

## *Plurabelle Paddlers Dragon Boat Club*

### *01 Training Guidelines*

#### **01 Description and Function:**

An O1 is a modified kayak (K1). The addition of an outrigger (hence the name O1) allows dragon boaters to practise the dragon boat paddling stroke in a single person boat. The O1's are used for individual training or performance monitoring, such as time trials.

#### **01 Design:**

The boat has a single hull (just one layer of watertight structure) with one cockpit (area that the paddler sits in). It has an outrigger/float attached on one side, which is held in place by two aluminium support bars. The outrigger will be attached to either the left or right side making the use of O1's suitable for left and right side paddling. The boat is steered by a rudder operated by the paddler's feet. The boat is fitted with buoyancy in the form of buoyancy air bags that are placed at both the bow (front) and stern (back) of the boat.

#### **Safety:**

##### **Create a record:**

Always schedule your paddle training session on the O1 sheets located on Google drive.

##### **Buddy system:**

Always paddle with at least one other person. Where the minimum number paddling is two at least one of the paddlers should be an O1 coach. If the paddling group does not include an O1 coach the minimum number is three. If the paddler has not completed the SwiftWater Training Safety and Self-Rescue course they can only paddle an O1 in the company of an O1 coach.

When choosing your paddling buddies it is essential that you feel confident that at least one member of the group has the knowledge and confidence and experience to lead a safe rescue if an incident occurs.

Ultimately members use the O1 at their own risk and are responsible for their own safety at all times.

##### **Buoyancy Aid:**

It is mandatory that you always wear a properly fitted buoyancy aid/personal flotation device (pfd) of approved standard.

##### **Phone:**

At least one member of the group must bring a phone on the water in a water proof pouch.

**Hygiene:**

Practise good hand hygiene and cough/sneeze etiquette at all times.

**Suitable clothing:**

Dress in suitable clothing for the conditions

Always wear suitable footwear when carrying the boats to and from the pontoon/slip way

Flip-flops are not suitable footwear

Always bring a change of clothes and hot drink to training.

**Weather:**

O1's are designed for use on calm inland waters such as docks, small lakes, rivers. They should never be used in rough weather, particularly in strong winds as they will be hard to control safely.

Make a risk assessment through the combined use of weather apps and visible /physical conditions at the dock. A useful physical/visible condition to consider is how the water in the dock is looking and moving (flat/choppy/dark patches). While the weather apps play a part in risk assessment the most accurate decision making tool is the physical conditions at the dock.

Apps are: Met Eireann, Windy, YR Weather, AccuWeather etc

Wind forces with descriptions of Beaufort force 5 or 21 knots or 24 mph or 38kmph (described as a fresh breeze) would typically mean that it is unsafe to take out the O1.

Though this is subject to the wind direction and the wind can change for good or worse throughout each hour. The final decision on whether to train should be made based on the physical conditions when you are at the dock.

It is ok to go out and then when on the water decide that it is not safe and cut the session short.

**Maintenance:**

The O1's should be checked as follows:

before and after each use:

- air bags inflated and fitted and subsequently deflated but left in the boat
- weights attached to the 2 arms of the outrigger on Nelo boats
- outrigger screws and washers tightened
- floats and hull drained of excess water
- check that caps/plugs are properly sealed at drainage point on hull and float

once a week:

- check the float for leaks
- check the footrest and seats for stability and fixture and fittings
- check the hull, deck and rudder for damage

once a month:

- wash buoyancy air bags

**Damage:**

As per our club's 'Code of Conduct', our members have a duty to treat club equipment with due care. If any damage to O1 or equipment does occur as a part of your training session inform a coach as a priority so that the equipment can be fixed/replaced without delay, in order to maintain safety standards. If you do not have access to a coach you can email the damage report to [info@plurabellepaddlers.com](mailto:info@plurabellepaddlers.com).

**Process For Use:**

The club's five O1's are kept in a container in the yard, adjacent to the slipway into the Grand Canal Dock.

All coaches and helms have a copy of the key to access the container.

There is a key for access to the large gates that lead to the dock hanging on the right hand side wall of the O1 container.

A master key to access all three containers is located in the safety lock box attached to the side of the clubhouse.

Open both doors of the container to take out the O1 boats. Secure both doors with a rock, rope, third person so they do not swing when the O1's are being taken out/put in. Lock the container prior to going training and return key to lockbox.

There is a specific spot for each O1, which is indicated in writing on the wooden beam at the front of the container that the O1's bows rest on.

To carry the boats, the taller person takes up position at the back/stern of the boat. The person at the stern gives the calls for clearing the container doors, barrier to yard, trees, lamp posts etc. when walking with the boat.

The boats can be carried to the slip way (during the warmer months only) or the Plurabelle Paddler pontoon. Please note that the slip way can be hazardous due to fouling, algae and washed up debris. Wear appropriate footwear and be aware of your footing when entering and leaving the water at the slipway.

The rudder should always be protected and so if the boats are being rested on the dock wall or pontoon they should be placed at an angle so that the rudder is not in contact with the ground/pontoon.

When launching and unloading from the pontoon the pontoon should be tightened to the wall by two ropes (ropes will be kept in the container) so that it is only 3/4 inches as opposed to a foot or more from the wall.

The O1 boat should be lifted to and from the pontoon by resting the hull of it on the quayside and resting the outrigger on the pontoon. The hull of the O1 should be placed on rubber matting ringside of the steps as opposed to bollard side of

the steps. Once the hull is steady on the mat then paddlers get down on to or up off the pontoon to complete taking the boat down or up. When the O1 is being left at the waters edge on the slipway the stern with rudder should be placed in the water and the bow placed on the concrete slip. Rubber matting can be placed on the slip if necessary

Once the O1 is lifted from the container to pontoon/slip the following happens:

buoyancy bags inflated (two x 25 litres to back/stern and 1 x 30 litre to front/bow)

Weights attached to the 2 arms of the outrigger on the Nelo O1's. Weights to be attached at the point of the arms furthest from the boat hull and closest to the float

Bailers/Throw Ropes/Extendable Pole Hook should be left in the O1 container in an easily accessible bucket/box in case there is an incident. It is not safe to leave them out unless there is a member staying on land to mind them.

The key to the container should be put back in lock box before heading out on the water, if other paddlers are due to arrive for training.

Coaches should bring a copy of key with them in a waterproof pouch.

It is not realistic to carry bailers and throw ropes in the boat as they will fall out in the event of a capsized, if not tied on. Tying them on may impact ability to paddle

Seat adjusted

Safety maintenance checks done, e.g. tighten outrigger

Load into the boat safely and proceed to training session

The direction of travel on the dock water is clockwise

O1's should give way to larger maritime traffic on the water

On return from training essentially follow the reverse of the above steps in respect of getting the boats off the water and returned securely to the container

Weights should be removed from the Nelo boats before lifting them back to the container

Ropes should be removed from the pontoon and rubber matting from the quayside and slip

Buoyancy air bags should be deflated

Return boats to allocated position in O1 container and ensure boats are clear of the doors before closing them

Ensure container is securely locked after the training session and the key is returned to the lock box on side of the clubhouse.

### **Capsize:**

In the event of a capsize your priority is to save yourself

Leave the O1 boat

You can use your paddle to help propel you faster as you swim to the closest exit point. Subject to where you capsize you can swim to a set of steps or the slipway

It is safer to use the slip rather than the pontoon

Rinse yourself off in the clubhouse

Sanitise your hands

Change your clothes

Get a hot drink

Once the paddler is returned to safety and is warm the other members of the paddle group should retrieve the boat.

Techniques to rescue the boat are:

- using a throw rope attached between the O1 doing the rescue and the boat requiring a tow
- using an extendable hook pole if the capsized O1 is close enough to the quayside wall and can be guided back to the slip
- two O1 paddlers bulling the boat back to the slipway. This is where one paddler would paddle their O1 alongside the front of the capsized boat and another O1 paddler would paddle their O1 alongside the back of the boat on the opposite side to the O1 paddler up front. Essentially 2 O1paddlers sandwich the capsized boat between their boats and paddle back to the slip

Once back at the slip way:

Empty the cockpit and float

Check for damage

Return to container as per standard process

Report damage if necessary

### **Incident Reporting:**

If any form of incident relating to a member's health or injury or accident occurs when at the dock for an O1 session the incident must be reported to an O1 coach as a matter of priority. The incident must be recorded in writing in the incident report book, which is kept in the paddle/pfd equipment container.

Incident reports should be emailed to [info@plurabellepaddlers.com](mailto:info@plurabellepaddlers.com)

### **Note:**

- This document contains guidelines, which may be subject to updating
- Members must always be responsible for their own safety and be aware that they use the O1's at their own risk
- Thank you for reading and abiding by our club guidelines