



SOUTHERN CALIFORNIA DRAGON BOAT CLUB

SCDDBC
Dragon Boat
Steersperson Manual

Southern California Dragon Boat Club Steering Manual

Sources taken from SCDBC rules, Electric Dragons Steering Manual, Alamitos Bay Water Traffic Rules, California Department of Boating and Waterways, U.S. Coast Guard, and the Mayo Clinic.

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Southern California Dragon Boat Club
Steering Manual

Table of Contents

| | |
|--|----|
| Manual Overview | 4 |
| Who Is SCDBC/ICEA? | 4 |
| Overview of Safety Procedures and Responsibilities | 5 |
| Who Is in Charge? | 5 |
| Responsibilities – Steersperson Is Responsible for | 5 |
| Assume nothing! | 5 |
| Management – Steersperson Must..... | 6 |
| Before Leaving Shore..... | 6 |
| When Returning to the Shore | 7 |
| Physical Skills – Steersperson Must Be Able to..... | 7 |
| Tips..... | 8 |
| SCDBC Steering Certification Requirements..... | 9 |
| How to Become a Certified Steersperson in Long Beach | 9 |
| Knowing Your Boat: Champion Dragon Boats..... | 10 |
| Learning How to Steer | 12 |
| Lesson 1 – Body Positioning, Going in a Straight Line..... | 12 |
| Lesson 2 – Turning..... | 13 |
| Lesson 3 – Steering Backwards | 14 |
| Lesson 4 – Fine Tuning..... | 14 |
| To Perfect Your Technique, Practice..... | 15 |
| Executing Commands and Commanding the Boat:..... | 16 |
| Steering in Races | 17 |
| Steersperson’s Job During Races..... | 17 |
| Tips for Steering at a Tournament..... | 17 |
| Alamitos Bay Water Traffic Rules..... | 19 |
| What to Do in the Event of a Capsize? | 22 |
| In the Absence of a Safety Boat..... | 22 |
| What Is a PFD? | 24 |
| <i>U.S. Coast Guard PFD Policy</i> | 24 |
| <i>Things to Know</i> | 24 |
| Cold Water Immersion Shock | 25 |
| Hypothermia and Treatment | 25 |
| <i>Hypothermia</i> | 25 |
| <i>Conditions Leading to Hypothermia</i> | 25 |
| <i>Signs and Symptoms of Hypothermia</i> | 25 |
| <i>Treating Hypothermia</i> | 26 |
| Steersperson Contract | 27 |

Southern California Dragon Boat Club
Steering Manual

Manual Overview

This steersperson guide provides essential information for anyone taking on the responsibility of steering a dragon boat in practice and in competition. Reading the manual carefully ensures an understanding of the boating rules and Southern California Dragon Boat Club (SCDBC) safety guidelines.

Who Is SCDBC/ICEA?

The ICEA (International Culture Exchange Association) is a non-profit organization promoting cultural awareness and dragon boating. The SCDBC consists of the clubs using ICEA equipment (e.g. dragon boats). The year-around clubs form the SCDBC and its captains are voting members of the SCDBC. They develop the safety guidelines for the organization. These guidelines may be found on the SCDBC Dragon boat web site at www.ladragonboat.com

Overview of Safety Procedures and Responsibilities

SAFETY FIRST!

Who Is in Charge?

You'll hear many people trying to give commands but did you know that the ultimate person to listen to is the steersperson? If you are the steersperson you're in charge of the boat – not the caller, the coach nor the captain, unless they are steering the boat.

While on the water, the steersperson is responsible not only for *steering the boat* in the right direction but also for the *safe operation* of the dragon boat and *for the safety of everyone onboard*. This requires knowledge of boating safety and safe boating practices.

Prior to leaving the beach, you need to be aware of any non-swimmers on your crew and assign a buddy to the non-swimmer in case of capsize. Typically this would be his/her bench mate. You need to be notified of any crew member who has a medical condition of which you should be aware. You must ensure your team members have learned docking and loading procedures and unloading procedures when the boat is docked. Your team must recognize the importance of following all instructions quickly. You are the eyes and ears of your crew while on the water; your instructions must be followed for its safety. You may want to carry a cell phone for emergencies, but do not accept any incoming calls!

A STEERSPERSON ALWAYS NEEDS TO BE OBSERVANT OF SURROUNDINGS!

Responsibilities – Steersperson Is Responsible for

- The safety of the crew
- The safety of the boat
- The safety of others on or in the water
- The image of dragon boating to the Long Beach community
- The image of your team to the public

Assume nothing!

- Do not assume your crew members knows what they are doing
- Do not assume others on the water know what they are doing
- Do not ASSUME anything

Southern California Dragon Boat Club
Steering Manual

Management – Steersperson Must

- Know how many people are on his/her boat
- Know who is on the boat. Make a list if you need to
- Know who knows how to swim and who doesn't
- Know if anyone has a pre-existing medical condition (pacemaker, severe asthma, etc.)

Before Leaving Shore

- Check the condition of steering oar, oar bracket and boat in general; do not use faulty or unsafe equipment
- When standing in back of boat – make sure the area is clear of debris
- Verify that everyone on board is properly wearing an approved PFD
- Brief the crew on safe behavior and what to do in the event of swamping/capsize|
- Be sure that the boat is loaded properly (max persons not exceeded, weight distributed properly)
- Load boats from back to front: steersperson, paddlers in reverse order (bench 10, bench 9, etc.), and the caller.
 - When benches 10 through 4 are loaded, carefully push off the shore before the boat becomes too heavy.
 - Do not load benches which are not "in" the water. Load remaining benches and drummer.
 - The boat should be floating and ready for back-paddling at the steersperson's command.
- Identify non-swimmers, people with significant medical conditions and novice paddlers
- Cancel the session if the weather is inclement
- Take command of the boat – do not back away from the beach until you determine it is safe, then signal the drummer/caller.

Southern California Dragon Boat Club
Steering Manual

When Returning to the Shore

- Be prompt; other teams may be waiting for your boat
- Do not cut across heavy traffic to return to shore
- Check your boat at least two (2) boat lengths from the beach. This will serve two purposes: to allow space for departing boats to maneuver and help you avoid a collision, and to avoid damage to the hull bottoms caused by running the boat onto the beach
- After the drummer and first three benches exit the boat, pull the boat onto the beach before the remaining paddlers exit
- Follow SCDBC procedures for cleaning and storing the boat or handing off the boat to another team

Physical Skills – Steersperson Must Be Able to

- Load the boat from the beach or dock
- Balance the boat
- Maintain a straight course at full racing speed with a full crew of 18-20 paddlers plus the drummer
- A good steersperson should be able to steer a figure eight course around two buoys at normal speed with a full crew, in both directions, or in the absence of buoys, steer a set course which includes both left and right angled turns
- Execute sideways maneuvers without going forward
- Turn the boat through 360° in both directions without the use of paddlers
- Maintain forward course in a straight line without the use of paddlers
- Propel the boat in reverse for 50m with the use of paddlers
- Execute an emergency stop (from racing speed to full stop)

Southern California Dragon Boat Club
Steering Manual

- Execute safe approaches to a jetty/pontoon/docks in both calm and windy conditions
- Manage the unloading of team members
- Secure the boat and ensure all gear is put away correctly
- Be able to back into a dock

Tips

- Always stand while steering; this gives the steersperson a better view of the area around the boat. Keep your knees slightly bent with one foot forward. Do not bounce or lunge with the boat.
- If you crouch to reduce wind resistance or raise the oar to decrease drag; know what you are doing. Practice in a safe area until you master the technique and only use it when SAFE to.
- To balance the boat; instruct all paddlers to sit with their outside hips to the gunwales. Weight affects the boat more in the middle, so swap a heavy paddler for a lighter one if necessary. An unbalanced boat is an unsafe boat.
- In high side wind, move heavier paddlers to the back to help reduce crabbing sideways.
- Water shoes are recommend, but being barefoot is okay. NO flip-flops or slipper type shoes are allowed as they are easy to slip in.

Southern California Dragon Boat Club
Steering Manual

SCDBC Steering Certification Requirements

How to Become a Certified Steersperson in Long Beach

- Have at least 6 practice sessions of steering experience
- Have trained with one of the steering staff of the SCDBC
- Signed off on having reviewed all written material regarding steering as provided by the SCDBC (including this manual), and the SCDBC orientation video (found on the www.ladragonboat.com website)
- Taken and passed the written steering test
- Taken and passed the on-the-water portion of the steering test, which includes:
 - backing into a dock (taking no longer than 2 minutes)
 - keeping the boat straight for 30 seconds (calling commands if need be), while having someone on dock hold the tail of the boat
 - having everyone power paddle away from the dock (to make sure the steersperson can keep a straight line during full boat power)
 - doing a figure 8 or box formation around a buoy

The following safety violations dictate a SCDBC-certified steersperson losing accreditation and Long Beach steering privileges:

- Allowing anyone on the boat without a properly worn approved PFD
- Not properly displaying his/her assigned Certified Steersperson Badge
- Failing to check your boat when approaching the beach
- Not complying with the Alamitos Bay Water Traffic Rules, e.g.
 - cutting the corner buoy in front of the Long Beach Yacht Club
 - steering on the wrong side of center channel/mid-channel buoys
 - racing in area not designated for racing
 - sitting down while steering

**THE STEERSPERSON IS RESPONSIBLE FOR MAKING SURE ALL NAVIGATION
AND SAFETY RULES ARE FOLLOWED**

Knowing Your Boat: Champion Dragon Boats

20-paddler boats

- Old design - these boats have a straighter hull design in the center of the boat. They also have a small center keel located just under the first seat.
- New design - these boats have a parabolic hull design which means they have no straight areas in the center of the boats.

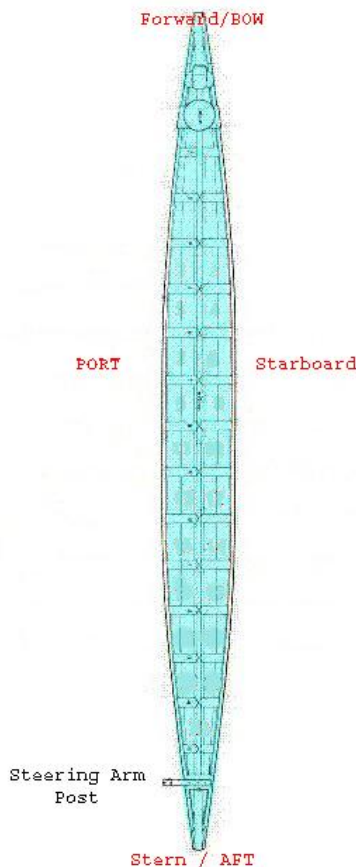
10-paddler boats

- These boats are designed much like the new 20 paddler boats with parabolic sides.

Both designs have two keels running the length of the boat formed by a concave bottom to the hull.

View looking top down

Front of Boat



Southern California Dragon Boat Club
Steering Manual

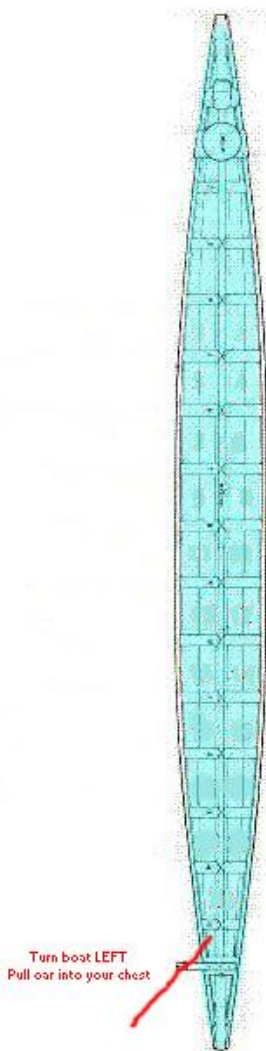
Back of boat

LEFT Turn

To make a LEFT Turn

Pull the oar into you or your chest

Pull the oar handle into the boat



RIGHT Turn

To make a RIGHT Turn

Push the oar away from you or your chest

Push the oar handle away from the boat



Learning How to Steer

A trained steersperson is an important part of any crew. The steersperson is responsible for crew safety on the water, and is important to the success of a winning team. A good helmsman will have knowledge of boat commands, effects of wind and water conditions. The steersperson has the responsibility to make sure all navigation and safety rules are followed.

With practice, this person will develop instincts of boat balance and create an environment of confidence within the boat. Written information regarding steering is helpful but nothing replaces hours of steering a boat in various weather and water conditions.

Be sure to conduct steering training and tests in a calm area away from traffic. A certified steersperson must be next to the student and be able to take over the helm if necessary. Use 20-man boats for training steerspersons; the more stable the better.

Lesson 1 – Body Positioning, Going in a Straight Line

Stance: Feet should be at least shoulder-width apart to give stability both fore (front) and aft (back) and side to side. Keep one foot forward; typically, keep your other foot as far aft as possible. Knees should be slightly bent and flexible, back straight, hips and shoulders square, except when turning the boat. To steer well you must learn to establish a stable stance so you can withstand front- and back- as well as side-forces. This helps you to utilize the whole steering platform to maximize the range of motion you have with the steering oar.

Hands and Arms: Hold the "tee" with the right hand as a paddle, left hand on shaft near your left hip. The blade should be vertical and at least halfway below the waterline. Right hand should be near chest height but will depend on the oar and other factors. Another quick measure is that the U-bolt be positioned one-third of the way up the steering oar. This will maintain proper leverage on the oar required to steer without force and exertion of the steersperson.

Stand Up: Many first time steerspersons tend to crouch down because they are worried about losing balance or falling out. To see where you are going, what your paddlers are doing and to have complete control of your boat, it is best to remain standing; **do not sit** down to steer – you will not have the

Southern California Dragon Boat Club
Steering Manual

visibility to see ahead and or around you.

Balancing the boat: With paddlers in "stand by" position, place forward (right) foot slightly left or right as required to balance the weight. Keep left foot aft and against the left side of the boat. Cooperate with the drummer/coach to balance the boat.

With the boat not moving, instruct the student to sweep (pull) the oar handle towards the boat to spin left, (push) away from the boat to turn right. Be able to spin boat while visually checking the bow and stern/oar as well as looking out for traffic and other obstacles and dangers. Use the oar to stop the turning of the boat. Do not shift weight and unbalance the boat.

Next have the student start the boat moving forward. Have the student maintain a straight course while 10-12 of the paddlers move the boat forward at normal speed. Make sure the student uses the push/pull method and keeps the oar blade properly submerged while maintaining the correct footing and hand position. Have the student make small corrections to maintain a straight course. Have the student use a landmark and the bow to maintain their orientation along a straight line. Once the helmsman gets a feel for keeping the boat straight, the rest of the crew can join in.

Lesson 2 – Turning

When the student can maintain a straight line course and safely stop the boat, have the student execute a left turn at moderate to slow speed. When turning under power it is important to make wide turns, this prevents the boat from rocking. Make sure student stops the turn and avoids oversteering. After executing a couple of left turns, execute right turns.

Next teach the handle rotation method of steering: top of oar handle (right hand thumb) points in the direction of the turn. Learn to combine push/pull and rotation method to make turns and corrections. Determine the neutral position of the oar blade with the handle in various positions. The student should develop a "feel" for the boat's heading and the input and feedback of the oar to maintain a desired course.

Key points to remember: for a counter-clockwise spin, the steering oar blade starts close to the tail of the boat and sweeps out away from the boat. For a clockwise spin, the steering oar blade starts away from the boat and should pull water towards the boat. For this maneuver, the steering oar needs to be pushed down through the U-bolt; otherwise the handle of the oar will hit the

Southern California Dragon Boat Club Steering Manual

last paddler on the left. The deeper the steering oar is in the water, the more resistance on the blade.

To make sharp turns have your paddlers stop paddling. This is when you have to work – for a left turn, the steering oar blade starts close to the tail of the boat and sweeps out away from the boat with the handle of the steering oar coming towards you. For a right turn, the steering oar blade starts away from the boat and pulls water towards the boat the handle of the steering oar pulls away from you. You can also have your paddlers help by having them chum or draw water, or by making one side paddle forward while the other paddles backwards. Remember this may make your team more tired but it will help you as a helmsman as well.

Lesson 3 – Steering Backwards

Check the boat if it is moving forward, if so, have the paddlers stop the boat. Check for clearance and point the stern in the direction desired. Call for back paddling. Keep the speed low and make small corrections. Keep the oar blade partially submerged in the water and have a secure grip on the oar and stable footing. Stop the boat if student loses control. Be aware of the oar blade hitting the bottom or dock. Stop the boat before it collides with the dock or other object.

It is safest to fully check the momentum of the boat a short distance from a dock or the beach then call for the minimum strokes to reach the dock or beach.

Lesson 4 – Fine Tuning

Learn to point the bow into the wind or water current to maintain the boat's position. Use flags, trees, (sail)boats and the water surface to help determine wind direction. Allow for drift when positioning a boat for a race. Point the bow or stern perpendicular to wakes and waves to minimize impact and disturbing the boat.

Make left and right turns at regular speed including sharp and gradual turns. Learn to move forward to allow the oar to pass behind the student to make sharp left turns.

Remember that wind and boat wake can cause a steersperson to feel uneasy. The best way to handle oncoming boat wake is to turn the front of

Southern California Dragon Boat Club
Steering Manual

the boat into the wake, so that the front end hits the wake first and the boat moves up and down instead of side to side. Facing sideways to a series of waves is a situation the helmsman must avoid. The closer to 90 degrees (head-on) that the boat meets these waves the better.

To Perfect Your Technique, Practice

Figure Eight
Draw Left, Draw Right
Back Paddle
Paddles on the Water
Rotate Left
Rotate Right

Executing Commands and Commanding the Boat:

- SAFETY IS YOUR FIRST PRIORITY.
- Do not coach, count strokes or perform any other tasks while steering.
- Scan the area in all directions to look for other water traffic or obstacles.
- Be aware of regular traffic patterns:
 - Rowers like to be close to the shore to have a reference since they face backwards.
 - Swimmers are hardest to see and are usually close to shore.
 - Sailboats have right of way and it's harder to predict their motion so give them lots of room.
 - Kayakers typically are unfamiliar with their surroundings and the water safety rules. Best to give them plenty of room, slow down and give them verbal (but friendly) warnings of your intentions.
- Give verbal warnings and hand signals to other boats when needed.
- When approaching boats head on and it's difficult to determine which direction they will go, point the bow in the direction you want to go to signal your intentions.
- Project your voice *with authority* to the front of the boat. Physically point your mouth towards the front of the boat. If you give a command while your head is turned away from the front of the boat most paddlers won't hear you.
- Use the commands and wording consistently.
- Don't wait too long to give a command; paddlers may not be ready and may delay executing the command.
- If time permits, give a short explanation of your intention to the boat: "Let's move away from the dock..." "We're drifting towards shore..." followed by your command.

Remember to smile, wave and be friendly to all other people on the water; better to establish goodwill than to make up for a poor reputation.

Steering in Races

Steersperson's Job During Races

- Know the course and water conditions before going out to race.
- Get the paddlers together and positioned at the starting line in quick, orderly fashion.
- Pay strict attention to the starting officials and make sure the crew is doing so as well.
- Get to the starting line quickly, but stopping the boat as the racing teams go by (to reduce wake for nearby competing lanes).
- Maneuver the boat as requested by officials prior to the start.
- Repeat the "Attention" and "Ready" calls by the starting official if necessary.
- Once the race has started, steer the boat in the straightest possible course to the finish line. Use a stationary object past the finish line, not the buoys, as an aiming point.
- Try to minimize use of the steering oar during races as it creates drag and can reduce overall boat speed, but only do this if you have mastered the skill during regular practice times. A race is not a good time to try something new!

Tips for Steering at a Tournament

When racing, think in terms of "tweaking" the steering with minor adjustments as opposed to a more heavy-handed approach. A very beneficial technique during races is to steer only by twisting the steering oar one-quarter turn to either side. At speed, this will have the same effect as pushing the oar to either side, with far less induced drag.

Keeping Straight – When underway and at speed, pick a point to steer toward that is 500m or more ahead of the boat. Line up the front of the boat with the selected point and do not let the bow veer off that point by more than 6 inches to either side.

Southern California Dragon Boat Club
Steering Manual

Turning – Remember to turn two to three boat lengths after the start line; this allows for wide turns and prevents your team from needing to back up to the start line. Or if you need to back into dock (like at the Long Beach Tournament), try not to turn too far ahead of the dock, as you will wear out your crew making them back paddle.

Docking –In order to dock the boat properly, first have the full attention of your paddlers. Then make sure the boat comes parallel to the dock. To do this aim the front of the boat at the docks and then paddle steer the boat into the dock, making sure that the head and/or tail of the dragon boat “hits” first. You can have your paddlers help by moving the boat back and forward.

Alamitos Bay Water Traffic Rules

- Two-way traffic patterns are established by the U.S. Coast Guard.
- All traffic moves to the right hand side of the waterway, just like street driving
- **When approaching at right angles and at risk of a collision, give-way or yield to the boat ahead and to the right of you.** You must direct your course to the right and pass behind the other boat. **If necessary you should slow, stop or back paddle.** Never turn your boat to the left during a crossing situation. Doing so may result in a serious collision.
- **If you are overtaking another vessel give right-of-way and keep clear.** When a dragon boat is approaching a slower boat (e.g. kayaks, shells) and wishes to pass, first **make sure there is safe open water to pass**, slow the dragon boat down or stop (give right-of-way), alert the people in the other boat of your intentions and then safely take the widest clearance possible to pass (keep clear). Many of these people are vacationers and are not adept at maneuvering their boats. ***Remember that we have a responsibility to the Long Beach community to help keep its waters safe.***
- **Five short whistle blasts alert other boats to a dangerous situation.**
- **Channel marker buoys define the traffic lanes and include:**
 - Green can buoys that mark the left side of the channel when boats/ships are returning to port.
 - Red-striped spherical buoys that mark the center of the channel
 - Red nun buoys that mark the right side of the channel when boat/ships are returning to por. "Red, Right, Returning" is a saying to help remember which side of the channel the red buoys should be when boats/ships are returning from seaward to a port of harbor.
- Dragon boats should **always keep to the right of the buoy line** (i.e. keep the buoy line on your left. Don't go the wrong way.)

Southern California Dragon Boat Club
Steering Manual

- **Marine Stadium waters are off limits to dragon boats.** The area is limited to shells before 8 a.m., and water-skiers after 8 a.m.
- **You do not have the right to stop at private docks.** The long dock in front of the Long Beach Yacht Club, the Marine Dept. dock, and the American Pride dock are accessible to dragon boats.
- **Least maneuverable craft has the right-of-way. When in doubt, give-way!**
 - Dragon boats give way to yachts, sailboats, and large powered vessels.
 - Boats propelled by paddles *usually* have the right-of-way over motor boats, because they are harder to maneuver – ***but don't challenge them!***
- **Do not to race in front of Mother's Beach, in the canal and near other boats.** Please understand that an individual team's lack of respect in following these rules is not only irresponsible, but will reflect poorly on the entire Long Beach dragon boat community. The "No Race Zone" is in the area extending between the Marine Stadium all the way past Davies Bridge to the Long Beach Yacht Club.

Additional rules of the road (waterways) for dragon boaters in Alamitos Bay

- ALWAYS go COUNTER-CLOCKWISE (i.e. keep the harbor walls on your right). NEVER GO CLOCKWISE; someone else may be just around the corner expecting the way to be clear.
- Beware of boats with their engines running - they are likely to depart.
- Beware of wakes - and the ricochet of wakes.
- Try to orient the boat to take waves at right angles, i.e. on the nose (or stern). Slow the paddling and if need be, stop the boat and/or brace the boat.
- When crossing the path of another vessel the boat on the right is the stand on vessel (Which means they have the right of way). The other vessel is vessel is the give way vessel.
- When overtaking another vessel you must give the other vessel the right of way and stay clear.

Southern California Dragon Boat Club
Steering Manual

- Small craft warnings are displayed by the flying of a red triangle flag, dragon boats should use extreme caution when this condition arises.
- Small craft warnings are displayed at the Fireboat station behind the fuel dock. Caution should be use if small craft warnings are displayed.

What to Do in the Event of a Capsize?

- Know your bench buddy and how many people are on the boat.
- (Paddlers) Immediately after surfacing, check to see if your partner is present and okay.
- Front pair checks on the drummer, back pair checks on the steersman.
- Count off from the front.
- The next step is to right the boat.
- Remember the commands come from the steersman only (or if incapacitated, the drummer).

In the Absence of a Safety Boat

- Move the weaker swimmers to the nose and tail.
- Pull the steering oar fully aft so the handle is at the steering oar arm (and therefore out of the way)
- Don't worry about rescuing anything floating away, unless it is a bailer. Anything else can be gathered up later.
- If it is windy, use the wind to help you turn the boat.
- As the boat comes over everyone must be careful to keep clear as it rolls.
- Once the boat is the right way up and floating at the surface, get two or three light paddlers into the boat and start bailing water.
- As the boat rises more paddlers can climb in (in pairs as the rest of the crew hold the boat stable).
- The boat should be clear and floating in 11 to 15 minutes.
- The last paddlers in the water may need to be helped in by paddlers already on board.
- If you are unable to turn the boat over, or cannot bail out enough water to get all of the crew in the boat, you may try to swim the boat

Southern California Dragon Boat Club
Steering Manual

ashore (although this will be difficult). Line up paddlers next to the boat (as if they were paddling), have them hold on the gunnels, and pull the boat to the nearest and safest shore. If there is not enough room for everyone to remain as one group, divide into two groups. The steersperson should stay with the boat and the captain stays with the remaining swimmers. Count off again when you reach shore.

- If you are unable to right the boat and are too far away from shore, try to signal for help. If no one is around, remember to conserve energy and only signal for help when someone is nearby.

IN A RACE, A SAFETY BOAT IS USUALLY AVAILABLE BUT FOLLOW THE STANDARD CAPSIZE PROCEDURE UNTIL FURTHER INSTRUCTIONS.

If you are running a capsize drill during practice, notify the SCDBC beach monitor and Coast Guard first!

The California Department of Boating and Waterways recommends that boaters *always*:

- Check the weather before heading out.
- Wear life jackets while under way.
- Abstain from alcohol consumption while boating.

What Is a PFD?

U.S. Coast Guard PFD Policy

The U.S. Coast Guard estimates that PFD's (Personal Flotation Devices) could have saved the lives of over 80% of boating fatality victims.

As a boat operator, you're in command of the safety of your passengers. But accidents can, and do happen with terrifying speed on the water. The SCDBC requires everyone on the dragon boat to be properly wearing an approved PFD.

Things to Know

- Not all PFDs are made equal!
- Adult-sized life jackets will not work for children. Special life jackets are available. To work correctly, a life jacket must be worn, fit snugly, and not allow the child's chin or ears to slip through.
- Certain life jackets are designed to keep your head above water and help you remain in a position which permits proper breathing.
- To meet U.S. Coast Guard requirements, a boat must have a U.S. Coast Guard-approved Type I, II, III, or V life jacket for each person aboard. Boats 16 feet and over must have at least one Type IV throwable device as well.
- All states have regulations regarding life jacket wear by children.
- Life jackets should be tested for wear and buoyancy at least once each year. Waterlogged, faded, or leaky jackets should be discarded.
- A life jacket — especially a snug-fitting flotation coat or deck-suit style — can help you survive in cold water.

Cold Water Immersion Shock

"Cold water immersion shock" occurs when a person falls into very cold water. What occurs is a gasp reflex response or the involuntary inhaling of the lungs. If your head is in the water you could take water into your lungs and drown.

Water temperature generally lags behind the air temperature by about a month's time. In other words, if the air temperature in spring starts to get warm, the water will take a good month to warm up. The same happens in the fall - as the air temperature starts to get cool, the water will start getting cooler.

Hypothermia and Treatment

Hypothermia

Definition – Mayo Clinic

Hypothermia occurs when more heat escapes from your body than your body can produce. Prolonged exposure to cold air or cold water temperatures are common causes. Signs and symptoms of hypothermia may include gradual loss of mental and physical abilities. Severe hypothermia can lead to death.

Conditions Leading to Hypothermia

- Cold temperatures
- Improper clothing and equipment
- Wetness
- Fatigue, exhaustion
- Dehydration
- Poor food intake
- No knowledge of hypothermia
- Alcohol intake - causes vasodilation leading to increased heat loss

Signs and Symptoms of Hypothermia

- **Watch for the "-Umbles"** - stumbles, mumbles, fumbles, and grumbles which show changes in motor coordination and levels of consciousness

Treating Hypothermia

The basic principles of rewarming a hypothermic victim are to conserve the heat they have and replace the body fuel they are burning up to generate that heat. If a person is shivering, they have the ability to rewarm themselves at a rate of 2 degrees C per hour.

Reduce Heat Loss

- Additional layers of clothing
- Dry clothing
- Increased physical activity
- Shelter

Add Fuel & Fluids

- It is essential to keep a hypothermic person adequately hydrated and fueled. Give them hot liquids to drink, and some sugars for energy. Avoid giving liquids with alcohol or caffeine.

Add Heat

- Fire or other external heat source
- Body to body contact. Get into a sleeping bag in dry clothing with a normothermic person in lightweight dry clothing

Southern California Dragon Boat Club
Steering Manual

Steersperson Contract

By signing below I certify that I have fully read and understand the SCDBC Dragon Boat Steersperson Manual. I understand that the steersperson takes ultimate responsibility for the safety of everyone on the boat and I intend to follow all the rules as outlined in the SCDBC Dragon Boat Steersperson Manual.

Printed Name

Team Name

Signature

Date