



# B. C. M. S. NEWS

*March-May, 2007.*

## Letter from the President:

*Note: Bob Davis was elected at the April Director's meeting and due to the transition, no presidents message is available. John Harker became Past President. Many thanks, John, for devoting your time and energy as the top dog to furthering the benefits of the club membership. – Ed.)*

**“Ordinary boats can never  
*go fly a hull !!!”***

**Membership renewal !!!**  
**Please renew your membership for the year 2007 as soon as possible, by contacting Marlene MacKenzie or Stuart Kerr. Unfortunately, the names of those members wishing to become *past members* will be removed from the Club and newsletter list after this issue.**

## **Port Browning Sail-In**

BCMS Opening Event of the Season.

May 19-21, 2007

**!! Next weekend !!**

Please plan to attend this great event in which multihulls and admirers gather at Port Browning for camaraderie, fun and good cheer.

As usual this important event is expected to draw many people. Please see info in “Other news” section.

***We look forward to seeing you!***

**May pub night will be  
May 15, 2007.**

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 Annual General Meeting March 21st, 2007  
Held at  
Coast Tsawwassen Inn**

*Seven and one quarter (Shaylynn Harker being the quarter) people attended the BCMS Annual General Meeting at the Coast Tsawwassen Inn on Wednesday, March 21st. Our constitution states "the quorum for the transaction of business at meetings of the members shall consist of not less than ten percent of the number of voting members. So far BCMS has 48 paid up members for 2007, so there was a quorum. (Maybe next year we should have the Annual General Meeting at Port Browning where we will should get more people)*

*The budget for 2007 and the 2006 Financial Statements were approved.*

*Gary Astill, Bob Davis, Karl Uthoff, Alec Mackenzie, Marlene Mackenzie, and John Harker agreed to be Directors for the coming year, although John said he wanted to step down from the President's position to Past President. Alec reported that Bob Harris had sent him a letter saying he would be pleased to remain Member-At-Large for the club. Glen McDonald also said he would continue as C.B.C. Y.C. representative. We hoped Richard, Jamie and Stuart who were not present would remain as Directors.*

*There was a consensus that the club should spend more of it's money supporting social get-togethers where multihullers meet, such as the Swiftsure Yacht Race in Victoria and the Cowichan Bay Regatta. Pre-payment of*

*the dinner at Port Browning for up to 40 people on May 20th was also approved.*

*There was Internet connection in our meeting room so Bob could hook up his computer and show more "extreme sailing " videos.*

*(Ed note: Richard will continue as editor. Stuart will continue as librarian, but with special and undisclosed membership duties. Stoo plans on writing to Mr. Dobell for advice about writing up his own lucrative contract!)*

**From the Director's Meeting, April 3, 2007.**

Held at the business premises of Argus Controls – courtesy of Alec and Marlene MacKenzie.

Discussion regarding number and purpose of BCMS directors. The discussion will be ongoing.

Election of Officers:

Most directors will remain in their previous roles by acclamation, though Bob Davis was acclaimed as our new President and John Harker became Past President. See list of Officers.

Web manager: Bob Davis reported that he is still looking into the best way to upgrade and maintain the BCMS website. Directors thought that the hiring of a professional website design company should take place to upgrade the site. Later maintenance could probably be done by a BCMS member.

Treasurer's Report: Marlene requested

that the 2006 financial statements be included in the newsletter. (*Ed. note: due to technical difficulties, this will be included in the next issue.*)

Karl will have a composting toilet in action for the 2007 Labour Day weekend at the end of the season.

Swiftsure: The directors expressed a desire to support John Green with his efforts to make the Swiftsure International Yacht Race a higher profile race for multihulls, and something that members would enjoy more to see or in which to participate. (*Ed.: pls see "Other news"*).

Next meeting will be May 1<sup>st</sup> at Alex and Marlene's home in South Surrey

## **Important Update on "Marine Parks Forever".**

An important and very welcome announcement was made recently by Premier Campbell that a large number of new Marine Park lands have already been, or will be, established up and down the B.C. coast. These parks were listed in the Vancouver Sun newspaper on Wednesday April 19, 2007, page B1. There are different designations applied to the parks, depending on the type of park, it's use, and agreements with stakeholders such as the First Nations. The information is no doubt available on B.C. Government websites as well. Members should be aware that the club has recently contributed \$2,000 to *Marine Parks Forever*.

## **Featured Member Article:**

### ***Return to the Faerder, Norway***

**By Roy Mills.**

My friend Reidar Uthaug had got his new 37 foot catamaran sailing and had kindly invited me to come along in the 2006 Faerder race. It was 10 years since I had last sailed with him in that race, from Oslo around a buoy marking the shallows just South of the Faerder lighthouse and back to the huge Bay and marina at the old naval base at Horten. It needs to be huge because the total number of entrants is usually around 1000. The Faerder is really 4 races in one, this year it was 5. The races vary in length according to the performance of the wide range of participants by varying either the turning marks, there are lots of lightbuoys to choose from there, or the starting point, The alternate starting point is Son which is situated at the southern end of a lengthy section of narrows between the mainland and an island. Vessels starting at Son are slower ones, such as traditional, heavy displacement, double ended vessels with long bowsprits and gaff ketch rigs, usually crewed by cheerful families from children to grandparents intent on having fun amongst all the faster modern boats. The various race lengths have been 44, 56, 65, and 83 nautical miles for many years, then an additional lap was added to the traditional maximum 83 mile race for some of the large maxi rater type boats which began to appear, but this year the longest race was about 240 nautical miles and it was set up for 3 ORMA 60 trimarans which were competing in the Nokia OOPS cup series of races in Scandinavia. Multihulls, as usual were doing the 83 miler along with the faster monohulls. Starts are in groups every 10 minutes, this year the starts were earlier than usual bearing in mind the tides through the Drobak narrows. First away were the 3 ORMA 60 tris to give them a clear run. Clear that is apart from the busy commercial vessels, tour ships and ferries in and out of Oslo harbour and up and down the Drobak narrows. We lesser Multihulls were the fifth group to start and the IMS monohulls were 10 minutes behind us. The day was bright and clear, the forecast was for light headwinds to start, increasing just a little to

moderate as the afternoon wore on, same tomorrow. So much for the scene. What about the boats.

I got my first chance to look at ORMA 60 foot Trimarans, they have not yet shown up on the west coast of Canada where I live. The three of them were tied up alongside the wharf at Aker Brygge ready for some paired racing the evening of my arrival to stay with Reidar. Quite amazing vessels. I was looking with some disbelief at a tiller arm about 9 inches long fastened to the top of the rudder on the amas and controlled by a push/pull cable from long tillers mounted about halfway along the rear crossbeams and interconnected via a tiller controlling the main rudder on the hull. I asked a competent looking man who had just got off Nokia Academy if there was some power multiplication, such as hydraulics, acting on that short tiller arm. He said there was not. Reidar said I could believe him, it was Knut Frostad, the skipper, I had asked. Shortly afterwards I was looking with undiminished wonder at the same set up on Tietoenator Audi and a pleasant looking young fellow, Patrick Neuhaus, on the crew volunteered some detail. At speeds below 5 knots he said that the boats were very difficult to steer and most of the steering effort was provided by the central rudder. Above 5 knots they became more controllable and at 20 knots, when the boats were flying the hull and running on the leeward ama and the curved lifting foil mounted on it they were very well balanced. The small rudder on the ama was adequate for steering at those speeds and the effort was greatly reduced because those ama rudders were almost totally balanced. The thought of one rudder not a lot bigger than, though higher aspect ratio than, those on my 36 foot cat, steering, through a 9 inch long tiller, a 60 foot trimaran doing 20 or more knots, was completely outside of and beyond my imagination.

He asked me if I wanted to look around it so I allowed myself to be persuaded in about a millisecond, and as we walked over the huge area of trampoline on the way to the hull, I noticed that the netting gave way a bit less than the 8 foot square pieces of bow netting on my cat Gilbert and Sullivan do when I walk over them. So I said they must be under tremendous tension, he said they were, that was required because they stiffen the whole boat structure. I could at least imagine that, so I asked if the netting was something like Vectran, Spectra or Dynmeema and he said NO, it was nylon fishing net. Spectra crept and stayed crept, the others

did not give at all and that was bad from a shock loading point of view, Nylon could give a little and recover from it and that was what was needed when bashing through waves at speed. Great, I thought, I use the same trampoline netting as ORMA 60's do.

If inverted the central hull is above the water and provides safe housing for the crew. The cooking arrangement is only a single burner model to handle one large pot, but it too can invert and still work to feed the crew. Little details as well as big ones. He further warmed my heart by saying that they did not need to carry a storm Jib, the wing mast alone worked very well in that role and they had once done 20 knots under wing mast alone. Well, my wing mast alone once propelled my boat at 3 knots in a moderate breeze when I had a problem with the front crossbeam, and I don't carry a storm jib either. Regrettably there was nothing else I could find that our boats had in common.

Part 2 will be continued next newsletter.

## Other News...

### *Boat building news from Norm Chapman:*

Your scribe has learned that Norm, who was in the process of building a 42 ft cat in South Surrey, has been forced to abandon the project due to the development of a sensitivity to epoxy. Subsequently, Norm is having to offer his partly-built vessel for sale. Some basic of the vessel details are:

Length: 42 ft, Beam: 24 ft, Draft: 22” to 60”, cold-molded hulls are 3 layers of 5/16 red cedar. Bi-plane rig (a mast on each hull) with furler rigging.

Norm says he is open to offers. If interested, please contact Norm at 604-531-4921 or email him at:

< normanchapman@shaw.ca >

## *Swiftsure International Yacht Race*

May 25 to 27, 2007.

### **Port Browning Sail-In:**

*-The Annual Spring Flocking Together of  
Multihulls and Kindred Spirits -*

**Victoria Day long-weekend - May 19-21, '07.  
- !! NEXT WEEKEND !! -**

The first big event of the club in the new season will again be at Port Browning. Members should mark their calendars for this event and prepare 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. This year, the weather is expected to be great.

Families and are most welcome and children have a great time. There are camping facilities available for those unfortunates who are not water-borne (or those wishing for sleep away from snoring spouses!)

*The restaurant is open for breakfast, lunch and dinner - and the bar is well-stocked!*

**Saturday** – arrival of the fleet, potluck dinner on the beach, checking out the racing competition.

**Sunday** – breakfast, skipper's race meeting, and race (no entry fee and lots of prizes) Sunday evening, restaurant dinner.

**Monday** – breakfast, social time, confessions of cheating in the race, and dispersal of the flock.

Long-time BCMS member John Green has been working hard to encourage more multihulls and multihullers to be involved in the Swiftsure race. This major international event which draws boats and participants from all over North America will take place again in the Straits of Juan de Fuca, notorious for it's wildly variable sailing conditions. The race is actually over three different courses, one course being for multihulls. The multihull participants are again mainly from south of the border.

John has also again organized a dinner to take place on the Friday night – the night before the race. This dinner is also open to members of the BCMS and will cost \$40. Members can arrange a seat or seats by contacting John at [johngre@shaw.ca](mailto:johngre@shaw.ca)

This is usually a very interesting meal for those interested in multihulls and racing. Some members plan to make it a special weekend to visit our beautiful capital Victoria for a couple of nights, check out the sailing and boats, see the sights of the Inner Harbour all bedecked in flowers and flags, watch the on-shore entertainment, follow the racing and see some of the sights of Victoria.

Members should contact John without delay if they are interested in the dinner.

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## **Epoxy hardener for sale!**

As per the director's instructions, 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 at: [mjharker@telus.net](mailto: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.

## ***BCMS Gatherings.***

Recognizing that other commitments sometimes prevent busy BCMS members from attending the opening of the season at Port Browning and the closing at Saturna Island, it is proposed that the club establish two new events, in differing locations, as well. It is felt that by having a greater number of rendezvous points in the season, there will be greater chances of members, especially those in far-flung areas, meeting each other and enjoying that multihull esprit de corps. Suggestions from members as to when and where the events should take place will be most welcome.

Is there a member who can advise and organize the North Georgia Meet?

The following are some suggestions:

### ***Proposed***

## **2007 Calendar of BCMS Events**

**(Please check the accuracy of details: Ed.)**

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**– April 28-29, 2007**

**Semiahmoo Int. Yacht Race**

**- May 19-21, 2007**

**BCMS Meet - Port Browning, Pender Isl.**

**- May 26-27, 2007**

**Swiftsure Int. Yacht Race, Victoria**

**- June 16-July 1, 2007**

**Van Isle 360 Race, Nanaimo**

**- June 30-July 2, 2007**

**BCMS Meet – Nanaimo Area**

**- July 25 & 28, Aug. 1 & 4, 2007**

**Fireworks in English Bay**

**- August 3–5, 2007**

**Cowichan Bay Regatta**

**August 11-12, 2007**

**BCMS Meet - North Georgia Area**

**- Campbell River? Pender Harbour?**

**Comox? Desolation Sound?**

**- Sept 4-6, 2007**

**BCMS Meet – Saturna Island**

**- Sept 14-16, 2007**

**Pender Harbour Jazz Fest.**

*Other matters of interest:*

**Lightwave:**

**Musings of Geoff Fenwick.**

In 1981 the late Dave Dexter had a Sabot mold down at the yard on River Rd. I borrowed this to make a forty lb dinghy. This turned out fine as my youngest daughter Tracy was seven years old and it was easy for her to manage. On our first BCMS Victoria Day Race the club organized a dinghy race for the kids. Well, she won her event and for the next several years she won numerous BCMS dinghy races. Little did I know where this was leading to...

Subsequently, Tracy attended McGill University and she rowed for them and eventually for the Province of Quebec. Today, April 1<sup>st</sup>, she represented Oxford University in the ladies boat race at Henley. Oxford versus Cambridge - and they won! She now has a 'blue' to her credit.

*From the BCMS dinghy races to the world's most prestigious boat races. Who would have imagined it?*

So, at the next event don't forget to have a dinghy race for your kids, you never know where it may lead.....

**Geoff Fenwick ex Amelia**

Survivor Browning!  
Will John and Tami win the "Most Populated Multihull" award again this year at Browning? Come find out!

*Garrett and Carlie's Excellent Adventure!*

(from [www.lightwave99.com](http://www.lightwave99.com))

(Ed. note: *Lightwave* was previously in La Paz. Their plan when they leave Mexico is to head to Hawaii and then return to B.C in July 2008. There is much more info is on their website as above.)

Monday April 23, 2007

"We are now in Guaymas, 190 miles north of La Paz and back on the mainland side. We have spent almost three weeks sailing north up the Sea of Cortez through the islands. It has been spectacular, with many new adventures and many new friends made.

The Sea of Cortez can be best described as sailing inside the Grand Canyon. The beautiful colors of the dramatic volcanic arid rock formations and mountains contrast with the turquoise and azure blue Caribbean-like water. It is a very special place on this planet, and is relatively unspoiled.

The update goes up to April 21 and does not include our crossing of yesterday and last night of the 93 miles east across the northern Sea of Cortez to Guaymas but we did reach here safe and sound. This section of the Sea is much narrower than the 200 mile "southern crossing" where we crossed to the mainland in early January, and back to the Baja in March.

Adios de sus amigos, Garrett and Carlie"

## 2006 BCMS Directors List

**President :** Bob Davis ph: 604-583-9396  
Email: [bob.davis@kwantlen.ca](mailto:bob.davis@kwantlen.ca)

**Past President:** John Harker ph: 604-940-7084  
Email: [mjharker@telus.net](mailto:mjharker@telus.net)

**Vice. Pres.:** Jamie McKerrow ph: 604-596-1721  
Email: [mckerrow@questairinc.com](mailto:mckerrow@questairinc.com)

**Secretary:** Bob Davis ph: 604-583-9396  
Email: [bob.davis@kwantlen.ca](mailto:bob.davis@kwantlen.ca)

**Newsletter:** Richard Britton ph: 604-521-9279  
Email: [editor@bcms.bc.ca](mailto:editor@bcms.bc.ca) or [rbritton@telus.net](mailto:rbritton@telus.net)

**Library:** Stuart Kerr ph: 604-534-7120  
Email: [library@bcms.bc.ca](mailto:library@bcms.bc.ca)

**Publicity:** Alec MacKenzie ph: 604-538-0917  
Email: [alec@arguscontrols.com](mailto:alec@arguscontrols.com)

**Racing/Sailing:** Karl Uthoff ph: 604-323-0122  
Email:

**Member-at-Large:** Bob Harris  
email - [buckman@infinet.net](mailto:buckman@infinet.net)

**Treas.:** Marlene MacKenzie ph: 604-538-0917  
Email: [alec@arguscontrols.com](mailto:alec@arguscontrols.com)  
C.B.C.Y.C. Rep: Glen McDonald 604-940-8621

**Social:** Vacant

**Membership:** Stuart Kerr ph: 604-534-7120  
Email: [membership@bcms.bc.ca](mailto:membership@bcms.bc.ca)

**Website:** Bob Davis ph: 604-583-9396  
Email: [bob.davis@kwantlen.ca](mailto:bob.davis@kwantlen.ca)  
Richard Britton ph: 604-521-9279  
Email: [editor@bcms.bc.ca](mailto:editor@bcms.bc.ca) or [rbritton@telus.net](mailto:rbritton@telus.net)

### Editors request:

If you are not receiving your newsletter in electronic or paper form as requested, please do not just let it pass. Please contact me at my postal address, by phone or by email and let me know. It will probably be just a simple fix.

**But I will not know unless you tell me!**

**My apologies for the erratic frequency of the delivery of the issues. This will improve.**

### BCMS Address:

**Box 101,5010 – 48<sup>th</sup> Ave.  
Delta, B.C. V4K – 3N5**

**Website: [bcms.bc.ca](http://bcms.bc.ca)**

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