

OUTRIGGER

**BASIC
SAFETY**

This is not meant to be a lecture, but a primer

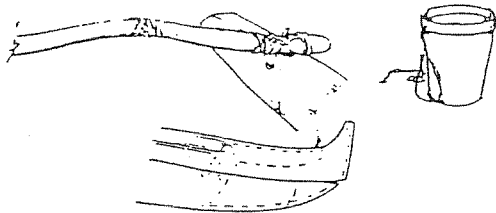
I. Reasons for a Safety Primer?

- A. Most people in the sport are not practicing or teaching such habits while on or off the water.
- B. Some coaches and steersperson's are not knowledgeable or take for granted the common sense of their paddlers.
- C. If presented in group discussions information will be exchanged.
- D. A safety first attitude goes along with a competitive spirit.
- E. SCORA directive (insurance compliance)



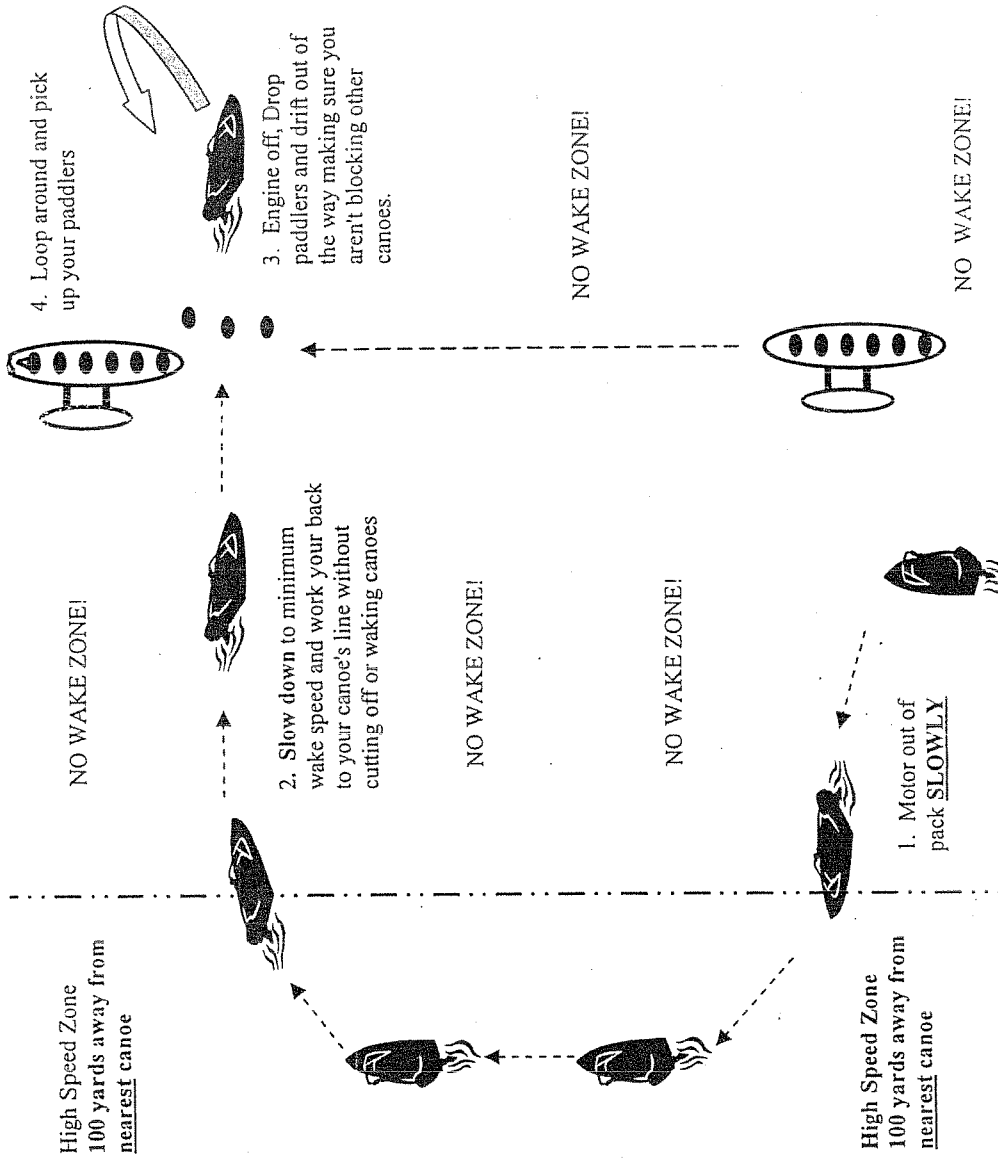
II. BASIC SAFETY PROCEDURES

- A. Steersmen should be made aware of safety practices.
- B. Base program must be addressed to all.
- C. Stretch, warmup and cool down. Knowledge of Navigational Rights of Way.
- D. Canoe should be checked once over for maintenance.
Proper gear: Buckets, iakos, amas, floatation, tanks, rigging, paddles and PFD's.

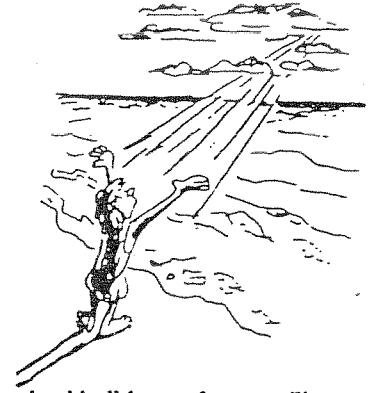


Federal and State Requirements for Canoes 40' and Over

1. Coast guard approved PFDs - One per occupant plus one throwable
2. Bailing device, manual
3. Sound producing device, audible for 1/2 mile, 4-6 second duration
4. White light on board after sunset and before sunrise to be shown in time to prevent collision
5. Knowledge of right of way rules
6. Acknowledge federal and state waterway markers and regulations
7. Children under 13 must wear PFD
8. Knowledge of canoes safe operating ability (steering, floatation tank ability, proper and safe rigging)
9. Render assistance that can be safely provided to any individual in danger at sea



III KNOW THE WATER (WEATHER)



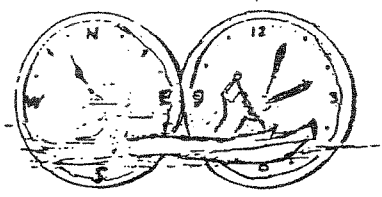
A. Paddlers, steersmen and coaches should all know the prevailing conditions and possible change of weather.

1. Wind = Waves Winds create waves so if it has been windy most of the day, don't practice outside unless prepared. Don't go outside without spray cover, escort, float plan, until all paddlers are knowledgeable.
 - a. Be flexible with training schedule if windy use it as a resistance training session inside. Paddle easy downwind and hard into it.
 - b. If you are ready to paddle outside in adverse conditions, leave a float plan (departure time, direction of travel and estimated time of return). Life jackets are just that, LIFE JACKETS.
 - c. Don't make bad conditions worse conditions.
2. Low clouds and low pressure = Rain
 - a. Bad visibility,
 - b. Hypothermia is the lowering of the body core temperature you don't have to be in the water to get it.
 - c. Go out but wear suitable and appropriate clothing.
3. Hot day and cool ocean breezes = Fog
 - a. Don't even go on the water. Make it a weight training day or a run, etc.
 - b. If paddling is essential practice in a controlled area.

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- c. (1) IF CAUGHT OUTSIDE:
 (2) Turn toward jetty entrance immediately and head for it. Take other land citing.

(3) Take notice of the time and distance you have traveled and prevailing conditions, ie. tide and swells.

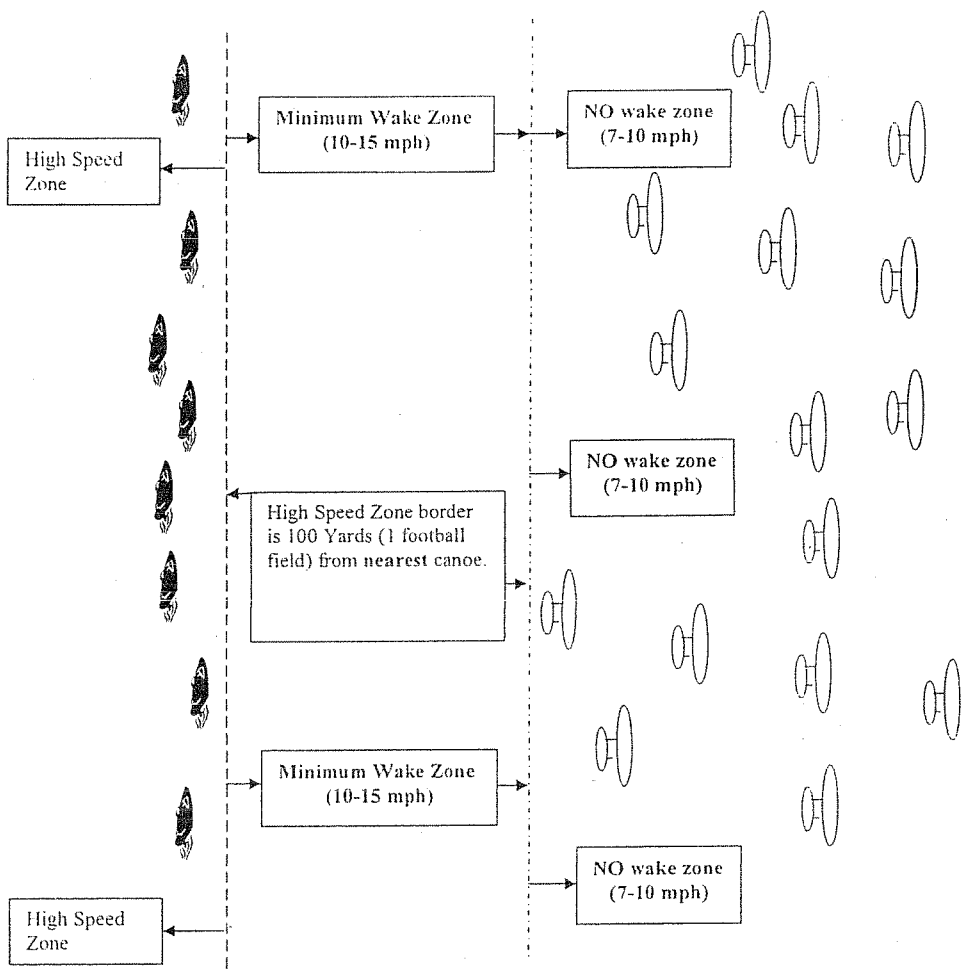


- (4) Don't panic and start sprinting, it will only tire you and the team, plus you will lose concentration on direction of hull and swell pattern.
 (5) When calculated time puts you close to entrance be ready for other in or out going craft probably traveling faster and a lot bulkier than your canoe.
 (6) If in a white out, slow pace down and have someone become your fog whistle, preferably seat 1.
 (7) Foggy weather doesn't usually have large swells within its makeup so you can paddle closer to shore to find your way. Be careful not to go inside the shore break.

4. SURF
 a. Swells

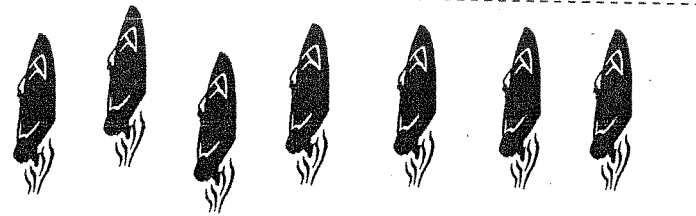
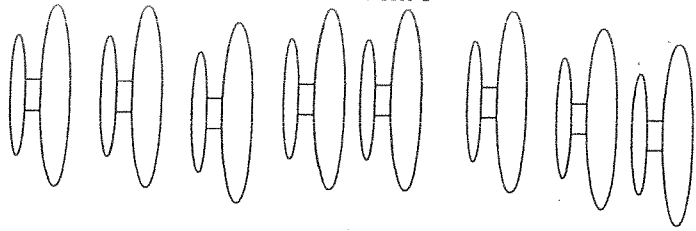
- (1) Ideal canoe position is perpendicular to swell direction.
 (2) Speed of canoe has to attain speed of swell.
 (3) It is the job of the steersman to notice one and announce it (bump, hit it, pick it up, etc.)

• You MUST be AT LEAST 100 YARDS away from the nearest canoe at all times when operating at wake producing speeds.

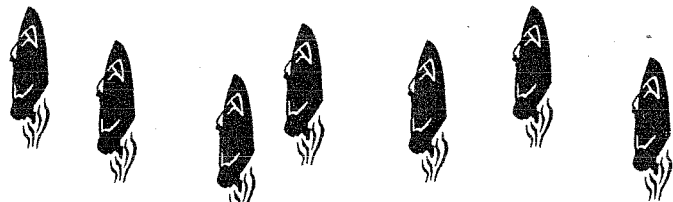
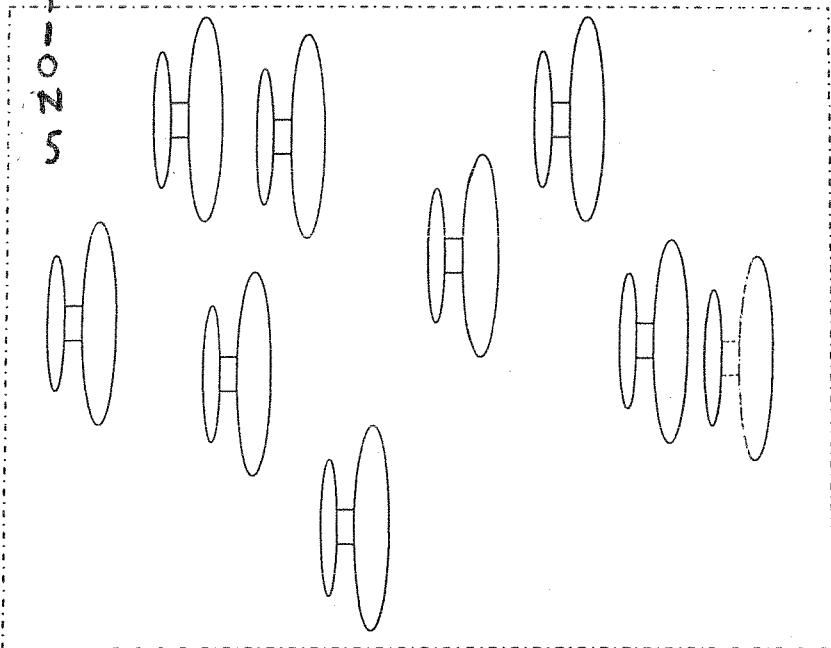


WATCH YOUR WAKE!
 Do NOT let it enter the field of racing canoes!

Race Start



**After Race Start
Diagram B**



- (4) It is the job of the stroker to feel the canoe and swell position and react usually by picking up the rate and also applying more pressure on the blade.
- (5) It is the task of the crew to follow the strokers rate and notice the application of power and respond immediately!
- (6) Don't let up on the back side.

b. WAVES IN

- (1) If haven't been taught, ask and learn first, don't go by trial and error(fatal happening)
- (2) Again know swell direction.
- (3) Bottom condition (what is causing wave to break)
- (4) Reef (bad)
- (5) Storm (bad)
- (6) Rocky (bad)
- (7) Sewer outfall (bad)
- (8) Swell reaching shore condition (good)
- (9) Jerry break (ok if knowledgeable of area)
- (10) Sand bar (ideal)

★ Don't surf with people in immediate area. Big lawsuit time!

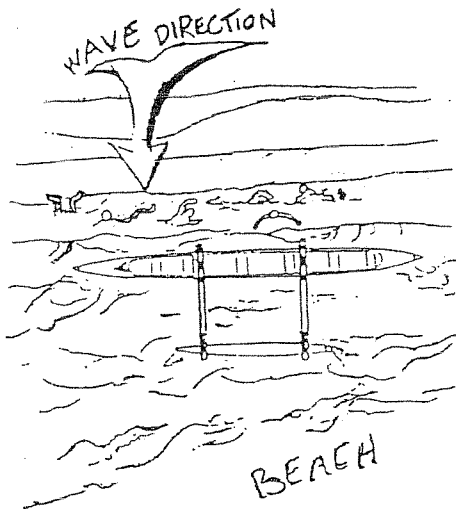
- (11) Know inside bottom condition, it's too late to find out that the shore has hidden submerged items when you've committed yourself.
- (12) Realistically weigh the wave height and your ability, then proceed in or out.

Our race canoes are just that, they are not designed to surf California beach breaks. If approached properly it's fun, if not it's death!

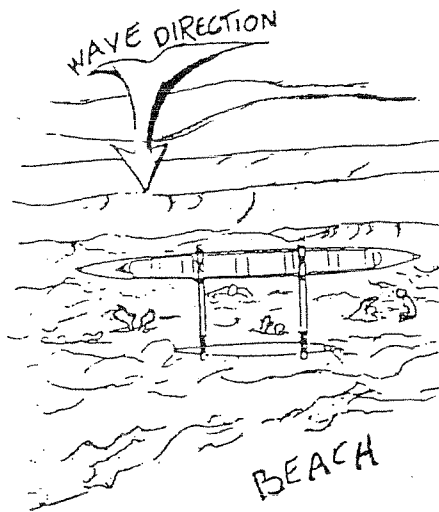
- (13) Count the waves in the set, usually 9.
- (14) Remember on the first wave if you do flip or swamp you'll be in the turmoil longer which may cause greater damage to paddlers and canoe.
- (15) Surf god says third wave of set is largest (surf god lies). The largest wave is the wave you catch successfully.
- (16) If you have a beachmaster follow his/her commands. He times the sets, counts the waves per set, knows the lull time and place and he controls the beach to notify the area of canoes coming in and going out.
- (17) Follow steersman's commands, get canoe up to speed but not too far in front of wave.
- (18) Once you catch the wave don't try to out paddle wave or you will fill up with white water.

c. IF YOU FLIP:

- (1) Stay to the ocean side of the canoe (canoe is 400 lbs. and 40 ft., man is 170 lbs. and 5 ft.)



RIGHT



WRONG

APPENDIX E
SAFETY POLICY

- 1.0 All practices will be run by instructors who have demonstrated skill and knowledge of outrigger canoe racing and canoe handling on the open ocean in a variety of weather and water conditions and have the ability to communicate this knowledge as well as an innate concern for the safety and wellbeing of their crews.
- 1.1 Coaches (head, intermediate, novice, kid instructors) shall attend or have proof of knowledge of instruction not just participation in the sport.
- 1.2 Safety, water course, and other officials deemed necessary shall attend and pass a course of instruction and demonstrate such skills.
- 1.3 Clubs shall provide names for official duties throughout the season. These persons will become familiar with duties prescribed by the Race Committee.
- 1.4 Coaches and clubs shall post at their training site the "SCORA Safety Reminder List" and to see to it that all members are aware and have acknowledged the items listed in regards to safety.
- 2.0 Novices shall not be permitted in open ocean alone during SCORA sanctioned events.
- 3.0 Coaches and steerspersons are responsible for making sure the canoe and canoe parts are in seaworthy condition including:
- 3.1 Proper lashing/ rigging material
- 3.2 Proper flotation tanks and ama's
- 3.3 No rough gunnels, loose seats and spray cover tracks, etc.
- 4.0 Spray covers must have elastic bands at spray skirts.
- 5.0 Crews must obey California state navigational water laws.
- 6.0 The steersperson is responsible for making sure the canoe is equipped with two (2) bail buckets of adequate size, and six (6) USCG approved PFD's (during all SCORA sanctioned races). Steerspersons are responsible for the actions of their crew members.
- 7.0 If a medical emergency while on the water arises, a crew may continue as an Iron-man crew in a 9-man race only if drinking water is available, life jackets are on board, and there is a USCG approved visual signal device on board.
- 8.0 Safety Boats
- 8.1 Their purpose is to be aware prior to, during and at the conclusion of the race, that all canoe entrants are accounted for and if assistance is needed, it is given.
- 8.2 A safety boat- so designated- is solely a safety boat and will never take the place or position of lead or finish boat.
- 8.3 Safety boats shall have an operating VHF radio for the entire event.
- 8.4 Coaches and host clubs will see to it that every escort driver for 9man races be given a Escort Boat Skipper Manual well prior to their respective event. See SCORA Policy and Procedure Manual.
- 9.0 Surf Races (Regatta/Sprints)
- 9.1 All crews must follow beach master instructions explicitly.
- 9.2 At no time shall a club allow a novice crew to be outside harbor unattended (i.e. with an experienced steersperson or an escort vessel at hand).
- 10.0 Club personnel and paddlers, a coach shall acknowledge:
- 10.1 Club paddlers medical condition
- 10.2 Know and acknowledge your paddlers' physical abilities
- 10.3 All paddlers will pass a swim and treading water test, to be acknowledged by the coaches of the club
- 10.4 Coaches shall instruct all crew members in the procedure and steps of righting a flipped and swamped canoe

SAFETY REMINDER LIST

1. KNOW YOUR PADDLERS:

Medical Conditions
Emergency Contact number
Swimming Ability
Huli Test

2. KNOW YOUR EQUIPMENT:

Rigging
Bucket
PFD's
Spare Paddle
Distress Kit
Trailers

3. KNOW YOUR AREA:

Hazards, Fishing Lines, Ferry's, Pollution
Warnings
Boat Traffic Patterns, Sailing Knowledge
First Aid Kit
Nearest Telephone
Visiting Race Site Knowledge

4. KNOW YOUR WEATHER:

Wind, Seas, Cold, Heat
Normal Conditions (Acceptable to go out in)
Adverse Conditions (Unacceptable to go out in)

5. KNOW YOUR TIME:

Time of Day
Length of Workout

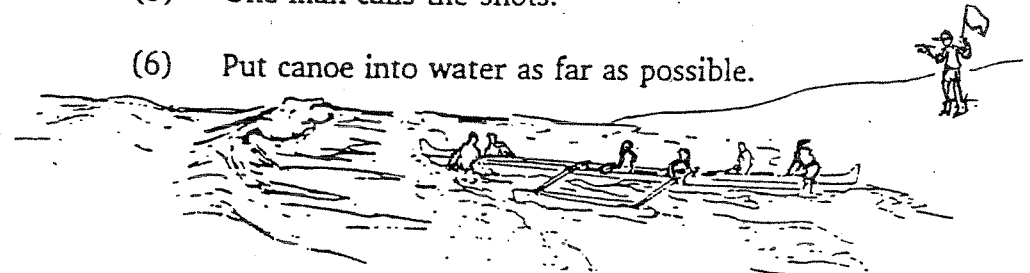
As a Coach...

- ... You are the one responsible for making sound, informed decisions for your paddlers.
- ... You are the one responsible to make sure that your paddlers fully understand all aspects of safety.
- ... You are the one responsible for the consequences.

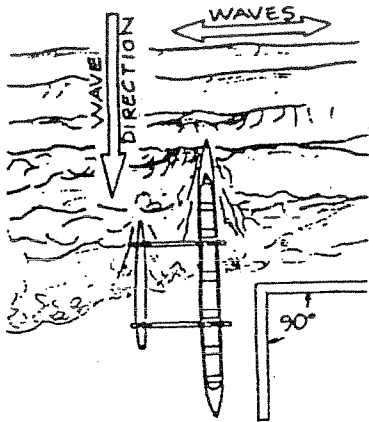
- (2) Turn the canoe perpendicular to the wave direction, it makes less of a target.
- (3) Gather paddles and equipment before they become lost or projectiles.
- (4) Steersman, tell your crew what you're going to do and what is expected of each member (in time it will become second nature, but until then discuss it).
- (5) If the canoe does break up, stay away from the edges because they usually are not rounded and soft. Make others aware of the possible consequences of broken equipment.
- (6) Arguing about who or what caused the flip will not bring the boat out. Get it to shore and size up your repairs.

d. WAVE OUT

- (1) Again know your area.
- (2) If kelp beds close by, walk canoe toward that area (waves are smaller inside kelp beds).
- (3) Stay away from submerged rocks and jetties, because of the consequences of not making in out on the first try.
- (4) Time and count your waves to a set and proceed accordingly.
- (5) One man calls the shots.
- (6) Put canoe into water as far as possible.



- (7) Have all but 1,2, and 6 in the canoe. Reason being 1 and 2 are usually the most agile and lighter. The bow will float higher until they're in it. They can lift canoe and deep water out while waiting. Also it's easier to keep bow perpendicular to waves thus creating least resistance. #6 is higher and can see farther. He calls the commands (usually). He would have a clearer shot to see the Beachmaster signals.



- (8) Once you see a large lull with no swells on immediate horizon, get in and paddle as fast and straight as possible.
- (9) Don't stop paddling until outside or swamped.

e. DUSK AND NIGHT

- (1) Don't go outside and try to make a quick trip at dusk.
- (2) Don't attempt outside travel alone. Use more than one canoe.
- (3) If you do, be lighted, its safe and the law.
- (4) Again float plan and stick to it.
- (5) Don't ever send or leave novices or for that matter any canoe outside your harbor except for ideal conditions (outside air 80 degrees, water temp. 70 degrees and 12 noon Saturday, 6 knots from west, 2 ft. seas, 9 sec. interval) wearing 6 PFD's.

IV.

KNOW YOURSELF AND CREW

1. swim test is a must 200 yds minimum.
2. Tread water 20 minutes
3. Its too late to learn when you need it and the canoe is not around.
4. Medical situation or conditions.
5. Basic medical equipment should be available at training site.

