

Lotus Sports Club Handbook



2025 Version

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.

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Lotus Sports Club History

The Lotus Sports Club is a community-based, non-profit society which offers instruction and training for people of all age and experience levels who wish to paddle competitively or recreationally in a variety of non-powered watercraft such as dragon boats, outrigger canoes, and stand-up paddleboards. Based at the Barnet Marine Park on the Burrard Inlet, the Lotus Sports Club has had a paddling 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 began a mixed dragon boat team in 1987; in 1996, the Lotus Mixed Team placed first at the Vancouver International Festival and went to Toronto where they placed second in the Canadian International Dragon Boat Festival. Paddlers from Lotus have 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 many 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.

It was decided in the spring of 1989 to start a youth development program. Since then, the program has grown to include seven schools in the Tri-Cities and Burnaby area and over 2,000 young paddlers have been in the program. These youth teams have done very well in both local and international meets and have many championships to their credit. The Lotus youth teams have competed annually in Vancouver's Dragon Boat Festival as well as in many local and international outrigger races, including competitions in the Pacific Northwest and Hawaii.

The most recently formed Lotus program, the Stand-Up Paddleboard (SUP) program, has been extremely popular. Stand-up paddleboards were introduced to Lotus in 2013 and the program has evolved with growing interest in our location. The protected waters and vast shoreline of Indian Arm offer chances to explore and practice skills for novice to experienced SUP paddlers.

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 outrigger has gained 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 many countries throughout the world.

There are an estimated 35,000 outrigger canoe paddlers worldwide (Source: kaiikaika.com), and this number has shown continual 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 numerous clubs across the country. Since the first outrigger race in Canada, the 1989 Lotus Iron Race hosted 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 Racing

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 to protest 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. Other sources state that 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.

Reference: 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, but 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.

The History of Stand-Up Paddleboarding

Stand-Up Paddleboards (SUPs) have existed in some form as far back as when ancient people used boards, canoes, or any other watercraft which they propelled through the water using a long stick.

Peruvian fisherman, for example, used a craft called "Caballitos de Totorá" made of reeds propelled by a long bamboo shaft. They used the Caballitos de Totorá to go fishing and to have fun surfing.

In the 1940's, in Hawaii, surf instructors used paddles with their boards so they could get a better view of the surfers. This eventually led to Stand-Up paddle surfing and, soon after, recreational SUP and SUP racing became a sport unto itself.

In late 2013, the Lotus Sports Club purchased its first 6 SUPs. In the spring of 2014, Lotus introduced the Stand-Up Paddleboard Program and membership. Since that time, the club has offered introductory orientation courses throughout each SUP season and there are now 10 SUPs in its fleet. In addition, Lotus added group and private lessons, gift card options, and hosted practices as well as racing and touring boards.

Stand-Up Paddle boarding has been named one of the fastest growing sports worldwide.

Reference: <http://www.supworldmag.com/the-history-of-stand-up-paddling/>

Paddling Rules

Non-Winter Paddling (for Lotus dragon boat, outrigger, and SUP programs)

From April 1 to the end of September, Non-Winter Paddling Rules are in effect:

- Full PFD's must be worn properly by everyone using a dragon boat.
- SUP paddlers who are paddling alone must wear a PFD.
- Anyone who cannot comfortably tread water for 15 minutes must wear a PFD.
- An approved PFD must be on board for each person in a canoe. The PFD can be worn or carried on an OC1, OC2, V1, or SUP; each OC6 must carry an appropriately sized PFD for every person in the canoe and must be stored in a manner that allows easy access.
- Boundaries for summer paddling are east to Port Moody, north up Indian Arm, and west to the last point before the Second Narrows Bridge. Passing under the Second Narrows Bridge *is illegal*; this is dangerous, and the Coast Guard will issue fines.
- The Kinder Morgan fence extends quite far into the inlet. Huge currents and standing waves frequently occur in that area, as well as in the portion of the inlet that extends to the Second Narrows Bridge. Paddlers should not approach within 40 meters (three OC6 lengths) of the fence.
- When only one or two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- Paddlers using an OC1, OC2, V1, or SUP outside of regular scheduled practices must be certified by a coach or identified as meeting certification requirements; in the case of an OC2, both people must be certified for its use outside of practice. See "Small Boat Certification" on page 11 for certification requirements.
- Paddlers must wear appropriate clothing that is suitable for changing weather and water conditions and have a change of clothes at the clubhouse. A paddler must be prepared and dressed as if he/she will have to be in the water and swim.
- Paddling is not permitted if there is a small craft warning, thunder or lightening, or fog that limits the ability to safely navigate or to be seen.
- Paddling before dawn or after dusk is prohibited unless a paddler is participating in a community or a club sanctioned event with strict adherence to rules and regulations.
- Consumption of intoxicating substances before or during paddling is strictly prohibited.

Winter Paddling (for Lotus outrigger paddlers)

From October 1 to the end of March, these Winter Paddling Rules are in effect:

- All individuals must wear on their person while on the water a full Personal Flotation Device (PFD) approved by Transport Canada; inflatable PFD's are not approved for winter paddling at the Lotus Sports Club.
- Paddlers using an OC1, OC2, or V1 outside of regular scheduled practices must be certified by a coach or identified as meeting certification requirements; in the case of an OC2, both people must be certified for its use outside of practice. See "Small Boat Certification" on page 11 for certification requirements.

- There must be communication capability for crews or groups; one person must carry a fully charged cell phone in a waterproof case.
- When only one or two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- Paddlers must wear appropriate clothing that is suitable for changing weather and water conditions and have a change of clothes at the clubhouse. A paddler must be prepared and dress as if he/she will have to be in the water and swim.
- Boundaries for daytime winter paddling are east to Port Moody, north up Indian Arm, and west to the last point before the Second Narrows Bridge. Passing under the Second Narrows Bridge *is illegal*; this is dangerous, and the Coast Guard will issue fines.
- The Kinder Morgan fence extends quite far into the inlet. Huge currents and standing waves that occur in that area frequently as well as in the portion of the inlet that extends to the Second Narrows Bridge. Paddlers should not approach within 40 meters (three OC6 lengths) of the fence.
- Paddling is not permitted if there is a small craft warning, thunder or lightening, or fog that limits the ability to safely navigate or to be seen.
- Consumption of intoxicating substances before or during paddling is strictly prohibited.
- Paddling before dawn or after dusk is prohibited unless a paddler is participating in a community or a club sanctioned event with strict adherence to rules and regulations.

Outrigger Winter Evening Paddling Rules (for Lotus outrigger paddlers)

To ensure the safety of all paddlers, Winter Paddling Rules plus these additional rules must be strictly adhered to. Failure to comply may result in termination of Lotus membership.

- Paddlers must be approved by a Lotus coach to be able to participate in evening paddling.
- There must be communication capability (fully charged cell phone in a waterproof case).
- All individuals must wear on their person while on the water a full PFD approved by Transport Canada; inflatable PFDs are not approved for winter paddling at the Lotus Sports Club.
- Paddling course restrictions after dusk: west to 150 meters east of the Kinder Morgan dock and east to 150 meters west of the fuel loading dock. All canoes must be within 6 canoe lengths from shore.
- All paddlers must be off the water by 8:00 pm.
- Paddling alone after dusk is strictly prohibited.
- When only two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- Mandatory lighting must be on each OC6 – white bow and stern lights.
- Each group of small canoes on the water must have a front and rear white light; the lead canoe in a group must have a white front light and the trailing canoe must have a rear light. If a larger group separates into smaller groups, each smaller group must have a front and rear white light.

Safety Protocols

It is important that all paddlers take personal responsibility in looking after their own safety and that of others by always adhering to the paddling rules and procedures. Lotus Paddling Rules are in place to enhance the safety of all paddlers. Paddlers who fail to comply with Lotus safety protocols and rules will not be allowed in a canoe at a practice or race and will be reported to the Board of Directors. Anyone who refuses to adhere to Lotus safety protocols jeopardizes the safety of and enjoyment for all paddlers.

Risks. Each participant is warned of the following risks which appear on the Lotus waiver:

- Physical Exertion for which I may not be prepared;
- Weather Extremes subject to sudden and unexpected change;
- Dangerous Water including rapids, white water, moving water, and cold water;
- Collision with other canoes including other race canoes, commercial boat traffic, or pleasure canoes;
- Negligence of other competitors and boaters, and negligence on the part of the Lotus Sports Club or its staff;
- Immersion or entrapment in water;
- Equipment malfunction or failure;
- Increased chance of exposure to viruses or other illnesses that may be present in the general population and/or public spaces.

Safety is the individual paddler's responsibility. Each paddler is responsible for ensuring that the canoe he/she is using has the required equipment (e.g., enough PFDs with whistles for each person in the canoe, lashings are tight, bulkheads and ama are watertight and fitted with proper plugs, bailers x 2 per canoe, duct tape, flashlight, throw rope, bottle of ASA, and anti-hypothermia blankets for 6). **One person in each OC6 should be carrying a cell phone in the event of an injury or other emergency situation while out on the water. A hard waterproof case is available for phone protection as well as two waterproof pouches for larger phones such as an iPhone 14.**

Be prepared. All crews should be prepared for the weather and water conditions they are going out in and know if there will be any changes in the weather i.e. high waves, bad visibility, fog, etc. If going out in these conditions, wear suitable clothing and leave a float plan with someone.

PFDs. In winter, full PFD'S approved by Transport Canada **MUST** be worn (inflatables are not permitted during winter paddling at Lotus). After April 1, PFDs must be in the boat for each crew member during warm weather paddling but worn by those who cannot comfortably tread water for 15 minutes.

Paddlers are not permitted on the water

- if there is a small craft warning (wind speeds higher than 35 kph), thunder or lightning, or fog limits the ability to safely navigate or to be seen.
- before dawn or after dusk unless a paddler is participating in a community or a club sanctioned event with strict adherence to rules and regulations.
- after consumption of intoxicating substances.

Huli drill. Crews must be able to self-rescue in the event of capsizing. All paddlers must participate in a mandatory annual huli drill (timing to be determined by the coaches or crews).

People should know their fellow paddlers' skills as well as the ability of the crew to contend with conditions they might encounter. Prior to paddling with a crew, it is important to declare:

- if a paddler does not know how to swim in the event of a huli
- if their health or changes in their health may affect their paddling
- if using or under the effect of any medicinal drug

EMERGENCY ACTION PLAN (EAP) from the CORA Handbook

In the event of an emergency at the club, be aware of our Lotus Emergency Action Plan (EAP);

- designate who is in charge ahead of time in the event of an emergency
- always have a fully charged cell phone available
- have emergency telephone numbers easily accessible i.e. fire, police, ambulance as well as contact numbers for next of kin for paddlers, as well as doctor contact information
- have a medical profile for each participant on hand if required to provide to emergency personnel. For minors, ensure there is a signed consent from parent/guardian in the file to authorize medical treatment in an emergency
- have First Aid kit accessible and properly stocked. There should be a First Aid kit monthly check by the Safety Officer or delegate and contents of the First Aid kit are replaced after each use. If you are the delegate, document this safety check on the checklist provided in the First Aid kit.
- it is strongly encouraged to have coaches and other club directors pursue first aid training and keep updated every 3 years.
- There should be a monthly check of the AED for battery power and functioning defib pads by the Safety Officer or delegate. If you are the delegate, document this safety check on the checklist provided in the AED case.

Activate an EAP when a person:

- is not breathing
- does not have a pulse
- has impaired consciousness (they're confused or disoriented, for example)
- is bleeding profusely
- has an injured back, neck, or head
- has a visible, major trauma to a limb

Small Boats and SUP Safety Rules

A combination of common sense, adequate preparations, and the proper safety or tech gear will significantly reduce risks when on the water. **Safety is the #1 priority!**

It is important that a paddler knows how to swim; it is also important to be able to self-rescue and get back onto a canoe/board if the paddler should huli or fall off the canoe. **Anyone who cannot comfortably tread water for 15 minutes must always wear a PFD.**

Each paddler must follow the safety rules. One of the most important things someone can do to increase safety is to paddle with others. When paddling with others, everyone should try to stay together and be aware of their fellow paddlers. Stop and assist troubled paddlers. Each person should ensure that all members of the group are in a safe situation before getting off the water.

Small Boat Certification (OC1, OC2, V1, SUP)

All Lotus OC1, OC2, V1, and SUP paddlers must be certified. Certification includes;

- learning how to assemble equipment properly, including inspection for equipment failure or damage
- demonstrating how to lift the canoe or board, carrying it safely, and placing it correctly in the water with the rudder (if it has a rudder) in the deepest water away from shore
- showing how to take the canoe or board out of the water and transporting it back to the clubhouse
- showing proper procedures for disassembling and rinsing equipment
- knowing how and where to put the canoes and equipment back in their correct places
- successful righting and remounting a canoe or board after a huli or falling off
- learning how to properly remove and install a rudder in OC1s and OC2s (see “OC1 and OC2 Rudder Assembly Procedure” on page 18)
- learning how to properly adjust the foot rest in a V1 (see “V1 Foot Brace Adjustment Procedure” on page 21)
- participating in instruction and demonstration of how to properly switch the steering mechanism on OC2’s from front to back steering (see “Steering Assembly” on page 19)
- participating in a rudderless paddling clinic for paddling and steering OC1s without a rudder
- participating in steering clinics for V1s and demonstrating proficiency in maneuvering V1s in a variety of water conditions

This certification is designed to enhance the longevity of all the club canoes and to maximize the safety of all paddlers.

Damage to Equipment

Please report all damage or needed repairs to the Maintenance Director. Record any damage to outriggers on the whiteboard located in the canoe storage area of the clubhouse; to report any damage of SUP equipment, use the whiteboard located on the wall next to the SUP wall storage area. Lotus canoes are in constant use and damage is inevitable but failure to report damage is inexcusable since the next person taking a canoe out may not be aware of any problems, which may lead to safety issues and a dangerous situation.

Equipment Use and Care

Access to Club Equipment

Keys to the clubhouse may be distributed to those individuals who have been an active member for at least three consecutive years, are 21 years of age or older, and have demonstrated personal responsibility. If a paddler has been issued keys, under no circumstances is any key to be copied, given, or loaned to anyone. Each member obtaining keys must sign a document agreeing to these terms.

Before heading out on the water...

• Stand-Up paddlers

- must ensure compliance with Non-Winter paddling rules (there is no SUP in the Winter).
NOTE: the SUP Race and touring boards have different safety rules; please see the SUP Race and Touring Board Use Protocols section on Page 16.
- must properly wear a full PFD.
- need to have a board and paddle. Ensure that the leashes are wrapped around paddlers' wrists during transport, so they do not drag on the ground.
- When only one or two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- should carry the SUPs with the rudder fin forward and watch that the boards do not hit the rocks on the way down the stairs.
- turn off lights and lock up the clubhouse and yard gate.

• OC6 paddlers

- are responsible for ensuring that the entire crew is following safety regulations and protocols and complying with Winter and Non-Winter paddling rules.
- are responsible for one paddle and one appropriately sized PFD for each paddler.
- need to check for 2 buckets, 2 hand bailers, throw line, and safety pack in each OC6.
- place outrigger paddles in the stern end of the OC6's.
- should inspect equipment, including dollies, for damage and check the whiteboard for messages regarding canoes needing repairs.
- need to inform the steersperson if there are any health concerns or if anyone in the canoe is not a strong swimmer.
- should space themselves evenly alongside the canoe to push it to the beach. Two people should hold up the ama. One person steers the canoe from the back.
- turn off lights and lock up the clubhouse and yard gate.

• OC1 and OC2 paddlers

- are responsible for following the safety regulations and protocols and complying with the Winter and Non-Winter paddling rules.
- need PFDs and paddles.

- should remove canoes from the storage area with care; hold the canoes properly and ensure the sterns and bows do not contact any objects or the ground.
- need to take care when placing the canoes on the rubber mats or stands; lower the canoes gently and watch that the canoes and rudders do not contact the asphalt or hard surfaces.
- must make sure that the amas and 'iakos being used are for the appropriate canoes and ensure that the correct 'iakos (labelled "front" and "back") are inserted into the bows and sterns. All equipment has been marked with matching decals; the ends marked with decals go in the canoe.
- should inspect equipment for damage and check the whiteboard for messages regarding canoes needing repairs.
- When only one or two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- should carry the small canoes with the rudders forward; when using the stairs, pay particular attention to ensure the bows and sterns do not contact the rocks.
- turn off lights and lock up the clubhouse and yard gate.

- **V1 Paddlers**

- are responsible for following the safety regulations and protocols and complying with the Winter and Non-Winter paddling rules.
- need PFDs and paddles.
- should remove canoes from the storage area with care; hold the canoes properly and ensure the sterns and bows do not contact any objects or the ground.
- need to take care when placing the canoes on the rubber mats or stands; lower the canoes gently and watch that the canoes do not contact the asphalt or hard surfaces.
- must make sure that the amas and 'iakos being used are for the appropriate canoes and ensure that the correct 'iakos are inserted into the bows and sterns.
- should inspect equipment for damage and check the whiteboard for messages regarding canoes needing repairs.
- When only one or two paddlers are going out on the water, information regarding the paddling plan must be left with another responsible individual. Check in with this person upon returning to the clubhouse.
- When using the stairs, pay particular attention to ensure the bows and sterns do not contact the rocks.
- turn off lights and lock up the clubhouse and yard gate.

- **Dragon Boat paddlers**

- must properly wear a full PFD.
- are responsible for equipping the dragon boat with steering oar and drummer's seat.
- need to inform the steersperson of any health concerns or if anyone in the boat is not a strong swimmer.

- should space themselves evenly alongside the dragon boat to push it to the beach. Two people should hold the dolly handles and steer the boat.
- should help to get the safety boat ready if it is being used (pumped up, plug in the drain hole, enough fuel, lifejackets, and spare paddle are available) and help take the escort boat down to the beach.
- turn off lights and lock up the clubhouse and yard gate.

At the beach...

● **Stand-Up Paddlers**

- must walk the SUPs into the water with the rudder fins forward until the water is at least knee deep.
- need to check that the water is deep enough so that when they get on the SUPs, the fins will not hit the ocean bottom or any rocks.
- must put on leashes before paddling away from shore.

● **OC6 paddlers**

- must ensure that an OC6 enters the water bow first; the canoe on dolly should be put into the water until the dolly wheels reach the water's edge.
- should help to lift the stern and ama of the canoe to move it off the dolly and into the water. The canoe does not touch the ground; it should only touch the water, the dolly, or the tires it rests on in the compound. All paddlers need to treat the canoes with respect because everyone's safety depends on these canoes.
- pull the dolly out of the water and take it up the beach beyond the tide level.
- ensure one person holds the canoe while waiting for the entire crew to prevent the OC6 from floating away or banging into other canoes.
- hold and protect the canoe so that wind, waves, and boat wash will not push the OC6 sideways or into the beach. Once in the canoe, Seats 1 and 2 may need to draw or pry while Seat 5 holds the ama and Seat 6 holds the stern.
- allow the paddler who has the seat farthest from the beach to enter the canoe first (usually Seat 1). Paddlers in the OC6 should always load from the ama side of the canoe. Do not step over the canoe or the ama, or step onto the deck of the canoe.
- rinse sand off feet before getting into any watercraft.
- review huli drill.

● **OC1 and OC2 paddlers**

- walk all canoes into the water with the rudder forward until the water is at least knee deep.
- need to check that the water is deep enough so that when they get on the canoes, the rudders will not hit the ocean bottom or any rocks.
- must hold and protect the canoes so that wind, waves, and boat wash will not push the canoes sideways or into the beach.

- **V1 paddlers**

- walk all canoes into the water until the water is at least knee deep.
- need to check that the water is deep enough so that when they get on the canoes, the canoes will not hit the ocean bottom or any rocks.
- must hold and protect the canoes so that wind, waves, and boat wash will not push the canoes sideways or into the beach.

- **Dragon Boat paddlers**

- ensure that the dragon boat on the dolly goes into the water stern first. Paddlers should walk the dolly and boat into the water until the dolly handles are at the water's edge. The dragon boat is gently pushed off the dolly; maintain hold of the boat to prevent it from drifting.
- pull the dolly out of the water and take it up the beach beyond the tide level.
- help to hold the boat in place while it is being loaded. Seat 1 paddlers hold the bow of the boat. If the boat is drifting, other paddlers can hold the middle of the boat.
- load the boat in reverse seat order. The steersperson boards the dragon boat first and will assist with keeping the boat aligned to the shore. First paddlers in the boat are the ones seated farthest from the beach at the stern.
- do not step onto the gunwales, the deck, or the seats; paddlers will be more stable if they keep their weight low when moving toward the back of the boat.
- must rinse sand off feet before getting into any watercraft.

After Paddling...

- **Stand-Up Paddlers**

- should wrap leashes around their wrists when bringing boards and paddles to the yard so the leashes don't drag across the ground or sand. The SUPs are set on the grass or rubber mats. Boards and paddles are rinsed of any sand and debris.
- ensure SUPs enter the clubhouse as per the diagram posted next to the main doors. SUPs are returned to proper places on the storage rack; put leashes on the rudder fins.
- replace all equipment, including coiling any hose used.
- rinse feet outside, no sand in the shower and sinks.

- **OC6 paddlers**

- ensure that the OC6 approaches the beach stern first.
- work together to keep the OC6 aligned at the beach; steersperson exits canoe from the ama side and holds canoe's stern. Seat 5 exits immediately after the steers and controls the direction of the canoe. Seats 1 and 2 use draw or pry strokes to assist Seat 5.
- get the dolly once the canoe is secure against wind, waves, and boat wash; if necessary, rinse off sand on the dolly. Place dolly at water's edge behind stern end of canoe.
- have one person hold the ama so it is lifted off the water. Other paddlers help to lift the stern end of the canoe and move the canoe forward until the dolly is at the midpoint of the

canoe so the canoe is balanced. Once dolly is in the correct place, another person will help with the ama. Bail out any water and sand at the beach to minimize canoe weight and shifting.

- help to push the OC6; two people hold the ama and one other person steers.
 - assist with the coach boat, if required.
 - bring the OC6 up to the compound stern first. Place one end of the OC6 on a tire; one paddler keeps holding the ama or places it on another tire. Empty everything out of the canoe. If needed, bail out the excess water and use a sponge to take out any sand remaining in the bottom of the hull; hose down canoe, if necessary.
 - push the OC6 into the clubhouse; two paddlers on the ama, one at the bow, another at the stern, with others helping. Rest the stern in a cradle while 'iakos are secured to the ceiling ropes. Once ama is secured, lift the bow end of the canoe so that one person can move the dolly toward the door. This ensures that the canoe is secure and will not tip.
- **OC1 and OC2 paddlers**
 - ensure there is no water in the hull or ama before lifting an OC1, OC2, or V1 out of the water. The additional water weight increases stress on the fragile canoes.
 - bring canoes and paddles to the yard and set on rubber mats with rudder end resting on rudder supports. Rinse canoes, paying particular attention to any metal parts, rudders, seat cords, leashes, and 'iakos.
 - replace all equipment, including coiling any hose used.
 - rinse feet outside, no sand in the shower and sinks.
 - **V1 paddlers**
 - ensure there is no water in the hull or ama before lifting a V1 out of the water. The additional water weight increases stress on the fragile canoes.
 - bring canoes and paddles to the yard and set on rubber mats. Rinse canoes, paying particular attention to any metal parts, leashes, and 'iakos.
 - replace all equipment, including coiling any hose used.
 - rinse feet outside, no sand in the shower and sinks.
 - **Dragon Boat paddlers**
 - ensure the boat approaches the beach bow first; first paddlers to exit the boat will hold the bow. Paddlers will exit the boat starting from the bow seats.
 - help get the dolly and put it into the water until the dolly's handles reach water's edge. The dragon boat is then guided onto the dolly. All paddlers help to bring the boat out of the water and back to the clubhouse.
 - replace all equipment; steering oar and drummer's seat go back into the clubhouse (stored to the right of the stairs).
 - rinse their feet outside, keep sand out of the shower and sinks.

SUP Race and Touring Board Use Protocol

The club's SUP race and touring boards are lightweight, high-performance equipment that the club is fortunate to have. While carbon fibre is strong, it can be damaged easily so please be sure to exercise caution and be extremely careful while using this equipment.

SUP Race and Touring Board Use and Care

- The race boards may only be paired with one of the club's carbon fibre paddles or a personal full carbon fibre paddle to prevent or reduce damage that heavier paddles may inflict.
- A PFD with a whistle and a leash MUST always be worn when using the race or touring boards; there are no exceptions.
- SUPs should be carried with the rudder fin forward. Ensure that the leash is wrapped around your wrist during transport, so it does not drag on the ground.
- Watch that the board does not hit the rocks on the way down the stairs.
- After use, thoroughly rinse the board and paddle of any sand and debris before returning all equipment to its proper place.
- Any damage to the race boards must be either reported to a coach or written on the whiteboard.

Practices

Lotus members must meet the following criteria in order to use the club's stand-up paddling race and touring boards during practices;

- must be approved to use the board by a coach or Lotus certified SUP instructor.
- must show ability to safely bring the board down to the water.
- must be able to perform a deep-water remount.

Races

Lotus members must meet the following criteria in order to use the club's stand-up paddling race and touring boards during races;

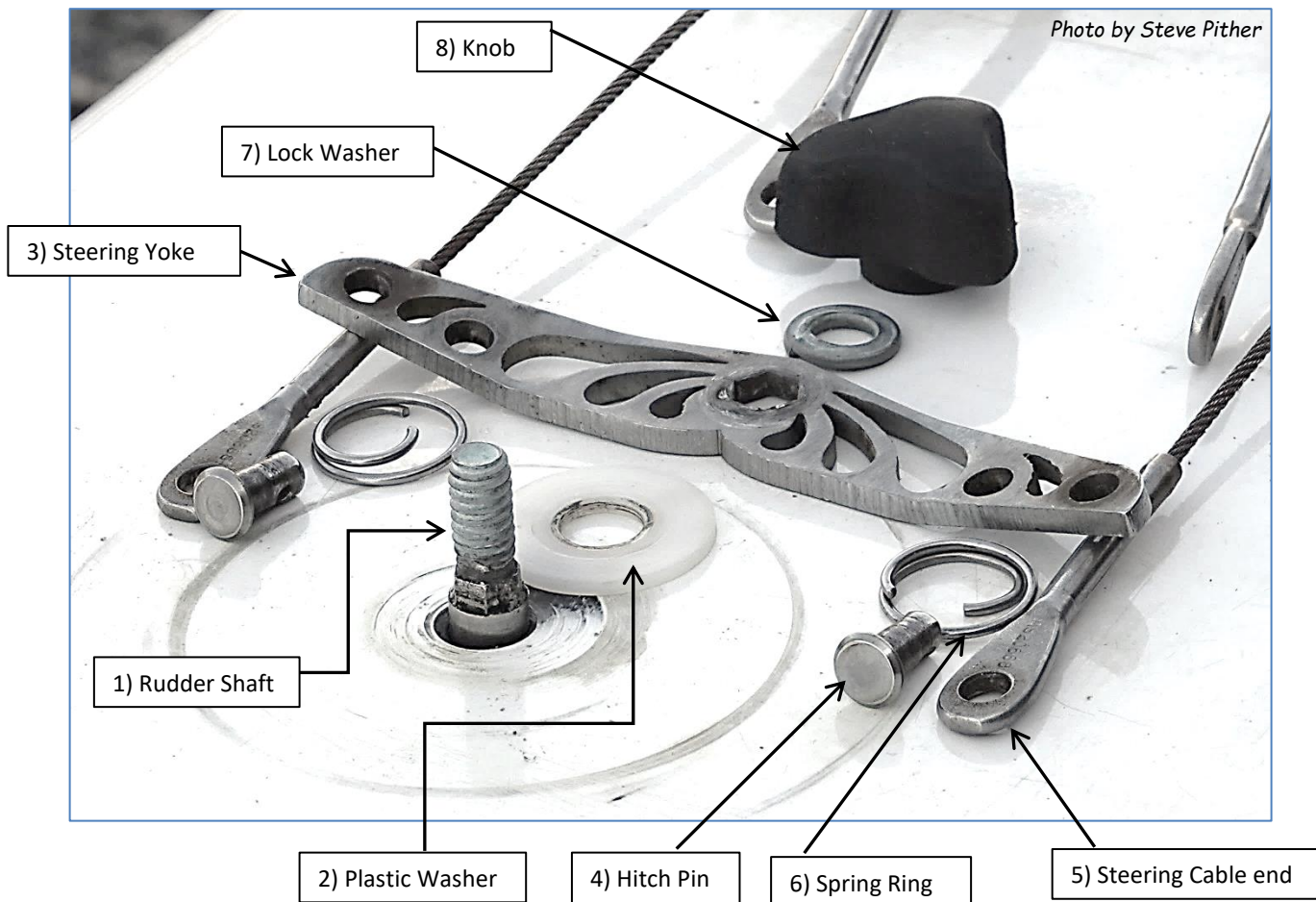
- must be approved to use the board for racing by a coach or Lotus certified SUP instructor.
- must be identified as being competent on the board and able to paddle it over a long distance without putting themselves or others at risk.
- must be able to perform a deep-water remount in higher wind and wave conditions.
- must be available to help load and unload race board onto the club's small canoe trailer for non-Lotus races.

OC1 and OC2 Rudder Assembly Procedure

Before you start

- a) This assembly must be done correctly to avoid damaging the canoe deck. The completed assembly must look exactly like Photo 2. If components are missing;
 - a. Remove the rudder and place it on the maintenance bench with the Plastic Washer, Lock Washer, and Knob assembled onto the rudder shaft.
 - b. Put a note on the whiteboard that the canoe is out of service.
- b) Check that you have all the components required (see Photo 1).
- c) Support the canoe on a stand.

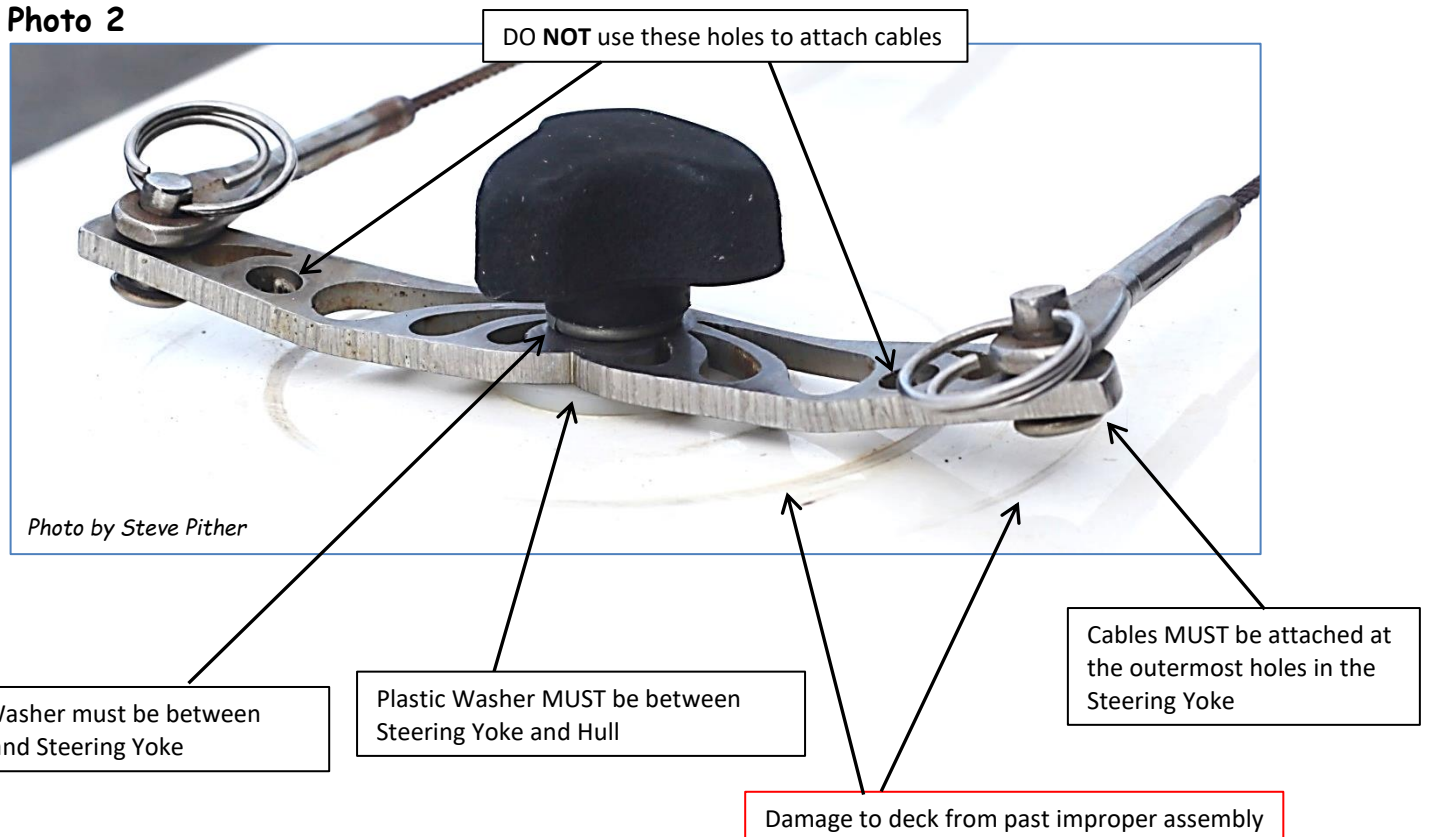
Photo 1



Steering Assembly

- a) **Position the Steering Yoke so the ends are pointing upward and with it oriented as shown in Photo 2, insert the Hitch Pin into the underside of the Steering Yoke at the outer most hole. Use of these holes is critical to avoid canoe damage.**
- b) Place the Steering Cable end over the hitch pin.
- c) Feed the inside-end of the Spring Ring wire into the hitch pin hole. Continue to feed the spring ring through the hole until the entire length of the wire has passed.
- d) Repeat above Steering Assembly steps a) to c) for the second steering cable.
- e) Insert rudder shaft into hull. Position rudder to align with the canoe's longitudinal axis.
- f) **Place the Plastic Washer onto the rudder shaft where it protrudes through the hull. This is critical to avoid canoe damage.**
- g) Place the Steering Yoke onto the Rudder Shaft. A hexagonal hole in the Steering Yoke will fit onto the hexagonal portion of the Rudder Shaft. The Steering Yoke will be at a right angle to the longitudinal axis of the canoe with the Rudder Shaft positioned per e).
- h) Place the Lock Washer onto the Rudder Shaft.
- i) Screw the Knob onto the Rudder Shaft. Tighten until a sharp increase in tension is felt. Do not over tighten. Check that the assembly looks the same as the photo below.

Photo 2

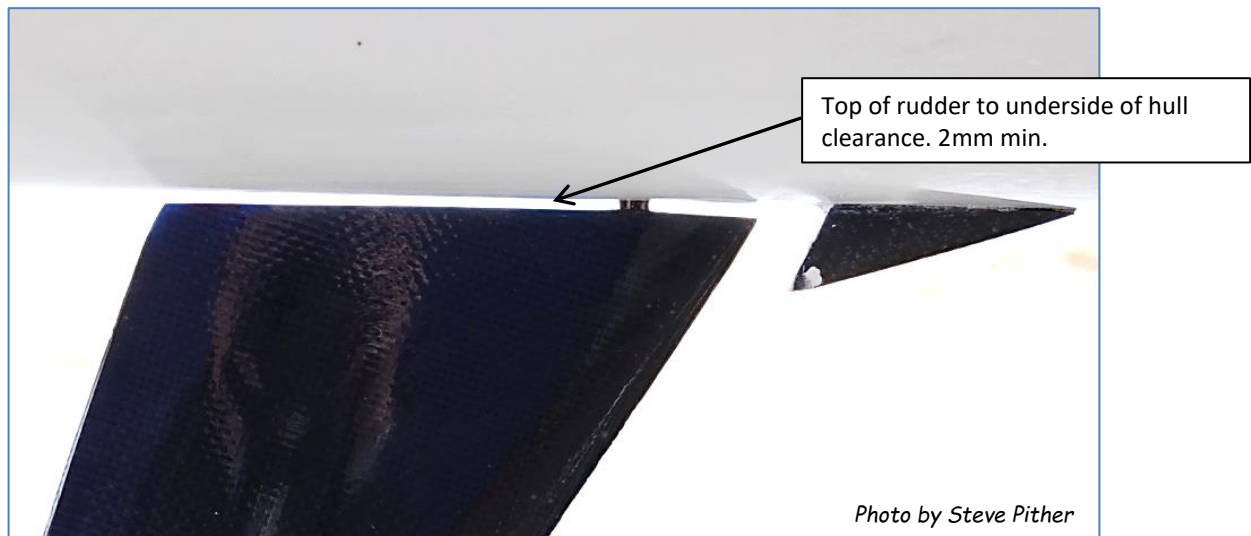


Completed Steering Assembly

- a) Check the clearance of the rudder to the underside of the hull. There should be a minimum of 2 mm clearance (see Photo 3).

Note: If the rudder has been run into a rock or something the Rudder Shaft may be bent. In this case, the rudder may rub on the hull and cause damage. Severe impact may bend the shaft, force the back edge of the rudder into the hull causing a hole and crack the hull around the shaft causing a leak. Please make a special effort to avoid underwater obstacles. Proper entry to and exit from the canoe is in knee deep water with the rudder pointed away from shore.

Photo 3



Power Boat Usage

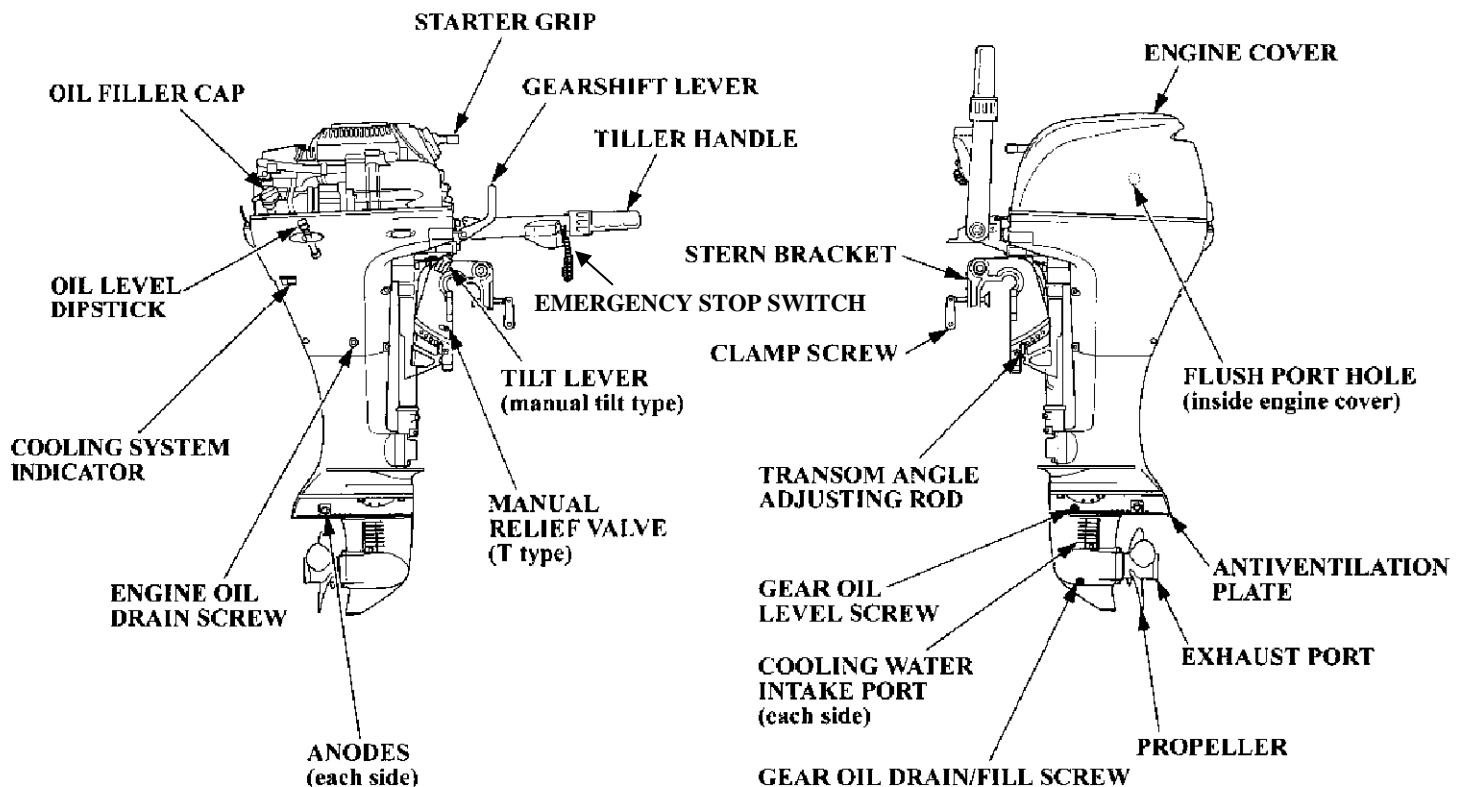
Everyone should be aware of the potential for serious injury or damage to the power boat if it is not used in a safe manner. All power boat users must possess a Pleasure Craft Operator Card (PCOC) certification. The following applies to the use of the Lotus power boat;

Driving:

We drive our boat near canoes being paddled or to people in the water, so it is imperative that the following are observed;

- Ensure that you have been given proper instruction in operating the motorboat. There are specific things which must be done to prevent damage to our club's safety boat.
- Do not drive at excessive speeds.
- A PFD must be always worn by the driver and all passengers.
- Always be aware of the conditions such as waves, obstacles, other boats, and people.
- Do not drive too close to other boats.
- Ensure that you have enough gas prior to leaving the beach.
- Attach the kill cord (plastic coil attached to emergency stop switch clip) 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.

Honda Outboard Motor Components:



Power Boat Operation:

- Please see Honda Owner's Manual for specific operating and safety instructions
- Turn the portable fuel tank vent knob counterclockwise to the open position.
- Connect the fuel hose to the tank; be sure the connectors snap securely into place.
- Hold the fuel priming bulb with the outlet (motor) end higher than the inlet (fuel tank) end. Squeeze the bulb several times until it feels firm.
- Put the emergency stop switch clip in the emergency stop switch and **attach the lanyard securely to your PFD.**
- Check the position of the gearshift lever. It must be in the N (neutral) position to start; the engine will not start in the F (forward) or R (reverse) position.
- To start a cold engine, pull the choke knob to the ON position. Choke is not needed to restart a warm engine.
- Turn the throttle grip to align the pointer with the START position to start the engine.
- Pull the starter grip lightly until you feel resistance, then pull briskly. Return the starter grip gently.
- Gradually push the choke knob to the OFF position as the engine warms up.
- Before getting underway, allow the engine to warm-up sufficiently to ensure good performance.

After Power Boat Use:

- After each use in salt water, thoroughly clean and flush the outboard motor with fresh water.
- Disengage the emergency stop switch clip from the emergency stop switch, and pull the starter grip several times to expel any water remaining in the water pump.
- Position the large plastic container under the motor. Tilt down the outboard motor so that the prop is in the container. Fill container with water until the water level is at least 2 inches (5 cm) above the antivibration plate.
- Disconnect the fuel line at the motor.
- Restart engine and run in the N (neutral) position at low speed. Ensure that a steady stream of water is jetting out of the cooling water check port (see diagram above).
- Run the engine until it stalls due to lack of fuel in the line.
- Tilt up the motor and move the tilt lock lever to the LOCK position.
- Clean the boat out.
- Always disconnect the fuel hose when transporting or storing the motor.

Racing

- Outrigger race schedules are published at the beginning of the year after CORA holds its AGM. The Lotus Sports Club applies to CORA for sanctioning of Lotus outrigger races. Dragon boat race schedules will be posted by the coaches of the program.
- At the beginning of the year, paddlers and/or coaches are to identify significant races. Sign-up sheets are posted. Paddlers are to “sign up” to indicate their interest in participating in specific races in the *Lotus Race Binder* (located on table in main room of the clubhouse). This sign up is so that you can be considered for team assignment. Be aware that when you sign up in the Race Binder, you are making a commitment to race and to the team’s responsibilities.
- Arrangements for transportation of the outriggers will be made from these sign-up lists. Since canoe transportation may involve a considerable amount of organizing between several clubs and there is limited trailer space, it is imperative that these lists are accurate. If you sign up late, there may not be a team or canoe available.
- Many outrigger canoes are reserved for home and away races; please confirm with your coach if outrigger canoes will be available at the clubhouse if you are not racing. Events that are sanctioned by the club take precedence over any regular practices.
- Paddlers are to contribute to being a member “in good standing” and uphold the Code of Ethics.
- All paddlers are to contribute to positive teamwork and safety for the crew and equipment.
- There is an expectation that all members will help in some way with Club events.

Requirements

Paddlers must have the following current to participate in races:

- CORA insurance
- Lotus Sport Club Membership and Waiver
- Huli certification (OC1/OC6)
- OC1/OC2 certification (if racing OC1s or OC2s)

Forming Canoe Crews

- Teams are encouraged to decide amongst themselves who will be on their team, race category, and team name.
- Ensure that you register your team early and pay for registration costs promptly.
- Ensure that you coordinate/confirm a canoe for your team’s race.
- Teams can determine their own plan regarding race preparation. This may mean that they will separate from the overall group canoes if they do have a practice at the same time.
- During scheduled group practice times, teams are discouraged from grabbing whoever they want from the remaining practice group if they are short a paddler or 2 for one of their outings. This is because grabbing a 6th person for their canoe might leave 4 people on the beach, rather than the 5 people required to get an OC6 on the water and thereby everyone into a canoe.

- If there are too many interested paddlers for the number of other teams, (i.e. teams that had not already formed), the coach would step in to ask if someone was willing to bow out. If enough do not bow out, the coach will set the teams based on attendance.
- All teams are responsible for organizing and registering themselves. Coaches are available to *advise* if asked.
- Teams are to update their respective coach as to their race plans.

Lotus Hosted Races

When we are the host club, it is very important that we represent our club well. These races raise funds for the club and keep membership fees reasonable. Since this is a benefit to everyone in the club, there is an expectation that all members will help in some way with club events.

- Commitment to the team, arrive at the designated time.
- Assist as much as possible to help before (race & canoes set up), during, and after (clean up) the race.
- A job list will be posted prior to race day; sign up for a job. Help includes;
 - Racecourse set up
 - Equipment preparation and transport
 - Registration of teams
 - Marshalling of canoes and teams at the beach
 - Timing
 - Recording
 - Organizing or working concession or barbeque
 - Operating safety boats
 - Putting equipment away after the race ends.

Away Races

It is usual practice that we bring our own canoes or SUPs 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.
- In away races, canoes may need to be transported to the race venue. Your commitment includes loading and tying down canoes prior to the race, packing equipment items (i.e. PFDs, bailers, rigging kit), unloading canoes at the race venue, rigging canoes, loading canoes, and tying down canoes after a race, packing equipment used, unloading at Lotus, and re-rigging canoes back at the clubhouse.
- Club outrigger canoes and SUPs can only be transported on an approved trailer; the trailer can only be towed by club approved drivers. The OC6 trailer has electronic brakes and requires appropriate wiring on the tow vehicle.
- After the last practice before the race or at another designated time, unrig your canoe and load it onto the trailer. Assist with securing the canoes and SUPs. Pack PFDs, bailers, safety bag, and rigging equipment for your canoe.
- Be aware of additional personal costs such as accommodation.
- Share in additional team costs such as race fee(s), canoe towing, gas, ferry costs.
- All members are to conduct themselves in a way that positively represents Lotus.

If you cannot fulfil these expectations, then you should not be racing.

Lotus Boats and Canoes:

Outrigger Canoes

ID	CORA Race #	OC6 Make and Model	Deck	Hull	Name	Weight
C13	C13	Calmar - Canadian Class Racer	Teal	White	Belcarra	394
C14	C14	Calmar - Canadian Class Racer	Teal	White	Burrard	389
C15	C15	Calmar - Canadian Class Racer	Teal	White	M.K. Wong	380
C16	C16	Calmar - Canadian Class Racer	Teal	White	Buntzen	396
C17	C17	Calmar - Canadian Class Racer	Teal	White	Bedwell Bay	434
	704	Hawaiian Class Racer	Teal	White		388
G10	69 or 455	Outrigger Connection - Mirage	White	White		385

5 Huki OC1s (blue low seat, green low seat, yellow low seat, purple high seat, red high seat)
2 Mako V1s (grey with orange ama)
4 Huki OC2s (purple low seat, red high seat, yellow high seat, green high seat)
3 Tiger OC2s (purple, yellow, teal)
1 Seahorse OC1
1 Viper OC1

Dragon Boat

BuK Dragon Boat

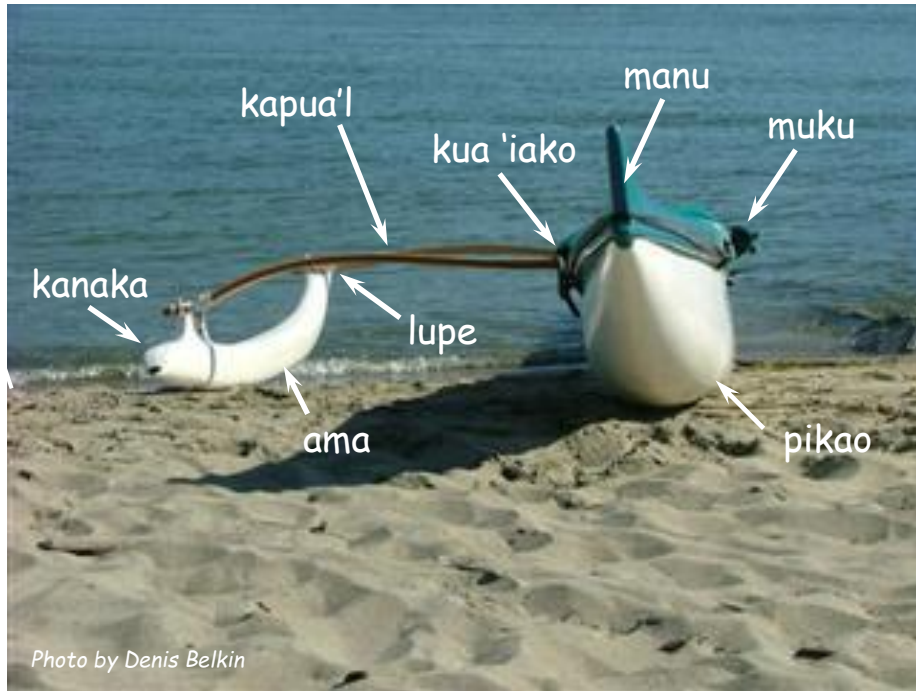
SUPs

6 Starboard SUPs (white)
2 Starboard touring SUPs (white)
1 NSO racing SUP (blue)

Motorboat

Aquapro inflatable with Honda outboard

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)

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

mo'o (gunwale)

muku (ends of 'iako)

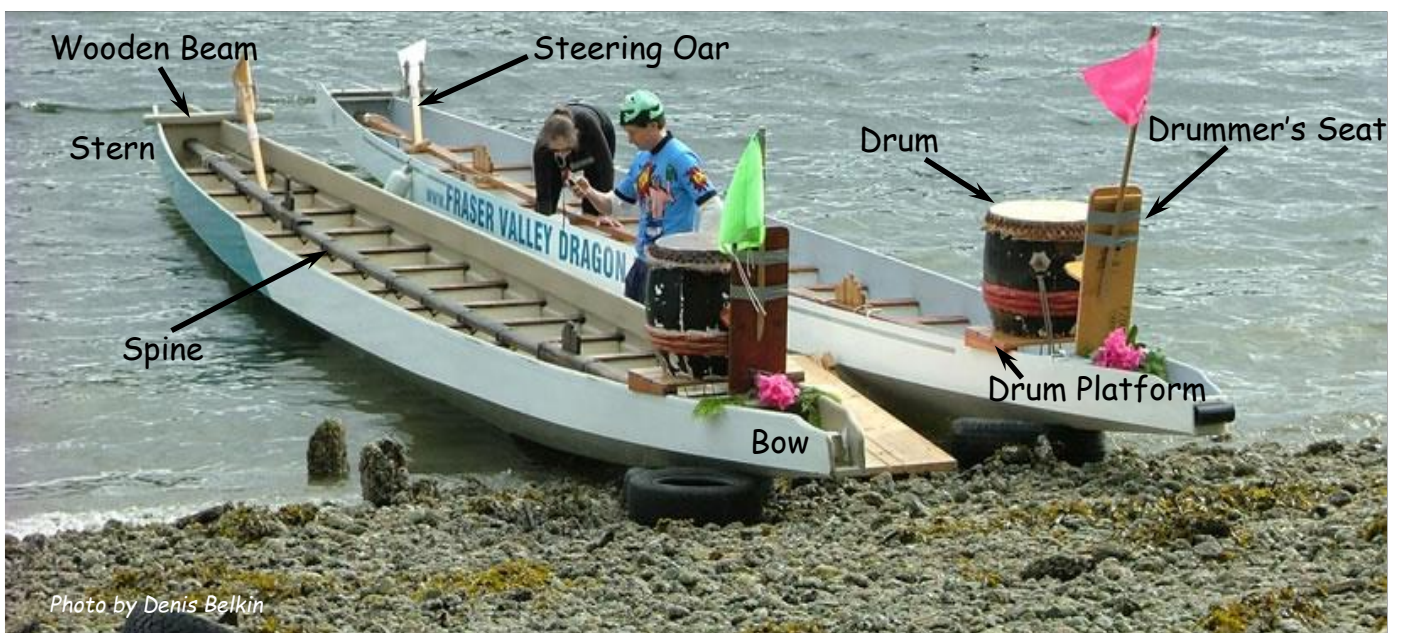
pa'u (storm covers, spray skirts)

pikao (hull)

wae (spreaders)

va'a (canoe)

Dragon Canoe Terminology:



Outrigger and Dragon Canoe Phrases and Commands:

Gunwale or gunnel

Upper edge of the side of the canoe

Huli

Canoe capsize

“Paddles Up”

Sit up 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 canoe up (outrigger paddlers should ensure that they turn their blades so the power face is toward the front of the canoe)

“Hold the Canoe” or “Hold Water”

Bury paddle blade in the water to bring the canoe 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 canoe

“Pry”

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

“Timing”

Called when the paddlers' strokes are out of synch. All paddles in the canoe should fully bury in the water at the same time, move through the water together and exit together

“Brace the Canoe”

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

“Hike, Hut, Hoe” or “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. Some teams prefer using “hut hoe” instead of three strokes before changing sides

Stroke(s)

The paddler(s) in the front of the canoe who set the pace and timing for the entire canoe

Stand Up Paddleboarding Terminology:



OC6 Crew Responsibilities

Seat 1, the Stroke, sets the rhythm and rate for the crew. The stroke can sense how the canoe is moving, how paddlers are working together, and how the canoe is responding to the waves and water conditions. The stroke should be able to vary the rate and adjust 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 canoe and the canoe's response to the water. It is the Stroke's responsibility to find the optimal rate and rhythm for the canoe. 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 canoe 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 canoe 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 canoe 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 canoe stability. Seat 2 helps line up the canoe 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 canoe, Seat 3 is responsible for providing power to the canoe. 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 canoe 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 canoe 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 and may have many of the same characteristics and responsibilities as Seat 3. Seat 4 will echo messages and changes to the crew and may take over calling changes if Seat 3 is taking a drink or otherwise needing a break from calling. 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 canoe and bails when necessary (after letting crew know).

Seat 5 is a very important and often underrated position in the canoe. Seat 5 should have knowledge of the way a canoe reacts in different water conditions and should have experience with steering. Seat 5 works closely with the steersperson to protect the canoe and crew; in big water, Seat 5 may be assisting 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 canoe. If there is excess water in the canoe (if it is collecting around Seat 5's feet then there is 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 canoe and crew. The steersperson is responsible for checking the rigging of the canoe in relation to water conditions, experience and skill of the crew, and the type of race. It is the steersperson's responsibility to know the racecourse, check the tide chart and weather conditions, and to examine the racecourse 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 canoe 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 canoe with the marker; in turns, in aligning with other canoes and protecting the canoe 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.

OC6 Huli Recovery Technique *(Adapted from KOA)*



An important part of the Lotus Safety Protocols is that an OC6 crew must be able to self-rescue in the event of capsizing. If and when there is a huli (capsize), follow these steps and the crew should be back hoeing (paddling) again shortly.

1) Taking into consideration that the crew probably hasn't gone out in very big waves (over 2 meters high), in 37 kph winds, and the pikaos (hull 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 there is 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 2 and 4 swim to ama and prepare to do a scissor kick and push ama into air as quickly and as high as possible.



4) Get your Seats 3 and 5 to climb onto the 'iakos and then crawl over the hull to put their feet on the outer edges of the 'iakos (mukus). Have them stand on the mukus while reaching over the hull, grabbing onto the 'iakos and lifting (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, the amount of water that fills the canoe can be minimized. Have one person get into the canoe 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 canoe, 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 the gunwales aren't awash, it is possible to bail out the canoe. When enough water is out of the canoe, another person can get in Seat 5 to bail. Keep someone on the ama so it doesn't go over again.

8) While this is going on, the extra people can help bail from the ama side of the canoe, and the person holding the paddles can start putting two each into Seats 2, 4, and 6.

9) When enough water has been removed from the canoe, the remaining paddlers can start getting back into the canoe and get back to paddling.

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 canoe. 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 canoe 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.

OC1 Huli Recovery Technique (when wearing a full PFD)

On an OC1, the huli recovery is different from an OC6 because you may not have anyone with you, and this makes it extremely important to execute the recovery in a calm and efficient manner so you can get back into the canoe. Getting back into an OC1 can be more challenging when you are wearing a full PFD because the thick foam layers in the front of the PFD will keep you from getting right against the canoe.

- 1) Take a moment to orient yourself, bring your breathing level down and keep hold of your paddle. Look around for personal belongings in the water. **DO NOT** remove your leash to swim after your paddle or your seat - remain with your canoe.



Screenshots from gingersnaps1969 video

- 2) Put the handle of your paddle under the rubber straps behind the seat and align your paddle with the side of the canoe. Swim around the canoe to the non-ama side or go under the canoe (try to avoid fully submersing your head as this can disorient you and further drop your body temperature).
- 3) Reach over the bottom of the canoe and grab hold of the opposite gunwale and/or the 'iako. Lean back and pull the 'iako over your head so the canoe flips back over. Be gentle and avoid slamming the ama down.
- 4) Position yourself between the ama and the canoe so that you are facing the bow of the canoe and have the rear 'iako right behind you. Place your right hand on either gunwale and your left hand on the back 'iako, midway between the ama and canoe.
- 5) Kick while you are pushing up with your arms and throw your right leg up onto the canoe. Use this leg and your arms to push your hips up onto the canoe then into a sitting position. Leave your left leg in the water to weight the ama side.
- 6) Remove your leash, pull it from under the canoe and quickly secure it back to your leg. Release your paddle from the strapping.

SUP Water Recovery

Information and pictures from an article published by supconnect.com:

“How to get back on your paddle board after falling” Written by Sean Pointer (June 24, 2015)



Position yourself at the centre of the board.
This is usually where the handle is located.



Hold the paddle in your non-dominant
hand.



Pull yourself onto the board. You can grab
the opposite side rail or the handle to assist
in offsetting your weight while climbing up.



Come to a sitting position.



Set your paddle across the board slightly in front of the centre for the board.



Shift your weight forward unto your hands and plant the soles of your feet down around the centre of the board (Where the handle is). Slowly rise.



Put your paddle in the water for balance.

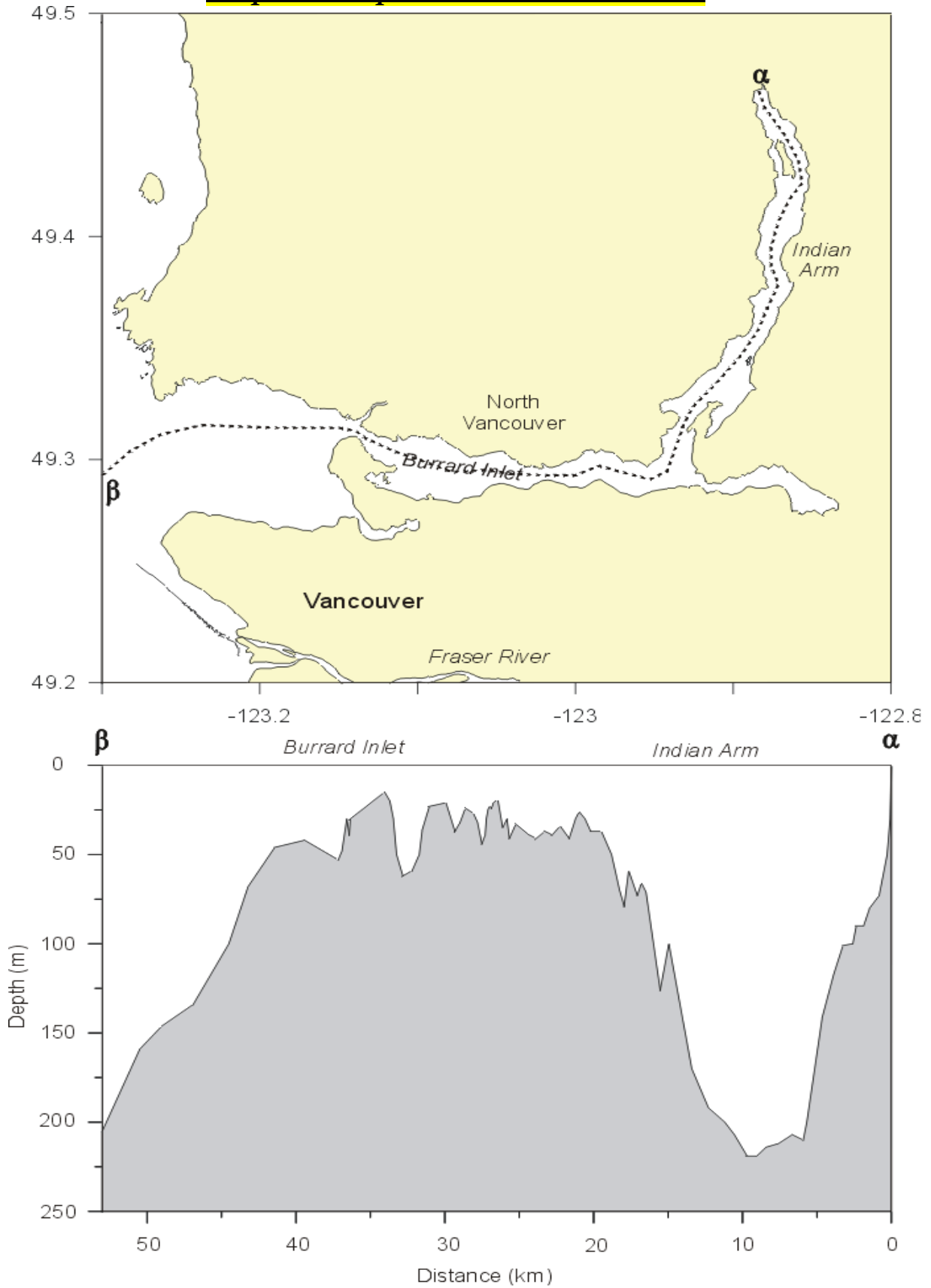
Dragon Boat Capsize or Swamping Recovery Technique

(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 him/her, 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.

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)

Board of Directors Responsibilities

The membership of the Lotus Sports Club elects a volunteer Board of Directors at the Annual General Meeting held in October of each year. The responsibilities of the Board include everyday club business, race organization, purchase of new equipment, organization of repair and maintenance of existing equipment, safety, management of club funds, positive promotion of the sport, community involvement, liaising with the City of Burnaby and Canadian Outrigger Racing Association, and enforcement of club policy.

The following two positions are filled automatically;

President - presides at all meetings and oversees the overall operations of the club. The past year's Vice-president will become this year's President.

Past-President - provides continuity to the Board of Directors and works with the President on matters carried over from the previous year. The last year's President will become the Past-President.

The following is a list of current Officers and a description of their responsibilities:

Vice-President - carries out the duties of the President in his/her absence. The vice-president will assume the position of president in the following year. This person will be able to work with the executive, become familiar with ongoing projects and directives, and learn the role of the president to move into this position.

Treasurer - keeps the financial records of the club, including accounts and banking transactions. The treasurer provides financial statements as required.

Membership - collects membership forms and money, provides the Board of Directors and coaches with regularly updated membership information.

Secretary - keeps and distributes minutes of directors' meetings, deals with club correspondence.

Outrigger Program - oversees outrigger programs, club outrigger races and events, and liaises with other clubs and/or the public on outrigger matters.

Youth Program - oversees the youth dragon boat and outrigger programs.

SUP Program - oversees the SUP program, promotion and scheduling, and certification of SUP paddlers and instructors.

Maintenance - has the responsibility for organizing and arranging for maintenance of the clubhouse and club equipment.

Safety - oversees that safety of paddlers at the Lotus Sports Club.

Social Media – maintains and updates Lotus social media accounts.

The Lotus Board of Directors 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.

Consider being part of the Board of Directors. The directors are volunteers who represent the paddlers of the Lotus Sports Club. It is a great way to be involved in your club and community.

2025 Lotus Board of Directors

Name	Director	Officer
Steve Pither	Director	Past-President and Maintenance Office
Tony Vukasovic	Director and Chair	President
Caroline Dagg	Director	Vice-President and Outrigger Program Officer
Marcus Milde	Director	Treasurer
Grace Morissette	Director	Secretary
Ken Yang	Director	Membership Officer
Tara Loo	Director	Social Media Officer
Doug Mancell	Director	SUP Program Officer
Greg Bodin	Director	Safety Officer
Tyler Lee	Director	Youth Program Officer
Ayden Mikita	Director	Youth Program Officer
Karen Lowe	Director	
Daniel Chan	Ex Officio	Safety Officer (infectious disease specialist)

All positions are a one-year term except for President and Vice-President. In the upcoming year the President will move to the position of Past-President and the Vice- President becomes the President.

Lotus Sports Club Paddling Programs

Outrigger Canoe

Youth outrigger program

Monday/Wednesday/Saturday outrigger practices

Tuesday/Thursday/Sunday outrigger practices

Dragon Boat

Junior dragon boat program

Stand Up Paddleboard (SUP)

Recreational SUP

Youth SUP

Practice Schedule

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9:00							MWSat Outrigger Program
10:00	TuThSun Outrigger Program						SUP Program
11:00	SUP Program						
12:00	Junior Outrigger Program						
13:30							
16:30			Junior Dragon Boat and Outrigger Program				
18:00		MWSat Outrigger Program SUP Program	TuThSun Outrigger Program SUP Program	MWSat Outrigger Program SUP Program	TuThSun Outrigger Program SUP Program		

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

Membership Information

Membership in a non-profit is not a right; it is a privilege. It is an expectation that all members of the Lotus Sports Club 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 BC non-profit society and permissive tax-exempt leaseholder with the City of Burnaby. 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 Membership Director or to the club President.

Membership expires on a yearly basis on March 31; all members must complete annual waiver and membership application forms as well as obtain Canadian Outrigger Racing Association annual individual membership. Application for membership in the Society is based on acceptance by the Directors and payment of the accompanying membership dues. The Directors may, in their sole discretion, accept or refuse an application for membership.

2025 Membership Fees (due April 1 or upon joining club)

Junior Dragon Boat

\$70 (dragon canoe paddler's insurance included)

Stand-Up Paddling

\$140 for the season + annual CORA outrigger paddler's insurance fee of \$30

Full Membership (includes Outrigger, SUP and Dragon Boat)

Adult \$ 370 + annual CORA insurance fee of \$30

Full-Time Student \$ 180 + annual CORA insurance fee of \$30

Family \$ 550 + annual CORA insurance for each family member

Junior (born after 2005) \$ 110 + annual CORA insurance fee of \$5

Third Party Liability Insurance

The Canadian Outrigger Racing Association (CORA) is the governing body for outrigger paddlers. CORA provides insurance for the club and for individual paddlers; current CORA individual membership is mandatory for anyone paddling in outrigger canoes or SUPs with the Lotus Sports Club. CORA membership is due on January 1 and must be completed online.

New Members

The Lotus Sports Club encourages people all ages and abilities to come out and try paddling at a scheduled practice. The **club** offers a flexible "Drop-In Fee" arrangement which allows non-members to paddle without paying the full annual membership.

Drop-in paddlers can come out to three practices at \$10/session. After the third session, the drop-in fee will be \$25/session plus paddlers will need to register online for annual CORA insurance of \$30.

Lotus Code of Conduct (CoC)

The Lotus Code of Conduct applies to all Lotus Sports Club (Lotus) members and their conduct during all Lotus activities. The Lotus Sports Club is a non-profit society which runs entirely on the contributions of its non-paid volunteers. Participation in the club's programs is subject to the observance of the principles laid out in this Members Code of Conduct and compliance with all applicable by-laws, rules and regulations, resolutions, and policies of the Lotus Sports Club. Any member who violates this Code of Conduct is subject to discipline, up to and including removal from the club's programs.

Commitment to the CoC is confirmed annually during payment of membership dues.

This Code of Conduct shall be applicable in the context of:

- all activities associated with Lotus, whether on or off site, at home or abroad, including during the use of private equipment that resides at Lotus.

Lotus members shall uphold:

- Good sportsmanship; striving to be humble in victory and gracious in defeat; fair, considerate and honest;
- Good relations between Lotus members, crews, and other organizations;
- Respecting the rights, dignity, and worth of all event participants, race officials, event officials, and event staff;
- Compliance with the Lotus and CORA safety manuals and race rules;
- Deference to other users of Barnet Marine Park while transporting boats; and
- Compliance with nautical regulations and instructions from the Vancouver Harbour Master, Canadian Coast Guard, and other authorities.
- The confidentiality of all records and other confidential information of the Lotus Sports Club.

There is no tolerance for:

- Discrimination based on characteristics such as race, creed, color, national origin, gender, or sexual orientation;
- Verbal, physical, or visual harassment of anyone, including another participant, program organizer, or volunteer;
- Participation in Lotus activities under the influence of intoxicants or illegal drugs;
- Abusive language towards a board member, volunteer, or another participant;
- Bringing onto Lotus' property dangerous or unauthorized materials such as explosives, firearms, weapons, or other similar items;
- Discourtesy or rudeness to a fellow participant, program organizer, or volunteer;
- Actual or threatened violence toward any individual or group;
- Conduct endangering the life, safety, health, or well-being of others;
- Failure to follow any club policy or procedure;
- Bullying or taking unfair advantage of any participant;
- Failing to cooperate with a program coordinator;

- Public criticism of anyone, including fellow members, volunteers, directors, or others participating with the Lotus Sports Club.

Code of Conduct for Directors and Officers

This Code of Conduct applies to all Directors and Officers of the Lotus Sports Club for any activity undertaken in association with or reference to Lotus Sports Club, by name or otherwise, whether or not the Lotus Board of Directors (BOD) has knowledge of this activity.

All Directors are duty bound to adhere to;

Club Values

- 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.
- 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.
- It is an expectation that all members of the Lotus Sports Club act in the best interest of the club and its members. Members are expected to demonstrate personal responsibility and behave with safety in mind.
- Everyone is to be treated with dignity and respect. All forms of harassment and discrimination are prohibited.
- Honesty, fairness, and good sportsmanship

Lotus Sports Club Social Media Policy

- The Lotus Sports Club understands that some members participate in social networking sites (e.g. Instagram, Facebook, MySpace, X/Twitter, YouTube, LinkedIn) and create and maintain personal websites, including blogs. Lotus respects members' online social networking and personal Internet use and encourages use of social media tools to expand awareness and advancement of the Lotus Sports Club.
- Lotus has adopted the following MEMBERSHIP GUIDELINES:
 - Non-administrative members cannot post content on behalf of Lotus, or represent Lotus on social media without expressed consent from Lotus' Board of Directors
 - Members are encouraged to tag, share, and promote content from Lotus' social media pages
 - Members should not use Lotus social media to degrade, insult, or attack another person on social media.
 - Do not post content that would harm Lotus' reputation
 - Encourage others to engage in positive interactions on social media
 - If you are concerned about any other members use of social media which directly relates to Lotus, raise your concerns to Lotus' Board of Directors
 - Do not post personally identifiable information about other members

Communication rules

- Only those people designated by the BOD are authorized to represent Lotus through communications with;
 - the City of Burnaby and any of its departments
 - CN / CP
 - Harbour Master
 - CORA and other outside parties
 - Minors and/or their parents/guardians

Maintenance of Confidentiality & Privacy

- The information collected on membership forms must 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 BC non-profit society and permissive tax-exempt leaseholder with the City of Burnaby.
- Personal information must only be used with the consent of the member or as required or permitted by law.
- maintain the confidentiality of all information and records pertaining to minors.

Safety

- Make safety a priority and report any safety concerns or incidents to the Safety Officer and/or other appropriate club members as soon as possible. Complete the Incident Report form, if appropriate.

Avoidance of Conflict of Interest

- A Director who has a direct or indirect material interest in: a contract or transaction, or proposed contract or transaction, of the Society; or a matter that is or is to be the subject of consideration by the Directors, if that interest could result in the creation of a duty or interest that materially conflicts with that Director's duty or interest as a Director of the Society, must disclose fully and promptly the nature and extent of such interest to each of the other Directors and must otherwise comply with the Societies Act and any policies adopted by the Board from time to time.
- Directors are required to read and agree to Lotus Sports Club – Societies Act Bylaws (2018) – Part 7

Legal Compliance

- In addition to civil and criminal law, Lotus is also governed by the Lotus Sports Club – Societies Act Bylaws (2018) and the Societies Act. All BOD members shall adhere to these requirements.
- If in doubt, bring the issue to a BOD meeting.

Personal Equipment

There is very limited canoe storage space in the clubhouse. Individuals who have been a member in good standing for at least three consecutive years, are 21 years of age or older, and have demonstrated personal responsibility, can make application to the board for a spot to store a personal canoe. A single membership will be limited to two watercrafts, based on board

approval, unless storage space becomes even more limited. A family membership will be limited to three watercrafts, based on board approval, unless storage space becomes even more limited. The Lotus Hull and Machinery insurance policy covers club equipment listed on the club's insurance inventory; personal property is not covered by the club, so members are responsible for insurance for any personal items.

Volunteering

Lotus is a non-profit organization powered by its people. The three races that are the club's main source of funding are only possible through the participation of Lotus volunteers. Every member needs to pitch in and do their part to have the club run as well as it should; sharing in the work makes it easier for all.

When a member isn't an active volunteer or participant in Lotus programs and events, he/she is not fulfilling the expectation that members contribute to the club. Any member who is not actively volunteering could be issued a letter prior to membership renewal.

Dispute Resolution Process

Club members who have questions or concerns may contact any director.

The dispute escalation process is as follows;

Step 1 – member contacts the appropriate director or the club vice-president or President.

Step 2 – the director will try to resolve the issue and will inform the Board of Directors.

Step 3 – Lotus Board of Directors will review what has happened.

Termination of Membership

As per the Lotus Sports Club 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 or Code of Conduct issues of concern, or exhibit behaviour that jeopardizes the safety and reputation of Lotus Sports Club and its membership.



Accident Report Form (p.2)

CHARGE PERSON INFORMATION

LAST NAME:	FIRST NAME:
STREET ADDRESS:	CITY:
POSTAL CODE:	PHONE: ()
E-MAIL:	AGE:
ROLE (Coach, assistant, parent, official, bystander, therapist):	

WITNESS INFORMATION (someone who observed the incident and the response, not the charge person)

LAST NAME:	FIRST NAME:
STREET ADDRESS:	CITY:
POSTAL CODE:	PHONE: ()
E-MAIL:	AGE:

OTHER COMMENTS OR REMARKS

FORM COMPLETED BY:

PRINT NAME
SIGNATURE