

LŌKAHI CANOE CLUB



HANDBOOK



www.lokahicanooclub.org

Table of Contents

Origins	1
Organization	3
Location	5
Duties of the Paddler	6
Conduct	8
OC1 Rules & Reminders	11
Training	12
Paddling Terms	14
The Hawaiian Outrigger Canoe	15
Lōkahi's Canoes	17

Note

Throughout this manual where personal pronouns or suffixes specifying gender are used without reference to a specific person, they are meant to refer to persons of either sex.



Origins

Lōkahi Canoe Club was established in 1980 when the men of Kaiko`o Canoe Club's Junior Men's crew decided to blend their talents outside the canoe and form their own club. Lōkahi's founding fathers included Michael Cushnie, Bill Tsuji, Dickie Chow, Randy Fernandez, Marshall Giddens, Jerry Kahler, Willie Luahiwa and John Wong.

The word *lōkahi* means unity, and described the feeling the club's founders had as members of both a successful crew and also a new canoe club. **Randy Fernandez** was Lōkahi's first head coach and is credited with suggesting the name for our club. Randy also came up with the idea of using the Hawaiian flag as part of our logo.

Mike Cushnie researched and developed the "Lōkahi stroke" and served as Head Coach for around 12 years, often simultaneously serving as President. Under Mike's guidance Lōkahi quickly became one of the top clubs both in Hui Wa`a and in the state.

Bill Tsuji has coached many different crews, most recently our Women's Novice B crews. Bill was the coach of Lōkahi's first State Champions, the Women's Freshmen in 1982, and he has continued to develop winners over the years.

Marshall Giddens provided the financial resources that the new club needed to start building canoes, buying shirts, and getting the equipment a canoe club must have. Marshall later coached and served as club trainer, reminding some of us of military drill instructors we have known: tough but fair.

Dickie Chow was the steersman for the crew and he continues to steer both with Lōkahi and with other clubs. Dickie is known to be an expert and low-key steersman with whom it is a pleasure to paddle.

Jerry Kahler and his brother, Dan Kahler, took the lead in building the new club's canoes and paddles, and in helping turn our koa canoe, Ka `lo into a competitive racing canoe. Jerry now lives on the mainland and Dan became a paddler with the club as he continued to build and maintain our canoes. Carrying on the tradition, Dan's sons all paddled with Lōkahi.

Sadly, **Willie Luahiwa** passed away several years ago. The new club's first canoe was built in Willie's shop, and he was instrumental in getting the club its koa canoe from Kai `Ōpua. Many years later, Willie's son Lester paddled with us.

John Wong was the first President of the new Lōkahi Canoe Club, and he established the administrative procedures and details that are necessary for any organization to succeed.

The spirit of lōkahi that infused Lōkahi Canoe Club's founding members is alive today. We are privileged to share in that spirit. *Mahalo nui loa.*



Organization



Lōkahi Canoe Club is a member of **Na 'Ohana O Na Hui Wa'a** canoe racing association, one of two associations on O`ahu that are under the general umbrella of HCRA, the Hawaiian Canoe Racing Association. Member clubs of NOONHW, their letter codes and colors are:

`Ālapa Hoe	E	teal, white
Hawaiian Outrigger	C	yellow, maroon, white
I Mua	K	blue, white
Kai Poha	A	black, yellow/gold
Kalihi Kai	X	brown, gold
Ka Māmalahoe	Z	red, gold
Kamaha`o		
Kamehameha	I	red, yellow
Kāne`ohe	J	blue/navy, white
Kumulokahi Elks	V	purple, white
Lōkahi	H	black, white, yellow
Manu O Ke Kai	F	white, orange, beige
Na Keiki O Ka Mo`i	M	blue, green, white, yellow, black, gold
North Shore	R	green, white
`Ōlelo `O Keola	O	black & yellow
Pukana O Ke Kai	P	red, black, orange, white, gray
Waikiki Beach Boys	B	brown, white, blue
Windward Kai	S	green, yellow
Waikiki Yacht Club	W	white, blue, orange

Lōkahi Canoe Club is organized in accord with its revised Bylaws. The club operates under the general supervision of a Board of Directors, consisting of active club founders and elected members.

Current elected board members are Wayne Babineau, Lee Buhre, Anne Everingham, Chloe Heiniemi, Mark Inouye, Sarah Post, Larry Sakagawa, Haru Tanaka and Esther Widiasih. Founder Marshall Giddens is an active Founding Director.

Active operation of Lōkahi Canoe Club is the responsibility of our Board's Officers: Head Coach, President, Vice-President, Secretary and Treasurer. The Head Coach is

responsible for practice, schedules, training program, selection of crews and teams and use of the existing equipment. The Head Coach may discipline a crew or team member for any act considered a violation of the rules.

2016 Officers

President	Mark Inouye
Vice-President	Sarah Post
Treasurer	Esther Widiasih
Secretary	Anne Everingham
Racing Secretary	Lee Buhre
Head Coach	Marshall Giddens

Roster of Head Coaches

Lōkahi has been well-served by our Head Coaches over the years, beginning with Randy Fernandez, the club's first Head Coach in 1980.

1980, 1981	Randy Fernandez
1982 thru 1993	Mike Cushnie
1994	Butch Ukishima
1995	George Waikoloa, Joy Waikoloa
1996, 1997	George Waikoloa, Joy Waikoloa, Mike Cushnie
1998, 1999	Mikala Hetland
2000, 2001	Wayne Babineau
2002 - 2005	Robert Viernes
2006 - 2008	Mike Cushnie, Darlene Morikawa
2009	Wayne Babineau
2010 - 2012	Carol Jaxon
2103	Lance Poncé
2014	Wayne Babineau
2015, 2016	Marshall Giddens

Location



You'll find Lōkahi's white and black canoes at the Diamond Head end of the Ala Wai canal, next to the Waikīkī Library and adjacent to the Ala Wai Golf Course.

The Ala Wai Golf Course Road branches off Kapahulu Avenue. If you are traveling *makai* on Kapahulu, plan on turning right at the Waikīkī Library (across the street from the Chevron station); coming from Waikīkī, you'll make a left turn. Be careful of the fast-moving, heavy traffic on Kapahulu.

There is limited parking at the site, and more parking in the golf course club house parking lot. Please do not park at the golf club driving range or in any of the Waikīkī Library spaces.

Duties of the Paddler

by Peter Apo & Bob Nagatani
Reprinted from No Ka Heihei Wa`a with permission.



A paddler should understand the way in which the club is organized and should be able to function within its framework and abide by its rules and regulations. A paddler should take pride in being a club member and must realize that whenever he or she paddles with the club or is even identified as a club member by wearing a club shirt, he or she represents the whole club as well as the sport of canoe racing.

The paddler should respect the authority of the club's officers and must understand that the efforts of all should be directed towards achieving the club's goals.

Every paddler must acknowledge that the head coach and the assistant coaches are delegated by the club to lead and direct the activities of all its paddlers. The paddler should take the advice given by the coaches and strive to perform at the level the coaches expect.

The paddler must also dedicate him or herself to attain the level of physical fitness that the coaches require and participate wholeheartedly in any conditioning program that is recommended.

At practice, the paddler should be prepared to give his or her best, both mentally and physically, at all times. Each paddler should come to practice ready to train hard and should arrive at the site early enough to "settle down" and prepare for practice. There should be a willingness and desire to make an initial effort, a second effort, a third effort, and however many efforts it takes to become a member of a crew.

The paddler should be punctual and be able to take criticism and praise in a positive way. He or she should be sensitive to the needs of others and be willing to go more than half the distance to allow for the shortcomings of others.

Additionally, the paddler should not instigate or become party to informal second guessing (gossip) about coaching decisions or techniques that are being taught. There are appropriate times (at crew meetings, for example) when a give-and-take session will be held by the club's coaches. Any influence that disrupts the development of unity or harmony is one that has no place in the attempt to build a successful crew.



When help is needed and asked for by the club's leaders, there should be no hesitancy on the paddler's part to offer his or her services. Giving of oneself above and beyond the call of duty has its own rewards. You'll be asked to help again!

Completion of routine chores and attention to details before they become sources of annoyance to the club's staff should be taken care of immediately. The prompt payment of club dues, the completion of club waivers, the presentation of documents such as birth certificates and transfers, eager participation in fund-raising activities, helping with the maintenance of the canoes and the hauling of equipment are all part and parcel of being a good paddler and club member. A paddler must make it easy for the club to function. That is fair enough, for the club is giving the paddler the opportunity to compete in a great sport.

Every paddler must realize that a club's participation in a regatta or long distance race is a highlight of a series of acts requiring a good deal of work from many people who are not necessarily a visible part of a club's day-to-day activities. From time to time, a paddler should acknowledge the contributions of non-paddling members who are also a part of the club and who enjoy participating in the club's activities as non-paddlers and whose efforts are also needed to help the club run efficiently.

Above all, a paddler must remember that Hawaiian outrigger canoe racing is a team sport and that the success of a crew is not solely determined by the contributions of any one individual. There is no position in the crew (stroker, steersman, etc.) that is more important than any other.

A good case can be made that being an alternate on a crew is just as important as being a member of the starting six. An alternate, for example, ensures that the crew will race even if one of the starters becomes ill or cannot paddle for any other reason.

An experienced paddler knows and appreciates the fact that canoe racing is a great team sport. When a crew (alternates included) begins to realize that it wants to become a team and proceeds to dedicate its efforts toward that end, the most significant ingredient necessary to build a solid crew has surfaced. Any successful

coach knows that helping a group of individual paddlers develop a team feeling is the greatest challenge and duty of both coach and paddlers. After that has been accomplished, assembling the remaining elements necessary to become a consistent winner is a relatively easy task. To become an effective member of a team is the greatest duty a paddler can perform for his or her crew and canoe club.



Conduct

Respect and be responsible for our equipment

- Canoes
 - ◆ Everyone will help carry canoes in and out of the water.
 - ◆ Lift boats in and out of the water carefully.
 - ◆ Do not scrape bottoms of boats on the ground.
 - ◆ Do not intentionally bang other canoes during practice or races.
 - ◆ No swearing or cursing in canoes at any time.
 - ◆ No sitting in/on canoes out of the water unless instructed to.
 - ◆ Do not rest your feet on the canoes.
- Paddles
 - ◆ Treat club paddles as if they were your own.
 - ◆ Wipe off and rinse and put away paddles after use.

Canoe Protocol

- Talking
 - ◆ #2 or #3 call changes
 - ◆ #3 or #4 relay ho`okele's (steerer's) calls
 - ◆ #2, #4 and #5 be ama conscious
 - ◆ #5 acts as backup ho`okele, helps steer when called on by #6
 - ◆ #6 (steersman) is the captain of the crew. What ho`okele says, goes.
 - ◆ Absolutely no swearing or cursing in the canoes at any time.

Coaches

- Treat every paddler with respect.
- Discuss disagreements in private.
- Be positive: if paddlers don't understand you, try a different way
- No yelling or swearing at paddlers.

Paddlers

- Treat each other with respect.
- Take any disagreements directly to the coach. If unable to resolve the problem, take it to the head coach.
- No yelling or swearing at fellow paddlers or coaches.

Practice

- Paddlers try to attend all practices. If you cannot attend a practice, inform your coach so adjustments can be made. In some cases, missing practice may mean losing your seat in the race for that week.
- If you need to leave early, let your coach and steersman know in advance so that you can be dropped off early, or be given an alternative workout.
- Do not criticize other paddlers, even if it is something obvious. The steersman or coach will advise paddlers.
- No talking in the canoe while practicing, unless necessary.
- Do not talk to other members about another paddler's performance.

Crew Assignments

- You may not always paddle with the same crew. Paddlers are switched around to find combinations that work at peak efficiency.
- Keep an open mind and always try your best in any seat. Be a team player.
- Some paddlers may come to have "regular" seats, but must work hard to retain them.
- Coaches may let you know your crew assignment as early as Friday before a race. However, depending on attendance, paddlers may be shifted to fill in or work with new combinations.

Any Lōkahi paddler consistently showing unacceptable or unsportsmanlike conduct will be seated out of races, or in extreme cases, will be asked to leave the club. Cursing or swearing will not be tolerated at practices or races, in or out of the canoe.



OC1 Rules & Reminders

Lōkahi Canoe Club was the first club in the state to make solo outrigger canoes (OC1s) available to its members for training. We are still one of only a very few to do so. We have invested in the OC1s because we believe in their benefit to our paddlers, but it is not cheap to buy and maintain the boats. Please use the OC1s, but please also be sure to heed the following rules and reminders. Our future use of the boats depends on our careful and considerate use today.

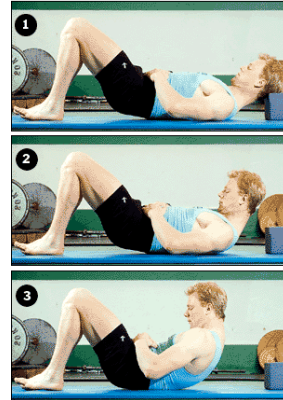


- Handle the boats with care.
- Limit usage to one hour during peak periods, one and a half hours maximum.
- Novice paddlers should not go out into the open ocean alone, nor until they have gained sufficient experience in the open ocean.
- Know your limits: be safe.
- Lōkahi paddlers have priority over guests. Guests assume all responsibility for their actions and for any damage that may occur. (Non-club paddlers or guests should not be using the boats regularly.)
- Report damage to the Head Coach or another responsible person. Report damage that occurs while the boat is in your possession, whether your fault or not. You will be charged for any unusual damage. Please be responsible.
- When you put the boat in the water, be aware of the rudder. Place the boat far enough in the water (parallel to shore) so that the rudder will not hit the mud and break when you sit on the boat.
- Drain your boat after you use it, then return it to the space where you found it.
- Get help (if you need it) with taking the boats out & putting them away.
- Lock the padlocks on the shed. Don't leave the shed open to thieves.

Training

Your coaches expect you to follow directions and work hard in practice. Since much of our practice time is devoted to developing and perfecting our individual and crew technique, testing and selecting crews, and doing paddling-specific speed training, you should plan on doing your own out-of-the-boat training.

Your coach will let you know what type and duration of training is expected of you. Generally, you can plan on working out to increase your general fitness level and endurance. To address your paddling fitness, you can train in an OC1. To improve general fitness and help prevent injury, cross-training for endurance or with resistance can be effective. Body resistance exercises such as crunches, pull-ups and push-ups are good supplements to paddling workouts.



Bear in mind that to reach your goals as a competitive paddler you need both a high level of general fitness and endurance, and a high degree of paddling-specific strength and endurance. Ultimately, the only thing that will make you a faster and stronger paddler is paddling. If you have limited workout time, choose to paddle before you pursue another training activity.

Warming up, cooling down and stretching have places in a workout routine, primarily to reduce the chance of injury and to facilitate recovery. Ideally, we should try to warm up before training and cool down after the session. When possible, the best warm up and cool down routines are simply extensions of the training activity. For instance, a running session could start and finish with easy jogging.

Stretching is best done after training to help recovery. If you want to stretch before training, you should warm up first, then stretch. Stretching can be dangerous if done incorrectly, such as when your muscles are cold and tight, or by stretching ballistically rather than dynamically, or by having someone else help you stretch.

Understanding Effort

What do we mean when we call for 50%, 70%, 80% effort and so on? What we are really talking about is a percentage of your heart rate range, defined as the difference between your maximum paddling heart rate and your resting heart rate. In practice, you must correlate these percentages with how your body feels under the stress of paddling.

You can find your max paddling heart rate on an OC1. After warming up for a few minutes, paddle as hard as you can for as long as you can, pushing yourself to complete exhaustion. **Immediately** take your pulse. Do this over a period of time, perhaps several days, and take the average. Find your resting heart rate by taking your pulse when your body has been at rest for at least 30 minutes. One good method is to take your pulse routinely when you first wake up and before you've gotten out of bed. Over a few days you'll have a good average resting heart rate.

Think of 100% effort as working as hard as you can, or going "all out." You're going to be working anaerobically very quickly, and you'll probably burn out in a matter of minutes because you'll be working above your lactate threshold heart rate (LTHR) and close to your peak heart rate (PHR). You'll experience ventilatory distress; you won't be able to take in enough oxygen. This is the kind of effort that you save for race-intensity situations, such as starting a race, pushing to overtake another boat (maybe by doing "power 10's"), coming out of the turn in a regatta race, or doing a finishing sprint.

Think of 80% to 90% as working just below your maximum effort. You'll be working at or just above your LTHR. If you experience the ventilatory threshold (breathing very heavily, gasping for air, muscles starting to burn) back off until your breathing is under control. This is a level you should be able to sustain for 10 to 20 minutes and which corresponds to race pace.

Working at 70% is below your LTHR and is the level at which you develop aerobic capacity. You should be able to sustain 70% effort for upwards of an hour.

Working at 50% to 60% should be recovery mode, used for both warm up and cool down. This is "paddling easy" and should be sustainable indefinitely or for several hours.



Paddling Terms

Club Chant

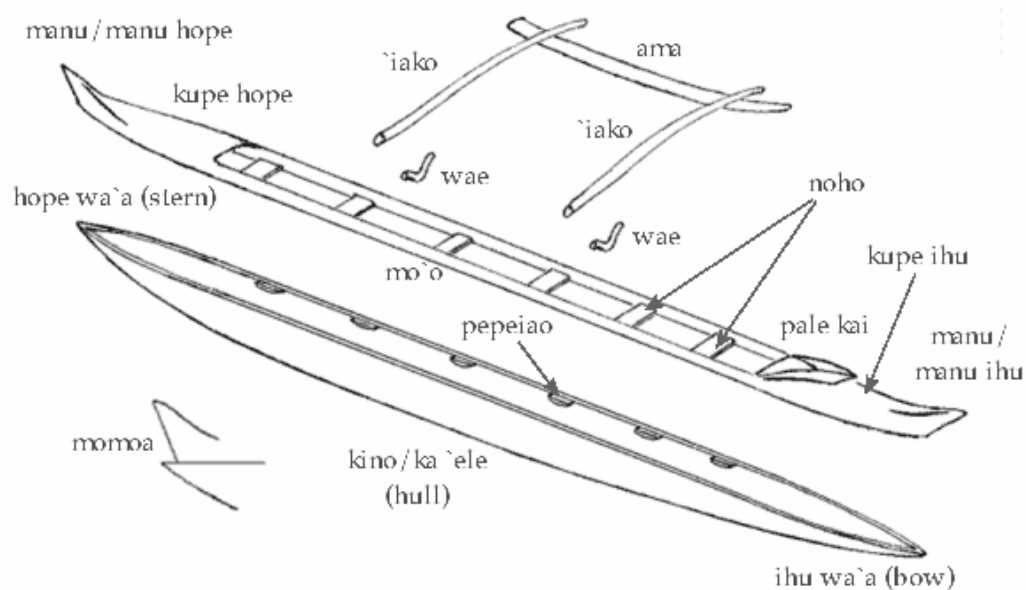
“`ekahi, `elua, `ekolu...i mua Lōkahi!”

“one, two, three...Go forward in Unity”

Terms & Phrases

ama	outrigger, balancing float
automatics	(power tens) two or more changes of ten strokes where emphasis is placed on increasing power while maintaining technique
change	one set of repetitions
eggbeaters	fastest stroke possible while maintaining timing; usually uses less than a full blade
hou	sometimes called by crew or steersman in response to “hut”
hoe	paddle (n); to paddle (v)
hold water	place paddles in the water to stop or hold the canoe
ho`omākaukau	ready, get ready
huki	hit, pull hard (for racing)
huli	turn, used colloquially for “capsize”
hut	called by seat two to signal crew to change sides on next stroke
`iako	spar, crossbeam connecting ama and hull (<i>kino</i>)
kahi	to cut longitudinally; to paddle at a 45° angle to the boat, used to help control direction
kau	plant (or place) the blade in the water
luma`i	capsize
paddles set	ready position, leaning forward with paddles across canoe gunwales (<i>mo`o</i>)
power tens	see automatics
ready all	set position, paddles ready to enter water
repetitions	repeated individual strokes making up a change
steersman, steerer	<i>ho`okele</i> : seat six, back of the boat, captain of the canoe
stroker	seat one, sets tempo for crew
timing	paddling in synchrony at every phase of the stroke
une	pry; use the paddle as a lever to control direction

The Hawaiian Outrigger Canoe



by Wayne Babineau, 2004

The outrigger canoe has been central to the development of Hawaiian culture. So important was the canoe that the building of a new canoe was a significant event involving most of the members of a village: priests, craftsmen, laborers, helpers. From choosing the right tree to launching the new canoe, each step in the process had to be done correctly with the proper ritual and respect to preserve the life of the tree in the canoe and create a canoe that would, in turn, sustain the lives of those who used it.

In Hawaiian tradition each canoe is a living entity, with its own spiritual power or *mana*. We entrust our lives to our canoes and we treat them with respect.

The open-ocean conditions surrounding our islands led to the development of an outrigger canoe different from those of other Pacific islanders. The Hawaiian outrigger is relatively unadorned, with fore and aft hull covers (*kupe*) and a splashguard (*pale kai*) to cope with ocean waves and chop.

Although outriggers now are raced throughout Polynesia, outrigger canoe racing, ancient and modern, seems to have originated in Hawai`i. There are records of ancient Hawaiians racing for fun and for wagers, sometimes including life.

Today's HCRA-approved racing canoes are standardized in length and weight to allow both an observance of tradition and a level playing field. To race in HCRA-sanctioned events, including events sanctioned by our association, *Na Ohana O Na Hui Wa`a*,

canoes must weigh a minimum of 400 pounds without `iako, ama, or seat covers, and can be no longer than 45 feet. While most associations in the Islands, including ours, allow clubs to race fiberglass canoes, at the annual Hawai`i State Championship regatta all crews must race in koa canoes.

Paddling Positions



- | | |
|-------------|--|
| Seat 1 | stroker: sets and maintains stroke tempo and technique |
| Seat 2 | calls changes, second stroker |
| Seats 3 & 4 | power seats, usually bigger, heavier paddlers |
| Seat 5 | power and backup ho`okele |
| Seat 6 | <i>ho`okele</i> : steers canoe, captain of canoe, may coach crew |

Lōkahi's Canoes

Many years ago, in the 1960's, a man from the Island of Hawai'i donated a koa canoe to Kai Opua Canoe Club. The canoe was made from a log from his family's land in the mountains above Keauhou Bay. While it was a beautiful boat it was not a competitive racing canoe.



One of Lōkahi's founders, Willie Luahiwa, through the auspices of Adam Ahai, bought the canoe from Kai Opua and then sold it to the newly-founded Lōkahi Canoe Club in 1980. Under the talented hands of Tay Perry, the 36-foot canoe was transformed into the 40-foot racing canoe Ka `lo, later rebuilt by Dan Kahler to be 44 feet long. In 1984 Ka `lo was blessed by Reverend Abraham Akaka and was used that year by the men of Lōkahi in the men's Moloka`i to O`ahu race.

Years later, while talking story one day after practice, one of the Lōkahi men, Pete Greenwell, asked the coach how Lōkahi acquired Ka `lo. When he heard the answer Pete was dumbfounded. Pete was the man from the Big Island who had donated that koa canoe to Kai Opua Canoe Club so many years ago. It seemed as if some cosmic balance had been restored; Pete and his koa canoe were together again. Harmony,



unity, family: that is Lōkahi.

Lōkahi began with only two canoes. Seven of the early canoes, including our koa canoe, were built by Jerry Kahler and his brother Dan Kahler. To help offset the many expenses involved in the maintenance of a canoe club, the club's founding members made and sold about fifteen canoes to raise funds. Some clubs are still using canoes they purchased from Lōkahi. As far as we know, we are the only club to have undertaken a project of this magnitude. Today we have thirteen OC6s and a dozen OC1s.

Our OC6 canoes are of various designs, from the early Malia-class design to our most recent Bradley Striker canoe. As canoe design has developed, racing canoes are approaching the limits of HCRA specifications.

Type	Name	Meaning
koa	Ka `lo	the Hawaiian Hawk
Malia	Lōkahi Kumu	unity, harmony foundation, base
Bradley	Kainalu	surf; ocean waves
Force Five	Kamikawiwo`ole Makani Kūhonua	the courage or boldness of Mike sudden rush of wind
Mirage	Ho`okela Keauhou Ka`alekualoloa	strive to excel the new current long-backed ocean wave
Bradley Lightning	Ka`aumoana	seafarer