



## APPENDIX H BEST PRACTICES and PROCEDURES for ESCORT SKIPPERS

These Best Practices and Procedures statements within said standards will not supersede the USCG Navigational Rules of the Road in regards to responsibility and risk of collisions. It is to be used as a set of standards to help out Skippers that are participating freely in an outrigger race as a change vessel skipper.

### **Before Race Day:**

- other pertinent information to the Skipper Logistic Director of the particular race host.
- Make sure vessel is well maintained mechanically and has all required safety equipment on board.
- Properly stow away all sharp objects
- Make sure your VHF radio is working, handhelds are not sufficient.
- Check for other possible unsafe conditions on your vessel.
- **HAVE YOU SIGNED AND UNDERSTOOD THE WAIVER AND ASSUMPTION OF RISK FORM @ [SCORA.org/forms](http://SCORA.org/forms)**  
**IF NOT, CONTACT THE CLUB YOU ARE ESCORTING, and ACCOMPLISH THIS, NON-COMPLIANCE IS NOT AN OPTION.**
- Thank you for your participation.

### **Race Day or determined pre-race meeting:**

- All skippers must check in with Director or club for crew assignment and finalize any documentation.
- Go over Escort Protocol with Director including loading, safety, start line, location of vessels prior to first change, approaching the canoe racing field, watching and maintaining your wake safely, of canoes within in your same course of direction, and other safety related items for each race. This may happen prior to the race or the morning of? This information may also be discerned over the radio.
- Ideally, before the crew comes on board, inform all participants on your vessel of your safety precautions and race day assignments and responsibilities.
- Also, before loading the boat one main person should be selected to become the sole spotter and communicator in regards to persons in the water, usually the coach of that crew. The point being is that the safety of the boat is better controlled by minimal communication of safe actions.
- To ease movement of paddlers to and from the vessel, all non-racing gear should be properly stored below.
- To allow for space availability at launching area have crew load gear before launching your vessel. When all hands are there, then they can assist in the launching procedure.
- Before the Race start and just after the start stay off the race course (either behind or along side by 100 yds) following the established officials boats perimeter until the go-ahead signal is received.
- **DO NOT CHARGE THRU THE PACK** producing unnecessary wakes for others is consideration for infractions.
- Changes into the water will be from the coach's command with the skipper's acknowledgement only. This is to set up a form of communication that is followed throughout the race and to make sure that the skipper is ready to drop paddlers in the water and that a safe water changes can take place.

- Skipper (and or spotter) should maintain visual contact with persons in and on the water at all times. This is really important with cabined and fly bridged steering stations vessels.
- It is advisable to have paddlers jump in the water, board the vessel, and to keep the paddlers in the water on the side on which the steering station is located.
- Shut down the engines when the paddlers in the water are within 10 yards of your vessel.
- **DO NOT, under any circumstances, back down to pick up or drop off paddlers.**
- In rough conditions wait for a lull in swell activity to board paddlers, being attentive to the swell and paddlers location.
- The spotter should also assist paddlers onto the vessel with consideration to paddlers ability to get onto the ladder, swim step, or other loading device.
- Have a line (with float attached) available for assistance in case it's necessary.
- Know your location and course and take radio charge if your vessel is involved in an emergency.
- Also maintain VHF radio contact for important potential race communication.
- **New for 2018 - All safety/escort boats must provide SCORA with proof of:**
  - 1) Hull & Machinery (aka Comprehensive/Collision or Property) insurance; and**
  - 2) Protection & Indemnity (aka Liability) insurance with limits not less than \$300,000**

**NO ALCOHOL OR DRUGS MAY BE CONSUMED DURING THE RACE!!!**

### **Required Equipment**

Escorts participating in SCORA Races MUST be properly equipped. All required equipment by law must be aboard each vessel.

Below is a **minimal list of required and recommended equipment** to aid each escort boat and outrigger paddlers in the race:

### **Equipment Required by Law**

- Flame arresters for gasoline engines
- Fire extinguishers of proper size and number
- Personal floatation devices of proper size for each person aboard (including relief paddlers)
- Visual distress signals
- Sound signaling devices
- Ventilation for vessels with gasoline aboard
- Marine sanitation devices
- First Aid Kit

### **Required Race Equipment**

- Operating marine radio, no handhelds
- Ladder or device to board vessel from ocean
- Anchor and anchor line
- 40 foot towline (anchor line may substitute if proper size)
- Adequate fuel and proper storage of such
- Compass
- Chart of race course and navigation
- Adequate drinking water
- 5 gallon bucket

### **Recommended Equipment**

- Extra line
- Mooring fenders (for safe side tying)
- Adequate jackets for night time
- Hats and sunscreen

All escort boat skippers must use their discretion and carry aboard other safety gear.  
Check out links on the SCORA website <[SCORA.org/education/](http://SCORA.org/education/) safety handbooks and links>