

Lotus Sports Club Handbook



2021 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 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 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 youth development program. Since then, the program has grown to include seven schools in the Tri-Cities and Burnaby area and over 2000 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 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. 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. (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 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 Totora" made of reeds propelled by a long bamboo shaft. They used the Carlitos de Totora 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 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. In addition, Lotus added group and private lessons, gift card options and hosted practices.

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

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. These rules are as follows:

- 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 swim 200 meters must wear a PFD at all times.
- An approved PFD must be on board for each person in a boat. The PFD can be worn or carried on an OC1, OC2 or SUP; 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. When accompanied by safety boats, PFDs are not required during club sanctioned races.
- 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 issue fines.
- 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 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 10 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.
- Paddlers are not permitted to paddle if there is a small craft warning, if there is thunder or lightening, or if fog 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.
- Alcohol consumption and use of illicit drugs before or during paddling is strictly prohibited.

Winter Paddling (for Lotus outrigger and SUP 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 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 10 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.
- Daylight boundaries for winter 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 issue fines.
- Paddling is not permitted when there is a small craft warning, if there is any thunder or lightning, or if fog limits the ability to safely navigate or to be seen.
- Alcohol consumption and use of illicit drugs before or during paddling are 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 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 or groups (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.
- 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 boats must be within 6 boat 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 boats on the water must have a front and rear white light; the lead boat in a group must have a white front light and the trailing boat 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

Each participant in Lotus Sports Club paddling programs 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 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;

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.

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 for ensuring that the boat he/she is using has the required equipment (e.g., enough PFDs with whistles for each person in the boat, an extra paddle). Each paddler is responsible for checking to see that the boat and equipment are undamaged, the rigging is tight/correct, and the canoe and crew are prepared for the weather and water conditions. People should know their 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 capsizing.

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 boat storage area of the clubhouse; to report any damage of SUP equipment, use the whiteboard located on the wall next to the SUP Paddleboards. Lotus 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 and a dangerous situation.

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 boat/board in the event that the paddler should huli or fall off the boat. **Anyone who cannot comfortably swim 200 meters must wear a PFD at all times.**

Each paddler must follow the rules for Winter and Non-Winter paddling. 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, SUP)

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

- learning how to assemble boats properly, including inspecting the boats for equipment failure or damage
- demonstrating how to lift the boat, carry it safely and place it correctly in 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 or falling off of a boat
- learning how to properly remove and install a rudder in OC1s and OC2s (see "OC1 and OC2 Rudder Assembly Procedure" on page 16)
- 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 17)
- demonstrating adequate proficiency in paddling OC1s without a rudder

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

The OC1s, OC2s and SUPs are fragile boats. To protect the boats from damage, paddlers are asked to 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 and another person on the stern.
- 2) Carry the OC1's, OC2's and SUPs with the stern (rudder) ahead; always place them in the water so that the rudder is in the deepest water.
- 3) Write down (and date) anything that is wrong with a boat on the whiteboard posted in the boat storage area. It is important to report damage so that repairs can be initiated and, more importantly, to prevent the next user from encountering an unsafe situation.

Equipment Use and Care

Access to Club Equipment

Keys to the clubhouse may be distributed to:

- a) those individuals who have been a member for at least three years, are 21 years of age or older, and have demonstrated personal responsibility or
- b) a member who has a privately owned boat in the clubhouse.

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 the Winter and Non-Winter paddling rules.
NOTE: the SUP Race board has different safety rules; please see the SUP Race board section below.
 - need to have a board, PFD and paddle. Ensure that the leashes are wrapped around paddlers' wrists during transport so they do not drag on the ground.
 - should record their trip plan on the whiteboard in the boathouse.
 - 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.
 - 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 boats needing repairs.
 - can attach an ama weight to the rear iako, if appropriate for extra safety.
 - should record trip plan on whiteboard in the boathouse.
 - need to inform the steersperson if there are any health concerns or if anyone in the boat is not a strong swimmer
 - 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.
 - 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 boats from the storage area with care; hold the boats properly and ensure the sterns and bows do not contact any objects or the ground.
 - need to take care when placing the boats on the rubber mats or stands; lower the boats gently and watch that the boats and rudders do not come in contact with asphalt or hard surfaces.
 - must make sure that the amas and iakos being used are for the appropriate boats 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 boat.
 - should inspect equipment for damage and check the whiteboard for messages regarding boats needing repairs.
 - should record their trip plans on the whiteboard in the boathouse.
 - should carry the small boats 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.
- **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 boat 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 boat to move it off the dolly and into the water. The boat 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 boats with respect because everyone's safety depends on these boats.

- pull the dolly out of the water and take it up the beach beyond the tide level.
 - ensure one person holds the boat while waiting for the entire crew to prevent the OC6 from floating away or banging into other boats.
 - hold and protect the boat so that wind, waves and boat wash will not push the OC6 sideways or into the beach. Once in the boat, 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 boat first (usually Seat 1). 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 their feet before getting into any watercraft.
 - review huli drill.
- **OC1 and OC2 paddlers**
 - walk all small boats 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 boats, the rudders will not hit the ocean bottom or any rocks.
 - must hold and protect the boats so that wind, waves and boat wash will not push the boats 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 of 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 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 of their 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. 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 diagram posted next to the main doors. SUPs are returned to their proper places on the storage rack; put leashes on the rudder fins.

- replace all equipment, including coiling any hose used.
 - should rinse their feet outside; no sand in the shower and sinks.
- **OC6 paddlers**
 - ensure that the OC6 approaches beach stern first.
 - work together to keep the OC6 aligned at the beach; steersperson exits boat from the ama side and holds boat's stern. Seat 5 exits immediately after the steers and controls the direction of the boat. Seats 1 and 2 use draw or pry strokes to assist Seat 5.
 - get the dolly once the boat is secure against wind, waves and boat wash; if necessary, rinse off any sand on the dolly
 - help to lift the stern end of the boat onto the dolly so the boat is balanced; one person should hold the ama. Bail out any water and sand at the beach to minimize boat weight and shifting.
 - help to push the OC6; two people hold the ama and one person steers from the stern.
 - 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 boat. 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 boat, if necessary, to remove remaining sand.
 - push the OC6 into the clubhouse; two paddlers on the ama, one at the bow, another at the stern, and others helping. Rest the stern in a cradle while ama is secured to the ceiling ropes. Once ama is secured, lift the bow end of the boat up so that one person can move the dolly toward the door. This ensures that the boat is secure and will not tip.
- **OC1 and OC2 paddlers**
 - ensure there is no water in the hull or ama before lifting an OC1 or OC2 out of the water. The additional water weight increases stress on the fragile boats.
 - bring boats and paddles 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, including coiling any hose used.
 - should rinse their feet outside; no sand in the shower and sinks.
- **Dragon Boat paddlers**
 - ensure the boat approaches the beach with 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).
 - should rinse their 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.

SUP Race 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** be worn at all times when using the race board; 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 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 board during practices;

- must be approved to use the board by a coach or Lotus certified SUP instructor
- must show their ability to safely bring the board down to the water
- must be able to perform a deep water remount
- must be aware of how to wash down the board after use and put the board away in the correct location.

Races

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

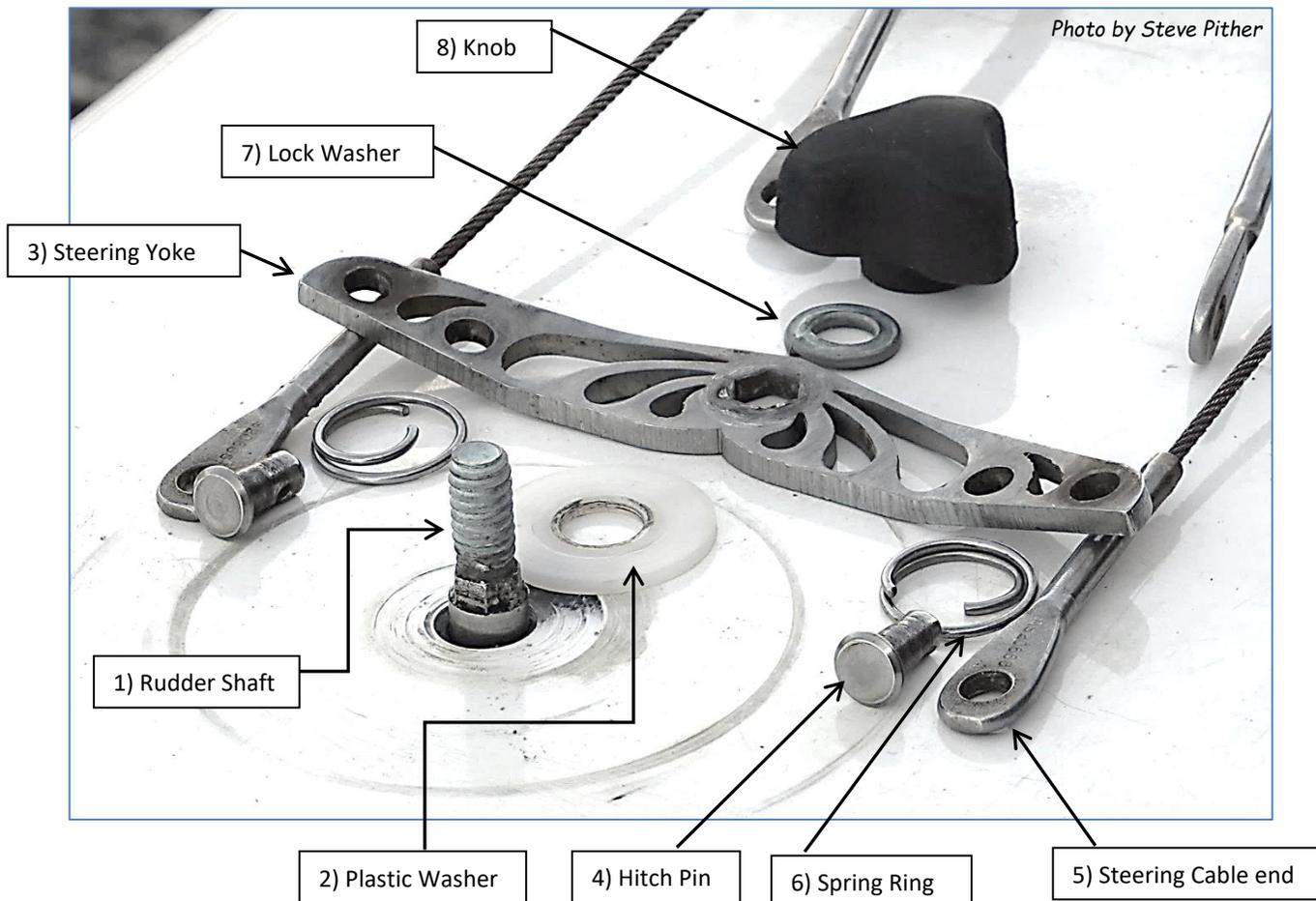
- must be approved to use the board for racing by a coach or Lotus certified SUP instructor
- must be identified as being competent on the board and able to paddle it over a long distance without putting themselves or others at risk
- must be able to perform a deep water remount in higher wind and wave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

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.

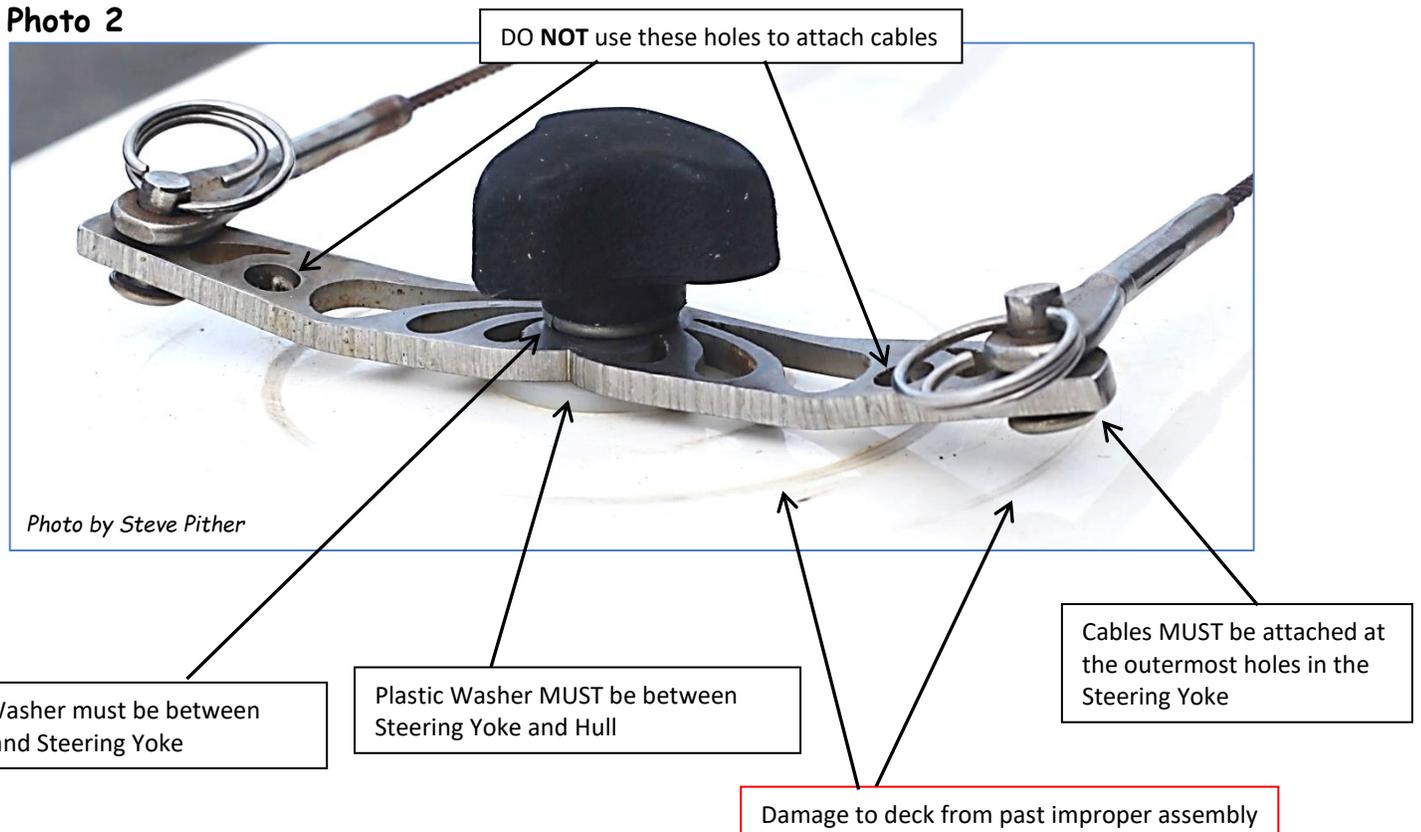
Photo 1



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 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

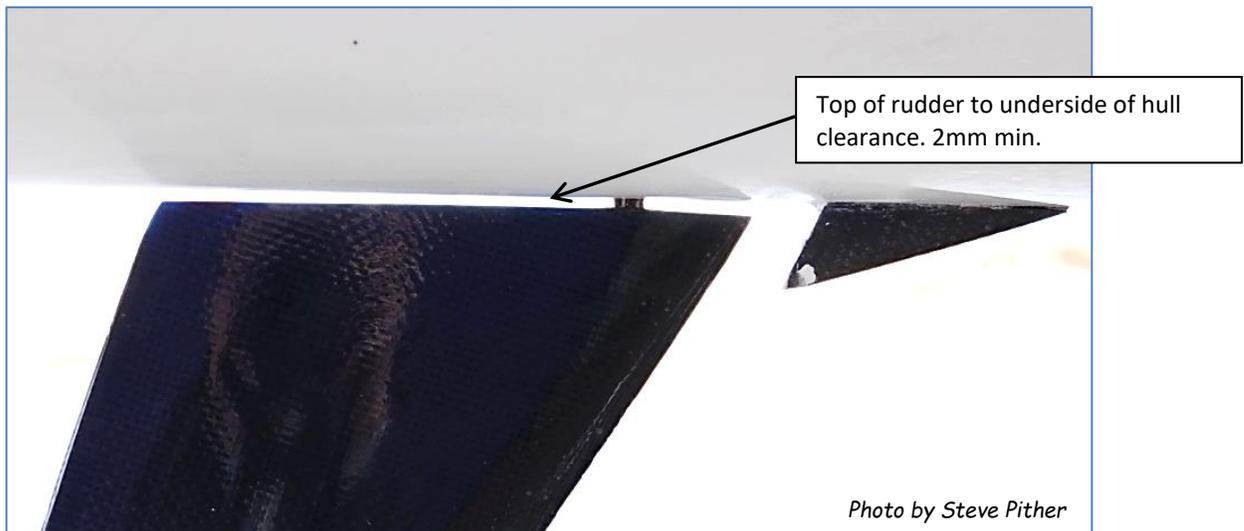


Completed Steering Assembly

- 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 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

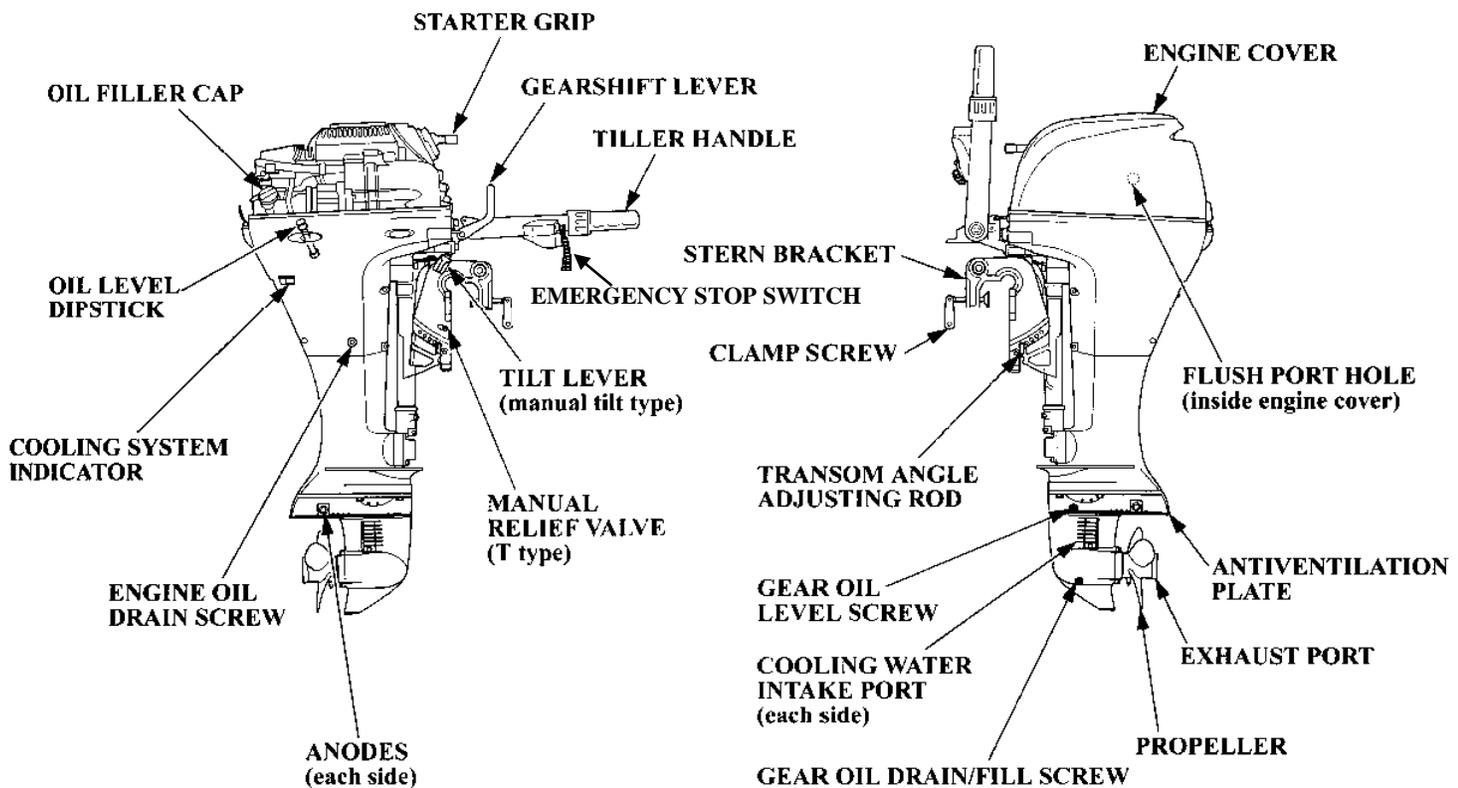
Everyone should be aware of the potential for serious injury or damage to the power boat if it is not used in a safe manner. All power boat users must possess Pleasure Craft Operator Card (PCOC) certification. The following applies to the use of the Lotus power boat;

Driving:

We drive our boat near boats being paddled or to people in the water so it is imperative that the following are 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 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 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.
- 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 submits a request to CORA for sanctioning of Lotus outrigger races. Dragon boat race schedules will be posted by coaches of the program. 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. 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. Events that are sanctioned by the club take precedence over any regular scheduled practice.

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. Every paddler on a team is responsible for helping with unloading, rigging or setting up the boat that the team is using.
- Club boats 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 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.

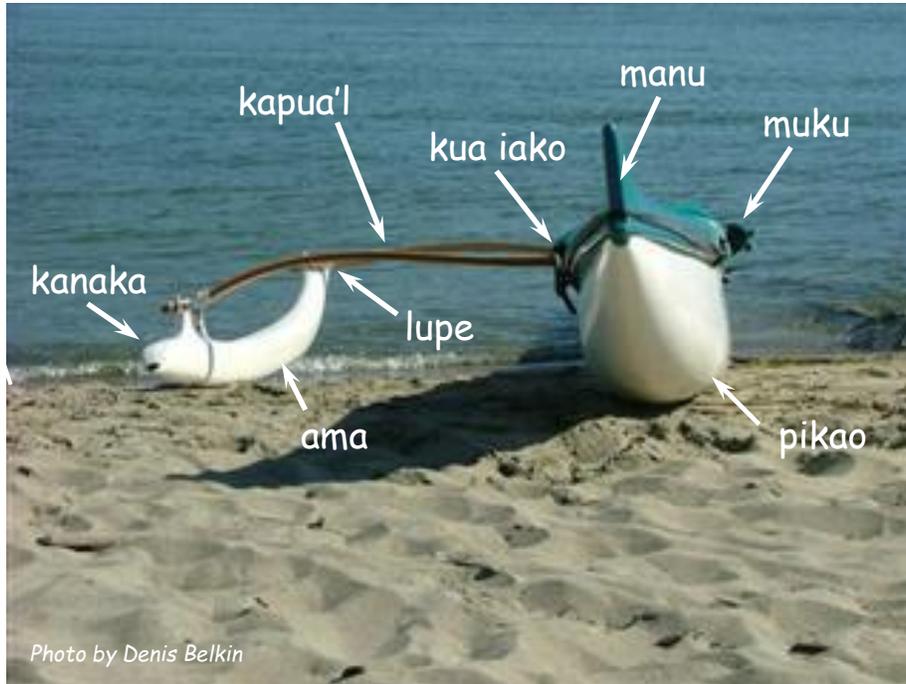
If you cannot fulfill these expectations then you should not be racing.

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 all 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)

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

mo'o (gunwale)

muku (ends of iako extending beyond hull)

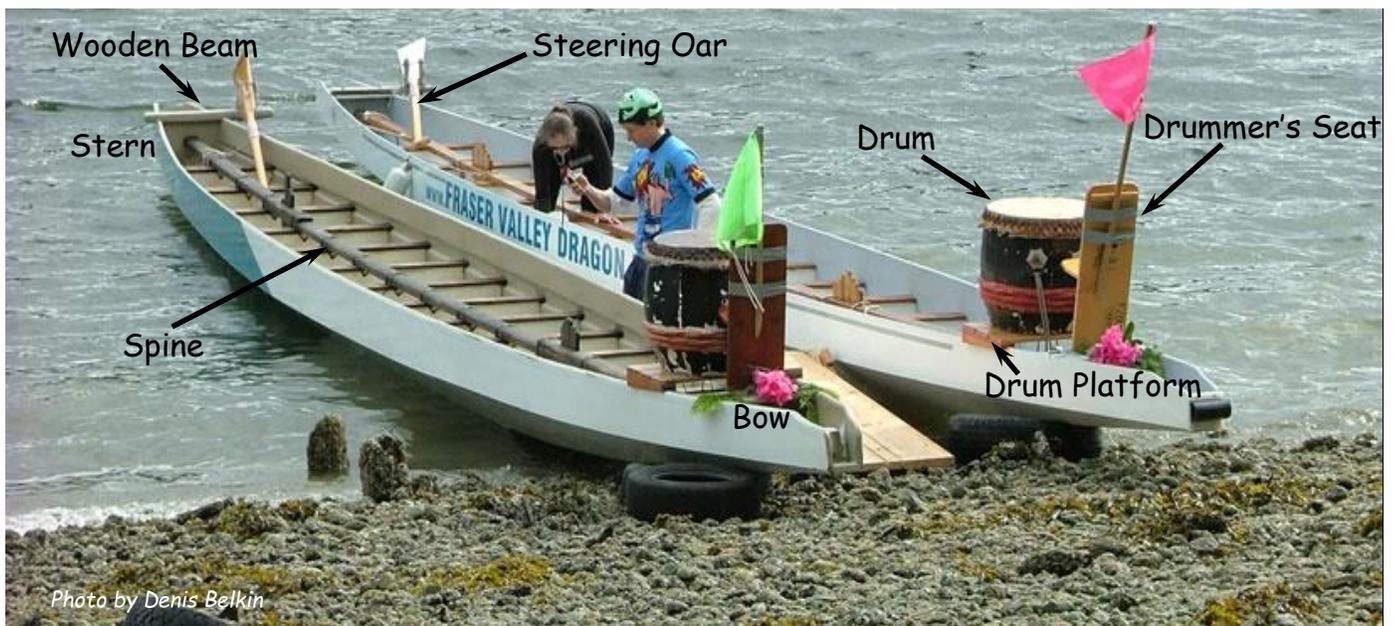
pa'u (storm covers, spray skirts)

pikao (hull)

wae (spreaders)

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

Dragon Boat Terminology:



Outrigger and Dragon Boat Phrases and Commands:

Gunwale or gunnel

Upper edge of the side of the boat

Huli

Boat capsized

"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" or "Hold Water"

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" 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 boat who set the pace and timing for the entire boat

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 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 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 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 change races, the steersperson has an even greater challenge in picking up paddlers in all water conditions; in sprint races, in lining up the boat with the marker; in turns, in aligning with other boats and protecting the boat and crew. Except as agreed on by the crew, Seats 1 to 5 should be relatively silent - talking destroys focus and may indicate that a crew member is not working as hard as s/he should.

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

OC6 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.

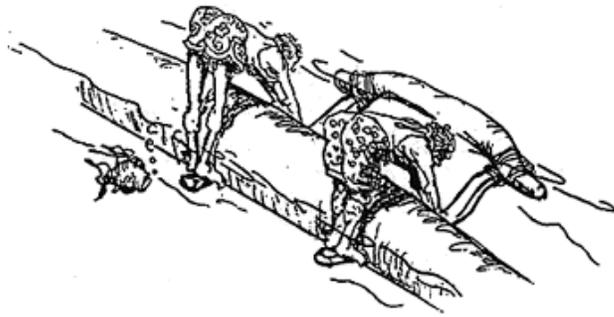
1) Taking into consideration that you probably haven't gone out in very big waves (over 2 meters high) and in 20 knot winds and your pikaos (hull flotation tanks) are in proper working condition, the following method can be used to right a canoe that has capsized.



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 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, 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.

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 boat. 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 boat.

- 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 picomann video



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 boat. Swim around the boat to the non-ama side. If your leash is too short, you may have to go under the boat (avoid fully submersing your head as this can disorient you and further drop your body temperature).
- 3) Reach over the bottom of the boat and grab hold of the opposite gunwale and/or the iako. Lean back and pull the iako over your head so the boat flips back over. Be gentle and avoid slamming the ama down.
- 4) Position yourself between the ama and the boat so that you are facing the bow of the boat 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 boat.
- 5) Kick at the same time that you are pushing up with your arms and throw your right leg up onto the boat. Use this leg and your arms to push your hips up onto the boat 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 boat and quickly secure it back to your leg. Release your paddle from the strapping.

7)

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

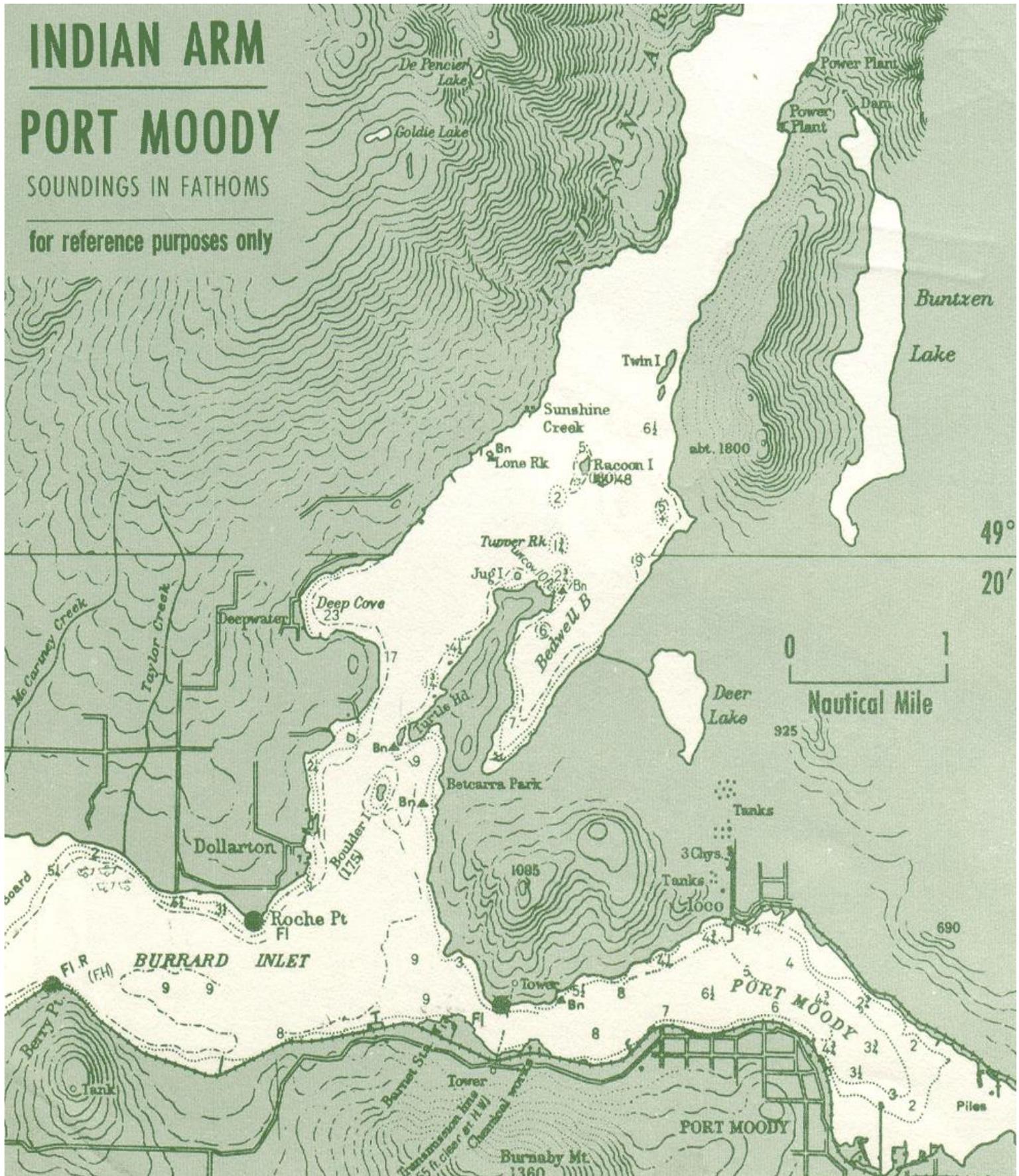
(adapted from *Pacific Dragons Paddling Guide*)

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

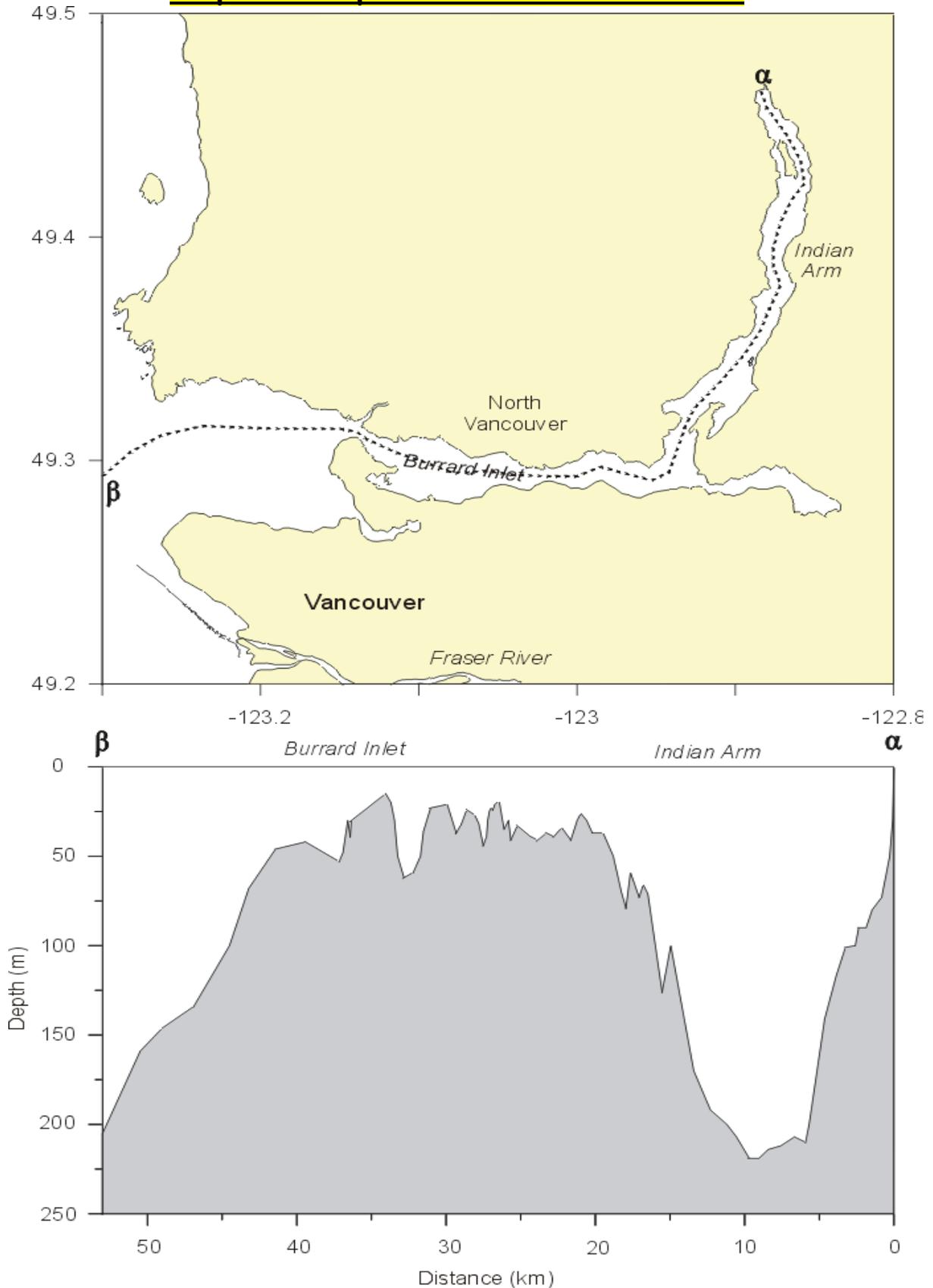
1. Remain calm. Look for your seat partner. If you cannot see him/her, alert everyone to look for them. One person does a head count.
2. Hold onto the boat - it will float, even underwater. Spread yourselves along both sides of the boat to keep it from rolling over. Do not swim under the boat to get 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.

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)

Board of Directors Responsibilities

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 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 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.

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.

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 directorships 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 in order 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, sends registration to CORA, 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 liaison with other clubs and/or the general public on outrigger matters.

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

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.

Member at Large - helps the Board of Directors in a variety of capacities.

2020/2021 Lotus Board of Directors

Past-President	Tony Hodanic
President	Tony Vukasovic
Vice-President	Tara Loo
Secretary	Grace Morissette
Treasurer	Marcus Milde
Outrigger Program	Greg Bodin
Junior Program	Doug Mancell
SUP Program	Mollie-Anne Mikita
Membership	Ken Asano
Maintenance	Steve Pither
Safety	Daniel Chan
Member At Large	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 becomes the President.

Lotus Sports Club Paddling Programs

Outrigger

Youth

Recreational

Competitive

Dragon Boat

Youth

Stand Up Paddleboard (SUP)

Recreational

Youth

Practice Schedule

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9:00							Recreational Outrigger Program
10:00	Competitive Outrigger Program						SUP Program
11:00							
12:00	Youth Outrigger and SUP Program						
13:30							
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

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 Sports Club's Membership Director or to the club President.

All members must complete waiver and membership application forms on a yearly basis as well as obtain Canadian Outrigger Racing Association annual individual membership.

2020/2021 Membership Fees (due April 1 or upon joining club)

Junior Dragon Boat (under 19 years of age)
\$70 (dragon boat paddler's insurance included)

Stand Up Paddling

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

Full Membership (includes Outrigger, SUP 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)

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 Jan 1.

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 pay the annual CORA insurance of \$25.

Burnaby residents can become members at any time; there is currently a waitlist for non-Burnaby residents.

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 - 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 and exhibit behaviour that jeopardizes the safety and reputation of Lotus Sports Club and its membership.