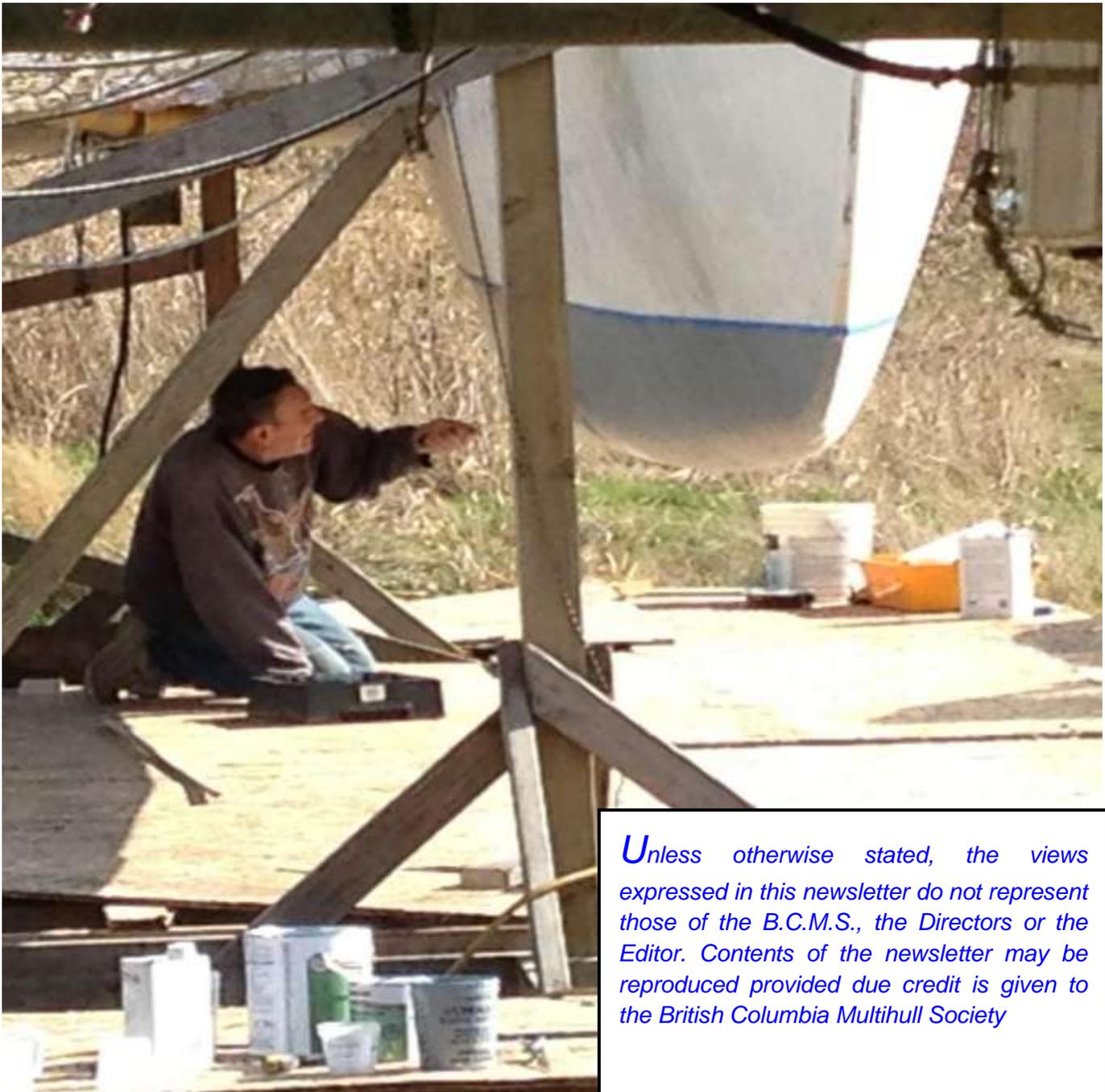




British Columbia Multihull Society

March 2013

Flying Kiwi's New Paint Job Stuart Kerr applying bottom primer...



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Celebrating over two decades as Vancouver Island's premiere in-water boat show, the 2013 Victoria Harbour Boat Show, returns to the pristine waters of Victoria's Inner Harbour, April 18 – 21, 2013. Hosted by the British Columbia Yacht Brokers Association, the 23rd Annual Show offers top-of-the-line products and accessories, expert advice, and amazing deals on all your boating needs, just in time for the 2013 boating season.

Whether you're new to boating or a seasoned sailor, there's something for everyone at this year's Show. View hundreds of new and pre-owned boats for sale while exploring Victoria's landmark Inner Harbour, located in the historic centre of beautiful Victoria. Meet with premium yacht brokers from across the Island and beyond to explore a range of models for every budget and boating activity, and stop by the wide array of on-land exhibitors, ranging from boat manufacturers to destination representatives, to find top products, accessories, and expert advice. For more information, visit www.bcyba.com.



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



March 19,
 April 16,
 June 18,
 September 17
 October 15
 November 19

Three Bridge Fiasco Race (in the US not BC)

Richard Woods

One Friday in late January we left Port Townsend, Wa, and drove south to San Francisco. On the way south I thought "I wonder if there is any multihull sailing this weekend?" I checked online and found that indeed there was, in fact the years biggest race in the Bay area was to be held the following day. The Singlehanded Sailing Society organized 2-handed Three Bridge Fiasco already had over 350 entries, including 35 multihulls.



A couple of quick emails and phone calls later and I was on a F27 (replacing a sick crew). I had never met the owner, Drew, before, nor indeed raced a F27, or for that matter, even raced in San Francisco Bay.

The Three Bridge Fiasco is aptly named, for the 21 mile course takes boats under/near/round the three main Bay bridges. Including, of course, the famous Golden Gate Bridge, but also the Bay and San Rafael bridges. The race starts/finishes at the San Francisco waterfront, home to this years Americas Cup finals.

What makes it a "Fiasco" is the race format. It is a pursuit race, so boats start at different times, slower ones first, with the intention (if the handicapper has it right) that everyone finishes together. That's fairly common, what make the fiasco unique is that the course can be sailed in

either direction and bridges rounded in any order So imagine 350 boats, all shorthanded at the start line, going literally in all directions and no one knowing for sure which way the early boats will go until they either harden sheets or hoist a spinnaker.

Normally wintertime sailing in the Bay is a quiet affair, indeed often only a few boats finish the race. Not this year. 10 knots of NW was forecast and at 8.30 that's what we had as we prepared the boat. But by our start time of 10.15 the wind had started to build, reaching a steady 30 apparent as we beat back, 3 hours later, to the finish in the famous "slot"

It seemed obvious, even to me, that a clockwise circuit would be fastest. It would avoid a long beat, and the tide would be with us on the last leg to the finish. The drawback was an big calm patch between Tiberon and Angel Island, but we could see that even the slow, early starters were getting through (one advantage of pursuit races is that there's someone to show you the way).

So that's what we did, a short beat to the Golden Gate turning mark in company with the other F boats and a couple of Flying Tigers which, despite being longer and monohulls to boot, were no faster. Maybe because they lacked "railmeat".

Rounding, we tried the spinnaker on a close reach but quickly dropped it again. With no screecher to worry about we concentrated on the puffs and what the wind was doing. Keeping high seemed sensible and we were the most windward boat as we neared Tiberon. The Green 35 Humdinger had slipped past to lee, but otherwise we were reasonably happy with our position.

Several boats opted for the lee side of Angel Island. "Bye" we said for we knew for sure they'd park up under its big lee. And they did. We slowed as we got to the wind hole, but got through without actually stopping, as we had hoped.

The wind was much stronger once past the Tiberon headland and we had a close reach up to the San Rafael bridge turning mark (actually Red Rock island) in maybe 20 knots of wind. I've noticed this before. Monohulls cannot close reach in any wind, they just don't have the stability. So we quickly picked them off one after the other. Better still, we closed the gap on the first two F27s and Humdinger

Rounding the island was interesting as, for the first time in my racing career, we met raceboats going the other way round the mark. Still not sure who has "water" in that situation! No matter, five multihulls rounded the island all overlapped, four going one way, one the other, and, with most of the monohull fleet now behind us, we headed off downwind. Or did we? Hard to tell in the turbulent wind in the lee of the island. So we waited far too long before hoisting the spinnaker.

Once up, we blew it - tactically that is, not the kite, and first headed too high, and then too low as we ran down to the Bay Bridge, picking off the last of the early starting monohulls as we went. By Treasure Island we could only see one monohull ahead, a J700. Quite bizarrely we also passed a good number of boats beating back to Red Rock island yet still racing the same

"course" as us!? We realized that they had all, for sure, made the wrong choice, as we had only a short beat to the finish and they had a long beat and then a 10 mile run still to do. So we knew we were in the hunt for podium places

The wind had steadied at a F6 and we decided it would be prudent, and indeed faster, to drop in a reef for the last beat, mindful of the fact that we'd be sailing close to where both Russell Coutts and Jimmy Spittal had capsized their AC catamarans in similar conditions.

Passing under the Bay Bridge in line abreast with four other trimarans was exciting, but even more so for the crew who left their spi up too long. We clearly saw most of their daggerboard as they struggled to drop the sail. We put the reef in while slowed in the lee of the bridge, it cost us time and two F27s and Humdinger pulled ahead.

Now the race was really on. In the puffs we pulled up, as the other crews started dumping sheets, but in the lulls we dropped back. Our big mistake of the race was the spinnaker run, now we made another, getting in the lee of one of the new Bay bridge pillars, and Sea Bird and Humdinger pulled 200 yards ahead. As we tacked and headed to Alcatraz the wind increased and steadied and we quickly overtook the F31 and a F27. The J700 might be a fast boat offwind but couldn't cope to windward and dropped way back. Again, I've noticed these sports boats have near multihull speeds offwind, but fall over to windward and are thus real slow.

Despite the reef, I still played the mainsheet while sitting on the windward trampoline. I'd ease it when I saw 2ft of daggerboard showing. One more tack for the layline and we began closing the first two boats fast. But it was not to be. Sea Bird finished first, then Humdinger, and then us just a minute behind the leader. Another mile and we'd have got them both.

Still there's always next year, and now I know better what the wind does in the Bay.

So multihulls cleaned up. Some might say - "yes well you had a long run", but it was a circular course and in fact we overtook most boats on the close fetch/beat north to Red Rock.

Grateful thanks to my skipper Drew, and of course to the race committee. I will be back

Editor: Check out the video on Flickr of the Race, you will understand where it gets the fiasco in the name from: [Time Lapse Video of Race](#)



PRYC Racing

Rae Simpson

March 9th, 2013, A fine day on the water. Sunshine, crisp and cool signs of spring warmth, flat water, light winds building to 8-10 knots, lots of laughter – mostly at ourselves.



Ron Tomas made Bad Kitty's new support trailer for Van-Isle 360



8" Front Jumper to Stiffen Mast



Reefing Straps with Dog Bone



SWIFTSURE

International Yacht Race

Hosted by the Royal Victoria Yacht Club

May 25-27
2013

Swiftsure 2013

John Green
Vice Commodore of RVYC

Swiftsure is not just for racers! Did you know that during the 70th Swiftsure International Yacht Race, May 23rd – 26th, while the boats are racing in the Straits of Juan de Fuca, a number of public events are planned that will entertain families and friends throughout the weekend.

Thursday, May 23rd: Free moorage for racers.

8:00 – 11:00 pm - rhythm and blues with 'The Midnights' at the Swiftsure Centre. No cover charge.

Friday, May 24th: Free moorage for racers.

All the boats will be arriving at the Inner Harbour. This would be a wonderful time to bring family and guests downtown for an evening dinner and a tour of the docks at sunset on a warm May evening. HMCS ORIOLE (launched in 1921), and SV MARTHA (launched in 1907) will be open for visitors. Come and compare the old and the new. I will be hosting the annual dinner on Friday at RVYC. I am planning the menu and the cost will be about \$40 each and this includes taxes and gratuities. There will be wine and beer at the bar. I would like a lot of [Spinnakers](#) beer to be tasted that night. We have to support our sponsors to make this happen!

8:00 – 11:00 pm - good vibrations with 'Mid Life Crisis' at the Swiftsure Centre. No cover charge.

Saturday, May 25th:

9:00 am - Before the races begin a Pancake Breakfast by Central Saanich Lions Club at Clover Point.

While eating your breakfast, be sure to watch overhead as the Royal Canadian Air Force performs a safety demonstration in honour of the 70th edition of Swiftsure.

9:50 am – Race sequence starts. 10:00 am – The first race starts!

There will be lots of photo opportunities along the waterfront during the Inshore Classics Race as the boats jockey for position between the breakwater and Brotchie Ledge.

Free moorage, and BBQ after the Inshore Classic Race at RVYC for racers.

Sunday, May 26th:

Swiftsure Finish Line for long-course race is best viewed from the breakwater at Ogden Point.

*Swiftsure Centre is located at Ship Point in the Victoria Inner Harbour and is the information and fun headquarters for the race. Come see what transponders look like or use the computers to see how the racers are doing!

The club relies heavily on sponsorship to make Swiftsure happen, so please visit the web site and see who to support. Most will be well known to you. And get yourself registered early. It helps us a lot in planning.

I would personally like to see a record turnout this year.



Notice

BC Multihull Society Annual General Meeting Saturday May 18, 2013

As part of our May Long Weekend Sail-In, the Annual General Meeting of the British Columbia Multihull Society will be held at 20:00 hours on the beach or nearby facilities at Port Browning, North Pender Island on Saturday May 18, 2013

Agenda will include:

- Report to Members
- Budget Approval
- Financial Statements
- Election of Officers

All members of the Society in good standing are encouraged to attend.

Also, if you have not renewed your membership for 2013 please do so. You can pay either by PayPal on the BCMS website: [BCMS Pay online](#) or use the application form on the website and mail a cheque.

For Sale Farrier Rudder Assembly

Contact: John Green @ 250-544-4324

Anodised aluminum fabricated rudder assembly for F9, F32, F33. Made to Ian Farrier's exact specifications by Leach Machine Works in Victoria BC. Complete with gudgeons and pintles and tiller extension with 2 Ronstan cheek blocks. Can be used on any boat with a transom mounted rudder. \$500

firm (My replacement cassette case and rudder was over \$5000)



FOR SALE: Horstman 28 Trimaran

Contact: Jamie McKerrow @ 604-596-1721

jmckerrow@dccnet.com

Best offer. Sleeps 4+, Lifting 4-stroke HT 9.9hp Yamaha, Lifting Dagger-style Rudder



You could win this bicycle!



BCMS would like to thank Gordon Low for the donation of the bicycle.

BCMS is having a contest to give the bicycle to a lucky member.

The rules are simple:

1. Write a short email, (200 words or less) 'Why you should win the bicycle', in an email to: directors@bcms.bc.ca or by mail to:

BCMS Directors
c/o 19897 36A Avenue,
Langley, BC V3A 2R8.

2. The submissions received by May 15, 2013, will be read aloud, without names, at the AGM on the May long weekend at Port Browning.

3. The BCMS members present will vote on the 'best' submission. The submission with the most votes will win the bicycle.

Renew your membership in BC Multihull Society for 2013.

The cost remains at \$35.00 and there are many ways to pay:

1. Visit the BCMS website (www.bcms.bc.ca) and click the *contact us* tab. Fill out the renewal form and pay via paypal.
2. Make out a cheque to BC Multihull Society and mail it to the membership director Stu Kerr. His address is: 19897 36A Avenue, Langley, BC V3A 2R8.
3. Come to the BCMS pub night (Feb 19th @ the Rusty Anchor pub 7:30 PM) and give Stu either a cheque or cash.

2012 / 2013 Directors list

President	Bob Davis	bob.davis@telus.net	604 583-9396
Past President	John Harker	mjharker@telus.net	604 940-7084
Vice President	Jamie McKerrow	jmckerrow@dccnet.com	604 596-1721
Secretary	Bob Davis	bob.davis@telus.net	604 583-9396
Newsletter	Wayne Carlson	wsc5968@gmail.com	604 590-5876
Library	Stuart Kerr	sgkerr@telus.net	604 534-7120
Publicity	Alec Mackenzie	alec8@shaw.ca	604 538-0917
Racing / Sailing	Ron Tomas	rtomas@telus.net	604 542-2732
Member-at-Large	Bob Harris	buckman@infinet.net	
Treasurer	Marlene Mackenzie	alec8@shaw.ca	604 538-0917
Social -	Vacant -	directors@bcms.bc.ca	
Membership	Stuart Kerr	sgkerr@telus.net	604 534-7120
Website	Bob Davis	bob.davis@telus.net	604 583-9396
	Marlene Mackenzie	alec8@shaw.ca	604 538-0917

Non Directors

C.B.C.Y.C. (Vancouver Island Rep.)	Gary Astill	gastill@shaw.ca	250-390-3957
C.B.C.Y.C. (Mainland Rep.)	Vacant	directors@bcms.bc.ca	



January 8, 2013

Some clubs may wonder, from time to time, what the Council does on their behalf. Below, in point form, is a brief outline of ongoing projects, along with some items of special interest being worked on at the present time.

Ongoing Business

- Reports of activities of interest from the various Council regions
- Liaison with Government, in particular with Transport Canada
 - Maintaining awareness of changes in government programs
 - Providing input on proposed changes
 - Monitoring sewage regulation changes
- Adopt-a-Park and Park Host Programs
 - Coordination with BC Parks
- Debris Control and Fraser River Debris Trap
 - Ongoing monitoring of the situation
- Hydrographic Services and Fisheries
 - Reports on changes to charts and publications, as well as monitoring the release of new charts and publications
- Liaison with the Outdoor Recreation Council
- Liaison with the Recreational Boater Association of Washington
 - Updates on what is happening in Washington and how it may impact BC boaters
- Ongoing review of the Water Lot Lease Applications for coastal BC and southern inland lakes
 - How these applications may impact use by boater (this is how we found out about the Squirrel Cove Marina proposal)
 - Commenting on applications where we see a problem for boaters
- Ongoing Liaison with BC Ministry of Forests, Lands and Natural Resource Operations
- Liaison with Transport Canada
 - Discussions regarding mooring buoys and their impact on navigable waters
 - Receive information on installations that may affect navigable waters for comment

Current Projects

- Squirrel Cove Marina proposal
 - Continuing to monitor and forward comments
 - Assisted by Peter Stockdill from Parksville
- Making representations regarding the Kitsilano Coast Guard Base closure
- Monitoring the Marine Traffic Control Centre closures

Past Project

- Worked towards getting Ministry of Environment to change their policy on grey water

As you can see, the Council has a very busy agenda, and continues to work hard for the benefit of all BC boaters. We hope that your club will continue to support it.