

# HO`OKAHI PU`UWAI

## outrigger canoe club



*kahi ka mana`o, kahi ke aloha*

## New Paddler Packet

Ho'okahi Pu'uwai Outrigger Canoe Club



# Ho'okahi Pu'uawai Outrigger Canoe Club New Paddler Packet

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# Ho'okahi Pu'uawai Outrigger Canoe Club New Paddler Packet

## WELCOME

### GENERAL STRUCTURE

Founded in the State of California in 1998 as a 501(c) non-profit corporation governed by the Bylaws of the Corporation.

### MISSION STATEMENT

Ho'okahi Pu'uawai Outrigger Canoe Club (HPOCC) exists to encourage, maintain and perpetuate outrigger canoe racing for the Bay Area community. We teach, train, instruct and educate keiki (children) and adults in the ancient art, craft and history of Hawaiian canoeing. We foster the development and maintenance of strong, healthy minds and bodies for all participants through paddling and encourage the greater community to join us in these endeavors.

HPOCC was founded to promote outrigger canoeing and related Hawaiian and Pacific Island paddling sports. Based in Foster City and Half Moon Bay, CA, HPOCC supports itself through modest membership dues, tax deductible contributions from individuals and fundraising activities in the community.

### HISTORY

Ho'okahi Pu'uawai means one heart, one goal in the Hawaiian language and is a sentiment we perpetuate throughout our ohana. We are one of the largest outrigger clubs in the Northern California Outrigger Canoe Association (NCOA), currently with over 100 members ranging from ages 6 to 70+ who compete on a consistent basis. We hold our practices in two locations – Coyote Point Yacht Harbor for open water training and the Foster City Lagoon for flat water training.

HPOCC believes the local community benefits in a variety of ways from our activities. Hawaiian tradition states that our future is in the hands of our keikis, and we strongly uphold this belief. Our club created its identity around this belief and developed a program which reflects these values. We provide the local community with an alternative activity for keikis to learn about teamwork, discipline, leadership, and to appreciate different cultures under the mentoring and guidance of an experienced keiki coaching staff. Children are provided a safe and fun outlet to form positive friendships, stay active, and develop physical strength and mental toughness as they learn to work together to propel a 45-foot, 400lb outrigger canoe.

Ho'okahi Pu'uawai also strives to increase awareness of the Pacific Island cultural heritage surrounding the outrigger canoe as well as enhance interaction between all groups of people and walks of life who are drawn to outrigger canoe racing.

### PURPOSE

Welcome to HPOCC! Contained in this packet are a few helpful topics to help introduce you to the sport and get you ready for your first few times on the water.

Do **NOT** bring anything with you in the canoe that you are not prepared to lose or damage. This includes phones, cameras, watches, keys, prescription glasses, favorite hat, etc.

Paddling is a privilege that factors in attendance in practice, participation, attitude, availability of canoes, and performance. You are not guaranteed a spot on a racing crew. While we do our best to make sure everyone who wants to race has the opportunity, it is not guaranteed and will depend heavily on the paddler themselves.

Please review the contents and come prepared to learn and have fun.

Imua HP!



# Ho'okahi Pu'uawai Outrigger Canoe Club New Paddler Packet

## ELIGIBILITY

### DOCUMENT REQUIREMENTS

All paddlers must review and sign the following documents before being allowed to practice or race:

1. HPOCC Code of Conduct
2. HPOCC Liability Waiver

### MINIMUM AGE REQUIREMENT

The general HPOCC rule is that paddlers must be at least 6. The paddler's parent or guardian must:

- Sign one of the club's regular waiver forms
- Assist in getting the paddler 'geared up' with a properly fitted PFD, and a paddle
- Support the Keiki coaches with stowing gear when practice has ended
- Assist in maintaining order and respect towards coaches, equipment, culture, and learning in the sport

### INDIVIDUAL FEES

**Statement of Practice:** Members have multiple opportunities to participate in race and social events. In doing so, they are responsible for any fees that may accompany that event. Members also have multiple opportunities to purchase clothing and gear. This is also at their own expense.

### POLICY

All members are responsible for full payment of membership dues, and their own fees associated with competition to include race fees, travel, lodging, meals and miscellaneous personal expenses including race jerseys. Members who have not paid membership dues and race fees may not participate in Club competition.

### MEMBER DUES

**Statement of Practice:** The dues schedule is adopted by the Board annually for each calendar year in their Fall Board Meeting. The dues schedule identifies the per-person rate and payment options.

### POLICY:

Members are required to make full payment of dues as outlined by the dues structure. Injury, financial hardship and discontinuation of membership are reasons a member may ask the Board to discontinue dues for the calendar year.

Coaches are exempt from annual dues payments.

### RACE FEES

**Statement of Practice:** Members are responsible for their personal race fee expenses.

### POLICY:

Members can only participate in race events if they have properly registered to the Club, this includes payment of personal dues, and signed the race association waivers. Members cannot participate in race events if they have not made payment of their personal race fees. Typically, coaches, and age/division steersmen are exempt from race fee payment.

### PROCEDURE:

Race fees are calculated by the Club Treasurer. See Finance Policy for additional information for Race Fee calculations. Each team is responsible for reimbursing the club for any pre-paid Team Race Fees, which shall be collected from team participants. Uncollected participant fees are the responsibility of the individual team. Teams may aid with these fees as funds are available to the participants.



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## TRAVEL EXPENSES

**Statement of Practice:** Members are responsible for their personal expenses for participation, travel, housing and meal expenses for all races and events.

## POLICY:

Members cannot participate in race events if they have not paid in advance their share of the cost of any group transportation (bus), lodging organized by the Club or the team.

## BEHAVIOR

There are some basic rules that ALL members should follow and respect:

1. Respect the canoe as a family member.
2. Keep the canoe and the area around the canoe clean.
3. Never step over the canoe hull or ama.
  - a. Exceptions are sometimes made for dry-land training or demonstration purposes.
  - b. If you must step over the canoe hull or ama, apologize to the canoe.
4. On land, the bow of the canoe always points toward the water nearby.
5. Avoid stepping on the seats when getting in and out, this can stress and damage the boat.
6. Avoid standing in the canoe.
7. Avoid lifting the canoe using the splash guard or seats.
8. Leave egos and personal issues in the car. Relax and have fun.
9. Swearing or arguing is not accepted in the outrigger canoe, or any club or race sites.
10. EVERYONE helps with cleaning, maintaining, rigging and de-rigging, and general care of the canoes.
11. Give your kokua (help) anywhere you see it might be needed.
12. When at a race and ANY CLUB is in need of lifting, rigging or help of any kind, pitch in.
13. Avoid leaning right to prevent a huli.
14. Paddlers should learn the duties of the seat in which they sit.
15. Communication is vital. If you are running late, can't make practice/race, etc., let the coaches know.
16. Take the time to learn proper Hawaiian names and pronunciation of the common terminology.
17. A chant is often said before races. The two most common chants are as follows:

Chant 1:

WHO:	CHANT:	PRONUNCIATION:	MEANING:
CALLER:	I ho'okahi	ee hoh-oh-kah-hee	Together as one
ALL:	kahi ka mana'o	kah-hee kah mah-nah-oh	One in Spirit
CALLER:	I ho'okahi	ee hoh-oh-kah-hee	Together as one
ALL:	kahi ke aloha	kah-hee kay ah-loh-hah	One in love
CALLER:	I ho'okahi	ee hoh-oh-kah-hee	Together as one
ALL:	Ho'okahi Pu'uawai	hoh-oh-kah-hee poo-oo-vai	One in heart
ALL:	Chee hoo!	Chee who	(excitement, like woohoo)

Chant 2:

WHO:	CHANT:	PRONUNCIATION:	MEANING:
CALLER:	HP	atch-pee	
ALL:	OCC	oh-cee-cee	
CALLER:	HP	atch-pee	
ALL:	OCC	oh-cee-cee	
CALLER:	HP	atch-pee	
ALL:	OCC	oh-cee-cee	
ALL:	Ho'okahi Pu'uawai	hoh-oh-kah-hee poo-oo-vai	One in heart
ALL:	Chee hoo!	Chee who	(excitement, like woohoo)

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### PADDLE GEAR

#### CLOTHING

##### TOPS & BOTTOMS

Most paddlers opt to wear quick dry clothing. Being a water sport, the likelihood of getting wet is high, so something that will dry quickly is ideal. For the tops, this includes long sleeve, short sleeve, muscle, and tank tops:



Bottoms typically consist of leggings, board shorts, or swim trunks:



#### FOOTWEAR

Typical footwear consists of flip flops, water socks, or sandals:



Generally, you will find paddlers will remove their shoes and go barefoot in the canoe to better feel the movements through their feet, and to have a stronger contact point to use for leverage.



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### HEAD AND EYEWEAR

You will find a range of options to protect your head and eyes from the sun. Common choices include trucker hats, visors, bandanas, ball caps, and floating sunglasses:



### NICE TO HAVE

**A change of clothing and a towel** are good things to bring with you on practice days since chances of getting wet are not zero. Weather can change quickly so hoodies, jackets, windbreakers, or joggers might be something you consider in case of wind, rain, or other inclement weather:



### NOT RECOMMENDED

Tee shirts, jeans, and other cotton clothing is not generally recommended as they retain water and can make you colder if you get wet. You can also experience more chaffing, and have restricted movement.

Tennis shoes, dress shoes, or boots are not recommended.

## PADDLES

### CLUB PADDLES

The club has several club paddles available for use. Paddles are expensive, so please handle them with care and do not worry about purchasing your own paddle just yet.

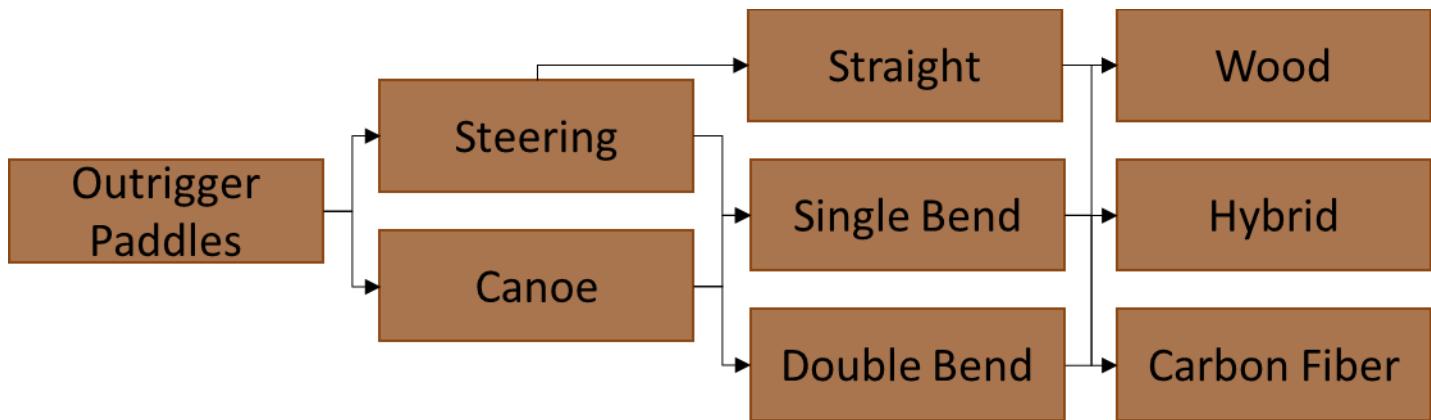
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### PADDLE ANATOMY



### TYPES OF PADDLES

There are many kinds of paddles, but they roughly breakdown into two categories: steering blade and canoe:



### STEERING BLADES

Used by the steersman to control the canoe. As a new paddler, you will not be using these paddles yet. The steering blade typically has a longer straight blade and grip tape on the back:



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### CANOE PADDLES

Generally, have shorter, wider blades and are smooth on the back:



### PADDLE SHAPE

The shape of your paddle will affect your stroke, the amount of power you can impart, and fatigue levels. Different shapes may work better for you for different seat positions, or type of craft e.g. OC1 v OC6. Most paddlers will use a single or double bend paddle; straight paddles are usually steering blades:

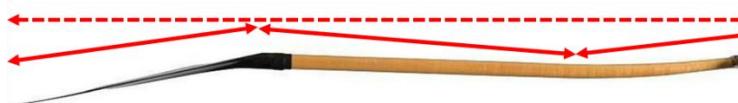
#### STRAIGHT



#### SINGLE BEND



#### DOUBLE BEND CURVED



### PADDLE MATERIAL

Paddles come in a few different compositions including wood, hybrid, and carbon fiber. Depending on some of the larger race rules, some paddles are not allowed, so be careful when purchasing a paddle.

Wood paddles are more traditional, heavier, but generally have a lot of flexibility in the paddle itself which reduces impact fatigue. Hybrid paddles are slightly lighter than the wooden paddle, have a carbon fiber blade, but maintain the flexibility of the wooden shaft, and is therefore the most common type of paddle seen. Carbon fiber paddles are extremely lightweight,

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have a stiff shaft so they are responsive when performing powerful strokes, but a stiffer shaft means the paddler will feel the impact of each stroke more which could result in injury.



### SIZING A PADDLE

A general rule of thumb used is when sitting with the blade at your hip, the grip of the paddle should reach your palm, roughly to the knuckles for an OC6:



Your Height (ft.in)	Paddle Length (in)
5.0 – 5.2	46 – 47
5.3 – 5.5	47 – 49
5.6 – 5.8	49 – 51
5.9 – 5.11	51 – 52
6.0 – 6.2	52 – 53
6.3 – 6.5	54 – 56

More detailed methods of determining the paddle length include measuring the waterline of which craft you would be in; however, this method will land you typically within 95% of the correct length.

It is better to go with a slightly shorter paddle than one that is too long. An overly long paddle can and overtime will cause rotator cuff/shoulder damage because you are applying power to the stroke with your upper arm raised well above the level of your shoulder.

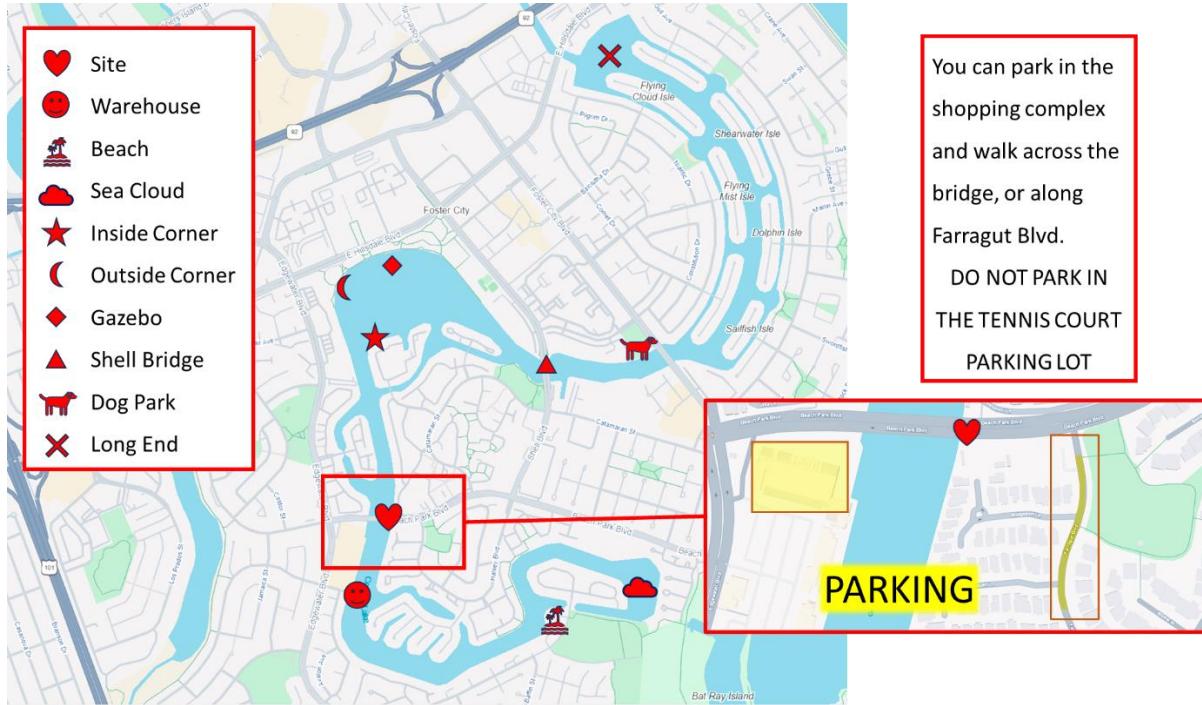
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### LOCATIONS & PARKING

#### LOCATIONS

HPOCC has three site locations: Foster City (Lagoon), Coyote Point, and Half Moon Bay (HPOCC West).

#### FOSTER CITY LAGOON (Farragut Park)



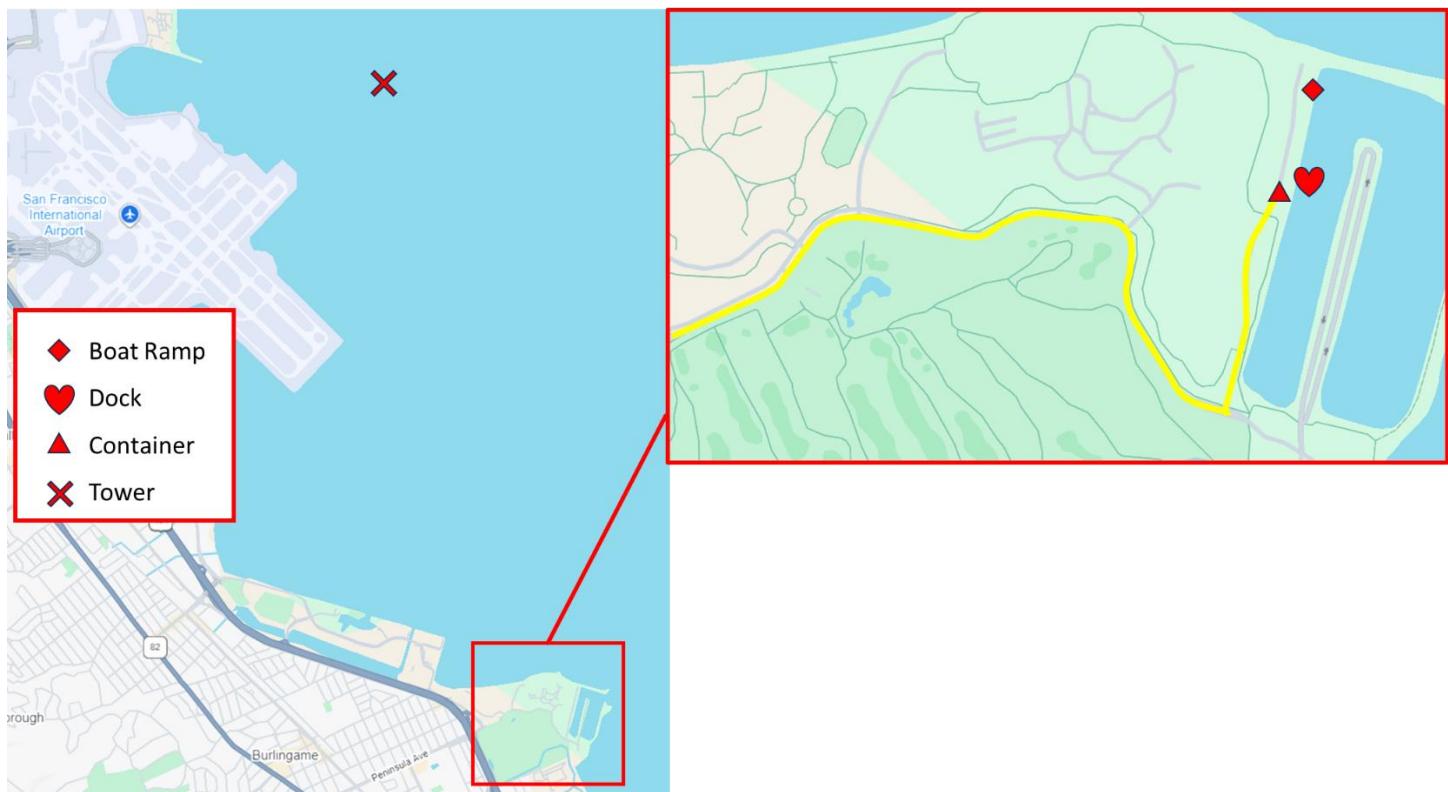
Follow the sidewalk around under the bridge to the cage. Avoid loitering on the sidewalk under the bridge as it is for Foster City residents:





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### COYOTE POINT



Do not park in the small parking lot by the container, this is for park employees. Larger parking lots are available:





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### HALF MOON BAY



Our Half Moon Bay site is primarily used by the more experienced paddlers on their personal OC1. Going into the Bay or Ocean can be dangerous and it is not recommended for new paddlers to attempt this on their own. There are many safety precautions seasoned paddlers are skilled in or take when paddling in these locations.

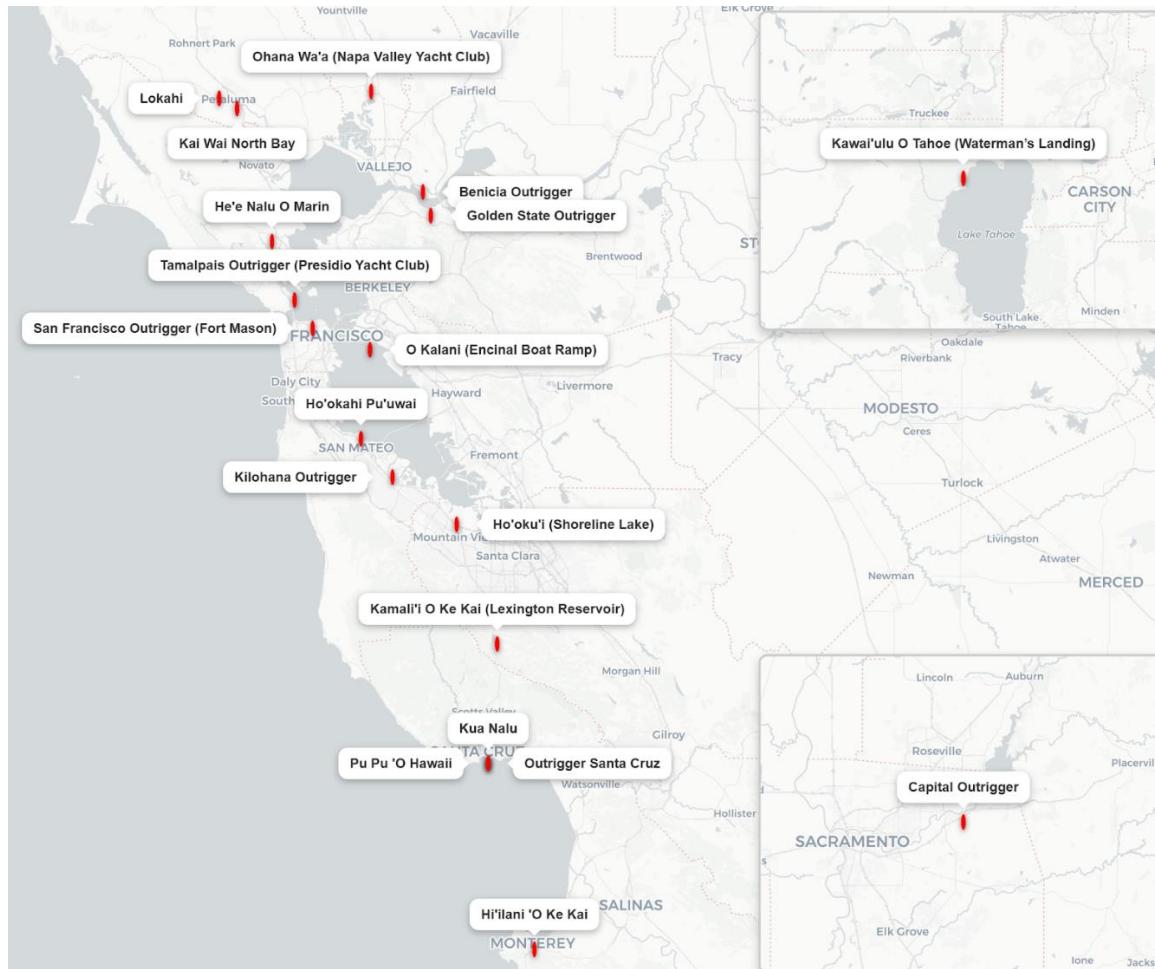


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### NCOCA TEAMS

HPOCC is part of the Northern California Outrigger Canoe Association (NCOCA). There are currently 19 clubs as part of the organization, listed as follows:

1	Benicia Outrigger	810 W. 9th St. Benicia 94510
2	Capital Outrigger	Sacramento Aquatic Center
3	Golden State Outrigger	Martinez Marina
4	He'e Nalu O Marin	San Rafael & Petaluma
5	Hi'ilani 'O Ke Kai	693 Del Monte Ave. Monterey 93940
6	Ho'okahi Pu'uawai	Farragut Park, Coyote Point Marina
7	Ho'oku'i	3160 N. Shoreline Blvd Mountain View 94042
8	Kamali'i O Ke Kai	Lexington Reservoir
9	Kai Wai North Bay	Petaluma Marina
10	Kawai'ulu O Tahoe	North Shore- Waterman's Landing, Truckee- Donner Lake, South Shore
11	Kilohana Outrigger	500 Discovery Driveway, Redwood City 95063
12	Kua Nalu	Santa Cruz Harbor
13	Lokahi	781 Baywood Drive, Petaluma 94954
14	O Kalani	Encinal Boat Ramp, Alameda
15	Ohana Wa'a	Napa Valley Yacht Club
16	Outrigger Santa Cruz	Santa Cruz Harbor
17	Pu Pu 'O Hawaii	Santa Cruz Harbor, Vasona Lake, Los Gatos
18	San Francisco Outrigger	San Francisco Outrigger Canoe Center
19	Tamalpais Outrigger	Presidio Yacht Club, San Francisco





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## RACES

For simplicity, we'll say there are two kinds of racing: local and big races. Local races consist of 5-10-mile-long distance races and 250–1500-meter regattas. Big races are longer, usually over 25 miles, and can be more demanding of your skillset.

For all local races you are required to arrive at 6 am to help secure and set up the club site, unload and rig canoes, pay races fees, and attend opening ceremonies and meetings. You must also stay until the club's race day has concluded to ensure all canoes have been derigged, rinsed, and trailered. Be on the lookout for emails containing race packet details. Participation in races means you are using the equipment and are therefore also responsible for the proper care of the equipment.

### LOCAL RACES

#### LONG DISTANCE

Long distance races are generally 5 (short) -10 (long) miles. The general procedure is novice, keiki, and kupuna will race first in the short ~9am start time. Women and coed will race the long race second ~ 10 am start time. Men will race the long race third to end the day ~11:30 am start time. Most of these races are typically over by 1:30 pm to 2:00 pm. Long distance races are 'bring your own food' events. Some have food stands/restaurants/trucks nearby, but plan ahead.

Some popular races include the following:

- *Round the Rock: Alcatraz Challenge*: a race around Alcatraz Island
- *Kula 'Anela*: a race around Angel Island
- *Sanctuary Challenge Santa Cruz*: a race in the Monterey Bay Sanctuary
- *Monterey Hoe Wa'a*: a beach-finish race off the Del Monte Beach

### REGATTAS

Regattas are short sprint races. This is an all-day marshalled event, sometimes ending between 5-7 pm. Marshalled means the local crews will supply the canoes, so we are responsible for helping the host club any way we can. There is some significant work being done to change the regattas to make the day quicker and shorter, but these are long days. Due to this, the club will assign meal provisions and prep to groups e.g. novice - breakfast, men - protein, open women - sides/salads, and keiki - rice/snacks. This rotates for the 3 regattas.

Regattas are a lottery system and it will change from year to year who is hosting. Keep an eye out as it might be us!

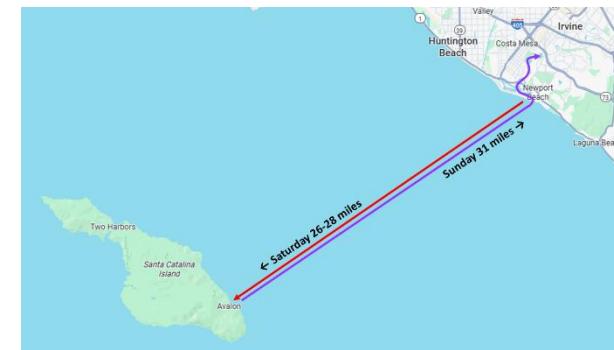
### BIG RACES

A few of the big races you may hear being talked about include the following:

#### CATALINA

Distance	26-31 miles
Registration	August 1st
Race Date	Early September
Crew Size	6-9
Crew Makeup	Gendered and Coed

A two day, intense, 31-mile race complete with water changes, chase boats, international crews, open ocean, and paddling towards a destination you cannot see.





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### MOLOKAI HOE

Distance	41 miles
Registration	Mid-August
Race Date	Early October
Crew Size	9-10
Crew Makeup	Gendered

The Moloka'i Hoe is one of the most revered outrigger canoe races in the world, taking place on an approximately 41-mile course across the treacherous Ka'wi Channel from Moloka'i to O'ahu. This event is not only pinnacle competitions for elite paddlers from Hawaii and around the globe, but they also serve as a profound cultural celebration, honoring ancient Polynesian voyaging traditions with every stroke across the "Channel of Bones."



### NA WAHINE O KE KAI

Distance	41 miles
Registration	Mid-August
Race Date	Early October
Crew Size	9-10
Crew Makeup	Gendered and Coed

The female counterpart to the Moloka'i Hoe.



### NA PALI

Distance	37 miles
Registration	July 1 <sup>st</sup> – August 1 <sup>st</sup>
Race Date	2 <sup>nd</sup> Saturday August
Crew Size	12
Crew Makeup	Coed

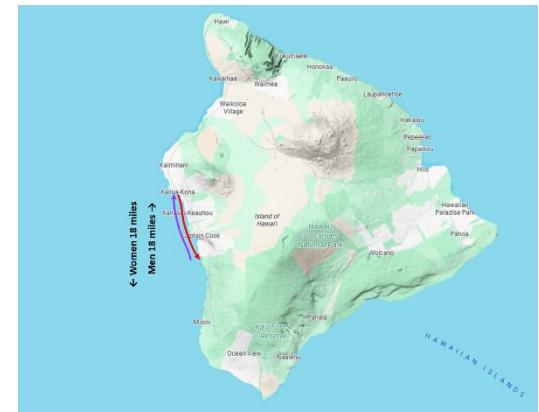
From Hanalei Bay to Kikiaola Small Boat Harbor, known for its stunning scenery and challenging conditions. The race features various age divisions and attracts top paddling athletes from around the world.



### QUEEN LILIUOKALANI

Distance	18 miles
Registration	March - preceding Monday
Race Date	Labor Day Weekend (September)
Crew Size	6-9
Crew Makeup	Gendered and Coed

A 4-day, multi-race event with OC4 races on Thursday. Saturday hosts the main event, the strenuous single-hull canoe races, which covers 18 miles between Kailua and Honaunau. Sunday features double hull, OC1, OC2 and SUP races.

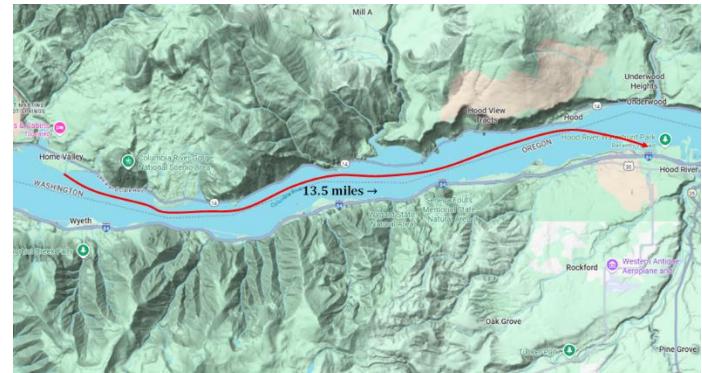


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### GORGE

Distance	13.5 miles
Registration	Early January – Til Full
Race Date	~Weekend after July 4th
Crew Size	1-6
Crew Makeup	Gendered and Coed

The Gorge Downwind Champs is a week-long festival of downwind paddling held annually in the Columbia River Gorge which is conveniently located 1 hour from Portland Oregon. The main solo event will be held either Thurs, Fri or Saturday based on best wind. This race fills up fast, often reaching capacity within days of opening.



There are many more races held in different parts of the world, we've only mentioned a few popular races that HPOCC has participated in. Every race will have its own requirements, waivers, fees, and rules. If you are interested in participating in the big races, start your research early. Hotels, race spots, canoes, ferries, shuttles, they all sell out early. Everything needs to be paid pretty early in the process and is often times non-refundable.

Big races require a huge commitment from the coaches and team. Practices will be grueling, frustrating, difficult, even boring at times. Communication is key to making it work with your crew.

### HPOCC PAST RACE PERFORMANCE

RACE	YEAR	TIME	PLACEMENT	MAKEUP
CATALINA	2000	5:04:40	47/55	MENS
CATALINA	2000	5:13:13	27/38	WOMENS
CATALINA	2007	5:12:40	45/52	COED
QUEENS	2023	2:28:34	13/41	IRON WOMENS
QUEENS	2023	2:43:38	38/41	IRON WOMENS
QUEENS	2023	2:55:14	32/39	IRON MENS
CATALINA	2024	4:54:05	13/25	COED
CATALINA	2025	4:43:25	31/37	MENS

# SAFETY

## OVERVIEW

HPOCC Safety Policy and Procedures have been found in the Steering and Paddling Manual. In the event of unforeseen conditions, or during races, communication from your steersman takes precedence over existing policies.

This section will lightly touch on safety policies for new paddlers. More policies will apply but this is purely an introduction.

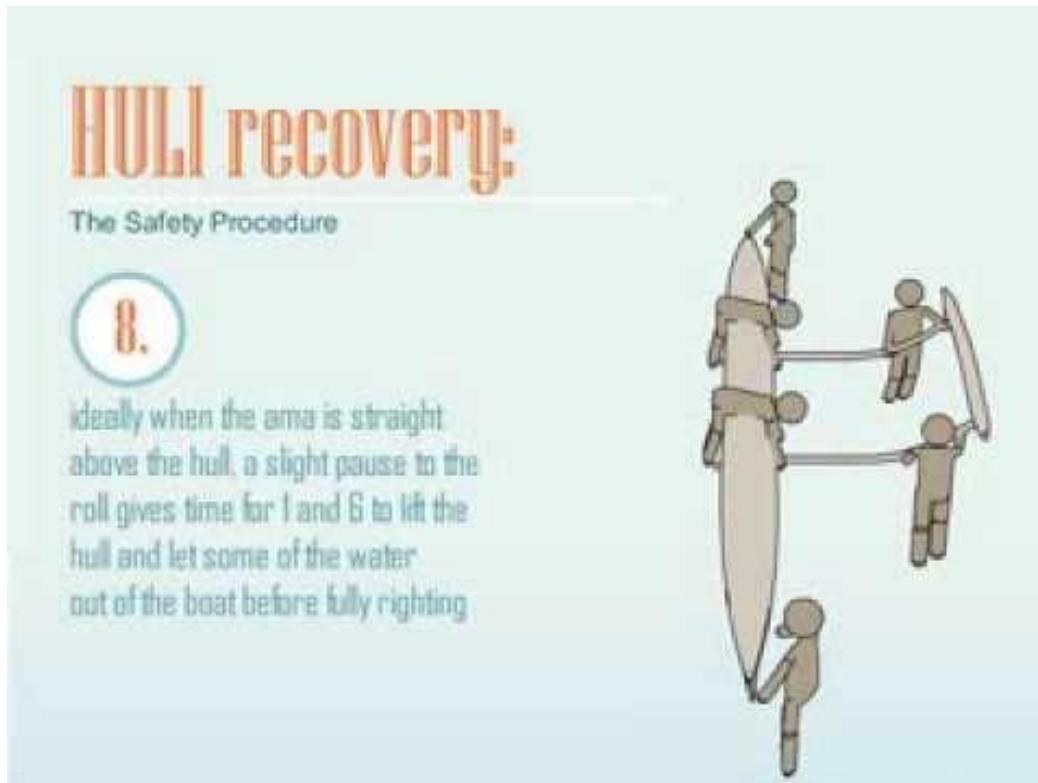
## GENERAL SAFETY POLICIES AND PROCEDURES

1. All participants must complete a Liability Waiver before being allowed to practice or race.
2. All paddlers are responsible for dressing appropriately for adverse weather and cold-water conditions. Dress for immersion to fit your potential needs. Always be prepared for a huli. Bring towels and a change of clothes.
3. Full PFDs, not inflatable belt types, should be worn when either water temperature is below 50 F or air temperature is below 50 F.
4. High-water flow rate is typically greater in the bay with the tides; paddlers should check the rate before they choose to paddle. A rate of flow at or above 3 feet per second is reason to seriously consider cancellation of activity. Small boaters should be more conservative and base their outing on their experience level.
5. HPOCC OC1/2s are not allowed to leave the lagoon, nor allowed on the water before dawn or after dark.
6. Many other factors can impact small boaters differently than when paddling larger craft. Debris in waterways, increased boat traffic, large wakes, and other factors should be carefully considered.

## GENERAL SAFETY GUIDELINES

### SAFETY VIDEOS

Several recommended Safety related videos are available on our website for members to review.



<https://fb.watch/yY0OuZPUEK/>



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All paddlers must successfully complete a huli drill to the satisfaction of the head coach. There are several sessions held throughout the season, please ensure you are scheduled for at least one as it is important to know what to do if the canoe flips over to ensure the safety of the crew and craft.

### DRUG AND ALCOHOL

Illegal drugs or intoxicating beverages will not be permitted nor tolerated during racing and/or during practices  
For information on our policy see our Drug and Alcohol Policy

### PERSONAL FLOTATION DEVICES (PFDs)

HPOCC maintains the following personal flotation device requirements for ALL members of HPOCC when paddling in club owned equipment: Review the PFD Policy.

### BAILING

During inclement weather, paddlers must take turns bailing.



### UNFORESEEN CONDITIONS

In the event of unforeseen conditions, communication from the HPOCC Board of Directors takes precedence over existing policies.

### INCIDENT REPORTS

When minor injury or any accident or boat damage occurs, the coach, steers, or SOA must be informed immediately. They will inform the President as needed. Unsafe and reckless boating violations are to be reported by the steer person or coach to the Head Coach.

In the event of a medical emergency, the steer person or the coach should be informed immediately.



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### CANOE BASICS

HPOCC has several canoes among our sites:

VESSEL	PRONUCIATION	MEANING	#
Kanaloa	Kah-nah-loh-ah	Wind, ocean, marine life, ancestral navigation knowledge god	156
Ea	eh-ah	Personal Sovereignty	122
Kikaha 'olu	Key-kah-hah oh-loo	To Glide Gracefully	119
Kamanaokahono	Kah-mah-nah-oh-kah-hoh-noh	Spirit of the Bay	118
Ke Alaka'i Pono	Kay ah-lah-kah poh-noh	The Good Leader	110
Peleleu	Peh-leh-leh-oo	long or extended	115
Kai E Hitu	Kah-ee Eh Hee-too	Seven Seas	114
Kahealani	Kah-heh-ah-lah-nee	Heavenly Mist	49
Makoa	Mah-koh-ah	Fearless	111
Imiloa	ee-mee-loh-ah	Distant Seeker	112
UilaKea	Oo-ee-lah-kay-ah	(White lightning)	135

We consider our canoes to be our '7<sup>th</sup>' member of the crew. Each deserves the same respect you would show to another paddler.

Understanding the parts of the canoe and the role of each paddler is crucial for both safety and performance. Below is a breakdown of the canoe's structure and seating positions.

### OUTRIGGER CANOE ANATOMY

#### BASIC PARTS OF THE CANOE

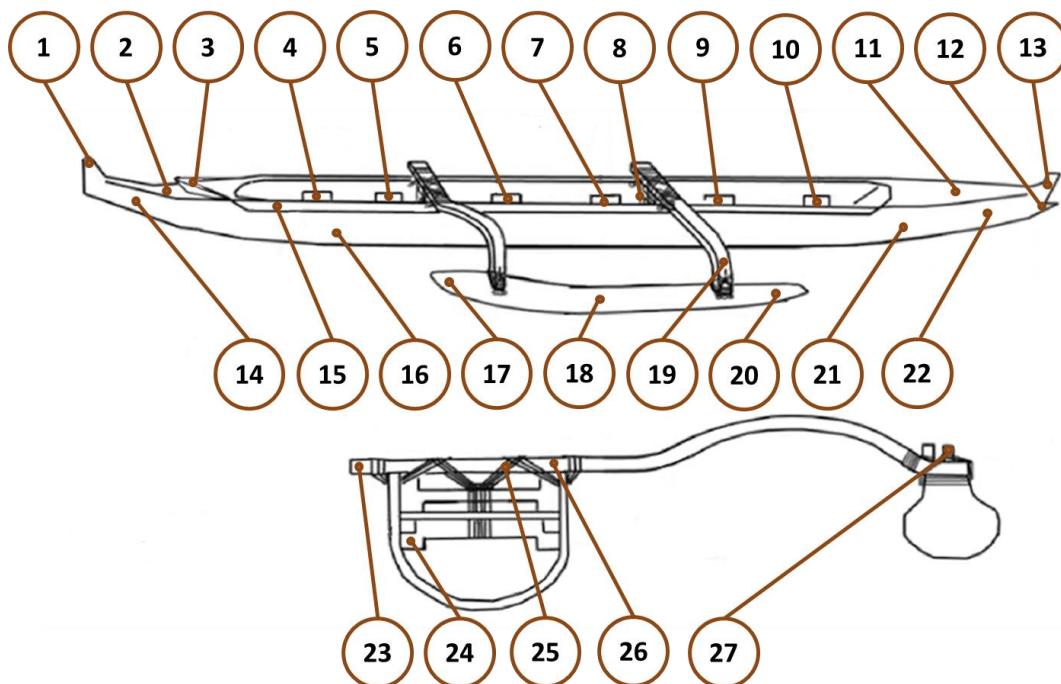
The outrigger canoe consists of a hull with two 'iako lashed to a stabilizing ama.

The most frequently mentioned parts of the canoe, or ones which commands are given for, are as follows:

1. Nose
2. Tail
3. Gunwale
4. 'Iako
5. Ama
6. Rigging

However, there are many parts of the canoe as shown in the diagram below:

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#	Name	Pronunciation	Description
1	Manu Ihu (bird nose)	maa-nuw ee-hoo	End piece at bow
2	Kupe Ihu (nose guard)	koo-peh ee-hoo	Covering for bow
3	Pale Kai (sea guard)	pah-leh ki	Splash guard
4	Noho 'Ekahi / Hana Pa'a (steady work)	noh-hoh eh-kah-hee	Seat 1, stroker
5	Noho 'Elua (sit two)	noh-hoh ey-loo-ah	Seat 2, counter stroker
6	Noho 'Ekolu / Kahea (sit three)	no-hoh ah-nah vah-'ah	Seat 3, caller
7	Noho 'Eha (sit four)	no-hoh eh-hah	Seat 4, Power, backup captain
8	Wae	wah-eh	Hull spreader
9	Noho 'Elima / Pani (sit two, assistant steer)	no-hoh eh-lee-mah	Seat 5, backup steersperson
10	Noho 'Eono / Papaki'i (sit flat)	no-hoh eh-oh-no	Seat 6, steersperson, Captain
11	Kupe Hope (stern guard)	koo-peh ho-peh	Covering for the stern
12	Moamoa (guiding spirit seat, courage)	moh-ah-moh-ah	Sharp end at stern
13	Manu Hope (bird back)	maa-nuw ho-peh	Stern endpiece
14	Ihu Wa'a (canoe nose)	ee-hoo vah-'ah	Canoe bow
15	Mo'o (narrow strip)	moh-'oh	Gunwale
16	Ka'ele (hull, hollow)	kah-'eh-leh	Hull
17	Lupe (fly a kite)	loo-peh	Front of the ama
18	Ama	ah-mah	Outrigger float
19	'Iako	'ee-ah-ko	Connect the ama to the hull
20	Kanaka	ka-nah-ka	Back of the ama
21	Pika'o	pee-ka-'oh	Hull, float tank
22	Hope Wa'a	ho-peh vah-'ah	Canoe stern
23	Muku	moo-koo	Starboard 'iako end beyond gunwale
24	Pepeiao	peh-peh-yah-oh	Cleats for canoe seats
25	'Aha (gathering, pattern, rope)	'ah-ha	Rigging rope
26	Kua 'Iako	koo-ah 'ee-ah-ko	'iako part directly above the wae
27	Manu O Ka 'Iako (Bird of the 'Iako)	mah-noo oh kah 'ee-ah-ko	Endpiece of the 'Iako

## RIGGING

Rigging is what holds your canoe together, and if you are going to paddle a canoe, you should know how it all fits. Knowing how to rig allows the paddler to take an active role in ensuring the canoe is put together properly and safely. Being aware of the mechanics behind the rigging enables the paddler to routinely check and maintain the lashings over time and create makeshift lashings in case of breakage or unbinding. Rigging sessions are part of the club's training and all paddlers should know how to rig. It is also a task made easier if at least 3 people perform it together.

Rigging comes in many forms, styles, and are as different as the number of canoes on the water. HPOCC employs two primary methods of rigging including 'Chevron' and 'Spider'. Both have their benefits/points of use, though paddlers may argue which is better for varying reasons. It is to the paddler's benefit to learn as many methods as possible to better prepare, but in this document, we will only cover 'Chevron'. Connect with other experienced riggers to learn alternate methods as you progress in your paddling prowess.

## FRONT AND BACK 'IAKO

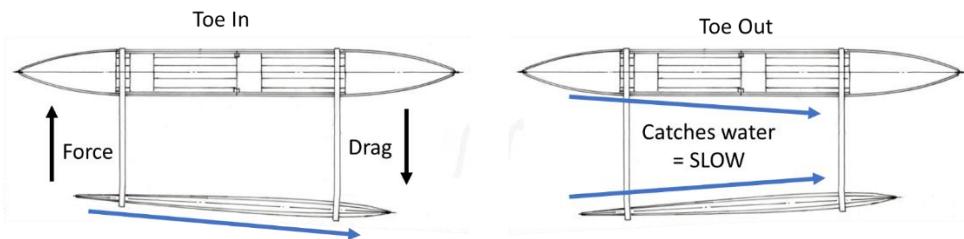
'Iakos do have a front and back. If you position the kua 'iako flat across the gunwales, one of the manu o ka 'iakos will be significantly higher than the other. This is your front 'iako. It is higher, lifting the luke out of the water for the ama to float and ride over the waves.



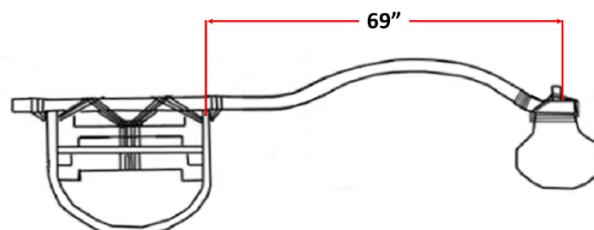
## MEASURING THE AMA RIGGING DISTANCE

The generally accepted rigging distances are between 68" and 72" measured from the gunwale to the 'iako peg. The goal for measuring the distance is to create a square frame and avoid toeing in or out.

Toe in was originally done for amas that weren't straight to counteract the drag forces felt that pulled the canoe to the left, and is not a common practice anymore as ama construction has improved. Toe out is just the result of bad measurements or rigging, and will slow the canoe down by catching more water and acting like a tow sock:



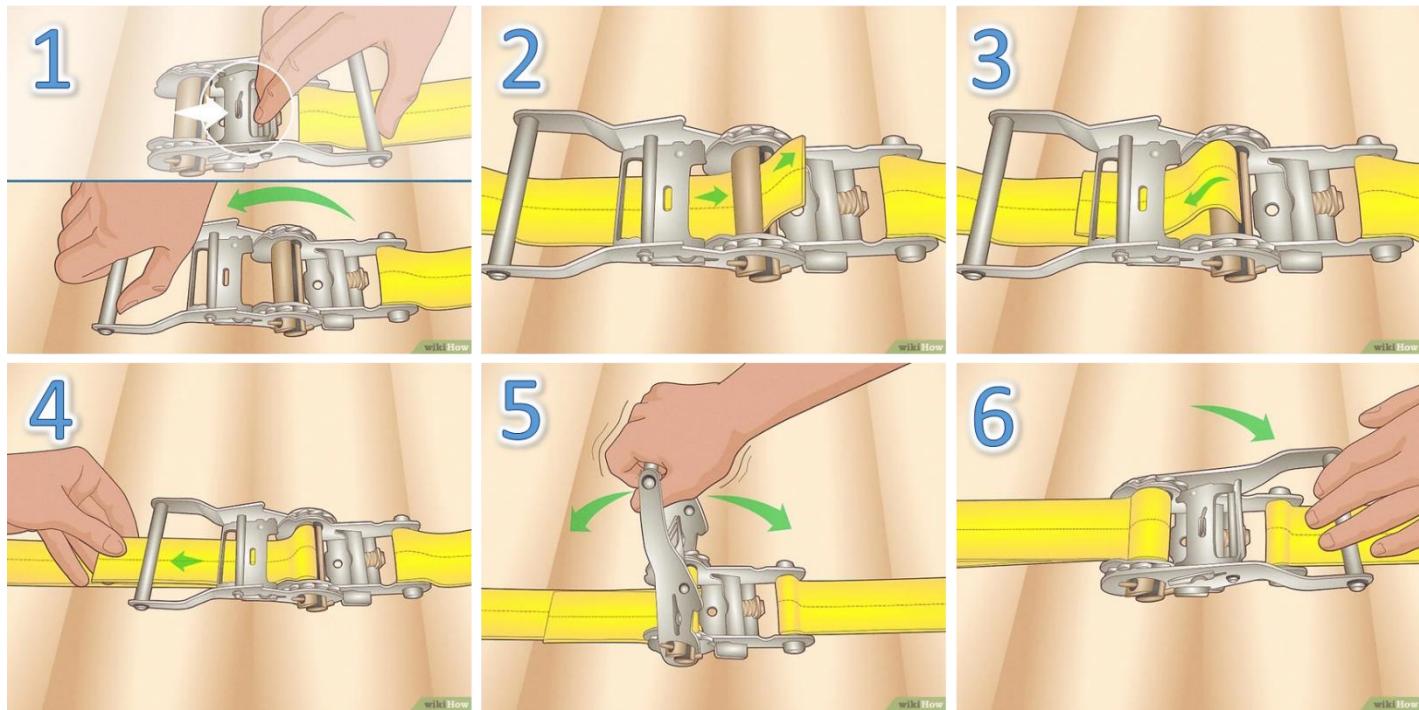
Most often, you will find HPOCC will rig to 69" measured from the center of the gunwale to the outside of the 'iako peg for both front and back 'iakos, (this may change in the future to measure from the center of the hull for better accuracy):



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### HOW TO OPERATE THE RATCHET STRAP

HPOCC uses ratchet straps to connect the kua 'iako to the wae. The ratchet straps can sometimes confuse paddlers at 6 am at the race site before they've had their first cup of coffee. Below is a quick tutorial on how to open the ratchet, thread the strap through the slot, etc.

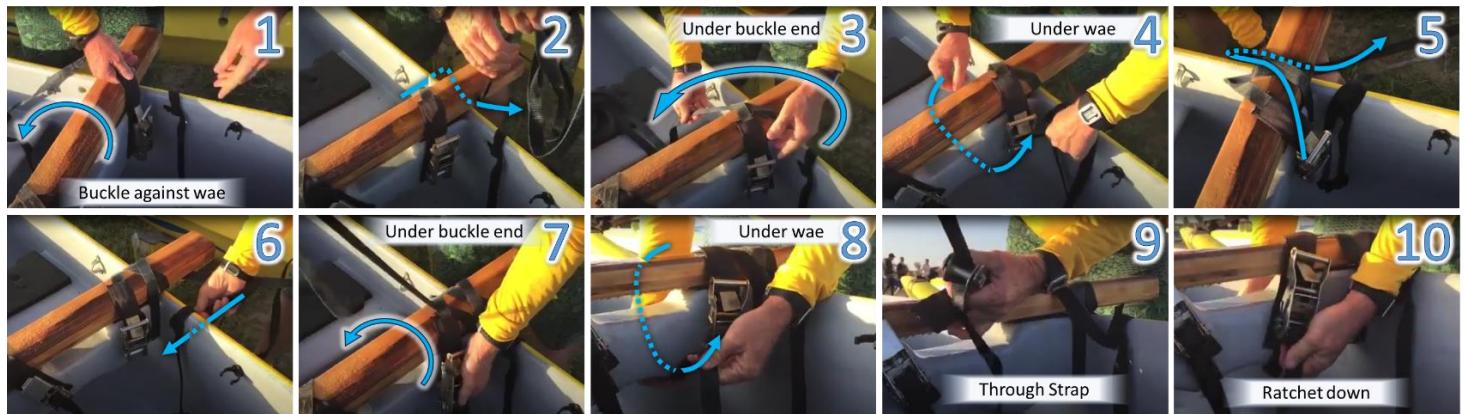


- 1 Open the ratchet all the way using the release catch. The release catch, also known as the release lever, is a smaller handle that disengages the ratcheting handle. It's located in the center of the top movable piece of the ratchet. Pull up the release catch and flip the ratchet fully open. Set the open ratchet on a table before you so that the spiked wheels (cogs) are facing upwards.
- 2 Thread the strap through the middle of the mandrel (slot). The key part of the ratchet strap system is the mandrel. The mandrel refers to the two metal strips at the bottom of the ratchet where the two metal components meet. To thread the strap, slide the fabric through the opening in the middle of the mandrel.
- 3 Flip the end of the strap and pull it over the top of the mandrel. Once you've threaded the strap through the middle of the mandrel, flip the end of the strap over. Pull this end back through the ratchet using the slot in between the top of the mandrel and the bottom of the release catch.
- 4 Continue feeding the strap through the mandrel until it feels taut; this will make it so you aren't ratcheting up the whole strap or creating a large bundle around the mandrel. Remember that you can always tighten the entire thing using the ratchet later, so don't worry if you've got some slack in your strap.
- 5 Crank the ratchet to tighten the strap until the cargo feels secure. Pull the ratchet back and forth to shorten the length of the strap through and tighten it. Once it feels taut and secure, stop ratcheting. Tug at the strap and check it for give—it should feel tight and secure.
- 6 Lock the strap securely in the folded (closed) position. The ratchet is unlocked when it is laid flat in a straight line, and locked when it is folded on top of itself. Flip the ratchet into the closed position by applying pressure until you hear a click. This means that the strap is locked into place and should hold securely. To open, repeat step 1.

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### STRAPPING TO THE WAE

The below method shows a double 'X' configuration:



- 1 Protective rubber under the 'iako on top of the wae. Buckle against the wae stern side, strap over the 'iako towards the bow
- 2 Strap goes through the bow hole in the hull, and wraps under the muku
- 3 Strap comes back to the inside of the canoe over the gunwale, over the 'iako but under the buckle (lift out of way) forming the first 'X' on top of the gunwale
- 4 Strap goes under the wae
- 5 Strap come up and goes back to the outside of the canoe over the gunwale and wrapped under the muku
- 6 Strap goes through the stern hole in the hull
- 7 Strap wraps up over the 'iako but under the buckle (lift out of the way)
- 8 Strap goes under the wae forming the second 'X' on top of the wae
- 9 Strap goes through the slot of the ratchet
- 10 Pull the straps snug and then ratchet tight protecting the wae with the pad or added rubber

Here is a video to follow along with: <https://youtu.be/U2fkSd4b-MQ?si=dHujo4qb4n1wX9IS>

### CHEVRON LASHING TO THE AMA

Start with 45'-50' of clean, **dry** cordage. Do not let your cordage drag in the sand/dirt or get wet. Dirty cordage will wear down and the particles will act like small razors cutting the cordage. Wet cordage can cut hands. Using dry cordage allows for a tighter wrap which when wet, the cordage swells making the cinching even tighter. You will always feed the rope from the outside, and pull from the inside:



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- 1 Two riggers wrap the cordage around their hips and work together to stretch fibers, leaning away from each other
- 2 Protective rubber under the 'iako on top of the ama
- 3 Ama sits flush with the 'iako peg in the center of the ama line
- 4 Tie ~1½'-2' length of the rope to the 'iako
- 5 Place one loop of rope around the peg with the tied end on top
- 6 Feed the rope through the left ama hole
- 7 Pull tight and bring the rope up over the 'iako inside the peg and over to the outside
- 8 Feed the rope through the right ama hole
- 9 Pull tight first in line with the hole, then straight up towards the peg inside
- 10 Bring your rope, stacking outside the rope on the outside, and feed through the left ama hole and pulling, stacking inside on the inside. Your ropes will cross inside the ama hole. This is crucial for the ropes to lie parallel.
- 11 Repeat until you have 4 rope lashings on all corners, you will have one with 5 lashings as you feed the last through the left ama hole
- 12 From the inside, begin wrapping the cordage around the base of the 'iako frapping the 4 rope lashings tightly
- 13 Repeat until you have 4 rope lashings around the base stacking bottom to top
- 14 Bring the cordage up on the inside and begin frapping the excess cordage around the 'iako
- 15 Repeat until the two loose cordage ends are roughly the same length
- 16 Tie off using a square knot and cover with a long piece of rubber. Thoroughly wet the rigging.

Remember, practice makes perfect, there are many variations, and pictures cannot teach you what hands-on experience will.



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## SEATING POSITIONS

Every paddler brings their maximum strength, drive, technique, blend, and focus to the canoe, working together as a cohesive unit. There is no hierarchy among seats; each position is vital, and no one seat is more important than another. Every paddler is essential to the team's success.

Each paddler is responsible for their own seat and its specific roles. Teammates must be open and flexible, welcoming coaching suggestions to improve their skills and be ready to paddle in any seat.

Paddlers must always listen to the steersperson's directions and wait for their guidance. They must respect the steersperson's authority and never defy their directions or tell them what to do. Additionally, paddlers must prioritize safety and be aware of tides and wind conditions.

Above all, we must respect and honor each other, the canoes, and the water we paddle on. Remember, we are a team, and we paddle as ONE.

## THE SIX SEAT ROLES

Seat 1: Stroker that sets the pace of the stroke

Seat 2: Counter Stroker that mirrors Seat 1

Seat 3: Engine room and call changes

Seat 4: Engine room, backup captain

Seat 5: Engine room and steering support

Seat 6: Steersperson and captain

### SEAT 1

Seat 1, also known as the "Stroker" or "Lead Stroke," sets the canoe's style, rhythm, and rate. This is not a power seat. As a pure endurance paddler, they primarily focus on perfect technique, a consistent rhythm, and efficient power delivery. They need to be highly attuned to the canoe and able to adjust the rate according to various factors such as current, waves, wind, and the strength and power of the crew. They can help steer from the front especially during turn maneuvers, but this means they need to pull their paddle straight back and not along the hull.

In high-pressure situations like racing, congested start lines, or sprinting, Seat 1 must have the mental control to maintain focus on consistent rhythm and technique, ignoring distractions around them. If their technique falters, the entire canoe suffers. Good communication with Seat 2 is crucial as they work together to set up Seats 3, 4, 5, and 6. In races, they also communicate the distance to the start line or buoy to the steersperson.

Seat 1 individuals are self-motivated, focused, and perfectionists who constantly evaluate their stroke, thinking: "Am I rotating? Is my catch strong? Am I smooth and consistent?" They must keep in mind that everything they do affects the entire boat. They must be on constant alert to obstacles ahead of the canoe such as swimmers, rocks, etc. Additionally, they must watch the nose and listen for the steersperson's direction, willing to move the nose quickly in close calls.

These paddlers should be sensitive to the nuances of the canoe's travel and speed over the water, and the interaction with the wind, waves, and current, altering their stroke rate to suit the situation. They are typically of a lighter build due to the aerobically demanding nature of the seat.

**Huli (Capsize Recovery) Role:** Seat 1's job is to move the canoe's bow into the wind and waves and maintain its position. If possible, they can hold paddles.

### SEAT 2

Seat 2 sets the stroke for seats 4 and 6. It's essential for them to mirror or have the same/similar stroke, rate, and timing as Seat 1, as they do not have a blade in front of them to follow; this is a very underrated and technically challenging skill. Setting both sides of the canoe up to work together is vitally important. They must have technically strong and powerful changes, and if Seat 2 misses a change, the entire canoe will be out of time. Technique is critical. Seat 2 is the main



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source of communication, support, and encouragement for Seat 1. Seat 2 is a team with Seat 1 and communicates to 1 if adjustments need to be made. If the canoe is stationary, Seat 2 places their left hand on the front 'iako to help prevent a huli.

**Huli (Capsize Recovery) Role:** Seat 2's job is to climb over the canoe and use the 'iako to help flip the canoe over together with Seat 5.

### SEAT 3

Seat 3 is a crucial power seat, marking the beginning of the "engine room/power seats" in the canoe. With maximum access to the water, they can consistently deliver pulling power, using their weight as a stabilizer. As a center seat, Seat 3 benefits from less wave interference and sideways swivel, providing a solid and consistent connection to the water. This enables them to deliver high volumes of power with every stroke without affecting steering.

As the caller, Seat 3 is responsible for counting and calling the changes. Typically, they call "hut" on stroke 13 unless the coach or steersperson calls a power or conditions require shorter sets. Seat 3's calls must be loud, consistent, and motivating, ensuring everyone can hear. As a link between the front and back of the canoe, Seat 3 passes on instructions from Seat 6 when necessary, using discretion. Ultimately, Seat 3 follows Seat 1's lead.

**Huli (Capsize Recovery) Role:** Seat 3's role is to assist in pushing up the ama, working with Seat 4, to flip the canoe over.

### SEAT 4

Seat 4 is a critical power seat in the "engine room," requiring immense strength and endurance. This position demands individuals with deep power reserves to propel the canoe forward when needed. While Seats 1 and 2 set the foundation, Seats 3 and 4 build upon it, providing the power and momentum. A crucial aspect often overlooked in Seats 3 and 4 is balance. Both paddlers must possess exceptional balance, delivering maximum power on both sides of the canoe. Any imbalance, such as leaning to the left, will shift weight onto the ama, slowing the canoe and disrupting its course. This demands not only physical strength but also mental toughness.

As a secondary responsibility, Seat 4 provides support by bailing if needed. For timing, Seat 4 follows Seat 2's lead. If the canoe is stationary, Seat 4 places their left hand on the back 'iako to help prevent a huli.

These paddlers are typically your heaviest, strongest paddlers.

**Huli (Capsize Recovery) Role:** Like Seat 3, Seat 4's job is to push up the ama together with Seat 3 to flip the canoe over.

### SEAT 5

Seat 5 is a vital power seat in the "engine room," playing a crucial role in supporting the steersperson and contributing to the crew's overall performance. While often serving as a training seat for new paddlers and coaching, a skilled Seat 5 can be a game changer with a talented crew. They assist in steering, stability, and strategy, providing a key point of communication for Seat 6. Seat 5 needs a strong catch and solid pull to effectively handle the "airy" or "dirty" water passed back to them to excel. Their stroke must be smooth, strong, and straight to avoid turning the canoe and hindering the steersperson.

As an integral part of the powerhouse, Seat 5 also has the best view of the canoe, enabling them to quickly react and prevent capsizes (huli) by monitoring the ama. They follow Seat 3's timing. This seat is often called the ama keeper as they need to keep a vigilant eye on the ama, sometimes sacrificing themselves to jump onto the rear 'iako to prevent a huli. They will take over steering if the steersperson is unable to steer.

**Huli (Capsize Recovery) Role:** Seat 5's role mirrors Seat 2's, climbing over the bottom of the canoe to pull the 'iako towards them and flip the canoe over.

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### SEAT 6

Seat 6 is the steersperson and “captain” of the canoe, responsible for motivating the crew and providing positivity, direction, and feedback. They possess an intuitive feel for the canoe and a high skill level, enabling them to read ocean conditions and identify the best lines to ensure safe and successful navigation. While contributing to the canoe’s power, the steersperson must balance paddling and steering with minimal drag. They wield a larger paddle, delivering short, powerful bursts of power when needed, but must do so smoothly and in time with the rest of the canoe to maintain rhythm and timing. Confidence and effective communication are essential for this leadership role, which requires time and practice to master.

Their role is vital to the safety and wellbeing of the crew, taking responsibility for navigation and the canoe itself. They need to develop a keen sense of understanding about the canoe and its interaction with the water.

**Huli (Capsize Recovery) Role:** the steersperson takes charge, ensuring everyone’s safety. They are the captain and are responsible for the following:

Accounting for all paddlers by listening for each seat number

Directing and assisting in the huli execution

Maintaining the canoe’s position, facing into the wind and waves

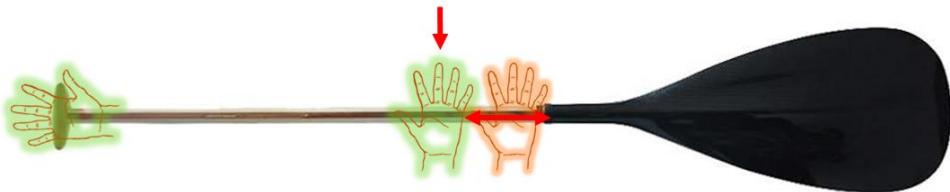
Holding paddles if possible.

## PADDLING BASICS

In paddling, you will come across many different kinds of paddlers with just as many opinions on the best way to paddle. Each may offer you advice or coaching with what has worked best for them. It is important to remember that what works for someone else may not work for you. Injuries may prevent some motions for others. Be open minded, willing to take critique, and try to incorporate what works best for you.

### HOLDING THE PADDLE

The bottom hand should grip the lower end of the paddle shaft approximately one handspan up from the neck of the paddle and the top hand on the grip/T-bar:



Your fingers should be marginally spread with a light grip. Do not squeeze the paddle as it will increase fatigue in your forearms. The bend of the blade will point towards the nose of the canoe:



## BODY POSITIONS AND MOVEMENT

### FEET

When paddling, your feet will be offset with one foot forward (front foot) and one back (back foot) bracing under your seat. Your paddling side will be your front foot, and at each change over, your feet will also switch positions.

Your front foot supports your body during your reach forward and acts to drive your body back upward while pulling the paddle through the power phase. Your back foot transfers the bulk of the residual drive to the hull in a backward direction driving the hull forward.



### LEGS

Strong legs form the basis of your connection to the canoe allowing you to lock in and drive the energy from your paddle through the canoe. Your non-paddling side leg can be used to brace against the hull to further lock in your connection to the canoe and to minimize sliding on the seat.

### HIPS

You should be sitting on the front edge of the seat. With each move forward to bring your paddle into stroking position, your front foot hip should rotate forward. This sets the basis of your rotation in your stroke. With your hip rotated forward, it increases your reach without overextending. The below video is a good link discussing the importance of hip rotation and not torso rotation. It is easy to *look* like you are rotating while risking injury and losing power.

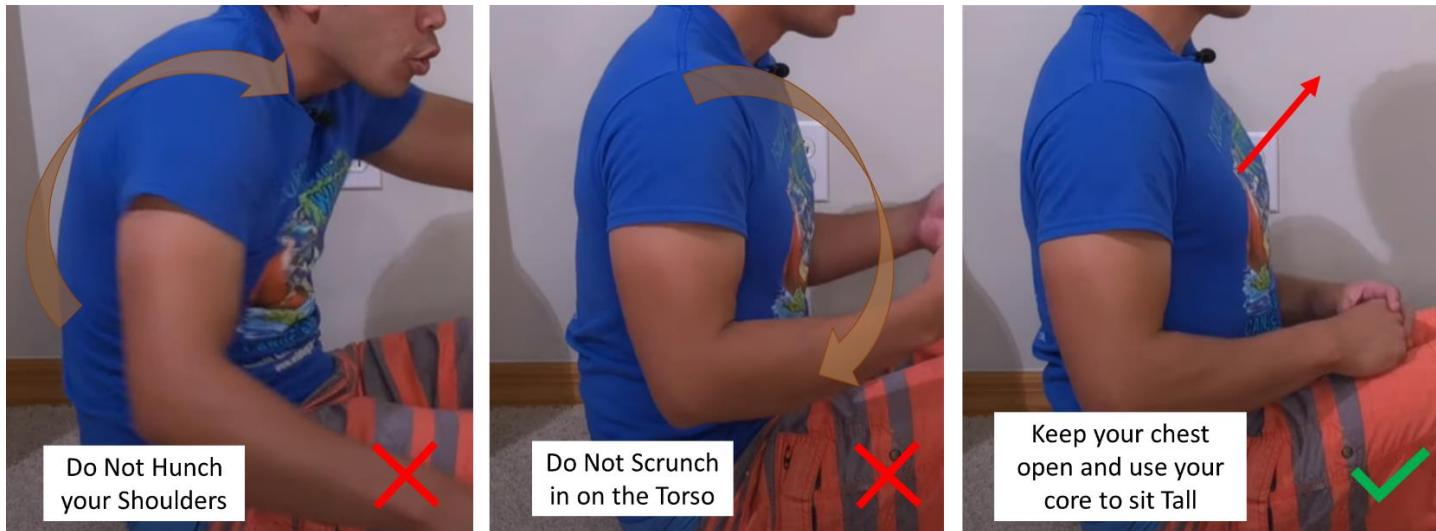


<https://youtu.be/jjtxsQV43FU?si=bc3nf2zDLp25i-Vs>

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### CORE

Your core is important to help keep your body upright. You should not be collapsing in on yourself during a stroke but instead hinging forward and using your legs and core to push your body back up. Avoid being too rigidly upright to allow for hinging and rotation.



### BACK

Your back should be engaged and visible during your rotation with your lats doing the work. You might hear someone say 'armpits to gunwale not tits to gunwale', and it is a way to remember to rotate from your hips and not just hinge forward.

<https://youtu.be/njg6PXqw7SM?si=pUD5VhybUHXYY1pw>



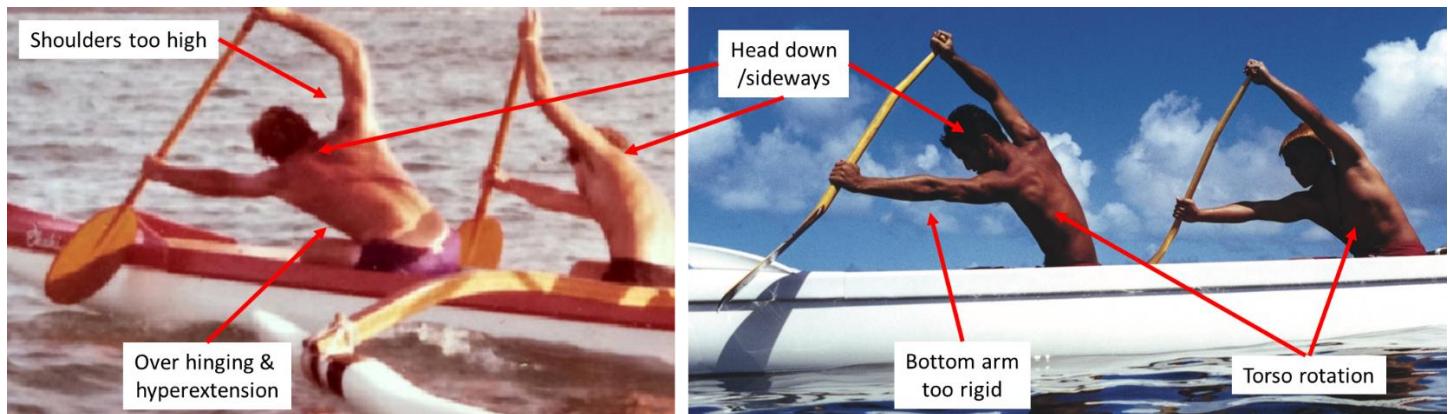
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### SHOULDERS

Your shoulders should be loose and relaxed. Keep them down and not 'up around your ears'. Consistently raising your arms and driving from your shoulders will result in injury.



It is important to understand that paddling techniques have changed and are still evolving. Gone are the days of hyperextending, torso rotations, and shoulders raised above the head. While that used to be the expected form, the below forms are prone to injury:



Do not attempt to emulate the above technique. Shoulder and back injuries are the most common paddling injuries and can mostly be boiled down to technique. If you are properly engaging your muscles and understanding your power, you should be able to paddle for many years to come.

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### HEAD

Keep your head up and looking forward, this allows for better breathing and timing. A significant part of paddling will be your mental state. If you are racing with crews around you, some will try to distract you. It is important you stay focused on the blade in front of you and 'keep your head in your canoe'.

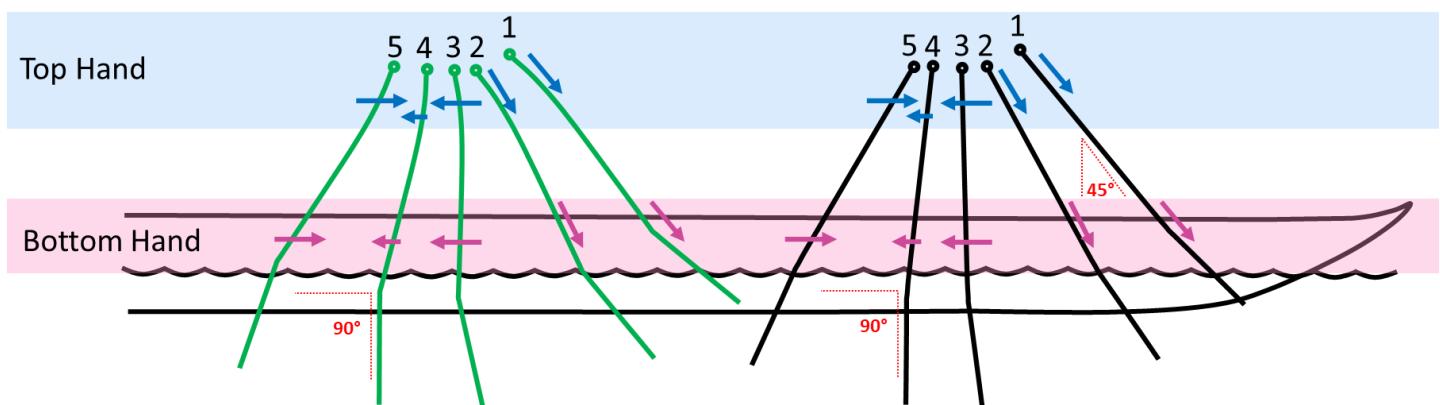


### STROKING

The stroke has several phases which include set up, entry, catch, power, exit, and recovery. The below diagram shows the motion the paddle travels as you perform a stroke.

#### DOUBLE BEND

#### SINGLE BEND



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### SET UP

The stroke commences.

Maximum reach and twist from the hips/waist (rotation) with the paddle blade just out of the water.

Paddle blade perpendicular to canoe hull.

Lower hand around 1 hand width from the start of the blade face.

Top hand should not be outside the canoe, pinky over the gunwale.

Bottom arm with minimal bend and locked.

Top arm slightly bent and locked.

Leading leg (paddle side) extended and firmly planted to drive power into the canoe. Offside leg bent under the seat.

Both legs (knees) braced against canoe to lock the paddler in.

Straight back, possibly a small forward lean.

Head up, chin forward, breathing is important.

Basically, your arms and shoulders should form a "big C".

### 1 ENTRY

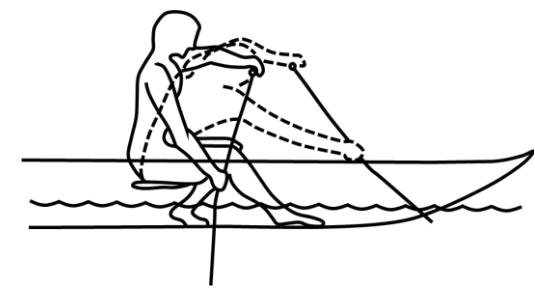
Plant the blade. Push the blade cleanly into the water smoothly.

Everyone at the same time.

Drop bottom shoulder to move arms down and drive the full blade into the water up to the neck.

Strive for a clean entry (no plonking) by maintaining the paddle perpendicular to the canoe and entering the water at the speed (horizontal paddle movement) of the canoe.

At this stage you are not pulling the canoe just getting the blade planted.



### 2 CATCH

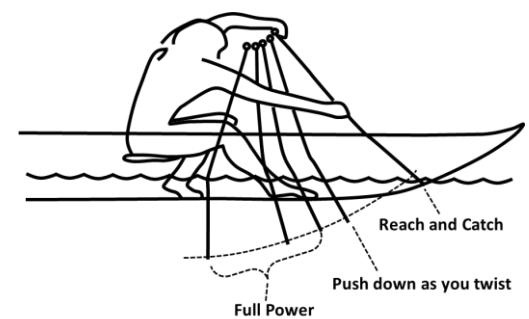
This phase commences once the full blade is in the water and can be considered as the preparation for the power phase.

It delivers lift to the canoe and minimizes drag on the canoe. Pull the canoe through the water.

Start body rotation and apply pressure to the top hand, this moves the canoe forward and creates lift.

Do not rock the top hand as the blade will pivot in.

The paddle shaft moves toward the vertical and becomes fully anchored.



### 3 THROUGH 4 POWER

The blade is now aligned with the maximum surface area and the canoe is ready to absorb the surge of power. Pull with power.

Drive with the extended leg.

Rotate with locked arms.

Straighten upper body.

Focus on pulling the canoe through the water creating a power surge.

There should be no cavitation around the blade

## Ho'okahi Pu'uwai Outrigger Canoe Club New Paddler Packet

### 5 EXIT

This phase occurs once the blade reaches the mid-thigh to hip. Leaving the blade in the water past this point increases drag.

Everyone at the same time.

Rotation is complete and the blade is quickly removed from the water by rolling the shoulders to lift the bottom and drop the top hand.

Some bend naturally occurs in the bottom arm or wrist at this stage.

There should be no power applied, focus on getting the blade clear of the water.

### RECOVERY

Return the paddle to the Set-Up Phase.

Relax and recover.

Twist top wrist to feather the blade over the water.

Rotate back to the set-up position, straightening the bottom arm.

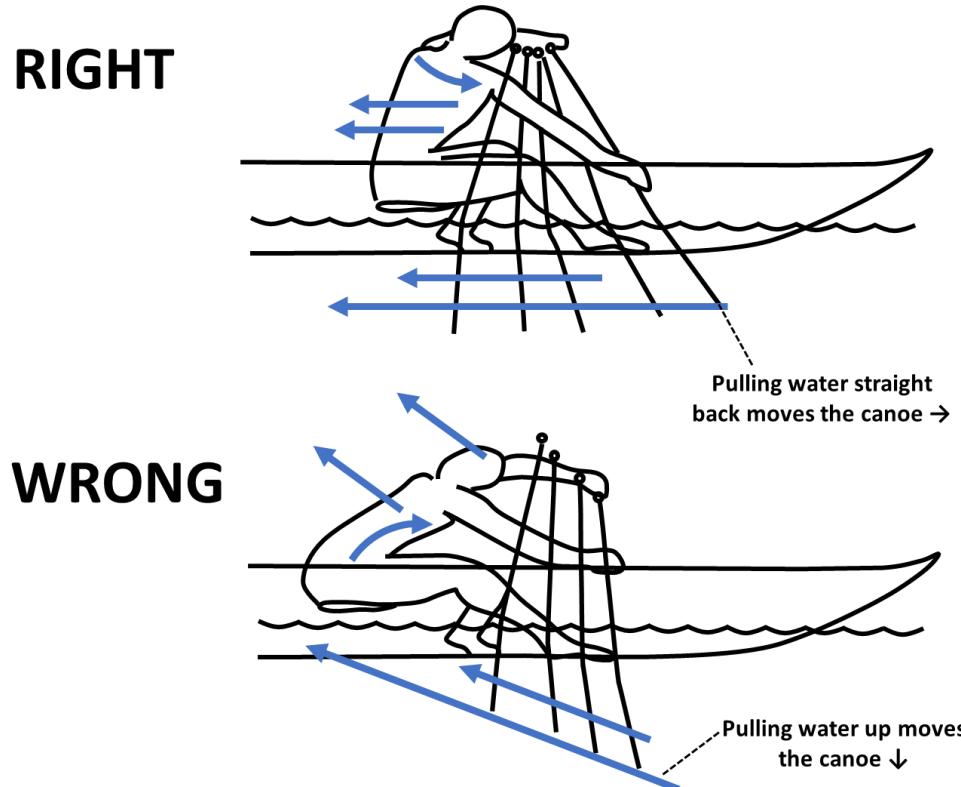
Keep bottom hand travel parallel and just off the canoe side.

The complete action should be a smooth rotation of the torso. Do not bounce the canoe

### FLUID STROKES

All the motions of the stroke should be done fluidly; no jerking, bouncing, or pausing, just a smooth and steady cycle. Remember to pull straight back along the hull to get the most power moving forward. Plunging your paddle downward at your set and pulling the water up at your exit will cause the canoe to 'bounce' resulting in less forward momentum.

Hinging too far forward instead of rotating from the hips will decrease your power as you spend more energy trying to sit back up; that extra reach you gain will cost you in your power.



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### EXAMPLES

Shell Va'a is a highly successful outrigger canoe (va'a) team from Tahiti, sponsored by Shell. They are known for their dominance in the Molokai Hoe, a prestigious outrigger canoe race across the Kaiwi Channel in Hawaii, and other international competitions. The team was initially formed as an employee recreation activity but grew into a competitive force, fueled by the hiring of skilled paddlers who were also employees.

Their methods have been analyzed by an unknown number of paddlers in an attempt to dissect, incorporate, and improve their own skills. They have a 2:1 stroke rate meaning 2 counts in the water, 1 count return, for a 3-count stroke. The below shows them performing the same stroke talked about above. Know that paddling is an evolving sport and Tahiti has proven they are willing to adopt improvements, change their methods, and compete at a world class level.



- 1 Start stroke from release position
- 2 Hinge forward 20°  
 Upper thoracic twist of 1/4 turn  
 Throw both arms straight out, slight bend to the elbows  
 Lower arm parallel to the gunwale  
 Stiffen spine by inhaling as hinge forward  
 Top hand not more than a fist length above head as you hinge
- 3 Catch  
 Hinge another 15-20° forward  
 Top hand stacked over bottom hand  
 Anchor (set) blade in water until fully submerged before applying power  
 Top hand at forehead
- 4 Power phase  
 Stiffen back, clench abs, exhale  
 Push hip forward toward front heel as you sit up  
 Keep bottom hand at the same level
- 5 Apply equal pull pressure to both hands  
 Keep head up and back straight  
 Power phase is over when your top hand hits the gunwale
- 6 Release  
 No power as you continue to sit up  
 Allow bottom hand to drift past hip  
 Bend bottom elbow lifting paddle forward

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### COMMANDS

Command	Description	Image
Paddles on the gunwale	Paddle is positioned with the shaft resting on both gunwales	
Paddles up/ready	Paddle lifted, in ready position, ready to set the catch and paddle	
Huki	Pull, Draw, Paddle	
Lava	Stop paddling	
Hold Water	Put your paddle in the water and hold it vertical to stop the movement of the canoe	
Nose/Kick Right	Seat 1&2 kick water away from the hull on the left to push the canoe nose to the right. You will basically dig the paddle in vertical to the hull and lift the water away like shoveling.	
Nose/Pull Left	Seat 1&2 pull water toward the hull on the left to pull the canoe nose to the left. You will basically lean out over the edge of the canoe and dig your paddle in vertically and pull it towards the canoe and under the hull.	

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Back Paddle	Paddle backwards to move the canoe backwards	
Push/Power Up	Put more power into your pull, increase your pressure	
Clear!	There is nothing in the way for the steersman to maneuver around (Usually Seat 1 or 2 calls this out to the Steersperson)	
Stagger Up	Every other paddle should be on an opposite side of the canoe; Seat 1/steer sets the side	
Same Side	Every paddle should be on the same side of the canoe; Seat 1/steer sets the side	
Watch the Nose	Seat 1&2 ensures the nose doesn't hit anything by pulling left or kicking right	
Life Vest Out	The life vests are put over the side of the hull to protect the canoe from shore	
Walk it Up	Slowly move the canoe forward	



## Ho'okahi Pu'uawai Outrigger Canoe Club New Paddler Packet

Une	Lever – a method of turning the canoe from the nose	
Kahi	Cut – a method of turning the canoe from the nose	
Out!	Return to regular paddling after a turn	

## AFTERWORD

As you've learned, outrigger canoeing is more than just a sport; it's a journey steeped in history and a community built on teamwork. Paddling is a high energy, intense, full body sport. You now have the fundamental knowledge to get started with confidence. You understand the basics of the canoe, essential paddling techniques, and most importantly, our club's expectations for behavior and safety. By adhering to these guidelines, you'll ensure a positive and safe experience for everyone. The best way to build on this is to get on the water!

From understanding the basics of the canoe and paddling technique to embracing our shared values of safety and respect, you are now part of our 'ohana,' or family. We're thrilled to have you join us on the water, and we look forward to seeing you grow as a paddler and a member of our club. We encourage you to sign up for your first few practices, meet your fellow paddlers, and put this knowledge into action.

Passed and approved by the general membership.

\_\_\_\_\_  
President

\_\_\_\_\_  
Date