid out of balance since then came in 1993, when several insurance firms said they would cut back on workers' compensation coverage if the state did not allow them to file for double-digit rate increases. Their reason? As benefit lev-

The Workers' Compensation Dollar, 1994

More than two-thirds of each dollar paid in for workers' compensation insurance goes for medical fees and lost wages.



Source: Hawaii Insurance Bureau

coverage elsewhere.

Workers' comp was also a hot topic at the 1994 Legislature. But no meaningful reforms were enacted then — because, some observers say, labor and business remained divided on the issue. Business largely called for cost-cutting measures, while labor unions lobbied to protect worker benefits.

During his election campaign, Cayetano promised he would bring labor, management and other groups to the table to work on reform. Because the issue is so deeply divides groups, several observers say his participation will be key to any real legislative reforms.

Even then, the task will not be easy.

Says Ables of the Insurers Council: "It's so complex and there's so much emotion around it that they have a very difficult time getting to any kind of change that will have real impact on cost."



Premiums rose 20-46% in '94 after ups, downs

Workers' compensation premiums for Hawaii businesses rose between 20 and 46 percent in 1994, according to the state insurance division. But last year's increase was the first double-digit hike since 1983, according to the Hawaii Insurance Bureau, which represents the industry in rate dealings with the state.

es, the insurance bureau filed another request for a rate increase with the state insurance division.

The bureau asked the state to approve its calculations that workers' comp claims paid by insurers had increased by 9.8 percent since their last rate increase. (Insurance companies then use that figure, alone

In December 1993 the insurance division agreed with insurers that their claims costs were going up, although not by as much as the insurers had calculated. But the figure was still high enough to lead to 1994 premium increases ranging from 20-46 percent — stunning many business owners.

Firms in a pool for hard-to-insure businesses are facing even bigger increases — 83 percent over three years, if the state approves the industry's most recent request. Many of these are small businesses that say they don't belong in this high-risk pool, but can't get



Gregory Yount turns koa wood into gifts at his Kakaako company. He says he's had to increase his prices 10 percent because of the soaring costs of workers' comp.

last year's increase was the first double-digit hike since 1983, according to the Hawaii Insurance Bureau, which represents the industry in rate dealings with the state.

Average premiums actually declined from 1986 through 1990, and were unchanged in 1991, 1992 and 1993. As a result, a company with an annual workers' compensation premium of \$10,000 in 1984 would have seen that premium drop to \$9,993 in 1993, assuming it had no other changes during those years such as adding employees or jobs in higher-risk categories.

But last July, as employers were still adjusting to the double-digit 1994 premium increase,

the state approved its calculations that workers' comp claims paid by insurers had increased by 9.8 percent since their last rate increase. (Insurance companies then use that figure, along with their costs and needed profits, to calculate new premium levels.)

Also last July, the insurance bureau asked the state to approve an 82.8 percent rate increase over three years for hard-to-insure companies. One in three Hawaii businesses is now in this pool, and several have said those steep hikes could drive them out of business.

The state is still considering those requests.

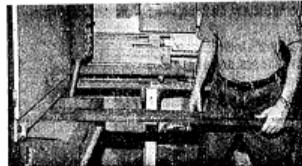
— Susan Hooper

certain that hard-won employee benefits are not removed.

"This year I'm hoping our reforms will go through and we will get something done," said Gary Rodrigues, president of the AFL-CIO, an umbrella organization of 51 unions. "But I can guarantee you that we won't support any reforms that

eral insurance firms said they would cut back on workers' compensation coverage if the state did not allow them to file for double-digit rate increases.

Their reason? As benefit levels had grown, they said, the rates they were allowed to charge were no longer enough for be profitable.



increase his prices 10 percent because of the soaring costs of workers' compensation.

Advertiser file photo

Insurance firms at center of storm

Businesses blame insurers and they blame big benefits

By Susan Hooper
Advertiser Staff Writer

Many business owners blame insurance companies for soaring workers' compensation premiums. But insurers say the real culprit is the high price of the benefits they pay.

In 1991, Hawaii's insurance companies spent 76 cents on claims for every dollar they took in from workers' comp premiums, according to A.M. Best Co. Inc. By 1992 they were spending more than they took in — \$1.02 on claims for every premium dollar. In 1993, the situation improved slightly, with companies spending 96 cents for every dollar received. "Those numbers are terrible," said George Shea, president and chief executive officer of First Insurance Co. of Hawaii. "To make a reasonable, competitive, healthy market, you want the (claims) number down around 65 (cents of every premium dollar)."

Patrick Welsh, president of the Hawaii Insurance Bureau, says increases in both medical charges and wages have helped push up workers' comp claims costs.

In addition, he says, Hawaii's sluggish economy may contribute to rising costs. Some employers have speculated that

Analysts give reasons for high workers' comp costs

Analysts point to a number of reasons why workers' compensation costs are so high. These include:

- State-approved fees for treating workers' compensation injuries that are the highest in the country;
- A state law requiring these medical fees to increase at the rate of inflation;
- A failure by insurers and employers to closely track injured workers' treatment and recuperation;
- An increase in disputed claims;
- Backlogs in the state Department of Labor and Industrial Relations, which can cause long delays in scheduling hearings.

In addition, some business-people point to:

- Inadequate safeguards against fraud;
- A requirement that injured part-time workers be reimbursed for lost wages at the same rate as full-time workers.

— By Susan Hooper

workers fearing layoffs file fraudulent workers' comp claims.

Welsh says he has no proof of this. However, he said legitimate claims tend to rise when the economy falters.

"California determined some years ago that work comp claims for marginal injuries increased in time of economic recession," he said. "If you think you're going to be laid off, there's a much better benefit structure under work comp than under unemployment."

In addition, he said, reports from other states, and insurance bureau data, show workplace injuries increase when people are anxious about their jobs.

"When your company is under exceptional pressure to cut costs, and people are being laid off, stress levels go up," he said. "People often (are) more likely to be injured."

But if costs were going up for several years prior to 1994, why didn't the bureau — which represents Hawaii's insurers — ask for a substantial rate increase before then?

Welsh said rate increase requests always lag. For example, he said, in May 1993 the bureau told the state Insurance Division that workers' comp claims costs had risen 30 percent.

The state's decision — that costs had risen, but by only 20

percent — didn't take effect until April 1994, by which time costs had risen again, Welsh said. So in July 1994 the bureau filed to raise rates again.

For some insurers, however, even the double-digit 1994 rate increases apparently came too late.

First Insurance Co. of Hawaii, once the state's largest workers' compensation firm, now has virtually no workers' comp accounts, and Pacific Insurance Co., AIG Hawaii Insurance Co. and The Travelers Insurance Co. all have cut back on their business, according to Paul Ables, legislative chairman of the Hawaii Insurers Council.

Not all observers, however, are convinced insurers bear no responsibility for high premiums.

Gary Rodrigues, president of the AFL-CIO, an umbrella organization of 51 unions, says reforms should change the insurance rate-making process to give the public more of a voice. He suggests creating a body like the Public Utilities Commission, which oversees rates of electric and phone companies.

As state director of the United Public Workers, Rodrigues appealed workers' compensation rate increases in 1986 and 1987; he says rates dropped 40 percent between 1986 and 1989 because of those appeals and the threat of further challenges. The AFL-CIO is currently challenging the state's 1993 approval of the 20 percent increase in claims costs.

GETTING IT STRAIGHT

We want to correct any errors we publish. If you spot one, please contact Executive Editor John Hollan, P.O. Box 3110, Honolulu 96802 (525-8099), or call the City Desk (525-8090).

The Honolulu Advertiser

Copyright 1995, Gannett Pacific Corp. 138th Year, No. 48,366

READERLINE: 538-8517

We'd like to hear from you. If you have a comment about the news, or our coverage of it, call our 24-hour ReaderLine (538-8517). If you have questions about advertisements, circulation, production or your bills, the numbers below tell how to call us. We want to help.

DELIVERY PROBLEM? CALL 538-NEWS (538-6397)

The Advertiser should arrive by 6 a.m. daily and Saturday and by 7 a.m. Sunday. For delivery of a missing or damaged paper on Oahu, please call 538-NEWS (538-6397) before 9 a.m. Monday-Saturday, or before 11:30 a.m. Sunday.

How do I subscribe?

■ Call 538-NEWS (538-6397)

Call from 5 a.m. to 7 p.m. Monday through Saturday or 5 a.m. to 11:30 a.m. Sunday to start or end a subscription.

■ Subscription rates:

Suggested 6-week subscription rates for urban Honolulu zip-code areas:
Daily Advertiser only \$6.50
Sunday Advertiser \$6.00
Daily and Sunday \$12.50
(Rates may be higher in rural and suburban Oahu and Neighbor Islands.)
Mainland U.S. ship mail airmail
Daily Advertiser \$16.80 \$87.20
Sunday Advertiser \$2.20 \$26.80
Daily and Sunday \$28.00 \$94.00

The publisher reserves the right to change subscription rates with 30 days' notice. This may be by mail, contained within the newspaper or otherwise. Rate changes may be implemented by changing the duration of the subscription.

Placing an ad?

Classified want ads 521-9111
Legal ads 525-7420
Retail ads 525-7646

Questions about news?

If you have a local news tip or question, call the City Desk at 525-8090. If you have a news complaint, call 525-8099.

■ Newsroom numbers:

Government Bureau 525-8070
Editor Gerry Keir 525-8080
Editorial/Letters 525-8031
Entertainment/Harada 525-8067
Executive Editor 525-8099
Island Life Section 525-8034
Managing Editor 525-8075
Money Section 525-8062
Photo Desk 525-8074
Sports Section 525-8040
■ Fax our newsroom 525-8037
■ Neighbor Island news: Big Island (Hugh Clark), 935-3916; Maui (Ed Tanji), 244-4880; Kauai (Jan TenBruggencate), 245-3074

Other departments

You may reach other departments by calling our switchboard 525-8000
Publisher Larry Fuller 525-7474
Sr. Vice President/Marketing

Readers skewer workers' comp program

It's unbelievable what's happened with our workers' comp expenses. Between 1993 and 1994 our premium went up 34 percent. In 1995, it's expected

that the high-risk area can expect an 80% increase in rates over the next 2 years.

— Les Berlin, business owner

ridiculous. The whole system is so loaded in favor of the medical personnel and against the individual.

— Denny McPhee



claims. It is remarkable how complicated cases can get, especially when

categories. But last July, as employers were still adjusting to the double-digit 1994 premium increases, the state is still considering those requests.

— Susan Hooper

GETTING IT STRAIGHT

We want to correct any errors we publish. If you spot one, please contact Executive Editor John Hollon, P.O. Box 3110, Honolulu 96802 (525-8099), or call the City Desk (525-8090).

The Honolulu Advertiser

Copyright 1995, Gannett Pacific Corp. 138th Year, No. 48,386

READERLINE: 538-8517

We'd like to hear from you. If you have a comment about the news, or our coverage of it, call our 24-hour ReaderLine (538-8517). If you have questions about advertisements, circulation, production or your bills, the numbers below tell how to call us. We want to help.

DELIVERY PROBLEM? CALL 538-NEWS (538-6397)

The Advertiser should arrive by 6 a.m. daily and Saturday and by 7 a.m. Sunday. For delivery of a missing or damaged paper on Oahu, please call 538-NEWS (538-6397) before 9 a.m. Monday-Saturday, or before 11:30 a.m. Sunday.

How do I subscribe?

■ Call 538-NEWS (538-6397)
Call from 5 a.m. to 7 p.m.
Monday through Saturday or 5 a.m.
to 11:30 a.m. Sunday to start or
end a subscription.

■ Subscription rates:
Suggested 4-week subscription rates
for urban Honolulu zip-code areas:
Daily Advertiser only \$6.50
Sunday Advertiser \$6.00
Daily and Sunday \$12.50
(Rates may be higher in rural and
suburban Oahu and Neighbor Islands.)
Marland U.S.
ship mail airmail
Daily Advertiser \$16.80 \$67.20
Sunday Advertiser \$9.20 \$26.80
Daily and Sunday \$26.00 \$94.00

The publisher reserves the right to
change subscription rates with 30 days'
notice. This may be by mail, contained
within the newspaper or otherwise. Rate
changes may be implemented by changing
the duration of the subscription.

Placing an ad?

Classified want ads 521-9111
Legal ads 525-7420
Retail ads 525-7646

Question about your bill?

Subscriptions 538-6397
Classified ads 521-9111
Legal ads 525-7420
Retail ads 525-7450

The Honolulu Advertiser, USPS
249-440, Gannett Pacific Corp., pub-
lished each morning at 605 Kapiolani
Blvd., Honolulu, HI 96813. Second-class
postage paid at Honolulu, HI. Postmas-
ter: Send address changes to The Hono-
lulu Advertiser, P.O. Box 3350, Honolulu,
HI 96801.

Questions about news?

If you have a local news tip or
question, call the City Desk at
525-8090. If you have a news
complaint, call 525-8099.
■ Newsroom numbers:
Government Bureau 525-8070
Editor Gerry Keir 525-8080
Editorials/Letters 525-8031
Entertainment/Harada 525-8067
Executive Editor 525-8099
Island Life Section 525-8034
Managing Editor 525-8075
Money Section 525-8062
Photo Desk 525-8074
Sports Section 525-8040
■ Fax our newsroom 525-8037
■ Neighbor Island news: Big Island
(Hugh Clark), 935-3916; Maui (Ed
Tanji), 244-4880; Kauai (Jan
TenBruggencate), 245-3074

Other departments

You may reach other
departments by calling
our switchboard 525-8000
Publisher
Larry Fuller 525-7474
Sr. Vice President/Marketing
Mark Arnold 525-8620
Vice President/Circulation
Dennis Francis 525-7643
Vice President/Finance
Richard Fuke 525-7442
Vice President/Human Resources
Carole Medeiros 525-7661
Vice President/Systems
Gary Wild 525-7699
Vice President/Market Development
Jim George 539-8565
Vice President/Production
Jim Granata 525-7668

insurers and they blame big benefits

By Susan Hooper
Advertiser Staff Writer

Many business owners blame insurance companies for soaring workers' compensation premiums. But insurers say the real culprit is the high price of the benefits they pay.

In 1991, Hawaii's insurance companies spent 76 cents on claims for every dollar they took in from workers' comp premiums, according to A.M. Best Co. Inc. By 1992 they were spending more than they took in — \$1.02 on claims for every premium dollar. In 1993, the situation improved slightly, with companies spending 96 cents for every dollar received.

"Those numbers are terrible," said George Shea, president and chief executive officer of First Insurance Co. of Hawaii. "To make a reasonable, competitive, healthy market, you want the (claims) number down around 65 (cents of every premium dollar)."

Patrick Welsh, president of the Hawaii Insurance Bureau, says increases in both medical charges and wages have helped push up workers' comp claims costs.

In addition, he says, Hawaii's sluggish economy may contribute to rising costs. Some employers have speculated that

Analysts give reasons for high workers' comp costs

Analysts point to a number of reasons why workers' compensation costs are so high. These include:

- State-approved fees for treating workers' compensation injuries that are the highest in the country;
- A state law requiring these medical fees to increase at the rate of inflation;
- A failure by insurers and employers to closely track injured workers' treatment and recuperation;
- An increase in disputed claims;
- Backlogs in the state Department of Labor and Industrial Relations, which can cause long delays in scheduling hearings.

In addition, some business-people point to:

- Inadequate safeguards against fraud;
- A requirement that injured part-time workers be reimbursed for lost wages at the same rate as full-time workers.

— By Susan Hooper

workers fearing layoffs file fraudulent workers' comp claims.

Welsh says he has no proof of this. However, he said legitimate claims tend to rise when the economy falters.

"California determined some years ago that work comp claims for marginal injuries increased in time of economic recession," he said. "If you think you're going to be laid off, there's a much better benefit structure under work comp than under unemployment."

In addition, he said, reports from other states, and insurance bureau data, show workplace injuries increase when people are anxious about their jobs.

"When your company is under exceptional pressure to cut costs, and people are being laid off, stress levels go up," he said. "People often (are) more likely to be injured."

But if costs were going up for several years prior to 1994, why didn't the bureau — which represents Hawaii's insurers — ask for a substantial rate increase before then?

Welsh said rate increase requests always lag. For example, he said, in May 1993 the bureau told the state Insurance Division that workers' comp claims costs had risen 30 percent.

The state's decision — that costs had risen, but by only 20

costs had risen again, Welsh said. So in July 1994 the bureau filed to raise rates again.

For some insurers, however, even the double-digit 1994 rate increases apparently came too late.

First Insurance Co. of Hawaii, once the state's largest workers' compensation firm, now has virtually no workers' comp accounts, and Pacific Insurance Co., AIG Hawaii Insurance Co. and The Travelers Insurance Co. all have cut back on their business, according to Paul Ables, legislative chairman of the Hawaii Insurers Council.

Not all observers, however, are convinced insurers bear no responsibility for high premiums.

Gary Rodrigues, president of the AFL-CIO, an umbrella organization of 51 unions, says reforms should change the insurance rate-making process to give the public more of a voice. He suggests creating a body like the Public Utilities Commission, which oversees rates of electric and phone companies.

As state director of the United Public Workers, Rodrigues appealed workers' compensation rate increases in 1986 and 1987, he says rates dropped 40 percent between 1986 and 1989 because of those appeals and the threat of further challenges. The AFL-CIO is currently challenging the state's 1993 approval of the 20 percent increase in claims costs.

Readers skewer workers' comp program

It's unbelievable what's happened with our workers' comp expenses. Between 1993 and 1994 our premium went up 34 percent. In 1995, it's expected to increase another 40 percent. I don't know any businesses that are earning or forecasting those kind of increases.

— Dorsey Brady

It's costing me \$17,000 a year for workers' comp. This year I was put in a high-risk category in spite of the fact that I have never had a claim in the three years against my store. This infuriates me because I'm told

that the high-risk area can expect an 80% increase in rates over the next 2 years.

— Les Berlin, business owner

I spent over four years on the workers' compensation system, just finally getting out of the mess last year. The upshot was they decided the best thing to do was to go back to the original job, which injured the wrist in the first place, and doing the same job using the left hand — only expecting me to be at the same speed and efficiency as before, which is

ridiculous. The whole system is so loaded in favor of the medical personnel and against the individual.

— Denny McPhee

The state is the notorious worst offender as an employer. I have a 44-year-old pending claim, which was initially the result of stress. I am somewhere between despair and resignation. I think this is a scandal.

— Jay Linback

I represent injured workers in their workers' compensation



ReaderLine

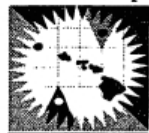
claims. It is remarkable how complicated cases can get, especially when workers are given incorrect information by their employer and/or the insurance carrier. I find it incredible to read in your newspaper that there are proposals for workers' compensation reform that would preclude attorneys from participating in the administrative proceedings.

— Wayne H. Mukaida

Voyaging canoes

Fair winds for a cultural cargo

Our prayers and best wishes go with the crews of the Hawaiian voyaging canoes Hokule'a and Hawai'iloa, which — weather permitting — were expected to set sail for Tahiti later this morning.



Our Hawaii

These canoes are part of a renaissance that is spreading as wide as the

Pacific.

The voyagers expect to be present next month at Raiatea for the lifting of a *kapu* which, since its imposition 600 years ago, may explain why the Pacific became a vast expanse of isolated islands instead of a cruising ground.

With the lifting of the *kapu*, the great *marae* (temple) of Taputapuātea will once again be the meeting place of Polynesian navigators who crisscross the ocean as if it were a mill pond.

And when canoes from Hawaii, Tahiti, the Cook Islands and New Zealand set sail from Nuku Hiva in April, it will mark a cultural revival unmatched in the history of the Pacific, a maritime event never before attempted.

As many as eight canoes are expected to arrive in Hawaii in May.

This summer the Hawaiian canoes will visit the West Coast, cruising from Seattle to San Diego and, perhaps, Alaska.

A native American visiting the Hawaiian crew members last week on the Big Island told them not to thank his tribe for the spruce logs that form Hawai'iloa's twin hulls. He thanked the Hawaiians instead for sharing their dream, and promised they'd be met on the Mainland — by Indian voyaging canoes.

So to the crews: fair winds, Godspeed and *aloha kakou*.

2/10/95

DOCUMENTS CAPTURED AS RECEIVED

Ancient voyagers lure modern sailors

Hawai'iloa to get
its first taste
of open ocean

By Mark Matsunaga
Advertiser Staff Writer

The canoe Hawai'iloa sets sail on its first long voyage this week, following a path blazed by the veteran canoe Hokule'a and secured by 20 years of experience.

Both vessels are in Hilo, preparing for send-off ceremonies there tomorrow and departure Tuesday or later on a three-month, 5,000-mile voyage to Tahiti and the Marquesas.

The "performance-accurate" Hokule'a, built of modern ma-

terials to perform like ancient Polynesian canoes, has made the trip south four times, in 1976, 1980, 1985-87 and 1992.

This is the first for Hawai'iloa, built of more traditional materials and launched in 1993. Hawai'iloa has been tested in Island waters since then. But last week's two-day trip from Oahu to the Big Island was done under tow, and the canoe's longest trip under sail has been to Maui and back.

"I haven't really had time to

See Canoes, Page A5

■ **INSIDE:** How to track the voyage by print, radio, computer. Also, the pride of the Big Island — the voyaging canoe Makali'i — begins sea trials this week. Page A6.

VOYAGE OF EDUCATION

Daily updates on mariners

Very modern way
to track progress
on ancient seas

By Mark Matsunaga
Advertiser Staff Writer

Islanders will have several ways to monitor the progress of the voyaging canoes Hawai'iloa and Hokule'a on their voyage to Tahiti and the Marquesas in addition to daily reports in The Advertiser, other newspapers and TV:

■ **Radio.** KCCN radio (1420 kHz AM and 100 MHz FM) will broadcast live reports from Chad Baybayan aboard Hawai'iloa 8 to 8:30 a.m. Mondays through Saturdays. KCCN AM will also broadcast live reports from Nainoa Thompson aboard

Hokule'a 11 to 11:30 a.m. Mondays through Saturdays.

■ **Computers.** Internet. Background information and daily position reports. Dial into uhunix (Internet account required). Select "UH Info" from the menu, then "Around Town," then "Polynesian Voyaging Society." If you're calling from outside the University of Hawaii system, use the following to get the uhunix menu: gopher.gopher.hawaii.edu

World Wide Web homepage multimedia information and updates. Some available now, more next month or April: WWW <http://hinc.hinc.hawaii.gov/pvs/pvs.html>

The navigators aboard Hawai'iloa and Hokule'a will give their estimated position each day in relation to the reference

course they have plotted for their voyage to Tahiti.

They won't be using modern instruments. They'll guide the canoes and estimate their positions using the sun, moon and stars as well as winds and ocean swells.

Their actual course won't be nearly as straight as the reference course. Only winds will propel the canoes.

Initially, they'll hold close to the prevailing northeasterly trade winds, then move as quickly as possible through the doldrums, an area of light or no wind and heavy clouds from 9 to 3 degrees north, then head south against southeasterly trades.

They hope to arrive east of their "target," a 400-mile screen of islands from Manihi in the Tuamotus to Maupiti in the Society Islands.

New voyaging canoe Makali'i now awaits sails and sea trials

KAWAIHAE, HAWAII — Hawaii's youngest child in a growing family of voyaging canoes rode high in the water at Kawaihae yesterday — the Makali'i, named after a legendary navigator.

Her builders, Na Kalaiwa'a (The Canoe Makers), plan to take her to Tahiti to join the fleet of double canoes that will sail to Hawaii in April via the Marquesas.

But Makali'i will not depart from Hawaii with Hokule'a and Hawai'iloa when they sail from Hilo for Tahiti, probably early in the week.

The new canoe went into the water at 6 p.m. on Friday and won't be rigged until today, said Clay Bertelmann, one of the builders and a crew member.

"Sea trials will begin on Tuesday," he said. "To be honest with you, we won't begin the voyage to Tahiti until we're comfortable with her and feel safe."

Bertelmann said the Makali'i will sail with an escort boat captained by Terry Causey, who runs a boat charter business out of Honokohau Small



BOB KRAUSS
Columnist

Boat Harbor near Kailua-Kona. "The escort will be a 51-foot cutter-rigged sailboat," said Causey. "We



S. Bertelmann

are all agreed that safety is a primary consideration."

Veteran voyagers who were among early crew members on Hokule'a will form the nucleus of the Makali'i crew, said Bertelmann. The navigator will be Shorty Bertelmann, who studied under Nainoa Thomson and Mau Piailug.

Other veterans in the crew will be Billy Richards, Tiger Espere, Maulili Dickson, Nailima Ahuna, Chad Paishon and Clay Bertelmann. A pool of

about 20 is ready to sail.

Clay Bertelmann said Makali'i was eight months in the building that was funded by private donations. The "Waterworld" movie company filming in Kawaihae contributed building materials, Bertelmann said.

The Makali'i rides much higher in the water than either Hokule'a or Hawai'iloa and the hulls are wider apart: 11 feet, four inches. The canoe is 54 feet long.

Billy Richards said the hulls have more of a V-shape than the other two voyaging canoes. The Makali'i has more of the characteristics of a catamaran.

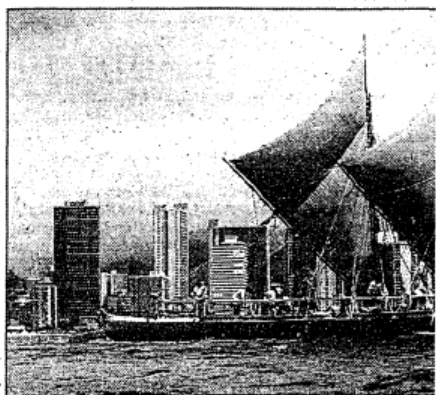
Kupuna Rose Fernandez got up at 4 a.m. yesterday in Hilo to drive across the island to attend the 10 a.m. blessing at Kawaihae. About two dozen kupuna, associated with schools all over the island, attended.

Children in classes from Kohala to Ka'u contributed leis.

Kuku hula Pua Case Lapulapu and her Kealaonamaupua halau have composed genealogy and star chants in honor of the canoe. Five Hawaiian groups on the Big Island are involved in the canoe project.

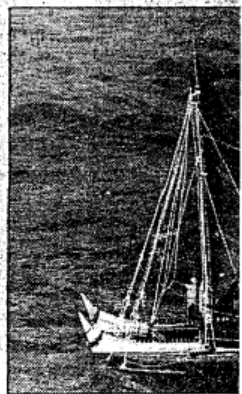
Polynesian voyagers

A look at the two canoes about to depart on a three-day voyage to Tahiti and the Marquesas.



Hokule'a

- 62 feet long, 18.5-foot beam
- Built of modern materials to perform like ancient Polynesian voyaging canoes.
- Hulls made of plywood and fiberglass and are enclosed.
- The manu — up-swept tips of the bow and stern — are taller than Hawai'iloa's.
- Launched in 1975.
- Named for the bright star also known as Arcturus that passes directly over Hawaii.



All CreditCards Accepted

EXCELLEN
Gems & Diamond

We Custom Make & Repair Jewels

"On Site Goldsmith to Serve You"

G.I.A. Report Loose Diamonds on

"Valentine's Special"

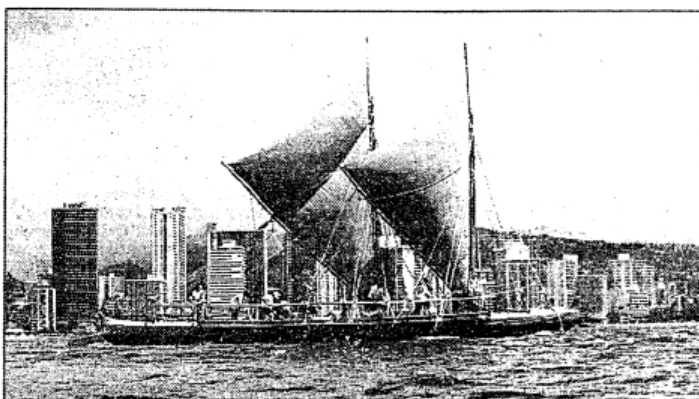
Ruby Diamond Earring	
6MR-1.30cts 2D-0.07ct	\$ 297.00
Ruby Diamond Ring	
1R-0.35ct 15D-0.21ct	\$ 445.00
Sapphire Diamond Ring	
MS-0.65ct 16D-0.45ct	\$ 790.00
Ruby Diamond Bracelet	
6R-1.54ct 5D-0.06ct	\$ 675.00
Diamond Pendant	
20D-0.82ct G.V.S.	\$1,380.00
Diamond Rings with Center Stones	
0.64ct-TW. Round \$3,800	\$1,330.00
0.84ct-TW. Princess \$5,418	\$1,999.00
1.66ct-TW. Radian \$6,688	\$2,390.00
1.30ct-TW. Princess \$10,090	\$3,399.00



DOCUMENTS CAPTURED AS RECEIVED

Polynesian voyagers

A look at the two canoes about to depart on a three-month, 5,000-mile voyage to Tahiti and the Marquesas.

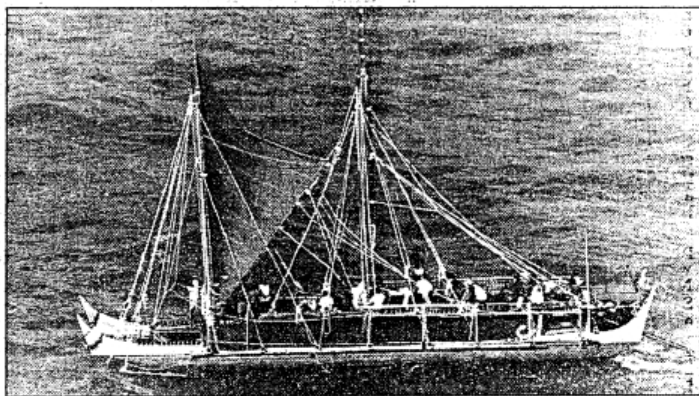


Hawai'i'loa

- 57 feet long, 19-foot beam
- Built mostly of wood, similar to ancient Polynesian voyaging canoes.
- Open hulls each made from a Sitka spruce log. The manu - bow and stern pieces - are made of koa and shorter than Hokule'a's.
- Launched in 1993.
- Named for the legendary Polynesian seafarer who found and first settled Hawaii.

Hokule'a

- 62 feet long, 18.5-foot beam
- Built of modern materials to perform like ancient Polynesian voyaging canoes.
- Hulls made of plywood and fiberglass and are enclosed. The manu - up-swept tips of the bow and stern - are taller than Hawai'i'loa's.
- Launched in 1975.
- Named for the bright star also known as Arcturus that passes directly over Hawaii.



Advertiser file photos

All CreditCards Accepted

EXCELLENT

Gems & Diamonds

We Custom Make & Repair Jewelry

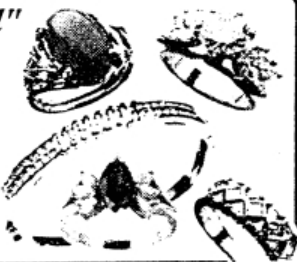
"On Site Goldsmith to Serve You"

G.I.A. Report Loose Diamonds on Sale

Layaway Financing Available

"Valentine's Special"

- Ruby Diamond Earring 6MR-1.30ct 2D-0.07ct \$ 297.00
- Ruby Diamond Ring 1R-0.35ct 15D-0.21ct \$ 445.00
- Sapphire Diamond Ring MS-0.65ct 16D-0.45ct \$ 790.00
- Ruby Diamond Bracelet 6R-1.54ct 5D-0.06ct \$ 675.00
- Diamond Pendant 20D-0.82ct G.V.S. \$1,380.00
- Diamond Rings with Center Stones
- 0.64ct-TW. Round \$3,800 \$1,330.00
- 0.84ct-TW. Princess \$5,418 \$1,999.00
- 1.66ct-TW. Radian \$6,688 \$2,390.00
- 1.30ct-TW. Princess \$10,090 \$3,399.00



Barrel	
MEDIUM	HEAVY
6mm \$224	6mm \$245
8mm \$306	8mm \$334
10mm \$366	10mm \$412
12mm \$436	12mm \$479

14K Gold Rope Chains

	16"	18"	20"
2mm	\$ 65	\$ 74	\$ 82
2.5mm	\$ 88	\$ 98	\$108
3mm	\$125	\$139	\$155
5mm	\$388	\$415	\$449

VOYAGE OF EDUCATION

Canoes: Ancient voyagers lure modern sailors

FROM PAGE ONE

worry, but you know, you think about everything we've done in the past, you look at who you have around you, you look at the factors that you've built in . . .," said Chad Baybayan, who will be captain of Hawai'iloa on the voyage south and its navigator on the trip back. "We've got a lot of technology on board to make the trip safe. On top of that, we've been training for a long time. When you surround yourself with that kind of stuff, it kind of minimizes a lot of the fears."

"I'd be really apprehensive if I went on the canoe, first time, new crew," said Baybayan, a 38-year-old who grew up in Lahaina and first sailed on Hokule'a in 1975.

Mau Piailug, the legendary Micronesian who navigated Hokule'a's 1976 voyage and was midwife for the rebirth of traditional Hawaiian navigation, recalled that first voyage:

"The first trip, nobody sailed before. First time they're on

the ocean," said Piailug, who's now 63 years old. "I looked at my crew, and I can see, inside, they're not happy, maybe little bit scared."

"Even me, I'm a little bit scared. First time I sailed long distance here," he said.

Hokule'a had been completed only the year before, and its crew had little experience to tap. Hawaiians had lost the art of long-distance wayfinding.

Today, Piailug said, "These people here, they know some stuff. They understand the stars. Nainoa, he knows everything."

That's Nainoa Thompson, a member of the original Hokule'a crew. Thompson learned traditional skills from Piailug, then spent countless hours of star-gazing, sailing and studying to become the modern master of traditional Hawaiian navigation, or "wayfinding," as Bishop Museum scientist Will Kyselka describes it.

On this trip, Thompson and Piailug will be aboard Hokule'a, but will leave the navi-

gating and skippering of that vessel to junior navigators 28-year-old Keahi Omai and 29-year-old Ka'au McKenney.

Hawai'iloa will be in the hands of Baybayan and Bruce Blankenfeld, who'll swap captain and navigator duties, and a crew of nine or 10.

Safety is vital. In 1978, Eddie Aikau was lost at sea when Hokule'a swamped in the Molo-kai Channel and Aikau went on a surfboard to get help.

Said Baybayan, "With Hokule'a, every time you went out you learned something. Now there's a strong foundation for us to build on."

Hokule'a and Hawai'iloa perform differently on the ocean, and they won't necessarily be within sight of each other on this trip south. Although the crews won't know the vessels' exact positions, they'll have three escort boats.

Thompson, who has given up the isolation of the navigator in order to make this a "voyage of education," will have a

general idea of their positions.

They probably will have to stop occasionally so they don't get too far apart — just in case a problem occurs.

"The only problem is, that makes the navigation hard," said Baybayan. "Every time you stop, the currents are pulling you to the west."

As a boy, Baybayan said, "I wasn't much of a surfer. But I spent a lot of time diving and laying net, no different than any other kid."

Baybayan said he was invited to sail on Hokule'a once in 1975, but didn't get to go on the first Tahiti voyage. "They already had their crew picked out."

But by 1980, he was sailing to Tahiti on the canoe and beginning to learn navigation.

Baybayan is half-Hawaiian, but neither ethnicity nor gender have anything to do with who gets to sail on the canoes.

"The biggest deal is they love the project the way we do," he said. "They have to be caring people."

The voyage so

160°
20° N
Hawa

Here is the course navigators on Hawai'iloa and Hokule'a plan to take to Huahine. They won't be using modern instrument but will follow the stars. Both vessels are in Hilo. They'll depart Tuesday or later.

Northern Cook Islands
10° S
Rakahanga
Pukapuka Manahiki
20° S
Aitutaki
Southern Cook Islands
Rarotonga
Maue



SAZUKE: THE DIVINE HEALING GRANT

The transference of divine healing energies will be administered by Rev. Tadamasu Fukaya in healing sessions in Honolulu.

Rev. Fukaya for the past 30 years is the head of the Healing Department of Ikono Hospital which is Japan's second largest hospital. He also teaches Religious Studies at Tenri University, Japan.

The healing sessions will be held on Monday, Feb. 6 & Sunday, Feb. 12, 10am-6pm at Tenrikyo Church at 2920 Pali Hwy., Honolulu. Parking available.

For more information call: 537-4852 or 595-6523.

The public is welcome.

DENTAL HYGIENE WORK

The State of Hawaii, Department of Commerce and Consumer Affairs, Professional and Vocational Licensing Division request healthy volunteer patients between the ages of 18 and 65 for the State of Hawaii Dental Hygiene Examination. Suitable dental deposits will be removed without cost to the patient. Screening for prospective patients will be held at:

Strong-Carter Dental Clinic

810 North Vineyard Boulevard

Honolulu, Hawaii

DATE: February 9, 1995

TIME: 1:00 p.m. to 4:00 p.m.

Any person interested in having their teeth cleaned and being a volunteer patient should appear at the designated place and time.

JOHN 5:24-35

Good News

LORD SAVE ME!

JESUS SAID, "WHOEVER HEARS MY WORDS AND BELIEVES IN HIM WHO SENT ME HAS ETERNAL LIFE. HE WILL NOT BE JUDGED, BUT HAS ALREADY PASSED FROM DEATH TO LIFE . . . THE TIME IS COMING — THE TIME HAS ALREADY COME — WHEN THE DEAD WILL HEAR THE VOICE OF THE SON OF GOD, AND THOSE WHO HEAR IT WILL COME TO LIFE . . ."

GOOD NEWS SOCIETY, Box 25746, Hono. 96825. Help is needed to pay for this space.

HAIL MARY

PRAY THE ROSARY

IMMACULATE MARY, YOUR PRAISES WE SING WHO REIGNS NOW WITH CHRIST, OUR REDEEMER AND KING

AVE, AVE, AVE MARIA!
IN HEAVEN THE BLESSED YOUR GLORY PROCLAIM ON EARTH. WE, YOUR CHILDREN, INVOKE YOUR FAIR NAME. AVE, AVE, AVE MARIA!
AVE, AVE, MARIA!

FREE: A ROSARY AND HOW TO PRAY THE ROSARY — AND OUR LADY OF FATIMA'S PEACE PLAN FROM HEAVEN 32 Pages
Write to: Marian Peace Center Hawaii, Box 25314, Hono, HI 96825.

SEARS

SHOE REPAIR
LADIES
HEEL TIPS \$3.02
per pair
NO LIMIT

FLAT HEELS \$1.00 EXTRA
This coupon must accompany incoming order. Expires 2/8/95.

Offer Good At Pearlridge and Ala Moana

ALA MOANA, Street Level, Mauka Side
Between Escalator & Package Pickup

DRY CLEANING

Coupon must be presented, with incoming order. Now redeemable in cash and not to be combined with any other discount coupon or special offer.

25% OFF
Expires 2/28/95

PEARLRIDGE, Street Level, Next to Zippy's
Sears Roebuck & Co., 1992

The Honolulu-Pacific Federal Executive Board is accepting applications from federations and charities to serve as the Principal Combined Fund Organization (PCFO) for the 1995 Hawaii-Pacific Area Combined Federal Campaign (CFC). Call the FEB at 541-2637 for an application or

Hea

Limited Editi

"Do You Love Me?"
\$380

Special P

For someone special
gold Heart Pendant
Original, hand
av:

THE WE

Ala Moana Center • Street Le

DOCUMENTS CAPTURED AS RECEIVED

The Honolulu Advertiser Sunday, February 5, 1995 A5

ern sailors

general idea of their positions. They probably will have to stop occasionally so they don't get too far apart — just in case a problem occurs.

"The only problem is, that makes the navigation hard," said Baybayan. "Every time you stop, the currents are pulling you to the west."

As a boy, Baybayan said, "I wasn't much of a surfer. But I spent a lot of time diving and laying net, no different than my other kid."

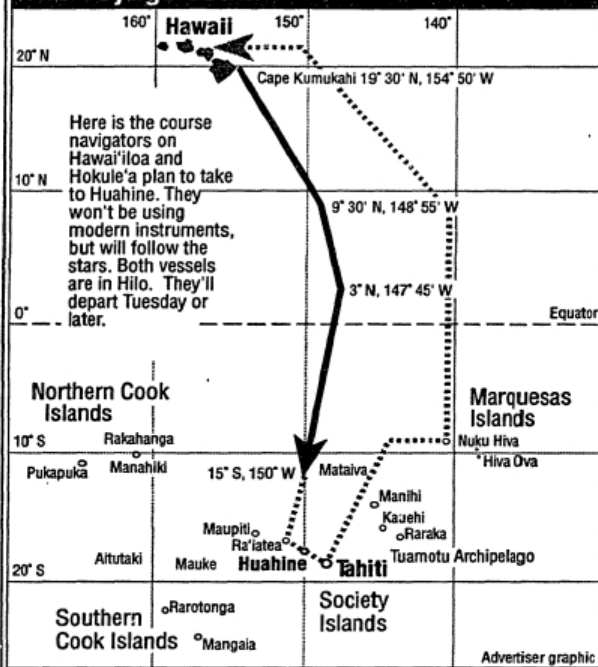
Baybayan said he was invited to sail on Hokule'a once in 1975, but didn't get to go on the first Tahiti voyage. "They already had their crew picked out."

But by 1980, he was sailing to Tahiti on the canoe and beginning to learn navigation.

Baybayan is half-Hawaiian, but neither ethnicity nor gender have anything to do with who gets to sail on the canoes.

"The biggest deal is they owe the project the way we do," he said. "They have to be caring people."

The voyage south



ENE WORK

Commerce and Consumer Affairs, Division request healthy volunteer 55 for the State of Hawaii Dental Deposits will be removed without cost patients will be held at:

I Clinic
vard

m.
thly cleaned and being a volunteer place and time.

od News

SAVE ME!

MY WORDS AND BELIEVES IN HIM WILL NOT BE JUDGED, BUT HAS AL... THE TIME IS COMING — THE TIME AD WILL HEAR THE VOICE OF THE EAR IT WILL COME TO LIFE... 25. Help is needed to pay for this space.

ARY PRAY THE ROSARY

PRaises WE SING WHO OUR REDEEMER AND KING /E MARIA! /RY PROCLAIM ON EARTH. WE, JR NAME, AVE, AVE, AVE MARIA! y For the Conversion of Russia /AY THE ROSARY — AND OUR LADY OF PLAN FROM HEAVEN 32 Pages ell, Box 25314, Mono, HI 96825.

Hearts Only

Limited Edition Designs by Yuki Tobita



Special Pricing While Supplies Last

For someone special this Valentine's Day, choose a 14-karat gold Heart Pendant or Ring with .03 ct. F/VSI diamond. Original, hand-crafted designs by Yuki Tobita, available exclusively at...

THE WEDDING RING SHOP®

Ala Moana Center • Street Level between Center Stage & Makai Market • 945-7766