



CANADIAN OUTRIGGER HALL OF FAME

Ron Kaschula

Calmar
Fibreglass
Limited
Since 1988

Summary

Ron Kaschula is among a group of individuals responsible for introducing the first two generations of six-person outrigger canoes to Canada. The Canadian *Malia* and the Calmar Canadian Class Racer (CCR) are part of Canadian outrigger canoeing history due to significant contributions by Ron. What few online references to Ron and Calmar provide minimal background. Ron, owner of Calmar Fibreglass, has maintained a low public profile. Only "tribal knowledge" and web articles that have long since disappeared provide any history for Ron. The original Calmar Fibreglass website has not changed since it went online in 1988. [01] Calmar Fibreglass has had three locations from 1988-2021. The first Calmar Fibreglass shop was a short walk from the Pemberton Station Neighbourhood Pub at 175 Pemberton Ave in North Vancouver from 1988-2006. [02] The second Calmar Fibreglass shop was a short walk from the Princeton Pub at 1907 Triumph Street in Vancouver from 2007-2013. [03] The third Calmar Fibreglass shop is a short walk from the Sapperton Return-it Depot at 45 Braid Street in New Westminister since 2014. [04] It was the relocation of the Calmar Fibreglass shop from North Vancouver to Vancouver in 2007 that prompted CORA to move the Canadian *Malia* mould from the Calmar site to the Lotus boathouse for storage. [05] It was the relocation of the Calmar Fibreglass shop from Vancouver to New Westminister in 2013 that resulted in the Calmar Canadian Class Racer mould being destroyed. [06]

Early Career

The earliest reference to Ronald Kaschula is an article on the website of paint manufacturer and supplier Star Paint in the Kingdom of Eswatini (formerly Swaziland), that mentions recruiting paint expert Ron Kaschula, previously in senior leadership within a successful Southern African paint company, to train local technicians in the in the late 1980s. [07] Ron presumably relocated from South Africa to Canada and started Calmar Fibreglass & Paints between 1987-1988.

Pioneering Achievements

Hugh Fisher, David Boulding, Mike Neckar (Necky Kayaks), Bud Hohl (SCORA Historian), several Lotus Sports Club members, and Ron Kaschula would each play a part in introducing the first two generations of six-person outrigger canoes to Canada. [08] Hugh Fisher, David Boulding, Mike Neckar, Bud Hohl, and Grace Morissette contributed to importing the California *Malia* mould into Canada. [09] 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 Boulding, 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*. [10]

There are presently 9 Canadian *Malia* OC6s at 3 CORA clubs and 3 non-CORA Canadian clubs. The original 2 Canadian *Malia* OC6s manufactured by Lotus Sports Club are presently at Pitt Meadows Paddling Club (PMPC). False Creek Racing Canoe Club acquired at least three Canadian *Malias* from Calmar in the late 1980s. Those three FCRC Canadian *Malias* have since gone on to assist the startup of several outrigger canoe clubs by moving to Gibsons Paddle Club and to Powell River Outrigger Canoe Society and to Pearson College. Jericho Outrigger Canoe Club acquired one Canadian *Malia* from Calmar in the early 1990s by virtue of a loan from Matt Kelly of Predator Performance Designs. That Jericho Canadian *Malia* was subsequently irreparably damaged and then demolished several years later.

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 Boulding, 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. Calmar Fibreglass apparently approached PNWORCA in 1996 / 1997 and offered to mass produce the Calmar Canadian Class Racer for PNWORCA clubs. How the Canadian Class Racer came to be so similar to the Hawaiian Class Racer (HCR) in style, yet suited so well to Pacific Northwest conditions, remains a mystery. [11]

There are presently 30 Calmar Canadian Class Racer OC6s at 14 CORA clubs and 2 non-CORA Canadian clubs making this the most prevalent OC6 in Canada. There are at least another 30 Calmar Canadian Class Racer OC6s owned by Washington / Oregon PNWORCA clubs making this the most prevalent OC6 in the Pacific Northwest.

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.

The Bradley Lightning ama has been called an "Eagle" ama, a "Hawaiian Hawk" ama, and a (Brent) "Bixler" ama. The "Bixler" ama is a misnomer. The "Bixler" ama is much like a "Puffy" ama or a "Channel Master" ama with lengthy contact at the waterline and has a large aperture with three concave sections for rope rigging to the iako at both the front and the back of the ama. The "Eagle" ama or "Hawaiian Hawk" ama has a pronounced lift at the front with reduced contact at the waterline and has two separate holes for rope rigging at both the front and the back of the ama. The Pogue Sports Bradley Lightning Package literature referred to this as the "Eagle" ama. There was an OC Paddler article from 2008 explaining that the Hawaiian Hawk is more commonly called 'io, and the first Bradley Lightning was called 'Iolana. [12]

The Bradley Hawaiian Hawk ama was included with each of the 80+ Bradley Lightnings manufactured by Pogue Sports between 2007 and 2012. When Canadian production of the Bradley Lightning came to an end in 2012/2013, the Bradley Hawaiian Hawk ama mould was delivered to Ron Kaschula of Calmar Fibreglass. The Bradley Hawaiian Hawk ama was recognized for its excellence in riding surf in open ocean races and for making turns in sprint races. The Lotus Sports Club was the first to commission Ron Kaschula of Calmar Fibreglass to manufacture Bradley Hawaiian Hawk amas for their Calmars and Hawaiian Class Racer. FCRCC and Dragon Zone Paddling Club subsequently ordered Bradley Hawaiian Hawk amas to supplement their ageing amas. There are numerous Canadian clubs that have been successfully rigging their *Malias*, *Advantages*, *Calmars*, *Mirages*, and *Hawaiian Class Racers* with the Bradley Hawaiian Hawk amas for many years. [13]

Exemplary Achievements

Ron has made pioneering achievements related to fiberglass and composite material design technology for much of his career. [14] The Sports Car Club of BC (SCCBC) was part of the International Conference of Sports Car Clubs (ICSCC) who organized the Molson Indy Vancouver Invitational Sedan Race that was a supporting event for the Molson Indy Vancouver event that ran from 1990-2004. Peter & John Beaudoin of North Vancouver raced the Molson Indy Vancouver Invitational Sedan Race in a speedster with a composite body manufactured and sponsored by Calmar Fibreglass from 2001-2003. [15] Ron began delving into electric vehicle (EV) technology by sponsoring and making the Calmar Fibreglass oven available to cure high temperature epoxy for the modified bolt pack of the Tesla Cobra EV Race Car in 2018. [16] Ron partnered with FPIInnovations, a private not-for-profit organization that specializes in the creation of solutions in support of the Canadian forest sector's global competitiveness, to develop lightweight haulback blocks for cable yarding operations by using composite ballistic materials. [17] Ron partnered with Electra Meccanica who has a new assembly facility immediately next door to the Calmar Fibreglass shop to develop affordable, high performance, commuter friendly, single seater zero-emission, leading edge electric vehicles for Canada and beyond. [18]

References

Note	Article	Link
[01]	1988 Calmar Fibreglass Website	http://www.calmarfrp.com/
[02]	1988 Calmar Fibreglass North Van	https://www.yelp.com/biz/calmar-paints-and-fibreglass-north-vancouver
[03]	2007 Calmar Fibreglass Vancouver	https://opengovca.com/vancouver-business/12-129891
[04]	2013 Calmar Fibreglass New West	https://www.zoominfo.com/c/calmar-fibreglass-limited/461927334
[05]	2007 <i>Malia</i> Mould	https://canadianoutrigger.ca/wp-content/uploads/2019/02/2007BoardMinutes.pdf
[06]	2012 Calmar Mould	https://fcrc.com/wp-content/uploads/files/meeting_minutes/2013/FCRCC%20April%202013%20Executive%20minutes.pdf
[07]	1987 Star Paint South Africa	http://www.starpaint.co.za/about-us/
[08]	The First Outrigger Canoes in BC	https://canadianoutrigger.ca/wp-content/uploads/2021/01/The-First-Outrigger-Canoes-In-BC-Latest.pdf
[09]	<i>Malia</i> History in Canada CORA	https://canadianoutrigger.ca/wp-content/uploads/2019/05/Malia-history-in-canada.pdf
[10]	<i>Malia</i> History in Canada – Doug Mancell	https://studylib.net/doc/7710144/the-Malia-hull-%E2%80%9Cconsidered-by-many-today-to-represent-the
[11]	2006 PNWORCA & Calmar	http://www.ocpaddler.com/node/2310
[12]	2012 Hawaiian Hawk Ama	http://www.ocpaddler.com/node/4196
[13]	2012 Hawaiian Hawk Ama Pogue Sports	https://www.yumpu.com/en/document/view/9336076/bradley-lightning-package-2011-pogue-sports/
[14]	Fiberglass and Composite Material Design	https://www.performancecomposites.com/about-composites-technical-info/122-designing-with-fiberglass.html
[15]	2002 Molson Indy Sedan car	http://www.sccbc.net/data/2002/Results/July28/sedanraceresultoverall.pdf
[16]	2018 DIYElectric Car	https://www.diyelectriccar.com/threads/modified-bolt-pack-for-tesla-cobra-ev-race-car.198305/
[17]	2020 FPInnovations	https://web.fpinnovations.ca/alternative-forestry-equipment-lighter-can-be-better/
[18]	2020 Electra Meccanica EV	https://electrameccanica.com/come-visit-electra-meccanicas-brand-new-assembly-facility/