



British Columbia Multihull Society

July 2017



Hope you had a great Canada Day!



Flying Kiwi at White Rock Pier, watching fireworks

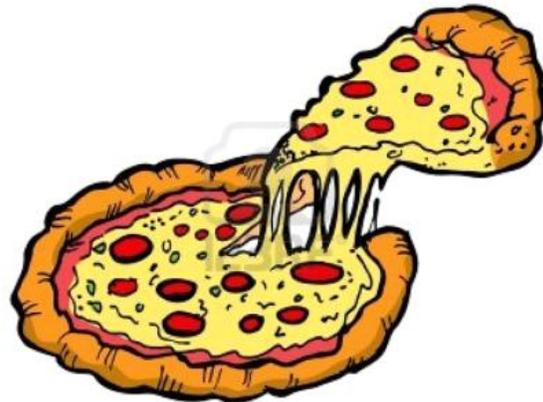


Check out BCMS News @ www.bcms.bc.ca

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Reminder...
BCMS Newcastle Sail-in,
July 21 and 22, 2012

Ken & Wendy Pepperdine have invited BCMS members to a 'pizza' night on Friday, July 21 at their place on Protection Island.



A no host charcoal barbeque will be on shore Saturday night, July 22.



For information regarding the facilities on Newcastle visit:
www.newcastleisland.ca

Fireworks provided by Quality Foods for the Nanaimo Marine Festival/Bathtub Weekend on Saturday night, July 22:

<http://www.bathtubbing.com/bathtub-weekend/qf-fireworks/>

Cowichan Bay Regatta 2017 featuring NW Multi-hull Championship

August 4th to 6th, 2017

Organized by:

Cowichan Bay Sailing Association
Email: cowbayregatta@gmail.com



Location:

Shore side events including registration, prize-giving, Saturday margarita party, BBQ dinner and dancing will take place at the stage area of Cowichan Tribes Kil-Pah-Las beach which is located on the East side of the Ocean Grand Resort and Marina in Cowichan Bay Village. Moorage will be available at the Government Wharf in Cowichan Bay Village or elsewhere as available within Cowichan or Genoa Bay.

Racing Information:

Friday, August 4th: The Sailing Instructions will be available upon registration and will be included in the skipper's package.

Saturday, August 5th: Skippers meeting will be held at 10:00 hrs near the stage on the Cowichan Tribes Kil-Pah-Las beach.

Saturday, August 5th: Racing will commence at 11:30 hrs, weather permitting (if The Doctor is in). Courses will be sailed in and around scenic Cowichan Bay. Additional races will be sailed if possible, time and weather permitting. Different classes may have different numbers of races.

Sunday, August 6th: Racing will commence at 11:30 hrs, weather permitting.

One Design Fleets should contact the race committee on Friday night to confirm number of entrants and discuss any requests!

Trophies will be awarded on Sunday after final scoring is completed.

2017 RACE RESULTS

Courtesy of: Bruce Campbell

<https://www.facebook.com/Northwest-Racing-Multis-189212051581313/>

Southern Straits Race - Apr. 14 - 16

8th overall	Bad Kitty	Ron Tomas	custom 34' cat
12th overall	Pturbodactyl	John Tulip	F31R

Semiahmoo Bay Regatta - 3 races Apr. 29 & 30

1st	Bad Kitty	Ron Tomas	custom 34' cat
2nd	Blue Lightning	Mark Gumley	F31R
3rd	Mustang Sally	Rae Simpson	38' cruising cat
4th	Nellie	William Crossno	23' Tremilino

Round Thetis Island Race - May 13

1st	Dream Chaser	Greg Keel	F27
2nd	Mail Order Bride	Wayne Gorrie	F85SR

Round Salt Spring Island Race - May 20

1st	Dream Chaser	Greg Keel	F27
DNF	Mail Order Bride	Wayne Gorrie	F85SR
DNF	Pturbodactyl	John Tulip	F31R

Swiftsure - May 27 - 28

1st -	Dragonfly	Richard Ackrill	Formula 40 cat
2nd	Broderna II	Nels Strandberg	Corsair F31R
3rd	Blue Lightning	Mark Gumley	F31R
4th	Bad Kitty	Ron Tomas	custom 34' cat
5th	Pturbodactyl	John Tulip	F31R
DNF	Ops Mobil	Bill Boyce	Leopard 48 cat

Lasqueti Island Regatta June 3

Div. 1

3rd	Dream Chaser	Greg Keel	Corsair F27
6th	Mail Order Bride	Wayne Gorrie	F-85SR

RNSA-FCYC Single Handed Race June 3 & 4

Van Isle 360 June 10 to 24

No multihulls in full race but 2 Diam 24 tris did the first leg - Nanaimo to Comox.

BCMS Fun Race May21 Port Browning, Pender Island

Cruising Div.

1st	Dutch Treat	Peter Schoonbeck	mod. Crowther Bucc. 36
2nd	Simone		
3rd	Mustang Sally	Rae Simpson	38' cruising cat

Racing Div.

1st	TN34	Jerry Kostanski	34' tri
2nd	Flying Kiwi	Stu Kerr	Banks 35 cat
3rd	Bad Kitty	Bob Davis	custom 34' cat

Coming Events July Aug 2017

Upcoming events

Courtesy of: Bruce Campbell

<https://www.facebook.com/Northwest-Racing-Multis-189212051581313/>

July Aug	no monthly meetings of BCMS and NWMA		
July 1 - 3	The Basil Hobbs Memorial SIN Regatta	www.nanaimoyc.ca/sin	
July 9 - 14	Whidbey Island Race Week	www.whidbeyislandraceweek.com	
July 21 - 22	BCMS Newcastle Island Sailin 6 pm	www.bcms.bc.ca Short singlehanded race on Sat. by NYC	
July 28 - 29	Squamish SOAR	www.squamishsoar.com	
Aug 4 - 6	Cowichan Bay Regatta	www.cowbay-regatta.ca	
Aug 12	Around Shaw Island Classic	www.sjiyc.com	
Aug 19	Round Pender Island		
Sept 2 - 4	BCMS Fall Sail-in - Port Browning Marina, Pender Is.	www.bcms.bc.ca	

INTRODUCING THE WALFORD 24 POCKET CRUISER

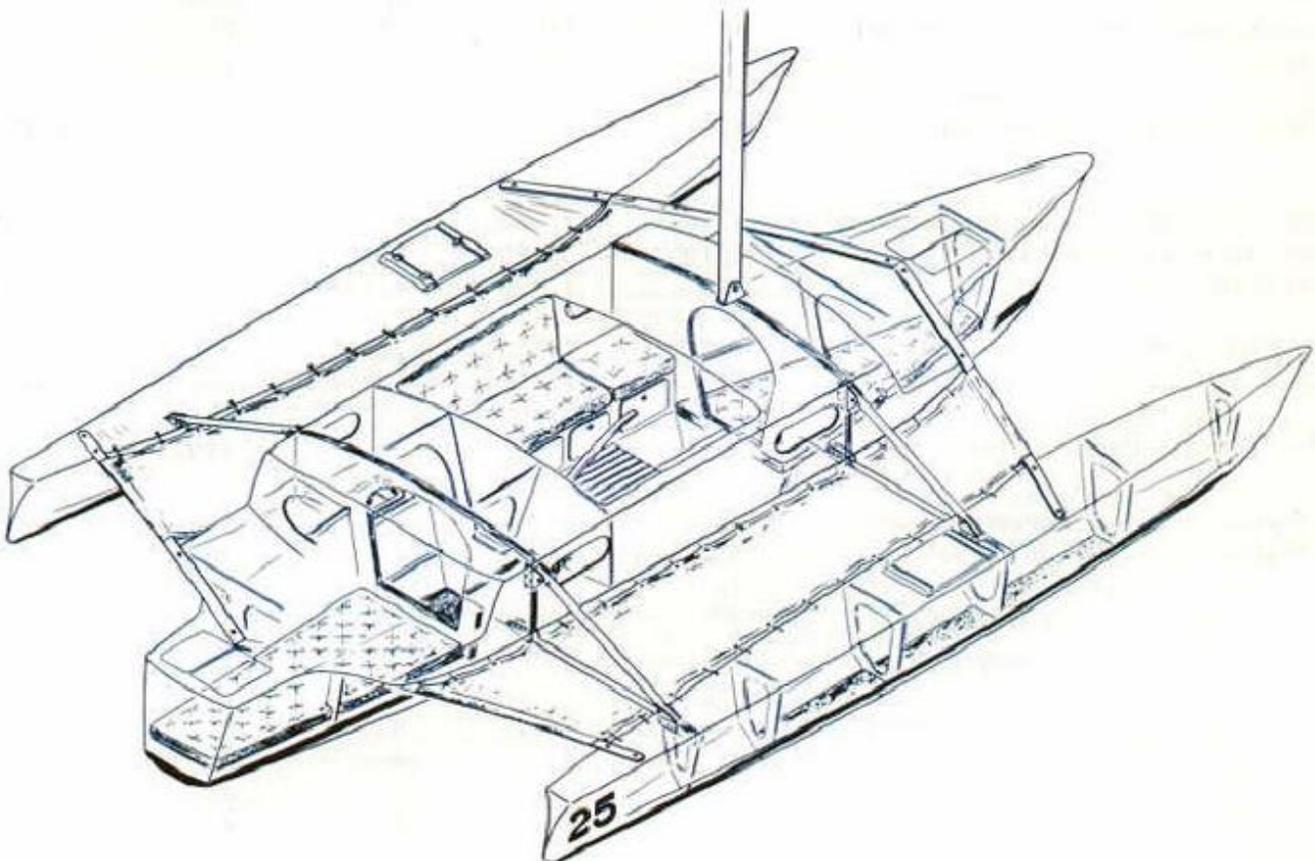
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250.218.9238

I'm following up from last month - homebuilding an entry level multihull. That piece was sparked by discovering Mike Waters' W17 trimaran. The best part of which was that it could be built from a CNC precut kit from Chesapeake Light Craft for only \$2800 US. Wow. About 500 hours, scavenge a beach cat rig and you are on the water for maybe \$6000 with a brand new boat.

So I worked a little into the concept, asking the question, what is the smallest possible boat that could be homebuilt and that would take you from English Bay to Browning Harbour and back, alive?

Or more specifically, what could you put together that would suit the conditions of 49N for minimalist cruising? The inquiry led to designing a trailerable kit trimaran with all my personal desiderata rolled in. I'll admit inspirations and even plagiarisms, but who doesn't reference prior art in their inventions?

The closest thing I can compare it to is a Brown Searunner 25 in terms of layout- center cockpit..



Powered up like a Farrier 24 , nearly identical scantlings, just a bit more sail and a bit more beam.

Not folding, but telescoping like Kurt Hughes' Trikala 19. Many fast-build Hughesisms. Fits in a container on its trailer, ship anywhere in the world.

Precut plywood kit like the Waters 17 or Proteus 106 cat. Looking outward to a range of uses, one leg in the Van Isle 360, one in the R2AK, one in Desolations Sound or any other favourite anchorage.

Thoughtful reference to the need to stay married despite a 1500 hour project. Friendly to local marinas and sewage discharge rules. Green- low VOC, landfill-light, carbon light. Bundle with a manual on Green Boatbuilding.

Weight conscious. A Blast to sail. Reasonably good looking. Decent resale value. Maintenance-driven. Very safety conscious. Commonly accessible materials. Ergonomic. Seaworthy.

It sort of hatched itself ...I rolled out some drawings at Browning Harbour on the May Long, and am now sending it around to my multihull tribe to get reactions.. So here it is for you, dear BCMS members, unveiling the Walford 24 Pocket Cruiser.

A complete file, 8 drawings, 40 pages of explanation, and a cost breakdown is found at:

<https://www.dropbox.com/s/d7anm1mba2j2ms6/POCKET%2024%20%20%20COST%20ESTIMATES.docx?dl=0>

<https://www.dropbox.com/s/31dfanhhkzw6bjx/POCKET%2024%20OVERVIEW%20%20JUNE%2014%202017.docx?dl=0>

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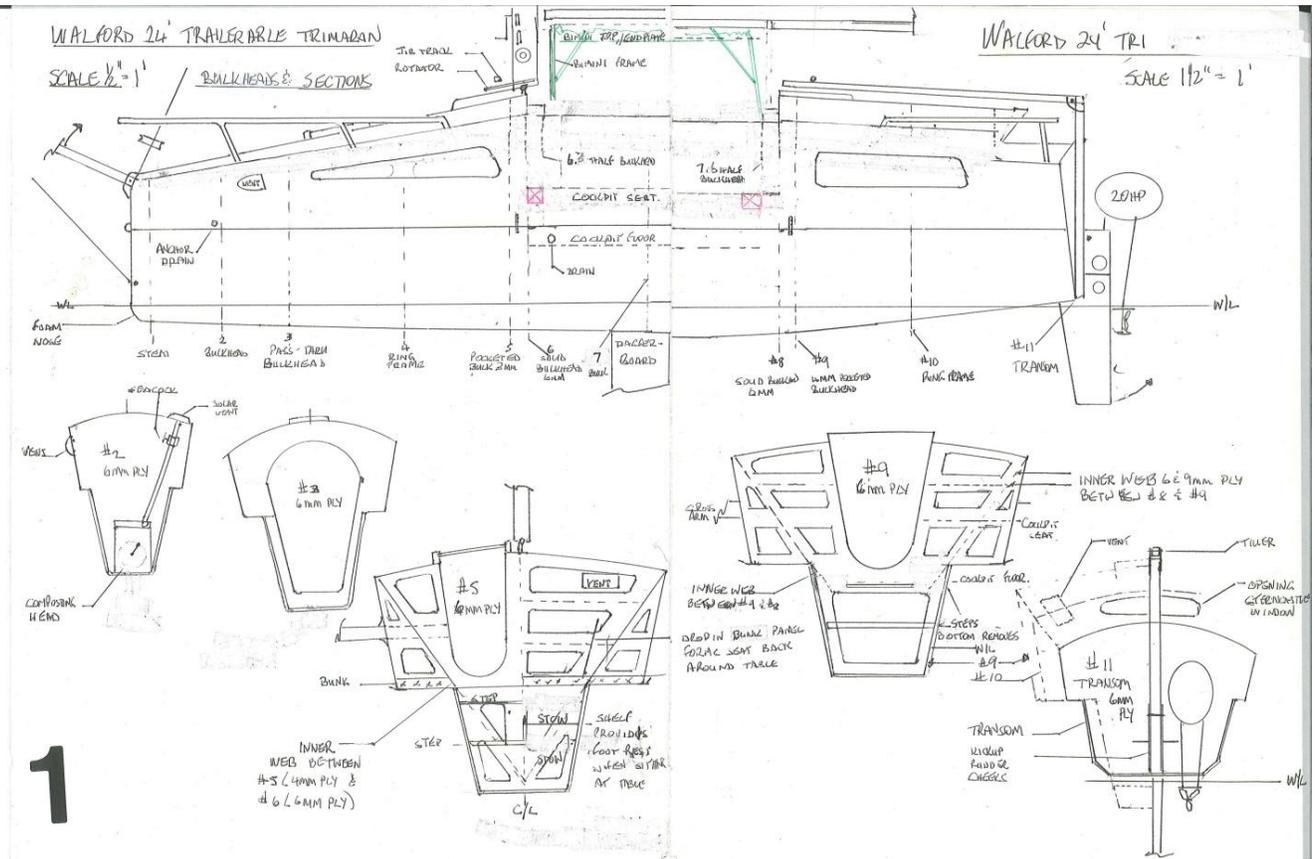
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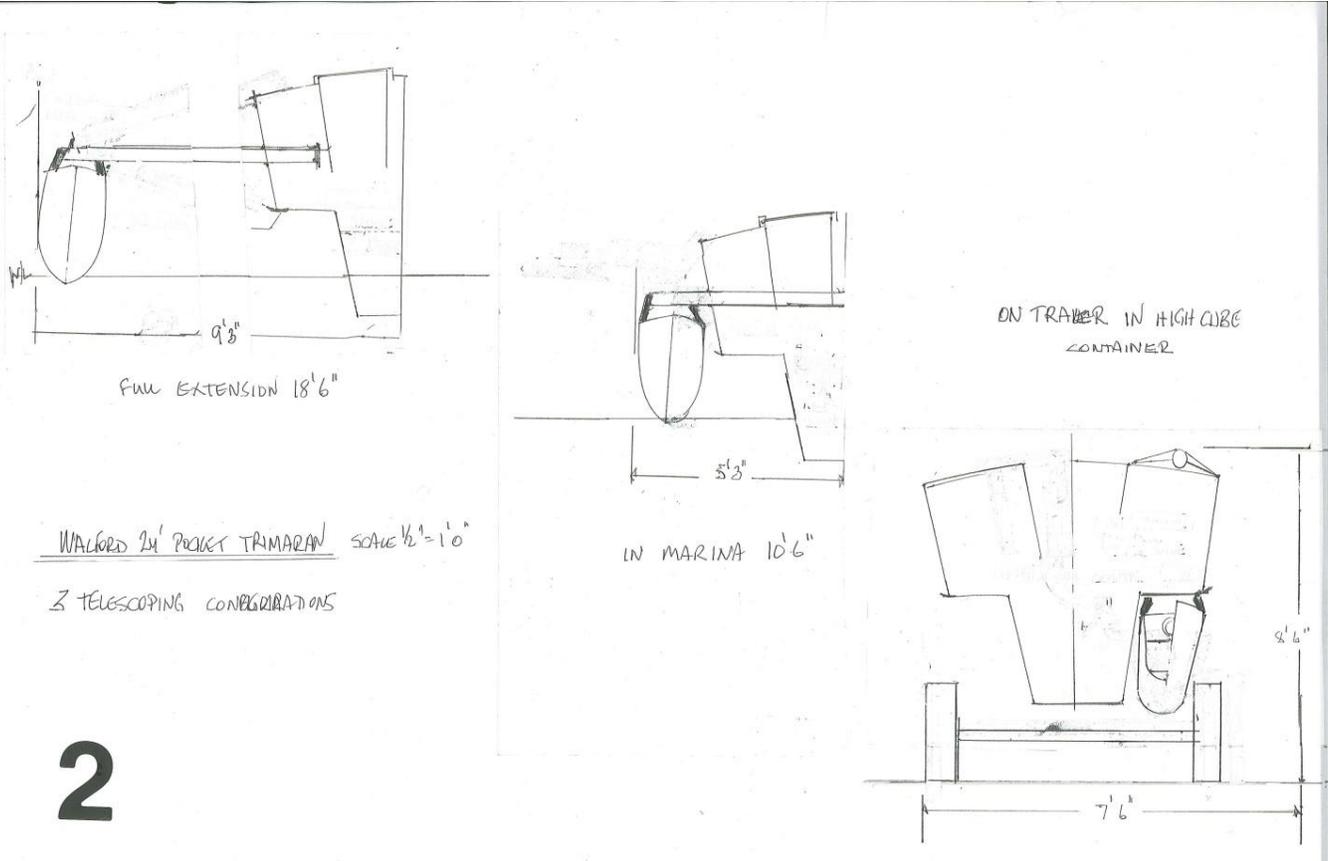
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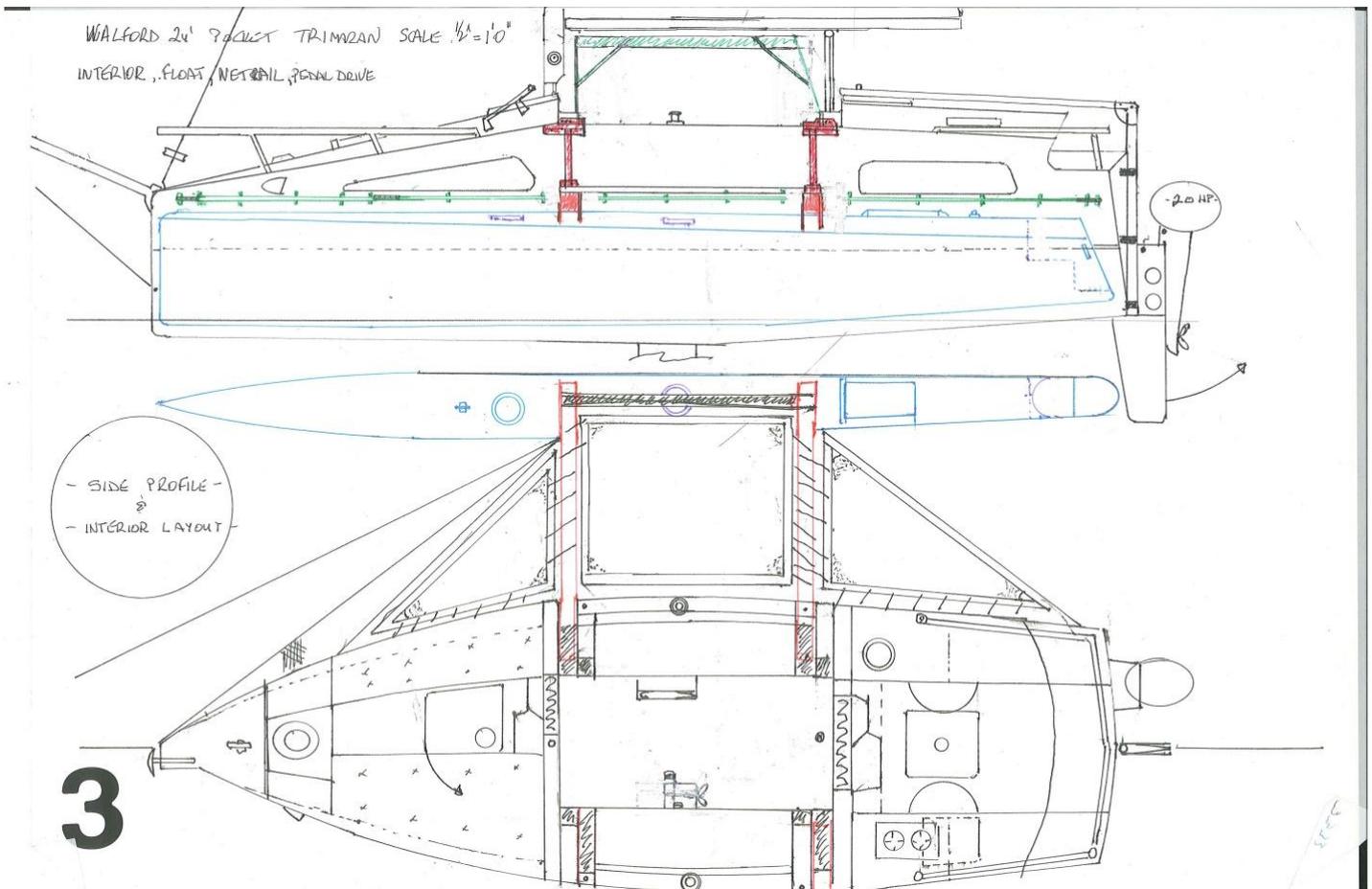
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DESIGNING FOR 49N

When we design for 49N we have to face a very serious envelope of non-negotiable conditions. We all know them. Long days of blistering sun and flat airs. Steep head seas in SE gales. Long



passages between anchorages. Rainy spells. Current-swept passages. Commercial traffic, Ten months of single-digit temperatures. Marinas that don't want you if you are wide.

On the plus side, we are at the doorstep of one of the 5 best cruising grounds in the world; 10,000 islands, 760 estuaries, countless inlets. Stunning scenery. Phenomenal wildlife that is

the envy of the world. A reliable infrastructure. No pirates.

A multihull takes you out there faster with perhaps double the daily mileage range of anything else under sail. Then there's the delightful sailing experience – responsive to the lightest airs, and in kick-ass conditions, as close to an iceboat as you can get. There is no going back once you sip from the cup.

It's not going to be cheap. Probably \$40,000 if you get everything new.

What does this design offer that you can't get when you buy a used F-24 for the same money? Here's a summary of the advantage of this design.

BENEFITS OF THE POCKET 24 DESIGN

Most 24-foot designs are large-cockpit open boats with small accommodation, less-than standing headroom and inadequate creature comfort or organization. I've put accommodations first in this design, because that is what I love, moving around and sleeping and living and exploring and meeting new people. Get it? We are not stuck in California,

One can buy a used Corsair 24 or F-27 for \$40,000. The US has supply; we don't in Canada. When you import it into Canada, you pay a currency penalty and probably some duties. In all likelihood of course, your "new" used boat will need repair and upgrades. But it is built and you can go sailing right away. Is building this new boat a better idea?

At an expected weight of 1,400 pounds, and about 380sq. feet of upwind sail, there is no remarkable difference in anticipated sailing performance over an F-24, specified at 1,800 lbs displacement with 350 sq. feet upwind sail. The F-24's overall beam is 18'; length is the same.

So why choose the Pocket 24?

The following are my rationalizations of why this design is worth considering:

Firstly, with a center-cockpit, the weight of crew, fuel and water are better distributed. Reefing is done on the mast using winches and sheet stoppers, without leaving the cockpit and without requiring turning blocks on the deck. A roller boom is specified for reefing.

There are no 24-foot center cockpit boats on the market. The now out-of-production Newick T-Gull 23 is the only thing that came close, but it had almost no accommodations, payload capacity, or freeboard.

The vintage Jim Brown 25 is also an inspirational boat, but is dated in its rig, and is a demountable not foldable, so strike it off the ledger. You can see from this schematic of the Brown 25 that my sterncastle configuration borrows from the Jim's wonderful Searunner line of designs.

Secondly, the boat telescopes with the antifouling in the water. You can leave it at any marina that has berthage and make that the start of your next journey. The F-boats put the float-side in the water and quickly get real grimy.

Thirdly, the cabins have a much more useful configuration, with standing headroom in both cabins.

Fourthly, there is more interior volume, important for boating at 49 North where, for four of our 6 good cruising months, the temperatures are single-digit.

It has a powerful 20hp outboard, which can push the boat past hull speed for motor-sailing above 10 knots when distance to cover is long and time is short. Also, there is plenty of reserve power for current-swept passages, which abound in the Salish Sea. How do you steer and operate this stern-mounted motor? A remote-activated steering system called Intellisteer <http://intellisteer.cmpgroup.net/?gclid=CJjMy4vGvNQCFZNhfGodiNUF2w> has recently hit the market. This permits steering either independent, or in conjunction with the rudder for excellent manoeuvrability in tight quarters. Intellisteer also sheds a mechanical linkage, which is awkward if not impossible on a center-cockpit boat with an aft engine. There are other remote steering systems on the market.

The motor, a Yamaha F20LPA, is electric start and hydraulic lift, for convenient in-and-out deployment of the propeller. The Farrier-inspired main hull should limit hobbyhorsing, lessons learned from the adverse performance of highly-rockered hulls of multihulls past.

Fifthly, the **cockpit coamings are high** – 19-inches – for lumbar comfort, and there is a second position for seating on the cockpit coaming (albeit with no back support), out in the clean air with good visibility of sails and the course ahead.

A third seating position is on a six-inch-wide hiking seat at the outboard edge of the nets, when maximum crew ballast is required. This also provides walk-aboard footing from the dock, or in the water in telescoped configuration. An extra-long tiller extension reaches out there.

Sixthly, a zip-out **Bimini top** is inherent in the design, providing protection from the sun baking through our ozone-depleted atmosphere at the height of summer, when our daylight is 16 hours long and UV factor is over 8. Equally, in rain, there is a modicum of shelter.

In terms of performance the Bimini may provide an end-plate for the boom, improving mainsail efficiency. In equal measure, it may decrease it, due to aerodynamic drag. Win a few, lose a few.



Figure 1 - BROWN SEARUNNER 25 WITH BIMINI

Seventh, attention is paid to **safety when moving about** on the nets. The pulpit, pushpit, and crossarm braces serve as handholds when moving to the ends and both bow and stern nets. The nets are made from light, cheap but UV-durable home trampoline mat material. Note that the bow net tramp ends midway to the bow.

A second, more porous and slack-footed cargo net bow net hangs on a second, redundant net stay. Water will shed and pass through this net readily in the event of taking on a wave. Structurally, two netstays are better than one to share shock loads from wave impacts.

Eighth, there is **plenty of ventilation** and light; every living space has abundant window space, opening vents and clear hatches. While this is always important in a boat, it becomes super-important in a small boat where cooking and breathing release proportionately more water vapour to condense than in a larger boat. When holed up for a few days of bad weather, it becomes critical.

Ninth, an efficient **composting head** is integral to the design. Not a porta-potti which is a disgusting thing to carry ashore, or a flushing head, which, with attendant pumps, lines, holding tanks, vents, and valves – a horrendous and heavy handicap to a small boat with limited payload.

Tenth, the **running rigging** is optimized for small-boat short-handed sailing;

- Jib: a self-tacking jib makes tacking a mere matter of putting the helm over and executing the tack.

Mainsail: the mainsheet has no track; it is taken to the floor of the cockpit. As such, it only controls leach tension, using a 8:1/16:1 tackle. Lateral boom position is controlled by 5:1 preventers port and starboard attached to the float aft deck, locked in the desired athwartships position by line lockers.

This arrangement is plagiarized from Moxie, the legendary Newick racer. It controls gybes readily, while simplifying boom positioning with only 3-lines rather than the usual traveller. One doesn't turn around and face aft to control a traveller.



Figure 2 - Newick "Moxie"

Windward sheeting of the boom is still possible, using these preventers like the customary traveller system. There will be a learning curve, but you still have windward sheeting capacity. I hate mainsail travellers. They are also expensive.

The auxiliary foresail is a large genoa on a prod which roller-furls and has UV protective leach strip. Unlike a schreecher, it is cut for windward work and dovetails with the apparent wind potential of the boat especially in motor-sailing mode.

With the leach protection, it can be left aloft without UV decay, unlike synthetic Schreechers which are UV-delicate. Ask me how I know.

A spinnaker is possible, but with a boat of this size with a mast height of 35 feet, only experts should consider it, as my experience with overpowered boats rigged with a ratio of masthead height above the water to waterline length from 170% to 220% has proven to me.

- The ratio for the Pocket 24 is 170%
- The Farrier RF9 is 155%,
- This gives you an idea of the pitch-pole liability of this design. It's up there.
- My 210% GIZMO flipped twice, both upwind and downwind, say no more.

Eleventh, abundant **pocket stowage below decks** in the main strength bulkheads with a CNC cut openings. Galley, cockpit and forward bunk stowage are integral to the design. There is a shelf forward under the wide side of the forward bunk which can hold larger totes to dry stow high-volume items.

Equally, under the aft cabin countertop/shelves, there is space for stowage, (not drawn, I'll let individual owners decide.) The cockpit also develops 14 pockets for lines, 8 pockets for windbreakers, gloves, beer, etc 2 lockers for fuel tanks and two others for lines and other items.

Twelfth, **pedal-power is integrated into the design**, being a fuel-efficient way to spend time moving at probably 2 knots.

Practically, pedal-power is a way to stay warm in cool conditions during long periods of light air. As well, one maintains physical fitness, always a benefit for our Pillsbury Doughboy-soft 21st century bodies, where heart disease starts before age 10.

Pedal power uses the most powerful muscles in the body for propulsion, but in this installation the pedals can also be turned by your arms for a change of pace.

Thirteenth, there is a **workable standing headroom mini-galley space in the aft-cabin** for food prep, including stowage for water under the cockpit. Note: there is no permanent plumbing. Instead, a Spronk-type underwing porthole provides a convenient drain for the stainless bowl "sink" sitting in that aperture: elemental, light, simple.

A Coleman propane camp stove – cheap, also free of plumbing – vents overhead opposite the galley. A propane sniffer is essential. But forget the solenoid, couplings, lines and maintenance nightmares of a centrally-installed propane system

Compare this to the substandard sitting mini-galley of many 24s, or else, a pop-top which is useless underway.

Fourteenth, the aft-cabin has a **zip-out generous single** which permits a day configuration as a mini-settee using the small table and flip-down seats for two. Overnight, it converts back to a single bunk.

Stowage under the bunk can be accessed by zipping out; stowage above is a convenient toss-it location for large light objects.

This flexibility makes the most of the small interior, depending on use. The zipout idea is not mine; it is pirated from the Newick Tremolino.

Fifteenth, unlike most small tris, there are **aft nets**. Man-overboard protection needs to be optimum for any boat sailed solo or shorthanded, which this boat will be.

Sixteenth, the **cabin tops are a clean** 3mm ply/8mm foam sandwich, free of stringers to clunk your head, finished in natural wood and hence attractive, quick to finish and possessing a decent R-value. This build method is standard Kurt Hughes-think.

Seventeenth, the **forward bunk sides are 36-inches in height** and angled at 12 degrees, which is a comfortable dimension and inclination for sit-up reading. Mid-boat, sitting headroom is 6-inches higher That's big enough to be inventive with your partner.

Eighteenth, there is a **forward convertible dinette** that seats four, with light, access, communication and ventilation to the cockpit. A lightweight pedestal table with off-centre pivot swings aside to get to the head. This is a nice hangout space for four people, 7' wide, 6' high, and 5'6" deep.

Nineteenth, there is a **wide transom and high prismatic coefficient to reduce hobby horsing.**

Twentieth, there is a **generous float hatch aft of the crossbeam**, where the hydraulic pressure from waves is reduced compared to the more usual mid-float location. Paddles, bumpers, prawn traps can fit in there.

Twenty-one, there are **transom steps on both floats** for boarding. This avoids consuming main hull length with steps. On the main hull, there are outboard boarding steps on the kick-up rudder case, and the pushpit railing is there to help lower oneself to the water over the transom if necessary. The floats are a less encumbered place to get on or off the boat.

With full float transoms, the boat should not incline too greatly with the weight of someone coming aboard.

Including the possibility of hoisting oneself aboard and rolling onto the aft nets in an emergency, ingress and egress should be pretty easy on this boat.

So, friends, that's the story. What's next?

- Get lots of opinions and feedback
- Get an estimate from Chesapeake Light Craft for a kit price
- Keep moving

Thanks for the read, see ya later.

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.

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