Kilohana
OUTRIGGER CANOE CLUB

Safety Plan

Kilohana Outrigger Canoe Club has mandatory safety procedures that are to be observed by each paddler any time a Kilohana Outrigger Canoe is paddled on any body of water or when participating in any Kilohana practice or race. A thorough understanding and observance of the safety procedures outlined in this document reduce the risks associated with outrigger canoe paddling and increase each participant's enjoyment.

The information contained in this document is not offered as a legal opinion and the medical information contained herein is not intended as a substitute for competent first-aid and emergency training.

Emergency Contact Information

Medical emergency..... 911

U.S. Coast Guard (USCG) Rescue (by radio)
or monitor, communicate vessel traffic,
or report safety-related incidents ..... Channel 16

U.S. Coast Guard Rescue (by phone)
USCG Rescue Coordination Center 510-437-3700

Monitor large vessel traffic in SF Bay (by radio)
USCG Vessel Traffic Service ..... Channel 14

Call about vessel traffic safety issues
USCG Vessel Traffic Service Operations 415-399-7410

Contents

Chapter 1. Introduction

This chapter contains information about waiver forms, safety training, roles and responsibilities, and basic canoe facts and terminology.

Club waiver

Before anyone is allowed to paddle, they must read, understand, agree to, and sign the club waiver form.

Safety training

Annual training on safety policies, procedures, and equipment shall be conducted by the club leadership, BOD, and coaches for all club members. This training is normally conducted at the beginning of each season.

Some facts about outrigger canoeing

- Outrigger canoes can and do sink.
- Weather and water conditions can swamp an outrigger canoe, making it very difficult or impossible to bail out water.
- Outrigger canoes can and do collide with objects that can severely damage the integrity of the canoe or injure the paddlers.
- Exhaustion or unconsciousness caused by hypothermia can occur in 60 minutes of exposure to 60°F and sooner in colder water.
- Even if all safety procedures are followed, you can still get hurt or die while participating in this sport.

Roles and responsibilities

- The Kilohana Board of Directors (BOD) shall that ensure a viable safety plan exists, provide funding resources to implement the safety plan, and enforce the requirements of the safety plan.
- The Sergeant of Arms, Kilohana BOD, shall develop and implement a safety plan.
- Kilohana coaches shall execute and assist in the dissemination of the safety plan to the club membership and guests.
- Paddlers shall abide by the principles and requirements of the safety plan.

- Crew members shall notify the steersperson of any physical problems that may affect their ability to paddle.
- Club members shall not paddle or steer a club canoe while under the influence of drugs or alcohol.

Kilohana practice locations

All paddlers must familiarize themselves with the names and locations of the major landmarks within the practice area. Appendix B provides maps for the Redwood City and Fremont (Quarry Lakes) practice locations.

Basic canoe terminology

- Ama – the "floater" part of the canoe
- Iako – arched crossbeams that fasten the floater (ama) to the hull
- Ka'ele (hull) – the main body of the canoe
- Mo'o (gunwales) – top edge of the sides of the canoe
- Manu – curved endpieces covering the fore and aft parts of the hull
- Ihu wa'a (bow) – front of the canoe
- Hope wa'a (stern) – rear of the canoe
- Seat numbers – seats are numbered starting from the bow (seat 1) to the stern (seat 6)
- Huli – canoe capsizing

Chapter 2. Equipment

This chapter lists mandatory and recommended equipment for canoes, paddlers, and chase boats.

Mandatory OC-6 canoe equipment

Each of the following items are to be kept in serviceable condition and readily available for use. Do not tie these items down in such a way that they cannot be easily and quickly used.

- Personal flotation devices (PFDs) for each paddler
- A minimum of two bailers per canoe (three on windy or choppy days)
- VHF marine radio (hand held, submersible) and/or a cell phone in a dry bag
- Emergency night-time signaling device and whistle
- Emergency whistle
- Spare paddle
- Extra rigging tubing/rubber

Recommended equipment for paddlers

- Clothing that is appropriate for the weather, getting wet, or swimming
- Booties for foot protection and warmth, and to help you grip the floor of the canoe
- Hat and/or sunglasses to keep your eyes and face protected from the sun
- Drinking water
- Sunscreen

Mandatory chase boat equipment

- PFDs for everyone aboard
- VHF marine radio
- First aid kit that contains basic equipment to address first aid and hypothermia, that is, a safety blanket. A first aid kit should reside in the chase boat and at the practice site on shore.
- Spare paddle

Chapter 3. Procedures

This chapter contains procedures for checking equipment, launching canoes, and huli recovery.

Equipment check – OC-6

Each STEERSPERSON is responsible for the following equipment before leaving shore. Do not leave shore if any equipment listed below is missing or broken.

- Verify that the equipment is onboard:
  - Personal flotation devices (PFDs) for each paddler
  - A minimum of two bailers per canoe (three on windy or choppy days)
  - VHF marine radio (hand held, submersible) and/or a cell phone in a dry bag
  - Emergency night-time signaling device and whistle
  - Emergency whistle
  - Spare paddle
  - Extra rigging tubing/rubber
- Verify that the canoe is in good operating condition:
  - Check the canoe and ama for cracks and water leaks
  - Ensure that the ama is secure
  - Ensure rigging is tight, and that rope or straps are not cut or frayed
  - Check canoe ballast voids for water
  - Verify that the ama plug is in place

Each PADDLER is responsible for the following equipment before leaving shore. Do not leave shore if any equipment listed below is missing or broken. Verify that:

- A PFD is onboard for you
- You are wearing clothing that is appropriate for the weather and water sport (clothing should not restrict swimming or pose a drowning hazard)
- You have your paddle
- You have drinking water

Considerations before launching

Paddling conditions and contingency plans

- What are the weather conditions? Do not leave shore under adverse weather conditions such as gale force winds, high seas, small craft advisories, thunderheads, or thick fog.
- Know the route and water conditions, that is, tide, current, and wave heights along the route.
- Was a float plan left with someone on shore in case you are overdue?
- Does everybody know what to do in case of an emergency? huli? swamping?

Crew capabilities and responsibilities

The coaches are responsible for evaluating the crew's capabilities. Steerspersons have the responsibility of ensuring their crew is capable of paddling in the weather conditions and the race or training course. Do not paddle if your crew cannot:

- Swim
- Right a capsized canoe
- Climb into a canoe from the water
- Bail out a canoe

Crew members are responsible for notifying the steersperson of any physical problems that may affect their ability to paddle.

It is against club policy to paddle or steer a club canoe while under the influence of drugs or alcohol.

Getting the canoe on the water

Putting the canoe on the cart

Bend your knees when lifting the canoe with at least three people on each end of the canoe.

1. Make sure a tire or saddle is under the canoe to protect it from being damaged from the dirt and rocks.
2. Lift one end of the canoe on the count of 3 ("1, 2, 3") so that you are all raising the canoe at the same time.
3. Slide the cart underneath the center of the canoe so it is evenly balanced on the cart. Be careful so that fingers don't get pinched between the canoe and the cart.
4. Slowly lower the canoe onto the cart.

Moving the canoe to shore

1. With at least two people at each end of the canoe and at least one person holding the ama, push the canoe while it's on the cart to the water.
2. Follow the same steps as above to the lift the canoe off the cart.
3. Place the front end of the canoe in the water and the back end on a tire that is on shore.

Launching the canoe

Once all of the equipment is onboard and checked, you are ready to launch. The steersperson is now in charge. Follow his/her directions.

1. Wait for the steersperson to give the command to move the canoe from the shore to the water.
2. Lift the canoe (do not drag it on the dirt and rocks) and walk it into the water.
3. When the steersperson gives the command, climb aboard the canoe. Do not step over the canoe.
4. When the steersperson gives the command, begin paddling.

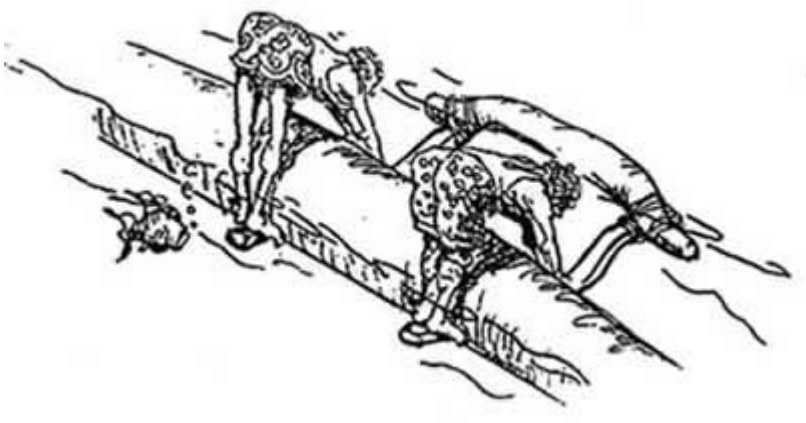
While on the water

- Enjoy your work out; however, if you feel dizzy, faint, or have difficulty breathing, stop paddling and notify the steersperson.
- Steersperson: if two or more canoes are paddling at the same time it is advisable to keep each other in visual range (to assist in an emergency situation).
- Steersperson: keep an eye out for other water craft to avoid collisions.
- If you huli, don't panic. Know your responsibilities so that your actions are automatic.

Huli procedures

Huli is an expected and inevitable part of outrigger canoe paddling. Sooner or later, you will experience a huli and each crew and paddler should know how to safely deal with a huli and right the canoe.

Always be ready to swim. Do not carry anything in the boat that you are not ready to lose to the water. This includes wallets, pagers, jewelry, watches, clothes, cell phones, and so on. At some point in time you **will** find yourself in the water. When you do, do not panic!



Stand on the iako tongues, lean over the canoe, and then grab the iako

OC-6 huli procedures

1. Locate (and keep track of) each crew member in the water. Each paddler shall immediately call out their seat number in order.
2. Crew members should hold on to the canoe.
3. If water conditions or your swimming abilities call for it, put on your PFD. If instructed to by the steersperson, put on your PFD.
4. If a crew member is injured, another crew member should stay with the injured person.
5. Seat 1 collects the paddles.
6. All others “swim” the canoe so that bow heads into the waves.
7. Seat 2 and seat 4 stand on the iako tongues, lean over the canoe, and then grab the iako.
8. Seat 3 pushes up the iako while seats 2 and 4 lean back to roll the canoe upright.
9. Seat 5 catches the ama, and then sits on (or hangs onto) it to stabilize the canoe.
10. Take a moment to look for personal belongings in the water.
11. Two crew members at a time enter the canoe and bail like crazy. The remaining crew members continue keeping the bow headed into the waves. Do not hang onto the boat while it is being bailed.
12. When enough water has been bailed from the canoe, the steersperson instructs the crew members to enter the canoe. Do not enter the canoe until instructed by the steersperson.
13. Resume paddling on the steersperson’s command.

OC-1 huli procedures

1. Check that you are okay.
2. Secure your paddle to your canoe. Ideally, use your bungee. You may also use the elastic that connects your pedals.
3. Flip the canoe over. Be gentle with your canoe so it is not damaged (hull, ama, iako) in the process. Do not slam the ama down.
4. Climb onto your canoe and leave your left foot dangling to shift weight onto the ama side.
5. Remove your leash and quickly secure it back to your leg.
6. Do a second check of yourself and all your gear. Remove the paddle from the canoe and recover any safety equipment.
7. Resume paddling.

Even the best safety equipment will not save you from all situations. It is therefore imperative that before you decide to take out your OC-1, you understand your limits and the challenges posed by the route you plan to take and by the current weather and water conditions. Think about safety first.

Chapter 4. Emergency Situations and First Aid

This chapter provides information about cold water risks, water survival techniques, and first aid.

Emergency contact information

Medical emergency..... 911

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Some facts about emergency situations

Hypothermia is defined as subnormal body temperature, a lowering of the body core temperature. Unconsciousness can occur when the body core temperature drops from normal (98.6°F/37°C) to about 86°F/30°C. Safety experts estimate that half of all drowning victims actually die from the fatal effects of cold water, or hypothermia, and not from water-filled lungs. Loss of body heat is one of the greatest hazards to survival when you fall overboard, capsize, or jump into the water. Cold water robs the body of heat 25–30 times faster than cold air. When you lose enough body heat to make your temperature subnormal, you become hypothermic.

Sudden immersion in cold water cools your skin and outer tissues very quickly. Within 10–15 minutes, your core body temperature (brain, spinal cord, heart, and lungs) begins to drop. Your arms and legs become numb and completely useless. You may lose consciousness and drown before your core temperature drops low enough to cause death.

Cold water does not have to be icy—it just has to be colder than you are—to set water hypothermia in motion. A person who is wet, improperly dressed,

or intoxicated can become hypothermic in 70°F weather. The rate of body heat loss depends on water temperature, protective clothing worn, percent of body fat and other physical factors, and most importantly, the way you conduct yourself in the water.

Predicted survival time for an average adult in 50°F/10°C water

- Drown proofing – 1-1/2 hours*
- Swimming slowly – 2 hours
- Treading water – 2 hours
- Holding still – 2-3/4 hours
- H.E.L.P. position – 4 hours**
- Huddle – 4 hours***
- Wearing a PFD – 7 hours

* Drown proofing is a warm water survival technique: to conserve energy you relax in the water and allow your head to submerge between breaths. This technique is NOT recommended in cold water, since 50% of heat loss is from the head.

** Heat Escape Lessening Position (H.E.L.P.): hold your knees to your chest to protect the trunk of your body from heat loss. Wrap your arms around your legs and clasp your hands together.

*** Huddle: huddle together with two or more people to extend survival time 50% longer than swimming or treading water.

An average adult person has a 50/50 chance of surviving a 50-yard swim in 50°F water. A 50-year-old person in 50°F water has a 50/50 chance of surviving for 50 minutes.

Body hot spots

Certain areas of your body are “hot spots” that lose large amounts of heat faster than other areas. These hot spots need special protection against heat loss to avoid hypothermia. The head and neck are the most critical areas. The sides of the chest, where there is little fat or muscle, are major areas of heat loss from the warm chest cavity. The groin region also loses large amounts of heat because major blood vessels are near the surface.

Surviving cold water

If you suddenly find yourself in the water, don't panic. Calmly follow the procedure below to increase your survival time.

1. **Call for help**.
   a. If you have a VHF marine radio, call for help on Channel 16. Call "May Day May Day May Day" and your approximate position and how many people are in the water. The radio is waterproof but it won't float, so hang onto it. Unlike with a cell phone, the Coast Guard or Harbor Patrol can home in on your radio signal and locate you (they will tell you to count down).
   b. If you don't have a VHF marine radio, you use your cellular phone to dial 911. Give the operator your location, name, and how long you have been in the water. The operator will call Harbor Patrol with this information.
2. **Minimize body heat loss**. This is the most important thing you should do. Put on a PFD, and do not remove it despite what you may have been told. Instead, button, buckle, zip, and tighten your collars, cuffs, shoes, and hoods. Cover your head if possible. A layer of water trapped inside your clothing will be slightly warmed by your body and will help insulate you from the cold water, slowing your rate of body heat loss.
3. **Devote all of your efforts to getting out of the water**. Act quickly before you lose full use of your hands and limbs. Right a capsized canoe and climb in. Most canoes will support you even if they are full of water. If you cannot right a capsized canoe, climb on top of the hull. If you are unable to climb on top of the hull, climb onto another object. The purpose is to get as much of your body out of the water as possible. If you can't get out of the water, try one of these survival techniques:
   a. Heat Escape Lessening Position (H.E.L.P.): hold your knees to your chest to protect the trunk of your body from heat loss. Wrap your arms around your legs and clasp your hands together.
   b. Huddle: huddle together with two or more people to extend survival time 50% longer than swimming or treading water.

Additional cold-water survival techniques

- **Do not attempt to swim** unless it is to reach a nearby boat, another person, or a floating object on which you can climb. Unnecessary swimming "pumps" out warmed water between your body and your clothing, circulating new cold water to take its place. Unnecessary movement of your arms and legs pumps warm blood to your extremities, where it cools quickly, which may reduce your survival time by as much as 50%.
- **Stay with your canoe and crew members.** A group is more likely to be spotted than an individual. To stave off hypothermia, huddle until help arrives.

- **Remain as still as possible**, however painful. Intense shivering and severe pain are natural body reflexes in cold water—it will not kill you, but heat loss will.
- The urge to urinate should be obeyed, not only will it heat you temporarily, but the decreased volume will give your body less to heat.
- Eat packets of easily digested food from the marine signal kit to help stall severe hypothermia. As your body reacts to cold conditions, you begin to shiver. When you stop shivering, you begin the next stage of hypothermia. The muscle contractions that make shivering possible are fueled by your energy reserves. However, if you have been paddling, you probably used most of this up. Replenishing this reserve may help you postpone the more serious stages of hypothermia.
- Use the disposable warm packs from the marine signal kit to stall severe hypothermia. Do not place them directly against your skin as they can cause burns. Wrap them and apply to the head, neck, chest, and groin areas. Do not apply heat to arms and legs as this forces blood out through the cold extremities and back to the heart, lungs, and brain, which will further drop your core temperature. This can cause "after drop," which can be fatal.

First aid for hypothermia and cold water drowning

Any person pulled from cold water should be treated for hypothermia. Symptoms include intense shivering, loss of coordination, mental confusion, cold and blue (cyanotic) skin (especially around the lips or fingers), weak pulse, irregular heartbeat, and enlarged pupils.

Once shivering stops, core body temperature begins to drop critically. Your goal in treating hypothermia is to prevent further body cooling. Severe cases call for re-warming by trained medical personnel. In all cases, arrange to have the victim transported to a medical facility immediately.

1. Gently move the victim to warm shelter.
2. Check the victim's breathing and heartbeat. In cases of hypothermia, you should check very closely for as long as two minutes.
3. Start CPR if necessary.
4. Remove the victim's clothing with a minimum of movement. Cut clothing away if necessary.
5. Lay the victim in a level, face-up position with a blanket or other insulation beneath them.
6. Wrap the victim in warm blankets, a sleeping bag, or other warm covering.

If there will be a long delay before the victim arrives at a medical facility, use the following re-warming techniques.

Note: Learn to do this properly. Improper warming can KILL!

1. Apply heating pads or hot water bottles (wrapped in a towel to prevent burns) to the head, neck, chest, and groin.
2. Do not apply heat to arms and legs or give the victim a hot bath. This forces blood out through the cold extremities and back to the heart, lungs, and brain, which will further drop the core temperature. This can cause "after drop," which can be fatal.
3. Do not massage or rub the victim. Rough handling may cause cardiac arrest.
4. Apply warmth by direct body-to-body contact. Have someone remove his or her own clothes and lay next to victim skin to skin. Wrap both people in blankets

Note: Don't do this if the victim is TRULY hypothermic or you may have two victims.

5. If the victim is alert enough, you can give him/her hot drinks (no caffeine or alcohol). If the victim is unconscious or in a stupor, do not give him/her anything to drink.

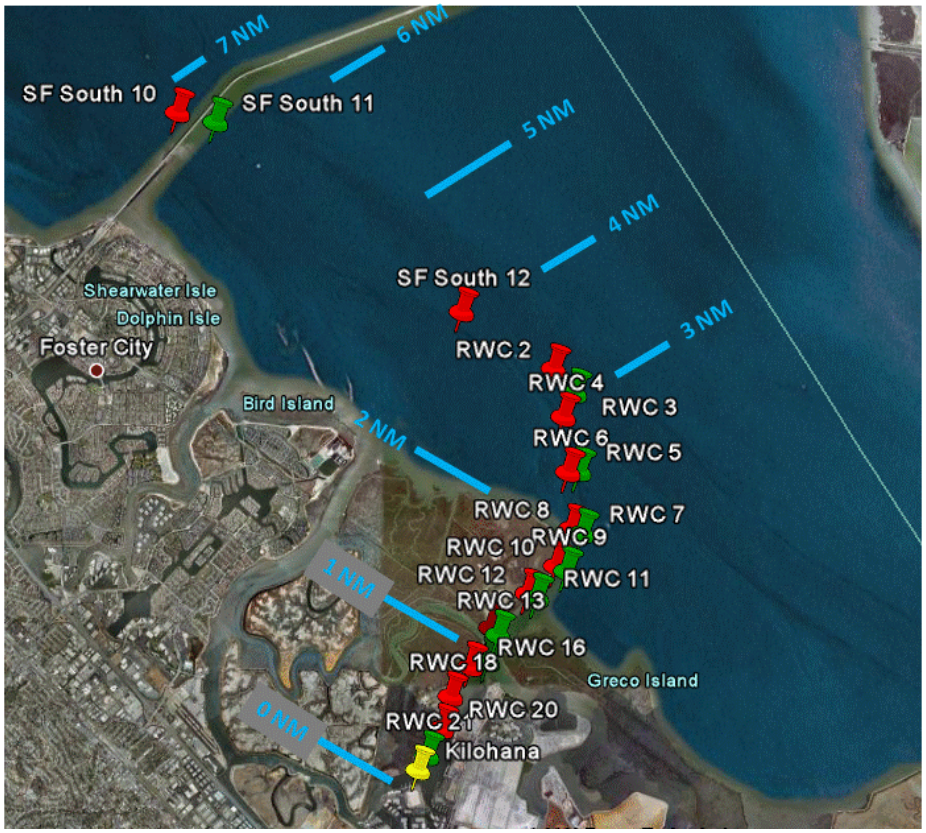
Disclaimer

The foregoing is not offered as a legal opinion and the medical information contained herein is NOT intended as a substitute for competent first-aid and emergency training.

Appendix A. Kilohana Practice Location Maps

Kilohana practice location in Redwood City, California


RWC 20
RWC 21
Kilohana


7 NM
6 NM
5 NM
4 NM
3 NM
2 NM
1 NM
0 NM
SF South 10
SF South 11
SF South 12
Shearwater Isle
Dolphin Isle
Foster City
Bird Island
RWC 2
RWC 4
RWC 3
RWC 6
RWC 5
RWC 8
RWC 7
RWC 10
RWC 9
RWC 12
RWC 11
RWC 13
RWC 16
RWC 18
Greco Island
RWC 21
RWC 20
Kilohana


RWC 6
RWC 5
2 NM
RWC 8
RWC 7
RWC 10
RWC 9
Bair Island
RWC 12
RWC 11
1 NM
RWC 14
RWC 13
RWC 16
Greco Island
RWC 18
RWC 20
RWC 21
0 NM
Kilohana
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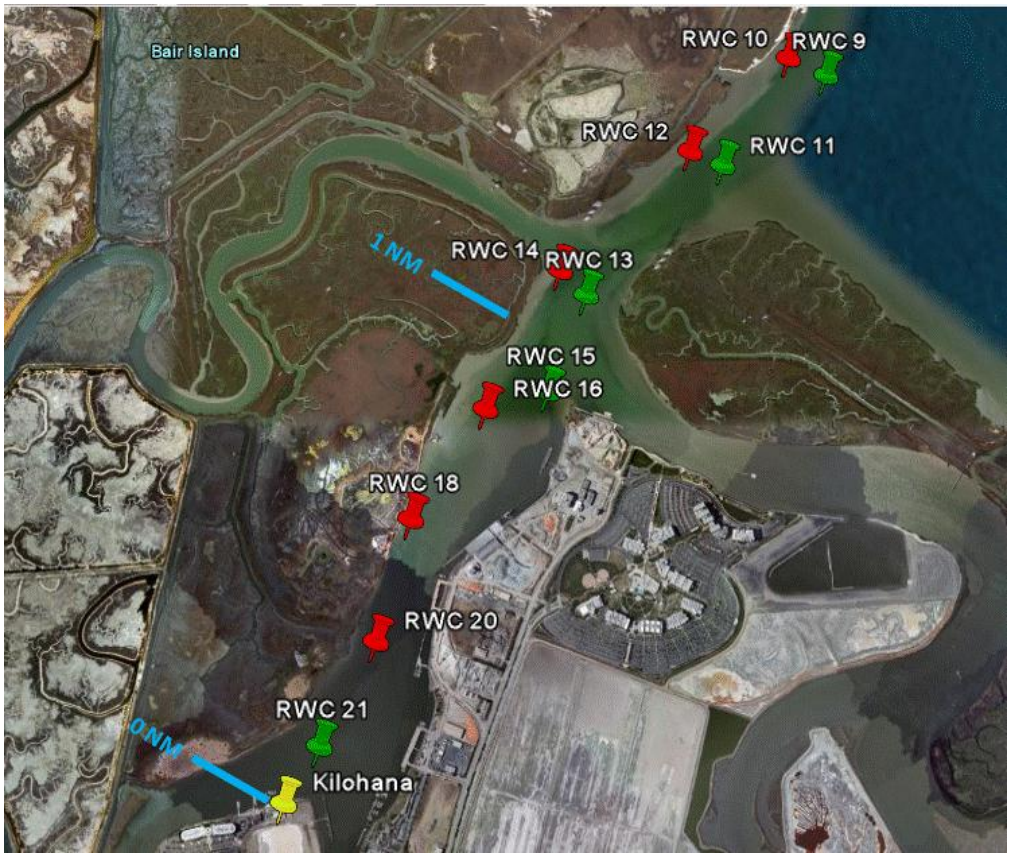
Bair Island
RWC 10
RWC 9
RWC 12
RWC 11
1 NM
RWC 14
RWC 13
RWC 15
RWC 16
RWC 18
RWC 20
RWC 21
0 NM
Kilohana

Kilohana practice location in Fremont, California (Quarry Lakes)

Appendix B. Lessons Learned from Outrigger Canoe Accidents

This chapter contains news articles about canoe accidents from around the world. These examples underscore the importance of safety while outrigger canoeing.

Twelve Rescued From Swamped Canoes

March 31, 2009, U.S. Coast Guard

ALAMEDA, Calif. – Twelve people were rescued from the water near Oakland Airport late after their canoes had been swamped by heavy swells.

The Coast Guard received a report of two overdue 45-foot canoes with six people on each boat during a canoe trip from the San Leandro Marina to the Oakland Airport. The Coast Guard received confirmation of twelve people in distress.

The Coast Guard launched a rescue boat from Station San Francisco and launched an MH-65 rescue helicopter from Air Station San Francisco and also issued an urgent marine information broadcast. The person reporting also responded with his 17-foot skiff. When the Coast Guard helicopter crew arrived on scene, they found twelve people clinging to pilings. All twelve people in the water were wearing lifejackets.

The rescue swimmer from the helicopter was sent into the water to start rescue efforts. The man driving the 17-foot skiff was also on scene and he teamed with the rescue swimmer in pulling 11 people out of the water and transporting them to nearby land in the vicinity of the Oakland Airport. The helicopter rescue crew hoisted one person from the water and transported him to the airport where he was treated for hypothermia by Oakland Fire Department personnel.

The twelve canoers are from the Outrigger Canoe Club based out of the San Leandro Marina.

The Coast Guard reminds boaters to file a float plan so that any deviance can be quickly reported and responded to, as demonstrated in this case. Wearing lifejackets also significantly contributed to the successful rescue of all twelve people.

Boater Dies in Cold Water Near Heart's Desire Beach

February 15, 2009, Rob Rogers

One man was pronounced dead and another was hospitalized Saturday afternoon after their canoe capsized in the waters of Tomales Bay.

Marin County fire officials believe the two men had been in the 54-degree water for about half an hour before they were spotted at around 12:50 p.m. by a couple walking along Heart's Desire Beach in the Point Reyes National Seashore.

"National Parks brought their boat into Tomales Bay, and Inverness Fire volunteers were able to bring both victims to shore at Heart's Desire Beach," said Captain Todd Overshiner of the Marin County Fire Department. "CPR was started on the one who was unconscious. The other was severely hypothermic."

Information about the two victims, both males in their mid-40s, was unavailable at press time. One man was pronounced dead on the beach, while the other was flown by helicopter to Petaluma Valley Hospital.

While both men were wearing personal floatation devices, neither was wearing clothing designed for cold water, Overshiner said. Without that equipment, hypothermia would have set it "relatively quickly" in the 54-degree water, Overshiner said.

Saturday's death was the first at the National Seashore since a child drowned while swimming outside Whitehouse Pool last summer, Overshiner said.

Claimed by the Sea

February 8, 2008

To his mates he was known as "Boet." It's South African meaning brother. James Moore was part of Team Goodyear, one of Rotorua's most successful waka ama teams. His team-mate Lance Roozendaal talks to Greg Taipari about the loss of a good friend and why Boet and three of his team-mates went out paddling in a storm that was described as the worst in 10 years.

Boet, a freelance raft guide, photographer and outrigger canoeist, drowned while paddling an outrigger canoe in stormy seas near Mt Maunganui last weekend.

He was one of four people who set off on their outrigger canoes from Maketu to paddle to Pilot Bay in Tauranga Harbour.

Shortly after setting off, one of the group cracked the hull of his canoe on the Maketu Bar and headed back to shore while the remaining trio continued.

About 500m off Moturiki (Leisure Island), off Mt Maunganui's Main Beach, Boet's canoe capsized and his friends lost sight of him.

Searchers found the 33-year-old's body after it was washed up on Matakana Island.

It's five days since the tragic incident and Boet's best friend Lance sits on the six-man outrigger canoe stored on the shore of Lake Rotoiti. It's a place the team knows well. They have spent many hours training for numerous competitions here.

Lance begins to fidget with his hands. It's the first time he has been here since burying his mate on Wednesday. He looks out on the calm water and begins to talk about how Boet got his name.

"Rather than just being called bro, he wanted something more exotic."

"So he picked [the name] up from some South African clients he had taken rafting."

Lance says the name was fitting for him.

"He considered all his good friends brothers. Anyone he met he called them brother or bro."

Team Goodyear was formed in 1997, when Lance and another paddler, Steve Hill, wanted to start up a team. The first person they approached was Boet.

"He was an awesome paddler. He had exceptional raft guiding skills, he was good in paddling and kayaking."

The rest of the team was made up of men from the rafting community. They called themselves Mean DNA.

"That was the name we would call each other with our rafting friends around. 'We've got the mean DNA'."

The team went on to make a name for themselves both nationally and internationally.

They have won several national titles as well as silver and bronze at the World Outrigging champs. It wasn't only outrigging where the team have excelled. They also represented New Zealand in white water rafting.

Although the team had travelled all over the world, this year would be the first time they would compete as a team – at the Molokai Outrigger Canoe Race in Hawaii.

It's the unofficial world cup of waka ama (outrigger canoe).

The Molokai is a 65km open ocean race that launches from Hale O Lono Harbour on Molokai and ends at Duke Kahanamoku Beach in Waikiki, Oahu.

The team had been training for the Molokai when the MetService issued a warning about a weather bomb hitting the Bay of Plenty on July 26. It was the news Lance and Team Goodyear had been waiting for.

At the Molokai competitors cross the Ka'iwi Channel, which has been touted as one of the most treacherous spans of water in the world.

Lance says the storm would give them the opportunity to simulate some of the conditions he had experienced competing at the Molokai himself.

"We were looking for particular conditions. This was the opportunity we needed to go out and practice in."

The 34-year-old freelance raft guide, photographer and outrigger canoeist says the team had considered the risks.

"We had done it before many times, that same section of water with similar conditions. You can liken it to a surfer," Lance says.

"He doesn't go out and surf with no waves or you don't fly a kite with no wind."

Suddenly Lance stops fidgeting with his hands and looks me in the eye. "Going out there in those exact same waves. It's what we do."

Lance says the team took all the necessary precautions.

"They all had life jackets at the time, flares, spare paddles, leashes on their canoes to their bodies, cellphones around their necks and people on land following in shuttle cars."

He says their job was about taking calculated risks and they were never reckless.

"That's paddling. We love to paddle. That's why we chose to be white water guides and do kayaking. It's about pushing the limits."

Lance says losing Boet has been hard for everyone. "I've lost a friend who I travelled to all four corners of the world with. We are going to take his paddle [to Molokai], we are going to paddle across that channel, and we are going to do him proud."

Canoeist Says Thoughts of Family Helped Him Survive

San Diego Union-Tribune
October 2, 2008, Debbi Baker

A man whose outrigger canoe broke apart Tuesday off Oceanside said thoughts of his four children helped him survive as he swam for almost three hours in the sea. When he did not return by nightfall, a search was launched.

Talauega was found about 9 p.m. a quarter-mile south of the entrance to Oceanside Harbor, said Coast Guardsman Rich Dann. A lobster fisherman spotted Talauega in the water and pulled him to safety.

Talauega said he was about five miles out and was starting to head back when he heard popping sounds coming from his canoe. When it split in two, he jumped into the water. "Should I swim? Stay with the boat? Will I drown?" were the thoughts running through his mind, he said. Talauega said he knows how to swim. "But am I Michael Phelps? No." He tried to swim steadily in the choppy seas and was tossed around quite a bit and swallowed some seawater, but he tried to stay calm and keep his mind

occupied, he said. He thought about his four children, ages 12 to 22. "They think their dad is Superman, so I had to act like it," he said.

Talauega was not wearing a life vest or carrying any safety equipment. He said that's a mistake he will not make again. Coast Guard officials said it was fortunate that the water, estimated at about 65 degrees, was warm and that conditions were clear. Talauega said he has had some challenges before, but nothing compared with this.

Editor's opinion: Note the underlined statement above! Paddling alone on the distant ocean, maybe…. but without a life jacket (required by Coast Guard regulations) or emergency equipment? Duh! Exceedingly stupid. No other commentary needed on this article.

Missing Canoeist Presumed Dead

January 5, 1999, Kevin F. Sherry Daily News (Los Angeles, CA) Staff Writer

The U.S. Coast Guard called off its search Monday for a missing canoeist whose girlfriend asked him not to go out Sunday morning because of bad weather off Channel Islands Harbor.

Scott Sullenger, 36, of Oxnard was presumed dead after search crews failed to find any sign of him. Sullenger had tried to swim for shore after the 40-foot, Hawaiian-style outrigger crewed by him and five friends capsized in cold, choppy seas.

"His girlfriend told him yesterday morning, Don't go out, it's too windy, too choppy," said Lori Partridge, Sullenger's younger sister.

The Coast Guard searched for Sullenger until 2:30 a.m. Monday, then resumed at dawn. Search crews were joined by the Harbor Patrol, state lifeguards and volunteers.

The search was suspended again about noon, based on the cold temperature of the air and water, and the ability of an average person to survive in those conditions, said Petty Officer Jim Roche of the Coast Guard.

The outrigger's six crew members were wearing shorts and T-shirts when offshore winds gusting to 40 mph and 6-foot swells capsized the craft mid Sunday morning.

The team captain, Ben Taitai, 50, and crewmen Justin Heard and Michael Davis were rescued by a fishing boat after spending about four hours in the water. Crewman Tino Rico, 38, took off swimming with Sullenger and was rescued by a Harbor Patrol vessel. A fifth crew member, John Deblin, 50, of Oxnard, drowned, but his body was kept afloat by those crewmen who stayed with the canoe.

Rico and Heard, 28, were hospitalized with severe hypothermia, but their condition was upgraded Monday to good condition at St. John's Regional Medical Center in Oxnard. Taitai and Davis, 30, were treated Sunday for hypothermia and released.

Sullenger, a 1982 graduate of Oxnard High School, was the second-youngest child in a family of five boys and three girls. He loved the sea, even heading to the beach before church services, Partridge said.

“He was in the water once a day,” she said. “It was just him. He just loved the ocean.”

According to the Ventura County Sheriff’s Department, the six men left Silver Strand Beach and paddled to an oil platform about three miles from the harbor before rough seas forced them to turn back. After the canoe had taken on water and sunk, Sullenger and Rico left the other four and headed for shore, despite the protestations of Taitai.

“He screamed for Scott not to leave,” Partridge said. “Ben said he watched Scott until he couldn't see him.”

Rudy Sullenger, Scott Sullenger’s father, said relatives have been questioning how the canoe crew could have gone out without the bright orange life vests that could have kept them afloat while possibly attracting attention more quickly.

“He was so precise in everything, and I’m having a hard time believing that they went out without any flotation equipment at all,” Rudy Sullenger said.

Unlike most sailing vessels, racing canoes like the outrigger are not required to carry life jackets on board, said Andy Jones, a petty officer with the Coast Guard.

Family members will always wish searchers could have made one more pass or spent another 10 minutes on the water, but they were grateful for the effort made, Rudy Sullenger said.

“We don’t like the end result, but the Coast Guard did a good job for us,” he said. “They searched every inch of the area.”

Sunday night 70 volunteers from Rudy and Scott Sullenger’s churches combed the beaches from Oxnard to the Ventura County fairgrounds to find any trace of their missing friend.

“We were out there for hours,” said Barbara Rush, youth and children’s ministry director at Channel Islands Vineyard, Scott Sullenger’s church. “You realize how huge that ocean is and how helpless you are.”

Appendix C. References

Additional resources for outrigger safety and equipment information:

- Safety Ideas by Jude Turczynski
  http://www.huki.com/store/index.php?main_page=safety
- Outrigger Canoe Safety – What Every Paddler Needs to Know
  http://www.ocpaddler.com/node/289
- Introduction to Hawaiian Outrigger Canoeing (contains info on huli)
  http://www.huilokahi.org/subpages/IntroHawaiianOutrigger.pdf
- Outrigger/Dragon Boat Tow Harness (contains info on equipment)
  http://www.northwater.com/html/products/outrigger/dragonboat-tow-harness.html

Safety Plan Acknowledgement

AGREED and ACCEPTED

By signing and dating below, I _____ have read and understand the Kilohana Outrigger Canoe Club Plan. I further agree to abide by the safety policies and procedures outlined in this document each time I paddle in a Kilohana Outrigger Canoe.

Print Name: _____

Signature: _____

Date: _____

After signing above, please detach this page and submit it to the Kilohana Sergeant of Arms.