

Guidance for White Water Leader Providers wanting to include OC1 or C1 in their courses

It is important to note the expectations are that the C-Boater will be able to perform all of what is expected of the syllabus for a kayaker. However, there are some challenges to overcome when paddling a single bladed boat and a few advantages. They will be expected to be as skilled as the kayakers, but consideration will be made against the criteria in this document.

Additional height and Line of Sight (LOS)

- You will no doubt want to gain the perspective the Leader has had when deciding if they have gained the appropriate LOS.
- This may mean just paddling down the line they took in the rapid or visiting eddies they used to manage the rapid.
- A C-Boat paddler will have a better perspective due to their higher paddling position. Thus, a better view of what they are looking at.
- Some OC1s which do not have a strap system allow the paddler to quickly jump out and back in again, almost as fast as a canoe. This means the time taken is reasonable and need not be interpreted as unnecessarily slow.



Strap systems

These are not as popular in OC1 as they used to be, but there are still paddlers using them. They are more frequently found in C1. Please be aware of the following if you do come across them:

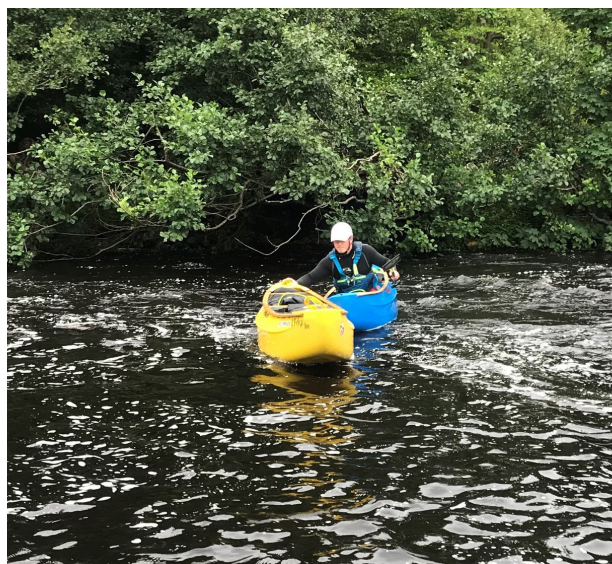
- They should have a quick release system in place to exit the craft as easily as possible. This will ideally be a centralised system that releases both straps in unison. It is the responsibility of the Leader to make sure they have this in place, but also the Course Provider to ensure they exercise their own duty of care.
- Candidates who are leading craft/paddlers with strap systems should be seen to check the paddlers being led are familiar with the release system.

- In the event of an entrapment, the paddler may not be able to release their straps and consideration should be made for this in the event of a real incident and/or during rescue scenarios.
- Strap systems are not infallible. If a paddler is using straps and one or more fail it will compromise their ability to paddle, much more than say a backrest in a kayak. Spares and repairs should be part of their kit.
- A strap failure in a rapid may lead to an unexpected swim. In C-Boating, this is accepted.



Rescues

- Pull over rescue. Where a paddler is entrapped under the OC1, reaching over to pull them up is more committing and more difficult from a kayak. A C-Boat to C-Boat is easier due to their elevated position, the kayaker may have to pull their deck and partially exit their boat.
- OC1s are slower in the main than kayaks and are only propelled by one blade. This should be taken into consideration by the Leadership Provider during rescues and included in the decision making of the candidate Leader.
- When an OC1 (unlike a C1) is flipped upright it can be pushed easily towards an eddy by either the rescuer or the victim. A strategy which balances these options would be expected from the assessment candidate.
- Even upside down, an OC1 is light.



Swamping and Emptying

- Modern OC1s are a great deal drier than they used to be. However, leaders and group members may still turn up in older boats.
- It may be necessary to stop and empty. This is not slow, it is necessary.
- A swamped OC1 is difficult to paddle properly and the paddler may only be able to steer, not manoeuvre.
- Paddling dry lines that keep the boat dry are often necessary. The consequences of paddling a swamped boat may lead to a strategy different from the kayaks and C1s.

Equipment

- Repair kit relevant to what could go wrong with the craft, as well as the generic kit any candidate would be expected to have.
- Spare air bag for the group. It is very compromising to paddle an OC1 if one of the bags bursts.
- Spare paddle. This will be a split paddle in shorter boats and even a 3-piece in a C1.

Different Sized Boats

An OC1 is not defined by the size and length, but by the outfitting and context. C1s do tend to be shorter and in the kayak range.

- This is particularly pertinent to OC1, where boats may range from a similar length to a kayak to up to 12 or 13 feet.
- Candidates in long boats should be able to perform all aspects of the syllabus.
- The choice of venue may be a consideration where longer boats are used, either by the candidate or those in the led group.
- Larger boats may require a different approach to rescue.
- Shorter boats are slower than their longer colleagues.
- Shorter boats are slower than kayaks in general.



Changing sides and Left/Right handed lines.

It does not matter how they achieve the outcome, and everything is allowed as long as they can make the appropriate manoeuvres.

- It is acceptable for paddlers to change sides. There is a big difference between changing sides as a coping strategy and changing deliberately. The Leadership Provider should be able to make this distinction. The number of times a paddler changes sides is not an issue, even in one manoeuvre.
- It is acceptable for paddlers not to be expected to change sides. This will make some manoeuvres more challenging (see section on boofing), but not necessarily impossible:
 - Crossing the flow where the on-side is upstream.
 - In stoppers and on waves.
- This means some rapids will suit left handed paddlers and some will suit right handed paddlers.

Rolling

- On the majority of occasions the candidate Leader should be able to roll reliably.
- However, unlike kayak, it is not possible to rely on a cross-deck roll on the other side.
- Candidates should be able to make dynamic decisions to minimise the possibility of ending up in a position where a roll may not be possible (for instance, when up against a wall) and the Leadership Provider should be happy they are doing so, but should not necessarily consider it a fail.

Cross Deck Boofs

- There is vast range of tactics to avoid the need for a cross deck boof. For example:
 - A carving line into the lip.
 - An angle that means the boat, when an on-side blade is applied, will travel in the desired direction
 - Making the association between hull speed and directional stability.
- Where the rapid requires a definite application of a blade on the paddler's off-side, they may make the decision to portage/take an alternative line. The Leadership Provider should take the candidate's overall performance into consideration and not necessarily consider it a fail.
- The need for a cross deck boof may also be a big consideration in the candidates' decision making with regard to the paddlers they are leading if they are C-Boaters.



Entrapment

- See the section on strap systems.
- Where a paddler chooses to use a system that employs thigh-hooks, it becomes very difficult to exit the boat if they are stuck in a position where they are forced onto/towards the back deck. This will be rare but should be taken into consideration by both the Leadership candidate and the Leadership Provider.