



British Columbia Multihull Society

June 2019

A sad end to a wonderful weekend at Port Browning

Bridget and Don Bruniski , SV Susurumba

The 2019 Port Browning Victoria Day celebration by BCMS was delightful. Good weather always helps, though the winds en route on Saturday were very light. The first event was distribution of the long-awaited and memorable T-shirts celebrating 50 years of BCMS existence and development – thank you, Marlene and Alec for all the work and the personal delivery!



The shared BBQ/potluck was fun – renewing acquaintances, meeting new interesting members, sharing stories. Although we didn't participate in the race on Sunday, we enjoyed watching boats head out and return – no rain, little wind and a course instruction that some didn't heed, apparently!

The dinner at Jo's Place was delicious and so plentiful that I had to take half the BBQ ribs home :-). I was fortunate to win one of the door-prizes – an excellent multi-screwdriver by Picquic, a Vancouver company. Thank you, Ron and BCMS.

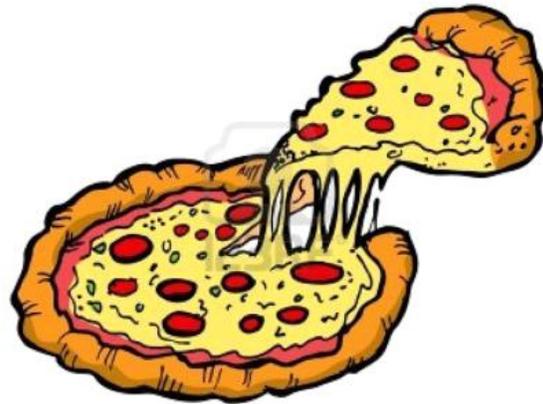
Monday dawned grey and still, with steady rain to follow. Despite brief spells of sailing, we had to motor for much of our return trip home to Maple Bay. When we were well past Musgrave Landing in South Sansum Narrows and within sight of Burial Islet, motoring at about six knots, suddenly there was what sounded like a loud explosion and Susurumba 'convulsed'.

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Reminder...

BCMS Newcastle Sail-in, July 19 and 20, 2019

Ken & Wendy Pepperdine have invited BCMS members to a 'pizza' night on Friday, July 19th at their place on Protection Island. Each person is asked to contribute \$10.00 for the pizza. As always, BYOB.



A no host charcoal barbeque will be on shore Saturday night, July 20.

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 20:

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



What the ****?#%!? Don immediately looked into the aft cabin and saw water pouring in. We could not see any evidence behind the boat – no log, no flotsam or jetsam, no shipping container. Don called a Pan Pan on the radio and reached Coast Guard Victoria. I started trying to flag down a large recreational cabin cruiser fishing boat, speeding inshore of us. One of the 4 people on board must have spotted my flailing yellow arms and/or heard me scream as they turned around and came to find out what was wrong.

Much of the next while is still murky in our minds. Coast Guard Victoria asked for boat



identification and location. Don told the operator that we needed a tow into our home port of Maple Bay, only a short distance away. Hearing that, the private rescue boat captain, Frank, said that he had had a tow bar and could tow us. A line was organized and Susurumba was underway again. The tiller was jammed so that we did not have steerage, which meant there was a major problem with the rudder. As we don't have satellite phone, Don called to Frank, asking him for the telephone # for Cove Yachts in the hopes that Phil Pidcock could pull us out on his marine railway. Apart from lifting us out by crane, that is the only local place wide enough to accommodate Susurumba's 22' beam. Miraculously, Don heard and recalled the number and talked to Phil within seconds.



Coast Guard must have alerted Mill Bay Search and Rescue as they called on the VHF to say that they were on their way to assist us. By the time SAR arrived we were already half way home and all was as well as could be expected! Susurumba seemed to have reached her point of equilibrium with water in the main cabin almost up to my waist. SAR insisted that they take over the towing. The four SAR men had a high volume pump which was used to no

effect during the tow to Cove Yachts in Bird's Eye Cove.

We had to wait about an hour for the boat on the marine ways to be relaunched near high tide so that we could then be hauled up. A friend magically appeared to help and soon Susurumba started to disgorge the huge volume of water through the large hole in her hull. We still couldn't see the extent of the damage until she was high enough and the waterfalls slowed down. Phil said that we could only be on the ways for 24 hours as he was booked for the whole month ahead!



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Once Don and Phil could examine the hull, they ascertained that the only area that was damaged was the skeg and rudder. The rudder had been pushed upwards with great force which resulted in the forward part of the skeg being pulled down. How could this be 'fixed' within 24 hours?? Amazingly they worked out a temporary solution. Phil is a master shipwright who no longer works on the boats in his yard, but he needed us out of there in 24 hours!

First, the boat needed to drain as much as possible overnight. In the morning, 9 long sodden boat cushions, etc. needed to be removed. The skeg and rudder were removed. Phil prepared a 1/4" plywood board about 18" x 5' which he applied with 3M 5200 quick-set sealant before screwing the temporary patch in place. Don applied some bottom paint and we were ready to go in the water with about an hour to spare! Phil towed Susurumba and Don back to our mooring; there was no sign of leaking that night – or since! Whew!

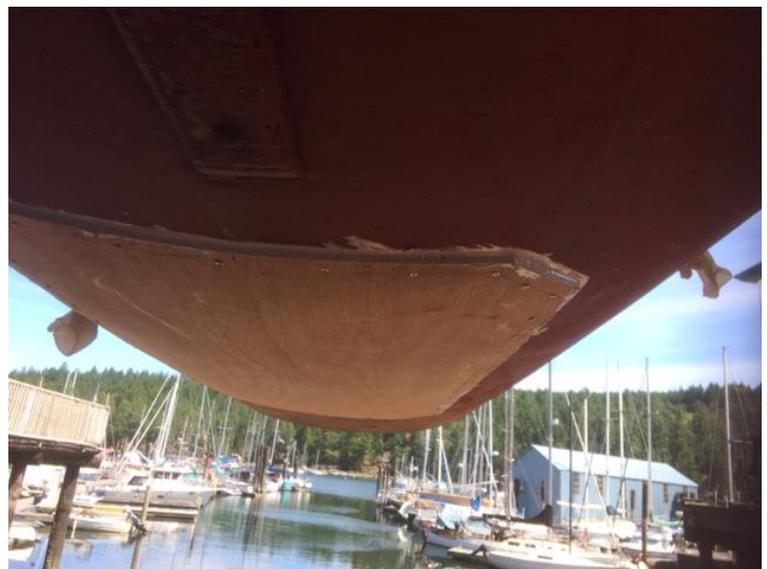


Don will need a significant amount of time to work on Susurumba when the marine railway is available. The patch will need to be removed = a challenge in itself. Then Don will make permanent repairs. Right now, crucial thinking and planning are the main aspects of the work to be done.

There has, of course, been much speculation about the cause of the holing. A rock? A container? A dead-head? Frank, who first came to our rescue, estimated we were about mid-channel – or at least far from the shore, confirming that we could not have hit a rock. We'll never know, but Don and I believe that we must have hit, or been hit by, a large submerged dead-head.



There is double irony involved: the previous night, for the first time, Don voiced the plan to sell the boat - and Susurumba sailed for tens of thousands of nautical miles around the world, often in dangerous waters, without a disaster! We are very fortunate that a) there were no injuries; b) we met many kind people who helped us in various ways; and c) the holing happened so close to home.





**North Pender Island, Port Browning Sail-in
August 31st to September 2rd 2018
Be there for the massive raft up!**

BCMS is celebrating our 50th year!

This September long weekend sail-in will be a “don’t miss event”. We are planning on recreating the giant raft up from years gone by.

So sail, motor, row, pole, tow or just drag your boat to make history and be in the picture!





Pub Nights @ River House Pub

5825 60th Avenue, Delta

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

7:30 pm

September 17, 2018

October 15, 2018

November 19, 2018

BCMS Spring Sail-in Port Browning

Photos by Alex and Marlene Mackenzie







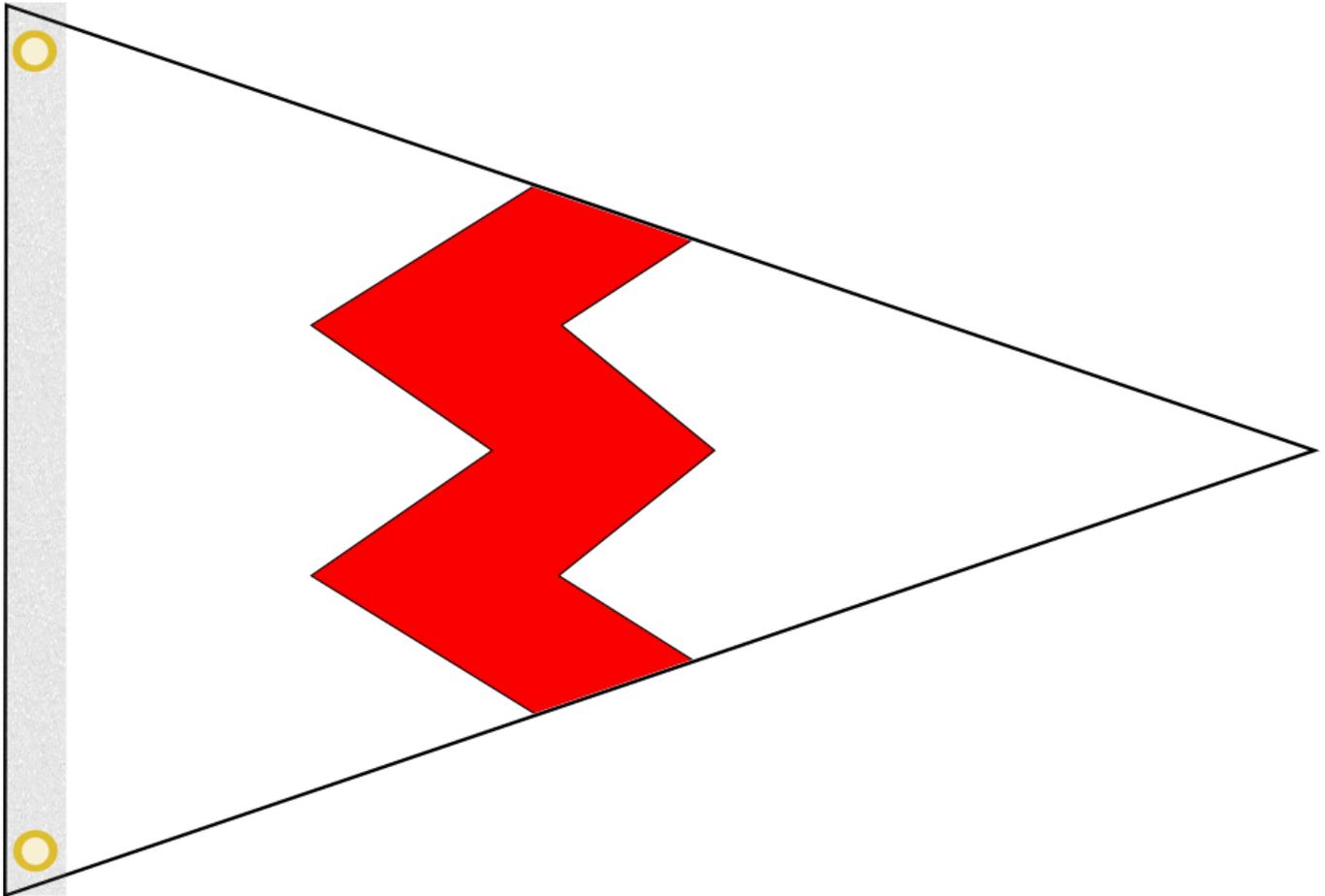








BCMS BURGEE



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

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

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