

Our 40th Year



BCMS NEWSLETTER

SEPT /OCT 2009

Well the summer is over and back to reality (work that is) for some of us. That being said, sailing wise it was a pretty good couple of months. The weather was superb for Newcastle Island and Cow Bay, unfortunately Winter Cove proved not so great for sunshine, but made up for it with wind. Hopefully, weather permitting everyone will get lots more sailing in this fall.



Don't forget to check out the BCMS website for information on everything from boats for sale to dates for sailing events.

Check out all upcoming events at <http://www.bcms.bc.ca/events.html>

Newcastle Island

We had a really good turnout for this annual event. The weather was wonderful, the barbeque was excellent and everyone enjoyed their weekend. Flying Kiwi obviously did not want to return home, as the anchor refused to budge, (ok, so maybe it had something to do with that great chunk of metal grating it was hooked onto.) A couple of boater's sprang to the rescue and helped haul her up. Can't wait for next year!!



Cow Bay Regatta

First of all thank you very much to Margaret and Peter McKercher for their hospitality. Everyone was invited to their home for a lovely meal the first night, and they kindly let some of us camp on their property. Peter also took a few of the non-racers out on Manitou to shadow the race. It gives one a very different perspective, than watching from shore.

Winter Cove Sail-in September 2009

The weather forecast was for lots of rain, wind and generally unpleasant conditions. Our original plan was for Stuart to take Flying Kiwi to White Rock on Friday, clear customs and spend the night on the boat. Wayne, Ian, Wendy and Gaby and Stuart would depart early Saturday morning from White Rock. Based on the dismal forecast, the girls found other



commitments; we changed our plans to leave on the much more pleasant Friday. Wayne, Ian and Stuart had a relaxing sail across the Georgia Strait in the sunshine from Point Roberts through Porlier Pass. We motored through the pass and with little wind and lots of tidal current. After clearing customs at Bedwell Bay, we headed for Winter Cove. The sun was still shining when we unloaded our camping gear with the help of Bob, Greg and Ron (Thanks!).

Karl and Gayle's place was soon to be home to tent city again! We setup tarps over the tents in anticipation of the rain. A trip to the Lyall Harbour pub with Rob to pickup Karl, Alex, Marlene, watched the end of the BC Lions game where BC lost, and then won, (can you say bad call?).



A bit of rain overnight but Saturday morning was dry. Everyone pitched in to help Karl by completing the hardwood floor in the cabin. No spare boards when done, the floor looks great. After the morning and afternoon installing the floor everyone wanted to get out on the boats. Bad Kitty and Flying Kiwi were loaded up and we went for a fun sail. The conditions were great, nice weather, steady wind. The

barbeque Saturday night was well attended. The night was dry but very windy; the tarps had to be taken down at 3:00 am because they were thrashing about.

Race Day on Sunday started dry but breezy. It looked to be great day for the race. All the boats assembled off Lyall Harbour. The course was Lyall Harbour, Razor Point, round Fane Island and back to Lyall Harbour. The winds were blowing 15+ knots and increasing. All the boats put a reef in the mainsail, except Richard Woods sailing his newly launched design, a trimaran 'Strike 18' painted bright yellow.

Uneventful leg to Razor point, downwind toward Fane Island, the only one brave enough to fly a kite was Eric and Upma on Geneva. On the last leg back to Lyall Harbour, the winds really picked up. We were getting quite wet on Flying Kiwi with the spray from the waves. Ian joined the already soaked Al and Harley sitting on the lee side of the boat. Soon after a big gust hit and Flying Kiwi lived up to the name. The windward hull was "flying" 3 feet out of the water, yeah baby, what a rush!

Sunday night, another fun barbeque, we all crowded into Karl and Gayle's snug cabin. Trophies were awarded and stories exchanged. Thanks again to Karl and Gayle for their hospitality.

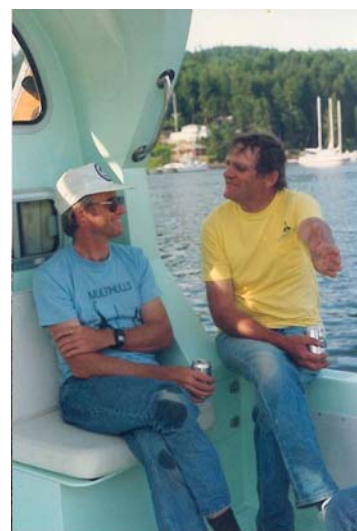
The trip back to Point Roberts on Flying Kiwi was uneventful and dry. All in all, another fun and successful Winter Cove Sail-in!

Food for Thought by Roy Mills

Just for a change of pace in the Club I wonder if a bit of navel gazing might be of some interest even if of not much use. I started thinking this way on my recent trip to New Zealand, and it came about this way. Auckland is approximately the same size as Vancouver, and it has a very nice harbour and cruising ground along its coast, but not as good or as big as ours. Granted Auckland's weather is warmer, it being around 37 degrees South to our 50 degrees North, and it often has stronger winds, though that can be a negative factor, at least where wives are concerned I think. Yet the difference in multihull sailing and clubs between our two cities is remarkable, and I wondered if exploring why might be interesting at least. Racing is, I think the most noticeable difference. Our significant races would hardly exist on their own without people coming up from the NWMA. There was a time when the VARC offered a multihull start in their races provided that 3 or more multis would participate. I think it lasted about two years then lapsed for lack of entries. There was Karl with the early iterations of Bad Kitty, Bruce Campbell with Limelight 5, Bud Fastnacht with Future Shock, Pierre with Santispac and sometimes me with G & S if I could get crew from Gibsons. There were 2 or 3 Sunburners but they seldom raced, perhaps because they were not competitive with the Banks 35 cats and the others. Wayne Gorrie and Solar Heat were not Club members and being on Vancouver Island it was a long way to come. Then the Vancouver Area Racing Council entries just fizzled away and the Western Multihull Association, established by Karl for racing, since BCMS was essentially a sailing/cruising club, died away to the point that its remaining members decided to amalgamate with BCMS and Karl became the racing chairman of a very small pocket of racing oriented types. At about this same the multihull movement was doing well in Auckland. People were building and racing the Paper Tiger design and getting hooked on the sport. Then Malcolm Tennant designed the Great Barrier Express, which was commercially produced but also built by owners, a lot of them took to the water there and racing them became a natural follow on. Not only did they race against each other in round the buoy races they entered into the longer ones, like the Coastal Classic and did well. Now here is where I think there is a really significant difference. As the GBE's got older, and the owners too began to need something larger and roomier, they could step up to the Turissimo 9, essentially just as fast, or to the Turissimo 10, perhaps a tad faster, but the GBE's found new owners and continued to be raced. Then the Auckland Multihull Club invented a box rule for a racing class called the 6.5 metre class. The length, sail area, minimum permitted weight was all those of the GBE, only the max beam was increased to allow for trimarans. Tim Clissold designed a boat to fit the rule,

easy and cheap to build, and fast. Several of them were built and began to show the BE's the way around. The GBE owners then began to tweak their boats, many of them had the bows reshaped to plumb for max waterline length, new sails to the maximum area in the most modern shape began to appear, beams were sometimes increased a bit, but not enough to affect the hull flying capabilities. The Auckland Club has a home grown box rule that has led to a lot of excellent and very competitive boats that race frequently against each other and also have a go in the Coastal Classic. Why is this scene so different from ours? Here, a few people race Farriers, one or two have built them. To buy they cost more than the GBE, probably cost more to build too. The GBE hit a responsive chord there, why did not the Sunburner here? There are several multihull designers there, apparently doing well, We had Bob Harris whose living came from the heavy displacement Vancouver series of monohulls, and Trevor Banks who I think had 4 racing cats and two fast but cruisable tris built to his designs. Tim Clissold has just spent about a million NZ bucks, say 750,000 Canadian on a 50 foot cat called X factor, it cleans everything up, including some similar sized cats bought from Australia, Sundreamer is a 60 foot iconic cat down there, cruised and raced by its owner, another successful local designer of multies. The difference between the two clubs, and the multihull scene here v there is tremendous. I am curious as to why. Is it because we only have one Karl Uthoff and they have several like him? is it that our greater range of cruising grounds just led to more cruisers, Perhaps it does not matter and we are the way we are because that IS the way we are. Are the KIWI's, famous for their fierce competitiveness, the real reason and did they just happen to "fit" the GBE when it appeared? I know that we are not a club of sociologists, so it is probably a matter of no concern to BCMS as a Club, but I am very curious as to why two similar sized, similarly located cities of similar "wealth" and similar heritage, ended up so differently in the sailing scene in general and in the multihull scene in particular.

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