



GLPD instructions for member use of OC1 canoes

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THE SHORT VERSION

1. All equipment you need to enjoy the use of the OC1's is in the breezeway.
2. You **MUST** wear a legal, functioning PFD. Wash it after use.
3. Do not paddle when you think the weather conditions are unsafe & **NEVER** during thunderstorms
4. Paddle with a buddy unless approved by the EC to do otherwise.
5. Do not go under the bridge at any time & stay well away on a run out tide.
6. Know & obey the road (water) rules. See stick on sheet for navigation mark meanings. Know what the local navigation marks mean.
7. To reduce potential for damage, please treat the OC1s & other equipment as if they are yours. Any damage to OC1's, gate lock, etc. has to be paid for by the club. Wash everything with fresh water after use. **Do not use lubricating spray or grease anywhere on the OC1's.**
8. Return the padlock key as pre-arranged with whom you got it from.

SAFETY ON THE WATER

1. A compliant PFD **MUST** always **BE WORN** while on the water. Preferably bring your own, but if using a GLPD one, make sure it is **NOT** a sweeps' self-inflating one & rinse with fresh water after use.
2. Normal paddling weather conditions apply. No paddling in wild weather, thunderstorms etc. Adhere to the 30-30 rule - i.e. if thunder is heard within 30 seconds of seeing lightening, get off the water immediately and stay off for 30 minutes from the last lightening / thunder occurrence.
3. OC1's are **NOT TO BE TAKEN UNDER THE BRIDGE** under any circumstances. They are only be used on the normal approved routes used by sweeps, except as above. Stay well away from the bridge on run out tides.
4. If paddling alone (with EC approval as above) a mobile phone (yours!) must be carried in a waterproof pouch either attached to the craft or on a lanyard around your neck (under your PFD?). In case of emergency call **000** or Marine Rescue on **6554 5458**



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& state the nature of the emergency & your location. Ideally pre-program this number into a speed-dial on your phone so you only have to hold down one number. This should only be done in a REAL emergency. If you have only capsized, then either right the OC1 & get back on or swim the OC1 to the nearest shallow water & get back on.

5. Current Roads & Maritime Services navigation conventions should be known & adhered to to avoid any incidents. OC1's are small vessels & don't need much water depth to paddle in, so often navigation marks are a guide only. That said, you as skipper of the vessel, are solely responsible for your safety & the safety of other water users. Refer to the stick-on label on the OC1 if you need to. There are a few spots where obstacles are just under the water surface & these are ALL avoided by adhering to navigation conventions.
 - a. Know what green (starboard) & red (port) marks mean & where you should be in relation to them. When paddling upstream remember "Is there any RED, PORT, LEFT?" (i.e. Keep the red markers on your left-hand side)
 - b. Know what "cardinal marks" & "isolated danger marks" are & their meaning.
 - c. Know when you should give way, etc. Give way to bigger vessels & always give way to vessels approaching from the right. Always remember it is no use being "dead right".
 - d. Stay well clear of swimmers / divers.
 - e. Be aware of other water users. As a leisure destination, there may be many people on the water who do not have a clue about marine conventions. Make sure the club & yourself are not involved in "an incident" which could have easily been avoided with a bit of foresight &/or making others aware of your presence by calling out loudly to alert others.
 - f. A passing boat can easily capsize an unprepared OC1 paddler. Keep the nose or stern as square as possible to the wake & paddle/lean towards the outrigger side of the craft.

CARE and USE of the OC1's

1. Unlock the gate lock & hook it over the aluminium cross member on the gate or the container hinge. Keep it well away from sand. Locks need servicing if you drop them in the sand. When re-locking, check you have the key outside the breezeway & double check it is locked by pulling down sharply on the lock.
2. Fill in the book near the craft. Note any damage to the craft before you take it on the water. Take a photo if damaged to show it was there before your use. Take a photo afterwards too if you wish. Be careful you do not hit any objects



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when manoeuvring out of the breezeway. If you damage it, please notify the Equipment Officer or EC member or person you got the key from.

3. **Putting it all together.** The more you slide the iakos (spars) into the hull, the more tippy it gets, while the more you slide the back iako into the ama (outrigger), the more stable it gets. You may need a blunt object to push the spring-loaded balls in to make it easy to insert or remove the iakos. You may choose to carry the separate pieces close to the water before you begin putting it together or doing it resting on the folding chairs provided. Make sure the rudder is clear of the ground, even when in the water. A suggested way to mate the outrigger (ama) with the canoe hull is as follows:
 - a. Make sure iakos & holes are sand free.
 - b. When inserting iakos into canoe or ama, make sure the spring-loaded ball engages fully
 - c. Insert front iako into the canoe body hole
 - d. Insert the other end into the ama front hole
 - e. Insert the back iako into the canoe body hole
 - f. Insert the other end into the ama vertical hole
4. **CARRY, DO NOT DRAG**, the OC1 to the water. Best done with 2 people.
5. When returning to shore **DO NOT** run the craft into the sand. Stop before the nose hits & get out & lift the front onto the sand.
6. Reverse the above procedure to pull apart. Once apart, **ALL** the bits should be washed in fresh water, especially the iakos where they go into the holes, the pedals & front cables. Salt build up makes it hard to fit together. When washing, place the hull on the folding chairs provided, so it is off the ground. **DO NOT APPLY ANY LUBRICANT ANYWHERE!**
7. Wash your PFD if needed.
8. ENJOY YOUR USE OF OUR CLUB'S OC1's!