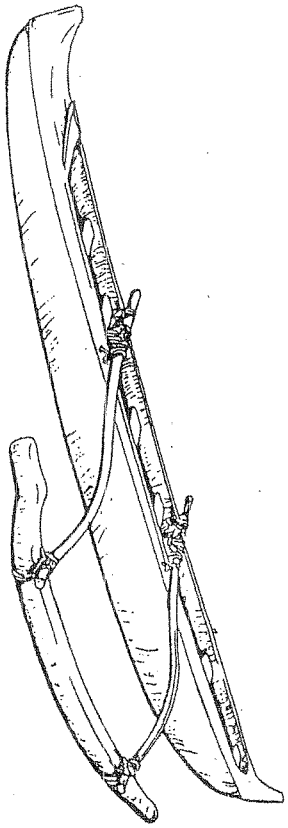
14.

CANOE SAFETY CHECK

1. Plug in tanks
2. Rubber "O" ring on plugs or decks lids okay
3. No cracks, holes, tape patches on tanks
4. No holes or cracks in ama
5. Rigging tight at all 4 point of contact
6. Check buckles for stress
7. If used, check rubber bands for wear and age
8. Proper cord and no wear
9. Check lako for stress cracks
10. Bucket at each Wae
11. Check gunnels, seats, and hull for sharp edges
12. Whistle

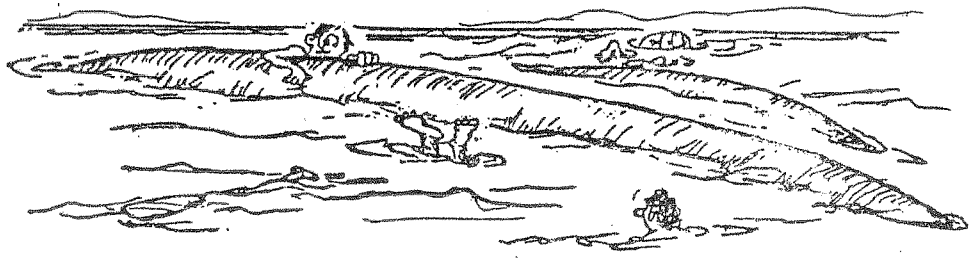
Kama i Ka Huli pu

The Art of Righting a Polynesian Canoe



IF & WHEN YOU DO HULI PAU (CAPSIZE), FOLLOW THESE STEPS & YOU SHOULD BE ABLE TO BE BACK HOE'ING (PADDLING) AGAIN SHORTLY.

TAKING INTO CONSIDERATION THAT YOU HAVEN'T GONE OUT IN 'ALE NUI (VERY BIG WAVES, 6'+) & IN 20 KNOT MAKANI'S (WINDS) & YOUR PIKAOS (FLOATATION TANKS) ARE IN PROPER WORKING CONDITION (MORE THAN ONE PU'UKA (HOLE) IN A TAUK ALLOWS WATER TO ENTER AS AIR ESCAPES) THIS METHOD CAN BE USED WHEN YOU ARE OUT PADDLING WITH YOUR HOA'LOHAS (FRIENDS)



1) COUNT HEADS - STEERSMAN
TAKE CONTROL AND HAVE EACH PADDLER
COUNT OFF. IF YOU COME UP ONE
NUMBER SHORT, START SEARCHING
UNDER VA'A (CANOE).

2) HAVE ONE PEPSON COLLECT THE PADDLES
(HOE), USUALLY STEERSPERSON, BEFORE THEY
DRIFT AWAY. ALSO, ANY ITEMS LEFT IN CANOE
AND NOT TIED DOWN (I.E. WATER BOTTLES,

B. OTHER "FIXITS"

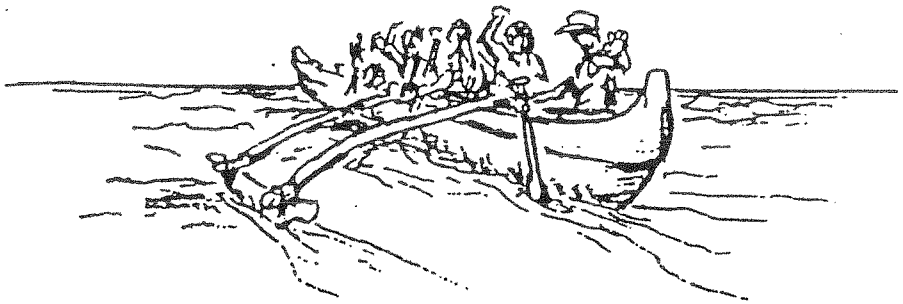
If a canoe cannot be floated by these methods, possibly one way you might try is to rig the canoe for towing. Make sure the half hitches are behind the manu as if you try to tow a fully submerged canoe yc may crush the manu as the manufacturers don't realize that the floatation tanks need to withstand towing pressure of a fully submerged canoe. If one tank is compromised (full of water) tow from the other end. Initially towing speed is to be kept to a minimum so as to not further damage the canoe. The tow line should be as long as possible, but at least as long as 120' of ½" line. Once the canoe is towing i a straight line have the skipper slowly increase the speed, this usually dumps water from the canoe. Now the trick is to slowly stop and hopefully the canoe has enough water spilled from it. If someone stayed with the canoe and all but one large bucket was left with the canoe (tied in) then maybe you might be lucky enough to have out foxed King Neptune. Bail like crazy. Have skipper spin around and have someone always handling the slack line as you don't want another situation as a line wrapped around the prop. There are other ways of lifting a submerged canoe but it requires the work of skilled boat operators and riggers.

If a front manu gets damaged in a race one method of patching it is to place a trash bag over it on the water, but they do make a waterproof duct tape that sticks in wet conditions. They do make a tape the sticks to its self. It can be purchased in a good marine hardware store. One way to dry the nose is to have a couple of your larger paddlers sit near the back of the canoe so as to lift the bow out of the water, so drying enough may have duct tape to stick. Loose rigging can be tightened by buy using a rubber band long enough to secure the looseness. A 1" wide strip at least 6' long should be sufficient.

A broken lako can be repaired by bundling at least three paddle shafts together then using that bundle as a splint just like a broken leg splint.

An ama that has a hole or split in it too large to wrap with a rubber band can be burrito wrapped with a yoga mat or cheap air mattress and the 1" wide x 6' long rubber band or any other type of personal floatation device (PFD), ski vest, boogie board, or by placing a coupled of 1 liter empty water bottles along the bottom of the ama and rubber banding them in place.

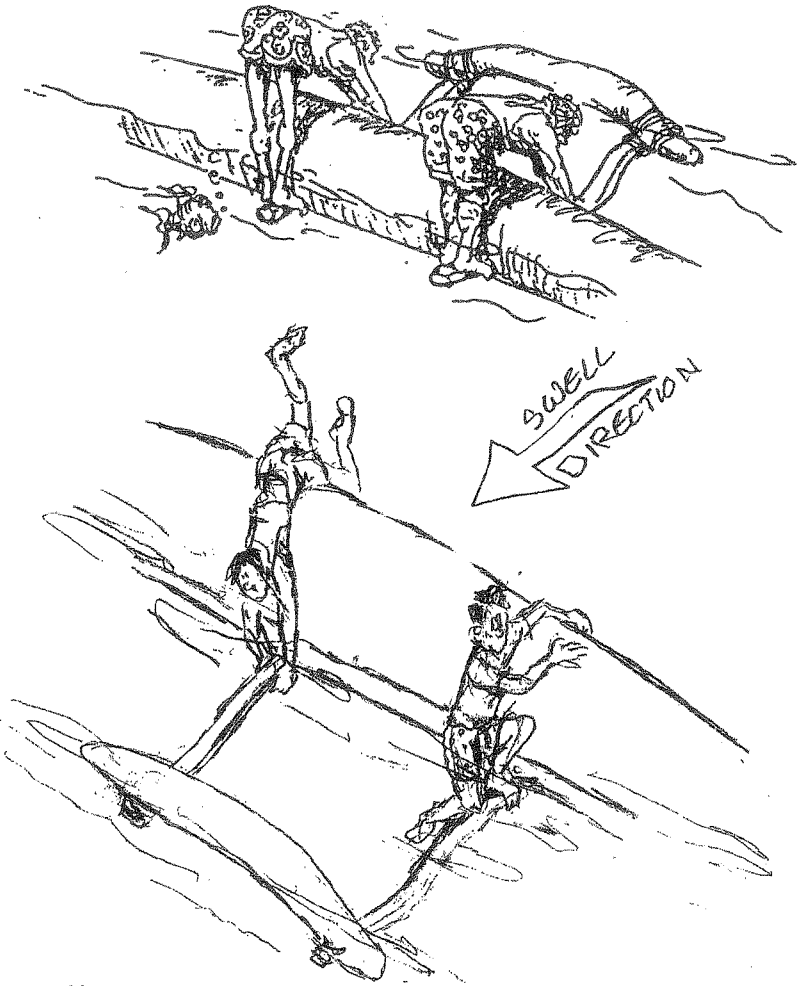
Whenever you are working on a damaged canoe have your escort driver position his vessel downwind o swell because he'll drift into you, further damaging the canoe and/or persons. Pending on the predicament you should have all extra personnel get on board the escort vessel so as not to have hypothermia become another situation.



12. WHEN YOU HAVE REMOVED ENOUGH KA MOANA (OCEAN) FROM THE VESSEL YOU LOVE, YOU CAN GET BACK TO DOING THAT THING WHICH YOU HATE TO DO. BUT YOU DO IT ANYWAY.

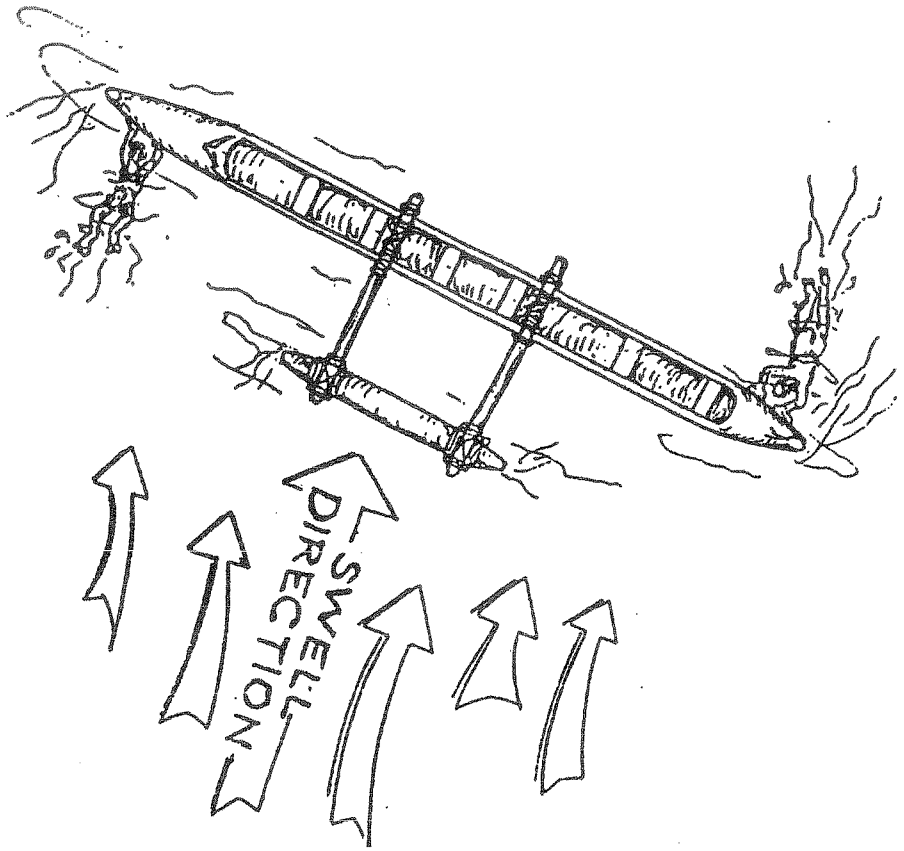
SOME RELATED IKE AKEA (INFORMATION) IS, BEFORE DISASTER STRIKES:

* A BIG BUCKET (KA WA'A) WILL CUT YOUR BAILING TIME DOWN. TWO WILL MAKE THE CANOE DRYER FASTER.
* 1" X 4" PIECE OF INNER TUBE (RUBBA BAN) CAN REPAIR ANY LOOSENED RIGGING, A BROKEN IAKO OR AMA, AND TIE PADDLES TOGETHER.
* IF A CANOE IS IN DISREPAIR SUCH AS FAULTY FLOTATION TANKS, LOOSE OR WORN RIGGING, WEAK OR BROKEN IAKOS OR AMA, JAGGED EDGES OR BOLTS, ETC., IT SHOULD NOT BE USED UNTIL THEY ARE IN PROPER WORKING CONDITION.

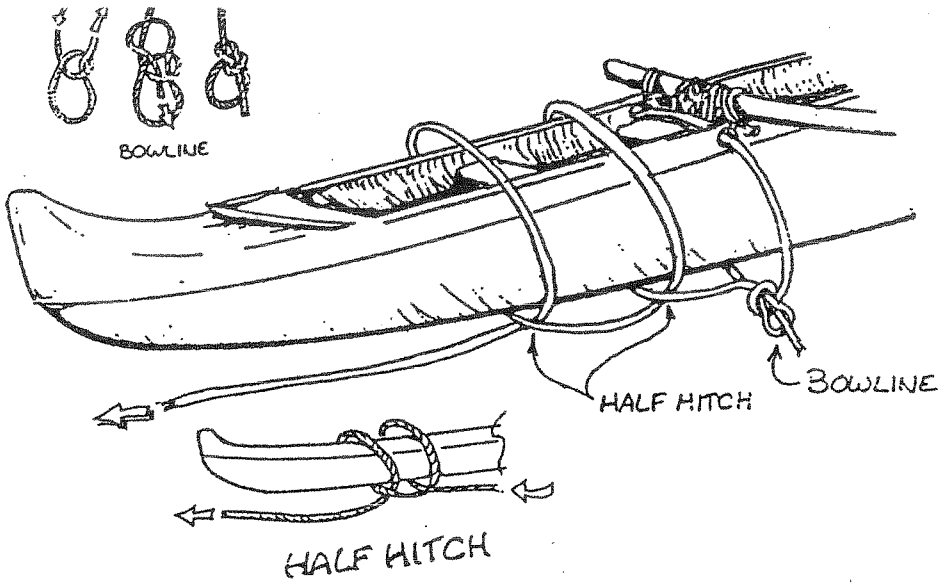


3) GET YOUR TWO OR THREE BIGGEST TO GO TO THE OUTER ENDS OF THE IAKOS (MUKU) AND STAND ON THEM WHILE REACHING OVER THE HULL (KA'ALE) GRABBING ONTO THE GUNNEL (MO'O) OR IAKOS AND LIFT (MAKE SURE NO ONE IS IN THE WAY OF THE AMA (AS IT IS HEAVY AND YOUR SKULL IS SOFT)

4A) IF DONE QUICKLY ENOUGHN YOU CAN MINIMIZE THE AMOUNT OF WATER THAT FILLS THE CANOE. HAVE SOMEONE READY WITH A BAILING BUCKET TO START BAILING (ALA HA MA O KE KAI).

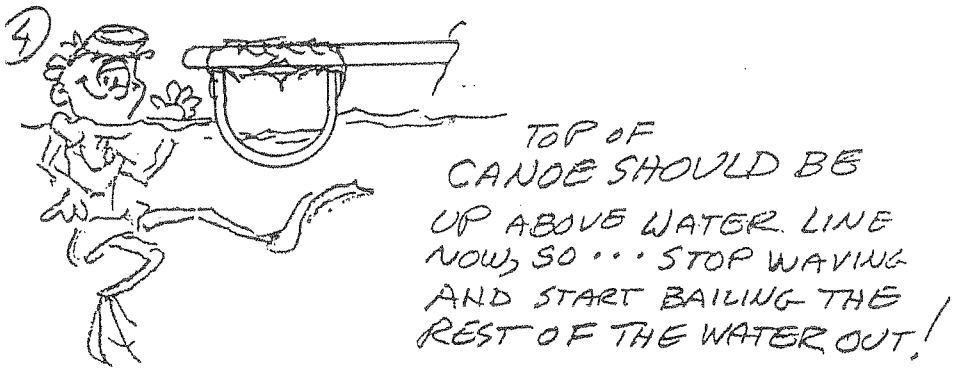


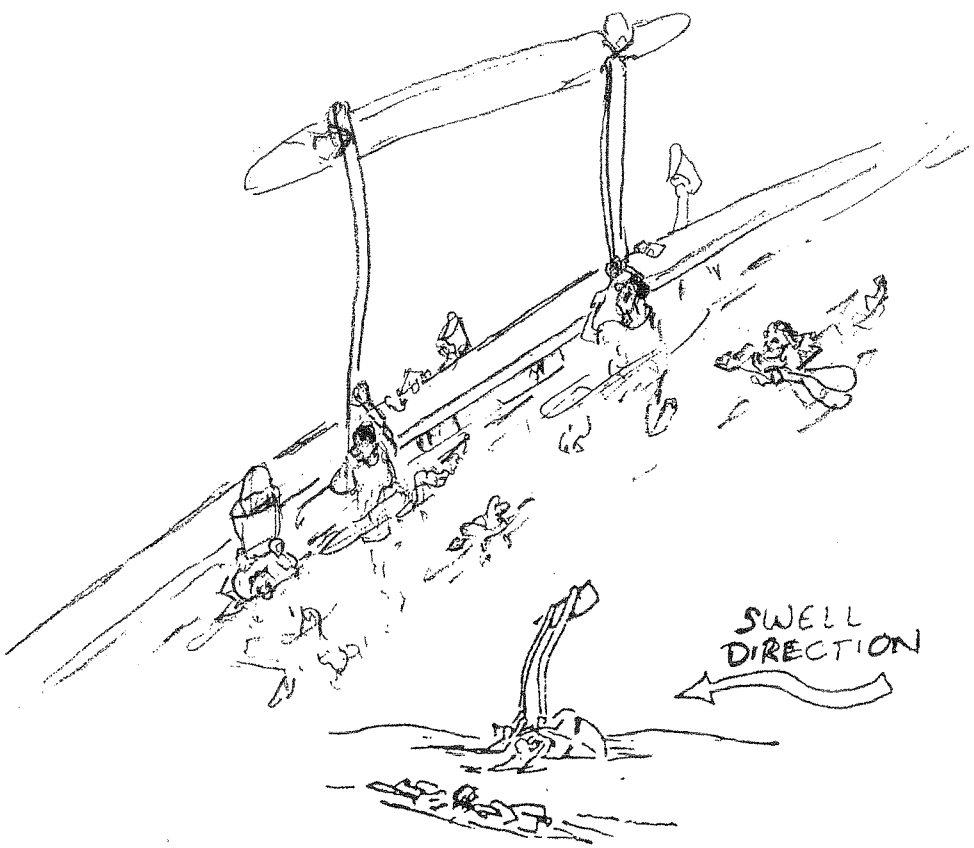
4B) IF NOT, CONSIDER SWELL (ALE HA' HA' O KE KAI) HEIGHT AND DIRECTION, AND POSITION THE CANOE SO THAT THE CANOE IS PARALLEL TO THE SWELL AND IT IS COMING FROM THE LEFT SIDE OF THE CANOE.



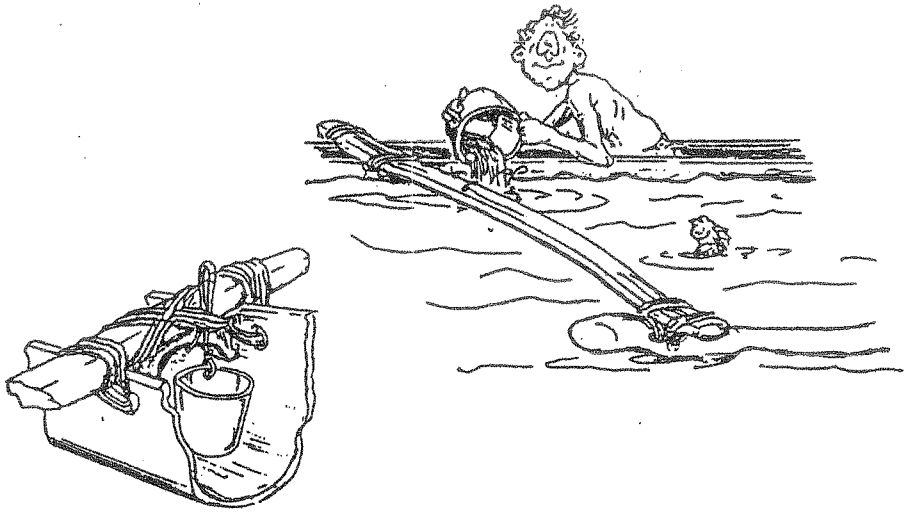
11. IF YOU HAVE TO TOW THE CANOE, PULL A ROPE THROUGH THE IAKO HOLES AND TIE A BOWLINE UNDER THE HULL (THIS WILL HELP YOU LIFT THE CANOE WHILE IT IS IN TOW). ALSO, TIE A HALF HITCH AROUND THE BOW TO HELP TOW THE CANOE STRAIGHT.

IN LARGE SWELLS, DON'T STOP PADDLING THE CANOE FORWARD. IF YOU DO, YOU ARE MORE SUSCEPTIBLE TO SWAMPING OR BROKEN RIGGING (PERSONAL EXPEPIENCE).





5. LIFT THE AMA IN THE AIR, REMEMBERING ABOUT SWELL DIRECTION SO AS NOT TO FILL THE CANOE AS YOU ARE TRYING TO FLOAT IT AS HIGH AS POSSIBLE.

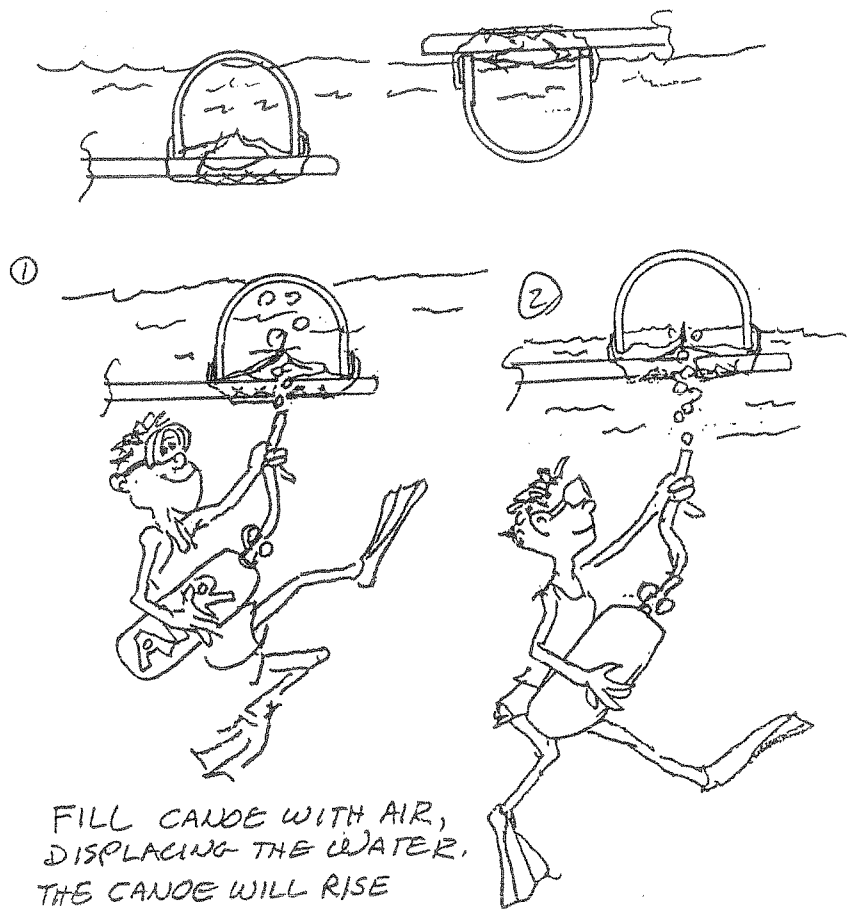


6) THE NEXT STEP TAKES TIMING WITH THE SWELL AND CANOE FLOAT, AND QUICKNESS TO GET OFF THE AMA AND START BAILING, LIKE FAST.

7) IF SUCCESSFUL, AND YOUR GUNNELS AREN'T AWASH, YOU CAN BAIL OUT YOUR CANOE. WHEN YOU HAVE A SUFFICIENT AMOUNT OF WATER OUT OF THE CANOE, YOU CAN PUT SOMEONE IN #3 AND/OR #5 (BECAUSE OF THE LARGE BAILING AREA AND THEY ARE NEAREST THE CENTER OF GRAVITY OF THE CANOE) BUT KEEP SOMEONE ON THE AMA SO IT DOESN'T GO OVER AGAIN.

8) WHILE THIS IS GOING ON, HAVE THE EXTRA PEOPLE CHANGE WITH #3 AND #5 TO HELP BAIL AND HAVE THE PERSON HOLDING THE PADDLES START PUTTING TWO EACH INTO SEATS 2, 4 AND 6.

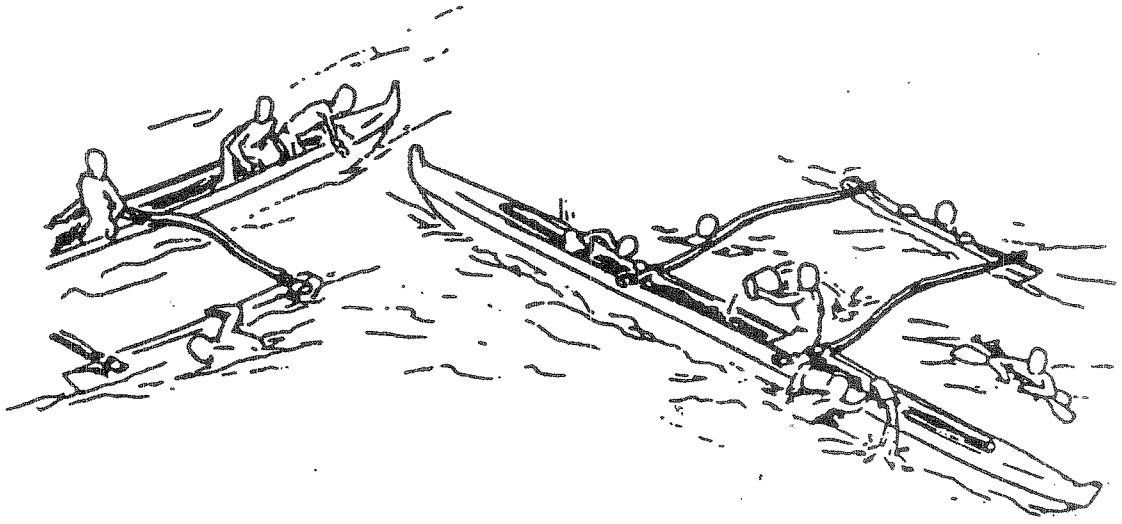
10. CANOE IS UNDER WATER WITH COVERS ON, CAN'T TURN CANOE OVER WITHOUT STAYING BELOW THE SURFACE

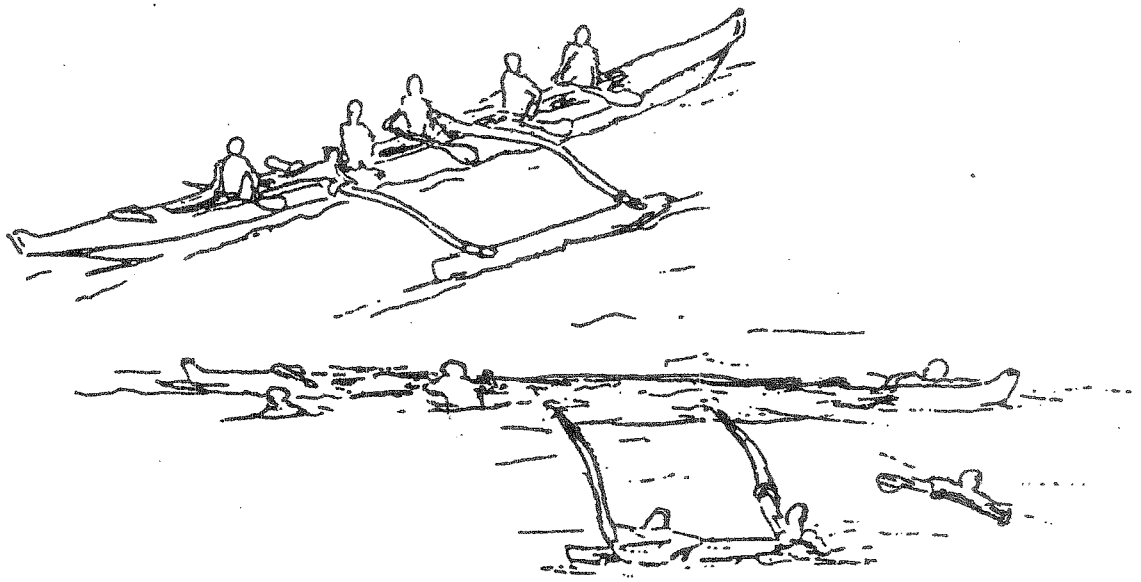


FILL CANOE WITH AIR, DISPLACING THE WATER. THE CANOE WILL RISE

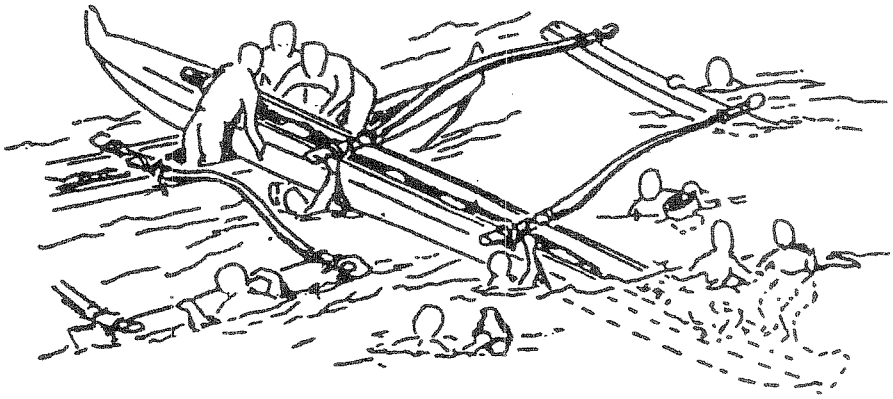
9d. When you've pulled the victim canoe out of the water partially, have persons slip off the bow of victim canoe to further get canoe out of water.

When sufficient water is removed push victim off assisting boat and bail out remaining water.





9a. If you have another canoe around you may use it to help bail out water.



9b. One method is to pull the bow of the victim canoe onto the rear to the assisting canoe. (This is one of the largest displacement of the canoe and there is more room for pulling) Make sure you keep sufficient weight on the ama or the situation may become more complicated.

9c Either the bow or stern, it is entirely up to the situation but have crew members sit on one end of victim canoe. This should help raise the other end so it can be pulled out of the water onto the assisting canoe. Be aware at all times of swell direction and bodies in the water.