



FCRCC OC-1 ORIENTATION

NOTE TO ORIENTATION LEADER: When docks are busy, do as much of the Orientation Session at the shed. Work with other groups on the dock to do the section on rigging and launching the canoes. Show the members around the community centre and surrounding area including changerooms, dock, East Bay Boat Shed, office etc...

Rules for Using FCRCC OC1s

Before being allowed to take out any FCRCC OC1 on the water, paddlers must:

1. Be a Full Member of FCRCC.
2. Complete an OC1 Orientation program or its equivalent
3. Successfully complete a huli drill. **PREFERABLY** an ocean huli.
4. **NOTE:** The club is encouraging all FCRCC OC1 users to do an annual huli.
5. Have their club picture ID card on them when using any of the small boats.
NOTE: Dock marshals from the club will be doing periodic random checks to ensure that users of small boats have their membership ID with them.

In addition,

Before being allowed to take out a **Huki OC1**, paddlers must also:

6. Complete a specific **Huki Orientation**.
7. Apply the "Huki Orientation" sticker on their membership card once. Stickers can be picked up at the office during office hours once Huki Orientation is complete.
NOTE: Dock marshals will be doing random checks for the stickers.

West Shed Orientation

1. **Equipment Security**
 - Only '**Full Members**' of FCRCC receive keys to access the shed and are allowed to use the small boats.
 - Do not lend your key to others. You do not know for how your key will be used.
 - Privileges will be taken away if rule broken.
 - There are other boats in the shed including private boats, flatwater boats and marathon canoes. Be **MINDFUL** of security concerns at **ALL** times.
2. **Liability**
 - Do not take non FCRCC-members out in boats (or FCRCC dragonboat only members).
 - The club does not have insurance coverage for non-members and non-members do not know how to properly care for equipment, making damage more likely.
 - Privileges will be taken away if rule broken.
3. **Stairs**
 - Demonstrate how to secure stairs for use – make sure both hooks are on bar.
 - Demonstrate how to safely put away stairs after use – may need 2 people.**Lights**
 - Show light location for storage and repair sides.
 - Turn OFF inside lights when finished in shed.
 - Outside lights are on sensor. They should come on when dark. If they don't, notify office.

4. Canoe Storage Racks, Paddles, and PFDs

- Hukis are kept on racks at the front of the boathouse – hull down, rudders facing south.
- C-Lions and Surfriggers are kept on the racks at the back of the boathouse – hulls up and corks out (to allow boats to drain)
- Always move boats to spot furthest back on the rack - do not leave spaces. Rack logically.
- Ensure clips are done up properly to keep boats from falling and being damaged.
- Club outrigger paddles are wooden, kept in rack and are not locked.
- A few PFDs are kept in the West Shed – please hang up after use so they can dry.

5. Small Boat Sign In/Out

- Fill out a sign in/out slip (in West Shed) each time you take out ANY small boat.
- Check the condition of boat you are taking out.
- Print your name, date, time, the boat type and number and condition before taking the boat out. Add any **notes about the condition of the boat** on the slip.
- Leave the slip on the clipboard. (This helps others predict when boats will be returned if they are waiting to use them.)
- Upon return, note the **time** and **condition** of the boat. Place slip in box.

6. Repair Area

If a boat is damaged when you bring it in:

- Put damaged canoes in repair area; do not return damaged canoes to storage area (unless there is not room on the repair side),
- If there is not room on repair side, put **DO NOT USE NOTE** on damaged canoe.
- Forward an email to repairs@fcrcc.com **ASAP**, describing damage.
- Write on the whiteboard, the date, boat type and number and the damage.

7. Lock Up

- Lock up immediately after removing boats **UNLESS** someone else is still in the shed and you have **VERIFIED WITH THEM**, that they will lock the shed.
- Always err on the side of locking the shed (rather than leaving it open).
- Turn off lights before locking shed.

Safety Rules

Transport Canada requirements for small boat use are supported by FCRCC and can be found in the Transport Canada Boat Safety Guide <http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf>

In addition, FCRCC has specific rules for:

Paddling at Night <https://fcrcc.com/about/club-policies/paddling-at-night/> In effect all year.

Winter Paddling Rules <https://fcrcc.com/about/club-policies/winter-paddling/> In effect Oct. 15th -Apr. 15th.

1. PFD Use

Small boat paddlers must have a Transport Canada approved PFD with them **at all times**.

- The PFD must be **worn** in winter months (October 15-April 15).
- The PFD must be **on-board** in summer months (April 16-October 14).

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- Non-swimmers are encouraged to wear PFD all year.
- Wear brightly coloured PFD to increase paddler visibility in case of emergency.
- Put a **whistle on your PFD**, especially if you are a non-swimmer. It is useful in catching attention of ferry operators or your paddling partner in case of an emergency.
- Belt PFDs are acceptable, if TC approved, however, members should consider the water temperature, conditions, and their own comfort in the water when choosing a belt PFD.

2. Restrictions on Novice Paddlers

- Novice paddlers must paddle in pairs at all times.
- Novices must not go past the Burrard Street Bridge, unless accompanied by a qualified FCRCC coach, either in a coach boat or paddling.
- New OC1 paddlers must paddle in C-lions or Surfriggers for at least one month before they are allowed to use the Hukis.

3. Right of Way (ROW)

- Non-motorized personal water craft (i.e. OC1s, marathon canoes) have the “Right of Way”, **except in shipping lanes**.
- Commercial craft have the “Right of Way” **in the shipping lanes**. Small boats (OC1s, marathon canoes, etc.) must stay out of the way of vessels that can navigate only in the shipping lanes. In False Creek this is mostly the ferries (i.e. Aquabus and Granville Island Ferries)
- Steer clear of shipping lanes. Relevant shipping lanes are posted on the FCRCC office window, at the West Shed and at Burrard Compound.
- **Use common sense when determining “Right of Way”**. Most motorized craft are larger than our small boats – it is harder for large craft to see small boats and they take longer to stop. Don’t stand on principle, keep your eyes open, make sure the ferry operators see you. Make eye or voice contact with operators of ferries and pleasure craft when possible. Yell if necessary [**hello** will do], and yield “Right of Way” when it makes sense to do so.
- **Stick to your line** when paddling around other boats. It is confusing for other boats to predict where you are going when you weave back and forth. If you **need to change direction, do so with obvious intent**.
- When the tug boat is maneuvering the cement barge into place, stay away from the south side of the creek regardless of which direction you are travelling. Give them LOTS of room.

4. Navigation in False Creek

- In False Creek, always paddle to the **right**.
- Heading east travel the south side of creek – stay on the **right** of the **red markers**.
- Heading west travel the north side of creek – stay on the **right** of the **green markers**.
- Be aware of tides. When **tides are super low**, do not go through the south span [right hand] of Cambie Street Bridge. Hitting the bottom will damage the rudder. Stay away from shore; do not hit rocks or run aground.

5. Lights

- Navigation lights on canoes are **mandatory** summer and winter **after** sunset and before sunrise AND in periods of restricted visibility (fog, falling snow, etc.).
- Transport Canada requires that we use **SOLID WHITE LIGHTS** visible 360° around canoe. adequate to alert other craft to prevent collision.

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- Paddlers can either place suction lights on the front and back of canoes, strap lights on the iakos, use head lamps facing front/back, or put lights on the front and back of PFDs.

6. Paddling in Cold Weather

- FCRCC “Winter Paddling Rules” state that paddlers venturing west of the Burrard Street Bridge must stay within 50 m of shore at all times. This applies to experienced paddlers, not novices.
- FCRCC policy states that, in cold weather, there is **no paddling allowed** when ...
 - **the temperature is below 0°C** (including wind-chill) – this adds risk, should you huli
 - there is **ice on Alder Bay** – this can damage boats
 - there is **ice or thick frost across surfaces** which you need to transport boats (sidewalk, ramp or dock) - the risk of falling and damaging yourself or club equipment is too high.
- Salt is available on the dock in the cubby and may be applied to the dock and ramp. Note that salt works best when applied before temperature drops below zero degrees.
- Wear appropriate footwear – surfaces become slippery in the winter. Test shoes to make sure they do not slip on stairs, dock, or dock ramp. Soft rubber soles work, some hard rubber soles slip.
- Wear **thermal protection** when paddling in cold weather. Consider the temperature of the water, not just the air temperature when dressing.
- **If you huli in cold water**, your greatest defense is ability to re-enter canoe quickly. Put a hat on and paddle back to the club immediately. It is okay to leave your boat on the dock for your partners to put away, so that you can get inside to warm up as soon as possible.
- Always, accompany a paddler who has hulled **in the winter**, back to the club – hypothermia can set in even if they think they are fine.

TYPES OF OC1s

1. C-lion OC1s (4 at Granville Island, 1 at Burrard)

- C Lions do not have a cockpit; paddler sits on top of a sealed hull.
- Seats are adjustable with strap and buckle. **Do not knot the strap.**
- C Lion parts interchangeable (as of Jan. 2019, since many of our hulls and amas are in for repair).
- The ama has a front and a back. The front is narrow and the back is wider.
- Some of the C Lion amas located on Granville Island have air bleed hole at the nose. This air bleed hole is badly placed and should be taped over, so do not remove tape on the amas.
- C Lion iakos are black and are located in numbered slots. The front iako is straight; back iako has 90° Angle (think: **Back -Bent**).
- All C Lions iakos are used interchangeably to rig left or right.
- C Lion rudders are exposed; rest C Lions on a horse or over the edge of the dock to **protect the rudder**.
- The sealed C Lion hull has drain hole with attached black plug. .
- Store C Lions hull up, plug out to allow any accumulated water to drain.
- C Lions are designed for ocean waters and can be taken beyond Burrard Bridge. The 23 foot hull has significant rocker and displacement.

2. Huki OC1S (6 at Granville Island, West Shed)

- Hukis do not have a cockpit; paddler sits on top of a sealed hull.
- Seats are adjustable by **sliding** the seat and pressing the rope into the grab toggle. **Do not LIFT the seat or tie a knot in the rope.**
- Huki parts are not interchangeable. Parts are numbered. Match the numbers on the Huki canoe – the ama – and the iakos.
- The ama has a front and a back. The front is narrow, the back wider.
- Iakos are black and located in numbered slots. The front iako is straight; back iako has 90° Angle (think: **Back-Bent**).
- All Hukis are rigged with ama on the LEFT (they cannot be rigged right).
- Huki rudders are exposed; rest Hukis on a horse or over the edge of the dock to **protect the rudder.**
- The sealed Huki hull has drain hole with attached black plug. Insert plug when paddling.
- Remove plug after washing the boat to allow any accumulated water to drain.
- Store Hukis hull down, so that the seats do not fall out of the boat.
- Hukis are designed for ocean waters and can be taken beyond Burrard Bridge.

3. Lightspeed Surfrigger OC1s (6 at Granville Island, West Shed)

- Surfriggers are heavy and hard to huli (good for novices).
- Seats may or may not be adjustable. Adjustable ones have a strap to move the seat.
- The rudder control pedals located on either side of the interior of the cockpit, are adjustable to leg length.
- Surfriggers have **interchangeable parts**. The amas and iakos for the Lightspeed Surfriggers are NOT numbered. You can use any Surfrigger ama or set of SR iakos with any of the SRs. Iakos and amas are interchangeable from left to right and back to front.
- The Lightspeed Surfriggers, use the all-white small amas OR the red and white small amas.
- The iakos are silver and hang on a 2x4 in the shed. The front and back iakos are the same.
- Surfriggers have a rudder inserted into the hull. Lower the rudder only after the canoe is **in the water**. Surfriggers can be used, rudderless, for V-1 by keeping the rudder up.
- Surfrigger canoes can sit directly on the dock while adjustments are made to seats and pedals.
- Lightspeed Surfriggers have a cockpit with a rim. Therefore, **users must carry a bailer**. Find a bailer on the dock or bring your own. If the canoe flips, the paddler will upright the canoe, re-enter the boat; and bail the water.
- If a paddler does a huli and there is no bailer, the canoe must be paddled directly to a dock or shore. Lift the canoe to empty the water before placing the canoe on dock or shore. The **hull** is not designed for compression and **can be damaged if a water filled hull is rested on solid surface**.
- Surfriggers are considered flatwater boats, they have a 24 foot hull with minimal rocker. They are not designed for waves and so generally are only used in waters west of the Burrard Bridge. Surfriggers do not perform well in big winds or rough water.

Transporting and Rigging Canoes

Note to Orientation Leaders: Take one of each type of canoe down to dock and to demonstrate.

1. Removing Canoes from the Shed

- Use two people - one person at front of canoe, one person at back of canoe to carry the boats UNLESS you have the strength and capability to take boats to docks without damaging the canoe,
- Undo the clips on the slings and remove boats from racks.
- Two people lift the canoe off the rack with two hands and rest it on their shoulders. Hold the canoe with both hands.
- Communicate with your partner as you carry the boat down so that you are moving together.
- Return to the shed and carry down the ama and iakos. Do NOT try to carry these down with the boat.
- Put the stairs up and lock the shed **before** rigging the canoe. Leave the shed door open as little time as possible.

2. Carrying the Canoes

- **Hukis** – Carry the boat hull down (right side up) so that the seat does not dangle. Do NOT use the elastics to carry the boat!
- **C Lions** – Carry the boat hull up (upside down), with the cork out so that the boat can drain on the way down.
- **Surfriggers** – Carry the boat hull up (upside down).
- Be aware of length of boats. **Do NOT** hit the trees, ramp railing or dock posts when transporting the boat (this is the most common way that boats are damaged). **NEVER** drop the canoes; this can do serious damage.
- Pedestrians have “Right of Way” on the sidewalk.

3. Setting up on the Dock

- Dock use is intensive, especially in the summer. Flatwater canoes, outriggers, dragon boats, and time trials and the public all launch from this dock. Spend the least possible time on the dock. Rig canoes quickly and launch your boat. Wait for your paddling partner on the water.
- Make sure that the boat slings cradles are in place before bringing the boats down. These are used to keep the rudders off the dock so that they are not damaged.
- Rig OC1s along the East side of the dock or parallel to it. Two OC1s can be rigged along the South side of the dock for easy launching.

4. Rigging the Canoes

- Secure the plugs in the drain hole in the boat, and in the ama.
- If you are not wearing your PFD, secure it under the bungee cords behind the seat in the C Lion or Huki, or in the cockpit of the Surfrigger.
- Insert the iakos into the canoe first. The iakos should **slide in easily**. If they do not, check to make sure there is no debris attached to the iako or in the iako opening. If there is, wipe it out.
- Attach the ama to the iakos. Generally, it is best to rig the front end of the ama first, then the back end of the ama. IF the ama does not attach easily to the iakos, try rigging the back first, then the front.

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- The ama can be rigged for **different stability settings**: light, medium, or heavy.
 - **Heavy rigging** means the boat is more stable, but slower, with more drag.
 - **Light rigging** means the boat is less stable, but faster, with less drag.
 - The greater the distance between the ama and the hull, the greater the stability of the canoe.
- **C Lion Rigging:**
 - Heavy rigging – back iako inserts into the bottom hole of the ama
 - Light rigging - back iako inserts into the top hole of the ama
 - No adjustment on front iako, it inserts into one position on the hull and one position on the ama
- **Surfrigger Rigging:**
 - Heavy rigging – insert the front and back iakos into the top hole of the ama
 - Light rigging – insert front and back iakos into the bottom hole of the ama .
- **Huki Rigging:** Huki's should be rigged based on your body weight to run most efficiently.
 - If you are light (170 lb. or less)– insert the **front iako** into the **second hole** on the hull (closer to the middle) and insert the **back iako** into the **top hole** of the ama. This will allow the boat to run flatter in the water with less drag.
 - If you are heavy (over 170 lb.) – insert the front iako into the first hole on the hull (closer to the left side of the boat) and insert the back iako into the second or third hole in the ama. This will allow the boat to offset your body weight and run flatter in the water.

5. Adjusting the Seat

- **NEVER sit in a canoe while it is on the dock or ground.** The hull is designed to displace water but it is not designed for compression. Sitting in the canoe on a solid surface will crack the hull!
- To adjust the seat **before** getting into the canoe, sit on the dock beside the canoe with legs in about 135° to the canoe floor (not completely straight) with heels beside the pedals. Move the seat to match your butt.
- **Slide** the seat on the Huki's, then secure the rope in the toggle (lifting the seat in the Huki will damage the seat mechanism).
- Slide on the C Lions and adjust the belt in the buckle. **Do NOT tie a knot** in the belt. Double back the belt into the buckle to secure it.
- Slide the seat on the Surfrigger if possible. Move the foot braces into place.

6. Lifting the Canoe into the Water

- Two people should lift the canoe by grasping the iako near the hull being careful that the C Lion or Huki **rudder does not hit the dock.**
- Lift the hull **clear of dock cleats; do not scrape the hull or set the hull down over the dock cleats** (doing so causes serious damage to the hull!)
- Place the canoe gently into the water.

- **For Surfriggers:**
 - Lower the Surfrigger rudder, making sure it fully down.
 - **Make sure that hull is far enough away from the dock so that the MUKU is not resting on the dock.** The muku is the short end of the iakos that extend past the hull on the right side. (Sitting in the OC1 with the muku resting on the dock may crack the hull area where the iako inserts.)

7. Basic Canoe Strokes

- Demonstrate how to hold a paddle.
- Demonstrate a general paddle stroke.
- How to hold/stop the boat
- How to turn quickly

8. Steering the Canoe

- Pressure on the **right** pedal will turn the boat **right**. Pressure on the **left** pedal will turn the boat **left**.
- To go straight, take pressure off both pedals, rest heels below the pedals. Do not press hard on both pedals at the same time to go straight. This creates drag and unnecessary tension on the cables.

9. Getting Into the Canoe

- **Before** getting into the OC1, make sure your paddle is close to the boat. Over reaching for a paddle may cause a huli.
- Sit beside the canoe.
- Place most of your body weight into your right hand on the dock. Use your left hand to put some pressure on the gunnel (or iako) for stability, as well as, keeping the ama down.
- Move your feet into the boat, then press down mostly on your right hand, with some pressure on the left hand and lift your butt into the seat.
- Stabilize your position in the boat, then reach for your paddle keeping your weight in the middle of the boat.
- Push off gently from the dock.

10. Getting Out of the Canoe

- Place most of your body weight onto your right hand, stabilize the boat with a bit of weight on the gunnel or iako.
- Press onto your right hand and lift your butt onto the dock. Move your feet onto the dock.

De-rigging and Returning the Canoe

- de-rig the back iako from the ama first, then the front iako from the ama
- take iakos out of hull
- If it is difficult to take the iakos out of the ama, reverse the order and take the front one off first OR try taking the iakos out of the hull first
- Carry the canoe with two people, being careful to avoid hitting the posts on the dock, the dock railing, the fence and trees.

11. Washing and Returning and Washing the Canoes to the Shed

- In summer, hose down the hull, ama and iakos on the dock.
- When the dock is busy, move canoes up to the shed to wash.

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- In winter, carry the hull up to the West Shed and place it in the boat cradles there. Use sponge and soapy water in the basin to wash and rinse the boats.
- Make sure you rinse all metal parts on the boat including the cables, rudder, bolts around the seats. Salt water will cause corrosion.
- Carry the ama, iakos, your paddle and personal gear up to the shed in a second loat. Place the ama on the small horses to rinse them. Rinse the inside and outside of the iakos.
- Drain Hukis after rinsing. Pull plug in hull and tip them on their side.
- Return OC1s to appropriate rack in the shed. **Rack logically**, place canoes on the rack in the furthest back place on the rack.
- Turn the C Lions and Surfriggers upside down to drain; remove drainage plug.
- Make sure sling clips are done up. If a sling is missing report to repairs@fcrcc.com
- Stairs up
- Turn out lights and lock the door.