

The Sunshine Coast Story (1992-2023)

Much of this history was collected in a series of virtual interviews with Suncoast Paddling Club aka Powell River Outrigger Canoe Society (PROCS) members **Sue Milligan** and **Marc Lavertu** and **Michael Matthews**, Gibsons Paddle Club (GPC) member **Donna Harrison**, and Spirit Of Aloha Racing (SOAR) member **Ron Dickinson**. Additional details were provided by various False Creek Racing Canoe Club (FCRCC) and Jericho Outrigger Canoe Club (JOCC) 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.

The Sunshine Coast for the purposes of this story is defined as encompassing paddling venues at Gibsons, Sechelt, Halfmoon Bay, and Powell River. The Sunshine Coast is split into two portions on either side of Jervis Inlet. Roughly speaking, the southern half between the ferry slips at Langdale and Earls Cove occupies the Sechelt Peninsula, while the northern half between the ferry slip at Saltery Bay and Lund sits on the Malaspina Peninsula. The **Lower Sunshine Coast** is a 40-minute ferry ride from the BC Ferries terminal at Horseshoe Bay in West Vancouver to the Langdale terminal just outside the town of Gibsons. The **Upper Sunshine Coast** is connected to the lower coast by a 50-minute ferry ride at Earls Cove to Saltery Bay, a 20-minute drive along Highway 101 to Powell River. The BC Ferries terminal in downtown Powell River sails daily to Comox on Vancouver Island. [001]



The Sunshine Coast is a 180KM stretch of paradise that is tucked into the southwest corner of mainland British Columbia. The shoreline stretches from Howe Sound to Desolation Sound and is accessible only by ferry, boat, or plane. The Sunshine Coast region stretches along the side of the Strait of Georgia and is bounded by Howe Sound in the south and Desolation Sound in the north. Jervis Inlet splits the coast in the middle – there is a small ferry to make the connection between the two parts of the coast. The towns of Sechelt and Gibsons are on the South Sunshine Coast, along with the villages of Roberts Creek, Halfmoon Bay, and Pender Harbour. You will find the town of Powell River on the North Sunshine Coast along with several small hamlets. [005] [006] [007] [008] [009] [010] [011] [012] [013] [014] [015] [016] [017]

Sunshine Coast Paddling Clubs

The club legacies that CORA had compiled in past years had been very much about individual clubs (False Creek; Lotus; Jericho; Penticton; Ocean River) with some "cross-over" references to other canoe clubs where there were connections. The "*Sunshine Coast Legacy*" is quite different. There is much literature that connects Gibsons and Sechelt and Powell River under a "Sunshine Coast" region such that the clubs from this area (Gibsons; SOAR; Powell River; Club Bon Accueil) - even though BC Ferries is a bond / challenge - should be combined into a collective "*Sunshine Coast Legacy*" document. The connections between these clubs – the paddlers, the canoes (*Malias*; Fijians), the side stories (CLAN; Pearson College; Barry Kosturos; North Van Canoe Club) and the various venues (Gibsons; Sechelt; Halfmoon Bay; Powell River) all form threads through these clubs. This chronicle has a "Chapter" each for Gibsons and SOAR and Powell River and Club Bon Accueil within this document the "*Sunshine Coast Legacy*".

Roots / Threads / Chapters

This chronicle is intended to capture unwritten history of outrigger canoeing on the Sunshine Coast from 1992-2023, as records from prior to 2000 are becoming more and more scarce. The history of outrigger canoeing on the Sunshine Coast is linked with the travels of the Canadian *Malias*, 1998 Fiji IVF World Sprints, Clipper Canoes, James van Nostrand, and an ongoing relocation of individuals away from the BC Lower Mainland. There are at least five paths / threads / chapters that converged to lead to the development of outrigger canoeing on the Sunshine Coast. Please see the timeline below for key Sunshine Coast outrigger canoeing events.



1. **Canadian *Malias***
2. **Spirit Of Aloha Racing (SOAR)**
3. **Gibsons Paddle Club (James van Nostrand)**
4. **Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) (Barry Kosturos)**
5. **Club Bon Accueil (CBA)**

Timeline	Sunshine Coast & Relevant Worldwide Outrigger Canoeing Events
1992-1994	<i>Malias</i> (Yellow; Red; Green) sold by FCRCC to Gibsons Paddle Club
1998	1998 Fiji IVF / IPCF World Sprints
1999	Howe Sound Iron inaugural / Gibsons Paddle Club founded by Ed Hill
1999	Powell River satellite group as members of Gibsons loaned Red <i>Malia</i>
1999	Vakaloloma Fijian OC6s imported to Sunshine Coast by Ron Dickinson
2000	2000 Townsville (Australia) IVF / IPCF World Sprints
2000	Gibsons acquires Red Clipper Advantage Ch'átiya'y
2001	Powell River founded
2001	Red <i>Malia</i> gifted by Gibsons Paddle Club to Powell River
2002	2002 Tahiti IVF / IPCF World Sprints
2003	Ambleside / Vakaloloma Fijian / Squamish canoe blessing
2003-2008	Vakaloloma Fijian OC6s stored at Halfmoon Bay by Ron Dickinson
2004	2004 Hilo IVF / IPCF World Sprints
2004	North Van & Sunshine Coast paddlers race 2004 Hilo World Sprints
2005	Centre for Leadership Adventure in Nature (CLAN) opens
2005	Donna Harrison joins Gibsons Paddle Club
2006	New Zealand IVF / IPCF World Sprints

2006	Donna Harrison at 2006 New Zealand IVF / IPCF World Sprints
2008	Spirit Of Aloha Racing (SOAR) founded by Ron Dickinson
2008	Yellow & Green <i>Malias</i> sold by Gibsons Paddle Club to CLAN & used by Powell River
2009	Powell River acquires White Clipper Advantage
2011	Centre for Leadership Adventure in Nature (CLAN) closes
2012	Yellow & Green <i>Malias</i> gifted by CLAN to Powell River
2015	Spirit Of Aloha Racing (SOAR) amalgamated with Gibsons Paddle Club
2015	Vakaloloma Fijian OC6s gifted by SOAR to Gibsons Paddle Club
2018	Yellow <i>Malia</i> gifted by Powell River to Pearson College
2022	Red & Green <i>Malias</i> gifted by Powell River to Pearson College
2023	Powell River renamed as Suncoast Paddling Club
2023	Vakaloloma Fijian OC6s sold by Gibsons Paddle Club to Harrison Lake First Nations
2024	Club Bon Accueil renamed as Association Francophone de qathet

Canadian *Malias* Chapter

The CORA Historical Committee published "*The Burrard*" - *First OC6 In Canada* that chronicled how this OC6 transported in halves from California to Canada provided the starter OC6 for at least 8 Canadian canoe clubs. Several other CORA Historical Committee publications including "*The False Creek Legacy*" and the "*The Lotus Legacy*" and "*The First Outrigger Canoes in BC*", have noted how the Canadian *Malia* was just as important at providing starter OC6s for Canadian canoe clubs. The fact that 8 of the 9 Canadian *Malias* manufactured by Ron Kaschula of Calmar Fiberglass have been in use from 1992-2023 is a testament to the resilience of this first generation of Canadian six-person outrigger canoes. [031] [032]

Lotus Sports Club had the first 2 Canadian *Malias* from 1992-2016 until they were sold to Pitt Meadows Paddling Club (PMPC). Alwyn Morris (1984 Los Angeles Olympics K2 Gold Medalist) purchased 2 Canadian *Malias* in 1989 and had them shipped via train to Montreal Quebec as the first OC6s in Eastern Canada and as the starter OC6s for Onake Paddling Club. Those 2 Canadian *Malias* have since changed hands across several canoe clubs in Eastern Canada. Hugh Fisher purchased 1 Canadian *Malia* in 1990 as the starter OC6 for Pemberton Canoe Association (PCA). Kirk Taylor purchased 1 Canadian *Malia* in 1992 as the starter OC6 for Jericho Outrigger Canoe Club (JOCC). The most travelled Canadian *Malias* were the 3 purchased by False Creek Racing Canoe Club (FCRCC) circa 1989-1991. FCRCC moved in the mid-1990s from this first generation of Canadian six-person outrigger canoes to the Calmar Canadian Class Racer (CCR) that would become the second generation of Canadian six-person outrigger canoes. These 3 (red-deck, blue-deck, yellow-deck) Canadian *Malias* would move onwards to Gibsons Paddle Club (GPC) in the mid-1990s, prior to Gibsons Paddle Club hosting the first Howe Sound Iron event in 1999. The story of how these 3 Canadian *Malias* would eventually move onwards from Gibsons Paddle Club to Powell River Outrigger Canoe Society (PROCS) to Pearson College only became fully documented with the compilation of this "*The Sunshine Coast Legacy*" publication.

The chapters on Gibsons Paddle Club (GPC) and Powell River Outrigger Canoe Society (PROCS) go into the history of these 3 Canadian *Malias* in great detail. Gibsons Paddle Club made the red Canadian *Malia* available to a satellite group of Powell River paddlers circa 1999. Once Powell River Outrigger Canoe Society became a formal organization, they were gifted the red Canadian *Malia* from Gibsons Paddle Club. The yellow and green Canadian *Malias* were sold by Gibsons to Centre for Leadership Adventure in Nature (CLAN) circa 2008 and then sold by CLAN to Powell River circa 2012. The yellow Canadian *Malia* was gifted by Powell River to Pearson College in 2018. The red and green Canadian *Malias* were gifted by Powell River to Pearson College in 2022.



FCRCC Canadian *Malias* to Gibsons Paddle Club to Powell River Outrigger Canoe Society to Pearson College

Those 9 Canadian *Malias* have supported outrigger canoe programs at no less than 9 clubs that CORA knows of including Lotus, False Creek, Pitt Meadows, Onake, Pemberton, Jericho, Gibsons, Powell River, and Pearson.

Spirit Of Aloha Racing (SOAR) Chapter

This chronicle is intended to capture unwritten history of outrigger canoeing at Spirit Of Aloha Racing (SOAR) from 1998-2015. The history of outrigger canoeing at SOAR is linked with the growth of outrigger canoeing at other Sunshine Coast clubs. Most Canadian outrigger canoe clubs are founded through the efforts of a single or small group of individuals with a vision. **Ron Dickinson** would be the individual who would start SOAR. This chronicle begins with the participation by **Ron Dickinson** of Halfmoon Bay, a small village of permanent homes, summer cottages and five regional parks on the Sunshine Coast of British Columbia, in the 1998 Fiji IVF World Sprints. [042] [043] [044] [045] [047] [048] [049] [050] [051]



Spirit Of Aloha Racing (SOAR) Outrigger Canoe Fleet

An initiative began in 2020 by the CORA Racing Committee as an effort 1) to capture an inventory of CORA "big-boats" (much like the SCORA / OHCRA / HCRA Registries) and 2) to capture details (names / IDs / colours / weights) of CORA "big-boats". This initiative led to the discovery of 2 OC6s at the Gibsons Paddle Club (GPC) Marina venue unlike any other OC6s in Canada.

Research on OC6s of a design similar to the OC6s at the Gibsons Paddle Club (GPC) Marina venue led to the publication of an article on the CORA website Chronology of outrigger canoes as follows:

It is likely that the Fijian Rotuman Tafaga long canoes had been in existence for centuries before Rotuma was reconnoitred in 1791 by Captain Edwards in HMS Pandora while he was searching for the Bounty mutineers. It seems appropriate that 2 of the 6 presently active canoe clubs in Fiji are named after the one-person canoe (Takia OCC) and the six-person canoe (Tafaga OCC) used in the 1998 Fiji IVF World Sprints.

*There are presently 2 Vakaloloma Fijian (Tafaga) OC6s at a single CORA club (Gibsons). Sometime after the 1998 Suva Fiji 8th International Polynesian Canoe Federation (IPCF) World Sprints, **Ron Dickinson** of Spirit of Aloha Racing (SOAR) on the Sunshine Coast acquired 2 Vakaloloma Fijian (Tafaga) OC6s each weighing 230lbs that had been shipped in a container to the West Coast. Gibsons acquired the 2 Vakaloloma Fijian (Tafaga) OC6s in 2015 when Spirit of Aloha Racing (SOAR) folded.*



The CORA Historical Committee pursued the origin of these 2 OC6s 2020-2023 until a very detailed story of these 2 OC6s was eventually provided by **Ron Dickinson**. That detailed story has been provided almost verbatim.

The 2 Fijian V6 canoes currently owned by GPC were brought to Canada with 6 Tiger Surf Rider (Surfrigger) V1 canoes in 2003. All had been used in the World Outrigger Canoe Sprints in Fiji in 1998. The blue V6 canoe was used by Tahiti's Mens open crew to win the 1500-meter men's race while the green one was used by Tahiti's women's open crew to win their 1500 race. My friend Edward Sanday and I imported the canoes to Canada with the thought that we could introduce more Canadian outrigger paddlers to sprinting. At the time, the Canadian World Sprints contingents were much smaller than they are today with most paddlers focused on distance racing.

Before any of the canoes touched the water, Edward and I approached the Squamish Nation tribal council in North Vancouver to request permission to use the canoes in their traditional waters that surround Gibsons. We did this as a show of respect. It was at this time that Edward also arranged a cross cultural exchange between Vancouver's Fijian community and the Squamish Nation. This exchange occurred at Ambleside in West Vancouver in the fall of 2003 and included elders and chiefs from both the Squamish Nation and Vancouver Fijian community as well as Edward and myself. Since official permission to ply the waters off Gibsons



had not yet been granted and the canoes had not yet been blessed; we had to transport all of the canoes on a flatbed semi to Ambleside from Gibsons. Once the exchange was completed and all of the canoes blessed in a cedar bough cleansing ceremony with female Squamish Nation women (4 generations), the canoes were launched. Anyone wanting to paddle a V1 or either of the V6's were invited to do so. It was quite comical as paddling a va'a (V1) for the first time is extremely difficult and most who tried either paddled in circles or hulled (capsized).



As we did not have a compound to store the canoes upon their return to the Sunshine Coast, all were stored in my backyard in Halfmoon Bay. The V1's were used quite regularly by Edward, his wife Seru and myself in preparation for the 2004 World Sprints in Hilo Hawaii. The sixes were used sparingly as they had to be transported to the water. We had formed a men's open club crew for Hilo that did use the V6's when possible but most of our training was at the North Vancouver Canoe Club run by Mike Billy. It was through Mike that our crew was formed consisting of Edward, Mike, and myself as well as Squamish Nation paddlers Ian Billy, Reno Natrall and Tony Nahanee. It should be realized that at this time, Canada did not support club crew racing at the World's and we had to prove ourselves worthy which we did in several races beating out the Canadian men's top open crew most of the time.

Unfortunately, Edward had to back out of the Hilo Sprints just a few weeks before they were to take place and we had to find a replacement on very short notice. Fortunately, we were able to find someone to race with us at the last moment by the name of Ivan McIvor, an indigenous paddler from Chilliwack. Ivan is a strong paddler but had not spent much time blending with our crew so this adversely affected our performance in Hilo. I guess it was meant to be however as Ivan met and fell in love with a beautiful Tahitian woman named Gigi. He stayed in Hawaii after the races never returning to Canada. I met Ivan a few years ago at a race in Vancouver that he was participating in and he told me he was still living in Hawaii, married to Gigi, and had two children. Go figure!



Following the World's at Hilo, the canoes remained in my backyard for 4 years. The singles continued to be used regularly for training but the sixes rarely left my yard. Over time, all but one of the V1 canoes were sold to other paddlers. Most went to Powell River and the one that remained was paddled by me for many years until I gave it to elite sprints paddler Tamas Mihalyi. The canoe needed some work so I gave it to Tamas to work on while he was recovering from a serious shoulder injury. I did this to keep up his interest in outrigger sprints racing while he was convalescing. It wasn't until 2008 that 2 of my paddling friends and I approached the owner of the Gibsons Marina (Art McGinnis) to see if we could have some space at the marina to store our canoes. Permission was granted, the canoes were moved to the compound and my two friends Sonya Bergen and Greg Smith and I formed a racing club called SOAR (acronym for Spirit Of Aloha Racing) Despite difficulty recruiting enough members, the club continued for about 7 years and then amalgamated with GPC. That is how the two V6's became the property of GPC. They only weigh 240lbs fully rigged, are amazingly good for surfing. Literally they are the predecessors of the ultra light sixes of today. – **Ron Dickinson** [061] [062] [063] [064] [065] [066] [067] [068]



Spirit Of Aloha Racing (SOAR) Events

Spirit Of Aloha Racing (SOAR) never hosted any CORA Sanctioned Racing Events. However, Spirit of Aloha Racing (SOAR), in partnership with Sea Cavalcade, hosted the **Shoal Channel Sea Sprints**, an exciting paddle race for adults and kids on 2013-July-28, right after the Keats Island Swim. The race was open to sea kayaks, canoes, OC1, OC2, and surfski, and ran from Armours Beach to Soames Point and back. Awesome prizes would be awarded in each boat category and age class. [070]



Spirit Of Aloha Racing (SOAR) Venues

As noted by **Ron Dickinson**, Spirit Of Aloha Racing (SOAR), the 2 Vakaloloma Fijian V6 canoes and 6 Tiger Surf Rider (Surfrigger) V1 canoes resided in Ron's backyard at Halfmoon Bay until 2008, when they were moved to a compound at Gibsons Marina.

Spirit Of Aloha Racing (SOAR) Achievements

Spirit of Aloha Racing (SOAR) social media has minimal mention of their achievements in terms of participation in Western Canada or International paddling events. However, the Canadian Outrigger Racing Association (CORA) website race results indicate that Spirit of Aloha Racing (SOAR) has fielded crews and done well in the CORA Cup Series events over the course of many years. It is known that Spirit of Aloha Racing (SOAR) has sent individuals to IVF World Sprints / Distance events over the course of many years. This section may be updated with further research.

Spirit of Aloha Racing (SOAR) would have a 1st Place team (Tammy Hartman, Manfred Hartman, Sonya Bergen, **Ron Dickinson**, Merrily Corder, and Greg Smith) and a 2nd Place team (Selina Williams, Dayton Skei, Brenda Webb, Birgit Breuer, Bill Drinkwater, and Ken Peterson) in the 2010 CORA Cup Series Novice Division. [075] [076] [077] [078]

Gibsons Paddle Club (GPC) Chapter

The Gibsons Paddle Club came into existence as a result of a canoe journey that took place two years before the Club was formed; an epic journey that would prove to be instrumental to its inception.



In 1997, a Staff Sargent with the RCMP by the name of Ed Hill was introduced to the world of big canoes. While posted in Hope, BC, Ed participated in the historical canoe journey known as VisionQuest. That journey was travelled in composite canoes (designed in the West Coast First Nations style and made at Clipper Canoe in Abbotsford, BC) and extended from Hazelton, BC on the Skeena River, to Victoria, BC; a distance of over 1,600 km! www.visionquestsociety.org

In the fall after the journey, Ed Hill was transferred to Gibsons. Having by now developed a love of ocean-going canoes, he looked for a way to bring those same canoes to Gibsons. Hill contacted Lynne Smith at Clipper Canoe asking for a list of owners of similar canoes with the intention of organizing an annual race of these canoes based out of Gibsons. Smith advised Hill that he need not "reinvent the wheel" by using those First Nations designed canoes as there was already an ocean racing group called "CORA", (Canadian Outrigger Racing Association) that raced outrigger canoes. Gibsons, Ed surmised, would be a perfect place for such a race.

Mr. Hill got down to business with a group of local people and organized that first race for the summer of 1999. Clipper Canoe graciously loaned the Gibsons group an outrigger canoe so that anyone interested could try it out, train, and participate in the race. For the entire spring of 1999 approximately 50 local people practiced and trained in that single OC6. The race was a phenomenal success and involved canoes from all over the west coast of North America. The three-day weekend event indeed demonstrated the "Mahalo" spirit of outrigger canoeing. The town of Gibsons was hooked and from that day forward was known as "The Ocean Going Canoe Capital of Canada".

The success and excitement of the event prompted the local people to insist that the loaned canoe remain in Gibsons and not be sent back to Clipper Canoe. They had come to love the sport and needed to own a canoe of their own. An urgent meeting was held in the Gibsons Yacht Club on the afternoon of the race and it was agreed that a club would be formed - "The Gibsons Paddle Club" with Lorne Lewis as its first President and that initial group of people its charter members. Their membership dues provided the seed money to purchase that very first canoe and since that day, the growth of the GPC is a matter of history. The Gibsons Paddle Club now has two locations of canoe storage and launch and is perhaps the largest recreational canoe club on the west coast of North America.

That first canoe that was purchased from Clipper Canoe was named Ch'átiya'y (which is the Squamish Nation word for "Devil's Club") and is paddled by the members of the Gibsons Paddle Club to this day. [081]

Gibsons Paddle Club (GPC) Outrigger Canoe Fleet & James van Nostrand

Gibsons Paddle Club has had an interesting evolution in their six-person and four-person Outrigger Canoe Fleet. Sometime in the early 1990s, three Canadian *Malias* (Yellow; Red; Green) were sold by FCRCC to Gibsons Paddle Club. Sometime in 1999, a Powell River satellite group as members of Gibsons were loaned and then gifted the Red Canadian *Malia*. There is some lack of clarity regarding the timeline of outrigger canoes in Gibsons in 1999. The Gibsons Paddle Club History notes that Ed Hill had arranged a loan of a single Clipper Advantage for Gibsons members to train in. Yet there is historical material from Powell River members that the Yellow & Green Canadian *Malias* were sold in 2008 by Gibsons to CLAN & used by Powell River. The true timeline of the three Canadian *Malias* moving to Powell River may remain a mystery. However, the purchase by Gibsons Paddle Club of that first Clipper Advantage named Ch'átiya'y in late 1999, set in motion the ongoing acquisition of Clipper Advantage six-person and Clipper North Beach four-person outrigger canoes for many years.



Gibsons Paddle Club Red-Deck / White-Hull Clipper Advantage Ch'átiya'y



Gibsons Paddle Club Teal-Deck / White-Hull Clipper Advantage Sound Traveller (With Huki "Tomahawk" Ama)



Gibsons Paddle Club White-Deck / White-Hull Clipper Advantage Pai Hoa



Gibsons Paddle Club Blue-Deck / White-Hull Clipper Advantage Whanau



Gibsons Paddle Club Green-Deck / White-Hull Clipper Advantage Ah'Neetz Gnass (Owns The Day)



Gibsons Paddle Club Red-Deck / White-Hull Outrigger Connection Mirage OC6 Ohana Mana



Gibsons Paddle Club White-Deck / White-Hull Clipper North Beach OC4 Calliope



Gibsons Paddle Club White-Deck / White-Hull Clipper North Beach OC4 White Feather



Gibsons Paddle Club White-Deck / White-Hull Clipper North Beach OC4 Gentle Wind



Gibsons Paddle Club White-Deck / White-Hull Clipper North Beach OC4 Wave Runner



Gibsons Paddle Club Blue-Deck / White-Hull Vakaloloma Fijian OC6s Double-Hulled

As the Gibsons Paddle Club Howe Sound Iron grew in popularity, so did the Gibsons Paddle Club Outrigger Canoe Fleet. Exact dates are unknown, but Gibsons Paddle Club would acquire 5 Clipper Advantage OC6s, 4 Clipper North Beach OC4s, and 1 Outrigger Connection Mirage OC6 over the course of the next twenty years. When Spirit Of Aloha Racing (SOAR) amalgamated with Gibsons in 2015, the 2 Vakaloloma Fijian OC6s were gifted by SOAR to Gibsons. Late in 2023, those 2 Vakaloloma Fijian OC6s were sold by Gibsons to the Harrison Lake Chehalis First Nations. Note that the Clipper Advantage Whanau acquired in 2019 and the Ah'Neetz Gnass acquired in 2021 weigh 280 pounds making them eligible for the ultralight category. Lynne Smith at Western Canoe said they could build the same Clipper Advantage style 120 pounds lighter with less fibreglass and more carbon fibre.

Donna Harrison was a member of both Gibsons and SOAR and assisted the Gibsons big-boat fleet grow to 13 canoes in total including 1 Mirage OC6, 6 Clipper Advantage OC6s, 2 Vakaloloma Fijian OC6s, and 4 North Beach OC4s. Gibsons owns the largest fleet of North Beach OC4s as well as the largest fleet of Clipper Canoes in Canada. Gibsons also acquired a Clipper Canoe Voyageur style canoe named the "Dolphin Spirit" that has allowed Club members to go on excursions and journeys all up and down the lower west coast of Canada. [091]

Although it is common practice among Washington, Oregon, California, Hawaii, and Polynesia outrigger clubs to name their canoes and provide a page on their websites dedicated to the history of their canoes, this is a tradition followed by very few Canadian clubs. Many outrigger clubs give their canoes names associated with the land and waters surrounding their location or names of departed club members. There is also a tradition of a blessing ceremony by the paddling community to instill goodwill upon the canoe. **Donna Harrison** has played a part in ensuring this cultural tradition is followed at Gibsons with every OC6 and OC4 given a meaningful name. Hence the names for the club OC6s (Ch'atlay - Advantage, Sound Traveller - Advantage, Pai Hao - Advantage, Whanau - Advantage, Ah'Neetz Gnass - Advantage, Ohana Mana - Mirage) and OC4s (Calliope - North Beach, White Feather - North Beach, Wave Runner - North Beach, Gentle Wind - North Beach). [092] [093]

Canadian Outrigger Loses Another Legend - James van Nostrand

It is with great sadness that we tell you of James van Nostrand, canoe designer, builder, and friend to the outrigger community, who passed away in Abbotsford BC, on Monday, 2023 April 15th. James lost a courageous two-year battle with cancer.

James worked for many years with Clipper Canoes, designing the majority of their recreational canoe fleet, outrigger canoes, rescue sleds and other craft. His 65' travelling traditional First Nations traveling canoe is the largest produced in Canada.

James designed the North Beach OC4, co-developed the Clipper Advantage OC6 with Greg Barton, and helped our company breathe new life into the C-Lion OC1 in the Pacific Northwest and Canada. His expertise crossed all paddling disciplines as he was also instrumental in reworking the Gemini Dragon Boats still used in Vancouver's False Creek today.

James was a familiar face (usually covered with a dark beard and his ever-present Tilley hat!) at the Howe Sound Iron Outrigger Races in Gibsons, BC. As technology evolved, James became well known as the "go to" guy for repair work on carbon outrigger canoes throughout the community. An innovative designer, boat builder, sculptor and photographer, James loved to work with his hands and to be on the water.

He grew up in Ontario, made BC his home and loved Canada from East to West.

We'll miss you James, see you on the water. - Open Ocean Outriggers [101]

Clipper Advantage OC6

Olympic Gold Medal Winner and Epic Kayaks Designer Greg Barton collaborated with Western Canoeing and Kayaking on the production of a six-person Hawaiian racing outrigger in 1996. The Clipper Advantage OC6 was designed to meet Hawaiian Outrigger Specifications using either the Hawaiian or California test methods. The Clipper Advantage OC6 was designed specifically to perform in moderate seas as opposed to huge open ocean waves. In April 1998 a production canoe was certified race legal by KOA (Kalifornia Outrigger Association) standards. Greg Barton raced the Clipper Advantage OC6 to a first place in the Men's Masters division at Catalina 1998 with Team Hawaii Masters steered by "Nappy" Napoleon. [111] [112] [113]



Clipper North Beach OC4

James van Nostrand of Clipper Canoes was one of the most prominent and reputable recreational canoe and outrigger canoe and kayak designers in Canada. In addition to the Clipper Advantage OC6, James was also responsible for the resurgence of the C-Lion OC1 and the Clipper North Beach OC4.



There are presently 9 Clipper North Beach OC4s at 5 CORA clubs (Gibsons; Nanaimo Ocean Paddling; False Creek; Prince Rupert; Sproat Lake) and there maybe others in use belonging to other than CORA clubs. [121]

Gibsons Paddle Club (GPC) Events

The Gibsons Howe Sound Iron inaugural event took place in 1999. The first race director in 1999 for the Gibsons Howe Sound Iron was FCRCC, followed by Suzanne Daniels until 2009. **Donna Harrison** was with the neighbouring Spirit of Aloha Racing (SOAR) CORA club at the time. **Donna Harrison** joined Gibsons Paddle Club and became Race Director for the Howe Sound Iron events of 2009 for many years. **Donna Harrison** and the community as a whole were able to coordinate local government officials and businesses to make the Howe Sound Iron OC6 Race and the Pulling Water small-boat race one of the most popular outrigger canoe racing weekends in the Pacific Northwest attended by paddlers worldwide. Held as the Canadian National Championship yearly, it was the longest race at 26KM where those planning to attend the Queen Liliuokalani race at 30KM in September could tackle the longest distance race in Canada. [131] [132] [133] [134] [135] [136] [137] [138] [139] [140]



2016 International Howe Sound Outrigger Race in Gibsons, BC (YouTube)

Gibsons, BC – Canada's Ocean Going Canoe Capital

Gibsons Paddle Club has a long history of hosting and participating in community paddling events. Gibsons paddlers had travelled to the Shuswap for the Pulling Together journey. Gibsons has also joined in other local community paddling events such as the Sechelt Paddle Festival, the Broughton Archipelago Voyageur Parade, and the Sunshine Coast Canoe Journey. Gibsons Paddle Club leadership has been the organizer / volunteer for many of these community paddling events for over a decade. [151] [152] [153] [154]



Sechelt Paddling Festival 2016 Poster



Sechelt Paddling Festival 2016



Sechelt Paddling Festival 2016



Broughton Archipelago Voyageur Parade 2016



Sunshine Coast Canoe Journey 2017

Gibsons Paddle Club (GPC) Venues

There are very few Canadian outrigger canoe clubs that maintain more than a single venue. Gibsons is 1 of only 2 Canadian clubs that has 2 venues. The Sechelt Venue located in Porpoise Bay on the Sechelt Sustainable Community (SSC) Properties close to Lighthouse Pub just north of the Government Dock and Halfmoon Bay Kayaks and sponsored by Harbour Air is home to 2 Clipper Advantage OC6s and 1 North Beach OC4. The teal-deck / white-hull Clipper Advantage *Sound Traveller* was the first Gibsons Paddle Club canoe at this venue. [161] [162]



Gibsons Paddle Club Sechelt Venue Porpoise Bay At 5764 Wharf Avenue, Sechelt, BC

The Gibsons Marina venue is conveniently located close to the Gibsons Harbour for ease of access to sheltered waters. Gibsons Paddle Club leadership has invested extensive volunteer time for many years to coordinate upgrades to the canoe storage compound / facilities as well as organizing seasonal events to maintain the big-boat and small-boat fleet stored at the Gibsons Marina venue. The Gibsons Marina venue is now home to 4 OC6s and 3 North Beach OC4s. These 2 venues allow Gibsons members from all over the Sunshine Coast to access outrigger canoeing without extensive travel. [163]



Gibsons Marina venue North Of Boat Launch At 675 Prowse Rd, Gibsons, BC

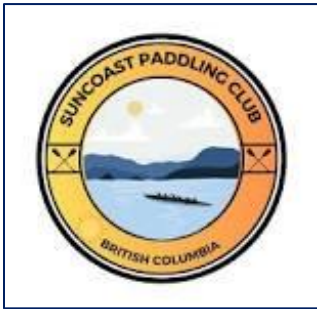
Gibsons Paddle Club (GPC) Achievements

Gibsons Paddle Club (GPC) social media has minimal mention of their achievements in terms of participation in Western Canada or International paddling events. However, the Canadian Outrigger Racing Association (CORA) website race results indicate that Gibsons Paddle Club (GPC) has fielded crews and done well in the CORA Cup Series events over the course of many years. It is known that Gibsons Paddle Club (GPC) has sent individuals to IVF World Sprints / Distance events over the course of many years. This section may be updated with further research. [171] [172]

Team Canada sent a large contingent to the 2022 London IVF World Sprints where 22 nations participated. Gibsons Paddle Club leadership provided over a decade of World Sprints experience to mentor the seven Gibsons Paddle Club athletes who competed and medalled in London. Gibsons Paddle Club leadership ensured that the Gibsons Paddle Club athletes were indeed recognized in the local community by having articles regarding the achievements of the paddlers published by local media sites including the Coast Reporter. [173] [174]

Donna Harrison had been contributing to Team Canada as a member of the CORA Sprints Council since 2007 in support of the 2012 Calgary IVF World Sprints proposal. **Donna Harrison** had served as Team Canada IVF Representative after Linda Daigle and Alan Carlsson. **Donna Harrison** became Team Canada Area Representative when Lynda Roberts became the Team Canada IVF Representative in 2011. At the 2010 New Caledonia IVF World Sprints, Team Canada IVF Representative **Donna Harrison** and Team Canada Area Coordinator Lynda Roberts would guide Team Canada to a successful showing. For the 2012 Calgary IVF World Sprints, **Donna Harrison** would be part of the Sprints Council with John Roberts, Sheila Kuyper, and Kamini Jain. At the 2016 Australia IVF World Sprints, Team Canada IVF Representative Lynda Roberts and Team Canada Area Coordinator **Donna Harrison** would guide Team Canada to another successful showing. [175] [176] [177] [178] [179]

Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) Chapter



The Powell River Outrigger Canoe Society (PROCS) was formed in 2001 and officially renamed as Suncoast Paddling Club in 2023.

Prior to Powell River becoming an outrigger club, the Powell River paddlers were members of the Gibsons Paddle Club (GPC) for a couple of years. We were considered a satellite group and hence GPC provided us with their red Malia, which was the oldest canoe of the 3



Malias that eventually came to Powell River. When PROCS was formed, GPC gifted us the red Malia.

When the GPC were in the process of replacing the yellow and green Malia, PROCS was contacted. GPC wanted to sell them to us at a bargain. At the same time a youth outdoor wilderness program was created by the Francophone School Board of British Columbia. Powell River was chosen as the site for this new facility and program called the CLAN (Centre, Leadership, Adventure, Nature). As it turns out, I approached the CLAN about these canoes and of course the director was very interested in obtaining them (a PROCS paddler). The Malias were sold to the CLAN for about \$250 a piece. An agreement was reached with the CLAN and PROCS for the latter to use the Malias in exchange for maintaining them. PROCS did a major repair and repaint of the canoes prior to the CLAN's use of them. We have photos if you want them.

February 2005 saw the launch of the Centre for Leadership and Adventure in Nature (CLAN) open under the guidance of director Michel Thibeault. CLAN operated with ties to Conseil scolaire Francophone de la Colombie-Britannique, or School District 93. Powell River-based Centre for Leadership and Adventure in Nature (CLAN) program, run out of École Côte du Soleil, closed in the fall of 2011. CLAN offered outdoor adventure programs for French-speaking youth. The organization hired French Canadians from around the nation and brought them and the participants to Powell River for programming. [181] [182] [183]

The CLAN dissolved after about 6 years of operation and subsequently, the two canoes were gifted to PROCS. PROCS used all three canoes for many years until over time it commenced to acquire new canoes. A friendship had developed between the coach of PROCS, Michael Matthews and Garth Irwin, teacher at Pearson College in Peddar Bay, Victoria. Garth had expressed interest in adding another activity to the youth program of which he was in charge. The Pearson students commenced coming to Powell River yearly to camp, hike, do community work service and paddle outrigger. I do not remember what year, but the yellow Malia was gifted to Pearson College. This was followed by the remaining 2 canoes gifted in 2022. – Marc Lavertu

Suncoast Paddling Club Outrigger Canoe Fleet & Barry Kosturos

Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) has had an interesting evolution in their six-person Outrigger Canoe Fleet. As noted above, Powell River started in 1999 as a satellite group of members from Gibsons Paddle Club with a red *Malia* loaned by Gibsons Paddle Club. Powell River then arranged in 2008 for Pedder Centre for Leadership Adventure in Nature (CLAN) in Powell River to purchase the Yellow & Green *Malias* sold from Gibsons Paddle Club. The Yellow & Green *Malias* were gifted by CLAN to Powell River when CLAN folded in 2011. Sometime between 2012-2014, Powell River purchased a Clipper Advantage in 2009 to increase their outrigger canoe fleet to four six-person canoes.



FCRCC Yellow Canadian Malia to Gibsons Paddle Club to Powell River Outrigger Canoe Society to Pearson College



FCRCC Blue Canadian Malia to Gibsons Paddle Club to Powell River Outrigger Canoe Society to Pearson College



FCRCC Red Canadian Malia to Gibsons Paddle Club to Powell River Outrigger Canoe Society to Pearson College



Powell River Outrigger Canoe Society White Clipper Advantage



There is a long-time Jericho member whose volunteer efforts were very much appreciated. **Barry Kosturos** was the person working the grill at summertime events hosted by Jericho. He travelled with Jericho crews to the Molokai races to be a one-man support team. Even when other clubs hosted the CORA OC6 Iron Distance Championship race, Barry would quite often be leading the team providing the meals to hungry paddlers. The OC6 trailer that Jericho Paddling Club acquired in 2004 and eventually sold to a club in Alberta was manufactured by Barry as was the prototype for OC6 trailers made by a Langley trailer manufacturer. When Barry relocated to Powell River in 2011, he took his love of volunteering and outrigger canoeing with him. Barry had bought two Bradley

Lightning canoes from Pogue Sports with the goal of bringing outrigger canoeing to the youth community at Powell River. Powell River Outrigger Canoe Society (PROCS) had established a connection with the paddling community many years before. As a member of the Rotary Club Powell River, Barry was known to prepare and serve Christmas Dinner to the men, women, and children of Powell River. [191] [192] [193]

The Powell River Sea Fair Parade was all that remained of a summer event that celebrated Powell River as a seafaring, coastal community for more than 50 years. What had been a three-day festival with entertainment, a fishing derby, food vendors, fireworks and a carnival midway was reduced to a single event in 2016: a Saturday morning parade. As event co-organizer in 2016 **Barry Kosturos**, contributed to the success of the 54th annual parade. [201]

In 2014 / 2015, after several years of attempting to build community support for an outrigger canoeing youth program, Barry sold one Bradley Lightning to Powell River Outrigger Canoe Society (PROCS) to add to their fleet of three Canadian *Malias* and a Clipper Advantage. The second Bradley Lightning was sold to a PNWORCA club and shipped on a barge from Powell River to Richmond and then a trucking company picked it up and moved it south to Oregon. [211]



Powell River Outrigger Canoe Society White Bradley Lightning At Powell River Sea Fair Parade

The Yellow *Malia* was gifted in 2018 by Powell River to Pearson College. The Red & Green *Malias* were then gifted in 2022 by Powell River to Pearson College. Sometime shortly before the COVID Global Pandemic arrived in 2020, Powell River had ordered 2 ARE Matahina V6s, and these 2 Tahitian outrigger canoes would arrive at Powell River once the worst of the COVID Global Pandemic had passed. PROCS coach Michael Matthew obtained grants for Powell River to purchase the orange and yellow ARE Matahina V6s. [221]



Powell River Outrigger Canoe Society Orange & Yellow ARE Matahina V6s

Suncoast Paddling Club Events

Suncoast Paddling Club has never hosted any CORA Sanctioned Racing Events, although Suncoast Paddling Club has hosted CORA Coaching Clinics. [231]

Sea Fair was Powell River's beloved summer festival, spanning fifty-two years of the town's history. The first Sea Fair held in Powell River took place on August 10, 1963. The event was put on by the local Rotary Club in the parking lot of the Westview harbour. Since the initial Sea Fair, the event became a popular event for the community, taking place nearly every summer. In the years following, the spectacle that was the Sea Fair celebration only grew. The event began taking place over an entire weekend instead of a single day, and new elements were added such as midway rides, a treasure hunt, many more performances, vendors, swimming, sailing, and bathtub races, sports tournaments, and paper packing contests. The Sea Fair festivities of 1976 were moved to Willingdon Beach from their former location at the harbour parking lot, a location that stuck for the decades to follow. Sea Fair was an exciting event for the community to

come together, and brought a sense of excitement and fun to the isolated region, even if it was only for one weekend each summer. The most recent Sea Fair took place in 2015, and a Sea Fair Parade was held in 2016, however, this event was isolated and the fair did not occur since. [241] [242] [243] [244] [245] [246]

New activities were added in 2013 where event-goers could explore the coast from the water with boat tours being given by a dragon boat, an outrigger canoe, and the 15-foot wooden Steveston lifeboat. [251]

Yet another new activity was added in 2014 by the Sea Fair Society board of directors and Powell River Outrigger Canoe Society (PROCS), a non-profit group that promotes paddling and supports outrigger canoe racers to compete throughout the province. Both organizations actively promoted the Sea Fair Corporate Challenge Outrigger Canoe Race presented as a community challenge for organizations and businesses. The 2014 Sea Fair Corporate Challenge Outrigger Canoe Race event was immensely popular and was brought back one more year as the 2015 Sea Fair Corporate Challenge Outrigger Canoe Race. The event attracted sponsors including Sergio Salina of Investors Group as well as Marine Traders, Sunshine Coast Fuels Ltd. and Koleszar Marine & Power Equipment which sponsored the grand prize and insurance costs. [261] [262]

**Sponsor a team for the
Sea Fair Corporate Challenge
Outrigger Canoe Race!**

Get your team together and
you could win \$500
for the worthy cause of your choice!

No experience necessary!

It's easy, you only need 5 people
mixed teams: 2 men and 3 women, or 3 men and 2 women

Awesome team-building event!

All training, boats and equipment will be provided.
No experience necessary!

Registration Fee: \$225.00 per team
Deadline: May 23, 2014
Training Sessions: Begin June 1 on Powell Lake
Race Day: Sea Fair Saturday, July 26th
Start Time: 11:30am

Great photo-op!

Register at: powellriverseafair.ca
Hurry, only 9 team spots available
Send inquiries to: canoerace@powellriverseafair.ca

Partial proceeds to benefit the Powell River Outrigger Canoe Society's fundraising efforts for a new outrigger racing canoe.



Sea Fair Corporate Challenge 2014 (51st)

**SEA FAIR 2015...
...GET IN THE ACTION!**

SIGN UP FOR ALL EVENTS ONLINE AT powellriverseafair.ca

OUTRIGGER CANOE RACE
Looking for corporate teams of 5 people
No experience necessary!
Sea Fair Sunday, July 26th
Entry Fee: \$250 per team
Prize: \$500 to worthy cause of choice

SEA FAIR PARADE
A community favourite and great promo!
Sea Fair Saturday July 25th
Prizes (in Sea Fair dollars):
1st \$150, 2nd \$100, 3rd \$50

BEACH VOLLEYBALL TOURNAMENT
Looking for co-ed teams of 4 people
Sea Fair Saturday July 25th, starts at 11:30am
Entry Fee: \$40 per team
Cash and prizes to be won!

FISHING DERBY
Partial proceeds to benefit PR Salmon Society
Sea Fair Sunday July 26th, weigh-in 5pm
Entry Fee: \$60 per boat
\$1000 for the largest salmon, plus other great prizes

TALENT CONTEST
Show your stuff on the Sea Fair stage!
Sea Fair Saturday July 25th, 3pm
Prizes: 1st \$100, 2nd \$50, 3rd \$25

FOR MORE INFORMATION VISIT powellriverseafair.ca

Sea Fair Corporate Challenge 2015 (52nd)



Sea Fair Corporate Challenge Outrigger Canoe Race



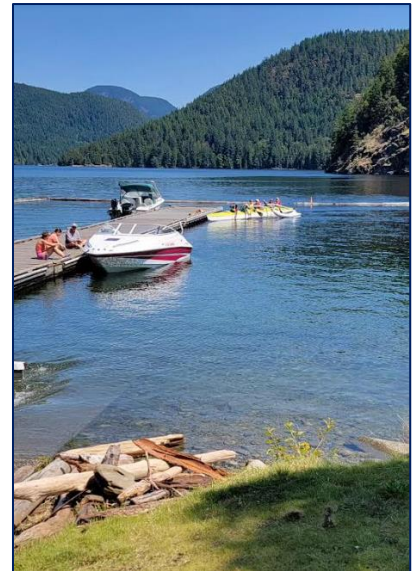
Sea Fair Corporate Challenge Outrigger Canoe Race Sprints Turn Buoy

City of Powell River councillor Carole Ann Leishman and Sea Fair Event Co-Organizer **Barry Kosturos** were unable to bring back the Sea Fair in 2016. The Sea Fair Parade, an annual procession was all that remained of the former three-day festival, and continued on with the tradition in 2016 (53rd) and 2017 (54th). [271]

Suncoast Paddling Club Venues



As is the case with Club Bon Accueil (CBA), Suncoast Paddling Club has their outrigger canoes based out of the Powell Lake Marina at 6233 Powell Place, Powell River. During the summer season Suncoast Paddling Club keeps one of their OC6s on the ocean for seafaring outings. [281]



Suncoast Paddling Club Achievements

Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) social media has minimal mention of their achievements in terms of participation in Western Canada or International paddling events. However, the Canadian Outrigger Racing Association (CORA) website race results indicate that Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) has fielded crews and done well in the CORA Cup Series events over the course of many years. It is known that Suncoast Paddling Club / Powell River Outrigger Canoe Society (PROCS) has sent individuals to IVF World Sprints / Distance events over the course of many years.

In 2018, Ruth Matson would steer a primarily Powell River Masters 70+ Women crew including Sue Humphries from Ontario for Team Canada to Gold & Silver at 2018 Tahiti IVF World Sprints. In 2022, Ruth Matson would steer a primarily Powell River Masters 70+ Women crew for Team Canada to Gold & Silver at 2022 London IVF World Sprints. In 2023, Ruth Matson would steer a primarily Powell River Masters 70+ Women V6 Team Canada crew to Gold at 2023 Samoa IVF World Distance. This section may be updated with further research. [291] [292] [293] [294] [295] [296] [297]

Association Francophone de qathet / Club Bon Accueil (CBA) Chapter

At the beginning of 1967, Stéphanie Rivest realized her idea of forming a group of French-Canadian women in the region under the name "Club français de Powell River". The group was quickly renamed the "Club Bon Accueil". Meetings were held in private homes where people played cards or bingo while discussing future activities of the organization. Over the years, the number of members increased, the spouses took part in certain community celebrations, and the Club was invited to represent French-Canadian culture at festivals in the region. In the 1980s, the Framework Program for Teaching French was offered to children of French-speaking parents and the number of members increased, activities increased and the Club decided to buy land on Manson Avenue. Teams of volunteers set about building the building and the Club moved into its new center in November 1985 and officially opened it in February 1986. Five years later, in 1991, the mortgage was paid and the Club prepared to celebrate its 25th anniversary in 1992! The history of Francophones in Powell River continues to flourish around the Club Bon Accueil. Club Bon Accueil was officially renamed as "Association Francophone de qathet" in 2024. [301]



Club Bon Accueil (CBA) Outrigger Canoe Fleet

Club Bon Accueil became hooked on outrigger canoeing in 2014 and gained the financial means to open the sport to more people in the community, thanks to a \$25,000 federal government grant. *"We participated in Powell River Sea Fair in the corporate race,"* said the French club's secretary **Marc Lavertu**. *"There was this fun canoe race and, as it turns out, the French club team won that race, which was really surprising."* The club received a second surprise when it received a New Horizons for Seniors Program grant, awarded to community projects led or inspired by seniors. Most of the club's membership is comprised of seniors. According to Lavertu, winning the Powell River Sea Fair race inspired the club to include outrigger canoeing as one of its activities. With money in hand, the club got together with Powell River Outrigger Club Society (PROCS) and, with its expertise in outriggers, shopped around for a canoe. The club found a six-person ultra-light outrigger demo model for \$25,000. According to Lavertu, it was a good price for the technologically advanced canoe called a Vortex. A Vortex is made of carbon-fibre as opposed to fiberglass. At 160 pounds, it is less than half the weight of the type of outriggers that PROCS owns. Most of the French club and PROCS members are over 60 years old and a lighter canoe makes it easier for seniors to engage in the sport, said Lavertu. Now that the club has a canoe, it is developing an activity program in partnership with PROCS. The activity program that CBA has been developing is called *Payer en Santé*. It consists of outings twice a week from May to October. Lavertu said the program will be open to the whole community and public, not just Francophones or seniors. Anyone from the general community will be welcome to come out on Powell Lake and give it a try, he said. *"The mentoring side could be for people who have never been in a canoe,"* said Lavertu. *"Once they learn how to paddle and once they learn how to steer, they can encourage their friends to come out, or take a youth group out."* One of the most important things that outrigger canoeing addresses is seniors fitness, according to PROCS members. *"The two things in seniors fitness that I see as important is flexibility and core strength,"* said **Sue Milligan**, one of the founding members of PROCS. *"That's what keeps us healthy as we grow older."* [311] [312] [313] [314] [315]

Club receives grant for seniors

Outrigger purchased for French Club's community program

DAVE BRINDLE
community@prpeak.com

Club Bon Accueil became hooked on outrigger canoeing two years ago and now has the financial means to open the sport to more people in the community, thanks to a \$25,000 federal government grant.

"We participated in Powell River Sea Fair in the corporate race," said the French club's secretary Marc Lavertu. "There was this fun canoe race and, as it turns out, the French club team won that race, which was really surprising."

The club received a second surprise when it recently received a New Horizons for Seniors Program grant, awarded to community projects led or inspired by seniors. Most of the club's membership is comprised of seniors.

According to Lavertu, winning the race inspired the club to include outrigger canoeing as one of its activities.

With money in hand, the club got together with Powell River Outrigger Club Society (PROCS) and, with its expertise in outriggers, shopped around for a canoe.

The club found a six-person ultra-light outrigger demo model for \$25,000. According to Lavertu, it was a good price for the technologically advanced canoe called a Vortex.

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"The two things in seniors fitness that I see as important is flexibility and core strength," said Sue Milligan, one of the founding members of PROCS. "That's what keeps us healthy as we grow older."

Former PROCS president Jan Walker said a number of PROCS members have competed at the world sprints in different years and different countries. Last year, one of the club's teams won the senior masters Canadian Outrigger Association Cup, which is an accrual of points from different competitions.

"For a small club, we do really, really well," said Walker.

According to the society, PROCS was created for individuals who enjoy being on the water, the spirit of competition and the camaraderie that surrounds outrigger paddling. For more information, go to powellriveroutrigger.weebly.com.



NEW CANOE: Six paddlers take Club Bon Accueil's sleek new Vortex outrigger canoe out on Powell Lake. The canoe was purchased using a federal grant for senior citizens. Dave Brindle photo

Giblin Vortex OC6

Ozone (Outrigger Zone) in Maui HI has been manufacturing canoes and products designed by Kai Wa'a, Puakea Designs, and Mike Giblin for over 25 years including the new Unlimited Puakea Malolo and **Giblin Vortex OC6** canoes. Mike Giblin manufactured the Kaumuali'i out of an old workshop on Maui as an Unlimited OC6 prototype for the 2012 Olamau Race. Kai Aniani Canoe Club of Florida in September 2013 were one of the first outrigger clubs to take ownership of the new **Giblin Vortex**. Outrigger Zone has dealers in territories worldwide. JD Davies of Waterwalker in Carson WA has been selling canoes and surfskis in the Pacific NorthWest since 1994, and has been organizing the largest canoe race in the Pacific NorthWest for over 20 years, the Gorge Outrigger Canoe Race. As an Ozone distributor and manager of the Ozone Pacific NorthWest warehouse, JD Davies hosted an open house in July 2014 with Mike Giblin at the Gorge Outrigger Canoe Race with his new Vortex



Unlimited OC6. There were no takers. In the summer of 2015, Lance Mamiya of Kennewick WA became the first owner of a Vortex Unlimited OC6 in PNWORCA and formed Team FreeLance. [321]

Club Bon Accueil (CBA) Venues



Club Bon Accueil (CBA) has their outrigger canoes based out of the Powell Lake Marina at 6233 Powell Place, Powell River. Club Bon Accueil (CBA) offers outrigger canoe outings in and around Saltery Bay, and on Powell Lake. [331]



Club Bon Accueil (CBA) Achievements

Club Bon Accueil (CBA) social media has minimal mention of their achievements in terms of participation in Western Canada or International paddling events. This section may be updated with further research.

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