

Lotus Sports Club Handbook



March, 2011

Vision

To develop youth and adult programs that continue to sustain the growth of paddling sports as an open community program, by continuing the partnership with local schools, recreational groups and the general public.

Lotus Sports Club Mission Statement

To provide and maintain a safe and positive setting where people of any skill level or background can meet and experience paddling sports. We strive to develop an awareness and appreciation of the ocean, fresh water and foreshore.

Table of Contents

Lotus Sports Club History	3
History of Outrigger Canoeing	3
History of Dragon Boat Racing	4
Equipment Use, Care and Safety	6
Power Boat Use	9
Races	10
Club Sanctioned Events	11
Safety	12
Outrigger Terminology	13
Dragon Boat Terminology	13
Terms and Commands	14
Outrigger Crew Responsibilities	15
Dragon Boat Capsize or Swamping Recovery Technique	17
Outrigger Huli Recovery Technique	18
Map of Indian Arm	22
2010 Board of Directors	23
Lotus Sports Club Paddling Programs	23
Coaching	23
2010 Practice Schedule	24
Membership	25

Lotus Sports Club History

The Lotus Sports Club offers instruction and training for paddlers of all age and experience levels who wish to race in a variety of non-powered watercraft such as dragon boats and outrigger canoes. Based at the Barnet Marine Park on the Burrard Inlet, the Lotus Sports Club has had a racing program in existence since the club's inception in 1986.

The Lotus Sports Club was first formed in 1986 to compete as a team in the first Vancouver International Dragon Boat Races at Expo '86. Since that time, the club has won the Canadian Men's Dragon Boat Championship three times. In 1988, Lotus formed a women's dragon boat team which competed in numerous races in Vancouver, Portland and New York. Lotus has had a mixed dragon boat team since 1987. In 1996, the Lotus Mixed Team placed first at the Vancouver International Festival and went to Toronto to compete in the Canadian International Dragon Boat Festival. In the past ten years, Lotus has continued to compete in both local and international dragon boat races.

The sport of outrigger canoeing has grown in popularity in the Pacific Northwest. A relatively new sport in Canada, outrigger canoeing started in 1988 in Vancouver and has grown to include a number of clubs across the country. In 1989, the Lotus Sports Club organized the first outrigger race in Canada, the Lotus Iron Race. Since then, the list of outrigger races has become extensive and Lotus has made a name for itself as both a competitive and participatory club. The Lotus Senior Masters Women's team won the 2008 CORA Canadian Outrigger championship in their division. This past year, the Lotus Novice team and the Lotus Mixed team won the CORA Cup in their divisions.

It was decided in the spring of 1989 to start a junior development program. Since then, the program has grown to include six high schools in the Tri-Cities area and over 1000 students have been on the team. This team has done very well in both local and international meets and has many championships to its credit. The Lotus junior team placed second at the 2010 Rio Tinto Alcan Dragon Boat Junior Division C Champions and also the 2010 CORA Canadian Outrigger Junior Division champions.

The most recently formed Lotus program, the Hybrid group, incorporates elements of both outrigger and dragon boat paddling and accommodates paddlers who are in the transition between the junior and competitive programs and/or who would like to compete in both types of paddle sport races.

The competitive, social and environmentally friendly aspects of our water sports have drawn many people to the Lotus Sports Club.

The History of Outrigger Canoeing

Outrigger canoe racing evolved as a natural extension of the peoples of Oceania's use of these amazing craft for their everyday survival in fishing the oceans and in traveling between island groups, culminating in epic journeys of up to and over 3000 miles, journeying in double hulled voyaging canoes. From its beginnings as an ancient voyaging craft to becoming a modern day racing canoe, the Hawaiian canoe, known as an outrigger, is gaining widespread popularity. Hawaii became the birthplace of contemporary outrigger canoe racing; with a governing body being established in 1950, the Hawaiian Canoe Racing Association. The sport has since spread far and wide to Tahiti, New Zealand, Samoa, Tonga, New Caledonia, USA, Canada, France, England, South Africa, Guam, Hong Kong, Australia, and Fiji and is expanding all the time. There are an estimated 25000 outrigger canoe paddlers worldwide, and the sport is currently experiencing huge growth. The first recorded outrigger regatta date is thought to be May 20, 1859, recognizing the birthday of the Prince of Hawaii, son of Kamehameha IV and Queen Emma. A relatively new sport in Canada, outrigger canoeing started in 1988 in Vancouver and has grown to include a number of clubs across the country. Since the first outrigger race in Canada, the 1989 Lotus Ironman held by the Lotus Sport Club, the list of outrigger races has become extensive. Today, outrigger races are held worldwide in celebration of the sport. Paddlers range from a young age to that of a senior. Whether it's the thrill of being competitive or the chance to paddle with the seals and to ride the waves, the sport of outrigger paddling is growing in British Columbia.

The History of Dragon Boat Paddling

The dragon is one of the most venerated of Chinese zodiac deities and has traditionally been a symbol of water. Dragon boat racing began over 2,000 years ago. One legend about the origin of dragon boat racing involves the highly respected poet and statesman named Qu Yuan who lived in the Chinese kingdom of Chu. Qu Yuan spoke out about the corruption in the government and was banished from the kingdom. Either as an act of despair or a protest against the government, he threw himself into the Mei Lo River. Local fishermen tried to save the patriotic poet by racing out in their boats. They beat the waters furiously with their paddles and threw rice dumplings into the river to distract the fish. The story is that dragon boat races commemorate the fishermen's rescue attempt. Some sources state that races were also a fertility rite to appease the dragon and ensure plentiful crops.

The first dragon boat races were thought to be mock dragon battles meant to awaken the hibernating dragon. There were often violent clashes between boats with crew members throwing stones and striking one another with bamboo sticks. Onlookers would also become involved and would greet opposing boats with a hail of stones. Sacrifices, sometimes human, were believed to be part of these earliest races - any paddlers who fell into the water were

offered no assistance because this was thought to be the will of the gods. (Source: Wikipedia).

Dragon boats are approximately 40 feet in length. Elaborately decorated with scales, dragon boats have bows with heads shaped like open-mouthed dragons and sterns with a scaly tail. Moving a dragon boat efficiently requires twenty paddlers to work with proper technique, synchronized timing and power. A drummer sits at the front of the boat and encourages the team to maintain timing by following the beat of the drum...the "heartbeat of the dragon." A steersperson stands at the stern. Dragon boat racing is not only an activity which develops physical strength and endurance, it is also a social sport which develops teamwork and friendships among the participants.

Dragon boat racing is often cited as the second fastest growing sport in the world. In a sport historically dominated by Asian countries, Canada has emerged as a significant paddling force and several Canadian teams have won the world championship since the first Dragon Boat World Championships in 1976.

Equipment Usage, Care and Safety

The following guidelines apply to both Outrigger and Dragon boat paddling.

Access to Club Equipment

Keys to the clubhouse are distributed to those individuals who have been a member for one year or longer and have demonstrated personal responsibility or to an individual who is a designated and recognized coach. If you have been issued a key, under no circumstances are you to give or lend those keys to anyone. You must sign a document agreeing to the terms of obtaining keys.

Non-Winter Paddling

From Daylight Savings Time in the Spring to the end of Daylight Savings Time in the Fall, Non-Winter Paddling Rules are in effect. These rules are as follows:

- PFDs must be worn properly while using the OC-1 and OC-2, unless you are with a coach boat. In this case a PFD must be carried on the OC-1 or OC-2, or coach boat.
- PFD's must be worn properly by everyone using a dragon boat
- Each OC-6 must carry an appropriate sized PFD for every person in the boat and must be stored in a manner that allows easy access. The club recommends that non-swimmers and those that are uncomfortable in deep water wear a PFD.
- The boundaries for summer paddling are east to Port Moody, north up Indian Arm and east to the Second Narrows Bridge. It is illegal to pass under the Second Narrows Bridge. This is dangerous and the Coast Guard will fine paddlers.
- Paddlers must write on the board in the Clubhouse details stating who is going out, the boat used, departure time, estimated return and what direction. Leave information at home or with another responsible individual regarding your plans. Upon return erase the board.
- You must be certified by a coach or identified as capable of using an OC-1 or OC-2 outside of a regular scheduled practice. In the case of an OC-2 both people must be certified for use outside of practice.
- You must wear appropriate clothing and have a change of clothes. Appropriate clothing is clothing that is suitable to the conditions.
- You are not permitted to paddle if there is a small craft warning, if there is thunder or lightening, or if fog limits your ability to safely navigate or to be seen.
- You may not paddle after dark unless you are participating in a community or a club sanctioned event with appropriate lighting.
- Alcohol consumption and use of illicit drugs before or during paddling is strictly prohibited.

Winter Paddling Guidelines

From October to Daylight Savings Time, these Winter Paddling Rules are in effect:

- PFDs must be worn properly at all times by paddlers in any type of boat.
- OC1's, OC2's and dragon boats must stay on the clubhouse (south) side of the channel, east to Port Moody or west to the Second Narrows Bridge. Paddlers must stay within 50 m of the shore. The only exception is when boats are accompanied by a coach boat or OC-6 at a regular scheduled practice. By law, paddlers are not permitted to pass under the Second Narrows Bridge.
- On the board in the clubhouse, write down details about who is going out, boats used, departure time, estimated return time and paddling direction. Leave information regarding your plans at home or with another responsible individual. Erase the board upon your return.
- There must be communication capability for crews;
 - a. fully charged cell phone in a waterproof case or
 - b. marine VHF radio
- Small boat paddlers must be certified by a coach or identified as being able to use an OC1 or OC2 outside of a regular scheduled practice.
- Clothing appropriate to the weather conditions must be worn when paddling. Paddlers should have a change of clothes.
- Paddling is not permitted when there is a small craft warning, if there is any thunder or lightning, or if fog limits your ability to safely navigate or to be seen.
- Alcohol consumption and use of illicit drugs before or during paddling are strictly prohibited.
- Paddling after dark in the Burrard Inlet is prohibited unless you are participating in a community or a club sanctioned event with strict adherence to rules and regulations.

Competitive Level Outrigger Winter Evening Paddling Rules

To ensure the safety of all paddlers, the following rules must be strictly adhered to in addition to the Winter Paddling Guidelines. Failure to comply may result in termination of Lotus membership.

- Paddling course restrictions (west to the end of the Barnet Marine Park and east to the end of the bay past the Barnet Marine Park). All boats must be within 6 boat lengths from shore. Stay away from mid-channel and follow the coastline. Do not cut across bays.
- Time restrictions (evening paddling is restricted to Thursdays between 6:00 pm and 8:00 pm)
- Paddling alone is strictly prohibited
- Paddlers must be part of the scheduled Sunday morning Competitive Level practices or approved by a Lotus coach

- There must be communication capability for crews (fully charged cell phone in a waterproof case)
- PFDs must be worn properly at all times by all paddlers. Light coloured or reflective clothing is recommended
- On the whiteboard, before leaving the clubhouse, crews must indicate: time of departure, number of paddlers and type of boat(s), estimated time of return
- Mandatory lighting must be on each boat (OC6 - red/green bow light, white stern light; OC1 or OC2 - front white light or headlamp, red rear light; or all paddlers must wear a headlamp or light)

Damage to Equipment

Please report all damage or repair to the Director of Maintenance. Record any damage on the whiteboard in the boathouse. This will ensure that the equipment is repaired and does not put anyone in a dangerous situation.

Before you head out on the water...

- Each paddler is responsible for one paddle and one appropriately sized lifejacket. In the OC6's, stow 2 lifejackets behind Seats 2, 4 and 6 - anyone who cannot swim 200 meters comfortably must wear a lifejacket at all times. All dragon boat paddlers must wear a lifejacket.
- The drummer, coach or a designated paddler should ensure that there is an extra paddle in the boat.
- Ensure there are 2 buckets and 2 hand bailers in each OC6; there should be 2 hand bailers in the dragon boat
- Make sure there is a steering blade in the boat. Dragon boat steering oar must be secured in the holder at the stern.
- Place outrigger paddles at the rear of the OC6's.
- Attach drummer's seat and platform to front of dragon boat.
- Inspect equipment, including dollies, for damage. Check the board for messages regarding damage.
- In the dragon boat, ensure the stoppers are in the rear drain holes.
- In the OC6, if deemed appropriate for extra safety, attach an ama weight to the rear iako
- Each boat must have a throw line.
- Record trip plan on Board in the Boathouse.
- Inform Steersman of any medical or health concerns.
- Paddlers should space themselves evenly alongside the boat to push it to the beach. One person steers the boat from the back.
- Make sure the escort boat is ready (pumped up, plug in the drain hole, enough fuel, lifejackets and spare paddle are available)
- Help take the escort boat down to the beach.
- Turn off lights and lock up the clubhouse and yard gate.

- OC6's enter the water bow first, the dragon boat enters the water stern first.
- First person in the boat is the paddler who has the seat farthest from the beach (the steersperson loads the dragon boat first, the stroke loads the OC6 first). Paddlers in the OC6 should always load from the ama side of the boat.

At the beach...

- Lift the boat into the water; do not drag it on the sand. The boats should only touch the water or the tires they rest on in the compound. Treat the boats with respect - your safety depends on these boats.
- While waiting for your crew, ensure one person stays with the boat to prevent it from floating away or banging into other boats.
- Rinse sand off of your feet before getting into the boat
- Review Huli drill for OC6's
- Obey the rules of the water. Be safe.
- Have fun.

After Paddling...

- All paddlers help to get the boat out of the water, lifting it onto the dolly.
- Assist with the coach boat.
- Bring the boats up to the yard. Empty everything out of the boats and hose them down. Bail out the excess water and use a sponge to take out any sand remaining in the bottom of the hull.
- Return OC6's to the Clubhouse, resting them in the cradles. Lift the boats up and move the dolly towards the door. This ensures that the boats are secure. Place a pad under the ama.
- The dragon boat rests on the dolly in the yard. Ensure that there are tires at each end in case the boat shifts.
- Unplug drain holes in the dragon boat. Place cover on the dragon boat.
- Replace all equipment where you found it, including coiling any hose used.
- Please rinse your feet outside. Please keep sand out of the shower and sinks.
- Help to keep the clubhouse clean
- Turn off the lights, lock up the clubhouse and set the alarm if you are the last to leave.

Power Boat Usage

Everyone should be aware of the potential for serious injury or damage to our boats if they are not used in a safe manner. All power boat users must possess Power Squadron certification. The following applies to the use of Lotus power boats;

Driving:

We drive these boats close to boats being paddled or to people in the water so it is imperative that the following be observed.

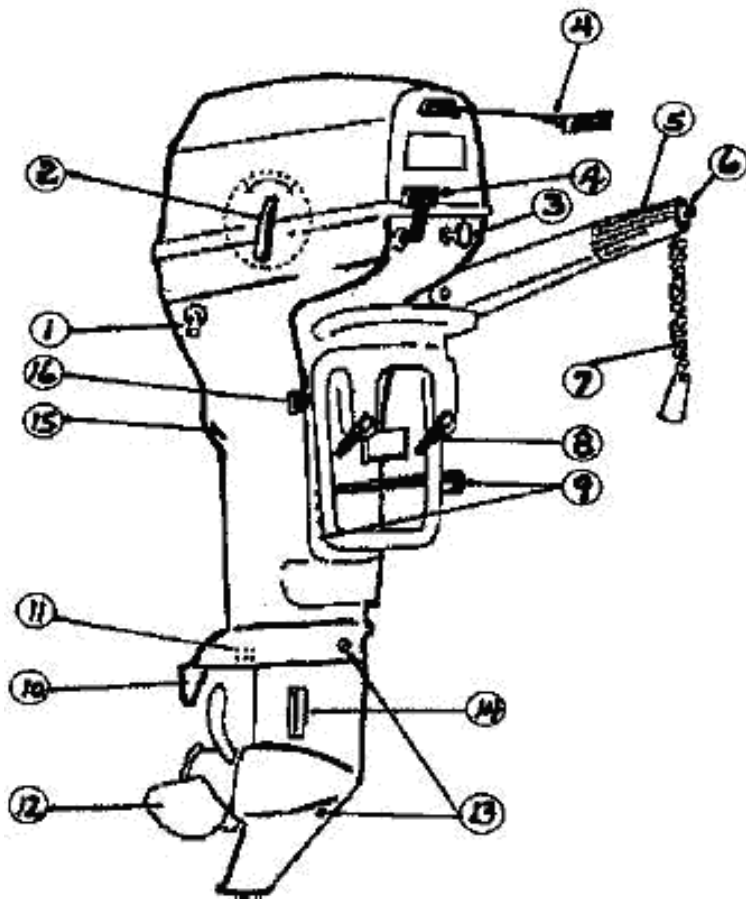
- Ensure that you have been given proper instruction in operating the motor boat. There are specific things which must be done to prevent damage to our club's safety boats.
- Do not drive at excessive speeds.
- A lifejacket must be properly worn at all times.
- Always be aware of the conditions such as waves, obstacles, other boats and people in the water.
- Do not drive too close to other boats.
- Ensure that you have enough gas prior to leaving the beach.
- Attach the kill cord (red plastic coil) to you to ensure the motor will be turned off if you fall out of the boat.
- Turn the engine off and pull the motor up when approaching the beach to prevent the prop from being damaged.
- Do not overload the boat.
- Ensure that there is an extra paddle and a PFD for every passenger.

When doing Changes:

People are in the water and could be injured by the propeller or boat.

- Stop the boat and turn the engine off before the people approach the boat.
- Do not start the boat until everyone is out of the water.
- Do not exit the boat until the engine is off.

Figure 2.1 — Typical Outboard Motor



Key

1. Water pump indicator
2. Drive selector or gear selector
3. Choke
4. Starter cord
5. Throttle
6. Emergency stop/tension control
7. Emergency stop cord
8. Fastening clamp
9. Motor tilt control
10. Drift corrector/anti-corrosion anode
11. Water outlet
12. Propeller
13. Oil indicator (emptying and filling)
14. Water intake device
15. Fuel exhaust
16. Lift lever

From www.boaterexam.com

After Power Boat Use:

- Position the large plastic container under the motor. Drop the motor so that the prop is in the container. Fill container with water until the water level is above the water outlet.
- Restart engine. Ensure that a steady stream of water is jetting out of the engine from the orifice near # 1 in the diagram above.
- Disconnect fuel line from the engine and run the motor until it stalls.
- Clean the boat out.
- Ensure the motor is up.

Races

Outrigger race schedules are published at the beginning of the year after CORA holds its AGM. Dragon boat race schedules will be posted by coaches of the program. The Lotus Sports Club submits a request to hold various races. At the beginning of the season, paddlers and/or coaches identify significant races. Sign-up sheets are posted. Please be sure of your commitment to the team. Whether you are participating in an away or home race, your commitment includes loading boats prior to the race, rigging boats, loading boats after the race and re-rigging boats back at the clubhouse.

Away Races

It is usual practice that we bring our own boats to a race that is hosted by another club. Below are the expectations for all race participants.

- Commitment to the team; arrive at the designated time. Each team is responsible for the boat that the team is using.
- After the practice before the race or at another designated time, unrig your boat and load it onto the trailer.
- Assist with securing the boats.
- Pack PFDs, bailers and rigging kit for your boat.
- Be aware of additional costs such as accommodation and boat moving.
- Be available at the race site to unload and rig boats.
- After the race, help to unrig, load and tie down boats.
- At a designated time, be at the clubhouse to re-rig the boats so they are ready to use at the next practice.

If you cannot fulfill these expectations then you should not be racing.

Home Races

When we are the host club it is very important that we represent our club well. Below are the expectations of participating in a race.

- Commitment to the team, arrive at the designated time.
- Sign up for a job.
- Load lifejackets, bailers and extra paddle.
- After the race help with clean up and putting boats away.

If you cannot fulfill these expectations then you should not be racing.

Club Sanctioned Events

Events that are sanctioned by the club take precedence over any regular scheduled event. All boats are reserved for home and away races. Please confirm with your coach if boats will be available.

All club members are expected to help with club events. You may be called upon to help with:

- Donations and draw prizes - canvas the community to find benefactors and sponsors. All donors will be advertised at events and on the website.
- Race course set up
- Equipment preparation and transport
- Registration of teams
- Marshalling of boats and teams on the beach
- Timing
- Starting the races
- Organizing heats
- Organizing or working concession or barbecue
- Operating safety boats

Safety

Participants in outrigger canoeing or dragon boat paddling are warned of the following risks: physical exertion; weather extremes subject to sudden and unexpected change; dangerous water conditions including white water and cold water; collision with other boats including other race boats, commercial boat traffic or pleasure boats; negligence of other competitors and boaters, and, negligence on the part of the Lotus Sports Club or its staff; death by drowning; permanent and temporary disability (including repetitive use injuries, rotator cuff injuries, shoulder dislocation, broken bones, blisters, back complaints, bruising, cuts, viral and bacterial infections, hypothermia, dehydration, sunstroke, skin cancer, cataracts).

What to Wear

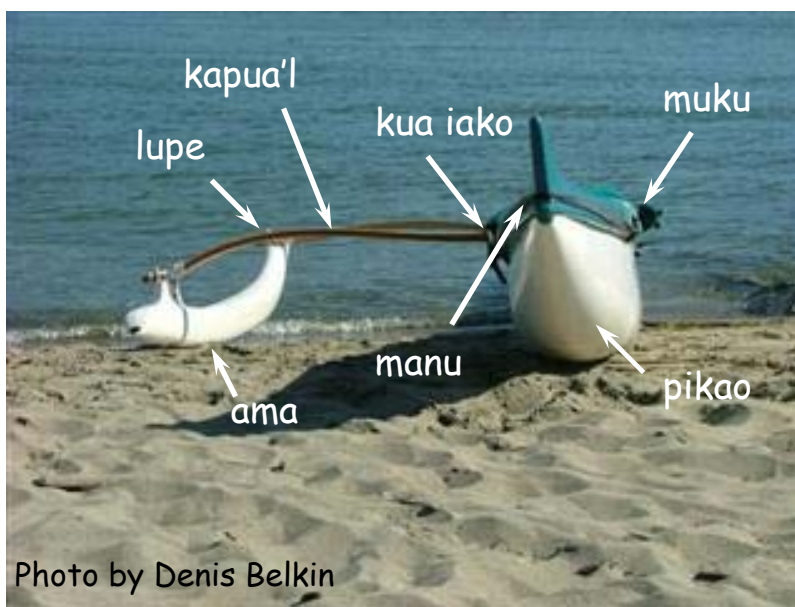
You WILL GET WET. Recommended paddling wear:

- comfortable pants and shirts made out of polypropylene or similar technical fabric that will keep you warm when wet. Do not wear cotton.
- layers of fleece or thermal wear for cooler weather
- light windbreaker for windy/rainy weather
- footwear that can get wet (old runners, neoprene boots, sandals that will stay on your feet in the water)
- hat (to block the sun in the spring and summer, and to keep your head warm in the fall/winter)
- mitts or gloves for cooler temperatures
- sunglasses

What to Bring to Practice

- hydration system, water or water bottle (there is bottled water at the clubhouse),
- sunscreen
- complete change of clothes
- towel
- paddle

Outrigger Terminology:



iako (spars)

aha (cord used in lashing the canoe)

ama (float/ outrigger)

hoe (a paddle; to paddle)

kanaka (stern end of ama)

kapua'i (part of 'iako between hull and ama)

kua 'iako (portion of the 'iako lashed to hull)

lupe (bow end of ama)

manu and **kupe** (curved end pieces)

mo'o (gunwale)

muku (ends of iako extending beyond hull)

pa'u (storm covers, spray skirts)

pikao (hull)

wae (spreaders)

va'a (canoe, also known as **wa'a** or **waka**)

Pronunciation of Hawaiian Words:

a sounds like [ah] as in above

e sounds like [eh] as in bet

i sounds like [ee] as in be [bee]

o sounds like [oh] as in obey

u sounds like [oo] as in rule

ai sounds like the "i" in ice

ae sounds like eye

ao sounds like "ow" in how, but without a nasal twang

au sounds like the "ou" in house or out.

ei sounds like "ei" in chow mein or in eight

iu sounds like "ew" in few

Dragon Boat Terminology:



Terms and Commands

"Paddles Up"

Sit up, rotate, extend to your farthest entry point, and get ready to paddle

"Take it Away"

Start paddling in time with the bow paddlers (strokes)

"Back paddle"

Paddle in reverse to back the boat up (outrigger paddlers should ensure that they turn their blades so the power face is toward the front of the boat)

"Hold the Boat"

Bury paddle blade in the water to bring the boat to a stop

"Let it Run/Ride"

Stop paddling and lift paddle out of the water

"Draw"

Reach out from gunwale, bury paddle blade and pull water toward the boat

"Pry"

Bury paddle blade next to the hull and push water away from the boat (use the gunwale as a lever)

"Timing"

Called when the paddlers' strokes are out of synch. All paddles should hit the water together, pull together and exit together

"Brace the Boat"

Place your blade flat on the water. This is required to keep the boat stable any time there are rough conditions or paddlers swapping positions

"Hike, Hut, Hoe" (outrigger command)

Caller will call a crisp "hike" to prepare paddlers for changing paddling sides. On "hoe" everyone switches the side on which they are paddling

Stroke Pair

The paddlers in the front two seats of the boat who set the pace and timing for the entire boat

Outrigger Crew Responsibilities

Seat 1, the Stroke, sets the rhythm and rate for the crew. The stroke can sense how the boat is moving, how paddlers are working together, and how the boat is responding to the waves and water conditions. The stroke should be able to vary the rate and make adjustments for different water and race conditions, the nature of the race (long distance, sprints, changes), starts, turns, pushes and finishes. Excellent paddling technique is desirable because other paddlers tend to copy the catch, pull and exit of Seat 1 and this, in turn, affects the glide of the boat and the boat's response to the water. It is the Stroke's responsibility to find the optimal rate and rhythm for the boat. Seat 1 will, if necessary, help the steersperson to make sharp turns around markers, such as in sprint races, or can help line up the boat on the start.

Seat 2 mirrors the Stroke. Seat 2 should be perfectly synchronized with Seat 1. This is an important position because paddlers in even numbered seats in the boat will be depending on Seat 2 for the rate and rhythm - if Seat 2 is out of time, half of the crew will be out of time. As with Seat 1, other paddlers will copy the technique of Seat 2 so technical proficiency is desirable. Seat 2 is also in a good position to feel the boat and can communicate with the Stroke regarding adjustments in rate or rhythm. Seat 2 has a responsibility to shift weight to the iako to ensure boat stability. Seat 2 helps line up the boat with others on the start line.

Seat 3 is often referred to as a power seat. Generally one of the strongest or heaviest paddlers in the boat, Seat 3 is responsible for providing power to the boat. Seat 3 calls the changes and will vary the number of paddle strokes between changes according to the race

situation, paddlers' focus, crew fitness or response, and water conditions. Seat 3 should be sensing what the boat is doing in the waves and should call changes when the bow of the canoe is climbing a wave but refrain from calling changes when the bow is dropping and the crew is trying to catch a wave. Seat 3 ensures that Seat 1 is on the proper side for turns (left side or right side depending on the responsibility of Seat 1 through the turn). Seat 3 also helps to line the boat up with others on the start line. If the spare paddle is attached to the front iako, it is Seat 3's responsibility to get the spare paddle if it is needed.

Seat 4 is also a power seat. Seat 4 will echo messages and changes to the crew. Seat 4 is in a good position to watch and protect the ama by shifting weight onto the left hip. Seat 4 watches for the level of water in the boat and bails when necessary (letting crew know).

Seat 5 is a very important and often underrated position in the boat. Seat 5 works closely with the steersperson to protect the boat and crew. Seat 5 should have knowledge of the way a boat reacts in different water conditions and should have experience with steering. Seat 5 has a good view of the ama and must react quickly to save it. If Seat 5 alone cannot keep the ama down, then Seats 3 and 4 must react to save it. Seat 5 echoes messages from the steersperson to others in the boat. If there is excess water in the boat (if it is collecting around Seat 5's feet then there is definitely too much water), Seat 5 can bail. If the spare paddle is attached to the rear iako, it is Seat 5's responsibility to get it, if needed.

Seat 6 plans and navigates the course for the crew. Good steering requires an understanding of the water, wind and wave conditions, as well as a familiarity with the boat and crew. The steersperson is responsible for checking the rigging of the boat with regard to water conditions, experience and skill of the crew, and the type of race. It is the steersperson's responsibility to know the race course, check the tide chart and weather conditions, and to examine the race course map to determine the best route, possible obstacles, landmarks, and currents. Seat 6 paddles as well as steers, and contributes to the speed of the boat as much as possible (staying in a straight line or using the water, if possible). Seat 6 communicates with the crew and watches over the health of the crew (hydration, injuries, focus, etc). The safety of the crew depends largely on the steersperson - in a huli, the steersperson assumes about 50% of the blame and the remainder of the crew assumes the other 50%. In long distance change races the steersperson has an even greater challenge in picking up paddlers in all water conditions; in sprint races, in lining up the boat with the marker; in turns, in aligning with other boats and protecting the boat and crew. Except as agreed on by the crew, Seats 1 to 5 should be relatively silent - talking destroys focus and may indicate that a crew member is not working as hard as s/he should.

All paddlers in an outrigger have an important role - everyone needs to work together with efficiency and harmony for the best possible results.

Dragon Boat Capsize or Swamping Recovery Technique

(adapted from *Pacific Dragons Paddling Guide*)

Dragon boats rarely capsize. However, if they do or if they should become swamped with water, here are the steps you should follow:

1. Remain calm. Look for your seat partner. If you cannot see them, alert everyone to look for them. One person does a head count.
2. Hold onto the boat - it will float, even underwater. Spread yourselves along both sides of the boat to keep it from rolling over. Do not swim under the boat to get to the other side...swim around it.
3. Do another head count.
4. If you are accompanied by an escort boat or if there are power boats in the area, wait for assistance.
5. If there is no escort boat or other power boats, it is possible to use the boat to keep everyone afloat and get it to shore.
6. If the boat is hull up, carefully flip it over. Do a head count again.
7. With everyone holding onto the boat, swim it to shore. The entire team goes with the boat. Ensure that people do not let go of the boat to swim ahead or be left behind. Continue doing head counts.
8. On shore, do another head count.

Outrigger Huli Recovery Technique (Adapted from KOA)



If and when you do huli (capsize), follow these steps and you should be back hoeing (paddling) again shortly.

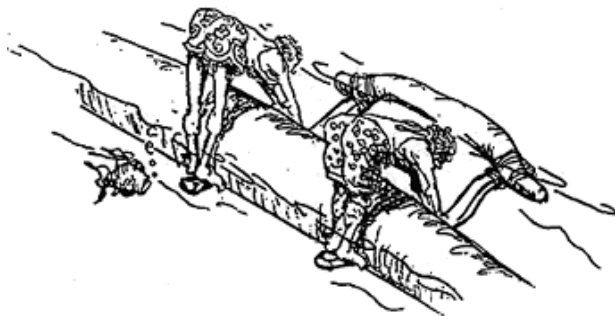
1) Taking into consideration that you probably haven't gone out in very big waves (over 6 feet high) and in 20 knot winds and your pikaos (flotation tanks) are in proper working condition, the following method can be used to right a canoe that has capsized.



2) Paired seats look for each other - Seats 1 and 2, Seats 3 and 4, and Seats 5 and 6 look for each other. Steersperson takes control and counts heads. If you come up one number short, start searching under va'a (canoe).

3) Steersperson and Seat 1 collect the paddles before they drift away, especially in high winds and waves. Also collect any items left in canoe and not tied down (water bottles, buckets, etc).

4) Seats 3 and 5 swim to ama and prepare to do a scissorkick and push ama into air as quickly and as high as possible.



4) Get your Seats 2 and 4 to go to the outer edges of the iakos (mukus) and stand on them while reaching over the hull grabbing onto the iakos and lift (important: make sure no one is in the way of the ama - as it is heavy and your skull is soft!)

5) If done quickly enough, you can minimize the amount of water that fills the canoe. Have someone get into the boat to get a large bailing bucket to start bailing (this person can be your strongest paddler, the coldest person, the person who has the most difficulty getting into the boat, or Seat 3 because of the large bailing area and because they are nearest the center of gravity of the canoe). Bail out of the ama side.

6) If necessary, consider swell height and direction, and have Seat 1 position the canoe so that the canoe is perpendicular to the waves.

7) If successful, and your gunwales aren't awash, you can bail out your canoe. When you have a sufficient amount of the water out of the canoe, you can put someone in Seat 5 to bail. Keep someone on the ama so it doesn't go over again.

8) While this is going on, have the extra people help bail from outside the left side of the boat, and have the person holding the paddles start putting two each into seats 2, 4, and 6.

9) When you have removed enough water from the canoe, you can get back to paddling which is more fun anyway.

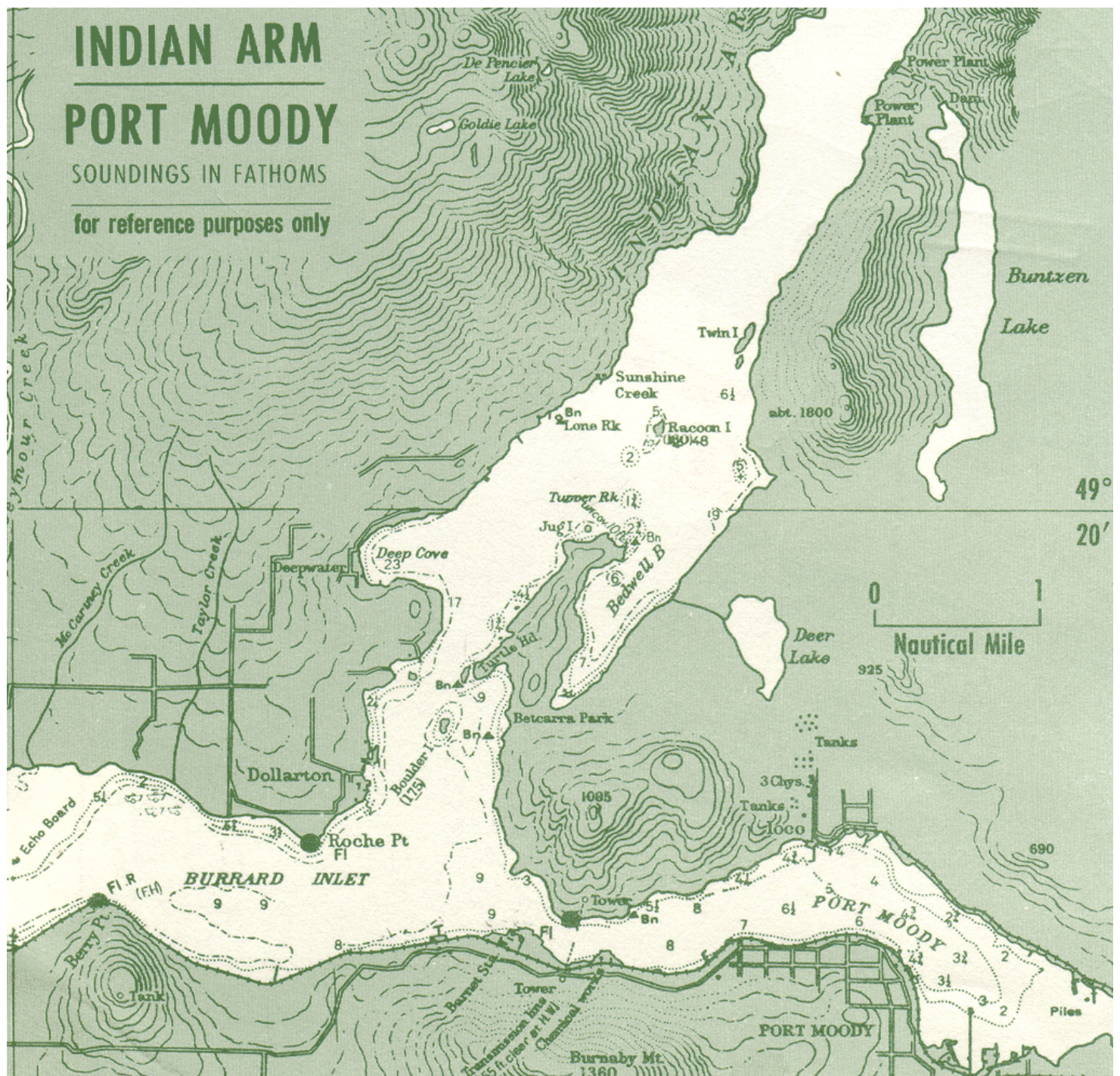


Some related information to consider before disaster strikes:

- A large bailing bucket will cut your bailing time down.
- Effective bailing needs to be practiced. Rapidly throw the water in an arcing motion over your shoulder and out of the boat. Rapidly scoop and throw.
- Two bailers will empty the canoe even faster.
- A 4' piece of inner tube can repair any loosened rigging, a broken iako or ama, and can tie paddles together
- In case a paddle is lost or broken, an extra paddle in the boat would be very useful
- If a canoe is in disrepair, such as faulty flotation tanks, loose or worn rigging, weak or broken iakos or ama, jagged edges or bolt, etc., it should not be used until all are in proper working condition.

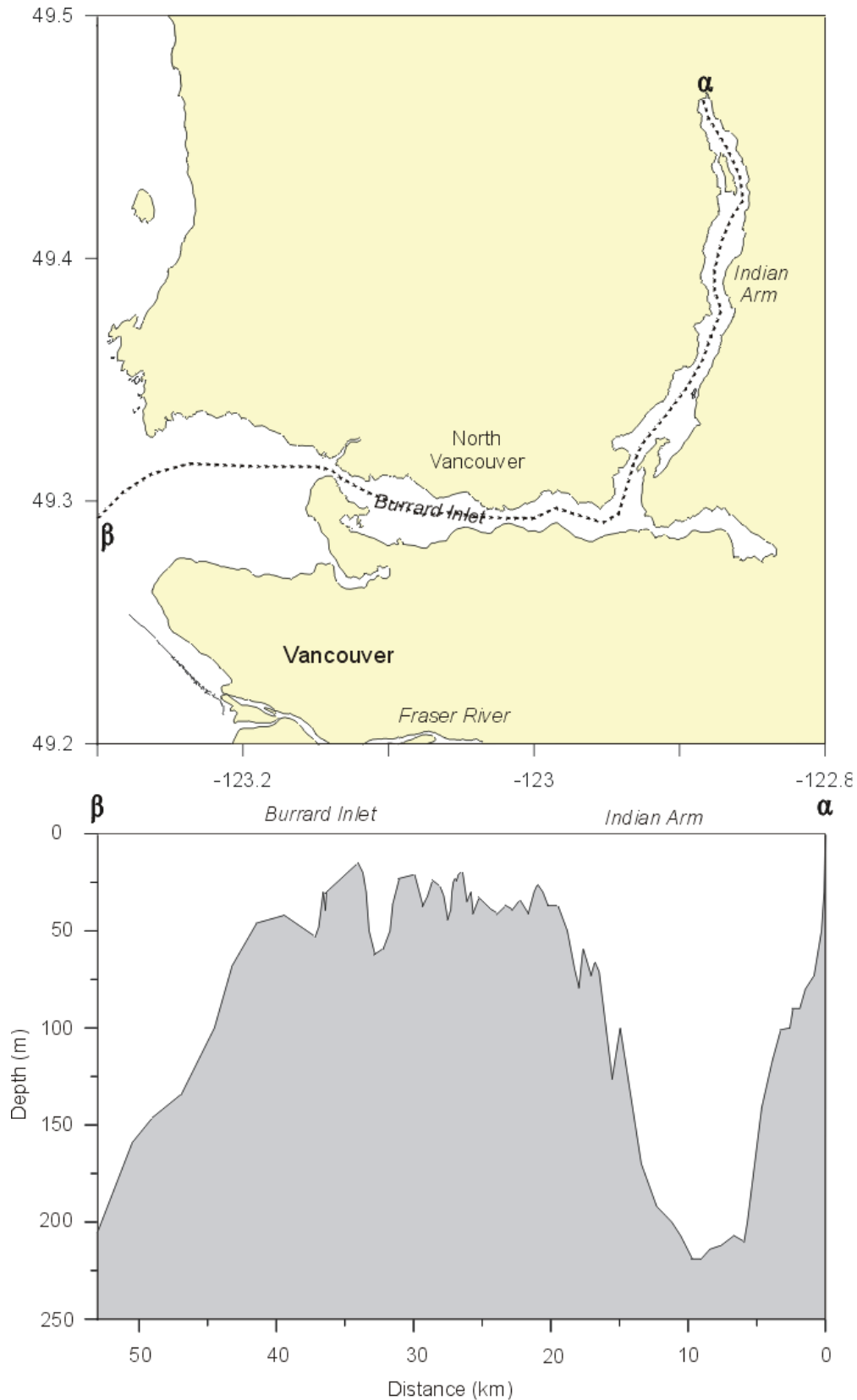
Marine Chart of Indian Arm

Note: Depth is marked in fathoms. One fathom = 6 feet



(from *Marine Atlas* by Morris and Heath)

Map and Depth Chart of Indian Arm



Lengthwise profile of Indian Arm along dotted line from Point β to Point α
(diagrams from Fisheries and Oceans Canada)

2011 Board of Directors

The membership of the Lotus Sports Club elects a volunteer Board at the Annual General Meeting held in October of each year. The responsibilities of the Board include the everyday club business, race organization, hiring of coaches, purchase of new equipment, repair and maintenance of existing equipment, safety, management of club funds, positive promotion of the sport, community involvement, and enforcement of club policy. The Board meets once a month to conduct club business. Agenda items may be submitted by any club member - please submit to the President or Secretary. Board meetings are open to all members of the club. Club members who have questions or concerns may contact the appropriate director. The 2011 Board of Directors:

Past-President	Grace Morissette	<i>esmith3_99@yahoo.com</i>
President	Mike Greenslade	<i>mikegreenslade@shaw.ca</i>
Vice-President	Zoe Jirik	<i>zoej@shaw.ca</i>
Secretary	Judy Holt	<i>gnjholt@theiet.org</i>
Treasurer	Marcus Milde	<i>marcusmilde@hotmail.com</i>
Outrigger Program	Erika Yaremko	<i>esmith3_99@yahoo.com</i>
Junior Program	Doug Mancell	<i>dukling@shaw.ca</i>
Dragon Boat	Jamie Westell	<i>jwestell@gmail.com</i>
Membership	Cheryl Angell	<i>the_angells2003@hotmail.com</i>
Equipment	Bill Chambers	<i>williamandbonita@shaw.ca</i>
Safety	Barb Alley	<i>blalley@shaw.ca</i>
Member At Large	Nyssa Temmel	<i>ntemmel@hotmail.com</i>
Member At Large	Ken Fung	<i>fungusman@gmail.com</i>

All positions are a one-year term with the exception of President and Vice-President. In the upcoming year the President will move to the position of Past-President and the Vice-President moves into the President position.

Lotus Sports Club Paddling Programs

Outrigger Programs

Junior

Recreational

Competitive

Hybrid

Dragon Boat Programs

Junior

Hybrid

Abreast in Barnet

2011 Practice Schedule

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
7:30	Competitive Program						
8:00							Recreational Program
9:00							
10:00	Junior Program						Hybrid Program
11:00							
12:00							
16:30			Junior Program		Junior Program		
18:00		Recreational Program & Hybrid Program Dragon Boat	Competitive Program	Recreational Program	Competitive Program & Hybrid Program Outrigger		

Please note: The above times indicate the time at which attendance will be taken and boats will be organized for the practice. All paddlers are advised to arrive early enough to be changed and have equipment ready so that boat assignments and instruction can be given at the assigned practice time and boats can head immediately to the water.

Membership

As a member of Lotus Sports Club it is an expectation that all members act in the best interest of the club and its members. Members are expected to demonstrate personal responsibility and behave with safety in mind. It is also an expectation that members contribute to the club by volunteering to assist in club matters.

The information collected on membership forms will only be used and disclosed to comply with statutory requirements, including the club's obligation to provide certain information to government agencies to maintain our status as a society in BC. Personal information will only

be used with your consent or as required or permitted by law. Any questions about the collection and use of this information should be directed to the Lotus Sports Club's Membership Director or to the club President.

All members must complete a waiver form and insurance application on a yearly basis. Lotus Sports Club Membership is due on April 1 or upon joining.

2011 Membership Fees

The membership fees are as follows:

Dragon Boat only

Adult \$ 150 + annual dragon boat paddlers' insurance fee of \$9

Junior \$70 (paddler's insurance included)

Full Membership (includes both Outrigger and Dragon Boat)

Adult \$330 + annual CORA outrigger paddler's insurance fee of \$25 (+ annual dragon boat paddler's insurance fee of \$9 if participating in the dragon boat program)

Student \$ 165 + annual CORA outrigger paddler's insurance fee of \$25 (+ annual dragon boat paddler's insurance fee of \$9 if participating in the dragon boat program)

Family \$ 500 + annual CORA outrigger paddler's insurance for each family member (+ annual dragon boat paddler's insurance fees of \$9 for each family member participating in the dragon boat program)

Junior \$ 100

Third Party Liability Insurance

CORA (Canadian Outrigger Racing Association) is the governing body for outrigger paddlers. It provides insurance that covers us as a club and as individuals since personal insurance does not cover members when paddling. You must be a CORA member to paddle in outrigger canoes with Lotus Sports Club. CORA is due on Jan 1. Any individual using Lotus Sports Club outrigger paddling equipment must be a CORA member.

CKBC provides insurance for the club's dragon boat paddlers. You must be covered by the dragon boat paddlers' insurance to paddle in dragon boats with Lotus Sports Club. This insurance is due before your first practice. Any individual using Lotus Sports Club dragon boat paddling equipment must be insured.

New Members

We encourage all ages and abilities to come out and try paddling at a scheduled practice. To make it easier for someone to decide if he/she likes paddling, the Lotus Sports Club offers a flexible "Drop-In Fee" arrangement. Instead of paying our full annual membership, there is the opportunity to come to a scheduled practice as a non-member.

First time outrigger paddlers must come to a scheduled Recreational Level practice. The payment of \$35 covers annual CORA (Canadian Outrigger Racing Association) insurance, equipment and coaching. Any time following the first practice paddlers pay \$10 per practice which will cover equipment and coaching.

For first time dragon boat paddlers, the cost for the first practice will be the annual dragon boat insurance fee of \$5. Subsequent practices will be \$5 per practice.

Termination of Membership

Per the Lotus Sports Club Constitution and By-Laws, the Board of Directors of the Lotus Sports Club reserves the right to terminate the membership of individuals who are in flagrant violation of club policy and exhibit behaviour that jeopardizes the safety and reputation of Lotus Sports Club and its membership.