

## B.C. Multihull Society – Box 2751, Vancouver, B.C.

President - Paul Dubois

Librarian - Dave Lopatecki

Vice President – John Cramb

Materials –

Fibreglass – Dean Rachael

Secretary - Colin Smailes

Hardware & Plywood – Warren Denny

Treasurer – Warren Denny

Editor - Bruce Campbell

### NEWSLETTER

Starting this month we plan publishing a club newsletter. Any gossip, stories, Etc. will be most welcome. It does not have to be type-written. Phone Warren Denny or Bruce Campbell for details. The deadline for material is two weeks prior to the meeting. NOTE After this issue the newsletter will only be sent to paid up members.

### EDITORIAL

Many of you will be surprised by the membership list included in this newsletter. Some of you have considered yourselves members but now find you aren't. Others have probably discovered you don't have to be a member to get on our mailing list or to come to meetings. I am sure not many will want to pay \$10.00 for their 1969 dues when the year is two-thirds past. Much of the problem would be overcome if the cost of membership was reduced.

At present the initiation is \$10.00 and \$10.00 for the yearly dues. A new member then has to pay \$20.00 to get in. Originally dues were set at \$10.00 (there was no initiation) because of savings members would make by buying at club discounts. Till now, not many members have used these privileges. An initiation fee is now required by the B.C. Societies Act which governs us.

I suggest the initiation fee by \$1.00 and yearly dues be \$5.00. Possibly when the year is half over the dues be halved for those joining in the last six months. Or maybe we should have an associate membership at \$5.00 per year for those not using the club buying privileges. Yearly dues in the Gulf Yacht Club, of which I am a Member, are \$5.00 a year. Why should we charge more? Do we have more to offer? I think not. Members who buy materials at our club discounts are also charged an additional 5% which goes into club funds.

We are supposed to be a non-profit club so let's try halving our dues and see our membership double.

Bruce Campbell

The next meeting will be Wednesday, September 3<sup>rd</sup>, at the H.R. McMillan Planetarium.

## TRIMARAN MAGAZINE

The first international magazine for Trimaran owners, builders and enthusiasts debuts September, 1969. For charter subscription information write Trimaran Magazine, P.O. Box 57218, Los Angeles, CA 90017, U.S.A. Vance Buhler will also have subscription forms at the next meeting.

## FOR SALE

125 sheets 4' x 8' x 3/16 rough sanded mahogany plywood, especially made by Weldwood of Canada with a fir core. Will only be sold with the precut bulkheads for building a Nicol 38'Tri. Phone George Dettweiler at 522 8828.

Moving UP!!! Piver AA for sale. Dacron Sails, Stainless rigging and fittings. Fun-Fun-Fun. It comes with a spinnaker. Phone Warren Denny 228-8827

The following story is written by Don McLeay. He was the only one to sail to the Gulf Islands as part of our first planned club cruise. A furniture upholsterer by trade; he designed, built and modified the 20 foot red Trimaran moored off the Vancouver Maritime Museum. The boat has probably "racked up" more hours sailing on the bay than any other Tri this year. If you're interested in an evening or weekend sail give Don a ring.

### The Cruise of "Cheyenne"

I wonder how the dreams of man compare. Do people actually experience the things that are daydreamed for hours on end while supposedly doing their craftsmen's best at their job. When your wife is complaining about your wild Indian that one has the madness to claim as offspring, are you actually listening? Were you really paying attention when you drove that staple into your finger instead of the chair, as in my case? Pneumatic staple guns have a shocking way of bring you back from 40 miles of ocean, sunlite kissed coves and always fair winds on a beam reach. Visions of joyfully reaching ot of English Bay, passing boats of all kinds whose crews would wave us enviously on our way, passed in a flash to be replaced with a nearly finished chair and a finger dripping blood.

All dreams. Compare reality!

June 28<sup>th</sup>, 8:00 a.m. Vance Buhler phones to say he's not planning on going, as where he lives there's more water in the sky than under the keel of his Brown 25. He tells me Warren Denny also has enough water in his cockpit to float Piver's next larger Tri. In other words its raining like hell! I think about it for 10 seconds and make a decision which I probably had already made – condition Green, I go!

Down at Cheyenne's anchorage it's coming down in buckets when my crew shows up. He is 30 year old Juergen Schmidt, whose previous experience is a two hour Sunday jaunt the day we launched Cheyenne #2 (here comes the plug) which is my own design #7. This cruise by the way has led to the completion of the Cheyenne design and plans will be ready in Ocotber and November. Now that the commercial is over back to the plot. Warren came down to see us off, for which I thank him very much as he was the only one of club members to do so.

The boat was loaded in the rain. We pulled anchor in the rain. Sail was set in the rain. The length of the bay was sailed in the rain. Those envious looks I dreamed about had turned into "what the hell are those nuts doing", from 505 sailors who were racing in the very light following winds (thank you for small favors) We had left at 11:30 a.m. We reached the sand bar at Spanish Banks about 12:30.

Here began the dream and the end of the rain. The sun finally peeked thru the clouds when we were off the mouth of the North Arm of the Fraser. With the sun went the wind. Sunset found us about five miles offshore and five miles south of the Coast Guard vessel at the mouth of the South Arm of the Fraser. In the meantime my crew, who works nights was asleep from about 8:30 plus sitting naps all afternoon. 1:00 a.m. South wind blowing about 15. Said to hell with it, set her on a reach and headed across the Strait. 2:30 a.m. Very cold, Wind gone. Shaking with cold so bad the whole boat is shaking, which woke crew. 2:45 Tugboats with no tow off port bow must be coming from Active Pass, heading towards us. 2:50 damn tugs never altered course, passed in front of us about 40 feet away. Must have seen us—we were lit up like a Christmas tree. 3:00 a.m. 15 ½ hours at the helm now. Galiano Island dead ahead as near as I can tell, about one mile offshore and about one mile north of Salamanca Pt. Woke up crew, had to get some sleep. Told him to wak me at 6:00, 6: 30 I wake up, damn rain is back. Still no wind. Position same as last night. 7:30 rain gone. Sun back. Crew back sleeping. 8:00 gentle wind from the east, 9:30 crew wakes up finally. I fall in until 12:00 noon. Wind from S.E. about five. Are now off Tumbo Island. Crew did not see any sails so had kept heading south. Sun starting to get hot.

Vance had sail he may sail over on Sunday but didn't see any sails at White Rock. Though maybe had had come over Sat. afternoon so finally decided to head for Boat Pass, which was rendezv point. Boat pass about 25-30 feet wide. Water on Vancouver Island side about two feet higher than strait side. Try going thru anyway with following wind. God what a mess! Whirlpools and white water everywhere. Back eddy catches stern and white water hits bow. At the same time the wind takes the opportunity to gust to about 10. Crew is damn near knocked overboard. The boat is heading for the north shore at a fantastic rate. I am completely stunned at the speed things happened. We passed the eastern tip of Samuel Island with little more than a paint thickness between us. Mentally kick myself around boat twice. Too tired to kick farther. We sail around Samuel Island and a smaller one which was mostly sandstone and was fantastically water sculptured. Tide was still running between Mayne Island and Samuel Island. 9:00 p.m. drop the hook for the night in a beautiful cove. One think noticed in all the Islands was the extreme depths within 20 feet of shore.

Monday. Not a cloud anywhere and hot before 9:00 a.m. We check the natural harbour at Boat Pass. No other boats. 9:30 sight two boats, one a Tri heading south down Plumper Sound. Try to catch up in the light winds as their Tri has no wind. It's not Vance, as the Tri starts his motor and heads into the Strait. The second boat had been heading towards us. It was about a 35' ketch. We followed it up Navy Channel where we sighted some whales. 12:00 noon – a sandy beach, the one and only one we saw. Decided lunch was to be here on the beach of North Pender Island. While on the Island I found some crow feathers which I immediately found two uses for: one was for telltails on the shrouds. Number two was the sail insignia which up until now had been in limbo. Now it's a large C with a feather in its mouth and a #20 below. Meaningless to all (at the time) but the father of Cheyenne. 3:00 PM finally wind. North Pender Island to Wise Island took three hours in a head wind. This Island has got to be the nicest Island visited. So nice in fact I almost bought a lot from the owners (Block Bros.) agent. I must admit I still think about it. But I won't due to the fact I want a bigger boat to explore thie most beautiful cruising waters I have seen. This is from having cruised on land over most of Western U.S. and Canada from Montreal to Whitehorse.

Tuesday. No wind. Lost ground on the tide. Dropped the hook off Parker Island. Decided to climb up the cliff and take a picture of the boat. Dumb thing to do. It was a hell've climb for a picture that wasn't even that good. We did get a fantastic view and saw the wind getting up. A head wind again. 9:30 p.m found us at the entrance of Portlier Pass. Tide still coming in so we dropped the hook in a back eddy inside the pass. 11:00 p.m Raining and moon is out at the same time. Lightning storms all over. 2:00 a.m. slight breeze and slack tide. Went thru the pass and dropped the hook at the fishermans camp. Just as we got back to sleep the wind got up and blew like hell.

Wednesday. Wind down to about 10. Strait is choppy. 6:40 a.m. started across. Wind from S.E. and getting lighter. 8:00 a.m. getting stronger, seas building up. 8:30 am. Decided to turn north and do some surfing. Wind strong now. Waves 4 to 5 feet high. 9:30 or so, see sails at Gabriola Pass. Struck the Jib and got staysail. Turned N.N. E. wind from E.S.E. Waves now 6 to 8 feet high (at their largest). Ride is fast and very wet. We were reaching until a jet screamed overhead and we realized we were too far north. We started beating for point Grey which we had mistaken for Ladner.

Wind is very strong now and waves are very steep and close together. There should be two very large waves in every fifty waves. The think about these double waves was that on the face of the first one it was a good 8 feet to the trough. The trough between the two waves was only about 4 feet deep and two crests were about 16 feet apart. The only explanation I can give is thqt they were current waves from the North Arm of the Fraser River. We finally gave up hope of making the entrance of Burrard Inlet when bearing oof in a gust the rudder began to act as a lifting foidl and lifted right off the pintle and gudgeon. As we had a job getting it back onto the transom I kept an eye on it.

Once when we bore off in a gust I glanced at the rudder and the stock was twisting at about 10 degrees. I t seems when we were running or reaching the angle of heel and the reverse transom combined with the speed turned the rudder into a hydrofoil. So much for reverse transoms.

We decided to head for the lee of Bowen Island. We had crossed the Strait in three hours, thirty minutes - some 21 miles at an average speed of 6 knots.

Six hours later my crew left me at Horseshoe Bay. The end of an experience I would be glad to repeat only in a boat with a cabin and a little bigger. Adding a motor would be the biggest change. Crossing the Gulf in a day sailer can be a very wet experience. Should have had cushions to sit on and a longer tiller. Other changes are being incorporated in the finished design.

D. C. McLeay

## RACING

Jerry Storch entered his 35 ' Piver Tri "Jaeger" in the cruising class race at Kitsilano Yacht club on Aug 2<sup>nd</sup>. Starting at the Yacht Club the racers had to sail around Bowen Island, in either direction, and finish at K.Y.C. Unfortunately only four other boats appeared at the starting line. They were all 26'Thunderbird sloops. There was a 35 hr. time limit on the race. The previous weekend Jerry had taken 12 hrs. to do the course.

The race began at 11:00 a.m. with a light easterly blowing. All T-birds broke out their spinnakers. Jaeger started five minutes later as she was an unofficial entry. We didn't fly her six meter spinnaker till half way across the bay. We carried it until abeam of Point Atkinson where the wind became a southerly. Three of the T-birds went into Howe Sound leaving Bowen Island to port. We passed the other T'bird before reaching Bowen which we left to starboard. When rounding Cape Roger Curtis we again flew the spinnaker which we kept up till rounding Finisterre Island. The wind just kept turning the corners with us. We met the first T'bird going in the other direction at Hutt Island. She was "El Anga" considered the hottest T-bird in Vancouver.

After we rounded Pt. Atkinson the wind ripped for our sail to the finish line. We completed the 37 nautical miles in six hours and thirty two minutes. The 2<sup>nd</sup> boat was the T-bird that followed us - taking 7 hrs., 39 minutes. One hour seven minutes longer than us. El Anga got becalmed off Atkinson and finished in about 7 hrs. 50 mins.

Jerry now plans entering the K.Y.C. – Plumper Cove race Aug 23 & 24 and the R.V.Y.C. Fraser River Lightship race on Sept 20<sup>th</sup>. Any multihulls eager enter a race should contact Jerry at 876-0231.

## TRI TALK

WARREN DENNY was anchoring his AA17 off the Maritime Museum for a lunch break – he threw his anchor over and guess what, the anchor line wasn't tied to it. A scuba diver, he dove searching for it but couldn't find it....REG BICKFORD is the local agent for Lock Crowther and Vic Newman designs. He has study plans of all their designs....Two Tris have grounded while sailing past Spanish Banks. DON MCLEAY got stuck and had to wait a change of tides. JERRY STORCH's Tri touched while BRUCE CAMPBELL was at the tiller but was able to soil free. Jerry is building a self-steering rig for his 35 footer...CELEBRITY and REGINA MARIS, two 35 foot Tris that have been tied up at the N.H.B. floats in False Creek left in mid-August for more southern climates....VANCE BUHLER is probably doing more night sailing than day sailing. He has sailed his motorless Tri twice across the Gulf and twice between White Rock and Vancouver, always after dark. Vance is willing to take anyone for a demonstration sail. For stronger winds we suggest a day sail....JOE SLEDGE, who used to buck broncos is soon going to try taming his trimaran. A 35 ' Nicol it should be in the water in early Sept. The aluminum mast and boom reportedly cost \$1900.00. The mast is 40 feet long by 6¼" by 9".

B.C. Multihull Association

Membership List, August 15, 1969. Please notify Warren Denny of any errors or changes.

Howard Alexander	3805 Sunnycrest Dr. North Vancouver Planning 31' Brown Tri	988 3363
Leslie Barnwell	4283 Balkin St. Vancouver ¾ way building Piver AA 31	876 0420
Reg Bickford	1081 16 <sup>th</sup> St. West Vancouver Owns 16' Yachting World Cat. ½way Building Crowther Buccaneer 24'	922 2258
Vance Buhler	575 Colby St., New Westminster Sailing 25' Brown Tri – moored in White Rock	526 6922
Bruce Campbell	#1001, 1450 Chestnut St. Vancouver Interested in a 31' Brown Tri	738 6506
John Cramb	1615 Dansey St. Coquitlam Building Nicol 38' - Just starting	937 3979
Ralph Cyr	13127 67A Ave. North Surrey Planning 37' Brown Tri	594 4374
Walter Darda	271 Tomahawk Ave. ½ way building Piver AA 31	
Jim Denny	15745 32 Ave. White Rock Piver 24' Tri (for sale)	536 7168
Warren Denny	3883 West 21 <sup>st</sup> Ave. Vancouver Sailing Piver AA17 Tri. Plans building 25' Brown Tri	228 8827
George Dettweiler	255 6 <sup>th</sup> Street, New Westminster Building Nicol 38' Tri, almost finished	522 8828
Dr. Paul Dubois	104 Gore Ave., Chilliwack Building 48' Horstman Tri	795 3803
Don Evans	Box 2464, Vancouver, Planning to build Brown 25' Tri	321 6833
Harold Goddard	#107, 1720 Larch St. Vancouver Setting up frames Wharram 46' Cat	733 7876
Dr. Neville Houlding	1449 West 39 <sup>th</sup> Ave. Vancouver	263 6158
John Hutton	11252 Eltham St. Box 39, Hammond B.C. Building 30' Nicol- should be in the water in a month	463 9965
Mike Kolibas	497 Trapp Road, Richmond Had Piver 16' Tri, planning to build something bigger	273 3568
Dave Lopatecki	2886 West 32nds Ave. Vancouver Sailing Malibu Outrigger	263 4902
Don McLeay	7961 Granville St. Vancouver Sailing 20' Tri 'Cheyenne' own design, moored off Maritime Museum-planning 26' own design	263 6419

Lucio Marampon	3252 Richmond Rd. Victoria Planning Piver AA41	
Brant Mitchell	5390 Westminster, Ladner Sailing 36' Cross Tri "Gerris" moored at	946 6955
Stan Pearce	27789 14 <sup>th</sup> Rd. Whonnock, BC Planning 25' Piver Mariner Tri	462 9603
John Pearson	3484 Mt. Seymour Park Hwy, N. Van Planning 46' Cross Tri	929 3863
Carl Petersen	3945 Lynn Valley Rd. North Vancouver 40' Piver Tri – in water but not sailing	988 6645
Dr. A.G. Richards	701- 625 5 <sup>th</sup> Ave. New Westminster	584 3181
Dr. Keith Sandilands	Box 235, Duncan, B.C. Building 48' Horseman Tri, Both Amas nearly ready for plywood	746 3449
Ron Sheridan	1053 Balsam St. White Rock, BC. Sailing modified Piver 16' (thinking larger)	536 8686
Adrian Shrier	738 6 <sup>th</sup> Ave. New Westminster	526 6635
Joe Sledge	2255 West 1 <sup>st</sup> Ave. Vancouver Just launched Nicol 36'Tri, moored West Coast Salv.	738 5609
Dr. Colin Smailes	5499 125A St. Surrey, BC	596 2847
Fred Sparolin	1280 Vulcan Way, Richmond Building Piver 41'Tri	273 3908
John Stephan	10688 141 St. North Surrey Sailing Piver 25'Tri	581 1833
Rollin Thibeault	1533 Brearley St. White Rock Planning Horstman 48' Tri	536 6868
Ken Walach	943 Ferndale Rd. Richmond	273 4749
Vern Warren	4611 53 St. Ladner, BC. Building Horstman 48'Tri	946 2963