



British Columbia Multihull Society

April 2014

NEWS FROM LOTUSLAND

Peter Walford



January 14 had been a long day. We turned left to the little village of La Manzanilla in the steamy darkness and drove down to the beach to commence two more weeks of winter vacation at our usual adopted Mexican Shangri-La. Earlier that day, we had been on the Caribbean coast of Mexico among Mayan ruins, a month's marching away in Cortes' time. Since then we had flown 1000 kilometers on two planes, climbed 5000 feet, transited Mexico City airport, descended to the Pacific, broached the Mexican

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car rental system, always a thrill, threaded our way around the wreckage and sickly green faces of a car accident, and now we were putting our tired feet in the Pacific. A month's hard travel condensed to ten hours. Modern life.

Unbelievably, just outside the surf line, was a beautiful apparition. A mid-30s catamaran, with shark motifs painted on its side. With two unstayed masts. A biplane rig! How rare is that? I read about one of these in Multihulls magazine 15 or 20 years ago, designed by an Aussie. It had been sold to someone in the Phillipines, half a world away, was this the same boat? But the hull lines suggested Kurt Hughes. ..I vowed to pursue it the next morning. Being eternally curious, I wanted to sail on it and see how it performed, especially to windward. It looked about the same displacement as my Farrier F9. Would it do 18 knots? The winds in the bay off La Manz are 12 to 20 knots every day, making such joy possible. Our holiday had begun in earnest. But sadly, by the next morning, it was gone.



The scuttlebutt from the dregs of society, our winter friends, hanging around La Manz, was that the boat was coming and going every few days. So, like a pitt bull, when I saw it ghost into the far end of the bay at sundown a few days later, I set my mental alarm on pre-dawn and was on the beach the next morning with the sand fleas, meditating and stretching before he could escape me again. When signs of life aboard appeared, I swam out and met Brian Charette, all 6 foot 7 inches of lady-killing American

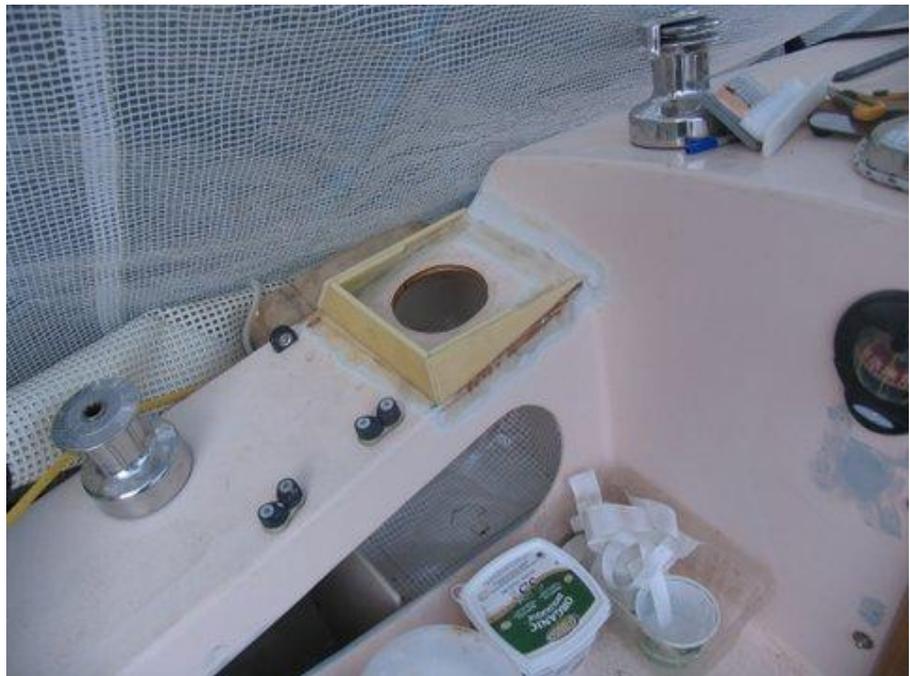
cool, spending his second winter on Cat2Fold, which was, in fact, a Kurt Hughes design, a folding trailerable 36 foot cat. How's that for calling it? It had been built and perfected with a view to production, and this was the prototype, whose future had been killed by the Bush-era thieves who stole a third of the wealth of Wall street in 2008 and none of whom have been prosecuted for the fraud they perpetrated, and in whose sociopathic wake we all struggle to reclaim our equity. But I digress.

I negotiated a sail, in fact Brian's first charter, for a few days later, and went home to breakfast triumphant. His cruising kitty was empty and we were going to help him with that problem. The wind filled in at 11, on schedule, and in a few effortless minutes of hoisting the small and short-luffed twin mainsails, we were on our way. If comfortable cruising is your game, this boat is a 10. The absence of a central boom, and the high-up wishbones make it like sailing a tennis court. As the whales started spouting and the wind picked up, we reached at 12 knots, which felt like

6, except for the white wakes and the instrument readings. Windward was, well, a little weak, but his genoa was out of commission and he says it pumps up the speed a lot. My conclusion- Big Comfort. Big Easy. Put on my list for late 70s.

Now Brian is man dedicated to fun and unafraid of risk and defying convention, in case you didn't guess that. A Very Good Man to spend a day chartering with. Around four we slid behind the transom of his cruising friends on a 40 foot steel Colin Archer, and asked them if they wanted to join us. So they jumped overboard with their sunglasses on and a dry bag and we became a party of 5. Which was a fantastic event, as it turned out to be patients of mine from 25 years ago, last seen running a goeduck diving contract for Fisheries somewhere near the Charlottes, in winter. Like, hardy people. And the lady of the couple was a high school friend of my wife. Things were picking up, as conversations dove into "Where have you been for your life?" and I found out that Jack had cut his boat in half and added ten feet to its LWL.."How did you do that?"

Then it was time to meet the mayor of Blue Bay, who was having a dinghy raft-up at 5, so we made guacamole, and rowed over. About 40 people formed a wagon-wheel of inflatables, there was an exchange of marine bric-a-brac, food plates circulated, and the mayor rose. What took place in the next hour as sunset slowly approached was one of the most interesting human storytelling events of my life. The mayor asked all present to rise in their turn to answer the question, "Who are you, which is your boat, and how did you come to be off cruising?"



There was the self-important former worker from the White House, personally knew Dick Cheney. I wanted to ask him, why didn't you shoot him right then and there and save the world the whole Iraq war- it wouldn't have been risky, we know he's not good with a rifle.

There was a couple from The Farm in Tennessee, the hippie commune of 1800 people who burst America's consciousness, including the iconic Ina May Gaskin, proponent of natural home childbirth, whose influence has eased the deliveries of countless mothers and children, even as far north as our local catholic St Joseph's Hospital, which has low-lit family birthing room instead of a gurney and searchlight to meet the next generation.



There was the couple who got drunk in Barra de Navidad, walked or rather flowed down to the marina afterwards, and found out the next morning they owned a cruising boat, so they went cruising for 25 years.

On and on, until all had spoken, at which point we rowed back to Cat2Fold and ghosted back to the lights of La Manz with a following night breeze, fish darting phosphorescently under the hulls. A pretty OK day.

After I went back to Canada, my wife Robin stayed on for another month with girlfriends and chartered Brian again with three ladies. In what Robin described as “The best day of my life”, they match-raced an elegant wooden 85 foot schooner, and finally won by the unfair tactic of stripping off their tops, and distracting the attention of the competition. Not a trick that Bad Kitty can employ, but maybe that’s worth investigating....

I finished my holiday with two beauty days with Cam McCannel on his Farrier 9 in Banderas Bay, 18 knots and whales, and came home to an empty bank account, iced windows, low light, and a stack of mail high enough to sit on. As I write the epoxy is setting on cockpit modifications to Lotus intended to provide a horizontal place to sit and steer while being able to watch jib telltales without needing chiropractic intervention shortly after each sail. It was hard to accept that a pedigree boat like the Farrier is actually ergonomically kinda wrong, but the inclines that

make it look so racy are actually treacherous to walk on and punishing to sit on for any length. I'm too old to suffer a tilted pelvis for 14 hours a day, or to step into the cockpit over the traveller, and bobsled down the inclined forward face of the aft cabin, using the nape of my neck, hooked over the traveller, to break the fall.

Prior to diving in to rectifying these hazards I researched getting a whole new bare boat from Multihulls Direct, who are making Farrier 33s in the Phillipines at a fantastic price, but decided against it, and commenced more modifications on Lotus instead. It is actually time to go sailing now, enough building. But that would be a very good approach for someone handy who wants to change things up from the standard Farrier envelope.

So, multihullers, that's some of the news from Lotusland, and it just keeps getting better and better. See yaall at Browning.

Main Beam Refit 2014 on Bad Kitty

By Bob Davis

The 2013 – 2014 off season for Bad Kitty was a busy one with the need to replace the mounting system for the main beam. During the 2013 Van Isle 360 one of the inner port main beam connection point began to fail. Significant damage occurred and we were able to make temporary repairs in Ucluelet which lasted the rest of the season.

In October we created a solution

and developed a plan to address a few issues in the performance of the boat. Too much flex in the beam as well as the way in which was connected to prevent the beam from





rotating. We needed to keep in mind the ease of demounting yet maintaining the alignment of the hulls. The boat was set up level and true so we could remove the 30 year old bits and start from sound position.

We decided to build in positive camber which required lengthening the compression post and pre-tensioning after attaching sail track and slides for the netting. Using the hydraulic jack with pressure gauge enabled us to determine how much camber we

wanted, the length the post as well the force the components would be under.

With the beam at my nice warm shop we were able to machine and fabricate all the bits and pieces to prep the beam for installation back into Bad Kitty. We decided to add an aluminum sail track to connect the trampoline and front netting before pre-bending the beam. Our compression post is 1" stainless round stock with a NC thread to adjust its length and give



enough bend.

Once in final position it was time to layout and machine the spots for the flat bar to protrude thru the beam.



There are 3 connection points on each end of the beam. The flat bar projects thru the beam and supports what we called a "wing" that when bolted into the boat prevents

the beam from rotating.

With all the fabricating done we prepped the beam as a mould to make the new connecting points to be glassed in the boat



Added side pieces that will be trimmed in place to meet the deck.





The connection points for each beam were fabricated and welded. Each ring was embedded and glassed on to the fiberglass sleeve.



Fully glassed and ready to go!





With better weather we were able to chop Bad Kitty and fit the new beam. Many parts were original to the boat and need to be replaced. I should note that this one part boat we didn't attend to in the 2009 -10 refit.

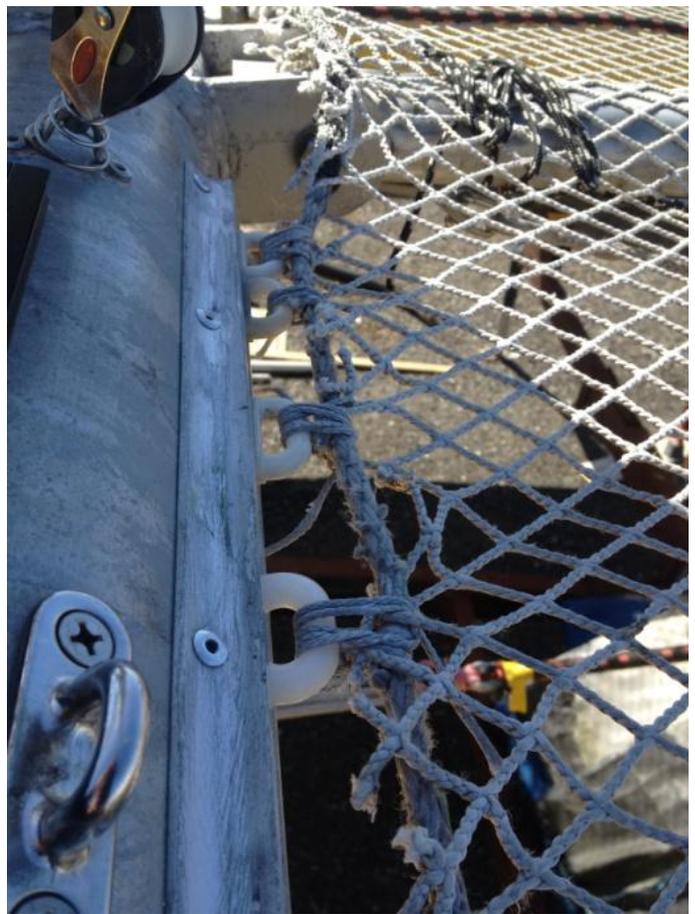


With a great deal of work and effort Ron was able to complete the glassing in the boat. The few pictures here don't really reflect the amount of time or effort it took glass in and finish the job.



We took the opportunity to modify our cabin to improve the safety equipment compartment. The bright area in the picture is a hatch under our wing deck. This gives access should the boat end up overturned. Doubling the

space ensures we have everything we need to be safe.



Stop by and check out Bad Kitty next time you see her.

["Bad Kitty the Boat" Facebook](#)



New and Improved BCMS Website

The club is grateful to Margaret Dulat for all the work she has put into creating a new and up to date Website for BCMS. The old website never functioned properly. It was very hard for members to add their boat photos or information but none of the directors had the expertise or time to redesign it. As with all things computer, Margaret had a lot of challenges but she worked through them one by one. We still have a learning curve ahead, but it is now easier for new information to be posted, we look forward to adding to the website content over the coming months.

Thank you Margaret!

Pub Nights @ *Rusty Anchor Pub*

Captain Cove Marina

6100 Ferry Road, Ladner, BC @ 7:30 PM



June 17, 2014

September 16, 2014

October 21, 2014

November 18, 2014

Center Cockpit

Roy Mills

I am, if you like, detuning that C Class Cat with B class rig I was pottering about with two years ago. I did not sail her much at all, family problems, but the little I did persuaded me that crossing a 11 foot trampoline about a foot away from the aft edge on every tack, ducking under the boom in mid crossing, was neither comfortable, graceful nor safe.

Accordingly I reviewed the Boeing Nomex bits I had left and decided that I would build a foxhole on

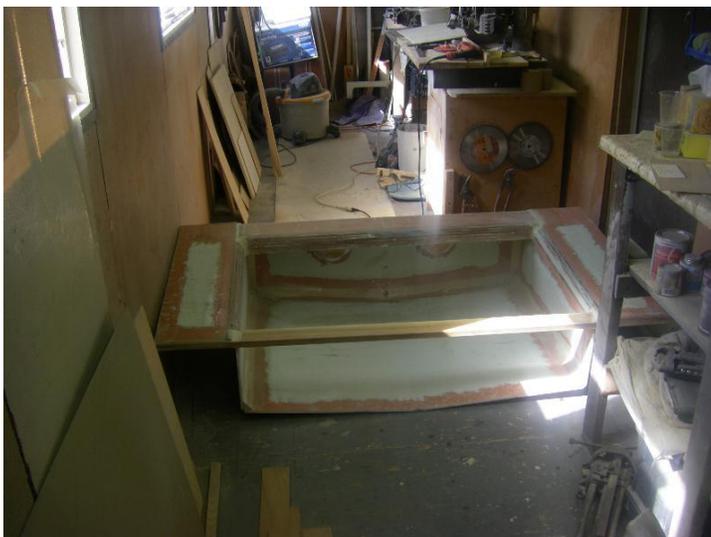
the centreline about 14 inches deep, which is about the minimum I can stand up from unaided, 4 feet wide with a one foot wide shelf along the outer edge for sitting on, so 6

feet wide at the trampoline level. It is 31 inches long, fore and aft and has a slight Vee in the floor, which I think will be about 4 inches above the water line. From that structural part, which can seat two, just, and is now complete except for painting, I am now adding a relatively light, sloping upwards and narrowing markedly, front section to reach to the forward cross beam and hopefully deflect any significant waves should we happen to encounter any. Last year I did take the step of getting a PHRF number, and after much head scratching was issued one the same as the F31, so I might be able to joust with Peter Walford this summer, in light winds anyway.



I had thought that I might just manage to get her finished in time to trailer down to Browning in May, but 2 problems have arisen, first I have to have an old steel plate taken out of my left forearm on Tuesday, which will minimise activity for a while, and secondly kid brother from England, plus wife and son, have announced that they will come and see us for the first 3 weeks in May, so September might be a possibility. We have a grand daughter living on Pender Island, so I could leave her there over the winter and she would

be on site for next May, assuming that I am.



The pictures show the foxhole built in Boeing Nomex, ex G & S as the green patches of old paint prove. The last, is as current. One more panel of Dynacore to add, you can see it propped up and ready, then glass tape of all joints followed by a coat of glass overall, set in West epoxy (I finally made up my mind to "Go west young man, go West") and I must say those neat pumps make mixing

a pleasure. Anyway, with any luck I might be fitting it, hopefully, between the cross beams of the cat within another week or so, then the trampoline to cut to fit and the sail control cleats to instal across the back of the foxhole.



2014 Racing Season

Ron Tomas

Semiamhoo Regatta

April 26-27.

<http://www.iycbc.ca>

Entry form <http://www.iycbc.ca/racing/2014-regatta/2014-regatta-entry>

Notice to race <http://www.iycbc.ca/yachtclub/wp-content/uploads/2013/03/2014-SBR-NOTICE-OF-RACE.pdf>

Thetis Island Regatta May 9, 10, 11, 2014

Registration Form

<http://www.thetisland.com/assets/ThetisIslandRegatta-EntryForm2014.pdf>

Victoria Day BCMS Sail-in

Port Browning

May 17-19

The Fun race will happen on the Sunday.

www.bcms.bc.ca

The Royal Victoria Yacht Club is hosting the Swiftsure.

May 24-26

<http://www.swiftsure.org>

The False Creek Yacht Club is hosting the Single handed Race

June 7-8.

<http://fcyc.com/racing/>

SIN 2014

June 28-29

Vendee Salt Spring 2014

July 4-6

BCMS Sail-in

New Castle Island

July 26, 27, 2014

www.bcms.bc.ca

Hosted by the Maple Bay Yacht Club

Ganges Start

www.mbyc.bc.ca

Cow Bay Regatta

Aug 2-3, 2014

www.cowbay-regatta.ca

Labour Day BCMS Sail-in

Port Browning

August 30-September 1, 2014

www.bcms.bc.ca

Notice

BC Multihull Society Annual General Meeting Saturday May 17, 2014

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 17, 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 2014 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.

Renew your membership in BC Multihull Society for 2014.

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 (@ the Rusty Anchor pub 7:30 PM) and give Stu either a cheque or cash.

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C.B.C.Y.C. (Mainland Rep.)	Vacant	directors@bcms.bc.ca	