

The False Creek Story (1981-2000)

Much of this history was collected in a series of virtual interviews with Canada Games 1977 C1 Medalist and Pan Am Games 1982 / 1983 C1 / C2 Medalist Drew Mitchell. Additional details were provided by various False Creek Racing Canoe Club (FCRCC) and Lotus Sports Club alumni and many other individuals with familiarity of the events of the early years of outrigger canoeing in Canada. Official records on race results for Canada / California / Hawaii / IPCF / IVF events prior to 2000 are becoming increasingly difficult to locate in order to confirm historical events / results

Roots

This chronicle is intended to capture unwritten history of outrigger canoeing at False Creek from 1981-2000, as records from prior to 2000 are becoming more and more scarce. increasingly more difficult to locate. The history of outrigger canoeing at False Creek Racing Canoe Club (FCRCC) is linked with flatwater / marathon sprint canoe / kayaking and dragonboat racing. There are essentially four paths that converged to lead to the development of outrigger canoeing at False Creek.

1. **California / Hawaii Outrigger**
2. **Burnaby Canoe & Kayak Club**
3. **Calgary Canoe Club**
4. **Expo '86**



California / Hawaii Outrigger

Based on an article by Doug Mancell of Lotus and a series of interviews with Grace Morissette of Lotus, there is a very high level of certainty that there were no OC6s in Canada until after a California Malia mould was brought across the border circa 1986 and a group of individuals from Lotus manufactured the first Canadian Malias in 1987 in the Nimbus Kayaks fibreglass shop owned by Steve Schleicher. In the late 1970's and early 1980's, there were no outrigger canoe clubs in Canada. Canadian paddlers who were interested in participating in the Catalina Channel Crossing race or the Molokai Hoe needed to join a US crew participating in these races or form crews with other Canadian paddlers.

Hugh Fisher was one of the first Canadian paddlers to participate in the Catalina Channel Crossing race and the Molokai Hoe. The Molokai Hoe has long been considered the world outrigger canoe racing championship. The Burnaby Sports Hall of Fame website indicates that Hugh Fisher is a four-time world outrigger canoe racing champion. The Canadian Encyclopedia notes that Hugh Fisher was 1979 and 1980 outrigger world champion.

<http://www.burnabysportshalloffame.ca/07athlete.htm>

<https://www.thecanadianencyclopedia.ca/en/article/hugh-fisher>

Both Drew Mitchell and Grace Morissette have provided information that Hugh Fisher raced in the late 1970's and early 1980's with Blazing Paddles in Southern California led by Billy Whitford. There are records that show that during the late 1970's and early 1980's. Imua Outrigger Canoe Club of Newport Beach CA led by Dennis Campbell was the dominant club in the Catalina Channel Crossing race.

<https://www.scora.org/wp-content/uploads/2012/04/Catalina-Men-Winners.pdf>

However, men's and women's teams led by Billy Whitford including Blazing Paddles and Offshore Canoe Club were the only California clubs to win the Molokai Hoe and Molokai Na Wahine races during the late 1970's and early 1980's.

<https://www.scora.org/wp-content/uploads/2012/04/California-Teams-Placing-in-Top-National-and-International-Races.pdf>

<http://www.molokaihoe.com/race-results.asp>

http://holoholo.org/hoe/96hoe/past_win.html

Assuming that Hugh Fisher was indeed a four-time world outrigger canoe racing champion, then it is highly likely that Hugh Fisher raced with Blazing Paddles in 1978 and with Offshore Canoe Club in 1981, 1982, and 1984 or 1989. There were several False Creek and Lotus paddlers who formed or joined crews to participate in the Catalina Channel Crossing race in the early 1980's prior to the first Canadian Malias being trailered to California for official weighing by Bud Hohl. It is highly likely that it was shortly after the 1986 Catalina Channel Crossing race that David Boulding of False Creek arranged to have Bud Hohl load the California Malia mould that had been in some fellow's backyard for quite a while onto the Necky trailer to be towed to Sumas, WA.

Burnaby Canoe & Kayak Club

Canoe Kayak BC introduced a program in 1982 to support Olympic flat-water sprint canoe kayak racing.

<https://www.canoekayakbc.ca/paddle-with-us/find-a-paddling-club?c=ridge-canoe-kayak-club>

<https://www.canoekayakbc.ca/paddle-with-us/find-a-paddling-club?c=burnaby-canoe-kayak-club>

<https://www.canoekayakbc.ca/paddle-with-us/find-a-paddling-club?c=false-creek-sprint-canoe-club-vancouver>

<https://www.canoekayakbc.ca/paddle-with-us/find-a-paddling-club?c=nanaimo-canoe-kayak-club>

<https://www.canoekayakbc.ca/paddle-with-us/find-a-paddling-club?c=penticton-racing-canoe-club>

Drew Mitchell was responsible for organizing Olympic flat-water sprint canoe kayak racing at various Canoe Kayak BC sites including Nanaimo, Penticton, Maple Ridge, and False Creek.

Ridge Canoe & Kayak Club would give rise to Pan Am Games Jr C2 medalist and future False Creek paddler Sean McBeath

<http://cfly.ca/canoe/Ridge.htm>

In Canada, a racing class exists for the C-15 or WC or "War Canoe". There was a time when the sight of war canoes throughout the Okanagan in Peachland, Summerland, Penticton, Naramata, Kelowna, and Vernon was not uncommon. The sport attracted both men and women and continued full force from the 1920's until the outbreak of World War Two before its popularity waned. Part of the intent of this program was to restore flat-water sprint canoe kayak racing to areas where it had gone dormant.



Regatta No. 2 mural of "War Canoe" event on July 28, 1910 on west wall of the Naramata Museum

<https://www.castanet.net/news/Penticton/78908/War-canoes-to-race-again>

<https://infotel.ca/newsitem/war-canoe-races-added-to-peachfest-activities/it21672>

<https://infotel.ca/newsitem/dip-your-paddle-in-the-water-this-weekend-at-steamfest-regatta/it13047>

<http://www.naramatamuseum.ca/regatta.html>

<https://www.waymarking.com/waymarks/WMQ1RK> Regatta No 2 Naramata British Columbia

Burnaby Canoe & Kayak Club already had an established flat-water sprint canoe kayak racing program with a number of athletes who would go onto participate in the Olympics, World Championships and Pan Am Games. These athletes included Hugh Fisher, Colin Shaw, Don Irvine, Sheila Taylor, and Drew Mitchell.

<http://cfly.ca/canoe/Burnaby.htm>

Anthony (Tony) Hall (future Nova Scotia Sport Hall of Fame) landed a position, coaching paddlers in British Columbia at Burnaby Canoe & Kayak Club for a few years before returning to Nova Scotia to lead Orenda Canoe Club to a national championship in 1987.

<https://nsshf.com/inductee/anthony-hall/>

Many of the Burnaby Canoe & Kayak Club paddlers joined the False Creek Sprint Canoe Club (Society). A Canoe Kayak BC website article notes False Creek Sprint Canoe Club being founded in 1981 with the help of False Creek Community Centre Director (and National Nikkei Museum & Heritage Centre Director) Carol Sogawa. It was founded in the early 1980's by Sprint Kayak Olympic Gold Medalist Hugh Fisher together with Heather Taylor, Don Irvine, Andrea Dillon, firefighter Bill Cowie, and Patrick Couling (a board member of the False Creek Community Centre for 30 years). The Canoe Kayak BC website article has photos of the False Creek Sprint Canoe Club (Society) boat compound when Carol Sogawa advocated for the club to get some more space.

<http://cfly.ca/canoe/FalseCreek.htm>



False Creek Sprint Canoe Club (Society) boat compound early 1980's



Alder Bay dock outside False Creek Community Centre as-is since 1980's except for occasional winter freezes

<https://www.gogophotocontest.com/paddlersoffcrcc/pages/3487>

<https://fcrcc.com/wp-content/uploads/2019/07/Andrea-Dillon-Hall-of-Fame-2.pdf>

<http://centre.nikkeiplace.org/wp-content/uploads/2017/04/Gala-Anniversary-Issue.pdf>

<https://thethunderbird.ca/2011/11/17/park-boards-lack-of-autonomy-a-problem-community-centre-board-member-agrees/>



1980s



1990s



2000s

Calgary Canoe Club

We know that Calgary Canoe Club in the late 1980's had formed one of the top sprint canoeing clubs in Western Canada including Kamini Jain, Paul Dever, and Jackie Webber, led by captain Dan O'Donovan. There are several web articles that mention these paddlers in the 1987 Western Canada Summer Games. Sometime between 1987 and 1992, this group of sprint canoe paddlers moved to Vancouver to join the False Creek Sprint Canoe Club (Society).

<https://www.newspapers.com/clip/35247364/calgary-herald/>

Calgary Herald
Editor: George Blych
CALGARY, AUGUST 16, 1987

Hall's canoeists make big splash

By Vance Oliver
(Herald staff writer)

City officials need not worry. Orenda's head coach Tony Hall says he was ivory-clean when team members threw him in the Glenmore Reservoir on Saturday to herald the club's supremacy at the national canoeing championships.

Hall led his Lake Echo, N.S., team to the Aggregate Burgee victory with 177 points, easily outdistancing second-place Mississauga by 22 points. Rideau Canoe Club of Ottawa finished third with 123 points while the Calgary Canoe Club finished 15th — among 36 clubs — with 36 points.

"It's a dream come true," said the 27-year-old Hall. "There are only 700 families in our community at Lake Echo, but everyone, I mean everyone, works together for this club."

Hall was launched into the Reservoir's cold water after his senior men's war canoe entry finished sixth in the last competition of the day.

"We had already won (Aggregate Burgee)," a jubilant Hall said after the race. "We were just going out there for fun."

The war canoe events, consisting of 14 paddlers and a captain, are particular to Canadian Canoeing. No other country in the world trains for that event.

Calgary Canoe Club's entry in the junior women's war canoe 500 metres captured a silver medal in their event, but they were far from happy.

The 14-woman crew and captain Dan O'Donovan shed enough tears to overflow the Reservoir.

Calgary led throughout the race until the last 10 metres, when the Mississauga crew's last three strokes propelled them ahead across the finish line in two minutes, 6.56 seconds. Calgary finished second in 2:07.00.

"I didn't even see them coming," said O'Donovan, who led his crew to second place in the nationals last year as well. "They must of come on strong in the last 10 metres."

"It's too bad because we blew everybody away at the start."

"We just died in the end," added another crew member Lara Gorman. "We were really going for the gold."

"I guess there's always a next year."

Earlier Gorman, along with teammates Kamini Jain, Gillian Hamilton and Susan Bornemann, picked up a silver medal in the junior women's K-4 (kayak four-person) 500 metres, completing the course in 1:59.82.

Orenda's Joanne Trider, Zanée Babinger, Leslie Ann Young and Jennifer Kilgar finished first in 1:56.32.

"We're especially happy with that finish, since we were competing out of our age category," said the 17-year-old Gorman.

Meanwhile, Steve Wasteneys and Tim Hodgson of Ottawa's Rideau Canoe Club captured gold in the senior men's C-2 (canoe pairs) 1000 metres in 4:04.04 — almost two seconds ahead of Vancouver's Drew Mitchell and Peter Liljedahl.

Later in the day, Wasteneys and Hodgson teamed up with Peter McColgan and Tim Holmrek to finish second in the senior men's C-4 1000 metres.

On Friday, Wasteneys and Hodgson won the senior men's C-2 500-event.

NOTES: More than 700 paddlers from 36 canoe clubs across the country took part in the three-day regatta.



Bruce Skelton; Calgary Herald

Winner Lisa Stott gets big hug from brother Rob



Orenda's Bryan Burns and Glen Girard push hard en route to victory in the C-2 1,000 metre juvenile men's event

Western Canada Summer Games Glenmore Reservoir Calgary AB August 1987

We have taken the liberty of preserving the Calgary Herald clipping of that 1987 event as web articles all too often disappear.

CALGARY, AUGUST 16, 1987 Hall's canoeists make big splash By Vance Oliver (Herald staff writer) City officials need not worry. Orenda's head coach **Tony Hall** says he was ivory-clean when team members threw him in the Glenmore Reservoir on Saturday to herald the club's supremacy at the national canoeing championships. Hall led his Lake Echo, N.S., team to the Aggregate Burgee victory with 177 points, easily outdistancing second-place Mississauga by 22 points. Rideau Canoe Club of Ottawa finished third with 123 points while the Calgary Canoe Club finished 15th

among 38 clubs with 16 points. "It's a dream come true," said the 27-year-old Hall. "There are only 700 families in our community at Lake Echo, but everyone, I mean everyone, works together for this club." Hall was launched into the Reservoir's cold water after his senior men's war canoe entry finished sixth in the last competition of the day. "We had already won (Aggregate Burgee)," a jubilant Hall said after the race. "We were just going out there for fun." The war canoe events, consisting of 14 paddlers and a captain, are particular to Canadian Canoeing. No other country in the world trains for that event. Calgary Canoe Club's entry in the junior women's war canoe 500 metres captured a silver medal in their event, but they were far from happy. The 14-woman crew and captain **Dan O'Donovan** shed enough tears to overflow the Reservoir. Calgary led throughout the race until the last 10 metres, when the Mississauga crew's last three strokes propelled them ahead across the finish line in two minutes, 6.56 seconds. Calgary finished second in 2:07.00. "I didn't even see them coming," said O'Donovan, who led his crew to second place in the nationals last year as well. "They must of come on strong in the last 10 metres. "It's too bad because we blew everybody away at the start." "We just died in the end," added sobbing crew member Lara Gammon. "We were really going for the gold. "I guess there's always a next year." Earlier Gammon, along with teammates **Kamini Jain**, Gillian Hamilton and Susan Bornemisza, picked up a silver medal in the junior women's K-4 (kayak foursome) 500 metres, completing the course in 1:59.92. Orenda's Joanne Trider, Zandra Rubinger, Leslie-Ann Young and Jennifer Kilgar finished first in 1:56.33. "We're especially happy with that finish, since we were competing out of our age category," said the 17-year-old Gammon. Meanwhile, Steve Wasteney and Tim Hodgson of Ottawa's Rideau Canoe Club captured gold in the senior men's C-2 (canoe pairs) 1000 metres in 4:04.94 almost two seconds ahead of Vancouver's **Drew Mitchell** and **Peter Liljedahl**.

<http://cfly.ca/canoe/Calgary.htm>

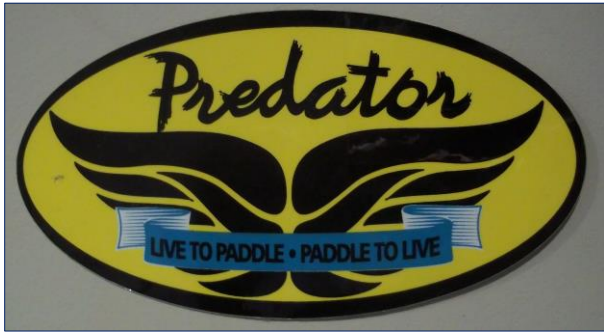
https://www.google.ca/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjE-PTs177rAhUQHTQIHf5YALYQFjAMegQIAhAB&url=https%3A%2F%2Falbertasport.ca%2Fuploads%2FWCSG-Alumni-Website.xls&usg=AOvVaw3TYLLaztNu_vnxePE8Lpcy

WESTERN CANADA SUMMER GAMES - TEAM ALBERTA					
Use the drop down arrows to sort the list by sport, name, hometown, role or year.					
First Name	Last Name	Hometown	Sport	Role	Year
Susan	Bornemisza	Alberta	Canoeing	Athlete	1987
Jon	Davies	Alberta	Canoeing	Athlete	1987
Paul	Dever	Alberta	Canoeing	Athlete	1987
Lara	Gammon	Alberta	Canoeing	Athlete	1987
Gillian	Hamilton	Alberta	Canoeing	Athlete	1987
John	Jackson	Alberta	Canoeing	Athlete	1987
David	Jaeger	Alberta	Canoeing	Athlete	1987
Kamini	Jain	Alberta	Canoeing	Athlete	1987
Brad	Kilb	Alberta	Canoeing	Athlete	1987
Doug	Luijckx	Alberta	Canoeing	Athlete	1987
Daniel	O'Donovan	Alberta	Canoeing	Athlete	1987
Bridget	Saunders	Alberta	Canoeing	Athlete	1987
Sean	Tosh	Alberta	Canoeing	Athlete	1987
Henryk	Rek	Alberta	Canoeing	Coach	1987
Deidre	Richardson	Alberta	Canoeing	Manager	1987

Western Canada Summer Games 1987 Alberta participants (Paul Dever, Kamini Jain, Dan O'Donovan, etc.)

The growth of False Creek Racing Canoe Club and Jericho Outrigger Canoe Club in the early 1990's has origins going back to a core group of members of the Calgary Canoe Club in the late 1980's including Kamini Jain, Paul Dever, Jackie Webber, and team captain Dan O'Donovan. Calgary Canoe Club had the top "War Canoe" or C-15 or WC crew in Western Canada during the late 1980's. Calgary Canoe Club would take second place in "War

Canoe" at the Canadian Canoe Championships in 1986 (Toronto), 1987 (Calgary), 1989 (Montreal). Kamini Jain and Jackie Webber would medal in K1 / K2 / K4 year-after-year with Calgary Canoe Club between 1984-1989.



This core group of Calgary Canoe Club flat-water sprint paddlers who would make contributions to both *The False Creek Story* and *The Jericho Story* began their move to Vancouver in 1987. Paul Dever was the first to arrive in 1987. Paul found himself paddling flat-water with False Creek Racing Canoe Club by virtue of working at that time with Don Irvine of False Creek, as Don was doing custom wood-working / finishing on the Red Robin chain of restaurants in Western Canada. Paul Dever was also very close friends with Matt

Kelly, owner / operator of Granville Island based Predator Performance Designs. Matt Kelly had started a business of initially distributing dragonboat and eventually outrigger canoe paddles to the paddling community that was growing rapidly by virtue of the ongoing success of the Canadian International Dragonboat Festival.

Kamini Jain was the next to arrive in 1990 and became part of a very large shared household along with Paul Dever. Kamini was in the early stages of her training in K1 / K2 / K4 with False Creek Racing Canoe Club for the PanAm Games, World Championships, and eventually the Olympics.

Dan O'Donovan was the next to arrive in 1991, after successfully landing a job with the Vancouver Police Department (VPD). The VPD and Vancouver Firefighters had been fielding crews for the Canadian International Dragonboat Festival since the inaugural event in 1986. Dan found himself joining the VPD dragonboat team and becoming friends with fellow VPD members Paul McNamara and Peter Alfred.

Jackie (Jacqueline) Webber was the next to arrive in 1992, and joined the growing ranks of flat-water sprint paddlers at False Creek Racing Canoe Club. Two years after she arrived in Vancouver, Jacqueline Webber would win gold in the Master Women's V1 category at the 1994 Western Samoa IPCF World Sprints – the first Canadian woman to achieve this accomplishment.

When Dan O'Donovan arrived in Vancouver in 1991, the only clubs in BC that had outrigger canoes were Lotus Sports Club with two *Malias* and False Creek with two *Malias*. False Creek was many years away from having an outrigger canoe facility at Burrard Marina. The False Creek OC6s were stored at the canoe compound behind the False Creek Community Centre. Launching the OC6s before practices involved carrying the unrigged OC6s underneath the wooden bridge at the east end of Sutcliffe Park to the mudflats adjacent to the Alder Bay dock and there rigging the ama / iakos to the hull with inner tubes – and reversing that process after practices. Dan O'Donovan and Paul Dever and Matt Kelly participated in this OC6 practice tradition with False Creek for several years.

Expo '86

The introduction of dragonboat racing to Canada in 1986 on False Creek at Expo '86 was a pivotal moment for paddle sports in North America. Prior to Vancouver's first dragonboat festival in July 1986, Canadian paddlers had been limited to K1 / K2 / K3 / K4 (International Canoe Federation Sprint / Marathon sitting boats), C1 / C2 (Olympic Class Sprint / Marathon kneeling boats), and the C-15 or WC or "War Canoe" (unique to Canada). Thirty teams registered for the 1986 Vancouver Dragonboat Festival in five categories.

<https://terrybolland.wordpress.com/paddle-craft-definitions/>
<https://www.castanet.net/news/Penticton/78908/War-canoes-to-race-again>



In 1986, the "Lotus Eaters" and a team from False Creek, drawn from athletes across various paddling backgrounds, were introduced through a demonstration dragonboat race during Expo '86 in Vancouver. These two teams quickly became fierce yet friendly competitors in dragonboats, a competitive spirit that was transferred to outrigger canoe racing in the BC Lower Mainland.

FIRST ANNUAL VANCOUVER DRAGON BOAT RACES 1986	
Registered Teams	
COMMUNITY SERVICE	<ol style="list-style-type: none"> 1. Danish Brotherhood ("Vikings") 2. Yee Mah Athletic Association 3. Shon Yee Benevolent Association 4. Chau Luen Kon Sol 5. Chinatown Lions Club 6. Rotary Club of Vancouver
PUBLIC SERVICE, & ATHLETICS	<ol style="list-style-type: none"> 7. Vancouver Firefighters 8. Royal Cdn. Mounted Police 9. "Canadian Coast Guard Cutters" 10. Trojan Rugby Club 11. False Creek Racing Canoe Club I 12. Vancouver Police Dept.
CORPORATE	<ol style="list-style-type: none"> 13. Cathay T. V./Success 14. Canadian Imperial Bank of Commerce 15. M. K. Wong & Associates ("Lotus Eaters") 16. Ray Leung 17. "Team Komodo" 18. Liddle, Burns, Beechinor, & Baker
MIXED "A" - CORPORATE & OTHERS	<ol style="list-style-type: none"> 19. Far East Soc. of Architects & Engineers 20. Veronica Smith 21. Shrum, Liddle, & Heberten ("Shrumbleton Clippers") 22. Vancouver School Board I 23. Burnaby Teachers/ C.W.S.R.A. 24. Canadian Imperial Bank of Commerce II
MIXED "B" - SERVICE ORGANIZATIONS	<ol style="list-style-type: none"> 25. Chinese Cultural Centre 26. Cordova House 27. Britannia/Strathcona Community Centres 28. Vancouver School Board II 29. St. John's Ambulance 30. False Creek Canoe Racing Club II

1986 Vancouver Dragonboat Festival Registered Teams

The competition for the 20 seats in the men's / women's / mixed dragonboat crews in the late 1980's and early 1990's would generate a pool of male and female Canadian athletes that would provide the basis for outrigger canoe crews at several clubs.

In 1986, the Chinese Cultural Centre Dragonboat Association (CCCDDBA) of Vancouver organized and hosted the first authentic dragonboat festival in North America. The local committee contacted the Hong Kong Tourism Board (HKTb) and, with the financial assistance of businesses connected to Hong Kong (Cathay Pacific Airways, Sing Tao and Empire Stevedoring), brought six teak wooden dragonboats built in Hong Kong to Vancouver for Expo '86. This committee maintained a fleet of nine teak dragonboats after three more were purchased under the leadership of Dr. Wallace Chung and Dr. S. Wah Leung. Part of this group of founding volunteers included David See-Chai Lam, Milton K Wong and David Lam, who would reorganize the Vancouver Dragonboat Festival as the Canadian International Dragonboat Festival in 1988.

https://en.wikipedia.org/wiki/Canadian_International_Dragon_Boat_Festival

<https://www.seniorlivingmag.com/2008/06/01/team-work-team-play/>

After Expo '86, the Chinese Benevolent Association organized dragonboat races for a few years (1987, 1988) before the Dragonboat Festival was founded with Milton K Wong as its chair. In its 1989 inaugural year, with David Y. H. Lui organizing, 32 teams competed.

<http://www.vancouver.sun.com/health/vancouver+dragon+boat+festival+celebrates+years+paddling/8562720/story.html>

<https://www.latmultilingual.com/vancouver-embraces-the-dragon-boat-festival/>

The Canadian International Dragonboat Festival began as an exhibition event in 1986, and is now the largest dragonboat festival in North America, attracting over 190,000 people and 190 dragonboat teams each year.

https://archive.news.gov.bc.ca/releases/news_releases_2013-2017/2016SDSI0012-000584.htm



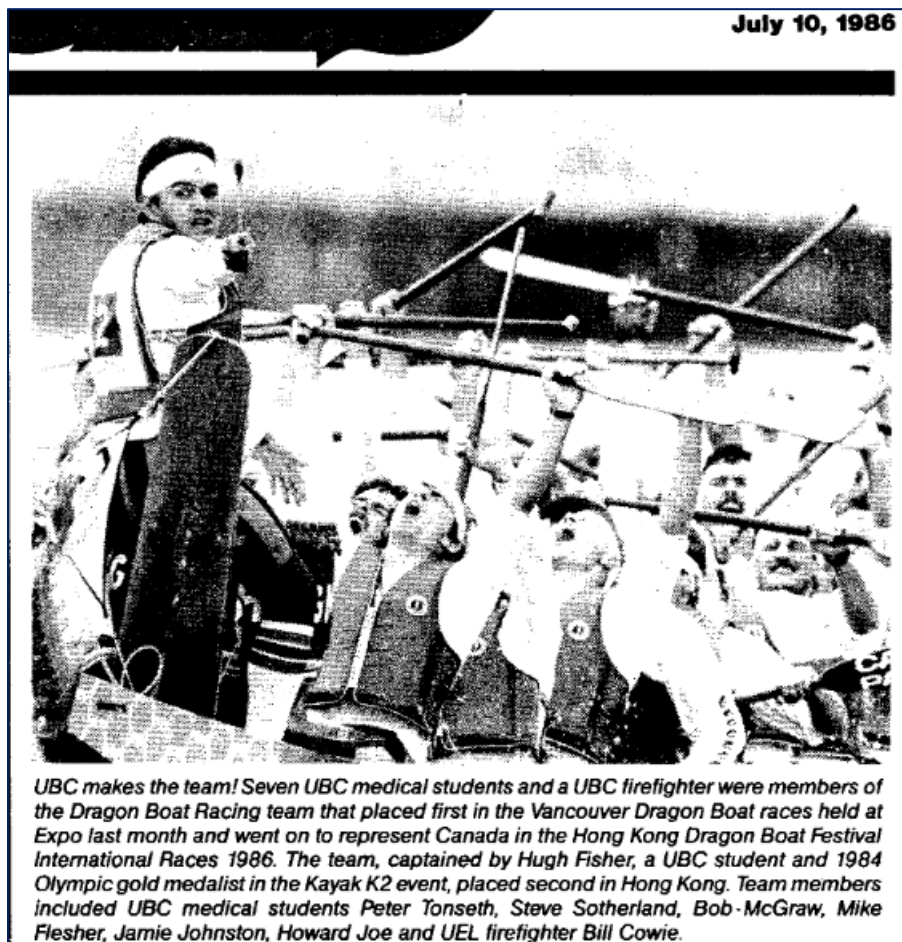
<https://searcharchives.vancouver.ca/1986-dragon-boat-races>

Keep in mind that this historic event took place in the midst of Expo '86 which ran from May 2 to October 13.

<https://www.vancouverisawesome.com/history/vancouver-was-awesome-expo-86-and-false-creek-1922909>



<https://vancouversun.com/news/local-news/expo-86-when-vancouver-wooded-the-world-30-photos-30-years-later>



<http://www.library.ubc.ca/archives/pdfs/ubcreports/UBC Reports 1986 07 10.pdf>

The inaugural Vancouver Dragonboat Festival in 1986 was won by False Creek Racing Canoe Club men's team. Expenses to participate in the following year's Hong Kong Dragonboat Festival International Races were covered by the Vancouver Dragonboat Festival organizers. The FCRCC men's team would represent Canada at the Hong Kong Dragonboat Festival International Races in 1986, 1988 and 1990; Lotus Sports Club's men's team would represent Canada at the Hong Kong Dragonboat Festival International Races in 1987 and 1989.

China captured first place in the 11th annual Hong Kong International Dragonboat Races in 1986 but, to everyone's surprise, the False Creek Racing Canoe Club of Vancouver, British Columbia, placed second.

<https://www.nytimes.com/1986/06/23/sports/chinese-crew-is-first-in-dragon-boats.html>

The FCRCC Women's Team would win the Vancouver Dragonboat Festival from 1986 to 1993. They would continue onto win the Hong Kong Dragonboat Festival International Races in 1989, 1990, 1992 and 1993.

<https://www.gogophotocontest.com/paddlersoffcrcc/pages/3487>

The False Creek Outrigger Canoe Fleet

In the mid-1980's (pre-Expo '86), a number of False Creek and Lotus paddlers trained together at False Creek for international outrigger canoe races. Over the course of several interviews with Lotus, there arose a question as to what canoes False Creek and Lotus paddlers were using to train in for California / Hawaii races. There was a line of thought that False Creek had an OC6 before the Canadian Malias were manufactured. Discussions with Drew Mitchell (FCRCC alumni) indicate that Hugh Fisher may have modified a rowing hull with struts and an ama to provide a 6-person outrigger canoe in the early to mid-1980's.

Based on an article by Doug Mancell of Lotus Sports Club, we know that David Boulding of FCRCC raced the Catalina Channel Crossing after Expo '86 and, while in California, learned about a Malia mould that had been stored in some fellow's backyard for quite a while. David arranged to have Bud Hohl load the California Malia mould onto the Necky trailer to be towed to Canada from California, but the trailer was left on the Washington state side of the border.



<http://www.catalinacrossing.org/history/>

The story of how the California Malia mould became the foundation for the first Canadian Malias is most accurately related in an email message from Bud Hohl (SCORA Historian) to Lynda Roberts (Calgary Canoe Club) forwarded to Grace (Lotus Sports Club):

"It was nice meeting you last weekend. I'm happy to see the organization is still thriving.

David Boulding was the fellas name I was trying to remember. I met him at Catalina race in the early 80's. My side-business, since 1968 was California Outriggers. The main purpose was building Malia canoes for the clubs of KOA and Hawaii. It (Malia design) had found it's maximum saturation in the early 80's. I offered the Canadian group led by Hugh Fisher and David the loan off that mould.

Billy (Whitford) & I have known Hugh since the 70's when Hugh was down in Newport, training for his next Olympics. Billy had taken a group of Olympic hopefuls, from the area, and was training them. Actually, Hugh participated on the Blazing Paddles team that won the 1978 Molokai race, Billy was the steersman for that crew.

Because the IPCF had just been formed officially, we felt it our obligation to help spread the sport where we could do the best good. Hugh, being of Olympic stature, we felt however we could help Canada out, we would do that. We had just had a long waterline canoe designed and built. But the club was looking at Bradleys at the time. So rather than it sit on the beach, we offered it to Hugh, for Canada's starter fleet. The boat name was Keoni, Hawaiian for "John" Rader, our (Offshore CC) sugar daddy. It was 45' long. It was specifically designed for tall paddlers, that was a tough call. Hugh felt that any boat fleet would be needed. They decided that the Malia design would be the class for the new association ,they were forming."

We do know that it was only for a few days that the California Malia mould was left in Sumas, WA on the Necky Kayaks trailer that Mike Neckar towed from California. David Boulding invited Grace to join him for a drive across the border to pick up some paddling gear and met with Canada Customs to import the California Malia mould into Canada.

David's explanation to Grace about what happened that Autumn day in 1986;

"I drove to Sumas with you the next day, hooked up the trailer and drove to the border crossing. I parked at Customs, walked into office and said I had a boat mould I had borrowed from California and had to get to Albion....home of Nimbus Kayaks (borrowing from one club to lend to another paddling club). I filled out all the forms and the smiling guy waved us into Canada."

When the Lotus Sports Club finished using the mould for its Malias, the California Malia mould was delivered to Ron Kaschula of Calmar Fiberglass and made available to paddlers from FCRCC who made at least two and possibly many more Malias. We know of seven Canadian Malias in Western Canada. The first two Canadian Malias from Lotus Sports Club were sold to the Pitt Meadows Paddling Club in 2016. As of 2019, Powell River had two Canadian Malias that are believed to have originated with FCRCC. Pearson College, as of 2019, had one Canadian Malia that was acquired from Powell River (Powell River obtained it from Gibson's but it is believed to have originated with FCRCC). In 2019, Pemberton had one Canadian Malia that may have originated with FCRCC given the Hugh Fisher and FCRCC connection. In 1993, Jericho owned a Canadian Malia but this first Jericho boat was subsequently irreparably damaged and then demolished.

FCRCC had at least two Canadian Malia OC6s from 1988. One of the FCRCC Canadian Malia OC6s was donated to Powell River Outrigger Canoe Club (PROCS) to help them get established as a club. That Canadian Malia OC6 was then donated by Powell River to Pearson College in Victoria in 2017. The Pearson College web article notes that this Canadian Malia OC6 is 25 years old. If this was the case, then FCRCC would have acquired this canoe in 1992. It is unknown how many Canadian Malia OC6s that FCRCC owned, but by 1994 they had moved onto a new class of OC6s.

<https://www.pearsoncollege.ca/outrigger-canoe/>

<https://www.flickr.com/photos/pearsonuwc/albums/72157687631640311>



Pearson College Canadian Malia acquired from Powell River acquired from Gibson's acquired from False Creek

In the early 1990's, CORA and PNWORCA clubs struggled to acquire OC6s to support the growing number of outrigger canoe clubs. Ron Kaschula of Calmar Fiberglass had shops in North Vancouver, East Vancouver, and New Westminster and was manufacturing / repairing just about anything fiberglass since before 1990. Sometime around 1992, a Canadian Class Racer (CCR) OC6 started appearing at BC clubs – referred to as a "Calmar". It was discovered that when the Canadian Malias overturned, they rode low in the water. David Boulding, Hugh Fisher, Don Irvine, and several others had input into designing a canoe that would increase paddlers' safety in colder BC water. The Canadian Class Racer (CCR) was designed with more flotation, a bumpy front nose to hold the covers, and more strength in the seats which resulted in a stiffer boat with more flotation in the rear.

In the 1990's, there were many Lower Mainland outrigger clubs with Canadian Class Racer (CCR) OC6s: Lotus Sports Club acquired two in 1992; FCRCC acquired four by 1994; Dragon Canoe Club (DCC) at Burrard Marina acquired two by 1995; Jericho acquired four by 1997.

FCRCC still has the green / white Calmar named "Ke Kumu O Ke Kai" and the yellow / white Calmar named "Ke Kumu O Ka La". The white Calmar named "JD Boswyk" in honour of a FCRCC member who was sadly lost in the October 1995 Manzanillo earthquake, was sold to Kelowna Paddle Centre in early 2020.

<https://fcrcc.com/programs/outrigger/about/>

The FCRCC website notes that their first Mirage acquired in 2003 was the first in Canada. However, Jericho acquired a Mirage in 2002 from the Karel Tresnak distributor Current Designs in Victoria and this Mirage carries the CORA canoe designation G01, indicating that this was the first ("01") Mirage ("G") in CORA. It maybe that FCRCC acquired their Mirage from a US distributor, but the FCRCC Mirage does not carry a CORA canoe designation.

As a club, FCRCC has had the most diverse set of OC6 classes in Canada. From 1988 to present day, FCRCC has had the Canadian Malias, the Calmar Canadian Class Racers (CCR), Outrigger Connection Mirages, an Outrigger Connection Mirage 2, a Pogue Sports Bradley Lightning, a Clipper North Beach OC4, a Puakea Malolo unlimited, and a Giblin Vortex unlimited.

Outrigger Canoe Program Growth

Many factors contributed to a surge in the popularity of Canadian outrigger canoe racing in the early 1990's. Much of the credit goes to the introduction in 1986 of dragonboat races that led to a large increase in the pool of paddlers. This is true for outrigger canoe paddling in general, but there were several factors that contributed to the growth at FCRCC in particular. FCRCC had acquired several Canadian Malia OC6s from the California Malia mould brought to Canada by David Boulding that led to readily available and affordable outrigger canoes to train in. It was not always possible to create the California / Hawaii racing conditions, but it was possible to create the training exercises. FCRCC had a number of paddlers with racing and coaching experience at the international level including Hugh Fisher, Don Irvine, and Drew Mitchell. FCRCC had a base of paddlers with sprint and marathon training and racing experience at the national and international level including Kamini Jain, Heather Taylor, Hugh Fisher, Don Irvine, and many of the paddlers who had competed in multiple Hong Kong Dragonboat Festival International Races.

The Men's outrigger canoe program had been a Provincial Program drawing from paddlers across the BC Lower Mainland. The Women's outrigger canoe program was a Club Program from the outset. Don Irvine was leading program management. Hugh Fisher was leading testing and time trials. Drew Mitchell was leading physio training.

The early 1990's saw an initiative to deliver a women's outrigger canoe program that would be competitive at the international level. FCRCC had recruited 40+ women in 1993 to fill two Molokai Na Wahine crews with a Catalina Channel Crossing race as a precursor.



FCRCC Women's Malia Water Change-Outs August 1993 Prior to Catalina Channel Crossing race

The 1993 women's outrigger canoe program brought in paddlers including Cheryl Scribe, Andrea Dillon, Allie Johnstone, Kamini Jain, Heather Taylor, Jacinta Sheridan, Jackie Webber, and many more. There is a Vancouver Sun article from August 21, 1993 that covers the FCRCC Women's 1993 Molokai Na Wahine crews. <https://www.newspapers.com/newspage/495128358/>

The two FCRCC Women's 1993 Molokai Na Wahine crews (12 paddlers per team) would finish 10 minutes apart in 10th and 13th place Open Fibreglass.

<http://nawahineokekai.com/results-history/1993.html>

The 1994 women's outrigger canoe program focused on a single crew (12 paddlers per team). That FCRCC Women's 1994 Molokai Na Wahine crew, with Cheryl Scribe and Andrea Dillon switching steering, would finish in 6th place Open Fibreglass, for the best ever Molokai Na Wahine showing for a Canadian women's crew.

<http://nawahineokekai.com/results-history/1994.html>

Note that a 1990 FCRCC Women's crew would finish in 7th place Open Fibreglass.

<http://nawahineokekai.com/results-history/1990.html>

Note that a 1991 FCRCC Women's crew would finish in 15th place Open Fibreglass.

<http://nawahineokekai.com/results-history/1991.html>

<http://nawahineokekai.com/results-history/2000.html>

FCRCC Granville Island Historical Significance

The facility and surroundings at Granville Island that would eventually comprise the original FCRCC flatwater / dragonboat / outrigger canoeing venue has an extensive history going back to the 1910's.

<https://www.smarttravelapp.com/poi/16270/Granville-Island.html>

<https://www.pps.org/article/how-granville-island-came-to-be/>

What is now Granville Island was once nothing more than two sandbars, that would appear and disappear with the tide. The Canadian Pacific Railway (CPR), government and local businessmen fought over the sandbars and water rights until 1916, when it was transferred to the National Harbours Commission (NHC). Vancouver alderman Harry Stevens persuaded Ottawa to develop the mudflat into an island, the new property to be under federal control. He succeeded: In 1915, the federally-administered Vancouver Harbours Commission (VHC) awarded a contract to the Pacific Dredging Company to build a seawall around the sandbars and create land to be used by industry. NHC also built a wooden road and railway to the island from False Creek South.

Almost 760,000 cubic metres of fill was dredged largely by a man named Alvin Kingston, from the surrounding waters of False Creek to create the island under the Granville Street Bridge. The original area of the new island, built from fill sucked up from the bottom of False was 34.28 acres. This was later increased to the present 38 acres when a bridge to the island was dismantled and extra fill was put in to join the island to False Creek South. The area that is now called Alder Bay was in-filled to make a fishing terminal that was never built and the "island" was no more. Although much of the in-fill was later removed, the area that is now Sutcliffe Park remains to tie Granville Island to False Creek South.

The island was divided into 80 lots and the Vancouver Harbours Commission (VHC) leased parcels of land to tenants who built their factories and mills in post and beam structures clad in corrugated tin. The very first tenant, B.C. Equipment Ltd., set the standard by building a wood-framed machine shop, clad on all sides in corrugated tin, at the Island's western end - today the same structure houses part of the Granville Island Public Market. Ocean Concrete is the longest-established tenant on the island, having set up shop there in 1917. For 40 years, industry thrived on the island while the city of Vancouver grew around it. In the 1960s, many of the industries began to move away due to changing market conditions.



By the 1970s, it was clear something had to be done about neglected Granville Island. In June of 1973, the Canadian government transferred the management and redevelopment of Granville Island from the National Harbours Board to Central Mortgage and Housing, now Canada Mortgage and Housing Corporation (CMHC). Redevelopment of Granville Island commenced in 1975.

Spear & Jackson Saws / Tyee Machinery Co. circa 1975

The public sector was invited to bid on development opportunities relating to specific sites. The old post and beam tin clad buildings were turned over to the successful bidders in an as-is condition. CMHC imposed strict requirements for design and use of space to ensure that efforts to create a "people place" were not compromised. These design requirements ensure that the industrial maritime heritage is respected. The centrepiece of Granville Island is the Public Market, one of the first buildings to reopen, in 1978. It is made up of six old industrial buildings, including BC Equipment Ltd, the first tenant on the island in 1917, and Wright's Ropes, which was nearly destroyed by a fire in the 1950s. Early tenants included those from the public sector (the Emily Carr University of Art and Design, False Creek Community Centre), those from the not-for-profit sector (Arts Club Theatre), and those from the private sector (The Creekhous, Granville Island Brewery, Bridges Restaurant, Maritime Market, Kid's Only Market, and the Granville Island Hotel).

Opened in 1980, the construction of False Creek Community Centre was one of several public facilities planned by the City of Vancouver who had developed this former industrial area located on the southern shore of False Creek. The False Creek Community Centre is housed in the former Spear & Jackson Saws and Tyee Machinery Company quarters. The Spear & Jackson Saws sign is just barely visible on the backside of the False Creek Community Centre, facing Sutcliffe Park.



False Creek Community Centre circa 2019 (Lind Hall / Tyee Hall)

FCRCC Burrard Civic Marina Historical Significance

The facility and surroundings at Burrard Bridge Civic Marina that would eventually comprise the FCRCC outrigger canoeing primary venue has an extensive history going back to the 1920's that is captured in extensive detail in this article compiled by Sean S. Smith, with assistance by J. Gallagher.

http://www.bcmca.org/uploads/5/7/8/8/5788638/history_of_burrard_civic_marina.pdf

This article covers the full history of the Northwest side of False Creek from 1869-2015 including:

Dates	Events
1886	CP Railway builds fixed-span Kits Trestle across False Creek to Kits Point blocking most vessel traffic
1889	First Granville Bridge built
1902	CP Railway installs steel pivot -pan in Kits Trestle
1916	National Harbours Board constructs Granville Island using fill dredged from False Creek
1928	Federal government buys Indian Reserve lands at Vanier Park
1932	Burrard Bridge constructed with right-of-way through Kitsilano Indian Reserve
1942	Kits Point developed as RCAF barracks and Department of National Defence (DND) dock built to later become Coast Guard station

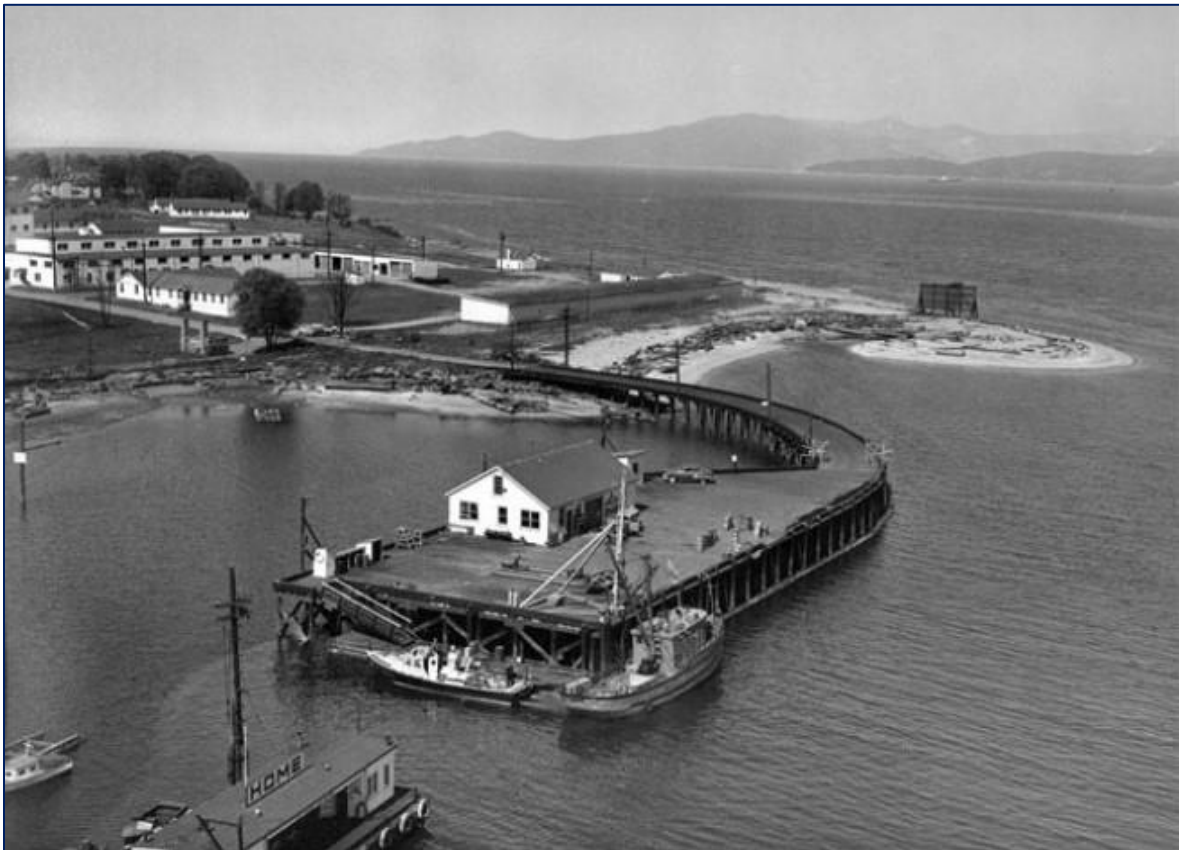
1955-1957	Kitsilano streetcar line ceases operation and back channel of Granville Island filled in
1958	National Harbours Board opens False Creek Fisherman's Wharf and Vanier Park leased from federal government
1963-1964	Burrard Civic Marina built with financing from Woodward's family
1966-1967	Vanier Park established by City on former federal lands and 308 parking stalls placed
1968-1972	False Creek leases expire and CMHC takes ownership of Granville Island and South Shore lands
1980-1983	Burrard Civic Marina renters and City in extended negotiations over needed renovations
1983-1984	Kits Trestle removed
1991	Kitsilano Coast Guard Station / dock destroyed by fire
1991	Kitsilano Coast Guard Station / dock rebuilt after fire
2004	Burrard Civic Marina enclosed parking stalls (65) allocated to canoe clubs
2013	Kitsilano Coast Guard Station closed by the federal Conservatives and docks removed
2016	Kitsilano Coast Guard Station reopened

Note that several clubs had outrigger canoes and dragonboats stored inside the fenced parking area behind the Burrard Civic Marina prior to 2004. It was in 2004, when the Burrard Civic Marina allocated sectioned areas of the fenced parking area to several outrigger canoeing and rowing clubs, that a major expansion of boat storage and paddle sports events occurred at this venue.

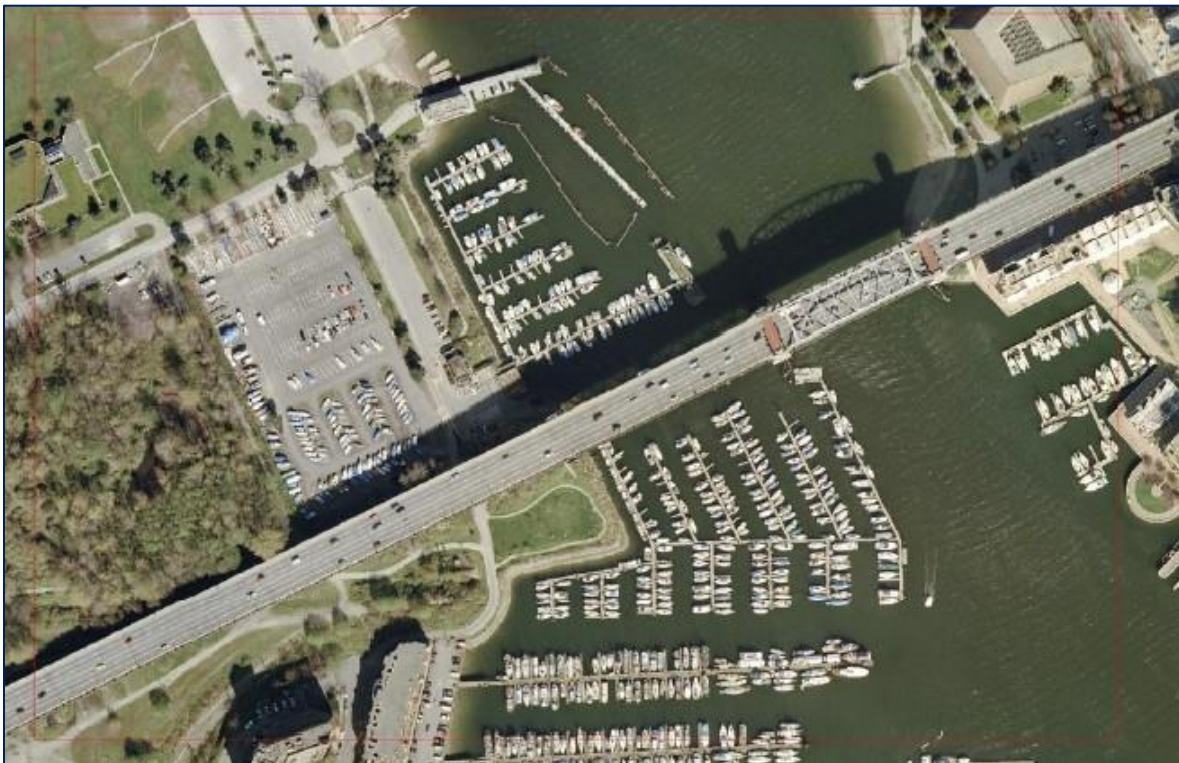
https://parkboardmeetings.vancouver.ca/2007/070709/burrard_civic_marina_upgrades.pdf
<https://jsca.bc.ca/2016/05/04/25-years-ago-this-saturday-may-7-1991-kitsilano-coast-guard-station-destroyed-by-fire/>



Burrard Bridge / Kits Trestle pivot-span bridge / Granville Bridge circa 1950



RCAF barracks and Department of National Defence (DND) dock circa 1957



Burrard Civic Marina 2005 with multiple canoe clubs at enclosed parking area northside perimeter

International Polynesian Canoe Federation (IPCF) / International Va'a Federation (IVF)

IPCF / IVF World Sprints events for 1984 IPCF 1 Los Angeles, 1986 IPCF 2 Tahiti, 1988 IPCF 3 Hawaii, 1990 IPCF 4 New Zealand, 1992 IPCF 5 Sacramento, 1994 IPCF 6 Samoa, 1996 IPCF 7 New Caledonia, 1998 IPCF 8 Fiji, 2000 IVF 9 Australia, and 2002 IVF 10 Tahiti have minimal at best event results. The most detailed reference for IPCF / IVF World Sprints events from 1984-2002 can be found at the KANUculture Vol 10 2004 web article. Snippets of this document specific to IPCF / IVF World Sprints events from 1984-2002, have been saved to a separate document. The original content can be found on Pages 69-81 at this link:

<https://issuu.com/stevevest/docs/kanuculturevol102004>

Canadian paddlers competed in the World Sprints for the first time in 1992. At the Kitsilano **1992 Sacramento IPCF World Sprints**, Don Irvine would win silver in the Open men's V1 category (to this day, this is the best ever finish in this division by a non-Tahitian), and Hugh Fisher would win bronze in the Open men's V1 category.

<http://www.ivfiv.org/1992-california.html>

At the **1994 Western Samoa IPCF World Sprints**, Jacqueline Webber would win gold in the Master women's V1 category.

<https://issuu.com/stevevest/docs/kanuculturevol102004>

At the **1996 New Caledonia IPCF World Sprints**, Heather Taylor would win gold in the Master women's V1 category, and Hugh Fisher would win silver in the Master men's V1 category.

<http://www.ivfiv.org/1996-new-caledonia.html>

2006 New Zealand IVF World Sprints Results:

<http://www.ivfiv.org/2006-new-zealand.html>

Canadian paddlers would have their best showing in 2008 after participating in several World Sprints, and this high performance would continue into 2010 as well as 2012. At the **2008 California IVF World Sprints**, Hugh Fisher would win silver in the Snr Master men's V1 category. Many False Creek paddlers including Kamini Jain would race with Canadian crews that would win gold in Master Women - V6 1000, silver in Golden Master Men - V6 500, silver in Master Men - V6 500, silver in Master Women - V6 500, silver in Open Women - V12 500, silver in Open Women - V6 1500, silver in Open Women - V6 500, bronze in Golden Master Men - V12 500, bronze in Golden Master Women - V12 500, bronze in gold in Master Women - V6 1000, bronze in Golden Master Women - V6 500, and bronze in Snr Master Men - V6 500.

http://www.ivfiv.org/uploads/2/5/3/8/25381158/race_results_2008.pdf

2010 New Caledonia IVF World Sprints Results:

<http://www.ivfiv.org/2010-new-caledonia.html>

2012 Calgary IVF World Sprints Results:

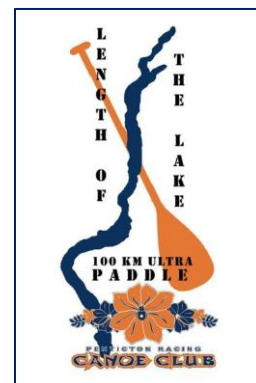
<http://www.ivfiv.org/2012-canada.html>

False Creek Alumni

Several FCRCC paddlers contributed to further outrigger canoeing endeavours after moving on from FCRCC.

Brent Bagnall had participated in dragonboat with crews coached by Drew Mitchell in the early 1990's. Brent was a stimulus in getting outrigger going in Penticton with introduction of the Duel In The Desert Iron race and the Length of the Lake Ultra-Distance (100KM) event. Penticton 2006 was the 7th year for the Length of the Lake Ultra-Distance event hosted by Penticton Racing Canoe Club (PRCC). The Length of the Lake Ultra-Distance event was held from 2001-2006, but not in 2000. There are not records going back prior to 2000, so the 1st year for the Length of the Lake Ultra-Distance event may have been anywhere between 1996 to 1999.

<http://www.jerichoutrigger.com/races2006/lotl.html>



The BC men's provincial team delivered a first for Canada in 2000. A crew of paddlers racing as "Team BC" from Jericho, Pemberton, and False Creek including Hugh Fisher, Rick Nu'u, and Don Irvine would finish Spec 1st place Open and 1st place Overall in the Catalina Channel Crossing race – the best ever showing for an all Canadian crew at Catalina. It was a major upset, especially as sponsorship for outrigger racing in Canada is nonexistent: unlike their well-financed foreign rivals, local crews have to raise all their own travel and expense money through fundraisers and other events.

<http://www.jerichoutrigger.com/races2000/catalina2000.html>

<https://www.latimes.com/archives/la-xpm-2000-sep-14-sp-21041-story.html>

<https://www.scora.org/wp-content/uploads/2012/04/Catalina-Men-Winners.pdf>



Dan O'Donovan had "retired" from outrigger canoeing by 2000 and was with the VPD Marine Unit between 2006-2011. This career move to patrolling Vancouver's waters and the 2010 Vancouver Winter Olympics provided the synchronicity for a reunion between former Calgary Canoe Club members Dan O'Donovan and Kamini Jain.

The 2010 Olympic Torch Relay culminated it's 106-day journey across Canada in Vancouver BC on February 12, the day of the Opening Ceremony. FCRCC members Don Irvine, Andrea Dillon, Bob Stewart and Rob Magus steadied the boat while Kamini Jain (2004, 2000 Olympian) stood at the bow of a Voyageur canoe. Hugh Fisher (1988, 1984, 1980 Olympian) stood at the bow of a dragonboat and passed the Olympic Flame onto Kamini Jain. What is not immediately apparent in the photo, is that Dan'O had the honour of providing escort for the boats carrying Hugh and Kamini, onboard the VPD Marine Unit black inflatable in the background.

