



"The Burrard" - First OC6 In Canada

The CORA Historical Committee accumulated a wealth of stories / photos during the COVID downtime on individuals / clubs / canoes that made significant contributions to Canadian outrigger canoeing. There was a six-person outrigger canoe named "*The Burrard*", shrouded in mystery and mentioned only occasionally, that may very well have been the first six-person outrigger canoe to ever voyage Canadian waters. Discovering the complete story of how "*The Burrard*" arrived in Canada in 1986 until it made its final contribution to the Canadian outrigger canoeing community in 2006 would not have been possible without accounts provided by none other than Annie Boulding (Comox), Jackie Bell (Comox), Heather Taylor (Nanaimo), Ruth Matson (Nanaimo), VPD Officer Dan O'Donovan (Jericho), Matt Kelly (Predator Performance Designs), Rob Varnel (Pac Reach), David Chambers (Vernon), David Hill (VCKC), and Gord Oliphant (VCKC).

This may very well be the single CORA Historical Committee publication that stitches together all the threads of research from March 2020 to August 2021 and traces the growth of outrigger canoeing from the BC Lower Mainland to the Okanagan to Vancouver Island. Documenting the story of "*The Burrard*" has been very much like assembling a jigsaw puzzle with many missing pieces.

A long, long time ago (1975) in a land far, far away (Campbell River, Strathcona Park Lodge & Outdoor Education Centre) a *very young Scandinavian princess in appearance* Annie Boulding, who had broken her shoulder kayaking for Canada in the 1975 ICF Canoe Slalom (Whitewater) World Championships in Yugoslavia, unknowingly set forth on a journey that would bring outrigger canoeing to Canada. [01]

Strathcona Park Lodge (1975-1985)



Strathcona Park Lodge was founded in 1959 by Jim / Myrna Boulding and has been committed to improve Canada's outdoor education industry. [02]
Jim / Myrna Boulding would have 3 daughters

(Elizabeth; Annie; Josie) and 2 sons (Jamie; Nicholas). [03]

Annie Boulding had senior instructorship with Strathcona Park Lodge in both kayaking and canoeing, and represented Canada at ICF Canoe Slalom (Whitewater) Championships between 1975-1987. [04]

Flatwater Olympian and CKBC legend Sheila Taylor was a national level canoe instructor and spent her summers teaching canoeing from 1976-1980. While at University of Alberta, at the age of 21, Strathcona Park Lodge owner and family patriarch Jim Boulding, hired Sheila over the phone to teach canoe at Strathcona Park Lodge. While teaching at Strathcona Park Lodge, Jamie and Annie Boulding took Sheila on forays of the Gold and Campbell rivers where she acquired the skills by 1985 to become a world-class whitewater down river kayaker. [05]

1992 Barcelona Canoe Slalom (Whitewater) / Kayak Singles Olympian Joanne Woods [06] relocated from Alberta to British Columbia in the 1980s to join the Chilliwack River Canoe & Kayak Club and train for ICF Canoe Slalom (Whitewater) World Championships [07] with the Canadian national whitewater team where she would meet Annie Boulding and Sheila Taylor.

Newport Aquatic Center (1985)



Annie Boulding would be one of the first Canadian women to participate in the Molokai Na Wahine race. Annie Boulding and fellow Canadian national whitewater team members Joanne Woods and Sheila Taylor had joined the White Raven Canoe & Kayak Club crew consisting of marathon paddlers and legendary steersperson Ruth Matson. [08] The womens crew trained in Southern California with Newport Aquatic Center Coach Billy Whitford for the 1985 Molokai Na

Wahine race. They were coached by Hawaiian surfing legend [09] and International Surfing Hall of Fame member "Rabbit" Kekai [10] to a 5th place finish. When the womens crew returned to California after the race, Annie Boulding explained to Billy Whitford that Canadian paddlers had to train for the Catalina Channel Crossing and Molokai races in Voyageur canoes. Billy Whitford had a 600-lb hull cut in half at the midsection and loaded onto the roof of Annie Boulding's whitewater instructors (Brian Creer) motor home and Annie Boulding brought the two halves of the hull of "*The Burrard*" north to Canada.

False Creek Racing Canoe Club (1985-1989)

Annie Boulding 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. [11] Annie Boulding was paddling for the Canadian national whitewater team at the time and was at the original meeting of FCRC, representing whitewater paddlers to see if they could store their down river kayaks in the new club house.

Hugh was one of the first Canadian paddlers to participate in the Catalina Channel Crossing race and the Molokai Hoe. [12] Hugh was in Newport Beach in 1978 training for the 1980 Olympics where he met Billy Whitford who was coaching the Blazing Paddles team, a group of Olympic hopefuls, who would be the first USA Mainland team to win the Molokai Hoe race. [13] Hugh would race with crews coached by Billy Whitford in 1978 for Blazing Paddles, [14] 1981, 1982, and 1984 [15] for Offshore Canoe Club to four Molokai Hoe Outrigger Canoe World Championships (fibreglass) [16] before False Creek Racing Canoe Club was founded as the first outrigger canoe club in Canada. Yet False Creek Racing Canoe Club had no six-person or one-person outrigger canoes in those early years.



Several False Creek paddlers reassembled the two halves of the hull brought to Canada by Annie Boulding and "*The Burrard*" launched in early 1987 for the first time from the rocky shore under the wooden bridge walkway next to the Alder Bay Dock.

Fond memories of "*The Burrard*" from a former FCRC member: "*We were training mostly in Voyageur canoes for DB. The club had a few marathon canoes and in early 1987 "The Burrard" showed up. It was described as a "plug from a mold" it was very heavy in the 500 - 600 lb range. It was stored in different places on Granville Island over*

the years. Mostly east of the tennis courts in one of the buildings. We dollied it down the walkway onto the grass and under the walkway to launch. It had what looked like 2x4's as lakos and a crappy old ama that was always half underwater."

This appearance of "*The Burrard*" in early 1987 after being imported from California in 1985/1986, explains how an OC6 was seen on Canadian waters before the first Canadian *Malias* were finished at Lotus Sports Club in 1988 as per the timeline provided by David Boulding and Grace Morissette.

"The Burrard" was with False Creek Racing Canoe Club from 1986-1989. By the time "The Burrard" moved onwards to its next home, False Creek Racing Canoe Club had acquired at least one of their three Canadian *Malias* from Calmar Fibreglass. These three (red-deck, blue-deck, yellow-deck) Canadian *Malias* would eventually move onwards to Gibsons Paddle Club to Powell River Outrigger Canoe Society to Pearson College.



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

Lotus Sports Club (1987-1989)

David Boulding, 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 Boulding 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 Morissette. Billy Whitford and Bud Hohl had a side business of building *Malia* canoes. They were looking to spread outrigger canoe 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 Boulding 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 Boulding 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. [17] David Boulding invited Grace Morissette 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 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 then delivered to Ron Kaschula of Calmar Fibreglass and made available to False Creek Racing Canoe Club paddlers to build additional Canadian *Malias*.

River Spirit Canoe Club (1988)



"*The Burrard*" was with River Spirit Canoe Club, a division of Kamloops Dragon Boat Club (which became Wailua Outrigger Club in 2010) for several months in 1988, just long enough for a crew from Kamloops Fire Department to make use of the canoe to train for their first Molokai Hoe race that year. Shortly after "*The Burrard*" returned to its previous home, River Spirit Canoe Club acquired the first of their three Calmar Canadian Class Racer canoes.

Vernon Racing Canoe Club (1992)



David Chambers, Vernon Racing Canoe Club (VRCC) President wrote up an article that may be found on the CORA website [18] about setting up an outrigger canoe club where he mentions acquiring canoes and specifically that "*the world-famous Burrard has made its way around the Province acting as the starting boat for many clubs such as Kamloops, Vernon, Penticton and Salt Spring Island.*" "*The Burrard*" would assist with the start of the Vernon Racing Canoe Club when Cheryl Skribe moved to the Okanagan in 1992. Shortly after

"*The Burrard*" moved onwards to its next home, Vernon Racing Canoe Club acquired the first of their two Calmar Canadian Class Racer canoes that were eventually replaced with Clipper Advantages.

Canadian Outrigger Racing Association (1992)



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 canoe clubs in Canada, to solidify a place for Canadian outrigger canoeing by filing the requisite documents with the federal ministry. When CORA was founded in 1992, a program was put into place whereby "*The Burrard*" would be a one-year loaner outrigger canoe for start-up clubs.

Jericho Outrigger Canoe Club (1992-1993)



Kirk / Alana Taylor are credited with being co-founders of Jericho Outrigger Canoe Club. Predator Performance Designs had just relocated to Granville Island in 1991 / 1992, and was always busy with paddlers shopping for the latest in high-performance outrigger canoe and dragon boat paddles as well as designer sportswear. As the tale goes, Paul Dever was

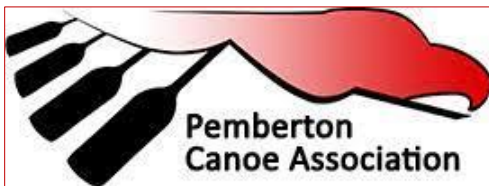
coaching dragon boat teams at that time and was doing custom woodworking for Matt Kelly at the Predator Performance Designs store one day when Kirk / Alana Taylor came in to do some shopping. Matt and Kirk /

Alana Taylor got to talking and realized they had a shared vision that involved an outrigger canoe club operating like a Hawaiian club with the OC6s rigged ready to go and launched from the beach. Matt Kelly had intended to purchase a shop OC6 for Predator Performance Designs, but offered to buy the first OC6 for what would become Jericho Outrigger Canoe Club with an understanding that the club would repay Matt as the club generated revenue. Kitsilano Beach was the preferred venue, but Jericho Sailing Centre, twenty years into its restoration, with a spacious fenced compound and ease of beach access became home to Vancouver's third outrigger canoe club.

Apparently, Jericho had two OC6s at some point in the early 1990s. Dan O'Donovan recalls Jericho having one black-deck / black-hull OC6 and one black-deck / yellow-hull OC6 when he joined Jericho in early 1993, shortly before the inaugural Jericho Iron Classic that year. Matt Kelly distinctly remembers paddling the black "Burrard" in the late 1980s with Don Irvine, Tony Van Buren, Mike Parks, and Gary Parsons. It is most likely that the official first Jericho OC6 was a black-deck / yellow-hull Canadian *Malia* manufactured by Ron Kaschula of Calmar Fiberglass, as Jan Chavarie has noted that Jericho owned a Canadian *Malia* but this first Jericho OC6 was subsequently irreparably damaged and then demolished several years later. The CORA loaner OC6 "Burrard" was certainly no longer with Jericho by the May 1993 Jericho Iron Classic.

"The Burrard" was with Jericho Outrigger Canoe Club as a starter outrigger canoe from 1992-1993. Shortly after "The Burrard" moved onwards to its next home, Jericho Outrigger Canoe Club acquired the first of their four Calmar Canadian Class Racer canoes.

Pemberton Canoe Association (1993-1994)



Hugh Fisher arrived in Pemberton BC in September 1991 where he decided to start his medical practice. [19] Hugh Fisher borrowed Voyageur canoes from Tim Malone at Whistler's Outdoor Experience and spent a few years coaching local Pemberton paddlers with Whistler Canoe Club. [20] Hugh Fisher has helped to develop the

Pemberton training program from its inception. [21] Pemberton Canoe Association (PCA) was founded at One Mile Lake in 1997. [22] "The Burrard" was with Pemberton Canoe Association as a starter outrigger canoe from 1993-1994. Shortly after "The Burrard" moved onwards to its next home, Pemberton Canoe Association acquired a yellow-deck / white-hull Canadian *Malia* from Calmar Fibreglass.

Victoria Canoe Kayak Club (1994-1995)



A Victoria Times Colonist article from June 1994 discusses Garry Mancell, co-founder of CORA and coach of the Lotus Eaters Outrigger Canoe Club, holding an outrigger clinic with Victoria Canoe and Kayak Club (VCKC). [23] Arrangements had been made to add an outrigger canoe to the VCKC fleet by way of a one-year loan of "The Burrard", a 44-foot six-person outrigger canoe, that CORA was making available to new outrigger canoe clubs as a starter outrigger canoe.

The following is a set of paragraphs from several pages of the Victoria Canoe Kayak Club (VCKC) Fifty Years Of Paddling publication: [24]

The first mention of outrigger canoeing is in an article by Gord Oliphant in the newsletter of April 1993. Three members (Gord, Don Munroe, and Sheila Schwab) had had the pleasure of racing in outrigger canoes and were encouraging VCKC to be the first club on Vancouver Island to get one. VCKC paddlers went to the False Creek Club in Vancouver and learned about the different outriggers including care, maintenance and

rigging, and watched demos on basic paddling techniques. There, they learned there was an outrigger canoe available as a 'loaner' to any club interested in starting an outrigger program and immediately expressed their strong interest. This outrigger canoe, an OC6 was called "The Burrard" and measured 44 feet and weighed 600 pounds. At the time, it was on loan to the Whistler Club. Interested Club members started sharing paddling articles and videos and began to practise using the old war horses, the voyageur canoes. By May 1994, the loan of the OC6 was official, and the problem was how to get the boat from Whistler down to Victoria. A newsletter article was headed OUTRIGGER IS COMING. "Your active Outrigger Committee has obtained the outrigger "The Burrard" and now needs a suitable trailer to transport this 600lb, 44' rocket, and a group to pick it up at exotic Whistler." The next issue describes how Dave Hill borrowed the UVic rowing club trailer, took it up to Whistler and brought back "The Burrard". Who knows how he did this on his own, but it got done. set up teams, sorted out what nights and times people could paddle, and started to think about how on how to pay for a Club OC6 outrigger canoe.

"The Burrard" was with Victoria Canoe Kayak Club as a starter outrigger canoe from 1994-1995. Shortly after "The Burrard" moved onwards to its next home, Victoria Canoe Kayak Club acquired the first of their two Calmar Canadian Class Racer canoes.



Please note the distinctive "Rhino horn" on the stern of "The Burrard"

Comox Valley Canoe Racing Club (1995-2004)



In 1993, Annie Boulding returned to Courtenay and launched the Comox club. [25] Commonwealth Games rowing gold medal winner and sister-in-law Christine (Tina) Clarke with Strathcona Park Lodge ordered two Calmar Canadian Class Racer canoes for Comox. VCKC had "The Burrard" on a one-year 1994/1995 loan from CORA. When

the VCKC loan was over, Annie Boulding borrowed the Strathcona Park Lodge truck with rook racks and drove to Victoria to bring "The Burrard" to Comox where it was stored on the beach near the Powell River ferry terminal. The Comox club paid for the first Calmar Canadian Class Racer canoe and when Comox could not

afford the second Calmar Canadian Class Racer canoe, it was sold to VCKC by Strathcona Park Lodge. Comox gained members steadily with Sarah McLennan, Carol Millar, Tina Clarke, Jackie Bell, Laurel Archer, and Lyse Fortin. 1994 Western Samoa IVF World Sprints V1 500M Open Gold Medalist Jackie Webber was recruited by Annie Boulding to give a technique clinic to the Comox club. [26]

Several Comox paddlers have recounted how in the first few years "*The Burrard*" resided on a private beach near Little River close to the Powell River ferry terminal. The paddlers did not yet own a cart so it was rolled to the ocean by pushing it across 3 logs then bringing the back log to front, roll, new back log to the front and so on, sometimes 100 metres at low tide. It was really a tough day if only five paddlers showed up for practice so we would recruit the neighbors to help launch. Launching and returning the boat to its resting spot was back breaking, and on occasion a harder workout than the paddling. This went on until Tina Clarke fronted \$350 for their first cart.

After the one-year 1995/1996 loan of "*The Burrard*" to Comox had run its course, there was no further mention of this OC6 except for CORA 2007 Minutes [27] where there was an enquiry by Prince Rupert Outrigger Association (PROA) for a loaner canoe and follow-up by Comox that "*The Burrard*" was no longer seaworthy.

Penticton Racing Canoe Club (1997-2002)



Brent Bagnall, founder of Penticton Racing Canoe Club (PRCC) and 2002-2003 CORA President, [28] would trailer "*The Burrard*" to Penticton in late 1997 where it sat on the beach at Skaha Lake to become the starter outrigger canoe for Penticton Racing Canoe Club. Shortly after "*The Burrard*" moved onwards to its next home. Penticton Racing Canoe Club acquired two Dennis Campbell Rhinos in the late 1990s. [29] What is unclear is how these particular OC6s from the 1980s came to Canada from California.

The first time that the IVF / IPCF (International Polynesian Canoe Federation) dictated specific criteria for the design of the OC6s and made the host organization responsible for providing the OC6s and V1s was at the 1992 Natoma IVF / IPCF 5th World Sprints Championships. This resulted in the manufacture of a large number of IPCF hulls by the Northern California Outrigger Canoe Association (NCOCA). The 1992 Natoma IVF / IPCF World Sprints was well attended by West Coast (Canada / Washington / Oregon / California) paddlers.

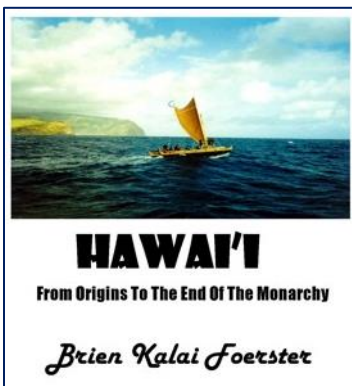
The Pacific Northwest Outrigger Racing Canoe Association (PNWORCA) was just getting established in 1992 and the Columbia River Outrigger Canoe Club (CROCC) in Portland, OR was formed in 1992. The Gorge Outrigger Race had not yet achieved the attention that would eventually make it one of the most popular races in the Pacific NorthWest. By the early 1990s, the Race Around The Island (RATI) hosted by Columbia River Outrigger Canoe Club (CROCC) in Portland, OR, had become the Pacific NorthWest race for BC / Washington / Oregon / California paddlers.

There do not seem to be any written records, but PNWORCA paddlers recall that California teams trailered older OC6s (*Malias*; Bradley Racers; IPCF '92 hulls; Dennis Campbell Rhinos; Hawaiian Class Racers) to the Portland RATI race, sold them to PNWORCA clubs to help build up the Pacific NorthWest OC6 fleet, then bought newer OC6s such as the Bradley Striker and Force Five to upgrade the California OC6 fleet.

Apparently, someone at Penticton Racing Canoe Club, presumably Brent Bagnall, made a deal with a California club (possibly at a Catalina Channel Crossing race) to have two Dennis Campbell Rhino (OC6s) delivered to the Columbia River Outrigger Canoe Club's Race Around The Island (RATI). Somehow, these two Dennis Campbell Rhino (OC6s) made their way to Penticton after "*The Burrard*" had moved onwards to its next home on Salt Spring Island.



Salt Spring Island (2004-2006)



Although there has been mention of "*The Burrard*" spending time on Hornby Island 2004-2006, CORA has been able to confirm from reliable information that "*The Burrard*" did indeed actually spend time on Salt Spring Island 2004-2006 after the 1995/1996 loan by Comox. Brent Bagnall and Don Mulhall managed to locate "*The Burrard*" on Salt Spring Island and trailered it to PRCC in 1997. When PRCC had acquired their Hawaiian Class Racer (HCR) in 1999, PRCC donated "*The Burrard*" to Brien Kalai Foerster on Salt Spring Island, who was making Kalai Custom Paddles at the time and was interested in turning "*The Burrard*" into a sailing canoe. Brien Kalai Foerster had moved to Maui in 1995 and learned how to make Hawaiian outrigger canoe paddles from master carver Keola Sequiera.

Brien Kalai Foerster had moved to Salt Spring Island in 1997 and started an online outrigger canoe paddle business, which flourished internationally. [30] This history of "*The Burrard*" is a "living document" and we expect to have occasional updates as we continue to fill in the gaps of the growth of outrigger canoeing history in Canada.

Pacific Reach (2007-2009)



The orange-deck / white-hull Dennis Campbell Rhino (R02 as per older CORA Canoe Registries) was acquired by Pacific Reach in 2007 from Penticton Racing Canoe Club (Keahou) after Duel In The Desert, unfortunately not showing the distinctive "Rhino horn" in this photo, as seen on the stern of "*The Burrard*". Pacific Reach had the Dennis Campbell Rhino until 2009 when it was sold to a fellow from Alaska, who put an outboard motor on it and drove it from English Bay to Alaska up the Inside Passage. It took the fellow about one week to get to Alaska where he made it into a sailing canoe.



The orange-deck / white-hull Dennis Campbell Rhino at Pacific Reach Kits Beach Compound

Dennis Campbell Rhino Legacy

As fate would have it, Prince Rupert Outrigger Association would acquire the last of the two Dennis Campbell Rhinos from Sproat Lake Canoe Club (SLCC) in 2009 and trailer this OC6 that had travelled from California to Penticton to Victoria to Sproat Lake onwards to Yellowknife, where it would spend a few years there until it made its way to the Cow Bay Marina at Prince Rupert in 2012. That Dennis Campbell Rhino has likely covered more distance than any other OC6 in Canada. The design of "*The Burrard*" and the two Dennis Campbell Rhinos, each with the distinctive "Rhino horn" on the stern offers credence to the theory that these three OC6s are "related" in that the Dennis Campbell Rhino mould may have been the source of "*The Burrard*" brought to Canada in 1985/1986 and the two Dennis Campbell Rhinos brought to Penticton in the early 1990s.

A visit by none other than Johnny Puakea in the summer of 2021 to the forest behind the home of Jackie Bell in Comox led to the realization that "*The Burrard*" was indeed a Dennis Campbell Rhino, the OC6 chosen for the inaugural 1984 Long Beach California IPCF World Sprints.



The blue-deck / white-hull Dennis Campbell Rhino (R01 as per older CORA Canoe Registries) acquired by Sproat Lake Canoe Club from an outrigger canoe club in Victoria from Penticton Racing Canoe Club (Ehukai), showing the distinctive "Rhino horn" as seen on the stern of "*The Burrard*". It is believed that when Rosemary Henry founded Ocean River Sports, the blue-deck / white-hull Dennis Campbell Rhino may have been their starter outrigger canoe until it was sold to Sproat Lake Canoe Club in 2003. [31]



The tan-deck / white-hull Dennis Campbell Rhino (R01 as per older CORA Canoe Registries) acquired by Prince Rupert from Sproat Lake from Ocean River Sports from Penticton Racing Canoe Club (Ehukai), showing the distinctive "Rhino horn" as seen on the stern of "*The Burrard*".

"*The Burrard*" (2006-2021)

"*The Burrard*" may very well have spent many years in retirement at the Comox outrigger canoe compound from 1995-2006. Jackie Bell (Comox) was kind enough to share some photos from her 2006 wedding where "*The Burrard*" iakos and ama formed a wedding arch at her betrothal. Jackie also sent CORA several photos in June 2021 of "*The Burrard*" ama fading away into her garden and "*The Burrard*" hull slowly "giving itself back to the earth" in the furthest reaches of her property.



"The Burrard" ama and iakos as a wedding arch for Jackie Bell



"The Burrard" ama in 2021 (15 years after Jackie Bell's wedding)



**"The Burrard"
RIP 1985-2006**

Jerry Montgomery California V1/OC1 (1992-2021)



In the course of tracing the history of "The Burrard" it was discovered that the very first OC1 to arrive in Canada was in the yard of David Boulding only a few miles away from "The Burrard". The Jerry Montgomery California V1/OC1 was the V1 used at 1992 Sacramento IVF World Sprints where Don Irvine took Silver and Hugh Fisher took Bronze in V1 500M Open Men. [32] In a Pacific Paddler magazine article from April 2015, there is mention of Canadian paddlers winning an OC1 at 1992 Sacramento IVF World Sprints. [33] This Jerry Montgomery OC1 and two others would provide FCRC with a small-boat



fleet that Jackie Webber, Heather Taylor, and Andrea Dillon would use to train for the 1994 / 1996 / 1998 IVF World Sprints.

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