



# CANADIAN OUTRIGGER HALL OF FAME

## David Boulding



### Summary

David Boulding has a place in Canadian outrigger canoeing history rarely noted in online articles. David is known mostly for his role as a criminal / family lawyer from Vancouver BC and his commitment since 2000 to the topic of Fetal Alcohol Spectrum Disorder (FASD) and the law. [01] David is among a group of individuals responsible for introducing the first two generations of six-person outrigger canoes to Canada. The Canadian *Malia*, the Lotus Hawaiian Class Racer (HCR), and the Calmar Canadian Class Racer (CCR) are part of Canadian outrigger canoeing history due to significant contributions by David.

### Early Career

Strathcona Park Lodge and Outdoor Education Centre (SPL) was founded in 1959 by Jim and Myrna Boulding and has been committed in its effort to improve Canada's outdoor education and wilderness tourism industry ever since. Today, Jim and Myrna's legacy is carried on by their son, Jamie Boulding and his wife Christine Clarke. Building on growing momentum, a full-scale apprenticeship program, now known as the Canadian Outdoor Leadership Training (COLT), was launched in 1977 for those seeking a career in outdoor education. While Jim sadly passed away in 1986, his legacy has been carried on by his son, Jamie and his wife Christine Clarke. [02] When Jim Boulding passed away, David authored a tribute to Rob Wood & Jim Boulding in a Flash Back Fridays blog post providing a short history of Strathcona Park Lodge. [03]

David was encouraged to go to law school by his uncle Jim Boulding. Jim believed there was no job in David's future with a PhD in poetry and that the family operation, Strathcona Park Lodge and Outdoor Education Centre, needed a lawyer. Instead of following his dream to get a PhD in poetry, David obtained his law degree from the University of British Columbia in 1987 and completed his articling with the famous environmental and criminal lawyer Greg McDade. In 1988 David started his own solo law practice with a focus on legal aid, criminal, immigration, and family law. [04] Having gone full circle, David now volunteers in his spare time at Strathcona Park Lodge helping with its upkeep.

### Outrigger Canoeing Achievements

The majority of background on David in the 1980s and 1990s had been shared by FCRC Alumni Drew Mitchell in a 2020 interview. Additional background on David in the 1980s and 1990s had been confirmed by Grace Morissette in 2020 research. The extended story of the involvement of David with the introduction of six-person outrigger canoes to Canada may be found in several articles in the "Cultural Continuity" section of the CORA website. [05]

David was involved with False Creek Racing Canoe Club from the outset when it was formed in 1985 by Sprint Kayak Olympic Gold Medalist Hugh Fisher, Heather Taylor, Don Irvine, and Patrick Couling, with help from False Creek Community Centre Director Carol Sogawa. [06] David was with FCRC through the early 1990s as FCRC began an initiative to deliver a womens outrigger canoe program that would be competitive at the international level.

### Pioneering Achievements

David, Hugh Fisher, Mike Neckar (Necky Kayaks), Bud Hohl (SCORA Historian), and Grace Morissette would each play a part in the story of the Canadian *Malias* as the first generation of six-person outrigger canoes in Canada. There were several False Creek and Lotus paddlers such as David and Hugh Fisher and the Mancell brothers who formed or joined crews to participate in the Catalina Channel Crossing and Molokai Hoe races in the 1970s and 1980s. 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 to Lynda Roberts forwarded to Grace. Billy Whitford and Bud Hohl had a side business of building *Malia* canoes. They were looking to

spread outrigger racing to other parts of North America and perceived Hugh Fisher, with his Olympian status, to be a good person to represent outrigger canoe racing in Canada. It was understood that Hugh was given a choice of buying the "longer and narrower boat designed for taller paddlers" or the *Malia*. Hugh chose the *Malia* because clubs in California were moving to the newer boat designs and he was offered the California *Malia* mould which was just sitting in someone's backyard. Based on an article by Doug Mancell of Lotus Sports Club, we know that David raced the Catalina Channel Crossing after Expo '86 and, while in California, learned about the *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 Mike Neckar's trailer to be towed to Canada from California, but the trailer was left on the Washington state side of the border. [07] David invited Grace to join him for a drive across the border in Autumn 1986 to pick up some paddling gear and met with Canada Customs to import the California *Malia* mould into Canada. In 1988, after fabrication of the first two Canadian *Malias* had begun at Steve Schleicher's shop, Lotus Sports Club acquired their boathouse at Barnet Marine Park and the two Canadian *Malias* were moved to the boathouse where finishing work was completed by David, Jim Mancell, Garry Mancell, Steve Schleicher, Bob Disbrow, and several others. When Lotus Sports Club finished using the mould for its Canadian *Malias*, the California *Malia* mould was delivered to Ron Kaschula of Calmar Fibreglass and made available to False Creek Racing Canoe Club paddlers to build additional Canadian *Malias*.

After racing their two Canadian *Malias* at the 1988 Catalina Channel Crossing and placing second to a team in a Hawaiian Class Racer, the Lotus Sports Club men decided that, in order to be competitive, they had to have a Hawaiian Class Racer. Bob Disbrow of First Marathon Securities, one of the paddlers on the Lotus Catalina team, was convinced by Jim Mancell to buy a Hawaiian Class Racer. David organized a container to hold the Hawaiian Class Racer, which was then put onto a freighter in Honolulu and shipped to the Seattle docks. David coordinated people and a trailer to drive to the Seattle docks to pick up the Hawaiian Class Racer in time to have the "Disbrow" Hawaiian Class Racer plus two Canadian *Malias* at the Lotus Sports Club by July 1989 for the first Lotus Iron outrigger canoe race. This would be the only Hawaiian Class Racer in Canada until Penticon Racing Canoe Club (PRCC) acquired a Hawaiian Class Racer in 2000. The Lotus Hawaiian Class Racer would serve as the inspiration for the second generation of six-person outrigger canoes in Canada.

In the early 1990s, CORA and PNWORCA clubs struggled to acquire OC6s to support the growing number of outrigger canoe clubs. It was discovered that when the Canadian *Malias* overturned, they rode low in the water. David, Hugh Fisher, Don Irvine, and several others had input into designing a canoe that would increase paddlers' safety in colder BC water. Ron Kaschula of Calmar Fibreglass had shops in North Vancouver, East Vancouver, and New Westminster and was manufacturing / repairing just about anything fibreglass since before 1990. Sometime around 1992, a Canadian Class Racer OC6 started appearing at BC clubs – referred to as a "Calmar". The Canadian Class Racer 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. How the Canadian Class Racer came to be so similar to the Hawaiian Class Racer in style, yet suited so well to Pacific Northwest conditions, remains a mystery. Since 1994, at least seventeen CORA clubs, two non-CORA Canadian clubs and ten PNWORCA clubs have at one time or another had at least one Canadian Class Racer OC6 in their fleet. There are presently at least sixty Canadian Class Racer OC6s in the Pacific Northwest.

Canadian Outrigger Racing Association (CORA) was incorporated in 1992 through the efforts of Garry Mancell (Lotus), David Boulding (False Creek), and Hugh Fisher (Pemberton) representing the first three outrigger canoeing clubs in Canada, to solidify a place for Canadian outrigger canoeing by filing the requisite documents with the federal ministry.

## References

Note	Article	Link
[01]	VoiceAmerica Internet Talk Radio Guest Speaker	<a href="https://www.voiceamerica.com/guest/21812/david-boulding/">https://www.voiceamerica.com/guest/21812/david-boulding/</a>
[02]	Strathcona Park Lodge & Outdoor Education Centre History	<a href="https://strathconaparklodge.com/our-story/history/">https://strathconaparklodge.com/our-story/history/</a>
[03]	1986 Rob Wood And Jim Boulding (Flash Back Fridays)	<a href="https://youth.strathconaparklodge.com/flash-back-fridays-78/">https://youth.strathconaparklodge.com/flash-back-fridays-78/</a>
[04]	About David Boulding - Fetal Alcohol Consultant	<a href="http://www.davidboulding.com/about-david.html">http://www.davidboulding.com/about-david.html</a>
[05]	The First Outrigger Canoes in BC	<a href="https://canadianoutrigger.ca/wp-content/uploads/2021/01/The-First-Outrigger-Canoes-In-BC-Latest.pdf">https://canadianoutrigger.ca/wp-content/uploads/2021/01/The-First-Outrigger-Canoes-In-BC-Latest.pdf</a>
[06]	False Creek Racing Canoe Club History	<a href="https://www.gogophotocontest.com/paddlersoffcrcc/pages/3487">https://www.gogophotocontest.com/paddlersoffcrcc/pages/3487</a>
[07]	<i>Malia</i> History in Canada CORA	<a href="https://canadianoutrigger.ca/wp-content/uploads/2019/05/Malia-history-in-canada.pdf">https://canadianoutrigger.ca/wp-content/uploads/2019/05/Malia-history-in-canada.pdf</a>