



British Columbia Multihull Society

April 2019

Pauden, the Robert Harris Trumpeter 32 refit

Tim Poustie, SV Pauden



season, we were able to live with her faults, and also to make observations how improve the situation. My wife Mia did her magic in fitting out the interior. We were able to cruise, enjoy and also to entertain guests on board in our first months of ownership... Not a typical feat with a 35 year old tired boat! But over the season my frustrations grew with the sailing ability of the

Pauden, the Robert Harris Trumpeter 32, was new to us last year. She had been sitting out of active service for many years. The evidence was obvious. I pretty much knew what I was getting into when I bought her. Her trampolines were blackened and ripped. Sails were thrashed. Rig completely unorganized. The mast also had come down at some point, was bent, and patched together from 3 pieces. Halyard exit boxes were seized. Winches and furler - completely seized. Capstan seized. The years of neglect were obvious...but I thought (still think) that she has good bones!

But on the bright side, the engine ran great! Of course the alternator failed and destroyed one of the batteries within a week ... Never mind, who needs an alternator anyway. I disconnected it, swapped in a good battery and let the solar panel do the work all season. Never let us down. Over the course of 2018 sailing

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ANNUAL GENERAL MEETING



Notice

BC Multihull Society Annual General Meeting Saturday May 18, 2019

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 18, 2018

Agenda will include:

- Report to Members
- Budget Approval
- Financial Statements, as approved by the Directors (available on request)
- Election of Officers

vessel. I tried various remedies and modifications to the mainsheet system, outhaul, centerboard tackles, etc, and learned quite a bit along the way. It became obvious that the entire rig would need to be replaced, and that that investment needed to be made in organization and safety. I should not just say 'replaced', for what she needed was a complete re design of the rig! It was both unsafe and unworkable as built —and a total chore to sail.



Pub Nights @ River House Pub

5825 60th Avenue, Delta

<http://www.riverhousegroup.com/>

7:30 pm

June 18, 2018

September 17, 2018

October 15, 2018

November 19, 2018



But then the reality of designing and obtaining a different rig set in.. Once committed to a full replacement, then it comes down to design. Should it be taller? Should the mast move forward?

Where is the CE of the rig in relation to the centerboards? Where would the new winches mount? How to reroute the lines? What reefing system? Which lines where? How much advantage to the outhaul.. Traveller, or Vee? Etc. And of course this all needed to be done on a very tight budget! The design therefore had to be driven by the materials available, which is not ideal, but of course is usually the case.

First order of business was to find a mast section to work with. Ideally of the same section as the original so that a new deck tabernacle would not have to be made. That seemed unlikely to happen. I also looked at the price of new mast sections.. very briefly I might add. As there are no 'sailboat wrecking yards' near here, I resorted to scouring Craigslist. Evening after evening of Search Tempest- 400 mile radius keyword searches eventually produced a mast section. A gentleman in Saanich has been scrapping derelicts, mostly for their lead keels. He has a stockpile of masts.. all piled on the roof of his mother's house, I might add! In the mix of hardware on the roof we found an ideal mast section. Exactly the specified section in Paudeen's blueprints! Only 6 inches taller than spec'd in her



drawings, with the correct mast crane setup already installed. What a find, I thought. It was scruffy looking, but complete with all the stays, spreaders, and 2 dozen mast steps. (Those would have to go..) But the price was right. Retrieving my new mast section from the roof of the house and transporting it home was an adventure in itself! My old Calkins boat trailer from the Minnow, which had been converted into a utility trailer, now found itself stretched out 10 feet and converted to a spar trailer! photo.

So I had a starting point. Still, at this point, so many things to sort out. A boom had to be obtained or designed still. A mainsail had to be obtained or ordered... But the choice of boom



design depended on the style of main, so I was kind of stuck. Either I could just buy a new Tartan 30 main (which the original main was, as it turns out), and build a proper boom based on the old dimensions, or find a bigger main and use a longer boom. But I had decided that the boat needed a much bigger mainsail!

More internet searches weren't helping me at this point. Mainsails are expensive, and good used ones are hard to find.



One cold December day I was down in Harbour Chandler digging through the hardware shelves, looking for stainless hardware for the mast build and by chance bumped into Wayne Gorrie. We chatted for a while, and he asked what I was doing there. I answered that I was building a new



rig for Paudeen. He first offered up MOB's old rig, (which would have been ideal) but it was/is beyond my budget I explained. His next question was "What's your hoist?", then followed quickly by "follow me"! A quick trip to Wayne's house followed. He loaded me up with bag after bag of sails... and battens! Such a wonderful gift! Redshift's original sails had been in the basement for years and not being used. Now they were mine. Unfortunately the F31 sized main was much too big for Paudeen. photo



However, possibly the sail could be modified... or the boat could be modified... or both, as it turns out. With the gift of the sails, the direction of the build was now set. Stu Dahlgren from UK Sails advised that the sail could get a 'cut to reef' conversion, and supplied me with the cut down dimensions. Obviously the backstay had to go! A split backstay quickly went into the design notes. And a much bigger boom. More gifts of material from Peter Schoenbeek followed, and I soon had a suitable donor boom blank, and more choices of battens and sails!



Many winter evenings were spent calculating spreader height, shroud angles, pin to pin lengths of the new shrouds, etc. A 3d takeoff of the existing chain plate locations was made. Pauden's old rig had been cut down and did not align to the original drawings at all. So the shrouds could not be copied or re used as-is. The new donor mast's existing shroud locations were just not workable for Pauden. So new tang locations and spreader calculations had to be designed. After many hours of frustrating research, I settled on an angle for the spreaders and lowers, and got out the pencil and paper and a calculator and ran the shroud math... again and again and again! When I was satisfied I then dug through my pile of existing wire, picked the best pieces, and ran them down to Blackline in Sydney, to have new swaged terminal ends put on to my

calculations. New split backstays were to be done in 1/4 inch Dyneema. This made it possible to just terminate the top ends and figure out the bottom ends later... A great advantage of Dyneema rigging!



The intention was to swap out Paudeen's rig right in the water in the marina, using the boom as a lever and the tabernacle mount as a pivot point. Therefore it had to go up in one try, and everything had to hook up and pin in. As Paudeen is too wide for any local Travel Lift machines, getting her into the yard just for a mast swap is an expensive proposition needing a special trailer, or a trip to Shelter Island.. so not going to happen, if it could be avoided! To add urgency to this matter, I was due to move the boat



to a different marina by April 1, so would lose opportunity soon. But the weather was not cooperating! On March 8 the weather report finally looked clear enough. A call out to my friend Joseph Goh (a great local realtor if anyone needs one..) from Nanaimo sailing co-op produced 4 volunteers for the task of dropping the mast right onto the main ramp entrance at OBMG Ladysmith Marina. To my great surprise, the staff didn't say a word!

Of course I had not warned them or asked permission! ...

With the new mast and the old mast side by side in the front yard, the work of swapping over the final pieces of hardware was done. The wiring and lights, coax, stays, shrouds, halyards all installed.. And it was soon ready or as ready as I could make it.

A lot of double checking math and preparations were made. So again a crew needed to be raised, and the mast loaded and delivered and installed. To my great pleasure, Wayne Carlson and Stuart Kerr volunteered to come over to Nanaimo and assist in the mast raising. My friends from Nanaimo, Joseph Goh and Peter Rampton, from the Vancouver Island Yacht Co-op also volunteered their services for the day, and on Wednesday the 20th of March we all showed up (unannounced, of course) at OBMG Ladysmith Marina with a 39 foot mast in tow.



Everything went almost exactly as planned, with some unforeseen difficulties, which my excellent crew all worked through. (and are all sworn to secrecy about!) By 2 pm on raising day, we had it stood and stayed. We retired to the local watering hole for some much needed burgers and beers!

So for the last week, the work has been for me alone to sort it out, to tension and tune. The mainsail and jib are installed now and as of today, the boat is again sail-able. It remains to be seen how the rig will balance out but it cannot possibly be worse off than I was before! I am expecting great things for the new rig. Power and control you have to have both. It was a big job and it didn't happen without the help of my friends!

2019 Racing Season

Thetis Island Regatta

May 10-12

<https://mbyc.bc.ca/thetis-island-regatta/>

Victoria Day BCMS Sail-in

Port Browning

May 18-20 The Fun race will happen on the Sunday.

www.bcms.bc.ca

Swiftsure

May 23-27

<http://www.swiftsure.org>

The False Creek Yacht Club Single handed Race

June 1-2

<http://fcyc.com/singlehanded-racing/>

R2AK 2017

June 3, 2019 until you are done!

<https://r2ak.com>

Nanaimo SIN Regatta

June 28-June 30

<http://www.nanaimoyc.ca/sin-2019/index.php>

Vendee Salt Spring

Date July 6 - 8

<http://saltspringsailing.ca/vendee-saltspring/>

BCMS Sail-in

Newcastle Island

July 19 - 21

www.bcms.bc.ca

Cow Bay Regatta

Aug 2-4

www.cowbay-regatta.ca

Labour Day BCMS Sail-in

Port Browning

August 31 -September 2 The fun race will happen on the Sunday

www.bcms.bc.ca

Fraser Lightship

September 28

<http://www.royalvan.com>

Banks 35 Racing Catamaran For Sale



This is a performance racing catamaran with a winning pedigree. This boat has won the Swiftsure Inshore Multi race twice, 2012 and 2015 with respectable showing in a number of other races.

This boat has had a number of updates over the years, including fresh bottom paint this year, Code 0 Furler, Harken Jib furler, Trampoline, Spectra netting forward. The sail plan was updated to accept F31 sails to make sail updates easier. Also comes with Standard Horizon Chart plotter, DSC capable VHF radio, and an AB Dinghy.

Comes with Main sail with sail cover, Furling Jib with UV protection, Code 0 Screecher, Symmetrical Spinnaker (Trident).

Reliable Yamaha 9.9 sail drive motor. The boat is located in the Lower Mainland of British Columbia

\$25,000 OBO, sailing/racing season is just beginning. A membership in the British Columbia Multihull Society is included with your purchase. www.bcms.bc.ca

Call Stuart Kerr at 604.230.4505 or email sgkerr@telus.net for more information or to arrange a viewing.







Cross 42/44 for sale

This is a large, rugged, practical foam core Cross 42/44. She was constructed over 12 years by her Seller. Most Cross trimarans are constructed of cold molded double-diagonal plywood



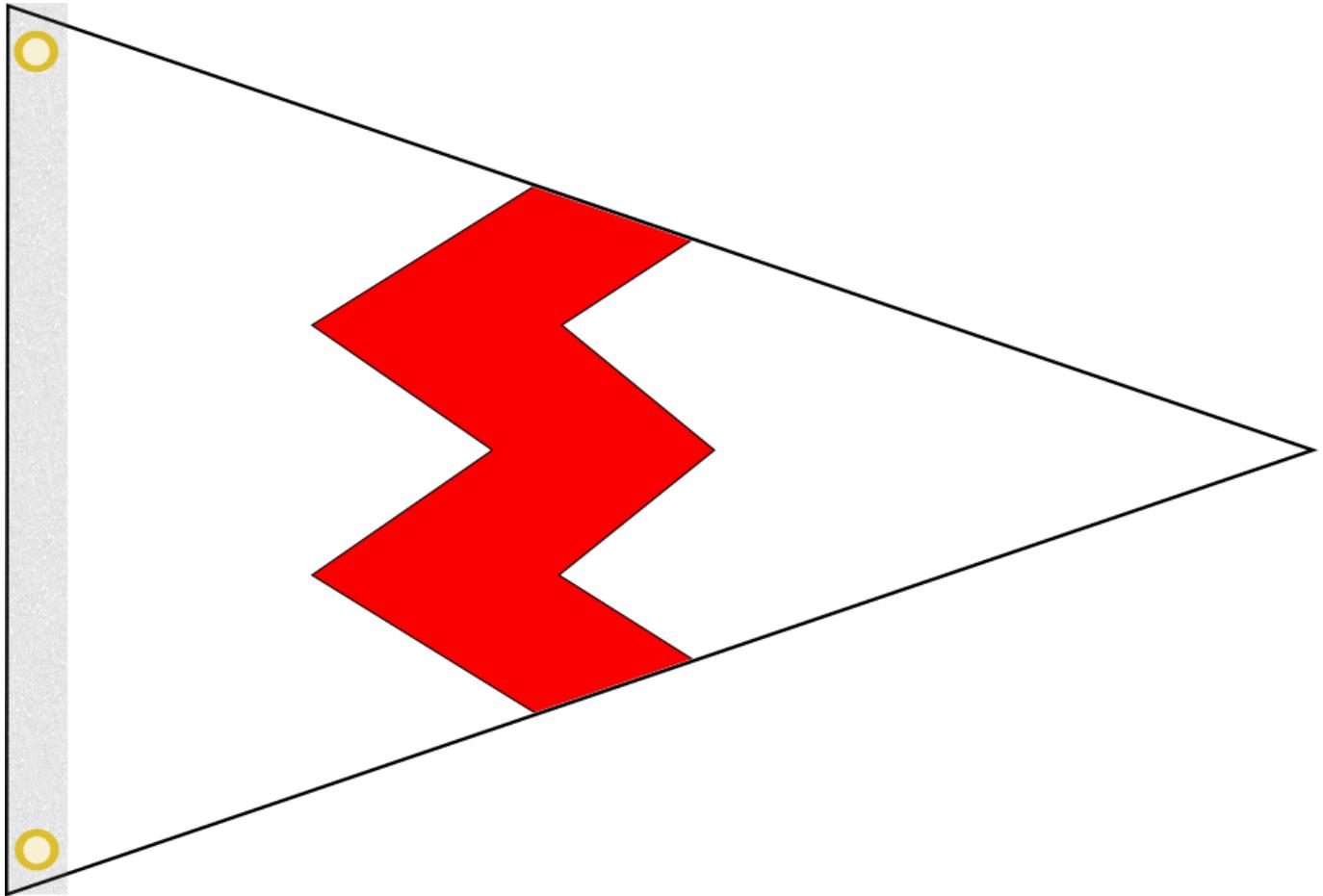
saturated in resin and sheathed in fiberglass and are slowly giving way to the ravages of time. A very few later builds were constructed with Airex and Klegecell foam coring instead of double-diagonal plywood. This is a foam core Cross 42. Desire to 'get out there' got the best of the Seller/Builder after 12 years of construction and so he skipped hundreds of hours of fairing - thus the rugged description. This is not a shiny trimaran. She did prove capable though and was enjoyed on a 2-year voyage round the Pacific Gyre - Vancouver to Puerto Vallarta to Brisbane and then back via Hawaii. For the past several years she has been home in the Gulf Islands of BC. If you are looking for an inexpensive spacious trimaran that can carry you across oceans you might be Home Free.

For more details check out: <https://multihullcompany.com/boat-details/?catid=6038817>

April Pub Night in Nanaimo



BCMS BURGEE



If your BCMS Burgee is worn out, bring it to the Spring Sail in and the club will exchange it for a new burgee.

50th anniversary T-shirts

One free shirt for each paid membership with additional shirts available for purchase.

All size information and additional orders must be placed by **April 28th** to allow time for delivery before the May long weekend sail-in at Browning.

Please order from Alec Mackenzie: alec8@shaw.ca

This is a bulk purchase with minimum order quantities, so ordering more shirts later is not likely to happen.

Renew your membership in BC Multihull Society for 2019.

There are many ways to pay the \$35.00 annual membership fee.

1. Make out a cheque to BC Multihull Society and mail it to:
BC Multihull Society
c/o PO Box 71542 RPO Hillcrest, White Rock, BC V4B 5J5.
2. Come to a BCMS pub night (the River House pub every third Tuesday of the month @ 7:30 PM) and give a check or cash to any BCMS director.
3. Visit the BCMS website (www.bcms.bc.ca) and click the <Join Us> tab. It is in the black band at the very top on the right hand side of the BCMS website home page. This will take you to the **Membership Application** page. Here is a shortcut directly to this page:
<http://bcms.bc.ca/membership-account/membership-levels/>
Select “BCMS Family Membership” and it takes you to the **Membership Checkout** page. Click on <Log in here> (the small link to the right of Account information) and complete the transaction via PayPal.
If you have a problem with the third method, please email alec8@shaw.ca

2018 / 2019 Directors list

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