



B. C. M. S. NEWS

(a very late edition of!) January/February, 2007.

Letter from *El Presidente*

by John Harker

January and the Christmas period have been a challenging but great time for me personally. We had a great Christmas and holiday, but the best part was the birth of our latest crew member on Jan. 15th. (Apparently that is Bronwen Roper's birthday too.) Our newest crew member is named Shaylynn Raine Harker and she weighed in at a mere 10 lbs 5 oz. Tami and the baby continue to do really well. On the other hand, I unfortunately caught this nasty flu bug and was down for about 5 days at the time of the birth. Poor Tami! Thank goodness Tami's Parents have been here to help because I wasn't able to do much. The biggest drag for me was that I wasn't able to hold the baby for fear of giving her the bug. Things are getting back to a new normal now as we adjust to having Shaylynn on board. We now have three girls and three boys, which is just great! We feel very blessed and are looking forward to taking Shaylynn and all the kids out to Port Browning in the first big BCMS event of the season on May 19 - 21. We look forward to seeing everyone there.

I wish everyone smooth sailing in 2007 - not only on the water but on land as well.

Cheers, John.

**"Real boats have
more than one hull !!!"**

Notice:

the *Annual General Meeting* of the
British Columbia Multihull Society
is to take place at 7:30 pm
on Wednesday, March 21, 2007

at

Coast Tsawwassen Inn,
1665 - 56th St., Delta, B.C.
V4L-2B2.
Phone: 604- 943-8221

Agenda will include:

Director's Report to Members
Financial Statements
Election of Directors

**Due to the Annual General Meeting
being the next night,
March pub night will be
postponed until April 17, 2007,
*as below.***

Pub night is held at:
RUSTY ANCHOR PUB,
End of Ferry Road,
7:30 PM
LADNER

Note: In a trial to see if Tuesday is a more convenient day for members, **pub night is now the 3rd Tuesday of each month until further notice.**

From the Director's Meetings
Jan 5th, and Feb 3rd, 2007

Jan 5th, 2007 Director's meeting:

Held at the home of Richard Britton - Editor .

Ed. Note: some of these matters outlined below were affected by the subsequent Director's Meeting on Feb 6th, also reported below.

President's report:

John Harker reported that the club is in good shape and hoped that the vessels of the members were undamaged in the recent severe weather.

Vice President's Report: No report.

Secretary's Report:

Bob Davis reported that he has been working on hiring a new webmaster for the club website who can bring it up to date and make some changes. One change is that we may be able to have an online means to pay membership dues etc, which should make it easier in many cases. It was hoped that the website could also contribute to a greater use of the library by members.

Bob reported that he would be on the race committee for the Van Isle 360. It appears that Karl will not be going in the race this year, and that there may not be a multihulls division due to lack of entries. It appears that being successful in the Van Isle 360 depends more than ever on the financial backing of the competitors and their boat.

Treasurer's Report:

(John reported on behalf of Marlene MacKenzie)

Inventory: of burgees, office hardware, event canopy, library books and other fixed assets. A discussion took place with regards to their realistic depreciated value as assets on the books. A value was assigned to reflect what one could reasonably expect these used assets to sell for today.

Boat-building supplies: the directors felt that it would be best for the BCMS to wind down the selling of bulk resin, hardener and any other boat-building supplies, as members now tend to find their own best deals through the internet and local suppliers. This was not available at the time the club started buying resin etc in bulk for boat-building. Epoxy hardener, plastic bottles etc. are presently being stored under John's house. The directors agreed that the BCMS should sell off the materials for what it can get while the stock is in good condition. See ad in this newsletter.

Librarian's Report:

Stuart Kerr says that all is in order and would welcome some inquiries from members.

Editor's report:

Richard Britton reported that his first newsletter (Nov/Dec 2006) was successful in being sent out electronically and by regular mail. The BCMS may avoid the cost of printing of envelopes by the ability of the software to automatically print the club's name and return address when the names of members are being printed.

Other:

Next Directors meeting will be Feb 6, 2007 at Bob Davis' house in Guildford, Surrey.

Feb. 6th 2007 Directors meeting:

Held at the home of Bob Davis (VP)

President's Report:

John Harker reported that the club working well in this off season, but that we should be starting to arrange matters for the coming season at this time.

Vice President's Report:

Jamie McKerrow reported that he is arranging for the rental of a meeting room at Coast Tsawwassen Inn for the approaching Annual General Meeting.

Secretary's Report:

Bob Davis reported that:

1. Website - arrangements continue to be made for updating of the website with a view to keeping it current and professional in the future.

2. Van Isle 360 Race - will now have a multihull division with at least 3 boats taking part, those being *Makika* (F25C), *Blue Lightning* (F9R) and *DanGerouse* (F36). Bob, along with the rest of his team members, is responsible for handicapping, scorekeeping and any other timing aspects of the race.

Treasurer's Report:

Marlene MacKenzie reported on the financial state of the club, and presented the Financial Statement of the BCMS to the period ending December 31, 2006, to the directors for their approval and input. The director's were to examine the statement and get back to her.

It was agreed that the assets of the club were being written off as per the suggestion at last meeting. The matter of the epoxy supplies, burgees, and other assets was again discussed. The epoxy hardener will be offered to members at cost as there is no point in the BCMS selling resin and hardener in the future, as building supplies are much more readily available to individual members than they were in prior

years. (Ed. Note: please see information later in this issue regarding hardener for sale)

Librarian's Report:

Stuart Kerr advised that the library was in good condition and well-organized for any inquiries that the membership may have. Stuart welcomes any recommendations from the membership regarding good, recent publications about building or sailing multihulls that may be considered for purchase by the club library.

Editor's Report:

Richard Britton advised that the newsletter process was continuing to develop so that the newsletter would continue to play an important role in the club. He reported that recent ill-health and personal matters have caused a delay in publication of the newsletter.

Racing Report:

Karl Uthoff reported that he was monitoring developments in the Van Isle 360 and that the Canadian Forces Naval training vessel *Oriole* will also be in the race. Unfortunately, Karl will not be participating in the race this year.

Karl will have more information regarding the Semiahmoo, Port Browning, and Bowen Island races in future issues of the *Newsletter*.

Publicity Report:

Alex MacKenzie reported that his attendance at the Seattle Boat Show indicated that there did not seem to be a lot of interest in sailing multihulls from the manufacturers at the show, except for a few sports or beach cats of up to about 20 ft in length. However, he said that there was a greater interest and presence of power catamarans and that those vessels were very expensive. Alex noted that navigation charting programmes continue to evolve, but he was concerned that the backwards compatibility of these new programmes was poor, resulting in major expense for any mariner who wanted to upgrade to the newer systems.

Membership Report:

Marlene MacKenzie reported that many of the members had already paid their dues, and that she was hoping that all others would pay quickly so as to not create undue expense or burdens on her in this temporary position.

BCCYC Rep Report:

Glen McDonald reported that:

1. “International Council of Yacht Clubs - The BCCYC will be sending a representative to participate in periodic meetings of the ICYC in Ottawa. Their website is **icoyc.org**

2. Marine Sewage Regulations.

There has been substantial change in the federal government’s position regarding the proposed sewage legislation in that most of the problems stakeholders had identified in the federal government’s previous position have been modified when rare common sense was applied!

- a. There will be **two divisions of vessels** – one division for vessels of over 400 tons and/or certified to carry over 15 persons. The other division will be for the typical pleasure boaters such as the fine vessels belonging to members of the BCMS.

The following very brief summary applies to these smaller vessels and is presented for the convenience of BCMS members, who should consult the official regulations for greater accuracy if needed - Ed.

Small vessels:

- b. Do not have to keep discharge records.
- c. If unable to dump contents of holding tanks 3 miles from shore, then they will fertilize in the deepest nearby waters at speed for best dispersal.
- d. Discharge is not allowed if pump-out facilities are available.
- e. “Holding tank” is defined as a tank that is an integral of the toilet and treatment or storing process of sewage. Porta-potties are acceptable.
- f. A 5-year grace period for older boats will be allowed before they must

comply with the regulations.

- g. **Gazette II (final law) was delayed until February. The sewage regulations should now be in effect.**

3. Safe Anchorages:

BCCYC has requested protection for 70 Safe Anchorages in addition to the already protected Boat Havens.

Brief Definitions:

Protected Area: an area of interest where the future use of that area has yet to be determined.

Ecological Area: primarily for research, and to which a permit is required for entry.

Conservancies: areas involving federal, provincial and/or First Nations governments.

4. Other proposals by the BCCYC:

a. Provincial Parks: any mineral extraction or logging activity shall not be allowed

b. Safe Anchorages: BCCYC wants the B.C. provincial government to provide more funding for obtaining and maintaining anchorages.

c. Fees and taxes: research shows that a typical 32’ power boat pays about \$500 per year in taxes. The BCCYC opposes any additional fees, tolls, taxes, or tariffs of any kind being applied to boaters.

A subsequent meeting of the BCCOYC was to be held Feb 10 at the Tsawwassen Golf Club. A report of that meeting is expected to be in the next issue.

End of report.

-To buy or build a multihull-

Are you building or buying? What type of vessel are you favouring and why?

Instead of working in isolation, please share your thoughts with fellow club members. They may be able to help you or you could help them. We look forward to your letters.

Featured Member Article:

Sailing Around Vancouver Island in 2001.

By Roy Mills.

Part 2.

Next day it was still calm in the lee of Vancouver Island, which meant the wind was from the South, which they were forecasting at 15 to 20 knots, increasing in the afternoon, so we set off with a reef in, under power. The bar was a non event, but a couple of miles short of Cape Scott we began to feel wind and within another mile we had 25 knots on the nose and some very pointy waves as they clashed with the underlying NW swell and the developing ebb. Time to chicken out, I thought prudently, and no-one was arguing so we turned back about 4 miles and ducked into Fisherman's Bay. There, surrounded by trees and in the lee of Vancouver Island we rode quietly at anchor for the next 3 days as Gale Force winds, Storm force around the Capes, ignored the weather statistics. An otter had welcomed us to the bay, leaping clear of the water several times like a long thin black dolphin. Playing cards, eating, snoozing, drinking beer and or wine, watching the otters, listening to the weather forecasts and Lighthouse weather reports was our routine for those 3 days. On the last afternoon, when the rain had let up, we dinghied ashore for a walk, finding on the next beach 3 wet campers who had been there for 4 days, they were dejectedly eating veggie dogs. We offered them dinner on the boat but they decided not to, they had to pack out any uneaten food and it was 14 Km (say 9 miles) back to the trail head.

The forecast was still for South West winds, but at 10 to 15 and all the barometric pressure reports showed pressure rising, so we felt that some good weather was coming and off we went next morning. Getting around Cape Scott was not all that pleasant, there was still a fair bit of wind and some awkward waves but we made it and as we got further away from its malignant influence we found less conflict between wind waves and swell waves and

actually got in some pretty fair sailing in the falling wind just before we entered Quatsino Sound in late afternoon.

Next day was to be the passing of the major obstacle on the West Coast. The Brooks Peninsula sticks out due West about 10 miles, Cape Cook at the Northern end, Cape Clerke at the Southern, and about half a mile off Cape Cook is the notorious Solander Island with its vertical cliffs and off lying rocks. But what was this? No wind, none forecast till afternoon, the automated station on Solander reporting no wind too.

With happy smiles we turned on the Honda. The biggest problem with that engine is that when it is idling we cannot hear it from the cockpits and don't know if it has stopped or not. Now I have fitted a rev counter so I can see. But as we got a couple of miles away from Solander a nice sailing breeze came up, from the South of course, so down boards, up sails, off and up engine and we slipped along over a flat sea at about 8 knots. We could not lay Solander so tacked to gain our offing. Cape Cook was playing with us, though in a good temper today. As we sailed on our tack going offshore, the wind began to lift us, and to die off too. We never did have to tack again to get around Solander, the constant lifting of the wind let us sail a quarter circle around it. Then it quit for a while whilst we motored then it came back gently from the West to let us reach slowly past Cape Clerke before dying away for the rest of the day. We had been going to go to a neat anchorage called Columbia Cove, but being 4 days behind schedule, elected to save one by heading straight to Kyuquot at the northern entrance of Kyuquot Sound (pronounced Ki you kit if you are interested) and we motored there over a sea gently heaving with glassy smooth swells just a few feet high.

As we left Kyuquot harbour next morning we were escorted for 50 yards or so by a Sea Otter, swimming on its back munching on some luckless bottom dweller. That good North Wester that was supposed to come after the end of a Southerly was still absent, so we motored along the coast of islets to Rugged point at the South entrance to the Sound, where we had lunch amidst a bevy of kayakers (what is the

collective noun for a group of kayakers anyway, school, flotilla, swarm, frenzy, bobbing?). Beautiful beaches there, now another one of British Columbia's Marine Parks. In the continuing sunshine and flat calm we motored most of the way to Nootka Sound, getting enough wind to put the reacher up about an hour before we entered the Sound. We by passed Friendly Cove where so much of early Pacific North West history was recorded, Brit and Spanish explorers, Indian residents, American Traders, in favour of the adjacent, and more protected, Santa Gertrudis Bay.

Next day was a short trip to Hot Springs Cove, so I had allocated time to cruise around this history rich area, Bligh Island (yes THAT Bligh who was one of Cook's crew, as was Mr. Midshipman Vancouver), Resolution Bay where Cook repaired his vessels, and so on, but the place was full of fog when we wakened next morning, so with a mental thank you to the US Government for GPS we headed out to sea. The advertised half mile clear area along the coast was taking a day off. We had enough wind from the South, of course, to sail for an hour, but after that it was back to the engine and the next time we saw land was at the mouth of Hot Springs Cove when the sun finally broke through. Since the area was made into a Provincial Marine Park the previous volunteer made trail with its hand hewn cedar slabs over the swampy bits has been replaced with a fine boardwalk and that night Bob and Peggy had their first experience of a Hot Spring, which they loved. I, of course, regaled them loftily with tales of the many Hot Springs I had lounged in amongst the Rockies and other Mountain ranges in this Beautiful Province. (Well - that is what our licence plates say, "Beautiful B.C." and who am I to argue?)

Next day was as advertised, Clear skies, and, once we emerged from the back of Flores Island, a pleasant wind. From the South West though, so on the nose, but a flat sea and we beat happily down the half-mile-wide channel at between 8 and 10 knots. Bob liked to see those double digits on the clock when close hauled and had a tendency to bear off just a bit at a time until they were there but the tell tales were still streaming. After a gasoline, apple pie and ice cream stop at Ahousesat store we resumed our beating en route to Adventure Cove on Meares

Island, getting in a brief spell of reaching, up to 15.1 knots the speedo recorded, before turning downwind towards Meares. Here a Captain Gray, doughty American Trader from Boston, and his crew had over-wintered in 1794, and had built a schooner out of the local cedar, first one built in the Pacific North West. He named it Adventure, later traded it for 70 prime sea otter skins, which along with other prizes he took to China in his brig "Columbia".

Yes, Columbia Cove was another of his place names. When they got back to Boston it was the first circumnavigation by an American ship. He had some problems with local Indians; we did not.

After a peaceful night in Adventure Cove we continued South, calling at Tofino to wait for the fog to lift, doing a bit of shopping to pass the time, and cursing the wakes thrown up by the high speed whale watching boats based there in large numbers. After lunch things cleared up and with a forecast of a North West 10 to 15 we set off for Uclulet. It did finally fill in, though more from the West, so I decided to fly the reacher rather than the spinnaker. Got a wrap in it the first time I tried to hoist it, got it down and straightened out, did not stuff it back into its bag, did not call for assistance, started to put it up again from being a heap on the trampoline, the wind got into the top of it and hauled the rest of it over the front crossbeam where it dropped into the sea, filled, stopped us and dragged the spinnaker pole down onto the wire bridle across the bows which controls the pole angle and broke the pole. This in less time than it takes to tell. Half an hour later we had all the components back on board and were sailing under working sail, wing and wing, and the only consolation was leaving a mono who was also wing and wing en route for Uclulet.

We had one other bright spot too, as we started to enter the long narrow inlet leading to the superbly protected Uclulet harbour, the engine ran for a few seconds then stopped and would not restart. We still had working sail up so I hastily put down the boards (yes, I do learn sometimes) and we beat into the 12 knot breeze blowing down the inlet, up to the harbour. Whoever was not helming checked the engine, and we had about 30 seconds each between

tacks to do that. Turned out to be a kink in the gasoline tube from the tank, which when straightened and the bulb squeezed a couple of times removed the reluctance of the engine to run. Just in nice time for us to get the sails down before wriggling our way into the harbour. Oops, wrong one, small marina, no room, bumped a board getting out. Next time lucky, right harbour and found a spot to tie up. Peggy had been feeding us very well, with both food and GPS fixes, but that night we went to the Marine Pub for Fish and Chips, washed down with Kootenay Black lager, one of the better local specialty beers in my humble opinion.

Part 3 to continue next issue.

Also in future editions:

"Roy sailing in Norway."

Other News...

Other matters of interest:

Epoxy hardener for sale!

As per the directors meeting, epoxy hardener is for sale at a reduced price to move it out while in good condition.

Fast set (approx. 3 gals)

Slow set (approx. 5 gals)

One litre plastic bottles

There is no medium set hardener left. Resin is easily available elsewhere.

Please contact John Harker by email mjharker@telus.net or phone <604-940-7084> if you would like a very good deal in buying some hardener. John can answer any questions you may have such as the mixing ratios etc of the hardener.

Pantera!:

Members will probably have read the account written by former BCMS member Bob Smith of the accident that he had on board his 40 ft cat Pantera in La Paz, Mexico. Bob's leg was broken in 10 places as a result of an anchor rode entangling his leg as he was anchoring the still moving cat in a current in La Paz harbour. Bob was ably assisted by the sailing community and the local medical staff. Bob returned home and has spent the last few months recovering in Victoria. Bob is expected to return to La Paz at the end of February or in early March.

Membership renewal !!!

Please renew your membership for the year 2007 as soon as possible. Many thanks from Marlene (who is kindly doing double duty as a director!-Ed.)

Port Browning Sail-In:

-Annual Spring Flocking Together of Multihulls-
Victoria Day long-weekend - May 19-21, '07.

The first big event of the club in the new season will again be at Port Browning. Members should start marking their calendars for this event and preparing for another great rendezvous of socializing, racing etc. We have had good attendance and a great time in previous years, even if the weather has not always been perfect.

Saturday – arrival of the fleet, potluck dinner on the beach. Rumour is that, led by Brother John, a sacrifice will be made to Aeolus, kinky Greek God of winds, who kept the winds bound in a sack made of Spandex! ♫

Sunday – breakfast, skippers meeting, and race (no entry fee and lots of prizes) Sunday evening, buffet dinner (usually about \$20 each)

Monday – social time and dispersal of the flock.

News from Peter Walford on Quadra Island:

Lightwave:

Garrett and Carllie's Excellent Adventure!

(from www.lightwave99.com)

Tuesday February 13, 2007

“We are now in the lagoon at Barra de Navidad (15 miles south of Tencatita Bay) after spending the first week of February travelling from Puerto Vallarta down to the Gold Coast and then staying the second week in beautiful Bahia Tenacatita. We will head back to Tenacatita tomorrow and then stay there until the end of February when we will head back north to La Paz.

Adios de sus amigos, Garrett and Carllie”

Maritime Museum Ocean Cruising Adventure Series

at the H.R. MacMillan Space Centre,

1100 Chestnut St., Vancouver.

Phone: 604-257-8300.

March 2 – Ian & Susan Grant

– Florida to Ireland via the Bahamas,
Bermuda and The Azores.

March 9 – Bill & Clementine Wolferstan

– Exploring the Canals of Europe.

March 16 – Urs and Judy Boxler

– Exploring the Queen Charlotte Islands.

“I have a small bit of news; I've started on a new, trailerable, 23' centre-cockpit trimaran, taking delivery of 50 sheets of BS1088 marine ply last weekend. About 15 more than I needed, but my Hornby buddy Andy Slow was tooling up for his new 28 Woods catamaran, and he had a killer price on ply.

The boat will be an amalgamation of parts I've been collecting for some years. A Tornado rig, floats recycled from a Gino Morelli, 18-foot cat that used to belong to Bob Harris, complete with boards and rudders.

It is meant to be a Tremolino clone, but more effective - sporting a bigger hull volume with a more integrated structure to try to save weight. Some pages will be torn off from the main hull shape of the Farrier tris, and some ideas transferred from GIZMO - trim and running-rigging innovations that worked. I've built a scale model in wood to firm up the ideas and get a feel for the patterns needed for the tortured plywood parts. No particular start or finish time as yet. Probably get tooled up in spring. Cheers

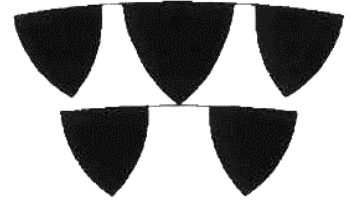
Peter Walford”

Wanted for boat-building:

Core, resin and glass for laminate construction of 35 ft cruising trimaran. Also spars, rigging, hardware and equipment in good condition.

If you, or someone that you know, has foam core, glass (mat, cloth, roving, uni-directional bi-axial and tri-axial, tape), and polyester, vinylester or epoxy resin in good condition left over from boat building and would like to sell it, please contact Richard Britton at <rbritton@telus.net> or phone 604-521-9279. The foam core, glass, resin and hardware chosen will depend on what is available and how it will match the requirements of the design. Thanks.

THE BRITISH COLUMBIA MULTIHULL SOCIETY
 Box 101, 5010 - 48th Avenue, Delta, B.C. V4K 3N5



MEMBERSHIP RENEWAL January 1 - December 31, 2007

PLEASE PRINT

Name _____

Partner's Name (if joining) _____

Address _____

_____ Code _____

Phone () _____

Fax () _____ e-mail _____

Occupation _____

Lower Mainland Area: Member	\$35	\$.....	
Lower Mainland Area: Partner	\$5	
Outside Lower Mainland: Member	\$25	
Outside Lower Mainland: Partner	\$2	
Youth Member	\$15	

Total Enclosed \$.....

Cheque
 Cash
 Money Order
CANADIAN FUNDS ONLY

I prefer NOT to have this information made public.

PLEASE COMPLETE REVERSE SIDE OF FORM

PLEASE UPDATE INFORMATION REGARDING BOAT:

Trimaran.....Catamaran.....Other.....

Designer.....

Year Launched.....Size.....

Boat Name.....

Sail #.....Construction or Mooring Location.....

Liability Insurance Coverage (Minimum \$1,000,000.00).....YES.....NO.....

Attached is a photo of my boat for the BCMS web page.....

Anything else?.....

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Box 101,5010 – 48th Ave.
Delta, B.C. V4K – 3N5
2006 BCMS Directors List

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Member-at-Large: Bob Harris
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C.B.C.Y.C. Rep: Glen McDonald 604-940-8621

Social: George Wade

Membership: Vacant
Email: membership@bcms.bc.ca

Website: Vacant

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Question of the Month:

What are the regulations regarding the establishment of private, permanent mooring buoys in B.C. waters? Are relevant provincial or federal government regulations being followed?

How do we balance the need to have a safe mooring beside a persons property with the need for cruising boats to be able to anchor safely in that bay – especially if local residents have numerous unused mooring buoys that prevent the safe anchoring of visiting vessels?

Are residents within their rights to deny this anchoring space to visiting vessels?

If you have information that can clarify this situation and assist other mariners and residents in the enjoyment of the coastal environment through shared knowledge, please email the editor at <editor@bcms.bc.ca> or mail to the postal address of the BCMS above.