

TWEED COAST OUTRIGGERS Inc



TWEED COAST OUTRIGGERS Inc

Tweed Coast Outriggers is located at Boyd's Bay Bridge Minjungbal Drive Tweed
Heads South

RISK ASSESSMENT

TWEED COAST OUTRIGGERS Inc

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TWEED COAST OUTRIGGERS Inc

INTRODUCTION

Tweed Coast Outriggers Inc. (TCO) is a non-profit organisation whose safety and operation is managed by club members. TCO adheres to the 'Member Protection Policies (MPP)' and 'Regatta and Training Rules' as supplied by the national governing body – Australian Outrigger Canoe Racing Association (AOCRA).

The club is made up of a Committee and members. The Committee members are as follows: President, Secretary, Vice President, Treasurer, Registrar, Committee Members.

The Secretary is the primary point of contact for club members and is also the person who makes direct contact with AOCRA and the zone. At the commencement of each Season, the club Secretary issues AOCRA with a list of contact personnel for the Club. The list includes all committee members contact details and conduct activities as outlined in the Secretaries Handbook.

The Committee meets on a monthly basis (and sometimes more frequently) to discuss current and new business, including new guidelines and directives as issued by AOCRA or the zone from time to time.

All paddlers are made aware of current and future requirements and their obligations as paddlers in relation to safety and conduct when representing the club at regattas and other paddling related functions and fundraisers.

This risk assessment outlines the process required to ensure training sessions are conducted in a safe manner. The risk assessment process is every individual paddlers responsibility not just that of the coach/ steerer /crew captain. Every paddler is responsible for their safety at all times. To ensure that all paddlers are aware of their responsibilities, all club members are obliged to read, understand and acknowledge this risk assessment. (PLEASE SEE ATTACHMENT 4).

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ADMINISTRATION

Tweed Coast Outriggers and AOCRA Membership

Once a paddler has come and tried paddling three times they must join as a member of the club and of AOCRA to be able to continue paddling.

Insurance fees are governed by AOCRA and membership fees are governed by the TCO committee and are reviewed annually by the committee. AOCRA membership and insurance involves renewing or registering for membership at www.aocra.com.au and is a prerequisite to membership of the TCO.

Club paper work when completed includes the following:

- TCO Membership form
- Acknowledgement of risk assessment understanding (SEE ATTACHMENT 4)
- Members must also register for AOCRA membership online at www.aocra.com.au

It is the responsibility of members to pay their fees when due, this can be done online in two steps

1. Log onto the AOCRA website and follow the links to pay AOCRA membership, this includes AOCRA paddler insurance.
2. Transfer club fees into TCO bank account

Paddlers shall not paddle if AOCRA fees and Club Membership fees have not been paid.

Insurance fees are governed by AOCRA and membership fees are governed by the TCO and are reviewed periodically.

If the paddler has a medical condition, they must disclose this in their AOCRA application (www.aocra.com.au). A Medical Declaration form (available online at the time of application) must be completed by the paddler's doctor, and returned to the

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AOCRA registrar. The paddlers membership with AOCRA will not be complete until this Medical Declaration is received by the AOCRA registrar.

Visiting / New Paddlers

- Visiting or new paddlers will be under direct supervision of Coach or Captain.
- New members will be advised to join a novice coaching session and will be assessed before moving to more experienced crews. They may be paced with more experienced paddlers for mentoring and coaching on the water.
- A brief run down of the sport will be discussed prior to entering the water
- For a non-AOCRA member an indemnity and release form must be completed before commencing paddling.
- New paddlers are entitled to 3 sessions only. After 3 sessions, the paddler MUST complete all club membership paperwork as listed above and pay AOCRA insurance money and Club membership fees.
- New paddlers are not permitted to paddle within any club sessions or to use club paddle craft for any further sessions until completed paperwork and the appropriate fees and documentation is received by the club registrar.

REPORTING PROCEDURES

AOCRA

www.aocra.com.au is the website for AOCRA and all administrative documents, regatta schedules, sporting updates, latest news and regatta results are available on this site

Incidents – Injuries and Equipment Damage

- An online incident report (www.aocra.com.au) must be completed as per AOCRA requirements (Regatta and Training Rules). Members MUST log into the AOCRA website to be able to lodge an incident report. Incidents must be reported within 7 days of the event.

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- A copy of the report is automatically sent to the AOCRA Safety Officer and the zone and club secretaries.
- An incident report MUST be completed to enable a paddler to make an insurance claim for medical or related expenses and for equipment damage claims.
- A TCO incident form shall also be completed as part of the clubs ongoing risk assessment and management process. Attachment x Incident Report Form

Coaching

- TCO has a head coach and a list of registered assistant coaches, Session leaders and volunteers.
- All coaches MUST be registered club members or accredited coaches that have been invited to attend the club for coaching purposes.
- All junior coaches and volunteers must meet the requirements of AOCRA's Member Protection policy – Part C Screening Working with Children.
- Coaches must meet the requirements outlined in the AOCRA MPP – Section 5.2 Coaching.
- Coaching records are kept by all coaches and may be periodically reviewed by the club's head coach. The details required are as per the AOCRA Coaching Manual.
- Swim and tread water tests should be recorded for all members and are logged by all coaches and records given to the club secretary and the head coach. These need to be periodically reviewed with retest to be undertaken annually. Members who have not completed these tests need to wear an approve life vest on the water at all time when competing or participating in TCO training or events.
- Canoe huli / tipping drills (with and without covers for OC6) are logged by all coaches and records given to the club secretary and the head coach. These need to be periodically reviewed with retest to be undertaken annually.

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GENERAL WATER SAFETY PREVENTATIVE MEASURES

Tweed Coast Outrigger Canoe Club Inc. is located adjacent to the Boyd's Bay Bridge on a tributary of the Tweed River.

When paddling in the Tweed River and associated tributaries there are some unique risk management issues.

The primary risk is the potential for interactions between outrigger canoes and large marine vessels including fishing trawlers and general marine pleasure craft, and the interaction with tidal flows as well as crossing the Tweed Bar when paddling on the ocean.

All preventative measures must be taken to avoid collisions including actions such as canoes giving way to larger craft and the use of lights during non-daylight hours when paddling. Canoes should also stay outside the main channels when paddling outside of full day light or whenever the river is busy.

The canoe launch point is upriver of most of the major marina/port traffic and is relatively protected. All paddlers must be aware of the other craft in the area and alert their steerer when required.

Paddlers should also be aware that the river is tidal and the current in the river is strong at times. This should be taken into consideration when considering the experience of crews and paddlers, and when laying out training sessions.

Swim Tests

All AOCRA members must undertake annual swim/tread water/canoe huli (flip) tests as detailed below and the club is responsible to maintain a register of results in the club coaching log. Refusal to undertake any test as directed by a Club Coach or their assistant will be recorded as a "Failure".

- Swim/tread water test – the minimum standard shall be:
- Seniors – Swim 400m with no external aid, and tread water for 5 minutes.
- Juniors – Swim 150m with no external aid, and tread water for 3 minutes.

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- NOTE: Juniors competing in senior paddling events must complete the senior swim & tread water tests.
- In the event that an AOCRA member fails either the annual swim or tread water test, that member must wear an approved Personal Floatation Device (PFD – Type 1, 2 or 3) at all times during any club sanctioned event, whilst training or competing in any form of outrigger canoe. Failure to comply will void the AOCRA member's personal insurance coverage and negate any claims arising from an incident related to the non-wearing of a PFD. (In states where maritime regulations require all persons to wear a PFD, this becomes the minimum AOCRA standard.)

Huli / Tipping Drills

Canoes do tip over both in races and training sessions. Every season club members must undergo a “tipping drill” during a training session. The coach will explain the tipping drill prior to the canoe entering the water and then a practical “tip” is carried out. The drill participants and date are logged by the coach.

The drill is conducted each season to ensure that each paddler understands their role in the case of a real “tip”. Never paddle in equipment that you are not prepared to lose should the canoe tip.

Sun Protection

AOCRA have a sun protection policy within the MPP. Paddling involves long periods of time exposed to the elements and appropriate sun protection should be used including, hats, sun cream, long sleeved sun shirts and sun glasses.

Hydration

Another part of being in the sun for long periods is the risk of dehydration from over exposure. Suitable water bottles should be taken and used during long paddles, for new paddlers frequent stops should be built into the training session by the coach.

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Strong Wind Warning

AOCRA has a strict policy on the use of canoes during strong and gale force wind warnings. Under no circumstances are canoes to be put into the water during a gale force warning.

Strong Wind Warnings. (Strong wind warning: *26 to 33 knots as set down by Bureau of Meteorology*).

Zones /Clubs (coaches and officials) must be aware of the local Maritime Rules and Guidelines specific to their area of paddling.

Zones /Clubs (coaches and officials) must be aware of the local Maritime Specification for smooth, sheltered or protected waters relevant for their particular area.

In the event of the issuing of a Strong Wind Warning by local Weather Authorities the following procedures must be put in place for all Outrigging activities including training.

A risk assessment must be completed and recorded by the club coach(s) before each paddling session.

Paddling may only occur after all the risks have been assessed; the zone and local maritime rules have been considered, and the potential risks are deemed to be minimal.

No paddling is to occur in any waters if a Gale force warning or worse has been issued. (Gale warning: *34 to 47 knots as set down by Bureau of Meteorology*).

AOCRA recommends that OC1 / OC2 paddlers always paddle with a buddy. Leg ropes are a mandatory safety feature and must be attached to OC1/ OC2 canoes. It is recommended that paddlers use them to ensure their own personal safety especially when offshore and/or in circumstances where the paddler/s may become separated from the canoe.

Paddlers training or paddling outside club approval / guidelines do so at their

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own risk and responsibility.

Strong Wind warning – TCO recommends all crews confine training activities to the Tweed River when winds are over 25 km and if winds exceed 35 km canoe activity is restricted to the Seagull's – Bay Boyd reach of the Tweed River.

Crossing the Tweed Bar

Roads and Maritime NSW have designated Tweed Bar as a designated coastal bar.

Before venturing through the Tweed River entrance, permission must be given by the Club President and/or Club Captain or designated Coach/Session Leader for the session. Even on a good day, conditions on a bar can change quickly and without warning. Local knowledge, experience and the right kind of boat/crew are critical factors when attempting bar crossings. If the weather looks adverse, don't risk a bar crossing. Never underestimate a coastal bar. Even small waves can capsize or swamp and sink a boat.

Steerers are considered "Masters" of the craft and have the final say on whether a bar crossing will be attempted. If a steerer deems the conditions unsafe, the decision must be accepted as final for that day.

As a general rule boats should not attempt to cross the bar when the wind is at or above 20 knots, with all training restricted to the river during these periods.

If any member of a crew does not wish to cross the bar, the crew should respect this wish and not do so. The Steerer should check with the crew prior to attempting a bar crossing to confirm they are happy to do so.

TCO must adhere to the following when crossing the bar:

- If the weather looks adverse, don't risk a bar crossing.
- Only experienced steerers should attempt to cross the bar, and even then should exercise caution.
- All steerers **MUST** observe wave patterns and conditions prior to crossing the bar –as part of a steerer's due diligence.

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- Ensure the outrigger is seaworthy and carrying all required equipment (See OC6 Canoe Equipment Checklist below).
- Checks should be made visually for cracks or frayed rigging. If found, the equipment officer should be notified and gear replaced before attempting to take the outrigger out. Cracks will require inspection and assessment by a competent person.
- Conditions offshore can be ideal for outriggering but the conditions on the bar can be dangerous due to swell. Do not attempt a bar crossing in heavy swells and or strong wind.
- Avoid crossing a bar on a run-out tide when the most dangerous wave conditions usually occur. Be prepared to cancel or delay the crossing. Even experienced Steerers should exercise caution when crossing a bar.
- Crew set up for a bar crossing is to be set by the steerer taking into account experience and strength of individuals (male or female). Paddlers in seat 1-2 MUST be aware of risks and indicate consent to sit in the seat to steerer /coach and be aware of impact minimising procedures (i.e. duck and tuck).
- Covers are to be placed on canoes at the Steerers discretion.
- Any time a bar crossing is attempted (in or out) patience by paddlers is required, and only the steerers directions are to be followed and carried out as promptly as possible.

SAFETY

TCO require all canoes to carry the following safety equipment during each club training session.

OC6:

TCO require all canoes to carry the following safety equipment during every training session:

- Spare paddle

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- Rigging checked
- PFDs for each paddler (6) when on the ocean
- Lights (if necessary)
- Signed onto the water
- New paddlers briefed
- Tow rope at all times
- Storm covers are to be put on canoes in the event of rough conditions. This is at the discretion of the team Coach and Captains but is compulsory when going over the bar.
- A Type 1, 2 or 3 PFD MUST be carried on board each canoe - one for each paddler – every time the canoe is put on the water.
- Radio (if crossing bar)

OC1 and 2 and V 1

On Tweed River when paddling in a club training event or competition

- A Leg rope is a mandatory safety feature and must be attached to all club OC1/OC2 canoes. It is recommended that paddlers use them to ensure their own personal safety especially when offshore and/ or in conditions where the paddler/s may become separated from their canoe
- If training at or near dark paddlers must wear a light attached to their person or canoe – e.g. head light
- All sessions must be logged with an onshore person and include an expected return time.
- All paddlers must log the training session on the sign in and sign out sheet in the club notice board
- No club canoes will be used for individual sessions. There must be at least 2 paddlers in attendance at all times

Going over the Bar and in Ocean (in addition to the above) or in poor light conditions

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- A Type 1, 2 or 3 PFD MUST be carried on board each canoe - one for each paddler – every time the canoe is put on the water.
- When training at dusk or dawn or sessions that start or finish in the hours of darkness the canoe and or paddler must have appropriate lighting that can be seen from front and back

ACCIDENT PROCEDURES

All paddlers should be made aware of preventative measures and how to deal with a situation on the water. If they are unsure of any procedures outlined below please advise the Head Coach or Club Captain.

- Steerer is the master of the outrigger and their instructions are to be followed,
- The international distress signal in an outrigger is the waving of the paddle over your head

Measures may include:

- Use of PFD's
- Bailing techniques
- Understanding the ocean / waterways
- How to rig a canoe
- How to huli and recover a canoe
- How to exit and reboard a canoe
- Managing a canoe in the surf
- Attaching storm covers
- Use of a tow rope
- Radio signals and use

All incidents (injury & equipment damage) will be reported immediately to the Club Secretary or a Member of the Management Committee. No one else is suitable and one of these people MUST be contacted. All incidents must be logged into the AOCRA online system within 7 days of incident.

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CONCLUSION

TCO complies with all AOCRA policies, rules, regulations, requirements and guidelines. All members are made aware of their membership obligations and requirements for training.

If a member decides to train or paddle using club equipment outside club approval / guidelines they do so at their own risk and responsibility

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ATTACHMENT 1

Suggested formats for Sign in and Out Sheets:

OC6 Checklist <ul style="list-style-type: none"> ▪ Spare paddle ▪ Rigging checked ▪ Safety Pack ▪ Lights (if necessary) ▪ Signed onto the water ▪ New paddlers briefed ▪ PFD's if necessary 	OC1/2 checklist <ul style="list-style-type: none"> ▪ Leg rope on canoe ▪ PFD if necessary on canoe ▪ Advised on land person of course to be taken and expected return time.
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DATE	SESSION	TIME IN	SIGN IN	TIME OUT	SIGN OUT
TODAYS DATE	OC6, 1 or 2	Time leaving for paddle	Signature of steerer	Time back to beach	Signature of steerer

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Weather Fine ☐ Overcast ☐ Raining ☐

Tide Incoming ☐ Outgoing ☐

Wind 0-15knots ☐ 15-25knots ☐ >25knots ☐

Paddle PLAN Departure Time
ETA Back

Course

Session Plan

NOTES

**Incidents /
Injuries**

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ATTACHMENT 2

Paddlers Acknowledgement

RISK ASSESSMENT ACKNOWLEDGEMENT

As a member of Tweed Coast Outriggers Inc I have been made aware of the Risk Assessment document for the Club.

I have read the document.

I understand my obligations as a member of the Club to adhere to all the safety requirements as per this Risk Assessment.

Surname	
Christian Name	
Signature	
Date	

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ATTACHMENT 3

TWEED COAST OUTRIGGERS MEMBERSHIP APPLICATION

TWEED COAST OUTRIGGERS Inc
www.tweedcoastoutriggers.com.au

I wish to apply /
renew my membership to Tweed Coast Outrigger Canoe Club Inc (TCO).

I have read and agree to be bound by the TCO Constitution, TCO Code of Conduct and relevant maritime regulations.

I agree also to comply with all reasonable instructions received from the committee, committee members or coaches and acknowledge the consequences of failing to do so as detailed in this agreement.

Further I acknowledge that my application will not take effect until I have had :-

3. 3 training sessions with the TCO squad
4. Obtained 3 nominee signatures from 3 existing financial members of TCO.
5. Paid TCO membership fees
6. Paid AOCRA annual fee

This application then goes to the committee for consideration of acceptance or rejection at the next committee meeting held on the 1st Wednesday of each month.

The committee's decision is final and there are no rights of appeal.

This process does not apply to juniors.

Membership fees for TCO :

Adult Full Membership: \$250 per annum or if paid 6 monthly \$140 per half year.

Membership is an annual contract. (payment methods do not determine membership duration)

Pro Rata fees apply from 1st April.

Junior Membership: \$30

AOCRA membership fee for adult of \$70/year, to be paid directly to AOCRA: www.aocra.com.au.

Membership of TCO is not valid without concurrent membership of AOCRA and vice versa.

Membership falls due on the 1st of February each year (covers Calendar Year 1st February to 31st January).

Nominees Signatures

1. Name Signature

2. Name Signature

3. Name Signature

Tweed Coast Outriggers Membership application

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Applicant's Name:

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Date of Birth.....

Applicant's Signature:Date:

Parent's/Guardian's name (if applicant is a minor):

.....

P's / G's Signature:Date:

.....

Your Email:

Your Mobile:

Your Next of Kin

.....

Next of Kin contact details.....

Are you a Competent Swimmer?.....

Do you suffer any Medical Condition?.....

Description

.....

.....

Are you a member of another AOCRA registered Outrigger Club ?.....Y / N

If Yes – what is your current club and AOCRA registration number?.....

When paying fees :-

Bank: Summerland Credit Union

Account Name: Tweed Outrigger Canoe Club

BSB: 728 728

Account Number: 56454

Reference: Please use your surname and initial as a reference

Please advise the treasurer of your deposit by emailing :

tony.kent@kentmccormack.com.au

This application will not be processed until a signed acceptance of the code of conduct is attached to this application.

Code of conduct is available on our website. www.tweedcoastoutriggers.com.au

Fill in and send both documents of application for consideration to :-

tony.kent@kentmccormack.com.au

If you can not scan and return to the above email address – then please give a hard copy to a committee member at TCO when next paddling.

Tweed Coast Outriggers Membership application
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ATTACHMENT 4

Club Activity RISK ASSESSMENT

Risks for consideration when developing a Risk Management Plan include:

- Late Canoe Procedure – if a canoe has not returned from training, what do you do , who do you call etc
- Sun stroke / hyperthermia
- Crocodiles / sharks / stingers
- Shore Break
- Sand Bar
- Beach launch
- Shipping / Boating traffic
- Storms (including electrical)
- Flipping
- Lifting / launching canoes
- Strong Wind Warning
- Poor state of equipment
- Lack of light
- High / low water and/or air temperature
- People on the beach
- Volunteers
- Parents of junior paddlers
- Transporting canoes (on trailers to and from sites)
- Medical Emergencies
- Coaches – qualifications
- Cross training

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#	Element	Description	Potential Hazards	Consequence	Likelihood	Risk	Control measures / Management Strategies	Residual Risk
1	Canoe Management	Lifting/ Launching canoes from grass area to the beach Lifting/ launching/ loading at events	Sprains, strains/back/neck shoulder injuries lifting canoe. Damage to Canoes	Major	Likely	High	Always use trolleys to manoeuvre canoes. When lifting on/off a trolley always use a min of 5 people. 4 to lift, 1 to place trolley under canoe. When pushing up the beach ramp ensure at least one person is on the trolley and others take load evenly. At events all paddlers to assist to load/unload race canoes on to trailer.	
2	Paddler Safety	All Club Members and Come and try paddlers	Weak or non swimmer	Major	Possible		All new paddlers & Visitors must sign the AOCRA waiver form and be checked for paddler suitability by coach or steerer. Members must complete swim/huli tests as per AOCRA rulings in that all paddlers complete an open or non- covered canoe huli training each year and race paddlers undertake a huli with covers. Non tested	Medium Rare/ Major

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	Junior safety	Adult coaches & volunteers	Inappropriate interactions	Major	Possible	High	paddlers to wear type 1 or 2 PFD All adults must have blue card when working with juniors	Medium Rare / Major
3	Coaches	Training qualifications	Not trained, liable for damage, may damage paddlers	Minor	Likely	Medium	All coaches must be accredited or work under an accredited coach as per the AOCRA MPP 5.2	Low Unlikely / Minor
4	Crossing Tweed Bar: Listed by RM NSW coastal Bar	Crew members get hit by dumping waves Crew getting slammed backwards by waves on to canoe parts/ other crew Canoe fills with water and needs retrieve	Broken bones (including back, ribs) Bruising of varying degrees from minor to significant Soft tissue injury including torn muscles and ligaments (as thrown backwards) Drift to sea on outgoing tide	Major	Possible	High	Assessment of bar crossing condition by experienced coach/s and steerers only. Steerers have FINAL word (as per AOCRA safety warning # 2 Jan 2013) as to crew set up and capacity for the session. No training efforts to be carried out in/out of bar crossing area. Bar is only a means to ocean and back. Covers to be used at the discretion of the Coach and Steerer.	Medium - Likely / Major (Even if all precautions taken it is likely that some of these risks will still occur more than once a year)

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		val measures	requiring emergency service assistance for crew and canoe retrieval				Steerer experience and capacity to get crew/canoe through bar safely; to be assessed in line with conditions on the day.	
		Full Huli of canoe	Crew member panic				Placement of most experienced and strongest paddlers in seats 1-2 (may be male or female).	
		Dragging of canoe and crew out to sea on outgoing tide	loss and/or damage of equipment (paddles, lifejackets, canoes cracks and twisting, iakos,)				Paddlers in seat 1-2 MUST be aware of risks and indicate consent to sit in the seat to steerer /coach and be aware of impact minimising procedures (i.e. duck and tuck).	
		Dragging of canoe and/or crew on to rocks or into surf	injuries /damage hazards listed				All paddlers must be made aware of potential bar crossing risks and given the option to decline WITHOUT duress by any club member	
							Canoes to be inspected for seaworthiness and contain all required safety	

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							gear as per AOCRA and state maritime services legislation.	
5	Noise Nuisance	Loud calling in canal areas around Anchorage	Noise complaints to club and TSC- Possibility of not being allowed to paddle near residential areas	Major	Possible	Low	Relay calls from steerers. Keep calls to a minimum. Call quiet huts. Minimise use of canal area to when the conditions are rough elsewhere.	Low Unlikely
6	Extreme weather conditions	Strong wind warnings Lightning & Storms/Hail	Possibility of huli and not being able to right the canoe, canoe damage, struck by lightning or hail, inability to return to shore or base, exposure	Major	Possible	Low	Assess access to protected waters. Refer to AOCRA MPP rulings 5.4 & 5.5 and current safety alerts issued by AOCRA	Low Unlikely
7	Sunburn / Heat	High UV levels and high temps & humidity	Possibility of sunburn and dehydration	High	Likely	Medium	Refer to AOCRA MPP 5.9 Paddlers advised to carry wear and apply sunscreen.	Low
8	Collision with swimmers and other water craft e.g. SUPs	Swimmers /craft near the canoe launch zone and access points to waterways	Running over a swimmer/craft knocking them out and potentially drowning	High	Possible	Major	Steerers to assess risk prior to taking off, Let swimmers/ craft know where they intend going. Seat 1 to keep look out	Low Unlikely

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9	Financial	Not meeting financial Obligations	Not enough funds to cover expenses	High	Likely	Medium	All expenses to be approved in first instance by MC. Email to be sent via Secretary/Treasure. Larger expenses 3 quotes to be sought then approved by MC. Email Secretary/Treasurer	Low Unlikely
10	Towing trailer	Traffic incident while towing trailer. Over loading of Trailer – too many canoes and gear on trailer	Death/injury to any parties involved in incidents - both club members , supporters or other road users Trailer unsafe to tow – weaving and hard to manoeuvre	High	Possible	Major	ONLY Licensed competent drivers with sufficient capacity vehicles to tow trailer. Trailer and vehicle to be road worthy. Annual service of trailer Allocated Driver to complete pre-trailer checklist prior to leaving on trip. Trailer to carry max 3 canoes and gear Kamanu Canoe to be placed in cradles provided. Driver to set placement of all canoes	Low

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		Loose equipment on trailer	Equipment falls of trailer and causes accidents for other motorists				All canoes to be tied on front and back with ratchet tie downs, nets placed over equipment on trailer bed, box secured.	
		Travelling over speed limit	Increase of chance of accident and traffic offense				Follow speed limits and road rules. Drivers to accept any speed violations received from traffic department	
		Lack of lights					Ensure light check before leaving parking area	
		Insufficient braking capacity for load					Braking mechanism to meet requirements of all drivers and vehicles towing trailer.	
11	Medical Emergency	Medical incident in	Distance from communication				Steerers / coaches to have current first aid	

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		canoe while on water.	devices				qualification.	