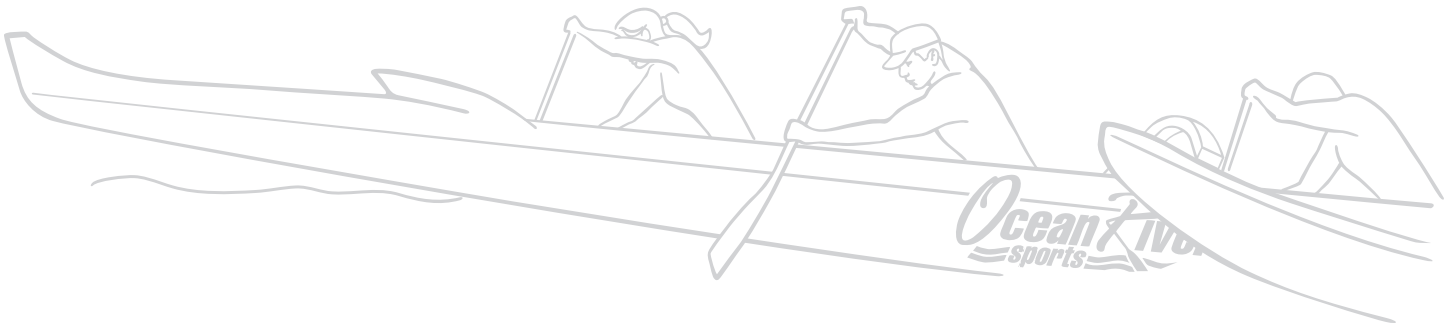


OCEAN RIVER PADDLING CLUB

Policies and Procedures



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New Member Information

Ocean River Paddling Club is dedicated to the development of paddlers for racing and fitness purposes. Goals for races may be local events or reach around the world for international challenges. Our Club aims to support our paddlers through the use of equipment, coaches, training and resource material. ORPC is a member club of the Canadian Outrigger Racing Association (CORA). The Club hosts two annual CORA sanctioned outrigger races: the Island Iron (17km OC-6; 8km small boat race) and the Bridges Race in October (6km OC-6; 6 km small boat race). We also have a dedicated group of surf ski and K-1 paddlers.

Membership dues at Ocean River are \$120 for six months or \$220 for one year. A junior membership (under 18 years old) is \$60/six months or \$110/year.

Guests are invited to try out Ocean River Paddling Club. A guest is to be accompanied by a Club member. There is no charge for the first visit. A \$10 fee is applied to subsequent visits (up to four in total).

Access to the Ocean River Paddling Club boathouse during the days is either through the breezeway between Ocean River Sports and Capital Iron or along the walkway behind Value Village during the evenings.

Risk and Performance Paddling

Be aware that outrigger canoeing is a high-risk sport. Equipment, weather, time of day, length of outing and paddlers' skill levels and energy must all be considered before venturing out. Please be aware of the following recommendations for all Ocean River Paddling Club members to follow.

We highly recommend that all paddlers wear PFDs at all times. The law requires every paddler to have a PFD in the boat. You should also carry a "louder than voice hailer" e.g. a whistle on a PFD.

Crew should be aware of each other's swimming ability as should paddling partners.

Be familiar with the "capsize and recovery" drill for the boat(s) you paddle. If in an OC-6, review the huli procedure regularly with your crew. This is posted on the bulletin board at the boathouse. If your team practices huli drills away from the ORPC dock please make sure the Coast Guard is alerted to this "practice only" scenario. The number to call is 363-2994. Provide the Coast Guard operator with as much detail as possible.

Obey the direction of travel as determined by the Victoria Harbour Master. Refer to the chart on the bulletin board for details. Give way to all other craft. It is safer to yield than to challenge.

Victoria's harbour is an active airport as well as a busy marine way. Do not cross the harbour runway when the strobe lights are on at

Laurel Point, Songhees Point or the small island with the windsock (Pelly Island).

Any crews going out when dusk is falling or later are required to have lights on the boat, fore and aft. Be diligent about lights. It is the law!

Do not attempt to run the Gorge Bridge rapid if you are not experienced with moving water. It can be dangerous and/or you may get stuck and unable to paddle back through the narrows.

OC-6 canoes must not go out past the breakwater unless skirted. Inexperienced crews should not go out past the breakwater in rough seas unless guided and accompanied by a more experienced crew or the Club zodiac. Experienced crews going out in rough seas are encouraged to paddle with another boat or to have a well thought out emergency plan.

OC-1 and OC-2 paddlers who wish to paddle in rough seas must have leashes for their boats. This is a simple connection from the foot well area of the boat to your ankle. It will prevent the boat being blown or pushed beyond your reach in case of a capsize.

A small waterproof bag (dry bag) containing spare clothes is recommended for each OC-6 crew to have in the boat. All paddlers are encouraged to have complete change of dry clothes left in the boathouse or their vehicles.

All paddlers should avoid cotton clothing and dress in appropriate wear for the conditions (synthetic tops and bottoms, neoprene, wind jackets, hat, etc.).

The steerer in an OC-6 is ultimately responsible for the crew's safety. Become knowledgeable about the weather, water, equipment and your crew's abilities. Take control when necessary.

The Huli

Capsize/recovery of the 6-person outrigger canoe

To ensure a safe and efficient recovery from a huli or capsize in the six-person outrigger canoe, paddlers must be knowledgeable on the following steps.

The boat has capsized. Check that the people around you are O.K. The captain should call out all the seat numbers to ensure all are well.

- Each seat number has a job to do:
- Seat 1 and 6 are to collect the paddles.
- Seat 2 and 5 are to go to the ama.
- Seat 3 and 4 go over the hull of the boat by stepping on the aikos then placing their feet on the mukus on the opposite side of the boat. They lean over the hull and grab on to the aikos.



When the team is ready seats 2 and 5 push the ama into the air; seats 3 and 4 pull the aikos up and over the hull; seats 1 and 6 either steady the boat in the waves or assist on the ama (depending on weather conditions) while holding onto the paddles.

Once the boat is upright, seats 3 and 4 stay with the ama pulling their bodies out of the water onto the aikos at the ama end; seats 2 and 5, and 1 and 6 get into the boat and start bailing right away.

Seats 3 and 4 get into the boat once it is more stable. Always bail and lean left.

Put on dry clothes and paddle to safety if required.

Destination Open Water

Open Water Use of Club Small Boats

The following guidelines are for use when club members transport club solo or double boats away from Ocean River Paddling Club for non-race activities.

A club member will be able to sign out a boat only once they have gone through an open water orientation with Brian. This will cover transportation of the boats, safety lecture and trip planning.

Only club members in good standing can take boats away from Ocean River.

There is a \$10 fee for taking club solo or double boats away from Ocean River. This covers single day rental (from early morning until that night). This fee would include a paddle and PFD if needed. Club members can only use this privilege one time each month.

A rental form must be filled out and signed before taking a boat. Contact Brian at Ocean River Sports to confirm your boat.

Members are solely responsible for the craft that they sign out. This includes the safe transportation of the equipment as well as safe and careful use of the boat and equipment. The member is responsible for the costs of any damage that occurs to the equipment while it is in their care.

The club member is responsible to examine and determine if the boat is suitable and in good condition. They should not take the boat if it is not in appropriate condition.

It is understood that the Club Member:

- Is familiar with the area and waters they are paddling in.
- Files a float plan with a friend or with Ocean River Sports.
- Has adequate skills to handle the conditions they are likely to encounter.
- Will not paddle alone in open water conditions, we recommend a buddy system.
- Will dress appropriately for the conditions.
- Will wear their PFD in open water conditions.

- Uses a boat leash.
- Carries a set of flares within the group and knows how to use them.
- Carries a spare paddle within the group.
- Carries any other specific safety equipment necessary for the type of trip they will be on, i.e. compass if fog is likely.
- VHF if it is in a remote and dangerous area.
- Accepts the risks involved in open water paddling.

Paddling in the Dark

All boats must have lights on from dusk to dawn. This is the law. If you go out just before dusk make sure you have a light so that you can be seen when you come back to the dock when it is dark.

Small boats (OC-2's, OC-1's, K-1's, surf skis, marathon canoe) require paddlers to bring their own lights. Ideally you will want to attach a light that is visible for 360 degrees or have two lights fore and aft. Otherwise, a clearly visible light clipped onto a cap, an armband, the aiko or boat deck will suffice. These lights are not for you to see with but rather for you to be seen by other boaters.

When paddling in the dark with a light on it is still prudent to steer clear of all other boat traffic. Our boats sit low in the water and our lights blend in very easily with the background city lights. Even with our lights on there are times when we cannot be seen clearly. Exercise caution at all times when paddling in the dark.

OC-6's: All three OC-6's have solar powered lights fore and aft. The lights are triggered to turn on at dusk and off at dawn. Please check to see that they are working. If there is a problem, take an additional light with you. Report the problem to Brian at Ocean River Sports.

Lights in the dark are critical. Members' privileges may be revoked if the light policy is not followed.

Boat Leashes

All paddlers of ORPC small boats are required to use a boat leash if paddling past the oil tanks or breakwater. A paddle leash is simply a means to keep the boat with you in case of a capsized. Both commercial and homemade leashes are acceptable. Attach one end of the leash to the boat (perhaps around the forward aiko) and the other end around your ankle.

Please be diligent about boat leashes.



Windy Day Warning

If you are planning on paddling in the wind and waves in the outer harbour or past the breakwater on stormy/blustery days, **call the marine rescue co-ordination centre at 363-2994**, to let them know where you will be paddling.

Be prepared for the weather conditions: dress appropriately; take a spare paddle, extra clothes, flares, bailers, tow-line and a boat leash (small boats); tell someone on shore where you are going and approximately what time you plan to be back.

OC-6 Care and Safety

Please make yourself familiar with the Ocean River Paddling Club (ORPC) six person outrigger canoes before taking them out on the water.

We highly recommend that all paddlers wear PFDs at all times. The law requires every paddler to have a PFD in the boat. You should also carry a "louder than voice hailer" e.g. a whistle tied on to a PFD zipper.

Review the outrigger capsizing (huli) and recovery procedure with your crew. See procedure following this document. If you have not done a huli, make sure you sign up for the next practice or make inquiries.

Ensure that the boat has at least three bailing buckets, a red throw bag that holds 15 metres of line, and a spare paddle. If you are paddling in windy conditions or are going past the breakwater make you take a flare pack which are stored in the boathouse above the lights.

Be aware that the zippers on all the spray skirts are tear-away zippers. This means that you only have to pull the fabric apart to exit the skirt. Always leave the top two inches of the zipper open so it does not jam when exiting during a capsizing. The tops of the zippers sometime get salt encrusted. Practice undoing the zipper in an upright position. If you are at all concerned about exiting in case of a capsizing leave the zipper undone enough for you to exit without resistance.

Any crews going out when dusk is falling are required to have lights on the boat; fore and aft. Be diligent about lights. It is the law!

Kanaka and Camosung run the best with heavier paddlers in the middle seats. When paddling with only five paddlers Kanaka tends to be stern light so leave seat one open to keep the weight toward the stern. Camosung is somewhat the same but not as obvious. The Mirage runs best with the heavier paddlers in front of the center.

When storing the OC-6's on the dock, work as a team to pull the boats through the U-shaped frames at the end of the dock onto the blue covered 2 X 6 boards. Leave a few inches between the bow and the boathouse. One OC-6 is to be stored with the ama hanging over

the water with a chair used to support the aiko. The next OC-6 is to be stored with the resting on the tire on the dock. The third OC-6 is to be stored with the ama resting on the center OC-6 aikos. Please, remember to put spray deck covers and secure well with the straps and buckles. The deck covers keep the harmful rays of the sun from rotting our spraydecks prematurely. They also help keep the spraydecks clean.

Crews are expected to volunteer time occasionally to clean, buff and varnish boats as needed. If your boat is dirty after practice take the time to rinse it off as it will save time later.

If any damage has occurred to a boat please e-mail Brian at 381-4233 so the required maintenance work can be scheduled. Crews are responsible for any immediate and significant damage.

OC-6 Cleaning

Organise the boat cleaning kit found under the OC-1 seat pods. It should contain Sunlight detergent, plastic scrubbies and a couple of sponges or rags.

Remove and rinse the sun cover and spray deck.

Wash the boat on the dock not while in the water. Empty the boat of all items including bailers, safety lines and flare packs.

Clean the inside of the boat with a small amount of detergent and fresh water then rinse with the hose.

The outside of the boat should have the spray deck scrubbed lightly with detergent and fresh water. The deck and hull require a lot more elbow grease using the detergent and fresh water. The ama should be cleaned the same way. Rinse off the aikos with fresh water but do not scrub them.

To do the underside of the hull tip the boat up on its side. Some of the crew will need to support the ama and aikos while others scrub the bottom.

Rinse the entire boat (inside and out) with fresh water. The easiest way to empty the inside is to keep the boat up on its side then sponge-out the last little bit of water.

Please notify Ocean River Sports if there is any damage to the boats.

Re-tie the safety line and flares back into the boat. Make sure there are at least three bailers back in the boat. If we are short of bailers bring an ice cream bucket or detergent bucket from home.

Every once and a while a crew will be asked to wax a boat. When this is needed Brian will contact the crew captain and provide directions.

Thank you everyone for helping to keep our boats in good order.



Propane Heater Instructions

- Open the propane canister.
- Press and hold in the small brass button at the base of the heater.
- Light the bbq lighter and direct it to the screen in the heater while holding the small brass button.
- The screen will ignite. Remove the lighter.
- Hold the small brass button in for five more seconds or until the screen turns red.
- Release the button and enjoy the heat.
- To turn off the heater close the propane canister.
- Contact Rosemary or Brian when the canister is empty.

