

## RIGGERS Review



NOOSA  
outrigger  
canoe club

THE NEWSLETTER OF THE  
NOOSA OUTRIGGER CANOE CLUB

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Volume 8

## President's REPORT

*Aloha fellow paddlers*

*Firstly congratulations to all Noosa teams who recently competed in the Takapuna Cup and the Sydney Harbour Challenge. As stated in the previous edition, this type of competition really does add a new dimension to your paddling experience and helps to bond team and club mates.*

*On another note, one of the many challenges undertaken this year, has been the Club's By-Laws. From successive committees, By-Laws have been written down but often have been added to, with old By-Laws not amended or rescinded. One reason was the lack of a central database for all things official. There were numerous hard copy lists available, however they were often in isolation, vague in purpose or contradictory.*

*With the great work by our Support Officer, Rainer, and his magnificent effort on our Web-page and the acquisition of the Secretary's Laptop, this and other important information is now readily available to all members at any time and will reflect almost in real time any amendments/additions/deletions. **See page 3.***

*A big thank you to all members who took the time to respond to the Noosa Councils River Plan. People power is the only way to put pressure on elected representatives. I just trust enough of our members availed themselves of this opportunity to press our case, which may maintain the status quo so we may continue operating in an efficient manner.*

*Another issue which is causing concern is the care and operation of the 2-Way Radios! On numerous occasions radios have been returned to their cradles, (I) still turned on; (II) not having the watertight plug in place in charging port; (III) not being placed on charge, this makes the radios unusable for the next handler. This process has been explained in person and in written form on more than two occasions. It is a simple procedure and beggars belief why some steerers find it so difficult! The process is now repeated page 3 in this newsletter, so if in doubt please refresh your memory. Remember by not observing this process, it may cost someone dearly, it may even be YOU!*

*Mahalo, Woodsie,*

*After Quasimodo's death, the Bishop of the Cathedral of Notre Dame in Paris, France sent word through the streets of Paris that a new bell ringer was urgently needed.*

*The Bishop decided that he would conduct the interviews personally and went up into the belfry to begin the screening process. After observing several applicants demonstrate their skills over a long period, he decided to call it a day and to continue the interviewing process the following day.*

*Just then, an armless Frenchman approached him and announced that he was there to apply for the bell ringer's job. The Bishop was incredulous. But, you have no arms, Monsieur!' 'No matter,' said the man. 'Observe me, Excellency!' And, pushing his way past the Bishop, he began striking the bells with his ugly face, producing a most beautiful melody on the carillon.*

*The Bishop listened in astonishment convinced he had found a sensational replacement for Quasimodo. But, suddenly, as he rushed forward to strike the bells again in encore, the armless Frenchman tripped over a mallet and plunged headlong out of the belfry window to his death in the street far below.*

*The stunned Bishop rushed down two hundred and ninety five church steps to reach the street.*

*A crowd had by now gathered around the fallen figure, drawn by the beautiful music they had heard only moments before. As they silently parted to let the Bishop through, one of them asked, 'Bishop, sir, who was this man?'*

*'I don't know his name,' the Bishop sadly replied.....*

**..... BUT HIS FACE RINGS A BELL!'**

**WAIT! WAIT! There's more....**

*The following day, despite the sadness that weighed heavily on his heart due to the unfortunate death of the armless campanologist, the Bishop continued his interviews for the bell ringer of Notre Dame. The first man to approach him said, 'Your Excellency, I am the brother of the poor armless wretch who fell to his death from this very belfry yesterday. I pray that you honour his life by allowing me to replace him in this duty.'*

*The Bishop agreed to give the man an audition, but, as the armless man's brother stooped to pick up a heavy mallet to strike the first bell, he groaned, clutched at his chest, twirled around, and died of heart failure on the spot. Two monks, hearing the Bishop's cries of anguish at this second shocking tragedy, rushed up the stairs to his side.*

*'What has happened? Who is this man?' the first monk asked, breathlessly.*

*'I don't know his name,' sighed the now distraught Bishop, 'but...'*

**'HE'S A DEAD RINGER FOR HIS BROTHER.'**

# **IMPORTANT MESSAGE - FROM OUR SAFETY OFFICER**

*I know some of our steerers are very mindful of the procedures and operation of our 2-Way Radios and do a great job. Even though these radios were purchased via Grant Money, they are club assets, if lost or damaged they will need to be replaced with club funds, your money, so please ensure they are treated with respect to ensure their longevity.*

**NOTE:** *This is a reprint from the January edition.*

## **When taking radios:**

- 1. Remove charging lead;**
- 2. Ensure the watertight plug is placed in the charging socket of the radio and screwed home**
- 3. Turn on radio and check operation, place on channel 73 (our talk channel);**
- 4. Secure radio to your person so it cannot be lost. (Waist socks, waterproof pouches and/or lanyard's available in cupboard)**

## **After training:**

- 1. Turn radio off;**
- 2. Lightly wash radios under shower;**
- 3. Before replacing them back in the cupboard, dry with towel provide;**
- 4. Remove watertight plug and inset charging cable;**
- 5. Place in cradle;**
- 6. If last in, lock cupboard.**

**THANK YOU!**

## **By-Law update**

*I have highlight some of the everyday changes though only in the brevity, **for full information visit our Web-Page.***

**Club uniforms:** *full uniform including cap/hat at all AOCRA sanctioned events and presentations.*

**PFD:** *must be carried at all times on any club craft (OC6; OC3, OC2; OC1).*

**Leg Rope:** *must be used on all club OC1/OC2s.*

**2-Way Radios:** *all steerers must carry a radio every time a club OC3 or OC6 enters the water.*

**Refer to Memo, sent to all members on 14/3/18.**

**Safety & Risk Assessment Docs:** *All members must be familiar with and strictly adhere to the requirements of these documents.*

**Steerers:** *carry the responsibility for the safety of their crew at all times and must adhere to the "Check list" attached adjacent to seat 6 on OC6 and seat 3 on the OC3.*

**Canoe Storage:** *storage spot is no longer transferable when selling your OC1/2 and buyers or new interested members must go on a waiting list controlled by the Registrar.*

**OC1/OC2:** *Only members certified by a coach or designated experienced paddler may use the club OC1/OC2, this is a one off exercise for members and will be recorded. This will include observance of care sticker attached.*

## *Paddler* PROFILE

*Hi. My name is **John Goller (Johnno)**, I'm 48 years old: yes, a Senior Master next year! I was born and bred in Brissy and am a cabinetmaker by trade.*

*I started paddling in 2000 in Cairns for Raging Thunder. I paddled with RT for three years before heading overseas and living in London for the next five with my wife, Kylie. I joined NOCC in 2012 in a Master Men's novice crew and in my first year, I was invited by Marco Rocco to join his mixed crew to race in Takapuna.*

*I've been lucky enough to be part of a very competitive Masters crew and later on, our Open crew. Since joining, I think nearly every race I've competed in has been steered by my good mate, Paul Squire.*

*There is nothing quite like that feeling you get when you cross the line first, and I've been lucky enough to taste line honours on a few occasions. Winning GBROC with our Master's crew is still my fondest memory, closely followed by the time Josh Neeld and I partnered up to win the National OC1 changeover title in the Open Men's division.*

*The OC1 is my greatest passion, and after completing an apprenticeship under the guidance of master coach Des Mabbott, I have been competing in the SQ Zone OC1 Series every year for the last five years, and have taken out the series on several occasions.*

*It was my form on the OC1 that got me noticed by the powers that be and I was honoured to get picked to represent Australia for the Master Men at the World Distance OC6 Championships last year in Tahiti, along with another Noosa boy, Paul Ostwald. We finished a very gallant fifth against the very best the world has to offer and returned older and a lot wiser.*

*This year, my attention has turned to Molokai. I have joined forces with the Club's Open and Master Men to form a crew to compete in the biggest and most prestigious race on our calendar. Our crew, The Loggerheads, were given the great honour earlier this year of inheriting the name The Loggerheads, made famous by our Club's old boys in the previous six years. These are exciting times and I've never been more proud of our Club and my teammates.*

*So now I am off to write the next chapter in my story and hit the training track to prepare for Molokai. We have one aim for The Loggerheads, and that is to perform on and off the water in a way to make the Club and, more importantly, the original Loggerheads proud. Let's hope we can get there and let's hope it is fun!*

*Thanks, Johnno*

## The Steerer

In a previous Riggers Review we looked at the need to respect the canoe. This month the focus will turn to the Steerer (Ho'okele).

There are many attributes to being a respected steerer, but possibly the most important is that of a decision maker. In the excellent publication *The Art and Skill of Steering*, Steve West says... "Of all the qualities which stands one steerer out from another, technical merits aside, the **ability to anticipate a situation before it happens, would seem to be the one quality considered to be most prized**". When commenting on the steering clinics he was conducting he said "The steerer must have good water skills.....maybe 25% of how to steer can be taught, while the remaining 75% cannot". "Gaining good water skills from the back of an OC6 is severely challenging. Get out on a solo craft.... **Learn how to get the most out of the ocean (or river) by working with it, not against it**".

Before going any further it is important to point out to all our paddlers, "there are in fact 4 steering seats in a canoe at any one time; The primary steerer is obviously in seat #6, while seat #5 is a backup steerer, and seats #1 and #2 are auxiliaries controlling the bow".

And another extract from "The Art and Skill of Steering"..... "Steering Responsibilities from the front" **"The front seats of an outrigger canoe are essentially the eyes of the canoe.** At times the stroke may need to take immediate evasive action to guide the canoe past an object, or let the steerer know of any impending hazardous situation." **"In particular, when the canoe is stationary the stroke cannot afford to switch off,** especially if there is any breeze, wave, or tidal current. The stroke and seat #2 may need to use draw strokes to keep the canoe under control."

More extracts... **"Mean what you say. Say what you mean"**... "A steerer is expected to contribute to the crew's motivation. The fact is however, some steerers have a habit of saying the wrong thing at the wrong time, and consequently do little more than become an annoyance to the crew. You can kill the crew's moral, timing, rhythm and even burn them out, all due to poor calls being made". **"Avoid talking too much. Choose your words carefully"**.

I would like to refer back to the first comment I quoted from Steve West, about the "ability to anticipate". He went on to say "The skilled Steerer will make allowance for the risk that there may be other steerers who lose control of their canoe or are aggressive in nature and may use ramming or hindering tactics." A steerer may believe an advantage could be gained by using the Ama of the canoe to intimidate or frustrate the paddlers of the competing canoe. **The skill of a competent steerer is measured by their ability to employ this tactic without coming into contact with the other canoe.** Remember the culture of our sport is based on our Respect for the Canoe. Any contact between canoes should be avoided. While on the subject of Respect for the Canoe, in a previous Riggers Review it was stated that standing in a canoe should be avoided wherever possible. As a steerer you are not exempt! **A steerer who stands in a canoe is not only showing a lack of respect for the canoe, but perhaps worse still, is showing a lack of respect for the crew.**

So, via our focus on the Steerer, what sort of culture do we want in our Club?

One more extract which may be of interest: "with some thirty years of experience as canoe steerer, Hawaiian Kamoia Kalama coined the phrase "Ho'okele Wa'a i ka nu'u" or "steering your canoe to a higher level" which expresses the ultimate aim which every steerer should live by, each and every time they are on the water."

Perhaps most importantly **we owe it to each other to respect the role of the steerer** and to recognise that not only does the paddler in seat #6 have a responsibility to earn the respect of all paddlers by learning the Art and the Skill of steering, but the rest of us owe it to each other and in particular to our steerer to learn, understand and be skilled in our roles in the other five seats too!!

*Mahalo! Viv.*

# *The Philosophy of Paddling - from an unknown source.*

*The American businessman was at the pier of a small South Pacific Island village when an island fisherman docked his small outrigger canoe. The fisherman had a Dorado and several large grouper in the canoe.*

*The American complimented the Islander on the quality of his fish and asked how long it took to catch them. The Islander replied, "Only a little while." The American then asked why didn't he stay out longer and catch more fish. The Islander said he had enough to support his family's immediate needs.*

*The American then asked, "But what do you do with the rest of your time?" The fisherman said, "I sleep late, fish a little, play with my children, take a late afternoon nap with my wife, Helia, stroll into the village each evening where I sip rum and play guitar with my friends, I have a full and busy life.*

*"The American scoffed", I am a Harvard MBA and could help you. You should spend more time fishing and with the proceeds buy a bigger boat, with the proceeds from the bigger boat you could buy several boats, eventually you would have a fleet of fishing boats. Instead of selling your catch to a middleman you would sell directly to the processor, eventually opening your own cannery. You would control the product, processing and distribution. You would need to leave this small fishing village and move to Australia, then LA and eventually NYC where you will run your expanding enterprise."*

*The South Seas fisherman asked, "But, how long will this all take?" To which the American replied, "15-20 years." "But what then?"*

*The American laughed and said, "That's the best part. When the time is right you would announce an IPO and sell your company stock to the public and become very rich, you would make millions." "Millions, really? Then what?"*

*The American said, "Then you would retire. Move to a small fishing village where you would sleep late, fish a little, play with your kids, take a late afternoon nap with your wife, stroll to the village in the evenings where you could sip rum and play guitar with your friends!*

***The Philosophy of Paddling?***

*Mahalo*

