

Notes:

This is a verbatim copy of the 2005 Handbook with sections from the AOCRA brochure added.

It needs revising with updated times, past Presidents, Presidents report etc. and any other information that is now out of date.

The section on fees and current committee members directs people to the website so the guide stays current for longer. However, we could add it back into the Handbook easily if required. Alternatively, we could have it current at all times with all information in one place and available for people to download themselves. Do we need to provide hard copies for people?

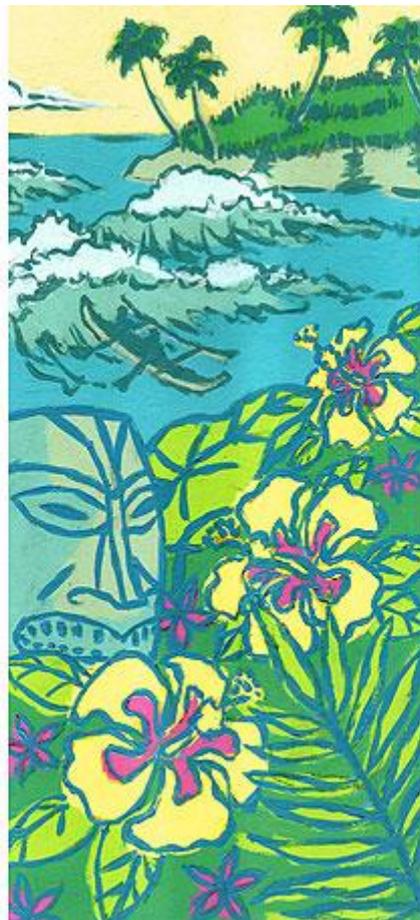
Photos have come from the AOCRA website or images on line. We could exchange them for photos of club members.

When all the alterations are completed it would be good to send it to the person who designed "Riggers Review" to make it as professional as possible.

Noosa Outrigger Canoe Club Inc.

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www.noosaoutriggercanoecub.com.au



Members Handbook

Revised November 2020

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Message from the President

Welcome to the Noosa Outrigger Canoe Club. On behalf of the Committee and myself, I would like to introduce you to one of the fastest growing aquatic sports in Australia.

You will develop strength, power and endurance whilst enjoying the beauty and exhilaration of ocean racing and/or the aesthetic pleasure of river wildlife.

We welcome both senior and junior members interested in either competitive or social padding.

In this Handbook you will find relevant information about the sport, this Club, what is expected from you and what you may expect from the Club.

Members of the Management Committee are available to answer any further questions. Over and above everything else

- ENJOY
- PADDLE HARD
- ENJOY OUR WONDERFUL NOOSA FROM THE RIVER AND OCEAN
- MEET GREAT NEW FRIENDS
- ENJOY THE WONDERFUL SPORT OF OUTRIGGING

Peter Williams

President



History of Outrigging

Outrigger canoe paddling has its origins in the development and spread of the coastal culture in the Pacific Rim region about 30,000 years ago. During this time the canoes played an integral role in the survival and transmigration of ancient cultures.

It was not until many thousands of years later that outrigger racing became a competitive sport and maritime advancement bore witness to the evolution of the canoe into the sleek racing boats of today. The first canoe race, initially for men, was in the Hawaiian Islands in Waikiki in 1917.

Outrigger canoe racing in Australia is relatively young. The first Australian club emerged on the Gold Coast in 1983. The sport started in the Whitsundays as a competition between the staff on the resort islands and slowly spread out from there. Sydney greeted its first club in 1989, the same year that the newly formed AOCRA (Australian Outrigger Canoe Racing Association) held the first National Titles.

AOCRA

The Australian Outrigger Canoe Racing Association was formed in 1988. The sport has enjoyed rapid growth in recent years with the development of clubs in other states, expanding the sports power base and spiritual home from northern Queensland and the Whitsunday region to make it a truly national sport.

Currently there are 85 clubs with a members base exceeding 4000 members across all states and territories and numbers are growing rapidly.

AOCRA oversees racing throughout Australia, with individual clubs organizing racing events with assistance from the Zone Associations.

The rules set out by AOCRA are based on those created by the Hawaiian Canoe Racing Association and are adapted to encapsulate the circumstances Australian paddlers endure.

Racing

Racing takes on three forms; Racing takes five forms: Short Course (8 Klms) Long Course (16 Klms) Iron (22 – 45 Klms) Change Races (32 - 45 Klms) and Sprints (250 – 1000 metres)

These are raced by six person canoes (OC6), two person canoes (OC2) and solo canoes (OC1) and V1

Sprints are held over 250,500, and 1000 metres. Iron marathons vary in distances between 30-45 kilometres. Change-over marathons generally, but not all ways, exceed 30 kilometres. This form of race in OC6 involves a crew of 9 or 10 paddlers, with the extra “relief” paddlers alternating throughout the race. This is performed whilst the canoe is moving. When a change-over is performed, the relief paddlers wait in the water and grab the side of the moving canoe to pull themselves in. The alternating paddlers simultaneously fall out of the canoe on the opposite side.

Age divisions include junior (10 to 19 years), Minnows (age 8-10 years in enclosed waters only), 12-and-under, 14-and-under, 16-and-under, 19-and-under and young guns

21 & Under (20 to 21 Inclusive) Open men & Women (all adults 20 & above). Master Men & Women (40 & above) Senior Master Men & Women (50 & above) Golden master Men & Women (60 & above) Platinum Men & Women (70 and above)

Young Guns is a new category that has been introduced into outrigger regattas in Australia during the 2011 season. This category consists of 3 senior paddlers and 3 junior paddlers who come from the 16U and 19U divisions. This new category provides the incentive for junior paddlers to step up and encourages senior paddlers to accept some responsibility for the continued growth of the sport. YGs will be in the short course again in 2012 with the view to having YGs in both long and short course racing for 2013.

Due to the vast size of Australia, Zone Associations have been established to oversee racing in different geographical areas. Each zone conducts approximately 6 Grand Prix regattas over a six month period with the AOCRA National Championships being held during these Zone seasons.

Additional to this, various other major events are held annually including the prestigious and challenging Sydney Harbour Challenge held on the challenging Sydney Harbour.

Other fun/competition regattas or events are actively promoted by AOCRA.

The future potential of the sport in this country is endless because of the climate and coastal environments that provide us with all manner of ocean conditions in which to play, practice and ultimately excel in outrigger canoe racing. The sport has come of age in Australia.

Friendships, health, fitness and affinity with an aquatic environment and a cultural education will be fostered, along with a deeper sense of self obtained by meeting the very special demands that outrigger canoe racing and paddling makes on the paddler, providing fuel for your long-term involvement with the sport.

Membership

In order to paddle in your club's canoes (whether socially or competitively), it is a requirement that you must be a registered AOCRA member. Registration is obtained on-line at www.aocra.com.au and is renewed yearly.

Membership to your affiliated club however is not included in this fee, AOCRA membership includes an insurance component, which covers you for volunteer work you do on behalf of the sport, any training sessions you attend and races you are involved in. Membership fees differ between clubs and are set at the discretion of the club committee.

OAMPS is the insurance provider for AOCRA and all affiliated parties. OAMPS provides a minimum level of cover as taken out by AOCRA for all/each Registered Member. This minimum level of cover means this scheme is not "comprehensive" and as such we encourage all participants to take out Private Health, Life and Income Protection Insurance according to their own individual needs and circumstances. It is an individual's responsibility to ensure that he/she has adequate insurance cover for his/her needs.

Arthur J Gallagher is the insurance provider for AOCRA and all affiliated parties.

When and where does this policy apply? The policy provides worldwide cover for accidents to all registered Members whilst participating in AOCRA-sanctioned activities, events and training. For more detailed

information on the insurance policy visit the AOCRA web site and follow the links to OAMPS.

Racing Uniforms

Due to the number of affiliated clubs in Australia, it is a requirement that matching race shirts are worn by racing teams. This assists in defining the racing teams in competitions and also with identification of clubs at regattas. Club colours are registered yearly with your Zone. Training clothing is not required to be the club racing uniform.

Safety

In order to maintain the safety of all our members, affiliated clubs are required to implement and annually review their Risk Management Plan, and ensure it conforms to the AOCRA requirements. All members must abide by their club's Risk Management Plan. Safety is the responsibility of all paddles and should not fall upon any one party. There are many things we can all do to improve safety in our clubs; wear appropriate clothing for the conditions, don't paddle when feeling ill or injured, maintain paddling equipment including canoes, assisting other members with safety aspects and keeping a keen eye on all situations.

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Noosa Outrigger Canoe Club Inc.

The Club has competed successfully in many Regattas and continues to grow in strength, encouraging all teams to achieve to the best of the ability and called for “whatever it takes” when striving to reach the team’s or individual goals.

The sport of outrigger requires a high level of commitment but offers many rewards in return. It demands a disciplined approach to a life style while improving your general fitness and outlook. Individuals may compete in OC6 and OC1 canoes in both sprint and marathon events in all of the sanctioned Regattas. It is a sport that has low injury, promotes high endurance and is able to accommodate both elite paddlers as well as the keep fit novice.

The club was formed in 1991. It has come a long way from when there was not even a boat in which to train. Evan Gartrell, who was first introduced to the sport on Hamilton Island, started the Noosa Outrigger Canoe Club. He competed in inter island events and at Molokai and in 1991 met Zandra Brown from Hawaii who had also competed at Molokai. The two formed the first outrigger group with friends and family. They were lent a "Malia" canoe by Evan's former team captain from Hamilton Island. Mooloolaba Club lent a trailer.

They trained in mixed men's and women's teams and borrowed canoes to compete in regattas including the first "Point to Point" race from Mooloolaba to Noosa, With the assistance of the Noosa North shore Beachfront Wilderness Camp, a second hand canoe was purchased for \$4000 and canoe covers were "exchanged" for a carton of beer from the Hamilton Island Club. Further sponsorship came from Noosa Outlook who contributed \$15,000 over the next two years making possible the purchase of three more canoes.

Over the years the Club has grown to have representation in all divisions at regattas and to achieve some excellent results in racing in OC6 and OC1 events, including National Championships and World Title events.

The club became affiliated with AOCRA shortly after it started and became Incorporated in 1992.

List of club Presidents:

1990-1 Evan Gartrell

1991-2 Evan Gartrell

1992-3 Evan Gartrell

1993-4 Tanya Coert

1994-5 Phil Bowden

1995-6 Jeff Campbell

1996-7 Evan Gartrell

1997-8 Simon Currie

1998-9 Bruce Somerville

2000-1 Bruce Somerville

2001-2 Bruce Somerville

2002-3 Chris Mitchell

2003-4 Ian Vivian

2004-5 Bruce Hawthorne

2005-6 Bruce Hawthorne

2006-7 Phil Bensted

2007-8 Peter Braden

2008-9 Elise Fitzgerald

2009-10 Elise Fitzgerald

2010-11 Elise Fitzgerald

2011-12 Graham Woods

2012-13 Graham Woods

2018 – 2019 Peter Hoffenburg

2019 2020 Peter Hoffenburg

2020-2021 Peter Williams

Current Committee

Please go to www.noosaoutriggercanoecub.com for up to date information.

Cost of Active Involvement in the Noosa Outrigger Canoe Club

Please go to www.noosaoutriggercanoecub.com for up to date information.



Fundraising:

Like all clubs, money is required to pay the bills. There are affiliation fees, insurance, canoes and trailer maintenance to name a few.

All money raised by the members of the Club comes under the direction of the Management Committee. Fundraising by individuals and teams is encouraged but must first gain Committee approval.

Fundraising events are compulsory for members. Members' support and assistance is vital to the success of these ventures and the money raised is essential for the upkeep and replacement of equipment. The Committee is always open to ideas on fundraising and sponsorship.

An extra payment of \$100 releases a member from Club fundraising.

Social Paddling:

Social crews currently paddle 2 days a week. The intensity and times involved will vary with the crew aims and goals. The sessions are a great introduction to canoe paddling. At present, social paddling is held Tuesdays and Thursdays at 8.30 See Page ? for costs.

An Indemnity Waiver Form must be signed before your first paddle. For information please call ?

Social Activities:

The Club prides itself on being a family club. We encourage all members in a family atmosphere. There are various social events organised throughout the year that include family participation. The Committee welcomes ideas for these activities.



SAFETY MATTERS:

Noosa Outriggers Risk Management Plan

List of steps recommended EVERY time you go out:

- Get a weather report. Heed the information and play it safe.
- Fill in a trip sheet. Let someone know where you are going and when you will return.
- Check canoes for safety – positive flotation, bungs, bailers, lashings, ama.
- Life jackets for all crew safely stowed.
- Flares and V-sheets, signalling mirror in waterproof bucket tied in canoe.
- Storm covers fitted – if necessary.
- All paddlers to be swim tested and proficient.
- Capsize drill perfected.
- COMMONSENSE activated

- If in doubt, find a creek, stay at home, run, work out, swim but don't get lost at sea.

For further information please contact a Committee Member.

ALL INCIDENTS ARE TO BE REPORTED TO COACHES BY THE RELEVANT STEERER WITH THE REPORT ALSO LODGED TO AOCRA

Details:

Basic Safety Procedures

- Before every canoe leaves the shore
- Steerer must be aware of safety practices
- Steerer must have knowledge of Navigational Rights of Way
- Canoe must be checked for maintenance, rigging of iako's/ama and bung position
- Check for required gear – bailers and life jackets

Know the water and the weather

- Paddlers, steerers and coaches should all know the prevailing conditions and possible changes of weather
- Winds create waves so if it has been windy most of the day, don't practice outside unless prepared (eg spray covers, escort float plan).

If caught outside

- Take a land sighting and head for it
- Take notice of the time and distance you have to travel and prevailing conditions (i.e. tide and swells)
- Don't panic and start sprinting, it will tire you and the team, plus you will lose concentration on direction and swell pattern.

If you flip

- Stay on the ocean side of the canoe (canoe is 165 kg and 13 metres, man is 80kg and 1.75m)
- Turn the canoe perpendicular to the wave direction, it makes less of a target
- Identified paddler to gather paddles up before they become lost or projectiles

- Steerer, tell your crew what you are going to do and what is expected of each member (in time it will become second nature, but until then discuss it)
- If the canoe breaks up, stay away from the broken edges as they can be sharp
- Get your canoe seaworthy, ashore and size up your repairs before arguing about who or what caused the flip

Surf

- Ideal canoe position is perpendicular to swell direction
- Speed of canoe has to attain speed of swell
- The steerer will announce the swell (hit it, pick it up etc)



Maximising Survival Time

Maximising survival time:

Various techniques have been developed to maximise survival time in the water summarised below:

- Treading water. Well known technique requiring a conscious movement of arms and legs in a peddling motion so as to maintain the head above water.
- Lessen the escape of heat. In addition to the head, normally clear of the water, areas of the body through which heat loss occurs are the sides of the chest and groin. These areas can be protected by holding the arms by the sides and up across the chest and raising the knees and hold them together.
- Huddle closely together so that the chest and arms are protected. This can reduce appreciably the rate at which the body loses heat and increases survival time by up to 50%.

It is vitally important to be totally familiar with life jackets and all life saving equipment. Practice putting on life jackets both on land and on the water.



Equipment

About the canoes

Introduced to Australia in the early 1980's on Hamilton Island, using a canoe cut in half and freighted from Hawaii by Keith Williams, outrigger rapidly expanded from novelty to serious business when a mould was set up to produce the twelve metre canoes.

The six person (OC6) canoes are made of fibreglass and are approximately 13m long. AOCRA state that the hull must not weigh less than 155kg.

Attached to the canoes by way of binding are the IAKO (pronounced "arkoo"). The Iako commonly extends from the port side of the canoe and attaches to the AMA (banana shaped float). Therefore looking from the back of the canoe, the Ama will be on the left-hand side.

The crew is numbered from the front (1) to the steerer (6) at the rear of the canoe. The canoes must be rigged for racing and training and de-rigged for transport.

Rigging and de-rigging sessions are compulsory for all members.



About the paddle and mechanical efficiency

Mechanical efficiency relates to the transfer of power from the paddler to the blade resulting in the forward motion of the canoe through the water.

An experienced paddler will hold the paddle correctly, transfer maximum power with less effort and exhibit impeccable timing and clean changeovers.

The paddle used by most paddlers has evolved from Olympic class canoe paddles. They have a shaft that is angled approximately 7-10 degrees and has a T-shaped handle. This type of paddle grabs the maximum amount of water during the “power phase” (i.e. the first 150-200mm) of the stroke and facilitates maximum forward propulsion of the canoe.

Racing paddles generally weigh 0.5 – 1.3kg. Paddle size varies depending on size of the paddler the average paddle length for men is 50-52 inches and women 48-51 inches. Often experienced paddlers use a shorter paddle because it enables him/her to maintain proper stroke rate with less muscular effort.

More traditional paddles have a blade that is 450-500mm (18-19 inches) high and 225-240mm (9-9.5 inches) wide. However, more recently paddles are available in varying heights but are of similar width to the traditional blades. The shaft is usually 30mm (1.25 inches) in diameter.

Dedicated paddlers who spend many hours in a canoe ensure that their paddle suits their individual body structure and paddling style.

Paddles are classified according to the type of shaft i.e. straight, single bend and double bend.



Boat care

Outrigger Traditions (AOCRA)

- Blessing of the canoe. All canoes need to be blessed prior to their initial launch, and at races, the regatta fleet should also be blessed prior to racing

- Pointing the canoe out to sea. Where possible, always try to park the canoe with the bow pointing towards the water or out to sea
- Never step over a canoe. Always walk around
- Respect the canoe. A canoe should never be dragged or pushed up a beach, it should always be lifted
- Above all, it is important to treat the canoe as a member of your crew. Treat the canoe like it is a member of your family as your life depends on it in the ocean.

As a mark of respect for the canoe, regarded as a living entity that protects paddlers from the unpredictability of the ocean, Hawaiians and Tahitians adhere to certain actions in order that the mana or spirit of the canoe is not upset by any disrespect shown to it.



***We follow these practices at the Noosa Outriggers Club.
Remember:***

- Always check rigging, always check hulls are empty of water and general condition of canoes before going out in the water. Report any damage immediately to the Gear Steward
- Only enter and exit the canoe from the AMA side. This is for both traditional and practical safety reasons. Do not step on or climb over the canoe.
- Do not sit on part of the canoe when out of the water, do not sit on the AMA or IAKO when in the water and avoid standing up in the canoe.
- When finished training the canoe MUST be left with the bow (front) facing the water and any water inside to be bailed out. Bungs open slightly to allow expansion of air.
- All canoes should be carried to and from the water.
- Both OC1 and OC6s must never be run up on the sand. Even sand can damage the hull, especially if there are stones and shells present.

All club members must participate in canoe and equipment working bees, usually twice a year.

Rigging

- For single rope lashing using a modified diamond weave it is common practice to take four full lashing wraps around the centre of the iako and spreader incorporating four passes out through the lashing holes around the iako and back inboard. You will require 18 metres (60ft) of 4-5mm cord depending on the height of any wedges used under the iako. This is the same for front and back.
- To protect the rope ends from fraying, wrap a piece of duct tape around the cut off point before cutting and cut in the middle of the taped area.
- Use rubber inner tube pieces as bailer ties. Pieces should be approximately 25-35mm wide.
- To lash the ama to the iako you will require 9 metres of 4-5mm cord or 15 metres if the ama does not have lashing holes.
- The inclusion of lashing holes prevents the lashings from making contact with the water under the ama thereby eliminating additional drag.

Towing an outrigger canoe on water

Towing an outrigger canoe requires an understanding of the way in which the canoe handles under tow and the structural features of the canoe hull. Failure of the skipper of the boat providing the tow to carry out the correct method of lashing to the canoe can result in unnecessary structural damage.

Lashing the tow rope around the front seats is a classic mistake and in any sort of swell the seat is often unceremoniously ripped away from the canoe. How a canoe is correctly towed is something a paddler should know. Don't rely on the boat skipper knowing how to tow a canoe. It could be the first time they have ever had to do it. If this is the case the canoe captain, generally the steerer, should take control and supervise the lashing procedure to ensure that the canoe is towed in a safe manner.

The most common and suitable line for towing is nylon being exceptionally strong with the greatest stretch properties of the synthetic cordages, stretching 30-40% before break point. It's inherent shock absorbing qualities protect the structural elements of the canoe; a stiff rope will put a good deal of extra strain on the canoe.

You will need to have a rope of twice the canoe length, 24 metres (80ft) to ensure the energy transfer from the tow boat to the canoe is spread over this distance and that the canoe is away from the tow boat's wake. However, unless the OC6 crew has its own rope you will have to make the best of what rope the towing boat skipper has on board.

Lashing procedure:

The towline passes through the lashing holes, then under the canoe. Tie a bowline. The bowline will help lift the canoe while it is in tow.

Loop the rope around the forward section of the canoe over the area of seats 1 and 2 to create two giant sized half hitches. This is important as when the canoe is towed the bow will otherwise tend to wander from side to side resulting in the canoe travelling sideways, broaching and possibly flipping.

In calm conditions, the towline is passed through the iako lashing holes and then a loop is made along the length of the bow cover using a bowline. Do not be tempted to tie off around the iako or ama as this endangers the rigging. Pull the outrigger off and things will be just a little tricky. Paddlers should not sit in seats 1 and 2 and whilst paddlers could sit in the remaining seats, remember that unnecessary weight in the canoe will add strain to the towing process. You can have paddlers sit in 3 and 4 to act as ballast and stabilise the canoe or have the steerer in place to ensure the canoe holds a straight course, or all three. Whether you have paddlers in or out will be a factor to be determined, based on sea conditions, the nature of the towboat and the condition of the paddlers.

This simple method will ensure that the canoe holds a straight course when being towed, the rigging remains intact during the towing process and the strongest elements of the canoe are being used for the towing

time maintaining a steady stroke rate, timing and concentration. This type of competition necessitates strength and aggressive paddling combined with fine-tuned timing and technique.

Canoe Dynamics

Canoe dynamics are an important aspect of the race and knowledge of the canoe's motion through the water is vital to each paddler. Progress of the canoe is the result of the counterforce of the water and the work of the paddler.

A straight blade into the water provides the most efficient transfer of the paddler's energy into forward motion of the canoe. The speed and efficiency of the forward motion of the canoe depends on each paddler maintaining an even stroke (and rate) and the level of exerted force of the paddlers, excluding the steerer.

As the canoe is propelled through the water frictional forces are encountered. Air friction, or resistance, and the interaction of the water against the canoe surface differ with environmental influences and the weight of the crew. Heavier crews will encounter greater resistance than lighter crews due to the increased amount of wetted surface of the canoe.

Team Efficiency

Each canoe consists of five paddlers and a steerer. The steerer is ultimately responsible for the course of the canoe. The other five paddlers concentrate their efforts on paddling with precision, timing and executing quick and efficient changeovers. Inexperience, poor timing and lack of knowledge of mechanical dynamics can cause the canoe to "travel" roughly, thereby increasing race times.

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COMPETITION RACING

The Noosa Outrigger Canoe Club is involved in all of the sanctioned Regattas held in our Zone in the annual racing season. Teams may also be entered in individual competitions such as Hamilton Is., Gold Coast Cup, Coffs Coast Cup, Molokai (Hawaii) etc.

The club is affiliated with AOCRA which is divided into 3 zones. The Northern Zone includes all clubs north of Gladstone. Gladstone to the Queensland/New South Wales border is the Southern Queensland Zone. The New South Wales Zone includes all clubs south of the

Qld/NSW border. There are currently more than 40 clubs within these three zones. Clubs operate in all states except Tasmania.

Each zone holds “Grand Prix Races” from the start of the season until the National titles. The races are held at least one per month during the racing season. There are two types of races, sprints (500-3000m) and marathon races (12-30km). Race distances vary with the category of the paddlers.

Junior. The U12 and U14 categories may have a passive steerer. This allows an adult to steer the boat for safety reasons. Junior crews are mixed with a minimum of one member of the opposite sex in each canoe. This rule exists to promote the sport and assist and encourage all juniors to be able to race in each Regatta. Children younger than 10 years may not paddle.

There are four age categories within junior racing. However, the junior crews race within the category of their oldest paddler.

Categories are: U12, U14, U16 and U18.

Adult men and women:

Open	19-39 years
Master	40-50 years
Senior Master	50-60 years
Golden Master	60-70 years
Platinum	70 plus

The age the competitor turns in the calendar year will determine the category in which they paddle. For example, a competitor turning 40 that year will be in the master category.

Race Day

Race days are ‘Club Days’ and members racing or supporting on the day are expected to contribute.

Arrangements are made with Club members to transport the canoes to and from the event and the first 2 divisions competing have responsibility for unloading and rigging them with all attending members assisting where possible. As well, all members assist with de-rigging, loading and unloading the canoes. The same applies to the Club tent.

The day of their return from a regatta or the following day the canoes have to be re-rigged. This usually takes about one hour and once again all available members are asked to assist.

Race days are usually held at selected beaches as far north as Bundaberg and as far south as the Gold Coast. Enjoy your racing at the race days but please be prepared to help with the canoes as part of Club life.

The AOCRA website provides useful information on a number of issues including a copy of the regatta Rules under which all competitors must race. You are encouraged to visit this website and familiarise yourself with its' contents.

Training Commitments

Top outrigger teams train most days of the week. Your team's aims and goals will be discussed at the start of the season. Each crew within the Club will vary on training arrangements. The emphasis of the Noosa Outrigger Canoe Club during the race season is on competition.



In a competitive crew you will be expected each week to have 3 in boat sessions plus 2 gym or cross training sessions during the season. All of our coaches in the Club are required to obtain a Level One general principles coaching accreditation.

Midweek training sessions are early morning commencing at approximately 5am. Sessions take 90 minutes. Weekend sessions depend on crew flexibility and are usually longer sessions of up to 2 hours. All sessions vary with each team and training times should be confirmed with your team captain.

A swim proficiency of 200m for juniors and 400m for adults applies to all people wanting to paddle as per AOCRA requirements.

Drug Use

Your club and AOCRA condemn and prohibit the use of drugs in outriggering and are committed to maintaining a drug free environment in our sport. AOCRA has instituted a very strong policy that makes it very clear that taking performance enhancing drugs and doping practices will not be tolerated. The only legitimate use of drugs in sport is under the

supervision of a physician for a medically justified purpose. See the AOCRA website for further information.

A competitor commits a doping offence if:

- A prohibited substance is present within an athlete's body tissue or fluids
- An athlete uses or takes advantage of a prohibited method
- An athlete refuses to provide a sample for testing when requested by a drug testing authority
- A person is knowingly involved in trafficking
- A person knowingly assists, or is knowingly involved in the commission of a doping offence by another person.

Drug testing will be conducted and consists of sample collection by an agency appointed by AOCRA and analysed at an accredited laboratory. Testing shall not be confined to competitions but may be required during training at any time before or after competition. Failing to submit to a drug test shall be an offence and the person will be deemed to have recorded a positive result.

Being part of a Noosa Outriggers competitive racing team

Requirements:

Before committing to a competitive team it is important to understand that there are certain requirements and levels of fitness that are necessary. If these do not suit you then social paddling would be a better option.

1. You must be a financial member of the club
2. You are expected to attend ALL training sessions
3. You must practice out of boat training, running, swimming etc at least three times per week to raise or maintain fitness levels
4. You must be capable of swimming 400 metres (in the event of flipping you must be able to save yourself and not be a liability to other paddlers)
5. You must be prepared to practice flipping and righting an OC6 or OC1 canoe and get back on board
6. Practice on an OC1, if necessary
7. You must be familiar with CPR and abide by club safety standards and rules
8. Purchase a club uniform for racing and a paddle
9. On race days be prepared to get up early and be at the venue on time to help rig canoes (usually 6.30am)

10. Be prepared to share transport, petrol and accommodation costs and pay racing fees
11. Attend working bees and support fundraising activities
12. The captain and steerer are responsible for the safety of the crew, please be prepared to follow their instructions.

TEAM SELECTION:

Endurance:

How long can you keep a high level of effort is important no matter how strong you are. You have to be able to maintain your effort for the entire duration of the race. Marathons vary from 12-22km, sprints from 250/500 metres and 1,000 metres, with turns.

Attitude:

A person can have a good attitude and not paddle well (and vice versa). A negative feeling will carry through the canoe and the crew won't feel like pulling for you. A team that feels confident with each other will work hard for each other.

Timing and technique:

How long can you follow others in the canoe with good form so that others following you will be more effective. No matter how strong you are, or how well conditioned, if your timing is off you are not contributing effectively to the effort eg. tug of war. If 10 people pull at the same time, they will be more effective than if each of them pull at different times.

Participation:

Consideration will be given to that person who gives more of themselves to the team's effort. Attendance is not a factor by itself (a person can show up for every practice session but never put in any effort). But you can see that it will be hard to apply the other factors if you are not there.

Prior to regattas:

It is very important to spend preparation time in the canoe together to make sure everyone in the canoe understands his or her roles. Good teamwork makes all the difference.

Out of canoe training:

Weight training and stretching (yoga/pilates) helps to minimise injury. You need the strength to pull a 165kg canoe. Paddling is one of those interesting sports that is not just aerobic, strength or technique. You have to be able to combine all three. A good level of fitness is vital. Competitors must be well prepared.

Making it to the finals is 90% physical and 10% mental. Winning is 10% physical and 90% mental.

Remember:

Competitive Outrigger canoeing relies on six paddlers to cooperate in a way that some individuals are not well adapted. Its demands can cause the toughest individuals to crack when their arms, backs and lungs are burning and, more critically, when their minds are under enormous pressure to keep going.

Realise that, like many other team sports, where individual skills can be exhibited to quite some degree, outrigger canoeing has little room for outbursts of individual flair or exhibitionism. It demands synchronicity, repetitive dedication to timing and technique, cooperation, prolonged concentration and complete mutual understanding of the task at hand. All must dedicate themselves to the journey that lies ahead and do so with complete understanding of what is required to the benefit of all other team members.

Only one canoe crosses the line first. If this is your only goal, then you might be a long time disappointed. Friendships, health, fitness, an affinity with an aquatic environment and a cultural education can be fostered along with a deeper sense of self, obtained by meeting, the very special demands that outrigger canoe racing makes on the paddler, providing the fuel for your long term involvement with the sport.





Information for Juniors

General Rules:

- Have fun. It is not mandatory for any paddler to be involved in racing. If you want the fun and fitness only, that's fine.
- Respect, trust and support your team members, having only positive things to say to each other.
- Swearing, alcohol and drugs are naturally not allowed.
- An adult **MUST** accompany all junior paddlers. **NEVER** go out alone in either an OC1 or OC6. **ALWAYS** advise an adult of time of departure, route and estimated time of return.
- Bailers and lifejackets **MUST** be taken for **EVERY** training session.
- All paddlers **MUST** demonstrate their ability to right an overturned OC6, and get back into it, swim 200 metres and tread water for 15 minutes.
- If you have any health or safety reason for not paddling you **MUST** discuss this with your trainer **BEFORE** going out. Also, advise any injuries immediately.

Failure to adhere to these rules may mean suspension from training and or racing as decided by the club executive committee hearing attended by those concerned.

Regatta Participants

- Junior club members agree to abide by decisions made by the club and AOCRA officials. These will Not be disputed except through your coach, manager or Club President in the proper manner.
- Remember you are representing your sport, your club, your team and yourself when in public both at training and in races.

- Congratulate and thank all other teams you race against. After all if it weren't for them there would not be a race.
- Those travelling to regattas in the care of club officials will obey all rules and instructions at all times. A separate parental consent form will be issued prior to regattas.
- Teams for racing in regattas will be selected approximately 2 weeks prior to the regatta. Those who wish to be involved will all be considered based on attendance at training, attitude etc. ALL paddlers will get to race if they wish during the season.
- All regatta costs including entry and transport/accommodation, food costs will be met by each individual paddler. Wherever possible, joint transport/carpooling will be organised.



References:

Noosa Outrigger Canoe Club Inc. 2020

AOCRA brochure 2011



NOOSA GOLDEN MASTERS HAWAII 2011

NOCC Code of Conduct Sport rage prevention kit Code of conduct

Below is listed the standard of behaviour expected to be displayed by all members of Noosa Outrigger Canoe Club Inc at all times.

Administrator

- . I will provide opportunities for members to be involved in planning, leadership, evaluation and decision making related to their activity
- . I will create pathways for members to participate not just as a paddler but also as a coach, referee, administrator etc
- . I will ensure quality supervision and instruction for members
- . I will remember that paddlers participate for their enjoyment and benefit. I will not over emphasise awards
- . I will help coaches and officials highlight appropriate behaviour and skill development, and help to improve the standards of coaching and officiating . I will ensure that everyone involved in sport emphasises fair play, and not winning at all costs
- . I will distribute a code of conduct to paddlers, coaches, officials and parents and encourage them to follow it
- . I will not arrive at regattas intoxicated or drink alcohol at junior regattas.
- . I will not allow the unlawful supply of alcohol at training, regattas or club functions
- . I will not use bad language, nor will I harass members, coaches, officials or spectators
- . I will ensure that equipment and facilities meet safety standards and are appropriate to the age and ability of all paddlers
- . I will respect the rights, dignity and worth of all people involved in the sport of outrigger canoeing, regardless of their gender, ability or cultural background
- . I will promote adherence to anti doping policies.

Official

- . I will place the safety and welfare of paddlers above all else
- . I will show concern and caution towards sick and injured members
- . I will give all paddlers a 'fair go' regardless of their gender, ability, cultural background or religion

- . I will be impartial, consistent, objective and courteous when making decisions
- . I will accept responsibility for my actions and decisions
- . I will condemn unsporting behaviour and promote respect for the individuality of paddlers
- . I will avoid any situations which may lead to or be construed as a conflict of interest
- . I will be a positive role model in behaviour and personal appearance and ensure my comments are positive and supportive
- . I will be a good sport as I understand that actions speak louder than words
- . I will always respect, remain loyal to and support other officials
- . I will refrain from any form of personal abuse towards paddlers or other officials . I will refrain from any form of sexual harassment towards paddlers or other officials
- . I will not arrive at regattas intoxicated or drink alcohol at junior regattas
- . I will respect the rights, dignity and worth of all people involved in the sport of outrigger canoes,
 - regardless of their gender, ability or cultural background.

Coach

- . I will remember that paddlers participate for enjoyment and winning is only part of the fun
- . I will never ridicule or yell at paddlers for making a mistake or not winning
- . I will be reasonable in my demands on paddlers' time, energy and enthusiasm
- . I will operate within the rules and spirit of the sport of outrigger canoeing and teach my paddlers to do the same
- . I will ensure that the time paddlers spend with me is a positive experience. All paddlers are deserving of equal attention and opportunities
- . I will avoid overplaying the talented paddlers and understand that the average paddlers need and deserve equal time