

Lotus Sports Club Handbook



March, 2019 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.

Table of Contents

| | |
|--|----|
| Lotus Sports Club History | 4 |
| History of Outrigger Canoeing | 5 |
| History of Dragon Boat Racing | 5 |
| History of Stand Up Paddleboarding | 6 |
| Paddling Guidelines | 7 |
| Safety | 9 |
| Small Boats Safety Guidelines | 9 |
| Equipment Use and Care | 11 |
| Power Boat Usage | 19 |
| Racing | 21 |
| Outrigger Terminology | 23 |
| Dragon Boat Terminology | 23 |
| Outrigger and Dragon Boat Phrases and Commands | 24 |
| Stand Up Paddleboard Terminology | 25 |
| Outrigger Crew Responsibilities | 26 |
| Outrigger Huli Recovery Technique | 28 |
| Stand Up Paddleboard Water Recovery | 28 |
| Dragon Boat Capsize and Recovery Technique | 32 |
| Marine Chart of Indian Arm | 33 |
| Map and Depth Chart of Indian Arm | 34 |
| 2019 Board of Directors | 35 |
| 2019 Practice Schedule | 36 |
| Membership Information | 36 |
| Contacts | 37 |

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, outrigger canoes and stand up paddleboards. 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 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 to compete 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 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.

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 in the program. These junior teams have done very well in both local and international meets and have many championships to their credit. The Lotus junior teams have competed annually in Vancouver's Dragon Boat Festival and also at many local and international outrigger races, including competitions in the Pacific Northwest and Hawaii.

The most recently formed Lotus program, the Stand Up Paddleboarding 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 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 many countries throughout the world.

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 Iron Race 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 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 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, but 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.

The History of Stand Up Paddleboarding

Stand Up paddling has existed in some form or other as far back as when ancient people used boards, canoes or any other watercraft with which they would use a long stick to propel themselves through the water.

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 in the surf.

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 the 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. In addition, Lotus added group and private lessons, gift card options, hosted practices, and is currently in discussion regarding racing development.

Stand Up Paddle boarding has been named one of the fastest growing sports world wide.

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

Paddling Rules

The following guidelines apply to Outriggers, Dragon boats and Stand Up paddleboards.

Non-Winter Paddling

From April 1 to the end of September, Non-Winter Paddling Rules are in effect. These rules are as follows:

- PFDs must be worn properly while using the OC1 and OC2, unless you are with a coach boat; in this case, a PFD must be carried on the OC1 or OC2 or in the coach boat.
- Full PFD's must be worn properly by everyone using a dragon boat
- PFD's must either be worn by each SUP paddler or must carry PFD **plus** throw bag
- Each OC6 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 who are uncomfortable in deep water wear a full 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.
- In the board in the clubhouse, paddlers must write details stating who is going out, boats used, departure time, estimated return time, 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 OC1 or OC2 outside of a regular scheduled practice; in the case of an OC2, both people must be certified for use outside of practice. See "Small Boats Safety Guidelines" beginning on page 9 for certification requirements.
- You must wear appropriate clothing and have a change of clothes. Appropriate clothing is clothing that is suitable to the weather and water conditions. Be prepared and dress as if you will have to be in the water and swim.
- 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

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

- Stand Up Paddleboard season is closed from October 1 to the last week of March.
- 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.
- 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 OC6 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; one person must carry a fully charged cell phone in a waterproof case
- 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 (see "Small Boats Safety Guidelines" beginning on page 9).
- Clothing appropriate to the weather conditions must be worn when paddling. Paddlers should have a change of clothes at the clubhouse.
- 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, Winter Paddling Rules plus these additional rules must be strictly adhered to. 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.
- 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 competitive level program or approved by a Lotus coach to be able to participate in the evening paddling
- There must be communication capability for crews (fully charged cell phone in a waterproof case)
- 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.
- 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 - white bow light, red stern light; OC1 or OC2 - front white light or headlamp, red rear light; or all paddlers must wear a headlamp or light)

Safety

Participants in outrigger canoeing, dragon boat paddling or Stand Up Paddleboarding 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).

It is important that all paddlers take personal responsibility in looking after their own safety and that of others by adhering to the rules and procedures at all times. Lotus Paddling Rules are in place to enhance the safety of all paddlers. Paddlers who fail to comply with Lotus safety protocols will not be allowed in a boat 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.

Safety is the individual paddler's responsibility. Each paddler is responsible to make sure that the boat they are in has the required equipment (i.e., enough PFDs with whistles for everyone in the boat, an extra paddle, and a safety bag). Each paddler is responsible to check to see that the boat and equipment are undamaged, the rigging is tight/correct, the canoe and crew are prepared for the weather and water conditions. People should know your fellow paddlers' skills and know the ability of the crew to contend with conditions they might encounter. The crew must be able to self-rescue in the event of capsize.

Damage to Equipment

Please report all damage or repair to the Maintenance Director. Record any damage to outriggers on the whiteboard in the boat storage area of the clubhouse; to report any damage of the SUP equipment, use the whiteboard next to the Paddleboards. This will ensure that the equipment is repaired and does not put anyone in a dangerous situation.

Small Boats and SUP Safety Guidelines

A combination of common sense, adequate preparations, and the proper safety or tech gear will significantly reduce your risks when you are on the water. **Safety is the #1 priority!** Obey the rules of the water. Be safe. Have fun.

It is important that you know how to swim; it is also important to be able to get back onto your boat/board if you should huli. Ensure that you have proper equipment for each OC1/2 (properly worn PFD, communication capability, spare rubber strap, etc.) or SUP (wear a

lifejacket with whistle OR carry a lifejacket with whistle plus throw bag). One of the most important things you can do to increase your safety is to paddle with others; there is "safety in numbers." When paddling with others, try to stay together and be aware of your fellow paddlers. Stop and assist troubled paddlers. Make sure that everyone in your group is off the water safely before you get off the water.

Club members must be certified before being able to use an OC1 or OC2. Certification includes;

- learning how to assemble boats properly, including inspecting the boats for equipment failure or damage
- demonstrating how to lift the boat and carry it safely to the water
- showing how to take the boat out of the water and transport it back to the clubhouse
- showing proper procedures for disassembling and rinsing small boats
- knowing how and where to put the boats and equipment back in their proper places
- successful righting and remounting a boat after a huli
- learning how to properly remove and install a rudder (see "OC1 and OC2 Rudder Assembly Procedure" beginning on page 16)
- instruction and demonstration of how to properly change the steering mechanism on OC2's (see "Steering Assembly" beginning on page 17)
- demonstrating adequate proficiency in paddling rudderless.

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

Treat all club boats as if they were your own. The OC1s and OC2s are fragile boats. To protect the boats from damage, please observe the following guidelines:

- 1) Until approved by a coach, work in pairs at all times when handling the boats, one person taking care of the bow of the boat and another person on the stern.
- 2) Carry the OC1's and OC2's with the stern (rudder) ahead of you; always place them in the water so that the rudder is in the deepest water.
- 3) Before lifting a boat in or out of the water, be sure there is no water in the hull or ama. The additional water weight increases stress on the fragile boats. Also check the ama for water and drain it before storing the boat.
- 4) Report any damage to the Maintenance Director. These boats are in constant use and damage is inevitable but failure to report damage is inexcusable since the next person taking a boat out may not be aware of any problems, which may lead to safety issues.
- 5) Write down (and date) anything that is wrong with a boat on the whiteboard posted in the boat storage area.

Equipment Use and Care

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 a member who has a privately owned boat in the clubhouse. 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.

Before you head out on the water...

- Stand Up paddlers
 - must make sure to have a board, a paddle, a PFD with whistle, and a throw bag (if you are not wearing the PFD). Make sure that the leash is wrapped around your wrist during transport so it does not touch the ground.
 - record your time of departure and destination on the whiteboard by the main doors.
 - SUPs should be carried with the rudder fin forward. Watch that the board does not hit the rocks on the way down the stairs.
- Outrigger OC6 paddlers
 - Each paddler is responsible for one paddle and one appropriately sized PFD; anyone who cannot swim 200 meters comfortably must wear a PFD at all times.
 - Ensure that there is an extra paddle in each OC6
 - Ensure there are 2 buckets and 2 hand bailers in each OC6.
 - Place outrigger paddles at the stern end of the OC6's.
 - Inspect equipment, including dollies, for damage. Check the board for messages regarding damage.
 - if appropriate for extra safety, attach an ama weight to the rear iako.
 - Each OC6 must have a throw line and safety pack attached.
 - Record trip plan on whiteboard in the boathouse.
 - Inform steersperson of any medical or health concerns or if you are not a strong swimmer (anyone who cannot swim 200 meters comfortably must wear a PFD).
 - Paddlers should space themselves evenly alongside the boat to push it to the beach. Two people should hold up the ama. 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.

- Small boat (OC1 and OC2) paddlers
 - Club members must be certified before being able to use an OC1 or OC2 (see "Small Boats Safety Guidelines" beginning on page 9) which includes knowing how to correctly assemble the rudder mechanism (see "OC1 and OC2 Rudder Assembly Procedure" beginning on page 9).
 - Each paddler is responsible for one paddle and one appropriately sized PFD; anyone who cannot swim 200 meters comfortably must wear a PFD at all times.
 - Remove boats from the storage areas with care; hold them properly and watch the stern and bow ends do not contact any objects or the ground.
 - Take time when placing the boats on the rubber mats or stands; lower them gently and watch that the boat and rudder do not come in contact with asphalt or hard surfaces.
 - Make sure that the amas and iakos you are using are for the appropriate boat; all equipment has been marked with matching decals.
 - Ensure that the correct iakos are inserted into the bow and stern; decal end goes in the boat
 - Inspect equipment for damage. Check the board for messages regarding damage.
 - On the whiteboard in the clubhouse, write down date, time, route you are taking, and time that you expect to return to the clubhouse.
 - Small boats are carried with the rudder forward; pay particular attention when using the stairs that the end of the boat does not come in contact with the rocks.
 - Turn off lights and lock up the clubhouse and yard gate.

- Dragon Boat paddlers
 - All dragon boat paddlers must properly wear a full PFD.
 - Ensure that there is an extra paddle in the dragon boat.
 - place steering oar through the upright bolts on the wooden beam at the back of the boat and rest T-grip on a seat
 - Check for 2 hand bailers in the dragon boat
 - Attach drummer's seat and platform to front of dragon boat.
 - Inform steersperson of health concerns or if you are not a strong swimmer
 - Paddlers 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.
 - 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.

At the beach...

- Stand Up Paddlers
 - SUPs must be walked into the water until the water is at least knee deep with the rudder fin farthest from the beach.
 - check before getting on the boards that you are deep enough that the fin will not hit the ocean bottom. Watch for large rocks.
 - Rinse sand off of your feet before getting into any watercraft
 - Stand Up paddlers must put on leash before paddling away from shore.
- Outrigger paddlers
 - OC6's enter the water bow first; the boat should be put into the water until the dolly wheels reach the water's edge.
 - Lift the boat and ama into the water; do not let it touch the ground. 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.
 - Pull dolly out of the water and take it up the beach beyond the tide level.
 - While waiting for your crew, ensure one person stays with the boat to prevent it from floating away or banging into other boats.
 - Be aware of boat wash; hold and protect the boats so that the waves will not push the boat sideways or into the beach.
 - First person in the boat is the paddler who has the seat farthest from the beach (stroke first). Paddlers in the OC6 should always load from the ama side of the boat. Do not step over the boat or the ama, or step onto the deck of the boat.
 - Rinse sand off of your feet before getting into any watercraft
 - Review huli drill for OC6's
- Small boat (OC1 and OC2) paddlers
 - Small boats must be walked into the water rudder first until the water is at least knee deep.
 - Rinse sand off of your feet before getting into any watercraft
 - check before getting onto the boat that you are deep enough that the rudder will not hit the ocean bottom. Watch for large rocks.
 - Be aware of boat wash; hold and protect the boats so that the waves will not push the boat sideways or into the beach.
- Dragon Boat paddlers
 - the dragon boat enters the water stern first. Put the boat into the water until the dolly handles are at the water's edge. Gently push the dragon boat off of the dolly while maintaining hold of the boat to prevent it from drifting.
 - Pull dolly out of the water and take it up the beach beyond the tide level.
 - the steersperson loads the dragon boat first. First paddlers in the boat are the ones seated farthest from the beach at the stern. Do not step onto the boat or the seats; keep your weight low as you move toward the back of the boat.

After Paddling...

- Stand Up Paddlers
 - bring board and paddle to the yard and set on grass. Rinse board and paddle of any sand and debris.
 - SUPs enter the clubhouse as per directions on sheet posted next to the main doors.
 - Replace all equipment where you found it, including coiling any hose used.
 - Please rinse your feet outside; keep sand out of the shower and sinks.
 - remember to erase your name from the whiteboard before leaving.
- Outrigger paddlers
 - Boats approach beach stern first. Once close to the beach, steers exits boat from the ama side and holds boat while other paddlers exit.
 - Get dolly; if necessary, rinse off any sand on the dolly
 - All paddlers help to get the boats out of the water and lift it onto the dolly. Bail out any water and sand at the beach to minimize boat weight and shifting.
 - Two people hold the ama and one person steers from the stern.
 - Assist with the coach boat.
 - Bring the boats up to the compound. Empty everything out of the boats. 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 boats, if necessary, to remove remaining sand.
 - Return OC6's to the clubhouse. Rest the stern in the cradles while securing the amas to the ceiling ropes. Lift the bow end of the boats up so that the dolly can be moved towards the door. This ensures that the boats are secure.
- Small boat (OC1 and OC2) paddlers
 - bring boats and paddle to the yard and set on rubber mats with rudder end resting on rudder supports. Rinse boats, paying particular attention to any metal parts, rudders, seat cords, leashes, and iakos.
 - Replace all equipment where you found it, including coiling any hose used.
 - Please rinse your feet outside; keep sand out of the shower and sinks.
 - remember to erase your name from the whiteboard before leaving.
- Dragon Boat paddlers
 - Boat approaches the beach with bow first; paddlers exit from bow.
 - Two people get dolly; dolly is put into the water until handles reach water's edge then dragon boat is guided onto the dolly. All paddlers help to bring the boat out of the water and back to the clubhouse.
 - Replace all equipment where you found it; steering oar and drummer's seat go back into the clubhouse (stored to the right of the stairs).
 - Please rinse your feet outside; keep sand out of the shower and sinks.

SUP Race Board Use Protocol

The club's SUP race board is 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.

All Lotus members must meet the following criteria in order to use the club's stand up paddling race board during practices;

- Anyone wishing to use the race board during practice times must be approved to do so by a coach or Lotus certified SUP instructor
- SUP paddlers must show their ability to safely bring the board down to the water and perform a deep water remount.
- Paddlers should be aware of how to wash down the board after use and put the board away in the correct location.
- Show proper procedures for removing and replacing the fin
- 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** be worn at all times when using a race board; there are no exceptions.
- Any damage to the race boards must be either reported to a coach or written on the whiteboard.

All Lotus members must meet the following criteria in order to use the club's stand up paddling race board during races;

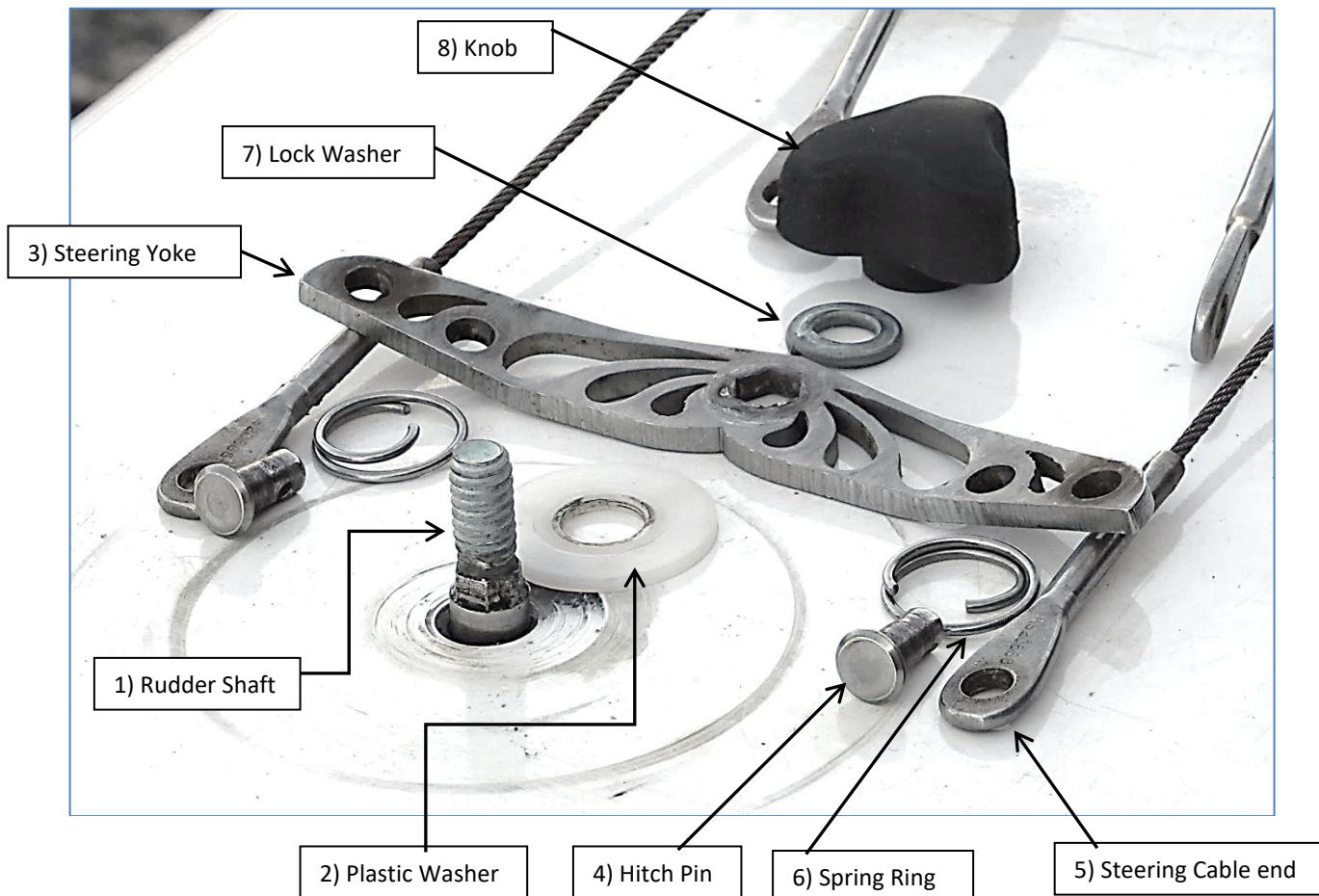
- Anyone wishing to use the board for a race must be approved by a coach or Lotus certified SUP instructor
- paddler must be identified as being competent on the board and able to paddle it over a long distance without putting themselves or others at risk
- The race boards may only be paired with one 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** be worn at all times when using a race board; there are no exceptions.
- Any damage to the race boards must be either reported to a coach or written on the whiteboard.

OC1 and OC2 Rudder Assembly Procedure

Before you start

- a) This assembly must be done correctly to avoid damage to the boat 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 boat is out of service.
- b) Check that you have all the components required (see Photo 1).
- c) Support the boat on a stand.

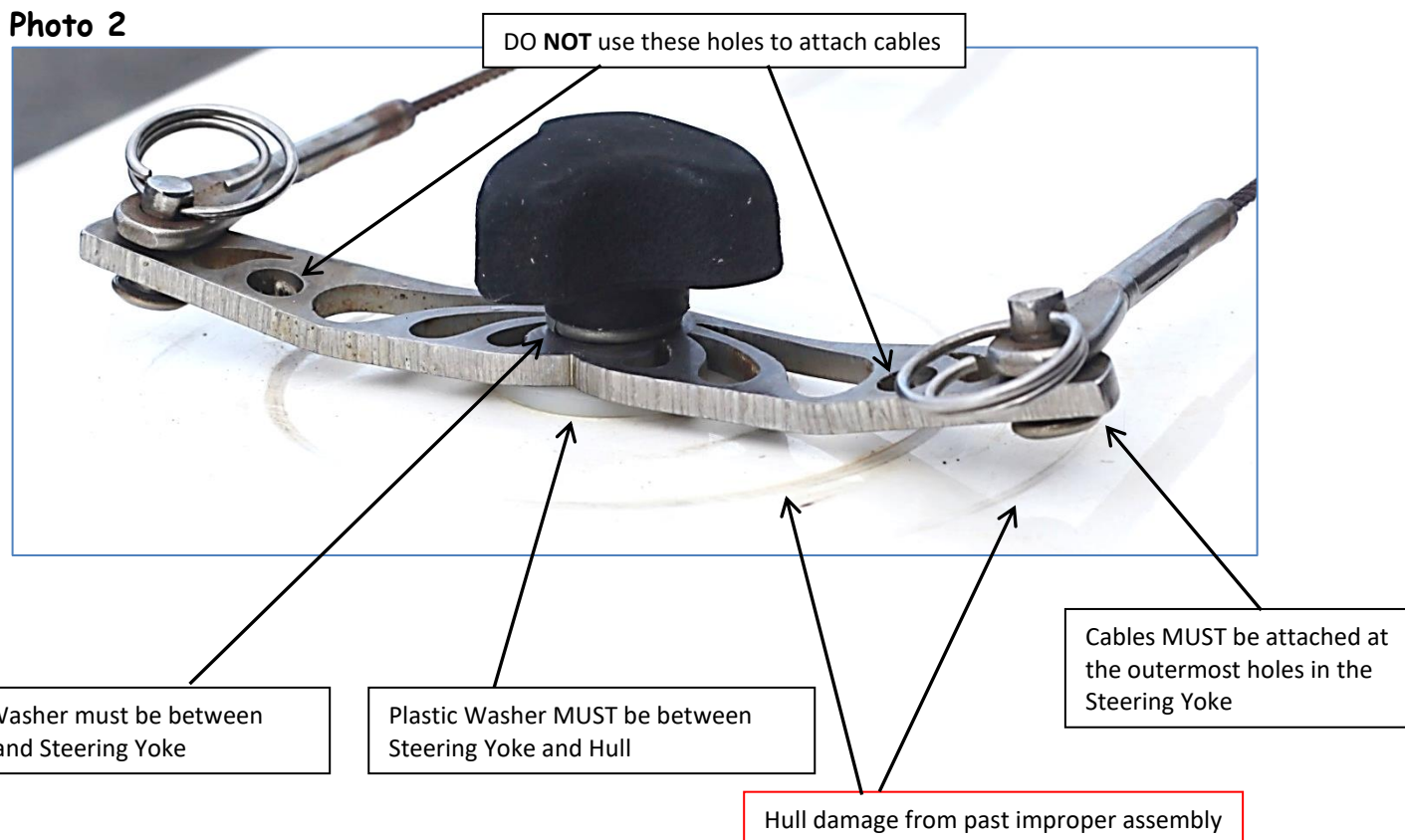
Photo 1



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 void boat 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 boat's longitudinal axis.
- f) **Place the Plastic Washer onto the rudder shaft where it protrudes through the hull. This is critical to avoid boat 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 boat with the Rudder Shaft positioned per h).
- 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

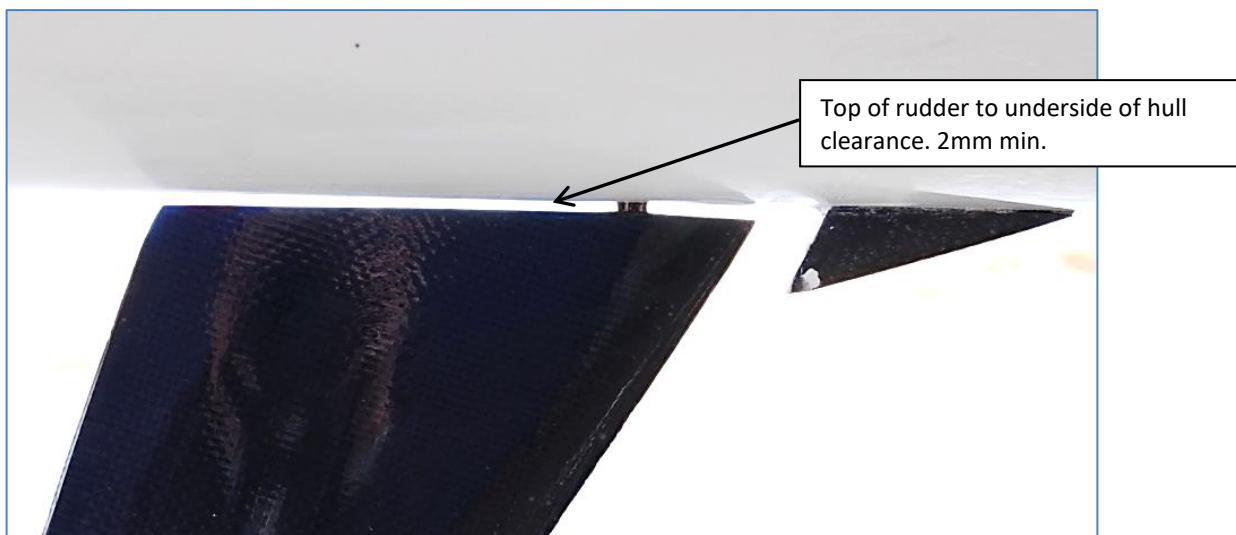


Completed Steering Assembly

- 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 special effort to avoid under water obstacles. Proper entry to and exit from the boat is in knee deep water with the rudder pointed away from shore.

Photo 3



Power Boat Usage

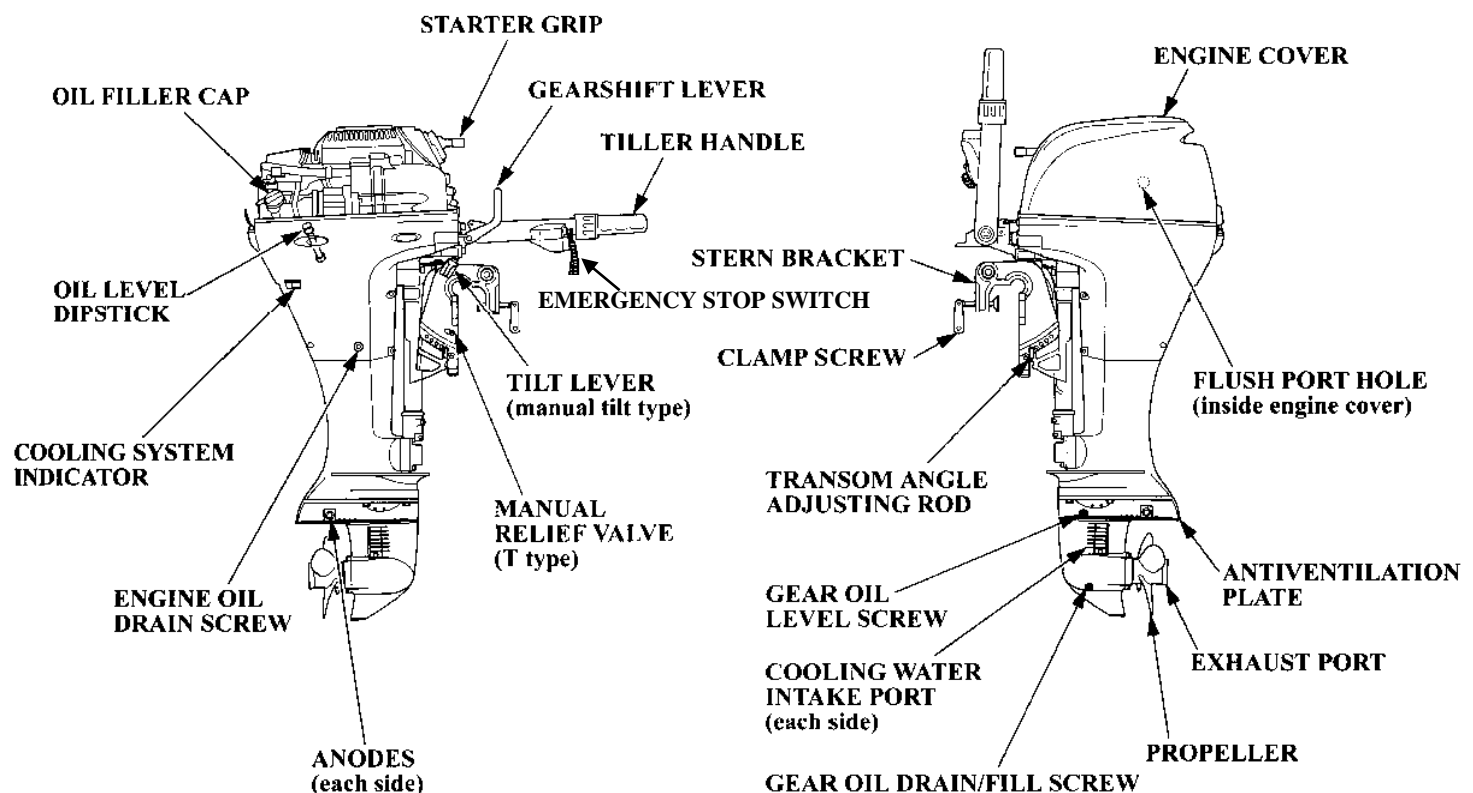
Everyone should be aware of the potential for serious injury or damage to our boats if they are not used in a safe manner. All power boat users must possess Power Squadron certification. The following applies to the use of the Lotus power boat:

Driving:

We drive our boat near 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 boat.
- Do not drive at excessive speeds.
- A PFD must be properly worn at all times by 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 (red 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 counter clockwise 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 antiventilation plate.
- Restart engine and run in the N (neutral) position at low speed for at least 10 minutes. Ensure that a steady stream of water is jetting out of the cooling water check port (see diagram above).
- After flushing, stop the engine, and disconnect the fuel hose from the outboard motor. Always disconnect the fuel hose when transporting or storing the motor.
- Tilt up the outboard motor and move the tilt lock lever to the LOCK position.
- Clean the boat out.

Racing

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. Events that are sanctioned by the club take precedence over any regular scheduled practice. Many boats are reserved for home and away races; please confirm with your coach if boats will be available at the clubhouse if you are not racing.

Away Races

It is usual practice that we bring our own boats 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. Each team is responsible for unloading, rigging or setting up the boat that the team is using.
- Club boats and SUPs can only be transported on an approved trailer; 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 practice before the race or at another designated time, unrig your boat and load it onto the trailer.
- Assist with securing the boats and SUPs.
- Pack PFDs, bailers and rigging kit for your boat.
- Be aware of additional costs such as accommodation and boat towing fees.
- Be available at the race site to unload and rig boats; to unload SUPs.
- After the race, help to unrig, load and tie down boats and SUPs.
- 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.

Races at Lotus

Below are the expectations of participating in a race at Lotus;

- 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.

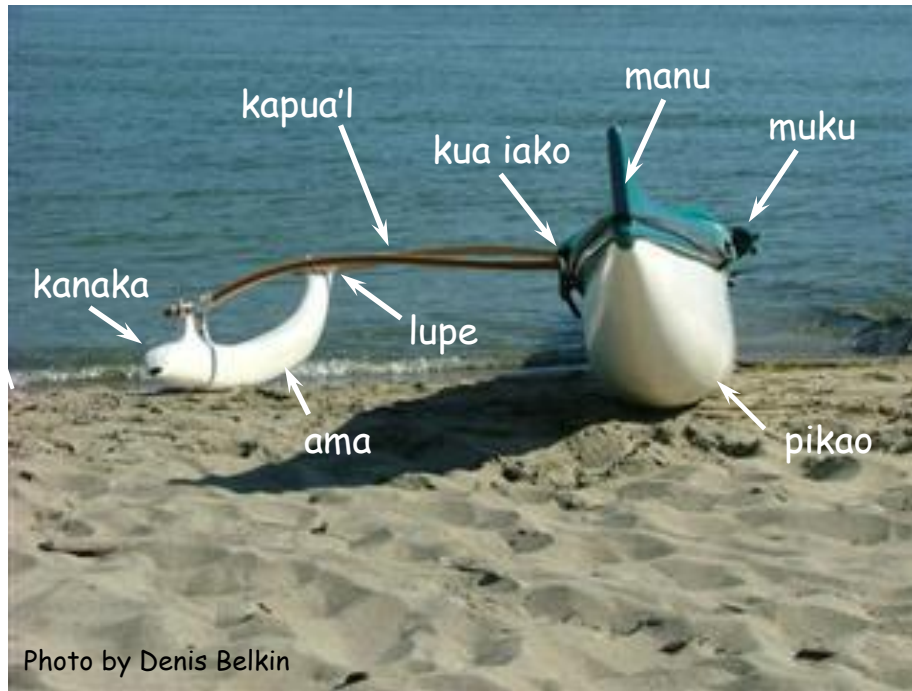
If you cannot fulfill these expectations then you should not be racing.

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

A job list will be posted at the clubhouse prior to race day and members can sign up for a task. Examples of some types of help needed are:

- Race course set up
- Equipment preparation and transport
- Registration of teams
- Marshalling of boats and teams on the beach
- Timing
- Recording
- Starting the races
- Organizing heats
- Organizing or working concession or barbecue
- Operating safety boats
- Putting equipment away after the race ends

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'l (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)

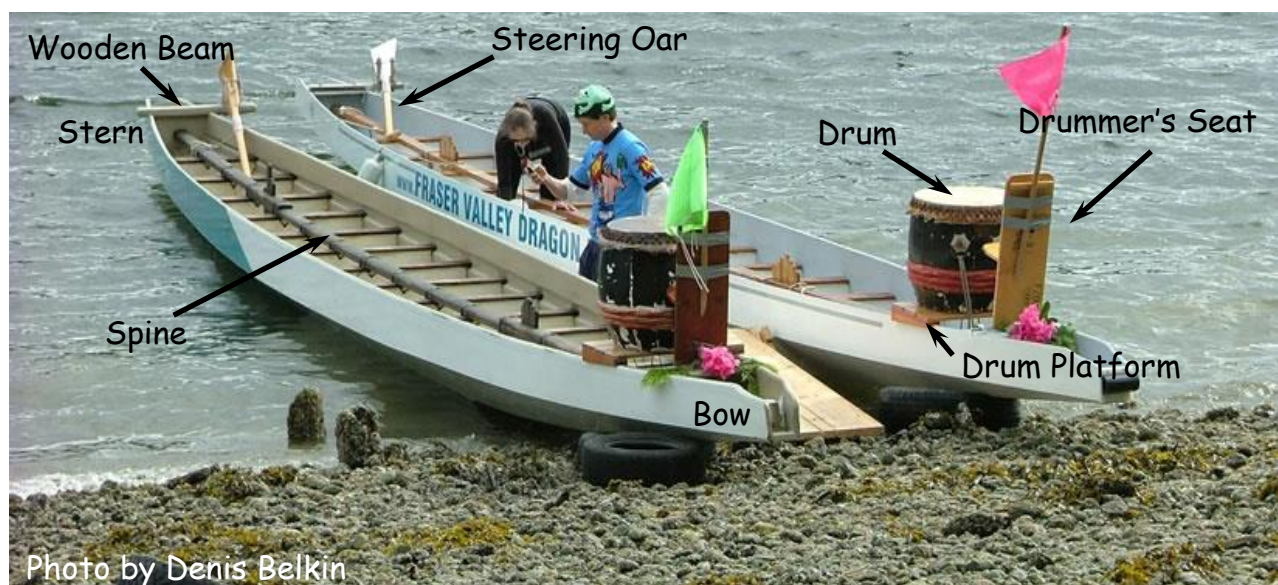
pa'u (storm covers, spray skirts)

pikao (hull)

wae (spreaders)

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

Dragon Boat Terminology:



Outrigger and Dragon Boat Phrases and Commands

"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 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 fulcrum)

"Timing"

Called when the paddlers' strokes are out of synch. All paddles in the boat should fully bury in the water at the same time, move through the water 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. Some teams prefer using "hut hoe" instead of three strokes before changing sides

Stroke Pair

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

Stand Up Paddleboarding Terminology:



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 should have knowledge of the way a boat reacts in different water conditions and should have experience with steering. Seat 5 works closely with the steersperson to protect the boat 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 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 charge 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.

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.

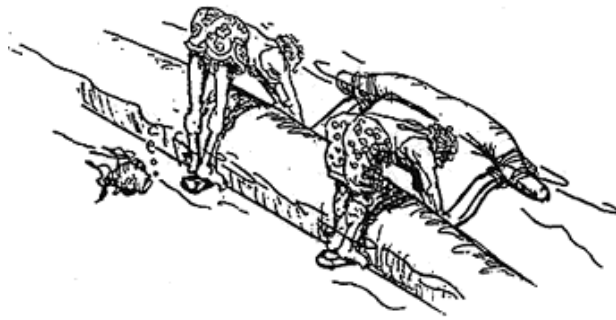
1) Taking into consideration that you probably haven't gone out in very big waves (over 6 feet high) and in 20 knot winds and your pikaos (hull flotation tanks) are in proper working condition, the following method can be used to right a canoe that has capsized.



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 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 2 and 4 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 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, 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 the ama 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 start getting back into the boat 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 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.

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*)

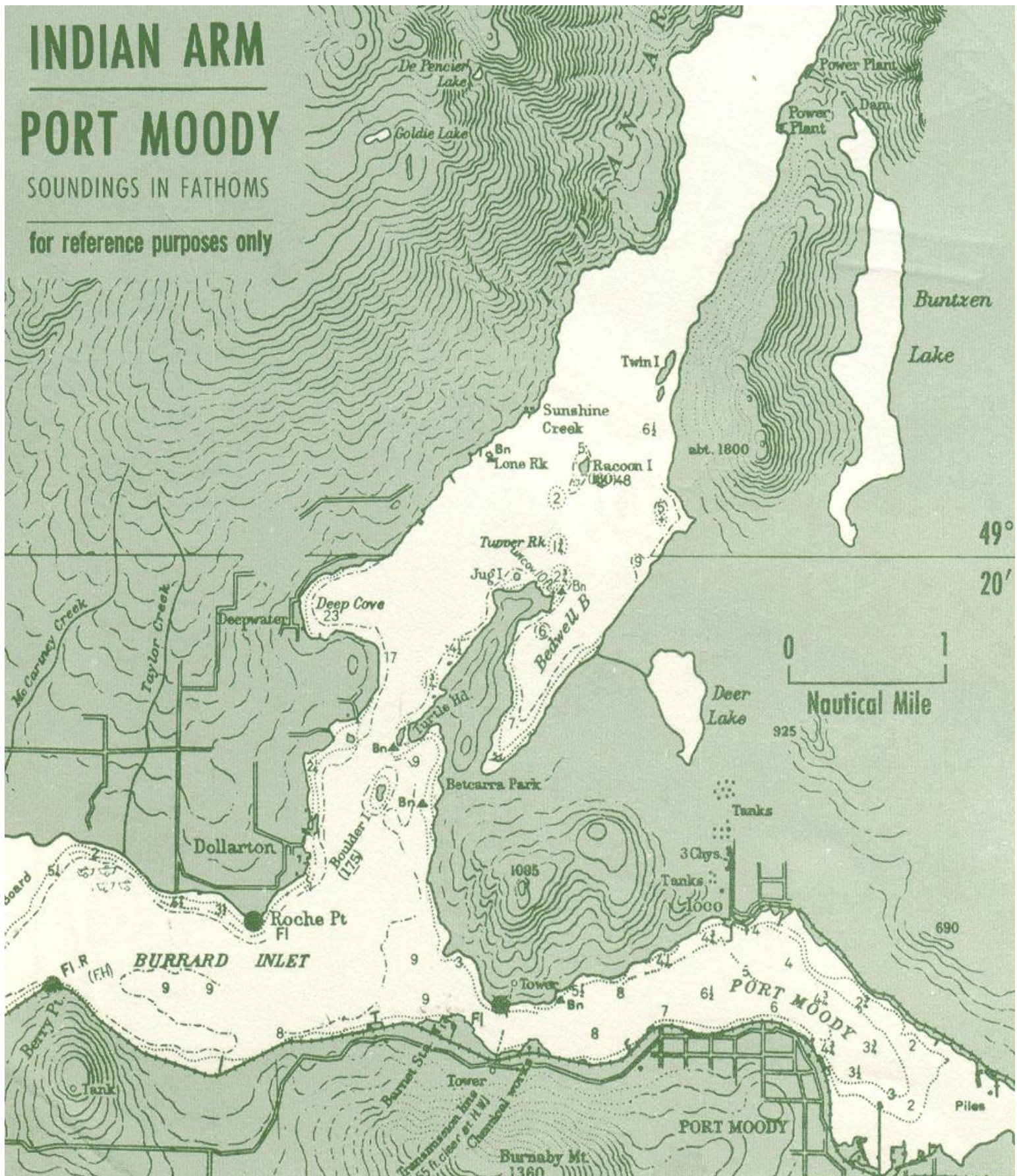
Dragon boats rarely capsize. However, if they do or if they should become swamped with water, here are the steps you should follow:

1. Remain calm. Look for your seat partner. If you cannot see 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.

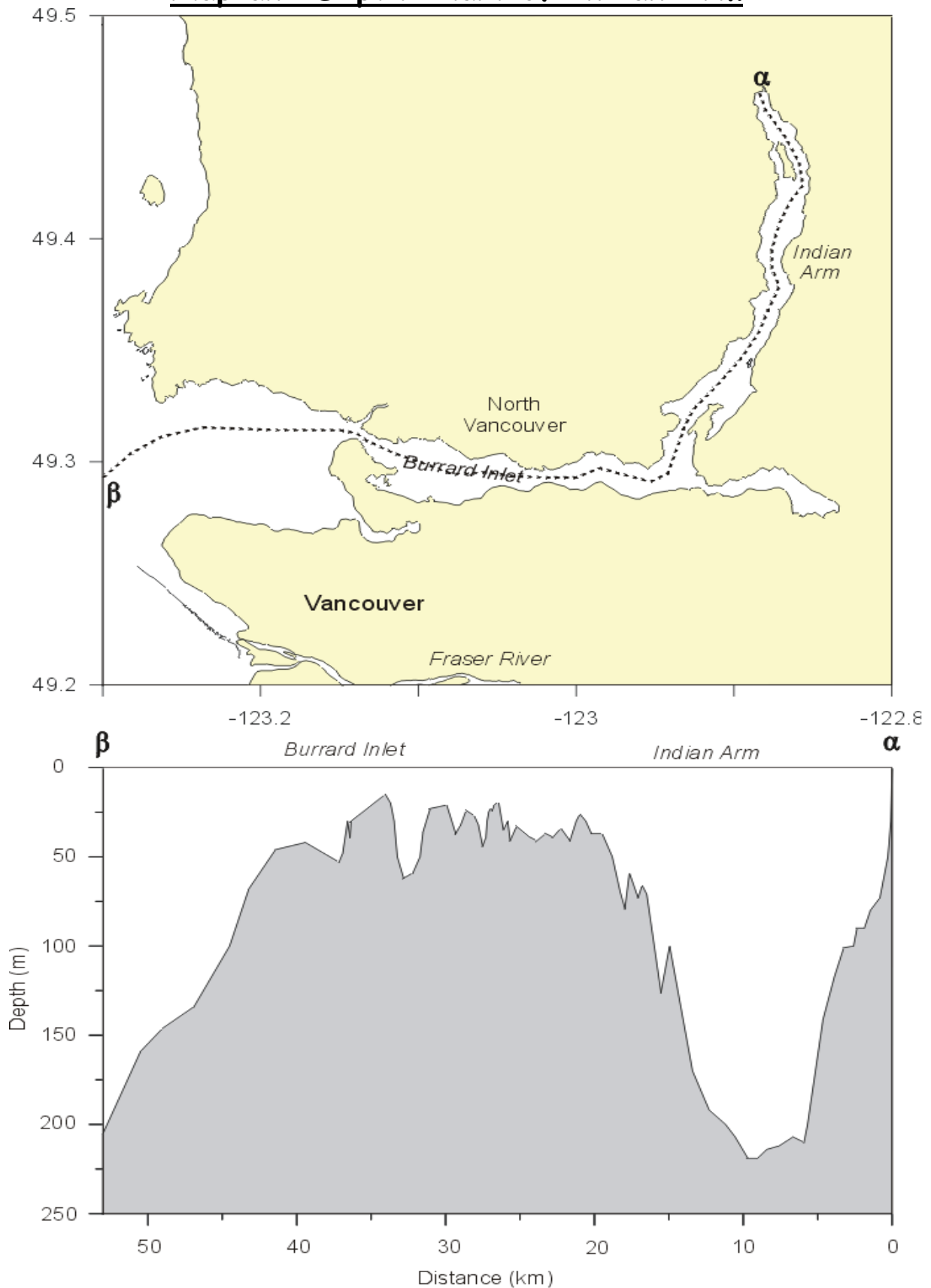
Marine Chart of Indian Arm

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)

2019 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 2019 Board of Directors:

| | |
|-------------------|------------------|
| Past-President | Daniel Chan |
| President | Joe Vukasovic |
| Vice-President | Tony Hodanic |
| Secretary | Grace Morissette |
| Treasurer | Marcus Milde |
| Outrigger Program | Tony Vukasovic |
| Junior Program | Tara Loo |
| SUP Program | Barb Alley |
| Membership | Ken Asano |
| Maintenance | Steve Pither |
| Safety | Doug Mancell |
| Members At Large | Bernard Sison |
| | Mike Hegedus |

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

Youth

Recreational

Competitive

Dragon Boat

Youth

Stand Up Paddleboard

Recreational

Youth

2019 Practice Schedule

| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-------|-------------------------------|--|---|--|---|--------|--|
| 8:00 | Competitive Outrigger Program | | | | | | |
| 9:00 | | | | | | | Recreational Outrigger Program & SUP Program |
| 10:00 | Youth Program | | | | | | |
| 11:00 | | | | | | | |
| 12:00 | | | | | | | |
| 16:30 | | | Youth Dragon Boat Program | | | | |
| 18:00 | | Recreational Outrigger Program & SUP Program | Competitive Outrigger Program & SUP Program | Recreational Outrigger Program & SUP Program | Competitive Outrigger Program & SUP Program | | |

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 Information

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 as well as obtain Canadian Outrigger Racing Association annual membership. Lotus Sports Club Membership is due on April 1 or upon joining.

2019 Membership Fees (due April 1 or upon joining club)

Junior Dragon Boat only (under 19 years of age)

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

Stand Up Paddling only

\$120 for the season + annual CORA outrigger paddler's insurance fee of \$30

Full Membership (includes both Outrigger and Dragon Boat)

Adult \$ 330 + annual CORA outrigger paddler's insurance fee of \$30

Student \$ 165 + annual CORA outrigger paddler's insurance fee of \$30

Family \$ 500 + annual CORA outrigger paddler's insurance for each family member

Junior \$ 100 (paddler's insurance included)

Membership fees can be paid online but paddlers must complete and sign the club's registration form and waiver.

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 current CORA member to paddle in outrigger canoes or SUPs with Lotus Sports Club. CORA membership is due on Jan 1.

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.

You 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 pay the annual CORA insurance of \$25.

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.

Contacts (please see *lotussports.com* for a more complete list)

General Information/Youth Program

info@lotussports.com

Stand Up Paddleboard Program

SUP@lotussports.com

Outrigger Program

outrigger@lotussports.com

Safety

safety@lotussports.com