

## Signals & Rules



**STOP**

A **Red Flag and/or 5 blasts** on the horn means STOP. There is immediate danger ahead. Wait for Yellow or Green before proceeding. Do not pass another outrigger while red is displayed. **Doing so may be grounds for disqualification.**

**5 Blasts or Red = STOP**



**CAUTION  
PASS ASTERN**

A **Yellow Flag and/or 3 blasts** on the horn means CAUTION. You must either slow or alter course so as to pass astern of commercial traffic. Look around, the commercial traffic may be a ferry boat traveling parallel, but about to pull into a water taxi landing. Look to the safety boat for instructions. Do not pass another outrigger while yellow is displayed. **Doing so may be grounds for disqualification.**

**3 Blasts or Yellow =  
CAUTION**



**GO  
RESUME RACE**

A **Green Flag and/or 1 long blast** means GO. ALL CLEAR, continue racing. This flag is also used simply to indicate direction to alter course if needed. It may also be used to indicate which side to take a buoy in event of confusion. A safety boat may sound one short blast simply to get your attention.

**1 long Blast or Green =**

**You must obey signals and instructions from safety boats.**

Signal or Not - **All boats must adjust course & speed to cross or pass astern of all commercial traffic.** Commercial traffic includes tugs & barges, ferry boats and water taxis, sightseeing and excursion vessels, ships, work boats and the like. Be aware, commercial traffic may be coming from behind you. Look in all directions frequently. Be aware that a water taxi may be passing you and then suddenly turn in to a landing right in front of you. If so, you must STOP or change course to pass **behind** the water taxi.

You must stay 150 yards away from the Statue of Liberty, Ellis Island, any ferryboat terminals or any water construction and 25 yards away from the ends of piers. In addition, always keep an eye out for people with fishing lines in the water along other bulkheads or pier ends. **Also be sure and keep at least 25 yards away from any bulkheads.** (In 2006 a huli occurred from a reflected wake from a bulkhead.) **Finally it is prohibited to pass under a ramp leading to a ferry boat landing.** Stay at least 150 yards from the outboard end of any ferry or water taxi landing.

**Failure to adhere to the above, including failure to obey a signal or instruction from a safety boat, can result in either of the following:**

1. **Disqualification of a team**
2. **The USCG shutting down the entire event**

Our USCG permit says "The sponsor shall disqualify any participant who interferes with commercial shipping, ferry or sightseeing vessels transiting the area."

Capt. John Doswell, **Safety Coordinator** - cell 917 578 4292



## Participant Safety Agreement

Team Name: \_\_\_\_\_

Vessel ID: \_\_\_\_\_

Race(s)       Women's    Men's       Mixed

Captain's Name: \_\_\_\_\_

I certify the following:

1. I have read and understand the safety instructions (**Signals & Rules**) for the Liberty World Outrigger Competition, 28 June 2007.
2. I, as captain, agree to adhere to the stipulations outlined in the safety instructions (**Signals & Rules**). I particular, as captain, I agree to maintain a safe distance from bulkheads, pier heads, construction zones and USCG restricted zones as outlined in the safety instructions (**Signals & Rules**).
3. I understand that my team may be disqualified for failure to adhere to the stipulations outlined in the safety instructions (**Signals & Rules**) or for failure to obey commands issued from a safety boat, and that, further, **failure to obey these rules may result in the USCG cancelling the entire event.**
4. I agree to attend the mandatory Captain's meeting on Friday, 27 June at 7 PM at a location in or near the South Street Seaport District to be announced, where, among other things, important safety information about the race will be presented.
5. I agree that if a huli or other situation occurs whereby the safety boat on location, or the USCG, deems that a rescue is required, I will comply with the judgment of the safety team and not interfere with such a rescue. (Note: all safety boats are told that hulis are common and will stand by to observe while the team attempts to right the canoe, bail out and continue racing. They will only begin a rescue if, in their judgment, there is danger of injury or death due to water conditions, or the presence of oncoming commercial traffic.) Note that resisting a rescue can cause the USCG to stop the entire race and cancel the event for the remainder of the day.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Name (please print): \_\_\_\_\_