



## **Outrigger Caloundra Canoe Club Guidelines for OC2 Use**

### **1. Background**

OCCC has 3 carbon fibre Wahtoo OC2s and 1 fibre glass stingray. New OC2s cost approximately \$7000 and they are very fragile club assets. In 2017, approx. \$3500 was spent out of club funds on OC2 repairs and transporting canoes to and from the repairer fell on one person. It was difficult to determine who did the damages and damages were often 'discovered' as opposed to reported. The club has also undergone significant growth between 2014 and 2017. This has raised issues around who can use the OC2s and when can they be used.

This policy has been introduced to promote the following:

- fair and transparent use of OC2s for club members
- club culture
- race-worthiness of Wahtoo OC2s for current and future members, and
- more responsibility on those who use the OC2s for the maintenance and care for club assets.

This policy was approved by the Committee on 18 September 2017 and will be reviewed in 2018. The Committee may need to consider selling the OC2s, in consultation with members, if this policy fails to achieve the outcomes above.

### **2. Who can use an OC2**

OCCC outrigger canoes are only for the use of members. However this does not mean that all members are entitled to use OC2s by right of their membership.

Members must accept responsibility for the potential risks involved in using an OC2 and accept responsibility for damages (see section 4).

Juniors must have parental consent to train and race in an OC2 and must accept responsibility for damages (see section 4).

Paddlers must acknowledge they understand the OCCC Risk Management Policy and comply with this policy at all times.

Members may be asked to purchase their own OC2 if they are consistently training and racing in a club OC2 for more than 1 year.

#### **2.1 Club Sessions**

The club OC2s are not available for use during OC6 session times unless the coach in charge approves it. It is up to the coaches discretion which members will use an OC2 during an OC6 club training session when numbers do not suit OC6 crew allocations.

First preference will always be given to filling an OC6 before members can use an OC2, regardless of training for the OC2 race season.

The OC2 is to stay in close proximity to the OC6s in the open ocean and in the passage. The OC2 is part of the club session and shall follow the same session plan.

## **2.2 Outside of Club sessions**

Members must seek approval from the head coach to use an OC2 for training outside of club training times.

At least one member must have a minimum of 12 months consistent outrigger experience to paddle on an OC2 outside of regular club training times.

If approval for use has been granted, paddlers must book their session on Teamer. This will help to ensure canoes are available for training and enhances transparency.

Members are encouraged not to paddle in the open ocean alone. Paddlers should remain close to the shore line.

When paddling with a group of club OC2s, maintain strong lines of communication and remain in close proximity to each other in the open ocean.

As noted in the Risk Management Policy, paddlers who train outside of club approval/guidelines do so at their own risk.

## **2.3 Racing**

Members must notify the head coach of their intent to race during the OC2 season so canoes can be allocated to crews. Members must ensure canoe availability and receive approval prior to race registration.

Canoes must be transported safely to regattas on an appropriate vehicle with racks and tie downs.

Drivers must not have any serious traffic convictions in the past 5 years.

Canoes need to be covered while in transit.

## **3. Canoe check prior to use**

It is the members responsibility to ensure they are aware of the condition of the canoe prior to the commencement of training and racing.

Members must sign the canoe in and out in a club log book. Details to include: canoe in use; time in use; members paddling on that canoe; condition of the canoe; and training route or race destination.

Any damage to the canoe must be reported immediately to the head coach.

## **4. Damage**

The committee understands there is wear and tear\* on the canoe that is not culpable by any one individual. The club will cover these costs, pay the insurance excess and organise these repairs.

*\* Wear and tear, damage or deterioration resulting from ordinary use or normal depreciation (this is determined/interpreted by the committee.)*

If a canoe is damaged by reckless use\*, the pair will be responsible for paying an insurance excess or any costs that are not covered by the club's insurance policy. The pair will be responsible for seeking quotes for repairs and transporting the canoe to and from the repairer.

*\* Examples of reckless use may include: using the canoe in the open ocean when a strong wind warning has been issued by the BOM; paddling during a gale force wind warning; crossing the bar on an outgoing tide with strong winds; steering close to rocks or in shallow water; intentional huli; failure to protect the ama when recovering from a huli; boarding the canoe incorrectly; boarding the canoe in shallow water; dropping the canoe on land; ramming into another canoe; steering too close to a buoy; steering too close to other canoes.*

## **5. General advice on OC2 care\***

*\*While this is a good guide, paddlers should also seek an in-person demonstration from a coach. Paddlers should also seek advice from a coach about how to recover from a huli and how to board a canoe correctly from the water.*

### **5.1 How to lift and carry the OC2**

The following procedure supports both the canoe as well as the ama.

Front paddler in between ama and canoe with left hand holding iako, right under the canoe.

Back paddler behind back iako beside canoe with left hand holding iako, right under the canoe.

### **5.2 How an OC2 sits on the ground:**

Always have the rudder clear of the ground/sand, the canoe must not rest on the rudder as this can damage the rudder, the hull or the steering.

Use a folding chair under the haul just before the rudder. If you are on sand with no folding chair you can 1/ dig a hole for the rudder to sit in 2/ make a mound of sand to rest the hull on so the canoe is not resting rudder.

### **5.3 How to put the OC2 in to the water**

Where possible put the canoe into the water parallel to the shore or enter the water rudder first. The rudder needs to be in deep water and should not make contact with the boat ramp or rocks.

### **5.4 How to assemble the OC2**

Care should be taken when assembling the canoes. The amas and iakos are not interchangeable. They are colour coded with tape to match their hulls.

PLEASE NOTE the steps below work for the Wahtoo and may not work for other canoes

Step 1 / insert the front iako into the ama. Step 2 / insert the front iako into the front.

Step 3 / insert the back iako into the ama. Step 4 / insert the back iako into the back.

When disassembling follow these steps in reverse (remove the back iako from the back.)

## **6. Consequences**

Breaches of this guideline may have an impact of future use of club equipment and invitations to attend OC6 training and racing.

## **7. Appeals and complaints**

Minor grievances can be discussed with the club captains.

Appeals and complaints should be raised with the head coach. Issues may then be elevated to the committee.

## **8. Contact details**

Head Coach: Adam Joyce 0417 471 426 [nqbladam@gmail.com](mailto:nqbladam@gmail.com)

Committee: 1300 794 208 [occcsec@hotmail.com](mailto:occcsec@hotmail.com)