



# BCMS NEWS

June, 2006

## Letter from the President

by John Harker

It was a great weekend. Nice to see you all. Looking forward to seeing you out on the water this summer. If you see Ko'ah. Come and say Hi!!!

Cheers John

Well, Port Browning has come and gone for another year. For all who came, I think we had a great time - the race was a "drifter", but the weather for the barbecue on the beach was good and the company was great!

The supper and awards dinner was also great (note lots of greats!!). Many, many thanks to Alec and Marlene who arranged it all.

We welcome back an old member, Jim Owens, who sails a 36' Macgregor cat. He renewed his membership at Browning and also walked away with the trophy for cruising, since he sailed his cat down from Campbell River.

My husband, Glen, got the trophy for seamanship, in honour of his many years of cruising on the BC coast. Several circumnavigations (single-handed) around Vancouver Island, a 4 month trip to Alaska, from which he returned single-handed again (via the west coast of the island) after I mutinied and jumped ship and flew home from Juneau. Way to go Glen.

Needless to say, John and Tami Harker of "Ko'ah" - our esteemed President and his lady newsletter editor and family took the trophy for crew. (That is having the MOST helpers on board!!!)

A special mention should go to our library guy, Stuart, who sailed over on his 20' Supercat, along with Bryce, and accompanied by Tim on a small power boat, with all their camping gear. We felt so sorry for them having to sail home on Monday in the pouring rain. Wet suits or not!

We, meanwhile, stayed warm and dry aboard "Blue Tango II", and as only "Curlew II" and us remained as the day progressed, we invited Mark over for supper and managed to get

through 2 bottles of wine. A good end to the weekend.

So now it's off to the next CBCYC meeting at Sidney North Saanich YC and a visit with Peter and Vicki (Dutch Treat) in Ladysmith, and who knows where else..... See you out on the water or via the newsletter in September.

Bronwen

## 2006 BCMS Sail-In at Browning Harbour

### North Pender Island, B.C.

Once again the BCMS had a fantastic three days over at Port Browning. Here are some of the pix and some of the highlights.



Gizmo determined never to give up!!!



Glen takes the Seamanship trophy home this year. Way to Go!!!! Glen!!!



John and family 3<sup>rd</sup> place cruising and trophy for most Crew. Well Duh!!!



Colin and Richard 1<sup>st</sup> place cruising



Mark and Robbie 2<sup>nd</sup> place cruising



Super Cat 20 3<sup>rd</sup> place racing



Flying Geese. 2<sup>nd</sup> place racing



Bad Kitty and crew . 1<sup>st</sup> place racing



Friends for 50 years!!! Top that!!!!

**BOATS AT PORT BROWNING 2006**

**BAD KITTY** -Karl Uthoff, Robbie Uthoff and friends

**BLUE TANGO 11** - Glen & Bronwen McDonald

**CURLEW 11** - Mark Coulter

**FRIENDLY DRAGON** - Richard Britton

**FLYING GEESE** - Bernd & Angi Giese

**GIZMO** - Peter Walford, Steve

**GREEN FLASH** - Alec & Marlene Mackenzie

**KO'AH** - John & Tami Harker & family

**MANITOU MM** - Peter Mc Kercher, daughter & grandson

**MOONBIRD** - Colin & Jackie Turner

**LIMELIGHT IV** - Don Coccia

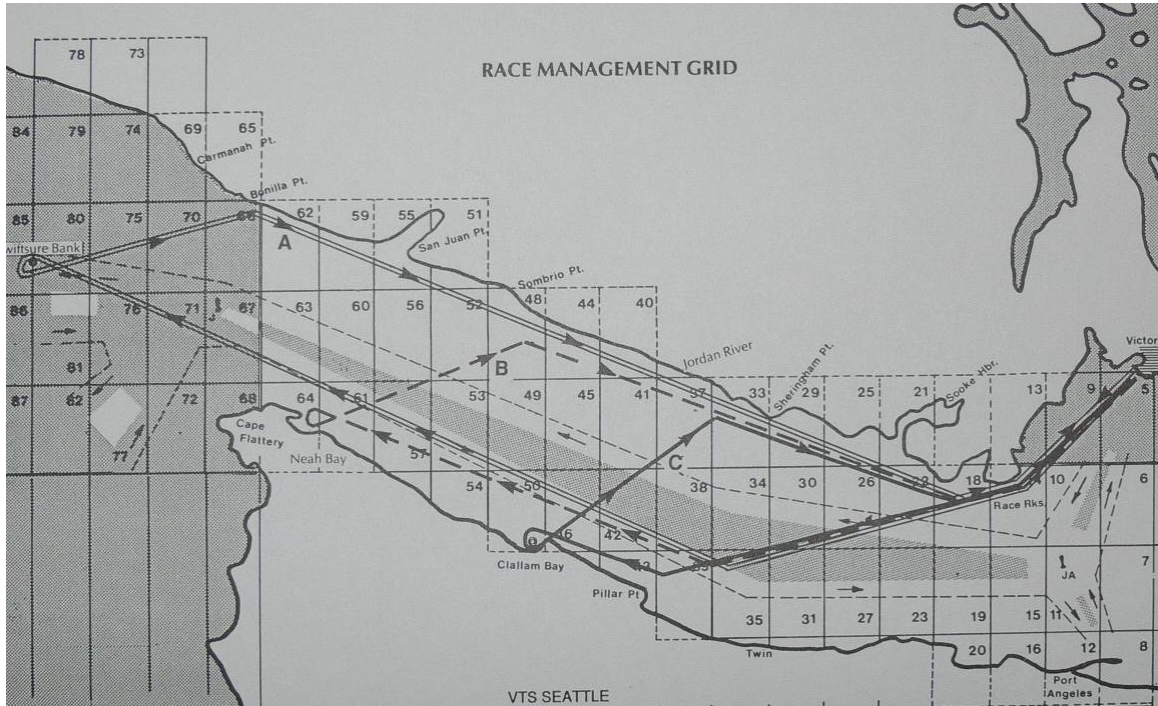
**SUPERCAT 20** - Stuart Kerr, Bryce & Tim

**STREAKER** - Jim Owens, Tim Owens, Eric



Cruising trophy was awarded to Jim

**Swiftsure Cape Flattery Multihull Race, May 27<sup>th</sup>  
and 28<sup>th</sup>, 2006**  
The *Bad Kitty* perspective with Karl and Bob and  
Ron and Alec



**Chart showing the three Swiftsure Races**

By Alec Mackenzie

As we sailed out to the start line off Clover Point in Victoria, the weather forecast called for West to North-West winds of 10 to 20 knots rising to 15 to 25 in the late afternoon at the western entrance to Juan de Fuca. The day was overcast but not threatening. The wind was blowing about 5 knots from the south. It looked like a perfect day for the race. Just 103 miles to go...

The Swiftsure Lightship race to Swiftsure Bank started at 10:05 followed by the multihull race to Cape Flattery at 10:15. We sailed into about 6 knots of south



**Alec on the jib sheet**

wind. *Bad Kitty* got off to a good start near the committee boat end of the line



**Bad Kitty heads to the start**

and decided to take a long port tack out to Race Rocks, hoping for a later wind lift. The lift did not materialize and gave a significant advantage to **Red Shift**, who tacked out shortly after the start. **Cat Sass** started closer inshore and stayed close-in all the way to Race Passage, receiving less help from the last of the large ebb current and losing out to the other multi's. **Spirit of Emu** was performing well and pulled into the lead even though the winds were lighter than she prefers. Peter had Pat McGarry and some of his old **Dragonfly** crew on board to help **Spirit of Emu** reach top performance. **Blue Lightning** and **Sauterelle** stayed close to **Bad Kitty**.



**Blue Lightning after the turning mark**

**Bad Kitty** got to Race Passage at 11:50, roughly when the current tables called for slack water. Unfortunately the current had already turned and we were faced with about three knots of adverse flood current in the passage. The wind was now about 8 knots from the west and strong enough for the multi fleet to follow the lead Swiftsure Lightship race boats through. Once through, we faced a dilemma: cut across to the American side and weaker flood current against us; or stay on the Canadian side where there seemed to be more wind. We tested the wind offshore and decided to return and tack up the Canadian side. As we crossed tacks with other boats we made good gains on the inside so we kept this up till we were well past Sooke Harbour, working the back eddies and the stronger winds. **Red Shift** went farther out but

returned after seeing the gains we had made. Still in the lead, but much closer to us now, they cut over to the American side before we did.

**Bad Kitty** made the break for the American shore in close company with **Blue lightning**, **Cat Sass** and **Sauterelle**. We made good steady progress to the South-West in gradually lightening winds, finally approaching the American shore just past Clallum Bay. **Blue Lightning** and **Cat Sass** were just behind. **Bad Kitty** stayed a little further off shore in slightly stronger winds and made some good gains as we short-tacked up the American shore against the last of the Flood tide, eventually getting close to **Red Shift** and **Spirit of Emu** as we approached the turning mark at Neah Bay near Cape Flattery. By now the wind was down to less than one knot from the South West,

but luckily the current had turned to Flood and we were able to use this to get to the mark, rounding shortly after **Red Shift** and **Spirit of Emu**. **Blue lightning** rounded just after **Bad Kitty** then **Makika** almost an hour later followed shortly after by **Cat Sass** and **Sauterelle**. The rest of the Multihull fleet roundings were spread out over the next few hours in the non-existent wind – so much for the forecast 15 to 25 knot winds at the western entrance to Juan de Fuca in the evening!

Shortly after rounding, the four lead multi's were within insult-hurling and water gun squirting distance as we all traded places for the lead. As night fell, each boat disappeared into the darkness, with several of us trying to sail back over to the Canadian side where we hoped the westerly would still be blowing. Through the short night we found patches of light wind that only led us to the next hole. The ocean swell made it difficult to set and hold sail shape, but we gradually worked back to the east after first getting flushed out towards the Swiftsure bank on the strong ebb tide. We were further from the finish line three hours after our rounding and we

certainly gave our late arriving competitors every opportunity to catch up to us!

By dawn we were close to the Canadian side about 10 miles west of Sheringham lighthouse with about 38 miles to go. We were able to set our Orange reaching chute and work our way up Juan de Fuca Strait on a gradually increasing West wind. We shifted up to 'big blue', our down wind symmetrical chute, and worked our way past Sooke Harbour at 7 – 10 knots of boat speed, gibing through about 60 degrees. Several big Swiftsure Lightship Boats passed us while we passed several slower monohulls. We could see about 10 boats ahead of us along the coast between Sooke and Race Rocks and it looked like one or two might be multihulls. It was obvious that we had lost a lot of ground to the monohulls



**Cat Sass before the Race**

overnight, but where were our competitors?

We were doing well against the onshore boats as there seemed to be a band of stronger wind a couple of miles off shore. Soon we reached boat speeds of 10 to 14 knots which more than made up for the fact that we were sailing against increasing ebb current.

At 06:28 we heard a report on the VHF radio from **Red Shift** saying that **Cat Sass** had

flipped over just in front of them while reaching into Race Passage under full Chute and main. Well, now we knew where at least two of our competitors were! They must have escaped the clutches of the wind holes and got to the West wind along the Canadian shore an hour or two before we did. **Red Shift** and several other boats including a sport fishing boat with an off duty Coast guard auxiliary person onboard responded to the May Day, and the four uninjured **Cat Sass** crew were quickly taken off the overturned catamaran. The up-side-down Cat drifted rapidly toward **Sooke** in the strong ebb current. Later reports indicate the boat was found and arrangements were made for divers to remove the rig before righting the boat. We hope they can get **Cat Sass** right-side-up with minimal damage. With luck, we will see them at the Cowichan Bay Regatta in August.

**Red Shift** had dropped their Chute shortly before the accident as a precautionary measure before entering Race Passage. Owner Wayne Gorrie has a very clear memory of **Red Shift's** capsizing three years ago in the VanIsle 360 race just a mile or two away on the outside of the Race in much windier and rougher conditions. Wayne recounted that today's capsizing was relatively gentle and was probably caused by the standing waves formed by wind against current. Once the bows dig into a wave, the boat slows, increasing the apparent wind force on the sails until either the bows break the grip of the wave and the boat accelerates away or the wave retains its hold and the boat flips. The rescue was accomplished in just minutes, so **Red Shift** and the other racing boats that stood-by were able to quickly resume the race.



Shortly after all this excitement, we heard *Spirit of Emu* call in a position report that placed them over on the American side, well behind us. Race positions had certainly changed in the night!

As we got closer to Race Rocks, we identified *Sauterelle* zipping back and forth under asymmetrical chute and we slowly worked our way up to her as we sailed into *Race Passage*. The current was running about four or five knots against us, with a lot of turbulence, but we had more than 16 knots of boat speed in maybe 18 knots of wind as we ran through with 'Big blue' and full main. Conditions were quite tame and we were going almost dead down wind. Needless to say, we hand-held the sheets, just in case, remembering our own brush with infamy when we Stuffed a large wave and almost flipped off the West Coast of Vancouver Island in the Vanisle 360 race a few years ago.

John Green thoughtfully sailed *Sauterelle* too close to the Vancouver Island shore in an effort to escape the current, but instead



### **Sauterelle in Race Passage**

he escaped the wind. We quickly decided that following John (even with all his 'local' knowledge) would be a bad idea, so we stayed well out and just blasted past him. I am sure he was happy to see us go by!

We usually try to follow a circle route into Victoria Harbour, as the Wind usually lifts and lightens as we approach the finish line, and this year was no exception. Unfortunately, we decided to cut the corner too soon so we dropped the big down-wind

chute and reached over on jib and full main. We soon shifted to reacher and main and finally put up the reaching chute for the final run across the finish line a couple of minutes ahead of *Sauterelle* at 09:08:27 Sunday morning for an elapsed time of 22:53:27.

We passed our post race safety inspection with flying colours and docked *Bad Kitty* in front of the Empress Hotel in Victoria's inner harbour. After a short clean-up, we headed over to Milestones for a nice Sunday brunch with the gang from *Red Shift*. We found out that *Blue Lightning* and *Moxie* had both finished well ahead of *Bad Kitty*, placing us fifth across the finish line out of a total of 11 starting boats.

Other than the lack of wind during the night and the exceptionally strong and almost continuously adverse currents, this Swiftsure Race was one of the best. No rain and winds never more than 20 knots made it one of our easiest races – we didn't even get splashed!

Karl's extensive modifications and improvements to *Bad Kitty* (a recurring annual tradition) worked well and the boat sailed very well. We had a little trouble with a jammed reacher furling drum and at one point almost lost a dagger board out through the bottom of the dagger board trunk, but for *Bad Kitty*, this was a

most uneventful race. Karl is going to see if he can adjust his rudder mounts to better balance the rudders and reduce the force required on the helm before his next race.

Final race results will not be in until after all protests, safety violations and rescue time allowance claims have been evaluated.



**Bad Kitty on the dock in Victoria**

For Race Results and to look for more information go to  
<http://www.swiftsure.org/>

## BCMS Social Sail-In

July 8-9<sup>th</sup>, Mark Bay, Newcastle Island  
Opposite Nanaimo

This is a new sail-in for the BCMS that we would like to make an annual event. We thought it was time that we all had a chance to meet up during our summer vacations. Hope you can all make it. The great thing about this get together is that you don't have to get there by boat or even have a boat in the water to participate. Meet at 6:00 PM at the docks on New Castle Island to organize social and food. Remember there is camping on Newcastle Island and a consession as well. See you there!!

## Winter Cove Sail In Sept 2-4

Come on out and join in the festivities at Karl's Property on Saturna Island. This is a fun weekend where we have a BBQ Sat and Sunday night and a fun race on Sunday along with lots of socializing in between. If you are new in the club this is a great way to make contacts with new members. If you get there, just anchor near the rest of the multihulls and just ask where the BBQ is. If you are shy just come to the 40ft tri named Ko'ah with all the kids on board. You can't miss us and we would be glad to show you the way. Hope to see you all there!!!! Tami



### BRONWEN'S PORT BROWNING CHICKEN

Combine the following ingredients:

1/4c. lemon juice

1/4c. white wine (drink the rest of the bottle)

1/8c. olive oil

2 cloves garlic - minced

1/2 tsp. thyme - crumbled

Put marinade into a ziploc bag along with 2 boneless, skinless chicken breasts. Then freeze. Take along on boat and when they thaw ---- barbecue. These are light, heart smart and yummy.

## Boats for Sale

FARRIER F-9A for sale-owner built cedar strip & epoxy sealed.

Ama brackets and deck hardware by Farrier Harken hardware, Sparcraft mast & boom 5 Calvert sails (unused).

Interior unfinished

\$CAN75,000 OBO including dual axle trailer Phone 604 984 7286 or email

[philipoldham@shaw.ca](mailto:philipoldham@shaw.ca)

### Letter from the Editor



It was close, but we made it. Thanks to Karl giving us a hand with a bit of fiberglass to patch holes etc... and the engine back together. We even got the sails on. What a great time we had. The weather was better than expected, company was as friendly as expected and the food Sunday night couldn't

have been better. I don't think anyone can say that they didn't thoroughly enjoy the weekend. Highlights for me were just chatting on the beach. Putting out the spinnaker in light winds in the race and it actually working. We moved!!!! and of course the Sunday night dinner. It was nice to see some old faces, some new faces and some familiar faces as well. Thanks to all those who came. It was a blast!!! Hope to see everyone at our new social sail in at Nanaimo and at our annual sail in at Winter Cove.

Cheers, Tami

### **BOTTLE TOSSED INTO SEA CALLED TRASH BY FINDER**

An old romantic sea captain on the east U.S. coast thought he was reaching out to the world when he sent a message in a bottle from a Long Island beach.

Now he's been caught between laughing and hanging his head in shame after a an answer to his missive scolds him for defiling south England's shoreline.

The bottle was was one of five Capt. Harvey Bennett tossed into the sea in August containing messages of camaradie.

He was thrilled last week when his mailman handed him a package from Dorset in Britain, but instead of a friendly note from a far-off beachcomber, the package contained Bennett's sea-stained bottle and a full page of sarcasm. Dear" Capt." Bennett - the reply begins - with punctuation indicating the author's skepticism about Bennett's seafaring credential, which is nevertheless genuine.

" I recently found your bottle while taking a scenic walk on the beach by Poole Harbour. While you may consider this some profound experiment on the path and speed of ocean currents, I have another name for it, "litter". Sitting in his East Hampton bait and tackle shop, beneath a picture of Queen Elizabeth, Bennett was stunned. But there was more.

" You Americans don't seem to be happy unless you are mucking about somewhere.If you wish

to foul your own nest, all well and good, but please refrain from fouling mine in future. The author identified himself as Henry Bigglesworth.

" They told me Poole Harbour has been voted 17 times in a row as Britain's prettiest beach, so I suppose Mr. Bigglesworth felt he was protecting what he cherishes, said Capt. Bennett.

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