

# OC1 Orientation and Use Guide

*All club OC1s are kept on the right side centre racks of the West Alder Bay boathouse*

Model	Surfrigger	C-Lion
Location & Number	Front rack (all levels + top level of back rack) 13 available (11 ruddered)	Back rack (levels 2,3,4 <u>only</u> ) 9 available
Rudderless (V1)	2 are kept rudderless: Red 5, Yellow 4. Please don't remove other rudders.	All rudders can be removed using wrenches supplied in the blue bin across from the boat rack
Rigging parts interchangeability	All amas interchangeable can mix hull & ama colours) All iakos interchangeable (front same as back)	Not originally designed for interchangeability, but since modified. All parts are numbered – please keep to the number correlation system unless there are parts missing.
Weight, hull only	42-46 lbs, except Red 5 at 54 lbs, Red 1 at 51 lbs, and Red 4 at 49 lbs	34-36 lbs
Seat	Glass, with tube clamp adjustment. If a hose clamp is used, check for an attached washer on a string loop – this can be used as the “screwdriver”.	Foam, with strap and buckle adjustment. Just double over the strap if the buckle is loose when set. <b><u>Please don't tie knots in the strap.</u></b>
Rim/lifting	Cockpit rim made for a spray deck. <b><u>Please lift from rim corners not sides</u></b>	No rim, but hull and cockpit insert can be pinched for lifting. Please also use a hand under the hull.
Steering, options	Pedals or stick, both use fibre cables.	Pedals only, wire cables only
Steering, known issues	<b>Stick:</b> check that stick is screwed down, but not too tight <b>Pedal:</b> check that both pedals are hinged reasonably securely <b>Both:</b> check that rudder is centred when pedals are even/stick centred. Cord uses non-binding knots which can be hand adjusted, but if not centred find the problem before adjusting the cord. Bent rudder shafts causing the rudder blade to stick are usually the problem.	Check for cable fray at pedals, problem is recurring, no solution found within design constraints. Check cross bar at rudder – it is sometimes re-installed backwards or without vertical spacer. The foot well is deep enough so that a men's size 9 foot would be able to keep the ball of the foot off the pedal; anything larger and it becomes difficult to use only toe pressure.
Ama	Symmetric right/left Thumb screw fasteners should never be tight into the metal, just loose into the oversize iako hole. Check the iako receiving sleeve, the 4 inch vertical carbon tube. If the sleeve is loose there could be a serious leak; if so, the ama must be put in for repair.	<b>Designed for left rigging only.</b> Later modified, poorly, for right rigging. Note the off-centre snap hole positions. This asymmetry is why the front iako needs two snaps at the ama end – to provide a tube through the ama sleeve regardless of side rigged.

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Iakos	Interchangeable front and back. All have shock corded pistons to stop vibration and hold thumb screw position. Place your foot under the ama to release the piston tension when rigging and de-rigging. <u>Please think instead of using force.</u>	Front is straight, back has angle weld. The front has two snap positions on the ama receiving end, one snap position on hull receiving end. At the ama end, the snap position nearest the end is used only for right rigging, the other for left rigging. If you want to rig right you will probably need to move the snap; some can be done by fingers, others need coat hanger wire. A wire is kept on the light over the work table.
Rigging procedures	Parts rigged in no particular order front/back – but always attach iakos to hull before ama to iako. This avoids twisting the iako in the ama sleeve.	Always rig front end first & de-rig front end last. Snap holes have been expanded so that there is enough play to rig in this order, but not the reverse.
Rudder notes	<p><u>Never rest hull on rudder, and check rudder movement before every use.</u> Due to brittle rudder sleeve installations, rudders with bent rudder shafts should always be removed for straightening (return to repair area).</p> <p>Rudder cross bars are located internally so water will leak slowly up the shaft, especially in waves. If more than one litre per hour is accumulated while in calm water, please return boat to the repair table with a note about the volume of leakage. A variety of rudder sizes are being used, all about 6 inches, glass.</p>	<p><u>Never rest hull on rudder, and check rudder movement before every use.</u> Slight shaft bends can be fixed in place, otherwise rudders should be removed for straightening. There is a vice at the work table, just clamp it and bend it by hand.</p> <p>Rudder cross bars are external, so shafts should never leak. Report any leak that cannot be attributed to other causes. Note that the hull has no bulkheads.</p> <p>Two sizes, 4 inch glass and 8 inch ABS are available. Not enough of either to do all 9.</p>
Dock horses	Use of dock horses is recommended to protect rudders and minimize lateral hull scrapes.	Use of dock horses is mandatory! Please set up horses with DB dock traffic in mind, and for your rigging side.
Spray deck	Decks are hanging on the paddle rack, same design as Kayak decks	No rim so no spray deck
Bulk heads/foot boards	The front foot board doubles as a bulk head, a serious design flaw. Paddlers should not expect the bow compartment to be airtight to the cockpit, but should not be loose. Do not paddle outside the Creek if the front bulkhead has come significantly detached. Hulls refitted with stick steering have more leg room than original pedal design.	The interior is not compartmentalized by any bulkheads.  The foot board is integral to the deck and footwell so it should never leak. Please return any leaking boat to the repair area. No footwell drains.

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Air bleeds, drain holes & plugs	All amas have air bleeds at the nose. Bulk heads have drain holes with screw type plugs, but plugs often go missing.	All amas have air bleeds at the nose. The manufacturer's ama drain hole is poorly placed and should remain taped over. There is one hull drain hole in the front deck, it should have a cork with an air bleeder stem – but most don't. The corks don't stay in long and the deck is too curved to take a flange for a screw plug. Tape is adequate, and there are corks available at the work table
Hull performance	24' hull with minimal rocker, waterline is suitable for flatwater sprints, though surpassed by more recent lower volume designs. Good for our choppy harbour surf, insufficient rocker for big surf.	22' hull with significant rocker and displacement behind rudder, making effective water line even shorter. Delicate handling required to run without bobbing or fish tailing makes it challenging as a V1. Catches some shorter waves well, but ama pops up easily.

## Issues common to both models

Washing	Get the slime and salt off before it goes in the rack, you know if it needs washing
Rack suspension	Use of the rack slings is mandatory, these prevent damage to the seams and structural foam. There is no (ceiling mounted) suspension for the top rack.
Reservations	Programs can reserve either fleet (but not both) for weekend afternoon time trials. Small boat courses can request reservations any time, but won't get the C-lion fleet during any peak hours. Reservations are currently made through the Club Administrator. Specific boats can be reserved for any competition in BC There is a 10 minute rule for returning boats prior to a reservation time, and any boat left unattended on the dock for more than 10 minutes is available.
Portage	Two person carries are recommended but not mandatory. Hull damage has happened on both models so please carry on shoulder muscle not bone, and don't bounce. Ensure balance point is found before removing from racks, otherwise the stern and bow tend to hit the lights.
Paddles & jackets	Some cheap club paddles are available in the racks beside the erg, but most end up at Burrard. We have enough rack space in the OC1 boat house for only 24 jackets, please hang them up and don't bring in any extras.
Flotation	There is enough centre line structural foam installed that the hull will not sink.
Walkway	Paddlers do not have any right of way along the path to the dock. Please be aware of the length of your boat and the height of the stern and bow as you portage.
Shed ramp	If you or your footwear are new to the boat house please test your footwear on the ramp before trying it with a boat. Some hard rubber soles with good tread will slip easily on ramp when wet, which it often is. Soft rubber soles always work.
Repair area	Equipment needing repair should be returned to the west side of the same building. If the problem is not obvious then please leave a note.