



British Columbia Multihull Society

May 2017

Bad Kitty places First at Semiahmoo Regatta

Alec Mackenzie, crew on Bad Kitty



This is the Bad Kitty perspective. Since we were so much faster than Mustang Sally and Nellie, I am unable to report much on the progress of the

slower boats. They seemed to be having a good time!

Reminder: BCMS sail-in May long weekend at Port Browning. May 20-22, 2017. Hope to see you there!

Unless otherwise stated, the views expressed in this newsletter do not represent those of the B.C.M.S., the Directors or the Editor. Contents of the newsletter may be reproduced provided due credit is given to the British Columbia Multihull Society

Saturday, Long race:

The long race on Saturday started off the White Rock pier at 10:00 with light South East winds and increasingly cloudy skies. Mustang Sally took the start with Bad Kitty and Blue Lightning close behind. The two fast boats quickly left the slower boats behind. The short leg to the weather mark saw Bad Kitty and Blue Lightning split the course, but it didn't make much difference with Bad Kitty rounding just a couple of boat lengths ahead. They immediately split again (who wants to cover – that's no fun!) with Blue Lightning heading in to the White Rock shore and Bad Kitty staying out. Both ran West under spinnaker until Bad Kitty switched to Reacher to stay high as we approached the 'F' Marker for our first turn. Blue Lightning carried her spinnaker most of the way but the SE wind lifted off the water close to shore, giving them lighter winds and Bad Kitty a 10 minute lead at the second mark.

We were able to lay our next mark, the Point Roberts Bell Buoy, on a close port tack flying jib and then Reacher. Blue Lightning gained a couple of minutes on this leg by flying their Reacher a little earlier.

We tacked around the bell buoy and sailed on a close starboard tack to the next mark off Birch bay. Blue Lightning gained a little more ground but Bad Kitty still had a very solid lead. We set the spinnaker after rounding the mark and ran to the finish line off the White Rock Pier, sailing hot and throwing in a couple of jibes to keep boat speed and VMG in the lightening winds. We gained a couple of minutes on Blue lightning to finish well ahead, just as the rain started. We headed into the White Rock Pier, tied up and walked up to the pub for a leisurely lunch.

Sunday

Sunny weather and sparkly water – a perfect day for racing!

This time it was windward-leeward racing around the buoys – not our favourite pastime (too much work!) but Ron's wife and daughter, Maja and Katie came along to help. Unfortunately they had to jump ship after the first race, leaving the second race to Ron, Bob and myself.

First race:

In the first Race of the day we had a good start, but Blue Lightning was caught well up the course and had to run back down to cross the start line several minutes late. I guess Mark wanted to give us a fighting chance! They made up some time on the first long weather leg but we were still head at the weather mark. The first Spinnaker run put us little further ahead but the second beat back up to the weather mark closed the gap and we were very tight rounding the mark. Bad kitty came back down the middle of the course to the finish line while Blue lightning stayed on the South side and lost a little ground – still a very close finish with Bad Kitty once again in the lead. We were glad they gave us the head start!

Second race:

The second race of the day began with a very close start. Bad Kitty tried to force Blue Lightning over early, but Mark was able to fight us off and stay on the right side of the line, crossing a couple of boat lengths ahead. We were getting dirty air, so soon tacked back over onto port (which was now the favoured tack with about 20 degrees of wind shift) and ran up towards the mark. Blue Lightning tacked over to cover soon after, but we were able to hold our speed and gradually climb up to Mark's course while keeping a several boat lengths ahead. We tacked back well up the course and Blue lightning continued on before tacking on a line that was still low on the mark. As always we lost some speed in our final tack back onto Port to lay the mark. This short delay allowed Mark to get us on starboard, forcing us to dip him as we closed in on the mark. We were able to carry through while it was his turn to lose some speed on his last tack and we beat him to the mark by a couple of boat lengths. All that remained was a good spinnaker set and we kept between Blue Lightning and the finish line, crossing a few boat lengths ahead.



All-in-all this was exciting sailing without too much stress. The wind never got above about 14 knots or dropped below 3 knots on the two racing days. We had our usual moments with screwed up spinnaker sets, but on the whole our sail changes and tactics worked out very well for us. Mark and crew sailed well on Blue Lightning but his tactical decisions cost

him some time. They have beaten Bad Kitty before and I am sure it will happen again, but this weekend it was Bad Kitty's turn.

Meanwhile, the slower boats seemed to be having a good relaxing sail.

Bad Kitty is getting ready for the Race to Alaska, so this was good practice. We covered about 1/20th of the distance to Alaska in the two days racing. How hard can it be to do that 19 more times?

2017 Semiahmoo Regatta

<http://www.iycbc.ca/yachtclub/racing/2017-regatta/>

2017 IYC Semiahmoo International Regatta International Yacht Club of BC Results are final as of 30 April 2017

Div A Fleet

Sailed: 3, Discards: 0, To count: 3, Rating system: Custom, Entries: 4, Scoring system: PHRF ToT High Point

Rank	Fleet	Boat	SailNo	HelmName	Custom	R1 Apr 29	R2 Apr 30	R3 Apr 30	Nett
1st	Div A	Bad Kitty	49401	Ron Tomas	-9	1.00	1.00	1.00	3.00
2nd	Div A	Blue Lightning	290	Mark Gumley	-9	0.75	0.75	0.75	2.25
3rd	Div A	Mustang Sally		Rae Simpson	160	0.50	0.50	0.50	1.50
4th	Div A	Nellie	54	William Crossno	168	0.25 DNF	0.25	0.25	0.75

Multihull division

- **Bad Kitty** 35' custom cat
- **Mustang Sally** 38' cruising cat
- **Blue Lightning** F31R
- **Nellie** 23' Tremolino

John HALL Obituary

Published in Vancouver Sun and/or The Province on Apr. 15, 2017

July 21, 1937 - March 17, 2017



It is with great sadness that we announce that John left us on March 17, 2017. He was born in London, England prior to the Second World War. Tenacious from the start, he survived his house being bombed, throwing him, crib and all, some distance from the explosion, yet he came away unscathed. At age 18, he immigrated to Canada, with only \$20.00 in his pocket. Once again, his survival skills served him well. Shortly after arriving in Vancouver, he obtained his airplane wings. He also found employment working as an auto mechanic. He met Sheila Derbyshire, who would soon become his first wife. They settled down in Surrey and had two children together, Karen and Sandra respectively.

John later secured a job with the forerunner company of BC Hydro, starting as a meter reader and through night school and hard work, worked his way up the career ladder. Despite so much of his time necessitated to advance his education, and soon becoming the primary financial income supporter, John never failed to spend time with his children.

When Hydro later developed a natural gas division, and after further night school to train in Engineering Technology, John transferred his career into the natural gas industry, first working for the forerunner company of Westcoast Energy and then later changing companies to a subsidiary, Pacific Northern Gas. Again moving up the corporate ladder, he became the engineering department manager of Pacific Northern Gas. As a result of much support from his wife Sheila, and John's tenacity, John was able to retire from work at age 47.

John remained very civic minded, as evidenced by volunteering time to the conservation organization the Pacific Salmon Society as well as the local ratepayers association, then later continuing on to do so when he moved to Gabriola Island.

John also was very benevolent, constantly assisting friends any way he could, doing odd jobs, fixing computer problems, or doing virtually anything else that would help other people. Indeed, all who knew him would agree that John's greatest pleasure in life was doing things that would make other people happy.

While still working before his retirement, over a 10 year period, John built a catamaran sail boat in "his spare time" with a dream of sailing off and travelling to faraway lands. Prior to this, John first obtained education from Power Squadron's courses and guidance from his membership in the BC Multihull Society. After selling his home in Surrey, John spent the first few years sailing locally. During this time, he met Donna Kadar, who became his second life partner. He was blessed to then acquire another daughter, Donna's daughter Julie Kadar. Over time the idea of distant sailing lost its appeal, so he and Donna settled down in a house on Gabriola Island, where John lived for the next 20 years. During this time, he met and married his third wife, Joyce Shaver. Sadly, despite his dedicated wife's continual and selfless nursing care, they only shared 6 years of marriage together before John succumbed to Multiple Myeloma.

John is survived by his loving family: his wife Joyce, his sister Iris Budd, his daughters Karen Jones and Sandra (Sandy) Hall, as well as Julie Kadar, his granddaughter Karianne, her husband Patrick, John's great-grandchildren Kaylee and Lucas, and his grandson Kirk.

In lieu of a memorial service, at John's request a small celebration of life was held by his family. John was lovingly sent on his final voyage by his wife, sister and daughters into the waters off his favourite place, Gabriola Island. Flowers gratefully declined, however donations are welcomed to the BC SPCA.

SOLVING OUR MEMBERSHIP DECLINE WITH SMALL ENTRY-LEVEL TRIMARANS

Peter Walford, Hornby Island

This is a conversation that I started with Alec Mackenzie last fall. First, do we all agree?

- Our membership is slowly declining.
- The age of home-built boats appears to have past, or, has it? Read on.
- We need to get some uptake in the millennials in order to keep the club happening and the multihull joy flowing on this coast.
- The stock of local boats is pathetically small.
- The straits of Georgia are big, current-swept, cold, and too weather-prone for safe crossings in beach cats
- Therefore we need boats that can handle the big stuff, carry lunch and camping gear if not a small cabin, have an auxiliary motor, navigation lights, safety gear, anchor and serious mojo. Small, trailerable skookum trimarans come to mind as the right solution.
- They have to be cheap, less than let's say 25K for those young'uns whose recreational budget is squeezed between student debt and wacko housing costs
- The Weta 15 could do for club racing but costs Can\$15-20K and, is way too small unless one has a death wish. They are very popular city side fleet racers and in fresh-water camps in Ontario.
- Used boats in the USA like F27s start at about US\$35k = too costly unless one already has been infected with the incurable multihull bug.



- The New Generation plastic play boats are too expensive e.g. Corsair Pulse 600 is US\$42K, the Farrier F-22 is US\$59 ex-Philippines, ex-Auckland US\$80K . Get serious, Ian. You can buy a used F9 or F-31 for that much bling....

- There are tons of used beach cats available on this continent with 30 foot tall sail plans and trailers for under US\$5K
 - So, other than an abundant supply of useable donor boats, looks like we're screwed in this mission

Or at least that was what I thought after years and recent hours of searching the net...then along comes Wooden Boat magazine Jan/Feb 2017 Issue #254 and there is this article on a nice-looking wooden tri, designer Mike Waters.

Just when I thought I'd covered all the options, here is this \$5000 home built 17-foot tri, 300-500 hours, also available as a kit of CNC precut plywood panels, and 100 boats already built around the world!!! Website www.smalltri.com

The site is huge, comprehensive, and even has a review of all the little tris we have heard of from around the world, including our own Richard Woods' Strike 18, which beat a lot of good boats a few years back in the Browning Harbour meet. See <http://smalltridesign.com/Trimaran-Articles/review2.html> for the comparison of what's been designed in the entry-level trailerable tris.



There's the lineup: vintage designers like John Marples, Norman Cross, Chris White , Richard Woods, and the ever-creative Kurt Hughes, commercial products past and present like the Weta 4.4, the BC-spawned Fulmar 19, the Hobie Windrider 17.

Notice that only tris are in this lineup. Why? Double the beam my friend, it's that simple. I for one am not going to cross to Vancouver Island on a trapeze. With a tri I

can just sit out on the tramp and have the same righting moment at far greater comfort and safety thanks very much.

Anyway, from my decade sailing GIZMO I know all of these designs and can find fault with almost all of them. However, Mike reviews them all and I agree with his assessment of them all.

His W17 comes closer IMHO to the right parameters and owner - buildability as anything else out there, and with a few tweaks I can foresee the emergence of a new legion of class-raceable, straits-capable ,simply owner-buildable entry-level boats. This gets me excited.



Mike is a naval architect retired from a career in production management of a shipyard producing 100-plus foot Navy and Coast Guard vessels, and a lifetime of multihulls as his recreation. He owned the legendary Magic Hempel for many years. Has written 167 articles...Not a lightweight.



we not? What could our club do to foster a group build?

I've got a couple of other stories for the newsletter about two great old multihulls I was on at 19 degrees N, Tenacatita Bay, Mexico this winter, where Cam spent a little time in years past on Dreamchaser. I met two great owners and they gave me a special look at how to keep their older wooden multis going in the tropics, not an easy thing to do as wood attempts to return to vegetable matter at lightning speed down south.

One is Shazam, a 35 year-old Searunner 34, same owner/builder still cruising 35 years later...the other Hiolani, a CSK cat produced in 1962 in California for the Hollywood set, still perfect. Their stories plus a look at sailing conditions at 19 degrees N is a big write-up and a very interesting one too.

But if we don't start organizational renewal soon, they'll be nobody to read our stuff, so this article comes first, before we all have to be escorted to the bathroom . Talk to y'all soon.





ANNUAL GENERAL MEETING



Reminder

BC Multihull Society Annual General Meeting Saturday May 20, 2017

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 20, 2017

Agenda will include:

- Report to Members
- **Motion to approve changes required changes to BC Society Act to constitution and bylaws (circulated separately).**
- 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 2017 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 2017.

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 River House pub 7:30 PM) and give Stu either a cheque or cash.

2016 / 2017 Directors list

President	Bob Davis	bob.davis@telus.net	604 583-9396
Vice President	Jamie McKerrow	j.mckerrow10@gmail.com	604 596-1721
Secretary	Bob Davis	bob.davis@telus.net	604 583-9396
Newsletter	Wayne Carlson	wsc5968@gmail.com	604 590-5876
Publicity	Alec Mackenzie	alec8@shaw.ca	604 538-0917
Racing / Sailing	Ron Tomas	rontomas@hotmail.ca	604-866-0619
Member-at-Large			
Treasurer	Marlene Mackenzie	alec8@shaw.ca	604 538-0917
Social -	Brian Phillips -	brianphillipse@gmail.com	
Membership	Stuart Kerr	sqkerr@telus.net	604 534-7120
Website	Margaret Dulat	mdulat@gmail.com	

Non Directors

C.B.C.Y.C. (Vancouver Island Rep.) Ken Pepperdine	drpepper@telus.net	
C.B.C.Y.C. (Mainland Rep.) Marlene Mackenzie	alec8@shaw.ca	604 538-0917