



IMUA Outrigger Canoe Club

New Member Packet

One with the Canoe—One with the Crew—One with the Blue

2024 Season
www.imuaoutrigger.com



IMUA Outrigger Canoe Club

New Member Packet

Welcome to IMUA Outrigger Canoe Club! IMUA is a racing club, associated with the Southern California Outrigger Racing Association (SCORA). We look forward to paddling with you. Our hope is to make this an enjoyable new experience and foster your competitive drive. Our paddling community includes a diverse group of canoe clubs and individuals that share a love of the ocean and a desire to experience and learn about the Polynesian culture and the “Aloha Spirit.” Paddling is fun, exciting, and exhilarating at times - and paddlers are surely known for having a good time!

IMUA Outrigger Canoe Club Mission

The mission of IMUA Outrigger Canoe Club is to maintain and perpetuate ancient Polynesian culture through the promotion of competitive national and international outrigger canoe paddling;

To provide resources, activities, and amenities to develop and maintain strong, healthy minds, bodies, and spirits;

To strengthen the local communities by developing an environment founded on teamwork and to foster trust and respect for each other, the Polynesian culture, the canoe, and the ocean.

Coaching Staff

Open Coach	Heather Picquelle	jhbpickle@sbcglobal.net
Novice Coach and SCORA Director	Jerry Kappel	jeroldk1@aol.com
Men's Coach	Scott Murdock/Ruben Ruiz	thewoodshop@sbcglobal.net/ rubenruizjr@gmail.com
Women's Coach	Suzy Strazzulla	suzstraz@gmail.com

Board Members

Co-President	William (Billo) O'Rourke	worourke@wearetaylor.com
Co-President	Lynn Eckweiler	leckweiler@sbcglobal.net
Vice President	Loren Nelson	info@nelsonecom.com
Secretary	Carol Boyan Held	Carolboyan@gmail.com
Treasurer	Lisa Cameron	lisacameron@gmail.com
Equipment Manager	Cat Perry	catperryart@yahoo.com



Club Membership

To join IMUA, you must sign a release of liability form from the Southern California Outrigger Racing Association (SCORA), the IMUA Code of Ethics and Conduct, Safety Manual, and IMUA membership form. Dues and assessments shall be due and payable to the organization's Treasurer on the stated deadline to the club each year. Members may be sponsored financially, or a payment plan may be arranged as agreed upon by the Treasurer/Board of Directors in case of hardship.

For the 2024 Season, dues are based on the per paddler cost for insurance, membership in our parent organization, Southern California Outrigger Racing Association (SCORA), and to cover all costs associated with running IMUA O.C.C. for the 2024 Season. **The 2024 Membership Dues for Novice are \$355.00.** There will be NO REFUNDS given after your dues are paid unless you have special circumstances, and a refund is approved by the IMUA Board. Each member will be required to purchase at least one current season racing jersey and each member will be required to participate in any fundraising event that IMUA sponsors.

Practice Locations

North Star Beach: Primary Novice Location

1 Whitecliffs Drive

Newport Beach, CA 92660

We are located on the sandy beach to the southwest of the Newport Aquatic Center (NAC).

Newport Beach Coast Guard Beach, aka "The Cove": Primary Open Paddler Location

1901 Bayside Drive

Corona Del Mar, CA 92625

If you get there at the right time, there is parking available in the parking lot. Otherwise, you will need to park on Bayside Drive.

Important Note Regarding North Star Beach Location:

The IMUA site at North Star Beach is located next to Newport Aquatic Center (NAC). We respect and abide by all NAC rules and guidelines to remain in good standing with our neighbors. There is no parking allowed in the NAC parking lot for any IMUA activities; however, IMUA members are allowed to park in the sandy parking lot adjacent to our site and the upper left sandy lot. We do not use any NAC equipment without permission and the BOD and/or coaching staff will address and obtain approval directly. IMUA does pay annual dues, so we may use the restroom facilities and utilize water for the cleaning of our Canoes.

Also, please note that for early morning and evening practices, we ask that there be no loud noises—yelling, music, honking horns, etc.—to maintain good relationships with the neighborhood residents.



What to Bring to Practice

First, wear comfortable clothes to practice. Choose capilene or other quick-dry sportswear or dry-weave fabric shirts. Do not wear cotton. In warm weather, any quick-dry shorts will do, although “padded” neoprene paddling shorts are available and are a bit more comfortable, especially during longer practices. In cooler weather, we suggest layering with additional shirts, paddling or swim tights, or bringing a lightweight waterproof or water-resistant jacket. A pair of waterproof flip-flops or water sandals is essential. Shoes, unless they are paddle booties or sandals, are typically not worn in the canoe and your feet will get wet when launching the canoes. You will get a little wet while paddling, so it is a good idea to bring a towel and a change of clothes. Although there will be a place to put your belongings while we are out on the water, you should not bring anything valuable to practice. We suggest you bring only waterproof watches and inexpensive sunglasses (with a strap like a Croakie) along with you in the canoe. Most importantly, leave your car keys at the canoe site and do not bring them with you in the canoe unless they are in a waterproof bag. Bring a water bottle or a hydration system to have in the canoe as hydration is important when paddling. Do not bring disposable bottles or leave your water bottles in the canoe at the end of practice. You may also want to bring a hat and/or hair tie, paddling gloves, sunscreen, and snacks (power bars, etc.). Be ready to work hard and have fun.

The History of Outrigger Paddling

There are many traditions and customs surrounding the sport of outrigger canoeing. Many are based on Polynesian and Hawaiian traditions of aloha spirit; the expression of warmth, camaraderie, and love; respect for your teammates, equipment; and the environment; and safety on and off the water.

Outrigger paddling has been around for centuries when Polynesians used it as a means of travel from island to island. This sport is rich in Hawaiian and Polynesian traditions that flow from ancient paddlers who used these fast, stable boats for everything from fishing to travel, trade, and battle. Outrigger canoes have always been a part of the coastal culture of the Pacific Rim. Outrigger canoes also played an important role in the survival and transmission of ancient cultures. The canoe was primarily used by ancient Hawaiians for fishing and traveling between the islands. Not until thousands of years later did it become a competitive sport. Today in Hawaii, some canoes are still used for recreational inter-island travels but are mainly for competitive racing. The first canoe race ever was held in the Hawaiian Islands in Waikiki in 1917 and it included only men. Today, males and females of all ages enjoy the ancient sport of outrigger canoe paddling.

The outrigger canoe's history originates with a voyaging canoe that once connected oceanic populations through transport. Outrigger canoe paddling was critical to the survival and transmigration of cultures. Today Outrigger Canoes connect people and cultures as a recreational activity and competitive sport. Paddlers will come to



understand the unique quality of the sport that maintains a strong cultural identity and community spirit. In recent years, outrigger canoe racing has seen a rise in popularity in countries from Canada to Brazil, all over the South Pacific, Guam, Tahiti, Australia, New Zealand, South Africa, and Europe. Paddling has grown rapidly here in Southern California; other U.S. clubs are in Northern California, on the East Coast, and even in Nevada and Arizona. There is a move to make outrigger paddling an Olympic event and there is an international outrigger racing association that holds races in different locales around the world annually.

The Spirit of Aloha

The paddling community is like a family (*ohana*). As a family, we respect one another and help each other. In short, we try to embrace the "Aloha Spirit." *Aloha* means "hello, goodbye, love, compassion, welcome, good wishes." It is belonging to others with a common humanity. It can be defined better as a feeling in the heart than by words.

How can you get the feeling? The "Live Aloha" website offers these practical suggestions:

- Respect your elders and children.
- Leave places better than you find them.
- Plant something.
- Drive with courtesy. Let others in. Create smiles.
- Attend an event of another culture.
- Get out and enjoy nature. Pick up litter. Keep the beach and the water clean.
- Share with your neighbors.

In the paddling community, we spread aloha by:

- Respecting the canoes, the ocean, and fellow paddlers.
- Helping load and unload canoes for your team and others.
- Pitching in when you see someone needing help.
- Volunteering for events that help your team and others.
- Being a good sportsman.
- Cheering on other crews.

Hawaiian Outrigger Canoe

A traditional 6-man outrigger canoe (*wa'a*) weighs approximately 400 pounds (hull weight). The newer Unlimited canoes weigh between 120-250 pounds depending on the

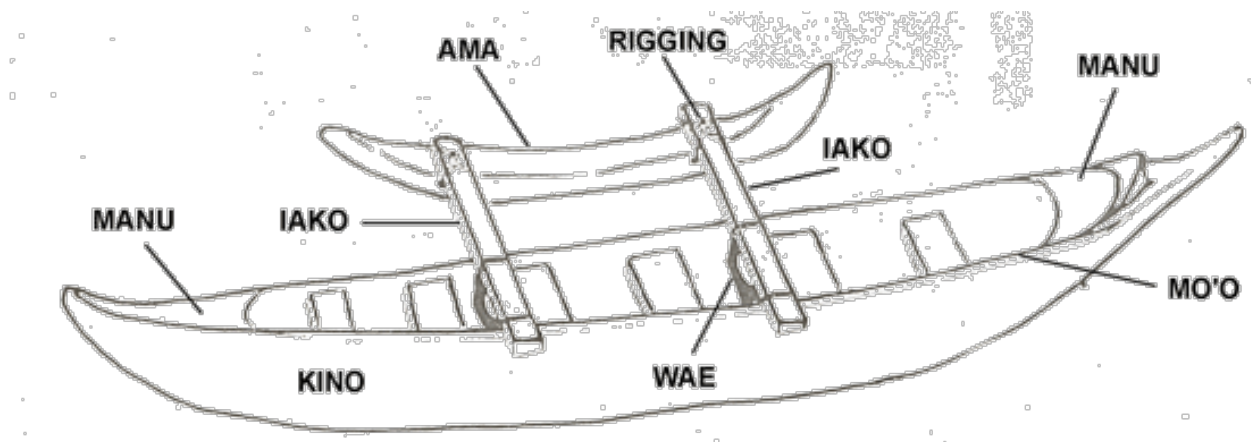


manufacturer and style.

Traditional canoes include Malias (no longer used in Southern California racing), Bradleys (now only used for Sprint races because of the ease of turning around a buoy), and Specs (also known as Mirages.) Bradleys and Specs are classified as traditional canoes by SCORA and are in a separate class from Unlimiteds.

Double Hulls—at times, two (or more) canoes are lashed together as double (or triple) hulls. These are very stable and are used for recreational purposes or so that non-paddlers can enjoy paddling an outrigger canoe. Occasionally they are used for training purposes.

Parts Of The Canoe



- *Wa'a* (canoe)
- *Ama* (float /outrigger)
- *Iako* (spars, boom)
- *Kino* (hull)
- *Manu* (stern and bow)
- *Mo'o* (gunwales)
- *Wae* (spreaders)

Canoe Etiquette

It is believed that canoes have a life. Each canoe has a distinct and separate personality on the water. The canoe is part of the team and carries all paddlers safely onto the water and home again. We expect all paddlers to treat the canoes with respect and never take them for granted or treat them discourteously.

Never sit or lean on a canoe except in the designated seat area once the canoe is in the water. Even sitting on the seat on land can cause the canoe to crack. When canoes are lifted, be sure the ama (outrigger) and 'iako are supported and off the ground. Canoes

should not be dropped but set down lightly.

Do not step over the body of the canoe. If you need to move to the other side, walk around the canoe. It is a gesture of courtesy to the canoe to do so.

Respecting Your Outrigger Canoe

1. Respect every canoe as a family member. From the time a canoe is made and blessed, the canoe becomes an entity unto itself. Care for it as a loved one by maintaining it before setting out to sea and cleaning it after you return. Never sit on or step over a canoe (exceptions are sometimes made for dry-land training or demonstration purposes). In Hawaii, it is believed that to step over another is to cut their life shorter; therefore, the same applies to your canoe.
2. On land, the canoe always faces the ocean. This relates to ancient Hawaii when canoes were frequently used to repel attacks from other islands.
3. Care should also be taken for the area surrounding the canoe. Pick up *opala* (rubbish) on and around your *paena wa`a* (canoe landing), *halau wa`a* (canoe house), or *auha* (canoe shed). Put things away that need to be stored without being asked.
4. Everyone helps when the canoe is being carried, covered, cleaned, or cared for. This includes loading and unloading the canoes, covering, or storing them, cleaning them, and washing them down with fresh water (especially the lashings) when they are dirty or after practice, and checking all parts of the canoe before and after practice. This applies to every member of the club from the novice to the president. From ancient times, whenever there was a large undertaking, everyone would help by doing whatever they could. The strong would do the work, the old would offer encouragement and advice, and the young would bring the water and food, but everyone would participate. *A`ohe hana nui ka alu`ia. (No task is too big when done together.)*
5. Customarily, a prayer is always said before every launching no matter how long or short the voyage. The prayer need not be long and perhaps not in Hawaiian, nor does it have to be religious in nature. Doing so helps center the crew mentally and spiritually (no religious reference).
6. On the water, avoid standing, arguing, and swearing in the canoe. Standing is rarely a good idea for stability and safety reasons. Arguing and swearing only serve to upset the entire crew's efforts and create animosity instead of aloha. Avoid tracking dirt and sand into the outrigger when you climb aboard. *`Ike aku, `ike mai, kokua aku, kokua mai. Pela iho la ka nohana `ohana. (Recognize others, be recognized, help others, be helped. Such is a family relationship.)*
7. Learn the duties that go along with the seat you sit in. Once you step into a canoe you are part of a team. Therefore, every *hoa wa`a* (canoe mate) must work together by doing their share. The only way to know what is expected of each member is to have clearly defined assignments beforehand. *Komo mai kau mapuna hoe. (Dip your paddle in. Join in the effort.)*

8. See to it that personal issues are put to rest quickly instead of letting them collect and fester. Remember: what happens on land, stays on land; what happens at sea, stays at sea. Show respect, enthusiasm, and commitment to your *hoa wa`a* by arriving on time to practice.
9. Take the time to study and learn the proper Hawaiian names and pronunciation of the things you use. Choosing to use English (usually the case), or Tahitian, etc., is fine. But if you choose to use Hawaiian terminology, take care in its pronunciation (and use) lest you be guilty of “*olelo ho`ohepa*” (idiot talk). Many Hawaiian words have multiple meanings or have different meanings if pronounced incorrectly.

IMUA Canoe Fleet

Every canoe must be registered with SCORA. The Traditional canoe hulls (Specs) are weighed by SCORA at least every other year to make sure that they meet the minimum weight of 400 pounds (and we sure do not want them to weigh more!) Unlimited canoes do not have a weight regulation.

IMUA currently has a total of six canoes in its fleet.

<u>Hawaiian Name</u>	<u>Type</u>	<u>Number</u>
Haulani	Spec	16
Kaila Kahiko	Spec	27
Kamau	Spec	19
Huka Makani	Unlimited	888
Pomakai'i	Unlimited	7
Kakou	Unlimited	178
Likanne o ka Moana	Unlimited	11

Learning How to Paddle

An outrigger crew is a combination of six individuals thinking together, pulling together, and supporting each other, all connected by a single canoe. It is the perfect technique and timing of the paddles through the water, not necessarily the physical strength of the crew, which truly makes the canoe fly.

Each seat in an outrigger canoe has a different objective. The person in Seat 1 is required to have perfect technique and timing for the rest of the team members to follow. Seat 2, paddling on the opposite side of the canoe, is required to be in perfect time with Seat 1. Seat 3 is often asked to “call” for all paddlers to switch sides in unison, Seats 3, 4, and 5 are the powerhouse positions and give feedback and energy to the members up front. Seat 6 is the steering position and critical to the flow of the canoe. Paddlers will have a chance to rotate through all positions to find the spot that is right for them. An accomplished paddler can jump into any seat in a canoe.

Seat Duties

All seats are responsible for keeping a positive attitude in the canoe, for working together with perfect timing, and for paddling. All paddlers are also responsible for calling the changes and passing messages between the front and the back of the boat.

- Seat 1 Seat 1 (stroker) sets the stroke and the stroke rate. They are responsible for helping to keep the intensity up for their teammates. The stroker may ask Seat 2 for advice on the feel of the boat or for a message to be passed back to Seat 6 (steersperson) if considering a change that the steersperson should be aware of.
- Seat 2 Seat 2 is responsible for helping to set up the stroke. Seat 2 communicates quiet encouragement to Seat 1. They are also partially responsible for setting the stroke and making sure their timing and stroke are right on with Seat 1. Seat 2 will also pass on messages sent up from the steersperson via the back of the boat.
- Seat 3 Seat 3 is responsible for calling the changeover and is considered a power seat. This seat may communicate to the steersperson that the canoe has too much water and ask to bail. They may also pass messages between the steersperson and Seats 1 and 2.
- Seat 4 Seat 4 is another power seat. Seat 4 is responsible for providing a power stroke. They are also responsible for paying attention to the ama and jumping on the rear iaku to prevent a huli. Seat 4 may call for bailing if the canoe takes on too much water. Seat 4 or Seat 3 will bail when they are directed by the steersperson to do so.
- Seat 5 Seat 5 can quietly communicate with the steersperson to assist in guarding the ama. On rare occasions, Seat 5 may be asked to steer the canoe. Five may be asked to pass on messages up the boat if the steersperson is looking to give direction in a way that cannot be heard by other crews.

Seat 6 The steersperson sits in Seat 6. This is the only person in the boat other than the Coach who should be giving orders or directions. Only he/she calls timing, calls paddles up, asks for draws left and right, rate changes, etc. Because of the importance of the steersperson in controlling the canoe in practice and in a race, each steersperson must pass a test before steering in a race. Respect your steersperson; they have a lot going on.

<https://www.scora.org/resources/steersman-test-study-guides/>

Cross-Training

Having a good cardiovascular base for paddling is essential. No matter how many times a week you find yourself on the water paddling, it's always good to supplement your training with other activities. Any cardiovascular exercise will be beneficial to your training. Strength training can help increase the power of your paddling stroke. The following exercises are specifically recommended to improve your paddling: Lat Pull-down, Seated Row, Shoulder Raises, Core Exercises (lower back & abdominals), Leg Extensions, and Leg Curls. Kettle Bell swings are critical for strengthening your core and building a strong hinge. Meet with your coaches to provide you more input and/or exercises to improve your technique.

Governing Body Southern California Outrigger Racing Association (SCORA)



SCORA is the governing body for outrigger racing in Southern California. SCORA determines divisions, rules, and races to be included in the paddling season, and runs the races. Every team has a SCORA Director (representative) that attends meetings and votes on rules and regulation changes. The Association consists of clubs/teams up and down the coast of Southern California from San Luis Obispo to San Diego and clubs/teams from Arizona and Nevada.

SCORA's mission is to encourage, maintain, and perpetuate outrigger canoe racing and to maintain and perpetuate the rich Pacific Island culture and traditions that are rooted in the sport of outrigger canoeing. The SCORA website is www.scora.org.

Paddler Registration ID#s and Waivers:

For a paddler to be eligible to race in a SCORA sanctioned event, each paddler must register as a new member and/or update their account profiles annually. Once confirmed, make note of your paddler ID, username, and password information. The SCORA Paddler Registration link and Waiver link are at www.scora.org. This should be done for the Open paddlers before practicing in a club canoe after January 1, and novice paddlers once they make the commitment to race. Before making that commitment, every paddler must sign a paper waiver before getting into a canoe.



Races

A new paddler is called a novice and will be a novice in his or her first year through the Iron races. If the novice paddler does not compete in any open races, the new rule is that the paddler can have a second novice season. The competitive season for 6-man canoes consists of practicing and racing from March-October (SCORA races end in September). The first races of the season are the Iron races, which begin in May. Iron races are continuous races with six paddlers starting the race and working together to finish the race. Sprint races (called Regatta races in Hawaii) were the second part of the race season and consisted of short-distance races often conducted with elimination heats that allow participation in multiple races and multiple divisions throughout the day. These races were straight short-distance races out to buoys and back and conducted in lanes with turns. There are no sprint races in 2024. The season ends with 9-man races. These races involve nine paddlers, a 6-man canoe, and a motorized “escort boat.” Six paddlers start the race in the canoe with three extra paddlers in the escort boat. Throughout the race, the paddlers in the escort boat will switch or “change out” with the paddlers in the canoe, giving everyone short rest and hydration/refueling breaks on the escort boat.

SCORA Races

For 2023 there are six Iron races and three 9-man races scheduled.

1. **Crystal Pier (Hanohano/Mission Bay San Diego) – May 11**
2. **Rig Run (Santa Barbara) – May 18**
3. **Kahanamoku Klassic (Marina del Ray) – June 1**
4. **Ventura Outrigger Challenge (Hokuloa) – June 8**
5. **Battle of the Breakwater (Kahakai/Long Beach) – June 15**
6. **Iron Champs (Kai Elua/Mission Bay San Diego) – June 22**
7. **Whitey Harrison (Dana) – August 10**
8. **Paopao (Oceanside) – August 24**
9. **Catalina (SCORA) – September 7 & 8**



Non-SCORA races of interest include events in Northern California (e.g., Round the Rock/Alcatraz Challenge), Hawai'i (e.g., Queen Lili'uokalani in Kona, Molokai'i, etc.), Canada (e.g. Howe Sound in Gibsons, BC), Australia (e.g., HamiltonCup), Oregon (The Gorge Outrigger Canoe Race), and the World Distance and Sprint Championships, which are held in various locations worldwide every two years.

Divisions

There are numerous Divisions in SCORA races, by experience (Novice, Open), age (Keiki, Junior, Open, Masters, Senior Masters, Golden Masters), gender (Men's, Women's, Co-Ed), canoe type (Traditional, Unlimited). All the Divisions are identified in the SCORA Race Rules which can be found at <https://www.scora.org/resources/#rules>. It is recommended that you read this document online and/or download the race rules.

Preparing for a Race

The best way to prepare for a race is to make it to practice consistently. The Coach determines crews and seat placement for races by observing practice. Attendance and attitude are important. Supplement your paddling with cross-training, plenty of water, and a healthy, balanced, clean diet.

One or two days before the race, the team will load the canoes onto the trailer for transport to the race. Many hands make light work, so please show up to help. A dedicated member of the team will transport the canoes to the race. The individuals towing need to check their own personal auto policy/insurance to see if they would be covered and if their limits/coverage is appropriate. IMUA has hull insurance that covers the canoes and trailer in case of an accident.

Race information can be found on the SCORA website: <http://www.scora.org/> You can also find links to race results, race photos, member clubs, etc., at this site. Each race packet will provide you with information such as directions to the race; parking instructions; whether or not alcohol, glass, and/or animals are allowed at the race site; schedule of events; hotel information; and other costs (parking fees, lunch costs, etc.).

For races that are further away from home, you might consider staying in or near the host city the evening before and/or after the race. You can always carpool and share hotel rooms with your teammates.

When traveling to a race, you will want to bring:

- paddling clothes
- paddle
- water, sports drinks, hydration system, etc.
- towel
- change of clothes & shoes
- snacks and drinks to share (please do not bring glass to the race sites)
- beach blanket and/or chairs
- sun block
- sunglasses
- money for paddle gear shopping, and/or food
- sun shower with soap, shampoo, etc.
- hat
- paddling gloves

What happens on race day?

Race days are fun. Plan on spending your day at the beach racing, cheering on your



fellow paddlers, eating, drinking, and soaking up the sun!

On the day of the race, show up early and practice the Aloha Spirit. The Aloha Spirit includes helping not only your team but others as well. Practicing Aloha is part of what the sport is based on and transfers to having good *mana* (juju) in the canoe.

The canoes will need to be unloaded and rigged at the competition site. Everyone is needed and required to help with this process.

The team will pick a spot on the beach to gather, store gear, and socialize. People usually bring drinks and food to share with their teammates. Please follow regulations regarding whether alcohol, glass, animals, etc., are permitted on the host beach. Beaches are patrolled and paddlers have been ticketed.

The Coaches will finalize crews before race day and send them to the members in a communication via IMUA group e-mail before the day of the race. The Coaches will attempt to make the crews as competitive as possible while ensuring that no paddler is left behind and that everyone is in a crew capable of completing the race safely. Although the Coaches have set the crews before race day, there are often last-minute changes due to unexpected circumstances (e.g., a paddler may get sick or called into work). *Do not* ask the Coaches about what crew you are in before they are set. Be patient and know that the Coaches have the best interest of all paddlers and the team in mind. Novice men, novice women, novice coed, and short course racers are generally the first divisions to compete on race day, with races starting between 8:00-8:30 a.m. The next race combines the women and coed divisions, generally starting between 9:30-10:30 am. In certain races, the keikis (youth paddlers) compete before the novice.

The men's division competes in the last race of the day, beginning between 12:30–1:00 pm. At practice the week before the race, the Coaches will tell you what time to be at the race site (usually 6:00 am). If you know you will be late or are running late the morning of the race, let the Coaches know ahead of time or call a fellow paddler.

The Coaches cannot register final crews until they account for all paddlers expected on race day.

There will be a steersperson's meeting about 30 minutes before the race. The racecourse is explained, and important safety and weather information is discussed. If you are the steersperson, this meeting is *mandatory*. It is a good idea to have your Seat 5 and/or Seat 1 crew member attend the meeting with you. If you are not the steersperson or Seat 1 or 5, take this opportunity to use the restroom one last time. Immediately following this meeting, crews will meet at their canoes and paddle out to the race start. This is your warm-up time.

At the race start, the canoes will line up. There will be a SCORA motorized boat on the water that will attempt to line up the canoes for a fair and even start. A SCORA official on the boat will hold a red flag in one hand and a green flag in the other. The race starts when the green flag is raised. All team members should be watching for this green flag.



Once the flag drops, it is all-out paddling until you hear the horn that signifies that your boat has crossed the finished line. It is a nice gesture to demonstrate the Aloha Spirit by congratulating teams finishing near (ahead and behind) you.

Once you finish the race, smile (there will be plenty of cameras watching you!) and look for your Coaches and other team members on the shore. They will be cheering you on and helping you bring the canoe in. Hugs and congratulations will abound! After the novice race, the women and coed crews will be waiting on the shore to get into their canoe and head out to their race start. Help them to make an easy transition by gathering your paddle and any personal gear (e.g., hydration system, water bottles, etc.) from the canoe.

After your race, pat yourself on the back, congratulate your teammates, and relax. Stick around, enjoy the day and the atmosphere, and cheer on your fellow teammates as they finish their races. There are often vendors selling paddles and paddle gear (paddle shorts, hydration system accessories, etc.) and other paddling-related items. The host team will be selling a hot lunch, race shirts, and raffle tickets. These are fundraising events for the host team. There will be an awards ceremony after races are finished, followed by the raffle results. After all festivities are completed, please stay to help load the canoes onto the trailer. If you cannot stay because of family or other obligations, please let your Coaches know in advance. Many host clubs plan an after-party at a location near the race site. After-parties are not required but are great ways to meet paddlers from other teams. All paddlers are welcome, and information is made available in the race packet and on race day.

Code of Ethics and Conduct

Each member has the responsibility to act in accordance with the utmost integrity and build and sustain trust-based relationships. When you wear the IMUA team jersey, you are representing IMUA, a SCORA affiliated club. We address issues objectively and candidly. We try to do the right thing and treat each other with dignity and respect. For a detailed outline of your commitment to IMUA, all paddlers need to read and familiarize themselves with the IMUA Code of Ethics and Conduct form and return a signed copy to the secretary each year. You can sign online at

<https://www.imuaoutrigger.com/members/code-of-conduct/>

Safety

There are several safety considerations when taking out an outrigger canoe.

- Check the condition of the boat, rigging, ama, etc. before putting it on the water.
- There should be an experienced paddler(s) in the canoe or in surrounding canoes.
- Before going out, check the ocean conditions. If there is a high surf/small craft advisory, stay in the harbor.
- Know the experience level and health of the other paddlers in the boat. The



steersperson, especially, should be aware of any paddlers that are not good swimmers, have allergic reactions, or other medical conditions.

- Make sure every paddler knows what to do in case of a huli (flipping the boat). For detailed instructions/illustrations, please see the *SCORA Outrigger Canoe Safety Manual*. <https://www.scora.org/resources/canoe-safety-information/>
- Make sure there is always someone out on the water with you who knows First Aid and CPR.
- Every outrigger canoe should be equipped with the following items before it's taken out:
 - VHF Marine Radio (handheld, submersible) and/or cell phone in a dry bag
 - Personal flotation devices (PFDs) for all paddlers onboard
 - A minimum of two bailers per canoe
 - An extra paddle
 - Drinking water (please bring your own)
 - Extra rigging tubing

All IMUA paddlers are required to read and be familiar with the Safety Manual and Code of Ethics and Conduct form. The signature pages must be returned to the club secretary each year.