



British Columbia Multihull Society

May 2012

Port Browning Sail-in 2012



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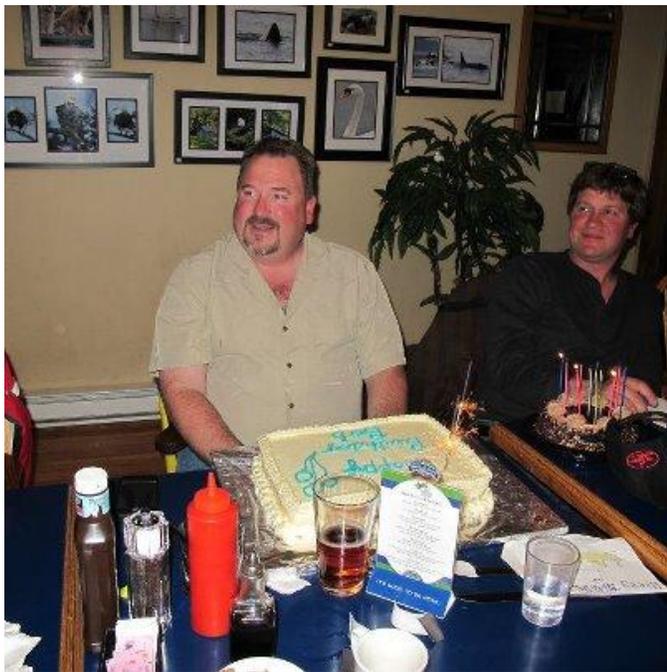




Lightfoot finished first in the cruising division!



Dreamchaser finished first in the racing division



Port Browning sail-in was a success and lots of fun, great to catch up with everyone again. Lots of stories. The race on Sunday was different this year with a 'circle' the freighter. It added an interesting twist to the race.

Rae Simpson on Mustang Sally was really nice to give Ken and Wendy Pepperdine on Simone a head start around the last mark.

Flying Kiwi didn't quite make the trip over to Browning, something about boom angle.

Bob Davis celebrated his birthday!.

Great sailing, great friends, see you at Newcastle in July 21, 22.



Pub Nights @ *Rusty Anchor Pub*
Captain Cove Marina
 6100 Ferry Road, Ladner, BC @ 7:30 PM

September 18
 October 16
 November 20

Swiftsure 2012 – Inshore Race

Richard Woods

The Swiftsure Race, held over the last weekend in May is the biggest offshore race in the Pacific North West. Long time readers will recall that I raced on Bad Kitty a few years ago when we were first to finish. This year I was asked to helm Flying Kiwi, a 35ft Banks catamaran, in the inshore race. Flying Kiwi is a 30 year old boat, sailed on a budget. The genoa is original and the only dacron sail in the fleet, so usually it finishes near the back.



The start was postponed for 30 minutes due to lack of wind. When we did eventually start the wind slowly picked up to maybe 5 knots true. We had a 10 mile beat (actually we laid it on one tack, the tide helped) and rounded just behind the consistently best sailed boat in the PNW, "Geneva" a F24.

On the run downwind we passed Geneva, but we only had a small symmetrical spinnaker and an even smaller

asymmetric, so we were overtaken, temporarily, by a much modified Viva 27 racing catamaran. However we kept the F31, F27's at bay.



You'll all groan, but I'll write it anyway.

By sheer fluke I managed to orcastrate some killer whales to surface just next to the boat

See below for the video: [2012 Swiftsure Orca Video](#) (taken by Tim Poustie on Flying Kiwi)

I just wish Tim had used his phone to upload the video as then it would have been a real podcast. Told you you'd groan!

We then had to wait for a couple of impatient ships to barge past us before we could start the close reach in a building wind to the finish. You all know that sailing is often hours of nothing much going on and then it all happens in a rush. That's what it was like on the reach home....

"Sheet in, more downhaul, tighten the foot, what's the mastbend like?" "Quick - more on the runner, where's the Viva cat? "behind us", how deep is it lan?", "only 12ft", "what's that kelp ahead? how fast are we going, "18 knots", "I can't release the mainsheet, dump the traveller!!!!" "No, I can't luff because of the rocks, what do you mean the furlers jammed!!! where's that kelp now?, s**t the Viva's overtaken us."

And so on to the finish. Here are the results.

Multihulls Division

Sailed: 1, Discards: 0, To count: 1, Ratings: PHRF, Entries: 5, Scoring system: Appendix A

Fleet	Division	SailNo	Boat	HelmName	Club	PHRF	Rank	Total	Nett	Swiftsure Inshore Yacht Race May 26, 2012 11:01:00
Multihulls	Multihulls	11	Flying Kiwi	Wayne Carlson	BCMS	70	1st	1.0	1.0	1.0
Multihulls	Multihulls	64905	Drum	Andy Robinson	SNSYC	75	2nd	2.0	2.0	2.0
Multihulls	Multihulls	79143	Osprey	Mark Zollitsch	CYC Bellingham	40	3rd	3.0	3.0	3.0
Multihulls	Multihulls	27060	Moxie	Linda Adams	NWMA	0	4th	4.0	4.0	4.0
Multihulls	Multihulls	87945	Cat Sass	Pat Barrett/Keith Rubin	Anacortes YC	-33	5th	5.0	5.0	5.0

Multihulls- Single Handed Division

Sailed: 1, Discards: 0, To count: 1, Ratings: PHRF, Entries: 1, Scoring system: Appendix A

Fleet	Division	SailNo	Boat	HelmName	Club	PHRF	Rank	Total	Nett	Swiftsure Inshore Yacht Race May 26, 2012 11:01:00
Multihulls	Multihulls- Single Handed	74426	Geneva	Eric Pesty	THSA	90	1st	1.0	1.0	1.0

Editors Note: Geneva corrected ahead of Flying Kiwi so the 1st really goes to Eric on Geneva.



This is where the owner of Flying Kiwi, Stuart Kerr, was while his boat was racing in the Swiftsure Inshore Classic. Working 15+ hour days for 2 weeks in Australia laying carpet on this cruiseship. This is where the expression “I’d rather be sailing!” is certainly applicable. Thanks for the loan of your boat Stuart you are a great guy!

Important notice from the Canada Border Services Agency website

How to report your entry to Canada:

- Planning to "land" your vessel on Canadian soil or did you leave Canadian waters and land on U.S. soil?
- All private boaters who intend to land on Canadian soil, or who have departed Canadian waters and landed on U.S. soil, are required to report to a CBSA designated marine reporting site. Upon arrival at a CBSA designated marine reporting site, call the Telephone Reporting Centre (TRC) at 1-888-226-7277 from the phone provided to obtain clearance.
- Not planning to "land" your vessel or did you leave Canadian waters but did not land on U.S. soil? ◦You still need to report to the CBSA. Certain private boaters may contact the CBSA by calling the TRC at 1-888-226-7277 from their cellular telephones upon arrival in Canadian waters. This includes:
 - Canadian citizens and permanent residents who have not landed on U.S. soil; and
 - U.S. citizens and permanent residents who do not plan on landing on Canadian soil.
- Private boaters that are strictly weaving in and out of Canadian waters but are not in transit, are required to call the TRC only once at the time of their initial entry into Canadian waters. If this activity changes, i.e., the vessel docks in Canada or takes on new persons or goods while in foreign waters, the boaters must report to a CBSA designated marine reporting site and call the TRC to obtain clearance.
- All other private boaters, including those without cellular telephones, must proceed to a CBSA designated marine telephone reporting site and place a call to the TRC to obtain CBSA clearance. This includes all vessels carrying individuals who are not Canadian or U.S. citizens or permanent residents.

The following is extracted from the May minutes of the Council of BC Yacht Clubs (CBCYC)

Licensing: The government is working on setting service standards for vessel licence applications, and an internet based application process. Once the e-licensing is on line (maybe by 2013) they intend to introduce user fees, and a periodic renewal process. The amounts and renewal periods have not been suggested. Those with K numbers right now will be grandfathered until 2018.

National Research Canada has the responsibility for explosives regulations including marine flares, and has gazetted regulations that will require dealers to accept outdated flares. There has been a consultation period which is just over, and the final gazetting will happen shortly. Any distributor selling flares must include a marine flare disposal plan with its licence application, and give an annual report each year on the type and number destroyed. Transport

Canada is also looking at reducing the requirements for the number of flares to be carried on board.

Canadian Coast Guard have announced that they will cease hard copies of all publications, including the Safe Boating Guide, the Canadian Aids to Navigation booklet, the List of Lights Buoys and Fog Signals, and Radio Aids to navigation

Office of Boating Safety – the staff have been cut from 8 to four, and will all be based in Vancouver, with the offices in Kelowna and Victoria being closed. They will be concentrating on the regulatory aspects and not doing the outreach that they have been doing. They will be relying more on partners for that.

Industry Canada will no longer be approving new SC101 VHF radios for sale in Canada.

The province of BC has given Telus money to upgrade cell coverage on the West Coast.

Coast Guard cuts: Canadian Coast Guard is closing the Kitsilano base, and shutting down the MCTS centres at Tofino, Comox and Vancouver. The Kits base is the most critical. The cutter there cannot operate out of the hovercraft base due to the shallow water there.

Budget Cuts of \$77M were across Canada. Kits base handles 250-300 call outs a year. To date this - 100 call outs. The base had 13 full time members; 4-3 man shifts/24 hours/day. Each shift gets 1 week off. Cost of the Base operations is \$800,000.00. Apparently there were no consultations with the public before this decision was made.

People to contact regarding Coast Guard Cutbacks

Keith Ashfield, Minister, Fisheries and Oceans Canada
200 Kent Street,
Ottawa ON K1A 0E6
min@dfo-mpo.gc.ca

Fax: 613 993-3421

Marc Gregoire, Commissioner, Canadian Coast Guard,
Fisheries and Oceans Canada,
Office of the Commissioner, Canadian Coast Guard,
200 Kent Street,
Ottawa ON K1A 0E6

David "Duke" Snider, Regional Director
Fisheries and Oceans Canada
FLEET
25 Huron Street
Victoria, BC V8V 4V9
Phone: 250-480-2737
Executive Assistant:
Diane Edmunson 250 480-2734

Mario Pelletier, Director General, Fleet
Fisheries and Oceans Canada
FLEET DIRECTORATE
200 Kent Street
Ottawa, ON K1A 0E6
Phone: 613 990-9172

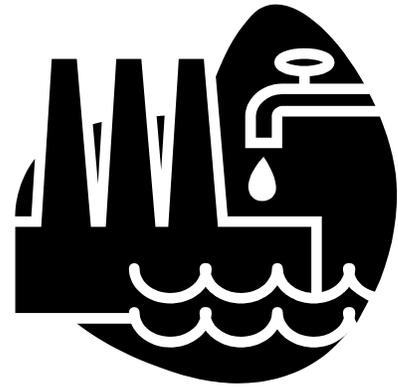
DFO's Regional Office, Fisheries and Oceans Canada
Suite 200 – 401 Burrard Street
Vancouver, BC V6C 3S4
Phone: 604 666-0384
Fax: 604 666-1847

NEW SEWAGE DISCHARGE REGULATIONS: MAY 5, 2012

The new Sewage Discharge regulations will be in force this year.

The following is a brief synopsis of the regulations:

1. May 5th, 2012 is the deadline for enforcement of new regulations (2007) with a 5-year moratorium on enforcement. Fines will apply for non-compliance .
2. If your boat is fitted with a toilet you must have and use a holding tank and it must have a means of shore discharge. Portable toilets are acceptable but they must be attached to the vessel and have a means of dockside pump out.
3. There is an option to use an approved treatment device that meets the strict maximum coliform count as stated the regulations.
4. Pump-out facilities must be used where available.
5. In the event of an unavailable pump-out facility, you may discharge untreated waste as below:
 - i. The discharge is made at a distance of at least 3 nautical miles from shore while the vessel is en route at the fastest possible speed, or
 - ii. If it is not possible to meet the requirements in subparagraph (i) because the vessel is located in waters that are less than 6 miles from shore to shore, the discharge is made while the vessel is enroute at a speed of at least 4 knots or, if the discharge is not feasible at that speed, the discharge is made:
 - a) During an ebb tide, while the vessel is enroute at the fastest feasible speed and into the deepest waters that are located farthest from shore, or
 - b) While the vessel is enroute at the fastest feasible speed and in to the deepest and fastest moving waters that are located the farthest from shore.



Go to the office of Boating Safety Website at: www.boatingsafety.gc.ca to review the complete text of the regulations.

Reminder...

The Newcastle Sail-in, July 21 and 22, 2012

Ken & Wendy Pepperdine have invited BCMS members to a 'pizza' night on Friday, July 20 at their place on Protection Island.



A no host barbeque will be onshore on Saturday night.

For information regarding the facilities on Newcastle visit:
www.newcastleisland.ca

Mango Update

Peter Walford

Sorry, I have nothing concrete to report about Mango; I got bogged down in the winter with a heavy teaching responsibility, and did nothing. Boring story. But now things are lightening up, having sold a revenue property in April and spent the following month eliminating an avalanche of possessions arriving here. Now we have achieved space everywhere big enough for a ping pong tournament: but just when our weather and light are getting optimum for boat activities, I must divert my focus to our medical clinic,



to build a 1000 sq foot shade arbor for my clinic (the dental bus.) The volunteer forces which were supposed to do it burned out last year at the completion of beautiful new community medical clinic...so after a year of non-action on their part I have to get this thing built before my staff bake in the summer months..so, my world is all about pouring footings and milling beams right now. I'll use some old sails for shade cloth until the plants take over.



However, I am spending a little time sorting out issues on Mango; this week, using the BCMS grapevine, I made a connection with NWMS builder/sailor, Rod Tharpe, who helped me get clear on revising throttle and shift controls; Rod has built a F9 previously, and a few years ago I spent a beautiful hour on Hornby with him on his subsequent boat, PAX, an F-32, which he built with his daughter. He placed his engine controls on the tiller and then linked the rudder blade to the outboard, so they steered in tandem. It was beautiful. But it turns out there is more

maintenance in this tiller/cable system than with the standard Yamaha control box, and he would, if he could do it again,. use the Yammy control box like on his F9. So he's helped me find a way to make the standard controls work once moved from their previously inaccessible and awkward position under a cockpit hatch. I have some glassing to do to make it happen.

Seeing as how I am going to miss another summer of sailing, due to the arbor project, and because my teaching schedule starts so early in September this year, I am feeling tempted to take another improvement, to install a kickup daggerboard rudder, which is better in weight,

shape, foolproofness , crash survival, and beachability than my old-style cassette kickup system. I nearly died at sea due to a misadventure with an equivalent system in a full storm with Roy Mills aboard Gilbert and Sullivan. You can't steer worth shit once the rudder kicks up. The daggerboard rudder would just make the boat, in my mind. If could buy a unit from Farrier Marine it would be ultimate, but that costs \$4300. To build it is probably three to four weeks. Meanwhile, I have 1100 feet of triax carbon I bought from from Roy Mills, and Rod has a CNC mold, so you see the possibility.... I would pay someone a reasonable sum to make it for me, in trade for triax carbon or half inch contour-cut foam, or 3mm BS 1088 Okoume plywood, which I have a lot of.

I have a painter organized to begin coating the interior of Mango next week, using System 3 water-based polyurethane. The fairing is finally all done..

More Reminders ...

Cowichan Bay Regatta,

August 4 & 5 organized by “Cowichan Bay Sailing Association”, check out the website: <http://www.cowbay-regatta.ca/> for details.

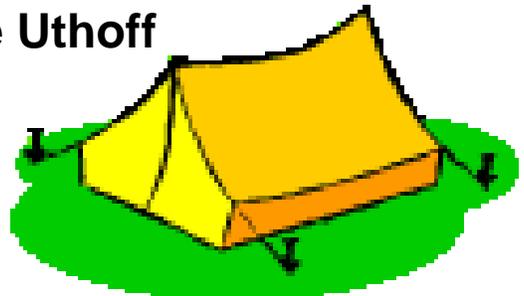
The Saturna Sail-in

September 1, 2, 3, 2012

Saturday, September 1, a Saturna Island fun race.

Sunday, September 2, BCMS race will be on followed by no host barbeque dinner at the Uthoff's property.

Camping spots are available at the Uthoff property.





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