



Introduction to Outrigger Canoeing

- Types of Canoes
- Respect and Tradition
- Parts of OC6
- Seats and Responsibilities
- Calls
- The Stroke
- What's Next





OC 6

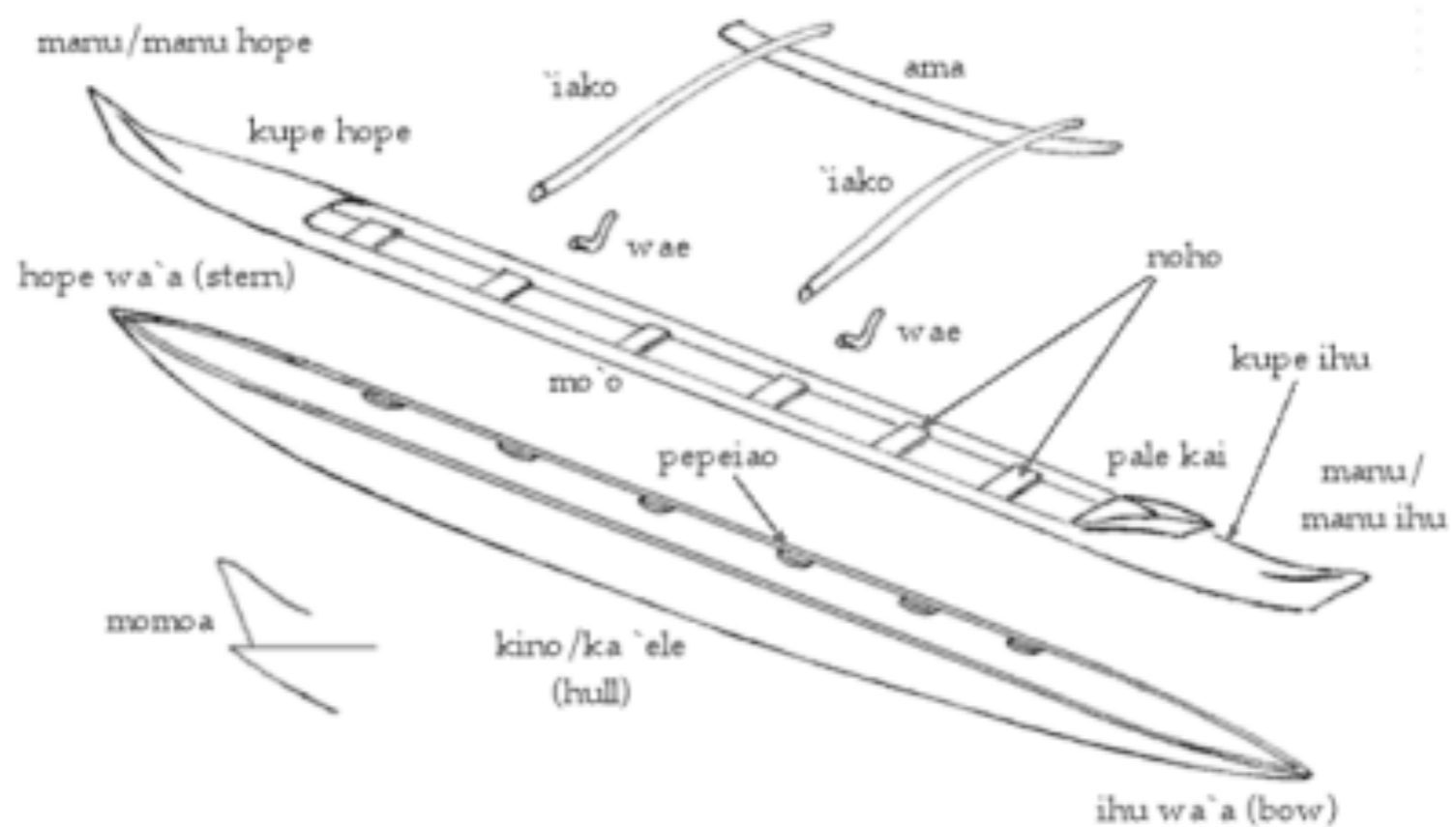


OC1 & OC2

- Traditional - 39'6" to 45' and 400 lbs
 - Malia - "Original" California Canoe (1970s)
 - Bradley - 1980s
 - Mirage - Current
- Unlimited - 175 lbs

Respect for Canoes

- We call our canoes (Wa'a pronounced Va'a) by their nicknames
 - Nai'a - Malia built by Whitey Harrison
 - Manu - Bradley
 - 'Uhane - Bradley
 - Koa - Mirage
- Clean and organize canoes before and after practice
- Don't walk over the canoe - walk around
- Always enter the canoe from the ama side and LEAN LEFT



Parts of OC 6

Paddles

- Composition
 - All wood
 - Hybrid
 - Composite
- Shaft
 - Straight shaft
 - Double bend
- Sized for paddlers
- Steering blades

- Paddle with the bend in the blade facing forward
- Sized for each paddler



The Stroke

It's all about timing and working together and blending - not individual exertion

1. **Set up** - Reach prior to blade entry
 1. Comfortable extension - don't over reach or lean
 2. Leg is forward on the side the paddle is on. The other leg is bent at the knee and under seat
 3. Sit forward on the seat
 4. Brace
2. **Entry** - Placement of blade in the water
 1. Paddle blade should be 45 degrees to water
 2. Paddle blade should be perpendicular to the canoe
 3. Shaft should be vertical
 4. Stay silent - no cavitation
3. **Catch** - Loading of the blade
 1. Critical to the stroke
 2. Don't pull until the blade is loaded
4. **Power Phase**
 1. Rotate body using traps and big muscles to pull paddle until vertical
 2. Push off forward foot for leverage
5. **Exit** - Removal of the blade
 1. End pull at mid-thigh
 2. Paddle out of the water at hip
6. **Recovery** - The swing through to setup
 1. Straight shot back to set up

- Stay Silent in the water
- Pull the canoe to the paddle
- 2 beats in the water - 1 on return

Seats and Responsibilities

- Seats 1 and 2 – Seat 1 (also known as a “stroker”) sits in the very front seat of the canoe. Seats 1 and 2 are primarily concerned with ensuring the rhythm and pace of the paddle strokes, which Seats 3-5 follow. They paddle on opposite sides and as such neither has a paddle to follow. A good stroker should be able to adjust the stroke depending on the length of a race or to allow for variable water and wind conditions. Seat 2 must follow in perfect time, mirroring the stroke pace so as the power distribution remains equal and synchronized down the length of the canoe. When rounding markers, Seats 1 and 2 work together to turn the front of the canoe.
- Depending on the crew, either Seat 2 or 3 calls the changes, which mark the paddlers changing the side of the canoe on which they paddle. It is important that other than calling the changes, there is no talking in the canoe so that everyone can hear the changes or essential commands from the steersperson.
- Seats 3 & 4 – Often referred to as Power Seats, the heavier, stronger paddlers will generally take these positions. It is their primary task to provide the brute power required to push the canoe along. Number four seat generally takes responsibility for ensuring the canoe remains as dry as possible, bailing when needs be.
- Seat 5 – Seat 5 is also a power seat but also needs to have knowledge of steering to assist the steersperson when necessary. They are also referred to as the keeper of the ama. This entails that they must eyeball the ama (the outer float) to make sure it is stable. If it looks at any time to be lifting threatening a huli, they must quickly react to save it. Failing this, Seats 3 and 4 need to recognize the predicament and also try to save the canoe from going over. Seat 5 must also take responsibility for bailing if required should there be an excess of water in the canoe.
- Seat 6 – The steersperson, who is the captain of the canoe, calls the shots, motivates the crew and sets the canoe up for the best course and catching the swells. They plan and navigate a course and have a big responsibility during sprint races, where they must set the canoe up for a good turn around the buoys. They need to have a good paddling relationship with Seat 5 in protecting the ama and indeed with all the crew. Steering a 40ft plus canoe on the open ocean in rough water is an art form. Those that learn their trade well can be considered masters of a task, which requires intimate understanding of the dynamics of the ocean and the nuances of the canoe and crew.

Commands

- Paddlers alternate sides (seat 1 starts on left)
- When the caller (seat 2 or 3) calls “hut”, the crew take one more stroke, and call back “hoe” then switch sides. There are usually 15 strokes per side (hut called on stroke 14)
- Commands
 - Paddles up - ready position or stop paddling
 - Huki - start paddling
 - Imua - forward slowly
 - Lawa (pronounced lava) - stop

Where to go from here

- After completing the Introduction to Paddling Course, you are free to paddle with our recreational and novice groups.
 - Monday, Wednesday, and Friday at 9 am.
 - Wednesday evening at 6pm.
- After a few sessions you can join our Kai 'Olu program or paddle with the morning group
- We have a great novice program to get started with racing. Please talk to your coach for details