

13.7 Escort Boats

- 13.7.1 Each escort boat must follow behind its assigned canoe throughout the race. It can, at no time, come alongside closer than 45 feet or ahead of seat five (5) except during transfer of relief paddlers or in case of an emergency.
- 13.7.2 Unsafe conditions due to an escort boat being overcrowded with spectators or helpers may cause the boat to be declared unfit as an escort boat by the Race Committee. For safety purposes, all U.S. Coast Guard rules apply.
- 13.7.3 On all starts, escort boats will be prohibited from entering the field of racing canoes for a minimum of ten (10) minutes or as specified otherwise by the Race Chairperson(s).

13.8 Safety

- 13.8.1 It shall be the responsibility of the Host club to supply at least four (4) official boats (one lead/safety boat and three chase/safety follow-up boats) for all Iron races, three (3) official boats (one lead/safety boat and two chase/safety follow-up boats) for all 9-man distance races, and two (2) boats for Regattas/Sprints (one start boat and one turn boat).
- 13.8.2 The Host club will receive a SCORA subsidy to cover operating costs for these official boats
- 13.8.3 Safety boats are mandatory items for all open sea events. A Host club which fails to provide safety boats will forfeit its race expense reimbursement.
- 13.8.4 Minimum requirements for mandatory safety boats are as follows: Mandatory safety boats must be capable of carrying six (6) persons in addition to the vessel's crew, must have radio communications, tow-line, water and First Aid equipment. (To be amended as Coast Guard requirements dictate).
- 13.8.5 All crews must adhere to SCORA Safety Policy (See Appendix E).

15.0 Race Committee Governance

If the Race Committee is called upon to render a decision on a protest, appeal, penalty imposition, race rule interpretation or any other act requiring a decision to be rendered by the Race Committee on race day or in connection with a particular SCORA sanctioned race, the affirmative vote of a majority approval of the voting power represented at the meeting shall be the act of the Race Committee.

The Race Chairperson shall vote only in case of a tie on any item of action presented to the Race Committee for rendering a decision.



OFFICIAL



Primary Duties of an Official

(From pending Procedures Manual)

- It is the primary duty of every race official and inspector to provide for the safety of competitors and officials.
- It is also the duty of all race officials and inspectors to ensure that all crews have fair and equal opportunity of winning or placing.
- All officials will attend a certified class of instruction and pass a test of the rules of the sport.
- Officials will participate at races of their specific area or be duly substituted by other officials.
- Officials will be duly certified (licensed) upon completion of a course of instruction, and have served a set amount of time as prescribed and reviewed by the Race Committee.
- It is the duty of a Race Inspector to work with and for the Head Judges of the association (see Officials Appendix B pending).



13.0 Open Sea (Distance) Races - Additional Rules

Note: When sanctioned races are held in open seas, the foregoing rules shall apply in addition to the following:

13.1 Starting of Race

13.1.1 When each club entry and their escort boats have been checked in, the Race Committee shall call a meeting of all inspectors, coaches, and/or crew captains prior to the start of the race for the purpose of final instructions on the race and other pertinent matters.

13.1.2 The race will be started by the Official Starter.

13.1.3 A canoe entry is free to follow any course during the race, provided it starts, finishes, complies with all designated turning points, and thus completes the full race course.

13.2 Passing.

In races that do not require the canoes to maintain their respective lanes, a canoe that is attempting to pass another shall keep clear at all times, and in no way may it interfere with the canoe it is attempting to pass, nor shall the canoe in the lead attempt to prevent another from passing.

13.3 Rounding Mark.

In races that do not require canoes to maintain their respective lanes and a double marker flag and float are to be rounded, the following rule applies:

If an overlap (see below) occurs when two canoes are approaching a marker to be rounded, the outer canoe shall give way to allow the canoes closest to the mark to round the mark. The lead canoe is under no obligation to give way before an overlap is established. In case of doubt, it will be presumed that the overlap was not established in the proper time.

13.4 Overlap.

Overlap is defined as a condition that exists when no open water can be seen between the stern of one canoe and the bow of another, when the canoes are viewed at right angles to their course.

13.5 Paddlers and Relief Paddlers

13.5.1 There may be no more than six (6) paddlers paddling in any canoe at any time during a race.

13.5.2 Original and/or relief paddlers may be used at the discretion of the captain or coach in accordance with the procedures for that particular race.

13.5.3 During the course of a race which allows relief paddlers, each coach or captain must report to the assigned Race Official, if present, before making substitutions.

13.5.4 Each canoe must finish the race with six (6) paddlers in order to qualify for placement and awards.

13.6 Swamping or Overturning of Canoes

13.6.1 If a canoe swamps or overturns after the start of a race, the canoe may be righted and/or bailed out and will be allowed to continue the race. A time limit of twenty (20) minutes will be allowed to right a swamped canoe in order to finish a race. Beaching an overturned canoe is not allowed and is cause for disqualification.

13.6.2 Relief paddlers on an escort boat may assist in righting and/or bailing out a swamped canoe.

Long Distance Races: 1 minute for every 5 miles of the race (or any portion thereof)
Penalties on Novice long distance races shall be 1 minute for every 5 miles raced (or any portion thereof).

- 9.6 A disqualification may be called by a Race Official with the approval of the Race Committee Chairperson(s).

9.6.1 In the event a Race Official witnesses a gross and/or willful violation of these rules and/or willful unsportsmanlike conduct, then that Race Official may exercise his or her sole and absolute discretion and disqualify the offending crew or individual.

9.7 Escort/ Spectator Boat Violations

9.7.1 The penalty for an escort or spectator boat entering the field of racing canoes without permission of the Race Chairperson(s) and/or the Race Committee shall be the addition of 15 minutes to the canoe that the boat is escorting. --amended December 2006

9.7.2 The second warning by a Race Official or the Race Chairperson(s) to an escort boat to keep away from a canoe, or any other infraction, may cause the disqualification of the canoe the boat is escorting.

9.7.3 No escort or spectator boat identified with a racing team can assist the team by proceeding to flatten the water, or follow closely enough to create a wake to push the canoe.

9.7.4 No escort/spectator boat shall impede the progress of any other canoe in the racing field. Failure to adhere shall cause disqualification of the team the boat is escorting.

11.0 Petitions

11.1.1 A petition is a written request, submitted to the Race Committee for its approval concerning any race related matter therein set forth.

11.1.2 Any and all petitions must be submitted to the Race Committee, in writing, along with a \$50.00 fee, no later than the date so appointed by the Race Committee, and the Race Committee shall render its decision at the same time.

12.0 Flat Course/Modified Regatta Rules

A Modified Regatta is raced on a closed course with lanes and includes all divisions in their own events. It, should be visible and spectator friendly, and the races should be over short distances.

12.1 Course:

The official SCORA race course shall be 500 meters in length and shall be laid out in equal lanes, preferably 100 feet wide, and not less than 80 feet wide. Each lane shall be identified at both ends by a colored flag, which will be the same color at both ends. Flags for the designation of lanes shall remain the same color for all regattas. With the exception of OC1 and 1,500 meter events, all races will be started and finished from the same end of the course.

12.1.1 All turns shall be left around assigned lane flags. All parts of the canoe must pass the turn line. The canoe may not touch any flag. Touching of any flag during a race shall constitute a three-second penalty per infraction.

12.1.2 Lane width is defined as the full lateral distance between adjoining flags. All canoes must remain in their own lanes while passing the lane flags, which shall be to the left of each canoe. Canoes shall keep in their respective lanes as closely as possible throughout the race and in no way may they interfere with other participating canoes. Where two canoes approach each other from opposite directions within the same lane, each canoe must occupy as nearly as possible the one-half width of the lane nearest its own line of flags so that the canoes pass each other hull to hull.

- 12.3 **Swamping:** A canoe that swamps during a regatta race may be bailed out by its crew and allowed to continue in the race. Outside assistance will disqualify a crew. All canoes must finish with a full crew of six (6) members.

SCORA OFFICIALS DUTIES

From SCORA Race Rules Procedures and Interpretations Manual

Race Officials: Race- Day Duties and Equipment

1. Race Chairman

- Oversee SCORA sanctioned race-day functions and properly conduct races
- Coordinate all SCORA Race Officials
- Other (see Race Rules)

2. Race Committee

- Assist SCORA Race Chairman on race day
- Conduct and manage all race related aspects at all SCORA sanctioned race events
- Review and evaluate each race, and maintain all race-day related records
- Other (see Race Rules)

3. Head Officials

- Responsible for all race-day related issues and personnel under their designated jurisdiction
- Responsible to report all race-day related issues to the Race Chair
- Responsible for the upkeep and storage of all their particular race-day related equipment

4. Race Secretary

- Shall have available on race-day all current SCORA race-day related forms, ex:

- Race Rules	- Incident Reports	- Entry forms
- Canoe Registry (assign new #'s)	- Protest Forms	- Waivers
- Canoe Weights & Inspection	- Petition Forms	- Results Forms
- Responsible for collecting all data and posting all race-day results
- Shall coordinate with that particular Area Official Coordinator for race-day officials
- Equipment needed: Laptop computer and access to printer, cell phone
- Other (see Race Rules)

5. Race Registrar

- Shall collect pre-race and race-day entry forms, waivers and related fees
- Shall provide and coordinate with the Head Timer the official race-day entry list
- Shall report race-day irregularities to Race Chairman
- Responsible for seeding process, process registration dates
- Equipment needed: Laptop computer and access to printer, cell phone

6. Head Timer

- Responsible for all race-day finish line activities, communication, setup and breakdown
- Shall coordinate with Head Course Judge all start times
- Shall record all race finishes on paper and video
- Responsible for coordinating with Race Secretary all data for posting results
- Asses time penalties
- Video recorder, clerks, timers, spotters
- Equipment needed: Laptop computer and access to printer, timing equip, video equip, radios, cell phone, binoculars, prepare for foul weather

7. Head Course Judge

- a. Responsible for race-day management decisions on the race course for SCORA sanctioned races
- b. Responsible for all on-water SCORA officials during race-day
- c. Responsible for any on-water emergency/irregular racing incidents on the race course
- d. Responsible for all management issues for SCORA safety and escort boats, as well as any non-SCORA vessel traffic issues occurring on the race course during races
- e. Personnel needed: starters, aligners, course officials, water safety officials, escort drivers, etc.

8. Head Safety Coordinator

- a. Responsible for land safety officials: check canoes for equipment, first aid equipment and personnel
- b. Responsible for water safety officials: paramedic availability, incidental and witness statements
- c. Collect and file CPR and first aid cards

9. Race Communications and Public Address Announcer

- a. Setup PA system
- b. Responsible for keeping SCORA personnel and public informed of race day functions

10. Canoe and Weight Certification Officials

- a. Responsible for setting dates for yearly weighing and inspection of canoes
- b. Responsible for informing Race Chairman of any canoe deficiencies
- c. Race day: see to it that canoes are checked prior to racing for proper equipment and unsafe conditions
- d. Certifying scale

11. Equipment Coordinator

- a. Responsible for maintaining SCORA equipment and storage of vehicle
- b. Responsible for informing SCORA Treasurer if any supplies needed for SCORA vehicle and SCORA equipment
- c. Work with host club Logistics Director and Race Chair for parking and site logistics

12. Photographer

- a. Photograph start lines
- b. Record potential incidents at turns
- c. Record finish line placing
- d. Record awards presentation

13. Others**1.2 Recall****7.2.1 Reasons for recall:**

7.2.1.1 Breakage of equipment within the first 10 seconds. This must be signaled by the raising and waving of a paddle by any crewmember. It shall be the duty of the Race Committee Official to check all recalls, and report their findings to the Race Chairperson(s) before a race shall be re-run. Any crew causing an illegal recall may be automatically disqualified at the discretion of the Race Official. The ten-second period shall be determined by the Starter.

7.2.1.2 Swamping of a canoe within the first ten seconds of a race.

7.2.1.2 Failure to follow the Starter's instructions, such as deliberately paddling contrary to the instructions or crossing the starting line before the starting signal, may subject a crew to a time penalty.

7.2.2 Stalling: A lagging canoe shall have no right of protest on the ground of unfair start in the event the race is started. However, a lagging canoe shall not be deprived of a recall for swamping, capsizing, or equipment breakage.

7.3 Turns - Right of Way

The lead canoe in the turn has the right of way. Any collision in or around the turn will be cause for disqualification or time penalty. For definition of "lead canoe" see Section 13.4 - Overlap.

7.4 Unofficial Crews

An unofficial crew is one that is not in compliance with section 3.0 of the race rules and/or has not complied with the registration requirements as set forth in the Race Rules. Unofficial crews are not allowed on the designated race course of any SCORA sanctioned race.

7.5 Designated Race Course

The designate race course is defined as the field of racing canoes in an imaginary diamond whose sides are defined by the lead canoe, the hindmost canoe, the first canoe on the farthest left and the first canoe on the farthest right.

9.0 Penalties

- 9.1 Any violation of the Race Rules may result in a fine, the disqualification of the crew or crews involved or a determination of ineligibility to participate for a period of time in the future, or any combination thereof, At the discretion of the Race Committee.
- 9.2 The penalty for entering an unofficial canoe or for failing to remove an unofficial canoe when asked to do so by an official will result in a fine. (To be determined by the Race Chair and committee) *amended 2007 season*
- 9.3 During regatta races, clubs will be allowed a maximum of ten minutes to have their succeeding crew at the starting line ready. The 10 minutes will commence when the last finisher from the previous heat crosses the finish line. Failure to observe this may disqualify a crew
- 9.4 The penalty assessed for each touching of the flag violation in regattas, shall be the addition of three (3) seconds to the finish time of the crew.
- 9.5 The penalty assessed for interference, finishing in the wrong lane, turning on the wrong flag, false start, or violations called by a Race Official shall be the addition of seconds according to the length of the race as follows:

500 meter race	5 seconds
1000 meter race	6 seconds
1500 meter race	7 seconds
2000 meter race	8 seconds
3000 meter race	9 seconds

Code of Ethics

We are all responsible to promote good sportsmanship and fair play in the activities we engage in. This means observance of these race rules as well as generally accepted rules of behavior and all governmental laws.

Paddlers are to avoid situations where a canoe is deliberately rammed, where there is deliberate interference with another crew, where assaults and/or abusive language are used.

Coaches are required to support and enforce these race rules and to avoid any circumvention of these rules.

Officials and Officers are required to do their best to be fair and not biased in their decisions and in carrying out their duties.

Violation of the Code of Ethics shall be referred to the Race Committee for disciplinary action, i.e., fines, suspensions, etc.

5.5 Miscellaneous

- 5.5.1 Canoes, paddles, rigging, etc., not meeting the safety specifications may not be used in SCORA races, and the ruling of the Race Chairperson(s) on this matter shall be final. The Race Chairperson(s) may call for the weighing and inspection of canoes at his/her discretion.
- 5.5.2 Any crew using non-standard equipment during a race will be subject to disqualification. The Race Chairperson(s) or the Safety Chairperson(s) may conduct inspection of equipment at any time.
- 5.5.3 All canoes must have six (6) USCG approved PFD's during races.
- 5.5.4 A 5 gallon bailing bucket in addition to a smaller bailing bucket must be aboard all canoes during races. Canoes may also be equipped with any additional bailing system.
- 5.5.5 Manu to manu spray covers may be required at the discretion of the Race Committee.
- 5.5.6 Any additional accessories shall be petitioned to the Race Committee for discussion and approval.
- 5.5.7 Crews shall wear the same color and design of jersey and/or rash-guard during races.
- 5.5.8 It shall be the responsibility of the club fielding a crew in a race to see that their crewmembers wear like racing jerseys or rash-guards, including providing extra jerseys or rash-guards for non-club crew members who join the crew to temporarily fill out the crew for a race event.
- 6.5.2 A fine of \$25 will be levied against any club not furnishing their required officials on race day. The fine will be increased to \$50 for each offense thereafter. If no names are submitted by a member club, that club's Board of Director will fill the officials duty for that race day. *Amended December 2009*

7.0 General Racing Rules

- 7.1 **Starting:** All starts will be in accordance with the instructions from the Starter. Starting of races may be any of the following types:

- a. Voice Start, typically "Paddles across the gunnels, Paddles up, Start!"
- b. Dropping a series of flags, typically:
 - Red Flag Up, signaling approximately 5 minutes until start.
 - Red Flag Waiving, signaling approximately 15 to 20 seconds until start.
 - Red Flag Down/Green Flag Up, signaling start paddling, race begins.
- c. Shot of starter's gun, or loud blast of horn.

SCORA Officials Event Attendance Calendar

EVENTS/CLUBS	Event	Date	Type	Host Club
Northern 4/5	Rig Run Ventura Pineapple Exp. State Champs	May June June July	Iron Iron Iron Regatta	Ka Naia Hokuloa Pale Kai Santa Barbara Ocean Club
Central 5/11	Kahanamoku Noah Kalama Marine Stadium Whitney Harrison Catalina Crossing	June July July Aug Sept	Iron Regatta Regatta 9 Man 9 Man	Marina del Ray NAC Kahakai Dana Offshore Lokahi Lanakila Nahoa Imua Newport Team California
Southern 3/7	Crystal Pier Iron Man Champs Pao Pao	May June Aug	Iron Iron 9 Man	Hano Hano Kai Elua Kapua Mau San Diego Ikuna Koa
East (AZ and NV) 3/5	Tempe Towne Lake Havasu Lake Las Vegas	April	Iron Iron Iron	Na Leo O Ke Kai Lake Havasu Na Alakai O Ke Kai Team Arizona Dry Heat

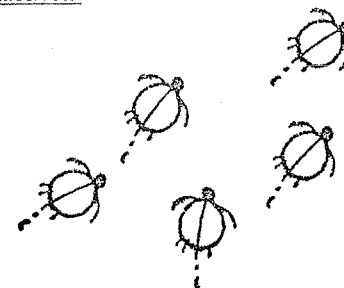
SCORA Race Secretary:

Nancy Dopp-

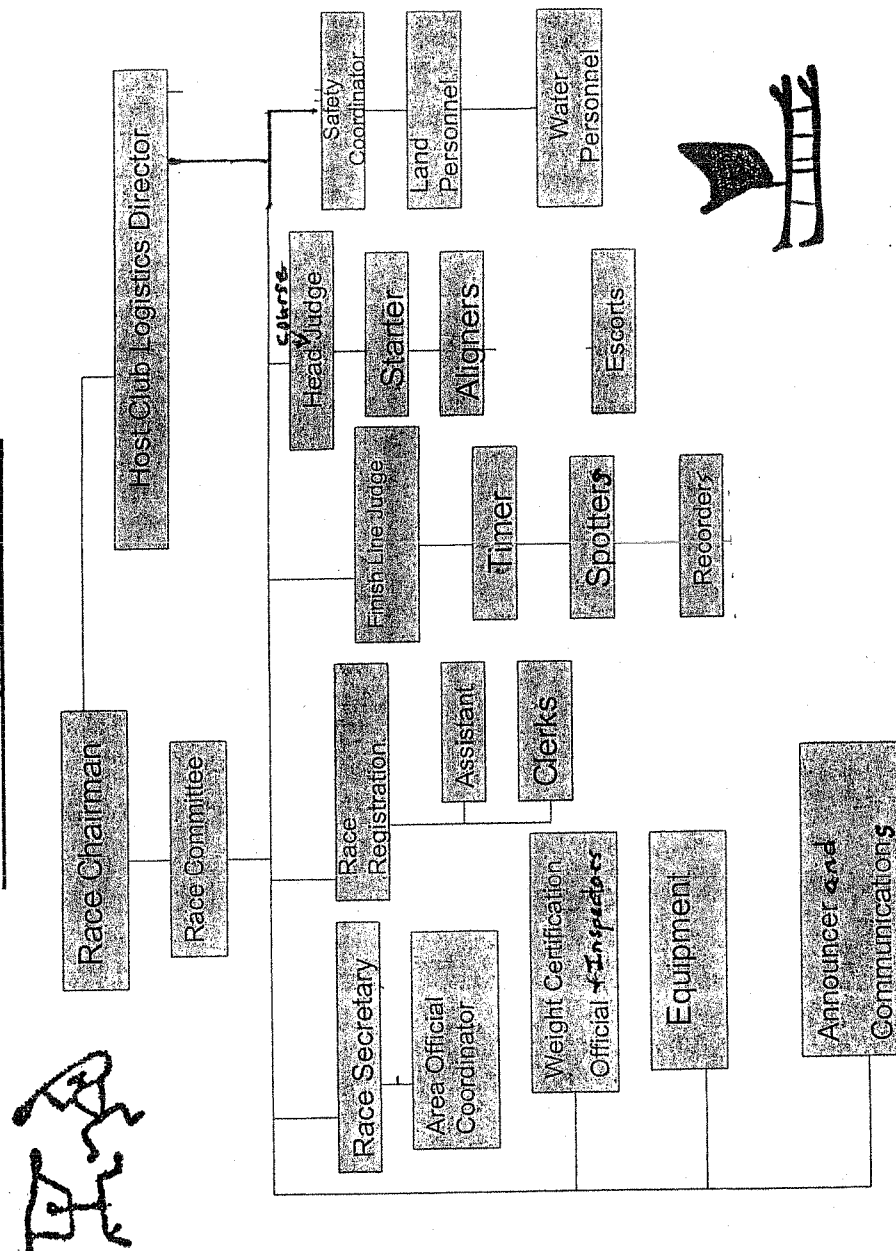
nancypaddler@aol.com

Area Official Coordinator:

North-
Central-
South-
East-



Interlinking of Race Day



- (1) Reassuring the victim and keeping him or her warm.
- (2) Moving the victim to a flat surface, if possible, and monitoring vital signs, and administering CPR if needed. Also, attaching an AED (defibrillator) to the victim, if possible.
- (3) Transporting the victim ASAP to an intercept point (e.g. Coast Guard vessel or land) and alerting the Emergency Medical System (9-1-1).
- (4) **IMPORTANT:** A person in cardiac arrest **MUST** ultimately be cared for by Emergency Medical Personnel (a doctor or EMT), and **EVERY MINUTE COUNTS**.

BLEEDING EMERGENCY: Another very real possibility in outrigger racing is a bleeding emergency due to a spinning prop or collision with another canoe, equipment or rocks. Loss of blood is life threatening and must be tended to **IMMEDIATELY**. Treatment for a bleeding emergency includes:

- (1) Applying direct pressure, preferably with a sterile compress of some kind, but if nothing else is available, your hand, to the wound. Once in place, do not remove a compress. If bleeding persists, apply compresses one upon another.
- (2) If bleeding still persists, elevating the affected body part above the heart, if possible.
- (3) And if bleeding still persists, and if the wound is on an arm or a leg, applying direct pressure to the supply artery for this limb.
- (4) Tourniquets are outdated as a treatment and are not recommended.

REMEMBER:

The first line of defense against paddling emergency situations is **PREVENTION**. Know your paddlers, know your equipment, and know your conditions, **BEFORE** you go out.

EMERGENCY FIRST AID RESPONSE

HYPOTHERMIA: Hypothermia is a lowering of the body's core temperature to critical levels and, if left untreated, can lead to unconsciousness or death. It is caused by exposure to cold or wind. The stages of hypothermia include shivering, which can stop (but this does not mean that the victim is necessarily warming up), and altered consciousness. Treatment for hypothermia includes:

- (1) Removing the victim from the cold and getting him or her out of cold, wet clothes.
- (2) Warming the victim with hot fluids and/or blankets and other heat sources.

DEHYDRATION: A very real possibility in a canoe race or practice is "bonking" due to dehydration. The symptoms of this severe lack of electrolytes are muscle cramps, lethargy and altered consciousness. Treatment for dehydration includes:

- (1) Where possible, removing the victim from the elements, covering him or her to stay warm, and monitoring vital signs.
- (2) Water, in small doses will help alleviate thirst, but large amounts of water may make the condition worse, as this can dilute the remaining electrolytes in the victim's body. The best liquids to administer are sports drinks (Gatorade, etc.)
- (3) If symptoms persist, call 9-1-1, or transport to an emergency room, where intravenous rehydration may be necessary.

CARDIAC ARREST: This can happen to even the best conditioned athlete, as well as someone with a previously undiagnosed heart condition. Symptoms of a heart attack include tightness or pain in the chest, radiated pain down one arm, and shortness of breath. Most people, and in particular athletes, will not believe or admit to themselves or others that they are having a heart attack, and may even become combative. First aid response for a heart attack includes:

SCORA Race Course Management

- Race Director ('Safety 1') conducts a last minute course discussion with host club officials. Then meets with all Safety Boat skippers on the water.
- Race Director assigns the VHF channel to be used during the race.
- 'Safety 1' sets start/finish line buoys and sometimes the first turn buoy.
- Race Chairman conduct the Steersman Meeting, check for any 'special' circumstances.

Safety Boats and SCORA Officials Assignments:

1. **'Lead-boat'** - Maintain direct course to all turns and thru finish line (1/4 mile ahead).
2. **'Shore-side Rover'** - Monitor race from a position near the mid-pack to the rear of pack.
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
3. **'Outside Rover'** - Monitor race from a position near the mid-pack to the rear of pack.
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
4. **'Tail-end Charlie'** - Follow the rear of the pack and maintain visual on last place canoe.
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
*Stay with any flipped canoe until it is emptied and back in the race.
*Monitor and discuss with 'Safety 1' any 'Turn-Early' issues.
5. **'Photo-Press Boat'** - Approved access to anywhere on the race course at any time.
(Must be fully aware at all times to avoid any interference situations.)
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
*May be required to assist in any capacity during the race.
6. **'SAFETY 1'** - Race Director is responsible for all on-water race related issues and any changes or modifications to the race.
*Coordinates all communications and duties involving all safety boats and SCORA officials during races.
*Coordinates all on-water emergency situations with any local law and emergency agencies as deemed necessary.
*Responsible for all race starts and communications with SCORA timer.

Flipped or Disabled Canoe Protocol:

1. Report by radio location of any flipped or disabled canoe to 'Safety 1'.
2. If requested by 'Safety 1', proceed to that location and stay well away from canoe.
3. Establish that all paddlers are accounted for and are OK.
4. If a paddler needs **immediate** attention, bring aboard your boat.
5. Offer an extra 5 gal. bucket if they need it.
6. Standby until the canoe is nearly empty and crew is ready to go.
7. Contact 'Safety 1' when canoe is emptied and underway.
8. 'Safety 1' will always respond to the location, assess, and then direct the situation.
9. If 'Safety 1' is **not** available to respond on-site, the Race Director will communicate which SCORA official or Safety Boat will then assess and direct the situation.

Emergency Situation Protocol:

1. Report by radio location and nature of emergency to 'Safety 1'.
2. 'Safety 1' will always respond to the location and direct what actions will need to be undertaken.
3. If requested by 'Safety 1', proceed to that location and assess if your assistance is **immediately** required.
4. If your assistance is **immediately** required...do so...but be cautious not to put yourself or your vessel at risk.
5. Maintain communication with 'Safety 1' at all times.
6. 'Safety 1' must complete Incident Report.

Race Start:

1. Clearing the beach:
 - Follow the last canoe out.
 - Assess any broken equipment issues.
2. Race Start:
 - Contact all the safety boats and advise Lead Boat to proceed.
 - Make announcement to all canoes.
 - Contact the timer.
 - Establish the start line.
 - Conduct flags-horn start.
 - Confirm with the timer.
 - Start the delayed start...(Novice and Coed divisions).
 - Make radio announcement to all escort boats regarding release time (9-man only).
 - (Review Re-Start and Start Penalty protocol).

3. Monitor race in progress:
 - Investigate any potential interference violations.
 - Investigate any potential escort or spectator boat violations.
 - Investigate any potential un-sportsman-like conduct violations.
 - Make sure to document any potential protest issues...canoe numbers, etc.
4. Set the first-turn buoy and monitor turn:
 - Document any right-of-way violations, unsportsman-like conduct violations.
 - Make sure to document any potential protest issues...canoe numbers, etc.
 - Contact SCORA base with race update.
5. Conduct uniform inspection at the first turn:
 - Document and photograph any team in violation for later enforcement notification.
 - (Combined teams jerseys are OK, we're looking for teams with NO uniforms at all)
6. Set the second-turn (outside) buoy:
 - Location is based on three factors...running time of race, time of day and conditions.
 - Monitor turn for any violations and document potential protest issues.
 - Contact SCORA base with race update.
7. Discuss any 'Turn-Early' situations with 'Tail-end Charlie'.
 - It's based on that team's estimated finishing time, and/or any team ability issues.
 - Contact SCORA base and document canoe number.
 - Tail-end Charlie must maintain a visual on this crew.
8. Monitor any 'Hot-Spots':
 - Jetty, rocks, bridges, high-traffic areas, finish line build-up, other...
9. Retrieve all buoys and store.
10. Dismiss and thank all safety boats for their assistance with the race.
11. Communicate with the SCORA Race Chairman any potential issues that were observed.
12. Meet with the Race Committee if any protests are lodged...provide any documentation.
13. Pull-out motorboat at boat ramp.
14. Review the race and document any suggestions for next year's race at this site.

All SCORA Officials should be prepared for cold weather and pack some food!!

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*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
3. **'Outside Rover'** - Monitor race from a position near the mid-pack to the rear of pack.
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
4. **'Tail-end Charlie'** - Follow the rear of the pack and maintain visual on last place canoe.
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
*Stay with any flipped canoe until it is emptied and back in the race.
*Monitor and discuss with 'Safety 1' any 'Turn-Early' issues.
5. **'Photo-Press Boat'** - Approved access to anywhere on the race course at any time.
(Must be fully aware at all times to avoid any interference situations.)
*Report location of any flipped canoe to 'Safety 1' and standby near the canoe until 'Safety 1' arrives or otherwise advised.
*May be required to assist in any capacity during the race.
6. **'SAFETY 1'** - Race Director is responsible for all on-water race related issues and any changes or modifications to the race.
*Coordinates all communications and duties involving all safety boats and SCORA officials during races.
*Coordinates all on-water emergency situations with any local law and emergency agencies as deemed necessary.
*Responsible for all race starts and communications with SCORA timer.

Flipped or Disabled Canoe Protocol:

1. Report by radio location of any flipped or disabled canoe to 'Safety 1'.
2. If requested by 'Safety 1', proceed to that location and stay well away from canoe.
3. Establish that all paddlers are accounted for and are OK.
4. If a paddler needs **immediate** attention, bring aboard your boat.
5. Offer an extra 5 gal. bucket if they need it.
6. Standby until the canoe is nearly empty and crew is ready to go.
7. Contact 'Safety 1' when canoe is emptied and underway.
8. 'Safety 1' will always respond to the location, assess, and then direct the situation.
9. If 'Safety 1' is **not** available to respond on-site, the Race Director will communicate which SCORA official or Safety Boat will then assess and direct the situation.

Emergency Situation Protocol:

1. Report by radio location and nature of emergency to 'Safety 1'.
2. 'Safety 1' will always respond to the location and direct what actions will need to be undertaken.
3. If requested by 'Safety 1', proceed to that location and assess if your assistance is **immediately** required.
4. If your assistance is **immediately** required...do so...but be cautious not to put yourself or your vessel at risk.
5. Maintain communication with 'Safety 1' at all times.
6. 'Safety 1' must complete Incident Report.

Race Start:

1. Clearing the beach:
 - Follow the last canoe out.
 - Assess any broken equipment issues.
2. Race Start:
 - Contact all the safety boats and advise Lead Boat to proceed.
 - Make announcement to all canoes.
 - Contact the timer.
 - Establish the start line.
 - Conduct flags-horn start.
 - Confirm with the timer.
 - Start the delayed start...(Novice and Coed divisions).
 - Make radio announcement to all escort boats regarding release time (9-man only).
 - (Review Re-Start and Start Penalty protocol).

3. Monitor race in progress:
 - Investigate any potential interference violations.
 - Investigate any potential escort or spectator boat violations.
 - Investigate any potential un-sportsman-like conduct violations.
 - Make sure to document any potential protest issues...canoe numbers, etc.
4. Set the first-turn buoy and monitor turn:
 - Document any right-of-way violations, unsportsman-like conduct violations.
 - Make sure to document any potential protest issues...canoe numbers, etc.
 - Contact SCORA base with race update.
5. Conduct uniform inspection at the first turn:
 - Document and photograph any team in violation for later enforcement notification.
 - (Combined teams jerseys are OK, we're looking for teams with NO uniforms at all)
6. Set the second-turn (outside) buoy:
 - Location is based on three factors...running time of race, time of day and conditions.
 - Monitor turn for any violations and document potential protest issues.
 - Contact SCORA base with race update.
7. Discuss any 'Turn-Early' situations with 'Tail-end Charlie'.
 - It's based on that team's estimated finishing time, and/or any team ability issues.
 - Contact SCORA base and document canoe number.
 - Tail-end Charlie must maintain a visual on this crew.
8. Monitor any 'Hot-Spots':
 - Jetty, rocks, bridges, high-traffic areas, finish line build-up, other...
9. Retrieve all buoys and store.
10. Dismiss and thank all safety boats for their assistance with the race.
11. Communicate with the SCORA Race Chairman any potential issues that were observed.
12. Meet with the Race Committee if any protests are lodged...provide any documentation.
13. Pull-out motorboat at boat ramp.
14. Review the race and document any suggestions for next year's race at this site.

All SCORA Officials should be prepared for cold weather and pack some food!!