



British Columbia Multihull Society

March 2016



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

March 15, 2016
April 19, 2016

Well, this seems to be the month for **Bad Kitty**. Please enjoy the feature article in this month's newsletter, chronicling **Bad Kitty's** perfect race in the Cape Flattery Multihull race last year. In late breaking news, Team BK racing has just announced their entry into the R2AK, an epic adventure race to Alaska this June. There is a lot of internet buzz on this race, so check it out. *Mr. Google* or *Ms. Facebook* know all about it and will be more than happy to help you waste the remaining blustery days of winter. Just watch out for those lurking cat videos (and I don't mean **Bad Kitty!**) or you will never get your boat ready for spring sailing.

Ken Pepperdine has come up with a great idea for those of you tired of reading about **Bad Kitty** and **Mustang Sally**: Are you working on an off-season project? Adding some solar power? Changing to a new engine? New Batteries? Repairs and improvements? – send us a few words along with some photos so we can include your project in a future newsletter. If you don't I will be forced to write more articles on **Bad Kitty** and you will be forced to read them.

Guest editor, Alec Mackenzie

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This just in from the Council of BC Yacht Clubs:

US Border Regulations— Changes for boaters

U.S. Customs and Border Protection have changed the procedures for vessels entering U.S. waters. All Canadian-flagged vessels (their terminology) are now required to apply for a cruising licence or file a CBP-1300 (Vessel Entrance/Clearance Statement) on every arrival and departure from a U.S. port. There is a fee of \$19.00 payable every time at CBP-1300 is filed. The alternative is to also apply for a cruising licence upon arrival at a U.S. port of entry. This replaces the decal that has been used for some years.

NEXUS members or anyone else, for that matter, must report their arrival immediately but have 48 hours to apply for a cruising licence or to file CBP-1300.

The procedure is to check in with immigration at the nearest port of entry upon entering U.S. waters.

Then, within 48 hours, file a CBP-1300, pay \$19.00 and also apply for a cruising licence. Once the cruising licence is obtained it is not necessary to file a CBP-1300 or pay the associated fee each time you leave or enter a US port. The cruising licence is valid for one year.

There is one other detail with the cruising licence to be aware of: there is a fifteen day waiting period to renew. This waiting period applies whether the cruising licence has expired or has been surrendered. That means that it cannot be renewed while cruising in U.S. waters. The recommended procedure is to surrender the cruising licence at the last port of entry as you leave U.S. waters, provided you are not planning on returning until next Year, and then apply for a new one upon entry the next year. If you plan on another visit to U.S. waters prior to the expiration date then keep the licence and use it the next time. Just ensure that it will not expire while travelling in the US. We don't know yet if it is possible to surrender the licence by mail or if you must do it in person.

For more information from the Waggoner website go to <http://tinyurl.com/jh2fzb3>.

Telephone numbers for U.S. Customs and Border Protection are:

Anacortes – 360-293-2331

Bellingham – 360-734-5463

Friday Harbour – 360-378-2080

For anyone who has already applied for a decal for this calendar year, the \$19.00 fee for filing the CBP-1300 will be waived.

To get the CBP form, go to:

http://www.cbp.gov/sites/default/files/documents/CBP%20Form%201300_1.pdf

2015 Cape Flattery Multihull race:

The *Bad Kitty* perspective, Alec Mackenzie

Photos by Tim Knight

The weather forecast was perfect: winds between 10 and 20 knots over most of the course with lighter winds out by the Neah Bay turning mark. Ah, but how many times has the forecast turned into reality? This time, an extremely stable weather pattern lent some credibility, as did good agreement between the US and Canadian forecasts. Time would tell...

The Ocean current forecast was even better: a long ebb tide with a four PM turn to flood that would run till midnight.

An all too obvious plan was developing here. All we had to do was use the favourable current and wind strength to cruise up to Neah bay, round the turning mark just as the current changes at 4:00 PM, pop 'big blue' and ride the flood current home to a quick finish followed by a warm shower and a leisurely dinner.



This possibility was too good to be true and brought back memories of a similar race on **Tardis** (**Bad Kitty** in one of her past lives) almost 25 years ago. Back then we had an almost perfect forecast of light to moderate winds and favourable currents. In that race we soon found ourselves out at the front of the fleet, alternately reaching and beating for Neah bay. We rounded at 4:15 PM from a 10:10 start and started to fly back to Victoria. As we approached Race rocks at 7:00 PM I placed an ill-advised call to Marlene asking her to book dinner reservations. The wind promptly died and the current changed to a strong ebb. Race passage was now out of the question. We worked back and forth across the strait of Juan de Fuca all night and finally got to the Victoria side of Race Passage at dawn, exposing dozens of boats anchored just on the other side of Race Rocks. Dog tired, we were too dim-witted to realize that the current had finally turned favourable and the wind started to fill until one of our crew, who up to that point had spent most of the race sleeping, came up on deck and pointed to all the boats

passing us. We rallied, got the boat moving and finished the race just in time for Sunday Brunch. I have been dreaming of perfect conditions, but with a happier ending, ever since!



The Race

We got up early and had a good breakfast to start the day. We hit the Docks at 7:00 AM and chatted with our friends and competitors while prepping the boat, then headed out to the start line with the rest of the fleet. We pulled out past the huge cruise ship at Ogden point and motor-sailed down to the Clover Point start line in 10 knots of SSW wind, a perfect match to the forecast. So far, so good.

We sailed around the starting area for a few minutes then moved into the starting box a minute after the Swiftsure and Hein Bank race starts at 9:00 AM. Port tack was strongly favoured but there was lots of room on the line to get positioned. We started in clear air and quickly fell onto port tack. Our 8 competitors were spread out on the line and most started well. **Blue lightning** started last at the pin end of the line but climbed over most of the Multihull fleet in the ensuing minutes. **Dragonfly** also started low and then relentlessly pulled away as they always do.



Boats that started at the outer end of the line were favoured by better wind and current, making slow gains on us as we Beat up to Albert Head. We gained some advantage from a current lift off the point, but crossed tacks well behind **Freda Mae** and some distance in front of **Blue Lightning, Mail Order Bride** and the rest. It was now **Freda Mae's** turn to take the hit on the inside and we were much closer to her on the next tack as we worked our way up to Race passage. The strong ebb against the wind added lift and power, making it doubly important to work the stream through the race and

out into the strait. We tacked through race passage on starboard, running close to the southern edge while **Freda Mae** went down the center. We tacked back as we reached the edge of the tidal stream and beat to the north in more favourable current and stronger wind while **Freda Mae** (followed by **Blue lightning**) continued much father out on the weakening stream. It quickly became obvious to us that staying on the Canadian shore was going to be favourable as long as we could work the positive current, so we put in several more tacks, belatedly matched by **Freda Mae**, before leading the way across to the American side. In retrospect, we stayed a little too long on the Canadian shore since the Swiftsure bank leaders, along with **Dragonfly**, had left a little sooner and were now several miles ahead and getting smaller.

The wind direction and current-induced lift gave us a very favourable starboard tack line that was only a few degrees off our turning mark. This led us to the American shore well out from Clallam Bay and only a few miles from Neah Bay. We gained more distance on **Freda Mae** on this crossing and could still see some of the lead boats from the earlier starting Swiftsure and Hein bank boats. We were pretty happy with this performance since beating to weather is not our best point of sail. Lucky for us the wind waves were not too big and the wind speed was pretty steady at around 12 to 15 knots, giving us an average boat speed of about 9 knots. It was starting to look like our original plan could work out, but we were still worried about lighter winds between us and the mark.

The winds did lighten as we approached the American shore but we tacked back out without too much delay. **Freda Mae** covered us but we continued to make some ground on her. We could



see **Dragonfly** running back down the strait after her rounding at 2:21 PM. We completed several more tacks up to Neah Bay with no sign of the usual wind shift to the west.

On our last tack into the turning mark in Neah Bay the current changed, pushing

us low on the mark and necessitating one more short tack to round at 3:51 PM almost 9 minutes ahead of our already optimistic schedule. We could see **Freda Mae** followed by **Blue lightning** coming up to the mark, but well behind us.

We decided to go with the blue chute even though some good sized Ocean swells were running and the wind was only a few knots. We expected improvement on both counts as we came back up the strait and “big blue” is the optimal down-wind sail in good winds and reasonably flat water. At first we had trouble keeping the spinnaker full, but with some over-sheeting were able to keep it stable enough to get us moving at 6 or 7 knots climbing to about 9 or 10 knots after a few minutes. I took over the helm from Bob and sailed back down the strait and towards the Canadian shore. As we passed through the shipping lane I noticed the wind strength was slightly weaker and the lead Hein Bank boats that rounded just ahead of us were getting smaller in mid-strait as they moved away from us. We quickly threw in a gybe and worked our way back into the stronger air. The Ocean swells subsided and the wind continued to strengthen as we worked down the strait. I was able sail ‘hot’, gradually bring boat speed up without losing the apparent wind too often. We quickly lost sight of our competitors, **Dragonfly** well out in front and **Frida Mae** and **Blue Lightning** well behind. It turns out that they got too close to the Canadian shore and lost valuable time getting back to the stronger wind. Their loss was our gain.

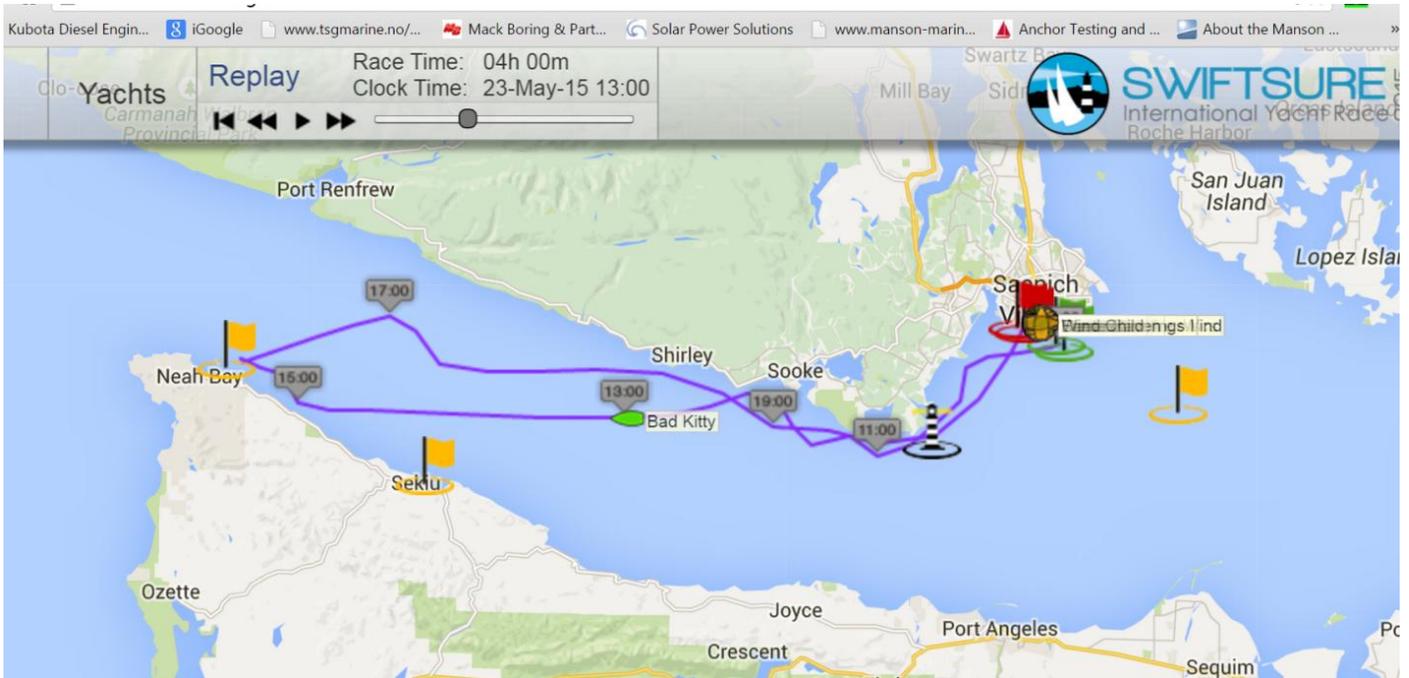
By the time we got to Sheringham Point we were really cruising, averaging 16 knots with peaks to 20 knots over the ground. At this point we passed **Jam** and **Double Take** and started running down **Flash**, all big boats racing in the Hein bank race. Ron took over the helm as we neared Sooke and continued to gybe several times down to Race Passage. We came into the passage sailing quite hot and had a really smooth run through the passage close to the rocks on the south side. We were rapidly closing on **Flash** but split away after Race Passage as she continued on to Hein Bank and we headed for Victoria doing between 12 and 18 knots. We ran our usual route, crossing the finish line at Ogden point at 8:20:41.

This was the best finish for **Bad Kitty** ever. We beat last year's (**Bad Kitty**) record finish by more than two hours, covering the 102 nautical miles in just under 11 hours and 11 minutes. We hit the inspection dock, had our pictures taken, enjoyed a bowl of hot soup supplied by the Race Committee and returned to the causeway dock in front of the Empress hotel. After cleaning the boat up a little bit we walked back to our Hotel for a quick shower and change before going to the Harbour House restaurant at 9:30 for an excellent dinner. All-in-all, a very, very civilized way to complete the race.



in a straight line.

Bad Kitty finished second to **Dragonfly** on elapsed time, but corrected out to first. We also corrected out to first position at the rounding but greatly improved our time margin on the run back. We rounded one hour and twenty minutes behind **Dragonfly** but only gave her another forty minutes on the fifty nautical mile return leg. **Dragonfly** averaged a little over 11 knots for the course while **Bad Kitty** averaged a little over 9 knots. Average boat speeds were higher because we didn't sail



Epilogue

We had steady winds, current with us for all but five minutes of the race and reasonable wave action that did not interfere too much with sailing. We had some sun and some cloud, but no rain. It was cold out on the course but then again, it always is. It was the race I had dreamed of for twenty four years and it ran pretty much exactly as planned. We sailed very well with great upwind helping by Ron and Bob. **Bad Kitty** performed well with no mechanical issues. All the work over the winter to repair weak or damaged structure and components paid off.

Results

Cape Flattery Multihull Race Started: May 23, 2015 at 09:10:00

Rounding Distance: 51.65nm

Total Distance: 101.9nm

Scoring: Time on Distance

Place	Boat name	design	PHRF Rating	Rounding Times:		Finish Times:		
				Elapsed	Corrected	Actual	Elapsed	Corrected
1	Bad Kitty	Uthoff one-off	-9	06:42:09	06:49:54	May 23rd 20:20:40	11:10:40	11:25:57
2	Dragonfly	Formula 40	-105	05:22:07	06:52:30	May 23rd 18:19:01	09:09:01	12:07:21
3	Freda Mae	Corsair 31R	0	07:08:45	07:08:45	May 23rd 21:49:43	12:39:43	12:39:43
4	Aliikai	Corsair F28R	40	07:50:43	07:16:17	May 23rd 23:08:37	13:58:37	12:50:41
5	Blue Lightning	F31	-9	07:14:28	07:22:13	May 23rd 22:04:56	12:54:56	13:10:13
6	Mail Order Bride	F85SR	6	07:38:04	07:32:54	May 24th 22:31:02	13:21:02	13:10:51
7	Dream Chaser	F9RX	18	07:59:32	07:44:02	May 23rd 00:25:50	15:15:50	14:45:16
8	Sauterelle	F9AX	27	08:04:47	07:41:32	May 24th 00:47:17	15:37:17	14:51:26
9	Dream Chaser	Corsair F27	87	09:39:45	08:24:51	May 24th 03:54:21	18:44:21	16:16:36
10	Blackfish	Farrier F27	72	14:32:42	13:30:43	May 24th 12:13:15	1day 03:03:15	1day 01:00:58
11	Snow Leopard	Leopard 44	162	18:02:04	15:42:37	May 24th 18:08:33	1day 08:58:33	1day 04:23:25

ANNUAL GENERAL MEETING



Notice

BC Multihull Society Annual General Meeting Saturday May 21, 2016

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 21, 2016

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 2016 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.

The BCMS 2015 financial statements have now been approved by the Board of Directors and will be presented at the annual general meeting for member approval. Paid-up BCMS members may request an advance copy of both the 2015 financial statements and our proposed 2016 budget by emailing Marlene at marlenemackenzie@shaw.ca

Renew your membership in BC Multihull Society for 2016.

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.

2015 / 2016 Directors list

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Non Directors

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