

INCIDENT/ACCIDENT REPORT  
Outrigger Santa Cruz  
www.outriggersantacruz.org

GENERAL INFORMATION

Name: Rich VAN DIJN Birthdate:

If a Minor, Legal Guardian's Name:

Address: City: State: Zip:

Phone#: Cell: 831-588-1970 Home: Work:

Email Address:

Employer:

Medical Insurance Carrier:

Policy #:

Insurance Phone#:

Effective Date of Policy:

Subscriber's Name:

Group Name:

N/A

DESCRIPTION OF INCIDENT/ACCIDENT (use reverse side if necessary)

Date: 1/8/22 Time: 9:30 AM

Describe location where incident/accident occurred: Mitchells Cove

Describe the weather/air temperature: Sunny 55°

Describe the water conditions/water temperature: NW Swell light winds 59° water

Describe in detail how incident/accident happened; if in OC6, OC2, OC1 include canoe name:

HO OMAKA RIGGED AS DOUBLE HULL; I WAS STEERING DOUBLE HULL AND GOT HUNG UP ON A ROCK INSIDE MITCHELLS COVE - WE BACK PADDLED

Describe in detail any equipment damage: OFF AND CHECKED FOR DAMAGES!

2" WIDE X 6" LONG AREA UNDER CANOE JUST IN FRONT OF SEAT ONE ABRASION RESULTING IN GEL COAT AND SOME BOND TYPE FILLER ALONG BOTTOM SEAM BEING SCRAPED OFF NO STRUCTURAL DAMAGES NOTED. WE CONTINUED ON TO NATURAL BRIDGES AND BACK TO HARBOR WITHOUT PROBLEMS - NO LEAKS

Name(s) others on site at time of incident; include age and experience; apparel worn by individuals if a water incident. If in an OC6, OC2, OC1 indicate seating arrangement:

- 1.) Don't know all the names, there were 9 paddlers
- 2.) Besides myself including: LESLIE BURS  
BRUCE NEIL
- 3.) JENNIFER SALBONI
- 4.) KAREN HARRINGTON  
ALMA
- 5.) ELEANOR HARRINGTON  
SAM FREETZEL
- 6.) ? FRIEND OF KAREN - NSW TO (403)  
? SEAT ONE

Did equipment contribute in any way to the accident? Yes No  
If yes, please explain:

Were any photographs taken of the equipment or site?  Yes  No  
If yes, please enclose all photographs.

I HAVE PICS ON MY PHONE  
AND CAN TEXT UPON REQUEST 831-5284

**DESCRIPTION OF INJURED PARTY (if more than one, use separate report/person)**

Name of Injured Party:

NO INJURIES

If Minor, Legal Guardian's Name:

Address:

City:

State:

Zip:

Phone#: Cell:

Home:

Work:

Email Address:

Employer:

Medical Insurance Carrier:

Policy #:

Insurance Phone#:

Effective Date of Policy:

Subscriber's Name:

Group Name:

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Describe the injured's mental status at the time of the incident/accident (circle):  
Confused Calm Panicked Aggressive Other: **NO INJURIES**

Describe Evacuation from incident/accident site: **N/A**

Did any injured parties contribute to the accident in any way (circle)? Yes No **N/A**  
If yes, please describe:

Did any injured parties state that they contributed to the accident in any way (circle) Yes No  
If yes, please describe: **N/A**

Did another participant contribute to the injuries incurred by individuals (circle) Yes No  
If yes, please describe: **N/A**

Were any photographs taken of injuries incurred? (circle) Yes No **N/A**  
If so, please enclose all photographs

Was any Activity Time Lost (circle):  
None Ended Participation Other (Describe): **N/A**

Describe any first aid given (include a list of any medications given): **N/A**

Did the injured party refuse first aid or evacuation? (circle) Yes No **N/A**  
If yes, please describe:

Does the injured take any medications or have any allergies? (circle) Yes No **N/A**  
If yes, please describe:

Is this a re-injury of an old condition? (circle) Yes No **N/A**

Has the injured party been at this location before? (circle) Yes No **N/A**  
If yes, indicate frequency:

Signature: *Rich Van D...* Date: 1/8/22

Print Name: Rich Van D...

From: **Leslie Eurs** <leurs56@gmail.com>

Date: Tue, Jan 11, 2022 at 12:55 PM

Subject: Double hull incident, 1/8/2022

To: Tai Boutell <Tai@santacruzlending.com>, Philip Crowley <philcrow34@gmail.com>

Hello Tai and Phil,

Now that the adrenaline rush is over, emotions calmed, I want to share my narrative of the double hull incident I was privy to experience and survive with minimal physical damage. I would like to record my story while the event memory is fresh and for my future reference if necessary. As a steersperson, it was a grand reminder of my responsibilities when steering for the safety of my crew and club equipment. It nudged to the forefront of my brain to not assume anything including my skills, those of my crew, and to remain within voice/visual vicinity of the other OC6's. When not the steersperson, I need to learn to speak up if I am uncomfortable or feel unsafe with the steersperson's float plan. For my benefit, these are incident details as I remember:

**Date:** Saturday, 1/8/2022 - OSC Fitness Paddle

**Leader of the day:** Rich V.; Paddlers present: 31; many new faces to me; crews decided upon by counting off followed by major rearrangement by Jean B. and Catherine M.; I was in OSC's double hull, seated in seat 3, R-hull by Rich, steersperson; I was the caller.

**Double hull crew:** R-hull: 1)Alma P., 2)Jenny ?, 3)Leslie E., 4)Karina ?, 5)empty?, 6)Rich?; L-hull: 1)Lisa P., 2)Bruce N., 3)Karen H., 4)Eleanor H., 5)Sam ?, 6) Rich?

- Crews launched, warmed up to Seal Rock where Rich evaluated the balance of crews.
- Rich set destination of Longs Marine Lab.
- Single hulls stayed together and took outside line; double hull we started for inside, stopped and was asked by steersperson if we were all comfortable with him taking us inside to thread the channel between the rocks at Westcliff and Columbia Street.
- As we got closer, our line changed (grateful) as tide and swell made this channel impassable especially with the girth of a double hull; lots of washing machine action.
- The steering adjustment kept us still heading directly to shore; less than 100 yds away from the cliff wall along Westcliff and Pelton (or thereabouts); bump came along, picked up the boat speed quickly; steersperson maneuvered hulls to port (had to require a-l-o-t of strength I'm sure, Rich is my hero)
- Unfortunately we were in a pocket area of cliffs and rock flooring; our momentum led us us to crash head on into a rock cliff/tall jetty; when the ocean sucked out we were lodged and dry docked (around seats 1,2) on the rock ledge.
- With diligent teamwork, over the course of time (seemed like forever being broadside to swell and reverb) we managed to dislodge ourselves off the rock shelf. Away we continued inside to Mitchell's Cove.

- Karen H. and myself asked if we could stop and do an equipment check before continuing further; plugs of hulls were removed and checked; Bruce got into the (very cold) water to do a visual examination and feel of bows, hulls and underbellies.
- The steersperson felt comfortable continuing on up to Long Marine choosing to continue with an inner line.
- Around Fair or Swift and Westcliff, again the crew called out "rocks!" that we were about to land upon; this was as the L-hull was broadside to the swell which lifted the hull up above the heads of the paddlers placing the weight of both hulls onto the starboard side of the R-hull.
- Now, we headed out towards where the other OC6's were, turned and headed home, not stopping until the docking.
- Had a super fun, fitness run back to the harbor.

I had hoped our steersperson would have a debriefing with the crew prior to us all scattering off. The event was nerve wracking for myself. I can only imagine how the four newbies felt. A conversation following would have been not only a great learning opportunity but a chance to bond by shaking off with open communication any fears, anxiety, frustrations, anger and distrust that individuals may be feeling. Although I was upset in the midst of this event being so far separated from our other peeps that if closer might have helped in moral support, I did see there was a crowd of guardian angels on Westcliff watching/filming whom most likely would have called 911 if we continued taking the battering in the rocks or if the canoe dismantled/capsized. 🙏

Moving on to more adventures at OSC. Glad the canoes are okay.

Leslie