



## FGPC Winter Paddling Safety Policy

Updated: November 2021

Winter Season restrictions apply from October 15 - April 1

- PFDs are mandatory and to be worn at all times, properly fitted and secured.
- Outriggers must have at least 5 paddlers in the canoe. Dragon Boats must have at least 12 paddlers, not including steersperson, coach or drummer.
- For each outing, all teams and small boat paddlers must sign out and sign back in, using the binder on the front desk of Waterfront Outfitters.
- All OC6 outrigger crews must participate in a documented Wet Huli Drill while observed by a designated FGPC staff member at least once each year. Outrigger programs will organise in-program huli drills, and FGPC will organise club-wide hulis to be completed before October 15 each year.
- All crews going beyond the Johnson Street Bridge are required to have at least one GPS-enabled emergency radio kit on board. These are available through the store.
- No crews or individual paddlers are permitted beyond V21 before dawn and after dusk.

### **DAYLIGHT PRACTICES**

Outrigger crews may train and paddle out to open water (beyond McLaughlin Point and Ogden Point, but no further than V21) during daytime hours in winter months, using extreme caution. Experienced crews (given permission from the dock commander on shift) training in open water beyond V21 must have at least one other experienced outrigger crew accompanying them.

### **DARK PRACTICES**

Experienced outrigger crews must conduct their practices in the area between the Outer Harbour (Work Point) and Tillicum Bridge during dark hours.

All other crews may not train beyond V23.

Experienced small boat paddlers may not go beyond Work Point; recreational and novice small boat paddlers may not go beyond V23.

The steersperson is responsible for putting the correct lights on the bow and stern. Do not use headlamps as they destroy night vision and confuse fellow mariners on the water.



## STEERSPERSON

Boat safety is the responsibility of all members of the crew; however the steersperson is the “captain” of the boat and is ultimately responsible for his or her crew’s safety and the safety of the equipment. The steersperson should verbally review the Huli procedure with crews before leaving the dock. Whenever possible, crews should train together for added safety.

The steersperson is responsible for ensuring that following safety equipment is functional and on board:

4 bailing buckets

Huli straps and/or ladder if required by your crew

Orange safety canister clipped to the back wae

Extra paddle