

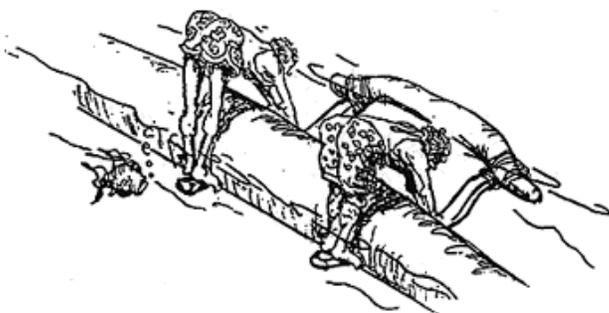
# HPOCC's Top 5 Tips to Huli Recovery!

These steps are a guide to the basics of recovering quickly from a huli:

**0) THINK BEFOREHAND:** Before leaving shore in rough water where the risk of a huli is significant, make sure: (1) There are enough PFDs for everyone (*make sure that they are good, not missing straps or whatever*). (2) Bailers may be tied to the canoe wae with long pieces of rope so that they are not lost in a huli, but are still usable while tied. (3) The rigging of the ama (distance out and shims) should be appropriate for the crew and conditions. A heavier crew, or water in the canoe, will cause the canoe to lean more to the right and be more huli-prone. Keep the water level in the canoe down (*water up to ankle height weighs 60 to 80 pounds*).

**1) HEAD COUNT!!!** First and most important make sure all six paddlers are accounted for... **everyone should call out his/her seat number.** Steersperson (*who is captain of the crew in a huli situation as well as all other times*) must make sure all paddlers have surfaced. If someone is missing, s/he may be under the upside-down canoe – a dangerous place to be. *And hang onto your paddle – it will help you float, and you do not want it to float away.*

**2) GET INTO POSITION.** Steersperson will designate one paddler to collect the paddles. Give your paddle to this paddler (*if the water is not too dangerous, the paddle collector may be able to swim to collect them, but this should not be done in rough water where swimming after loose paddles is too dangerous – hence the reason to hold onto your paddle*). Two (or three) paddlers – usually your strongest or power seats – go to the non-ama side of the canoe and position yourself in line with the iako in preparation for flipping the hull over. One or two paddlers go to the bow and stern to steady the canoe, and two paddlers go outside of the ama. If possible, try to position the canoe so that (in the upside-down position), the ama is facing the swells.



**3) FLIP THE CANOE OVER.** While the canoe is steadied, the paddlers on the non-ama side should reach OVER the hull and grasp either the gunwale on the opposite side or the `iako -- with your torso laying across the hull and feet on the `iako stubs -- and as they pull the canoe towards them, the paddlers on the outside of the ama should simultaneously push the ama up (into the air) to help swing it over (this can vary, you may have three paddlers on the non-ama side and one pushing up the ama, etc., this can be based on the make-up of the crew). *Make sure that no one will be hit by the ama coming down!*

**4) BAIL OUT THE WATER.** Before bailing, if the heavier paddlers get on the ama and push it down, that may spill out some of the water to reduce the amount that needs to be bailed out. Depending on how much water is in the hull, one or two lighter paddlers should get into the canoe (*on the ama side*) around seats 3 and 4 and begin bailing *as fast as possible*. At least two paddlers should hold down the ama, while the paddle collector puts the paddles in the canoe (one per seat). As the water level drops in the canoe, paddlers can enter the canoe (*on the ama side*) and take over the bailing, until all paddlers are safely in the canoe. **When bailing, lean toward the ama and throw the water over the ama side to avoid another huli.**

**5) START PADDLING.** Remember you want do these steps as quickly and safely as possible... and once all paddlers are in the canoe, the paddlers not bailing (seats 1, 2, 5, 6, since 3, 4 will be bailing) can begin paddling and get back to racing and having fun! Although the bailing paddlers bailing may want to get back to paddling as quickly as possible, they should be sure to bail the canoe as dry as they can – even what looks like a little water can weigh a lot and make the canoe more huli-prone. (*A good crew can be moving again in 3 minutes, although it may take longer to bail out all of the water.*)

