



Oceanside Outrigger Canoe Club- “Captains Program” Review Questions

revB

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Scope

This document a compilation of input which was deemed pertinent to the safety and “day to day” operations of the Oceanside Outrigger Canoe Club (OCCC). The OCCC “captains” qualification program is being developed to build “on and off” water leadership through education and situational awareness. To become certified as an OCCC captain a requisite written examination (sample questions contained herein) and oral board must be successfully completed. The questions contained herein are not intended to be OCCC or SCORA “policy” and should be used in the context of “providing knowledge.” If any of the information contained herein is found to be contrary to published policy- please defer to published policy and report the deficiency for immediate amendment/removal to/from this document. Additional contributions to this document- especially in the area of technical specialty are graciously welcomed. Please provide input to document compiler at timdunegan70@gmail.com.

This document has been compartmentalized into logical categorizations formatted as follows-(title categorization- the current number of questions existing in that particular category)

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Basic navigation- 14

1. When leaving the harbor what color buoys are on your right?
 - a. Green
 - b. Red
 - c. Green or Red – it doesn't matter if there are no hazards

2. Fill in the blank of this common phrase "red, _____, returning."
 - a. Left
 - b. Right
 - c. Sun
 - d. emergency

3. White buoys indicate:
 - a. Rocks
 - b. Speed limits
 - c. Warnings
 - d. All of the above
 - e. None of the above

4. What hazardous condition does the sand bar create?
 - a. Possibility of breaking waves at the harbor mouth
 - b. A safe area to surf the OC6 since there are no rocks
 - c. Possibility of breaking teeth while chewing- (and they are not as tasty as candy bars)

5. What color are even numbered buoys?
 - a. Green
 - b. Red
 - c. White
 - d. Black

6. At dusk when returning to the dock – the color of the buoys is hard to discern. What side should the even numbered buoys be on?
 - a. Left
 - b. Right
 - c. overhead



7. Right of way rules within the channel include
 - a. Always keep to starboard side of channel whether leaving or entering
 - b. Craft less than 60' must keep clear of larger vessels
 - c. When overtaking vessels one must keep clear of the vessel being overtaken
 - d. One must keep clear of large vessels which cannot stop or alter course quickly
 - e. Give way to power driven vessels when approaching their starboard side
 - f. Assume that you cannot be seen and proceed accordingly
 - g. All of the above

8. A nautical mile equals what in statute miles
 - a. One to one
 - b. 1.5
 - c. 1.15
 - d. 2

9. One degree of latitude is equal to what in nautical miles
 - a. One to one
 - b. 50
 - c. 60
 - d. 10

10. A solid red buoy and a solid green buoy are usually found in pairs.
T or F

11. Port Side means
 - a. Right
 - b. Left

12. Starboard Side means? (hint count the # of 'r's)
 - a. Right
 - b. Left

13. A red and green striped buoy is used as a
 - a. Channel junction indicator
 - b. A safe place to stop
 - c. A distance that is 1 mile from the dock
 - d. Another type of "slow- 5MPH " warning buoy

14. You are paddling in Oceanside harbor- when leaving the harbor mouth what is the name of the rock barrier on the right hand side of the harbor?
 - a. South Jetty
 - b. North Jetty
 - c. Harbor Breakwater
 - d. West Jetty
 - e. Del Mar Jetty (DMJ)



Outrigger Float Plans- 4

1. When described simply a “float plan”- is the intended paddling plan.
T or F

2. What are the major components of a float plan?
 - a. Direction
 - b. Time anticipated on the water (duration)
 - c. Informing someone of the “intended” plan
 - d. All of the above**
 - e. ‘ b’ and ‘c’ are only required

3. When building a float plan for a group- the plan should be made for the :
 - a. Most experienced crew
 - b. The crew that possesses the largest number of the least experienced paddlers**

4. Float planning- OCCC intends to push off the docks at 9AM for a 3hour round trip paddle. Forecasted winds are to be- 1) 5mph out of the NE until 10 o’clock and 2) 7mph out of the NW by 11 o’clock- in order to set up a downwind run on the return (to point of origin) – we must begin our paddle heading in which direction:
 - a. South
 - b. West
 - c. North west**
 - d. It doesn’t matter winds change



Coast Guard and Regulations- 9

1. Oceanside harbor is being dredged- a tug comes from behind the jetty with multiple white lights lit in a row. What do the white lights mean?
 - a. The tug is low on fuel
 - b. Another larger vessel is following the tug under it's own power
 - c. The tug is currently towing something (anything)
2. Oceanside harbor is being dredged – the cables used by the dredge and the tugs are all required to be above the water.
T or **F**
3. PFD is an acronym for Personal Floatation Device.
T or F
4. By United States Coast Guard regulations- when paddling an outrigger canoe at night “red and green” navigation lights are required to be displayed.
T or **F**
5. By United States Coast Guard regulations- when paddling an outrigger canoe at night the crew must have “ready at hand an electric torch or lighted lantern (flashlight) capable of showing a white light to be displayed in sufficient time to prevent collision.
T or F
6. What VHF radio channel is used explicitly for distress calls?
 - a. 15
 - b. **16**
 - c. 17
 - d. 18
7. Under state law, it is an infraction to operate a canoe unless every child under what age is wearing a PFD?
 - a. **13**
 - b. 6
 - c. 18
 - d. 10
8. According to Maritime Law – Two power crafts (A and B) are on a collision course. To avoid a collision the two crafts should pass each other:
 - a. A Starboard to B Starboard (altering course port)
 - b. **A Port to B Port (altering course Starboard)**
 - c. A Starboard to B Port
 - d. A Port to B Starboard



OOCC Safety- 29

1. Before leaving the dock what should you do with regard to your canoe and equipment?
 - a. Verify presence of safety equipment
 - b. Verify that the bailing buckets are in place
 - c. Verify the ama rigging is sound
 - d. None of this is required since a group has just finished paddling and left the canoe moored at the dock- I can assume that they had the required safety gear
 - e. **a,b and c**

2. Prior to paddling which of the below list should be considered? (this is not a comprehensive list)
 - a. Current weather
 - b. Future weather forecast
 - c. Sea conditions
 - d. Crew capabilities
 - e. Equipment condition
 - f. It doesn't matter since your crew is staying in the harbor
 - g. **a-e**

3. Club policy- surfing the OCGs is fine if you have an experienced crew
T or **F**

4. When paddling with a group of canoes it is best safety practice dictates- that we try to stay within hailing distance of all canoes.
T or F

5. When paddling with a group of canoes (3 boats) and a canoe hulis other canoes should continue to paddle and wait at next break for them to catch up.
T or **F**

6. When paddling with a group of canoes and a canoe hulis other canoes should come to the aid of the hulied canoe.
T or F

9. You are the group leader and a canoe is considerably slower than the group, you should turn group to maintain hailing distance with slower canoe.
T or F



10. You are the group leader and a canoe is considerably slower than the group, if conditions allow, it is permissible to change crew persons to alter canoes ability to stay with group.

T or F

11. You're in the open ocean and weather or sea conditions change for the worse you should...?

- a. Head for safe harbor if possible
- b. radio for assistance if time and conditions permit
- c. continue paddling since the weather always changes

d. a & b

12. You are in the open ocean and want to go for swim. What should you do before leaving the canoe?

- a. Just jump in- securing permission is just a courtesy
- b. First ask permission of the steersman
- c. If steering OR stroking - Assign a crew person to control canoe while you are in water

d. b & c

e. none of the above- you never get in the water

13. Your responsibility for the paddle ends when...

- a. You hug everyone on the dock.
- b. You exit canoe.
- c. Canoe is secured to dock.

d. Head count is verified, all canoes have been removed from water and placed on beach and equipment properly removed and stored in shed.

14. As steersman you are responsible for the safety of your crew and canoe/equipment and are obligated to make your decisions based on that premise first and foremost.

T or F

15. If you have 2 small (1 gallon bottle size) water bailers in the canoe- the large 5 gallon bailer is not required

T or **F**

16. While launching a canoe you hear a small amount of water in the ama- further inspection finds a small crack 2 inches above the waterline. Do you use the canoe?

- a. Yes...the canoe is still safe to use since it's a small crack
- b. Yes ...the crack is above the waterline and the ocean conditions are flat
- c. Yes....because of 'a' and 'b'

d. No.....the canoe is not "sea worthy"



17. Error reporting- during your practice session you THINK that a piece of OCCC gear may be unsafe. You should report the deficiency to....
- Your steersman
 - Your coach
 - ANY coach
 - The equipment manager
 - Any OCCC board member
 - Only 'a' and 'b'
 - All of the above
18. True or False: OCCC has internal safety rule which mandates the use of "red and green" navigation lights when paddling at night.
- T or F
19. OCCCclub policy requires what visual test prior to leaving the harbor in marine layer conditions.
- Must be able to see the sea lion buoy
 - Must be able to see the A stick
 - the Must be able to see pier
 - Must be able to see for at least 100 yards
20. If all marine regulations and club policy requirements are met- you must then defer to the evaluation of the paddlers who are in the canoe and their proficiency given the prevailing conditions.
- T or F
21. It is customary to carry a spare steering blade and paddle.
- T or F
22. True or False – Any OCCC club member can steer an OCCC Canoe?
- T or F
23. A coach may designate a person to steer an OCCC canoe during practice or during a race- even if the individual is not on the OCCC approved "captains list."
- T or F
24. At minimum- what safety equipment must be in an OCCC canoe before it is launched?
- 1 Coast Guard approved PFD for each crew member on board
 - 1 large and 1 small bailing bucket
 - 1 safety/first aid bag
 - All of the above



25. True or False – “Newcomer” paddlers are not allowed to proceed past the Oceanside harbor entrance.
T or **F**
26. At the discretion of the Newcomers Coordinator- in safe conditions a “new comer” crew may proceed past the harbor entrance
T or F
27. In Oceanside Harbor- Where are the water conditions posted?
- On each lifeguard tower
 - At harbor patrol
 - On your cell phone
 - On the bulletin board on the backside of the bathrooms**
28. What required safety objects should every canoe have?
- Radio
 - Safety bag
 - Extra steering blade/paddling blade
 - Life jackets
 - a,b,d**
 - All of the above



OOCC- Hulis- 2

1. What is the steersman's first responsibility after a canoe hulis?
 - a. Gather paddles
 - b. Align the boat into the swell
 - c. Help right the canoe
 - d. Count heads and assess the immediate situation based upon conditions
2. After all crewmen are accounted for what should steersman do?
 - a. Gather paddles
 - b. Direct the crew members in performance of their individual duties
 - c. Align the boat into the swell
 - d. Help right the canoe



SCORA Safety- 9

1. During a race- a crew encounters a vessel in distress you should?
 - a. Ignore the situation.
 - b. Laugh at their bad luck.
 - c. Render all possible assistance**
 - d. Continue racing since there are SCORA safety boats on the course
2. SCORA requires that all paddler be able to swim
 - a. Only if they are not wearing life jackets
 - b. Not if they have no intention of racing.
 - c. Not if they can tread water
 - d. All paddlers are required to swim (200ft)**
3. SCORA requires that all paddler be able to get in to a canoe unassisted
T or F
4. True or False – Hulls of canoes used in SCORA sanctioned races can be made of any material?
T or F
5. Neglecting “unlimited” division- a SCORA sanctioned race has two hull types Bradley and Spec. What is the minimum allowed hull weight?
 - a. 200lbs
 - b. 300lbs
 - c. 400 lbs**
 - d. 500lbs- when rigged
6. If a canoe swamps or overturns after the start of a race, the canoe may be righted and/or bailed out and will be allowed to continue the race. What is the time limit to be allowed to right a swamped canoe in order to finish a race?
 - a. 5 minutes
 - b. 10 minutes
 - c. 20 minutes**
 - d. 30 minutes
7. In races that do not require canoes to maintain their respective lanes and a double marker flag/float are to be rounded and an overlap is occurring, who has the right of way? A or B
 - a. The canoe closest to the mark to round the mark.
 - b. The outer lead canoe
 - c. Leading canoe with the following overlap consideration- overlap applies when...no airspace seen between the lead canoe tail and the trailing canoe nose)**
8. As a captain I should know the swimming ability of all of my paddlers
T or F
9. Every paddler (regardless of racing intent) needs to have a current signed online waiver.
T or F



Hawaiian Paddling Tradition- 1+

1. Traditionally (if physically possible)- Beached canoes should have the bow pointed
 - a. Inland
 - b. Toward the ocean
 - c. Parallel to the ocean to prevent the tide from “taking the canoe”
 - d. The easiest and fastest way to end practice!

2. Try- (this will not count against your score- but attempting this question may add to your own knowledge) Match these words to the most appropriate definition:
 - a. **Akahai**
 - b. **`Olu`olu**
 - c. **Ha`aha`a**
 - d. **Ahonui**
 - e. **Lokahi**

_____ Kindness. Help others where you can, let others help where possible. Remember to give credit where credit is due and do not take credit at another's expense.

_____ Unity. Unity is to a club, what water is to a farmer. Take away a club's unity, and the club becomes a lifeless desert. By maintaining club unity you maintain a common goal and individuals are possessed with a common motive.

_____ Agreeable. Commend in public, condemn in private. Remember a good judge of character corrects what he hears by what he sees, a bad judge of character corrupts what he sees by what he hears.

_____ Humility. Pride brings destruction, humility brings honor. If you are humble, you consider yourself the servant of others. You do not act or feel superior to others. Remember that a leader who excels in employing others humbles himself before them.

_____ Patience. Never remember small faults, never forget small favors. The development of patience challenges the strongest by the minute to break away and take the easy road. It is something to admire and respect in someone, but often over looked because patience is hidden in all of us.

- a. **Akahai** Kindness.
- b. **Lokahi** Unity
- c. **`Olu`olu** Agreeable.
- d. **Ha`aha`a** Humility.
- e. **Ahonui** Patience.



Parts of the Hawaiian Canoe and Paddle- 20

1. The wa'a is what part of the canoe?
 - a. Deck
 - b. Gunnels
 - c. Splash guard
 - d. Cross brace that iakus are fastened to.

2. For SCORA racing- A typical OC-6 hull weighs approximately...
 - a. 500lbs
 - b. 350 lbs
 - c. 400 lbs
 - d. 1 ton

3. The holes in the hull (located at ehe wa'a) which are used for rigging are called:
 - a. Ama
 - b. Puka
 - c. TooDamnSmall Holes
 - d. muku

4. OCCC has 4 different OC-6 Hull types they are...
 - a. Bradley, mirage, timothy, & huki
 - b. Huki, striker, lightning, & Bradley
 - c. Nehe, ula ula, rell, & makana
 - d. Mirage, Bradley, Lightning and Striker

5. The part of the iaku that over hangs the hull is called:
 - a. Place where to step in order to right a boat after huli
 - b. Manu
 - c. Puka
 - d. Muku
 - e. Not named since good rigging should have no overhang

6. OCCC has several ama types, the primary amas used are ...
 - a. Puffy & Bixler
 - b. Grumpy & sneezy
 - c. Fiberglass and plastic.
 - d. Carbon and Fiberglass
 - e. Blue & white.



7. Snap lashes are used to...
- Keep crew in line
 - Secure seat pads
 - Retain 5 gallon buckets in place
 - Attach iakus to wa'a
8. The SCORA canoe length (end of hull to end of hull) for OC-6 hulls are approximately _____ feet long.
- 37
 - 52
 - 44
 - 30
9. The Hawaiian word for paddle is:
- Mole
 - Manu
 - Huki
 - Hoe
10. What is the number of 5 gallon bailers and buckets (respectively) that are required for a voyage?
- 1 and 1
 - 2 and 1
 - 2 and 2
 - 1 and 2
11. Even if allowable by local lifeguarding – safety dictates that we do not beach launch canoes through the surf break because of risk to personnel and equipment.
T or F
12. Surging over an oncoming wave, landing heavily off the back may lead to progressive weakening of the structural integrity of the canoe.
T or F
13. If required/permissible on race day a beach launch is allowed (Santa Barbara) – it is best to wait until a set arrives and immediately launch into shore break- to get the best possible “air” on the paddle out.
T or F
14. If required/permissible on race day (Santa Barbara) – on the way back to the beach it is best to wait until a set arrives to “surf” ashore as opposed to waiting to “paddle in” using flat water between surf sets.
T or F



15. If required/permissible on race day (Santa Barbara) – when “paddling in” it is safest to be parallel to the beach upon entry into the surf zone.
T or **F**
16. Our crew has just successfully navigated the surf zone but are not yet on the beach- where is the one place that I DO NOT want to be when I step out of the canoe:
a. Between the canoe and the beach- for fear of entrapment between the ama and the hull if a set arrives
b. Up swell between the canoe and the open ocean- to be clear of all entrapment- which may also include gear (ropes / camel back) and kelp
17. If required/permissible on race day (Santa Barbara) -Which of the following may result from surging over an oncoming wave?
a. A Weakening of the longitudinal strength
b. B Hull loses stiffness
c. C Seats crack
d. D Spreaders develop weakness
e. E All of the above
18. The ama is possibly the most fragile of all outrigger canoe components
T or F
19. What is the purpose of the sealed bulkhead void (manu) at the front and rear of the canoe?
a. Adds speed to the glide
b. Buoyancy in event of capsize
c. Minimized the slapping of bow over waves
d. Keeps the fiberglass from overheating due to friction
20. How many openings must be present to cause the bulkhead to take on water?
a. One
b. **Two**
c. Three
d. Four or more



Paddling mechanics and steering- 3

1. When paddling downhill it is prudent to allow ample space between canoes to allow for corrections should the canoe in front of you suddenly change direction, slow, or huli while you are surfing the face of a closely following wave.
 or F
2. Crew leaders should always focus on safety, equipment, and the (immediate + forecasted) weather and water conditions
 or F
3. Avoiding collision is a captains concern. This takes precedent over right of way regulations.
 or F



Padding communication- 11

1. Two valuable communication necessities for every steersman are encouragement (always) and coaching (when needed).
 T or F

2. When steering assistance is required from your stoker two common commands are ...
 - a. Kahi & uni
 - b. Kahi & port
 - c. Turn left, turn right
 - d. Kahi & huli

3. In Hawaiian - Kahi means “draw”
 T or F

4. In Hawaiian - Uni means “poke”
 T or F

5. In OCCC communication- The command to tell your crew to stop paddling is – “paddles up”.
 T or F

6. In OCCC communication - The command to tell your crew to stop paddling and immediately put on the brakes (!) is – “hold water”.
 T or F

7. In OCCC communication - “Rafting” refers to the practice of matching up the right gunnels of two canoes.
 T or F

8. If you are uncomfortable with the conditions or crew ability- it is alright to venture outside the harbor since your crew will always become “better” the longer that they paddle together.
T or F

9. Decisions (of safety) should always be applied to the _____ member(s) of your crew.
 - a. Most experienced
 - b. Majority (numerical majority)
 - c. Least experienced



10. As a steersman- When communicating with your crew a good “rule of thumb” to follow is:

- a. Talk constantly
- b. Not to talk at all
- c. Only talk when necessary to correct deficiencies
- d. Keep communications brief- but talk when necessary to correct and to motivate your crew

11. Several reasons for taking a slight angle over large oncoming swell is- 1) to prevent the nose of the canoe slamming down which may result in hull failure 2) to be in position to surf the “backside” of the swell 3) to maintain your crews rhythm, power, and drive 4) to prevent lower back injury to seats 1 & 2 as the hull impacts the water’s surface

T or F



Water and Weather- 4

1. Tides occur in cycles- In a 24 hour period how many High AND Low tides occur in Oceanside harbor ?
 - a. High = 2 Low= 2
 - b. High =1 Low =1
 - c. High =3 Low =3
 - d. Tides never shift since Oceanside harbor is so small

2. What direction is the wind coming from during “Santa Ana” conditions?
 - a. Any direction
 - b. Offshore or blowing from the east.
 - c. Onshore and blowing from the west

3. During strong “Santa Ana” conditions (at >10Mph wind speed)- what (recommended) direction should your float plan take?
 - a. North or south- “long shore”. Since padding west during Santa Ana winds may lead to a long upwind piece on the return trip.
 - b. West- for the fastest possible run
 - c. Any direction- Santa Ana winds are short duration winds which last for no more than an hour

4. If the wind is “Offshore”, which cardinal direction is the wind blowing.
 - a. North to South
 - b. South to North
 - c. East to West
 - d. West to East

5. Winds are named from the direction which they blow- i.e. A west wind blows from the west.
T or F



Physical Training Plan Structuring- 1

1. When implementing a training plan- A workout phase at >90% intensity for < 3 minutes would be considered _____ and a workout phase of 70-90% intensity for <10minutes would be considered _____ .
 - a. Aerobic & anaerobic
 - b. Anaerobic & aerobic**
 - c. Anaerobic & LSD (long slow distance)
 - d. Aerobic & LSD (long slow distance)

Group Logistics and Organization

1. On a not “new comer” paddling day- You have a crew with 6 paddlers- 3 persons who have been paddling for 2 to 4 months, 1 who is on their first paddle out of harbor and 1 very experienced paddler with many years of race experience and you...who should you gear your paddle plan to?
 - a. The most experienced paddler to keep them challenged
 - b. The mid-level majority paddlers who have been out for several months
 - c. Send home the new paddler (with the recommendation that they return on a designated “new paddler “ day)- AND if the majority has a distinct training intention- adapt the training for a crew of 5 (in harbor option)
 - d. If all agree to paddle together – set the maximum level to be within the bounds of the least experienced paddler
 - e. Both c & d**
2. When seating canoes consideration should be given to seating canoes as evenly as (feasibly) possible.
T or F
3. Canoes should be seated to balance the needs of both the experienced and the least experienced paddlers.
T or **F**
4. If your canoe club DOES NOT HAVE a program separation of experienced, novice, new comer, and experienced “recreational” paddlers- the term “stacking “a canoe is a practice of separating experienced and in-experienced paddlers at practice.
T or F
5. If your canoe club DOES HAVE a program separation of experienced, novice, new comer, and experienced “recreational” paddlers- it is most appropriate to intermingle all levels of paddlers since all of their individual needs will be met
T or **F**



6. You're paddling with a group of canoes, your canoe is falling far behind you should...
 - a. Turn back to harbor.
 - b. Stop and wait for group to turn.
 - c. Curse group captain for poorly seating the canoes.
 - d. Follow paddle plan and rely on group leader to maintain safe distance between all canoes

7. When returning to dock or ramp you should...
 - a. pull into first available space
 - b. pull into dock/ramp closest to the handicapped dock.
 - c. Follow lead canoe.
 - d. Look for boaters preparing to launch before determining which dock/ramp you are going to pull into- and make the safest possible choice

8. When waiting for other canoes you should wait in the harbor mouth.
T or F

9. If you have an extremely experienced crew and you are paddling as part of "float plan" with a group of canoes- it is permissible to paddle with a 5 man crew.
T or F

10. Before leaving the dock what should you do with regard to your crew?
 - a. Assess their experience and conditioning
 - b. Conduct a safety briefing i.e. huli procedure/ injury response
 - c. Designate a "second" to lead in the case that you should become injured
 - d. Accidents rarely happen- and the crews were seated equally
 - e. Nothing - this is the responsibility of the workout leader
 - f. All of the above apply in most situations
 - g. a & b & c

11. You are taking a person paddling for the first time. You need to provide them with a t "club paddle". Knowing that an incorrectly sized paddle can lead to injury- what "rule of thumb" should be followed:
 - a. With the edge of the paddle face on the ground at the new paddlers feet (standing on end)- the handle extends to paddlers belly button
 - b. With the edge of the paddle face on the ground at the new paddlers feet (standing on end)- the handle extends to paddlers shoulders
 - c. With the edge of the paddle face on the ground at the new paddlers feet (standing on end)- the handle extends to just below the middle of the paddlers chest
 - d. With the edge of the paddle face on the ground at the new paddlers feet (standing on end)- the handle extends to paddlers forehead



Basic First Aid- 10

1. Hypothermia can be defined as a condition in which core temperature drops below the required temperature (95.0 °F) for normal metabolism and body functions.
T or F

2. Heat stroke is defined as a body temperature of greater than 40.6 °C (105.1 °F) due to environmental heat exposure with lack of thermoregulation.
T or F

3. Symptoms of heat stroke might include:
 - a. Cramping
 - b. Shallow breathing
 - c. confusion
 - d. lack of sweating
 - e. none of the above
 - f. all of the above**

4. For the prevention of hypothermia- Synthetic and wool fabrics are superior to cotton as they provide better insulation when wet and dry.
T or F

5. Symptoms of mild hypothermia (stage1) might include:
 - a. Shivering
 - b. Hypertension
 - c. Confusion
 - d. none of the above
 - e. all of the above**

6. Symptoms of moderate hypothermia (stage2) might include:
 - a. Violent shivering
 - b. Lack of muscular coordination
 - c. Movements are slow and labored
 - d. Pale complexion,
 - e. Blue coloration of lips, ears, fingers and toes
 - f. all of the above**



7. Symptoms of severe hypothermia (stage3) might include:
 - a. heart rate decreases
 - b. respiratory rate decreases
 - c. blood pressure decrease
 - d. all of the above

8. Symptoms of severe hypothermia (stage3) might include:
 - a. Difficulty in speaking
 - b. sluggish thinking
 - c. amnesia
 - d. inability to use hands
 - e. skin becomes blue and puffy
 - f. incoherent/irrational behavior
 - g. all of the above

9. Severe hypothermia (stage3) can lead to major organ failure and untreated- death.
T or F

10. Heat is lost more quickly in water than on land. Water temperatures that would be quite reasonable as outdoor air temperatures can lead to hypothermia. A water temperature of 50 °F often leads to death in one hour. Water at a temperature of 79 °F will, after prolonged exposure, lead to hypothermia. In the event of a spring-time Southern California huli what are the visible signs of hypothermia to be aware of?
 - a. Shivering
 - b. Impaired Judgment
 - c. Clumsiness
 - d. Loss of Dexterity
 - e. Slurred Speech
 - f. Inward Behavior
 - g. Muscle Rigidity
 - h. all of the above



Oral Scenarios (unfinished)-

Scenario 1

As a captain you are tasked with taking a group of newcomers out. A huli occurs and one of the new paddlers panics. The panicked paddler is trying to climb onto fellow paddlers and is holding down otherwise able swimmers. What is your immediate course of action?

Scenario 2

1 Boat out of harbor and possible radio scenario-

- Beautiful day- 6 paddlers head out for a fun day on the water
- 3 miles offshore- wind comes up
- Canoe turns- boat begins to swamp (2 paddlers begin bailing)
- Remaining 4 paddlers are not able to make headway into wind- folks bailing are not making headway either
- Boat is half full of H₂O- water temperature = 60 degrees air temperature = 60 degrees windchill contribution- 7 degrees (and this neglects being wet)= total temperature 113 degrees
- Total temp < 120 degrees...set hypothermia stop watch
- Additional sloshing weight of water on bulkhead causes rear tank (manu) to rupture- outrigger canoes with ruptured manus SINK in about 45 seconds
- Paddlers were LUCKY and were able to grab the life jackets which were stuffed tightly beneath seat 4
- But safety kit and radio were still hooked onto boat
- Boat is floating ama half in half out of water- front manu still intact is floating even with water level
- Brave soul dives to retrieve radio still attached to canoe 15 feet below water (1/2 of 1 earth atmosphere)
- Decision to dive for radio quickly is wise- since most low price marine radios will survive 3 feet of submersion for 30 minutes (standard JIS-7)....survivability of radio at 1/2 of 1 earth atmosphere is minutes
- LUCKY- Radio functional
- Normal transmission range for VHF radio with transmit and receive antennas of equal height AND no interference in path = 5 mile maximum!!!
- Antenna is at water level- both sea swell and antenna being wet (short rubberized antennas that are wet are very poor emitters)
- LUCKY- radio was fully charged...since this crew will have to continuously transmit for help to overcome the fading (up and down swell) conditions
- LUCKY- elevated VHF antenna on shore site is able to decode SOS
- BUT-

Help is dispatched to where? Hypothermia clock is at what?

Why we need to have 2 canoes?

1. it increases our visibility signature on the ocean
2. it creates a platform to work from- in this case a viable position to transmit from
3. it provides redundancy of rescue equipment
4. in the hypothermic case- it provides 6 clear thinking individuals
5. it increases individual survivability by about 5000%



Scenario 3

What is on your pre-launch check list?

Scenario 4

If a paddler stops breathing in the canoe, I should: (name 3 things you should do first)

Scenario 5

List ten of the most important items to check prior to launch.

1. Safety bag
2. Radio (check battery)
3. Straps
4. Rigging
5. PFD (one for each paddler)
6. Ama water tight
7. Bow (front manu) water tight
8. Stern (rear manu) water tight
9. No damage to spreaders
11. Bailers/ Buckets
13. Iaku layers are secure

Scenario 6

What is seat 3's assignment in a huli? Depending on the information and video linked on the OCCC website it could be front iako or ama. But the real answer is whatever seat 6 says to do. So seat 6 needs to be able to size each person up before each paddle and have a plan ready.

Scenario 7

What are the responsibilities of all six seats in the event of a huli ?



Scenario 8

Describe how you would right a hulled canoe in high surf. (Include which direction the cane is pointing, how to keep it from swamping, job assignments, safety concerns etc.)

Scenario 9

OCCC policy states that the green “safety bag”- what are the contents of the safety bag.

- Signaling mirror + lanyard
- Light stick
- Dye pack
- Compass + lanyard (lensatic style)
- Blast whistle + lanyard
- Space blanket
- 14 inch zip tie
- Matches (water proof)
- Match case
- Small knife (folding stainless)
- Small Waterproof box necessary to protect fragile items (compass,knife,etc)- gear will be foamed in place for ease of inventory
- 20 foot tie strap+ buckle
- Sharpie

Scenario 10

An emergency has occurred offshore- you do not have a GPS- Describe how you would use the lenstatic compass to provide a line of bearing to provide to the rescuers when calling in the incident on your radio

Scenario 12

If conflict arises in the canoe what is the course of action? Example: Seat 1 keeps telling the canoe to pick it up, try harder, or says that they are the only ones trying and seat 4 and 5 take offense to that, what should you do to defuse the situation?



Scenario 13

When should you practice how to speak to your crew in the following conditions?

- During a race
- In rough water conditions

Practice how to communicate key directions during practice.

Relay instructions from the captain to the front of the boat

Scenario 14

During a 9-man change, why do paddlers leaving the canoe get called out together?

So they don't land on each other and to make the "pick up easier and safer"

Scenario 15

How do you perform CPR?

How do you perform CPR in a canoe when individual is too large to fit on the floor of the canoe?

Are you currently CPR certified?

Scenario 16

Name two acceptable forms of distress signaling.

Scenario 17

You are the captain of a canoe- What should you do if a paddler disagrees with your decision during a paddle?