



Photo Contest Winner

**Rod Morris**

*I captured this image of Oh! at the Baths in the British Virgin Islands while fellow BCA members — the Andersen family — were enjoying an all too short sample of the cruising lifestyle aboard Oh! We had a fabulous week introducing their children to the idea of their family taking some time off to go cruising. Crystal clear warm tropical waters and incredible settings made the task a delight. I am looking forward to them re-joining again this spring in the Bahamas. Cheer! from Oh!*



# Currents

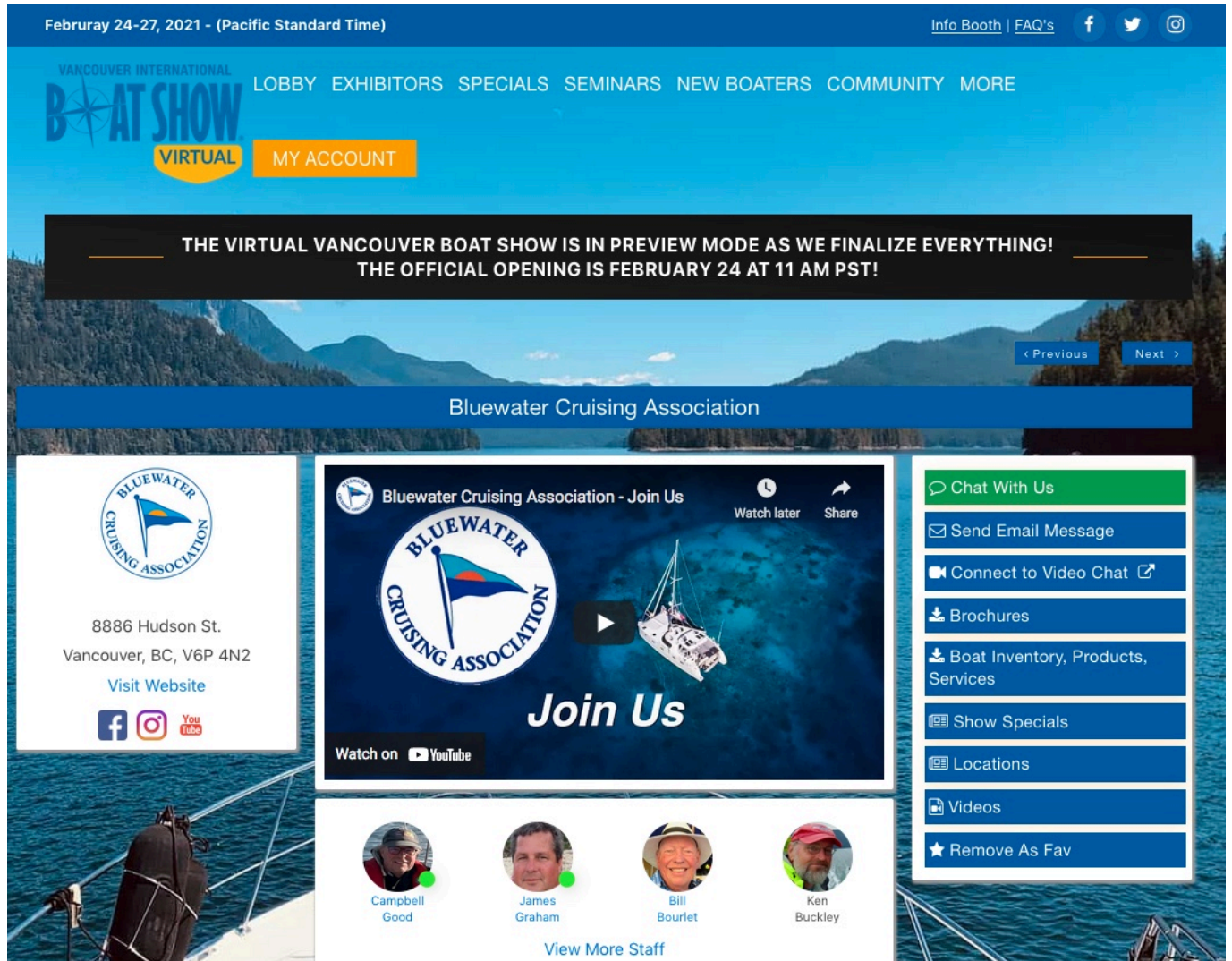
February 2021

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# From The Commodore's Desk

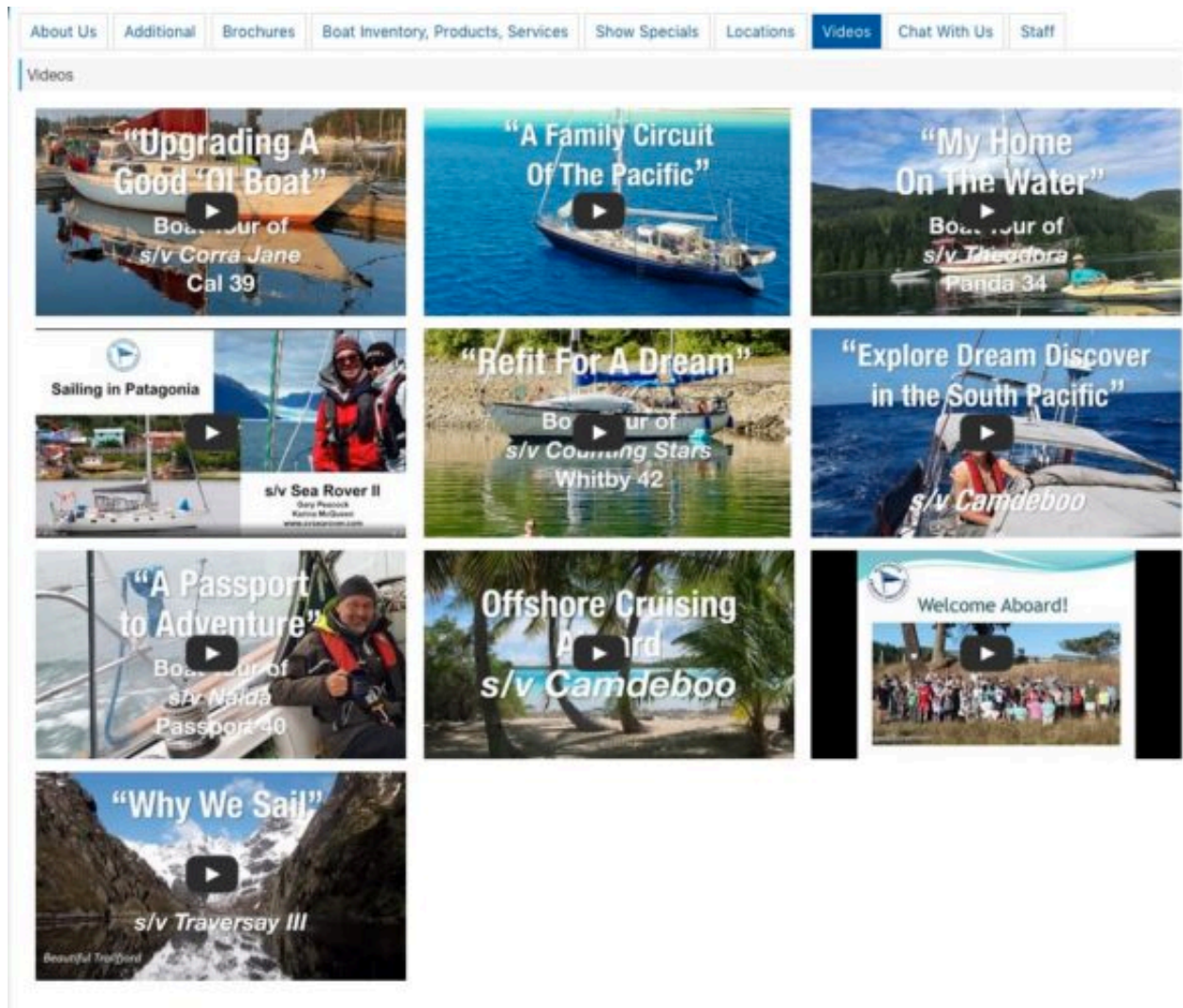
<https://currents.bluewatercruising.org/articles/from-the-commodores-desk/>



What a month February has been!

Bluewater Cruising Association has continued to adapt to meet the challenges that COVID restrictions have thrust upon us. That said, there are very important constants that continue to come to the forefront: those are the drive, talent, and dedication of our members.

The year 2021 has been the first year of the [Virtual Vancouver International Boat Show](#). BCA volunteers quickly jumped onboard, gelled as a team, and met the challenges head-on. Their efforts ensured an extremely successful recruiting campaign for us: a campaign that will continue throughout much of the year. One advantage to using an online platform is that the content can remain. This means that for the next 6 months, you and your friends can continue to visit the website and witness the efforts of your fellow members. I highly encourage you to do so. Share the link! I am certain that all of you will be greatly impressed with the content.



Enjoy

any or all of the videos produced by BCA members for BCA and the boat show.

As if that wasn't enough, the same team of volunteers reviewed an article written by the organisers of the Worldwide Wooden Boat Show and ensured consistency with BCA's message. That's right, BCA made it to the show.

I thank all of you who volunteered for the Virtual Vancouver International Boat Show. You are a shining example of why the Bluewater Cruising Association is the success that it is!

Yours aye,

David Mitchell

## About The Author

**David Mitchell**

**Salt - Island Packet 40**

David is a dreamer who is planning to begin his offshore adventures in 2024. However, he is no stranger

to the sea. His career in the Royal Canadian Navy reaches 34 years complete come 31 March 2021. Upon retirement, David and his partner in life and adventure, Trina Holt, plan on cruising the world. Time will not be rushed for this couple as they, likely, make their way through the many local spots and up to Alaska. Eventually, SALT will carry David and Trina south and onward with the winds.

David's volunteerism within BCA started quite quickly. He had committed himself to the position of Vancouver Island Vice Commodore prior to the end of his first year as a BCA member. After cutting his teeth in the VI Chapter he took on the role of Bluewater Cruising Association's Commodore, where he sits today. David often states, "It is never too early to take on a position within BCA. In fact, it enhances the experience and increases your level of preparedness for offshore sailing."

David and Trina are extremely happy living on SALT, which they purchased in February of 2020.

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## Around the Americas and Antarctica in One Season

<https://currents.bluewatercruising.org/articles/around-the-americas-and-antarctica-in-one-season/>



American sailor Randall Reeves spent five years planning for the first ever, singlehanded circuit of Antarctica and the Americas (think of a figure 8) to be completed in one season. The route would leave North and South America to port and Antarctica to starboard: south from San Francisco to Cape Horn, around the Southern Ocean back to Cape Horn, north to Greenland, west through the Northwest Passage (when the ice started to open up) and back to San Francisco.

After years of looking for a suitable boat Randall got lucky. In 2016 he found Tony Gooch's old boat *Taonui* for sale in Seward, Alaska. He had seen her in 2014 when he crewed on a boat making an east to west transit of the Northwest Passage. To get to know her, he sailed solo 7,000 miles from Seward, down the Alaskan Peninsula to Washington, out to Hawaii and home to San Francisco. Randall renamed the boat *Moli*, the Hawaiian name for the Laysan Albatross. After eight months of intense preparation, maintenance and upgrading of communication systems and much more, Randall left San Francisco in October 2017 heading for Cape Horn.

On December 18, 500nm from Cape Horn he was in 45 knots, gusting 70. A knockdown caused water

ingress into the autopilot electronic control box knocking out the autopilot. The next day a retrieval line jammed in the Monitor windvane and the strain broke a weld on the vane's vertical post. No autopilot. No windvane. Big problemsos.

Randall had to hand steer 500 miles to reach shelter in Chile. Brutally hard work. He reached Ushuaia, Argentina on December 31. His wife, Jo, flew down with a duffel bag full of repair parts and by January 12, 2018 Randall had set off again across the South Atlantic. On February 18, now in the southern Indian Ocean, *Moli* endured a series of knockdowns near the Crozet Islands, the last of which stove in a window in the pilot house flooding most of the electronics. Randall bolted plywood over the window and continued on to Hobart to repair the damage. By now there was no prospect of making up for lost time to get to Greenland by mid-August. So, he sailed back to San Francisco.

As it turned out, 2018 was a heavy ice year in the Canadian Arctic and only two boats made it through. So, pressing on after Hobart would have been fruitless.



Undaunted, and with great tenacity of purpose and support from his wife and friends, Randall readied *Moli* for another attempt at the Figure Eight. At the end of October 2018, after only a three-month turnaround, *Moli* once again headed out under the Golden Gate and turned south. After 237 days and a fast 31,200 miles around the Southern Ocean, and up the Atlantic, *Moli* arrived in Halifax, Nova Scotia to

await the opening of the fabled Northwest Passage.

Randall departed Halifax in the early summer of 2019, crossing the Arctic Circle in Baffin Bay on July 26. He and *Moli* were halted for almost a month in Lancaster Sound due to heavy ice in the Canadian archipelago. Finally, in late August, he was able to punch through the main pack and arrived in Nome, Alaska on September 18, having made the roughly 5,000nm passage in 48 days.

Randall made the remaining 3,000nm across the Gulf of Alaska in short order. On October 19, 2019 and after 306 days at sea and nearly 40,000nm, *Moli* sailed back under the Golden Gate Bridge to complete the [Figure Eight Voyage](#).

In recognition of this truly remarkable achievement for both skipper and boat, Randall was awarded the Ocean Cruising Club's [Barton Cup](#) and the Cruising Club Of America's [Blue Water Medal](#).

And now, thanks to Tony Gooch (also a recipient of both awards in 2003 and a Bluewater Cruising Association honorary membership in 2006), BCA members will have the opportunity to hear Randall's story firsthand on **Wednesday March 10, 2021**.

The presentation will be hosted by [The Thermopylae Club](#) which is pleased to invite all members of BCA and the Royal Victoria Yacht Club to come along on this epic solo voyage. Watch for additional information and registration details in mid-February.

## **About The Author**

### **Coryn and Tony Gooch**

#### **Nordic Saga - Nordic Tug 32**

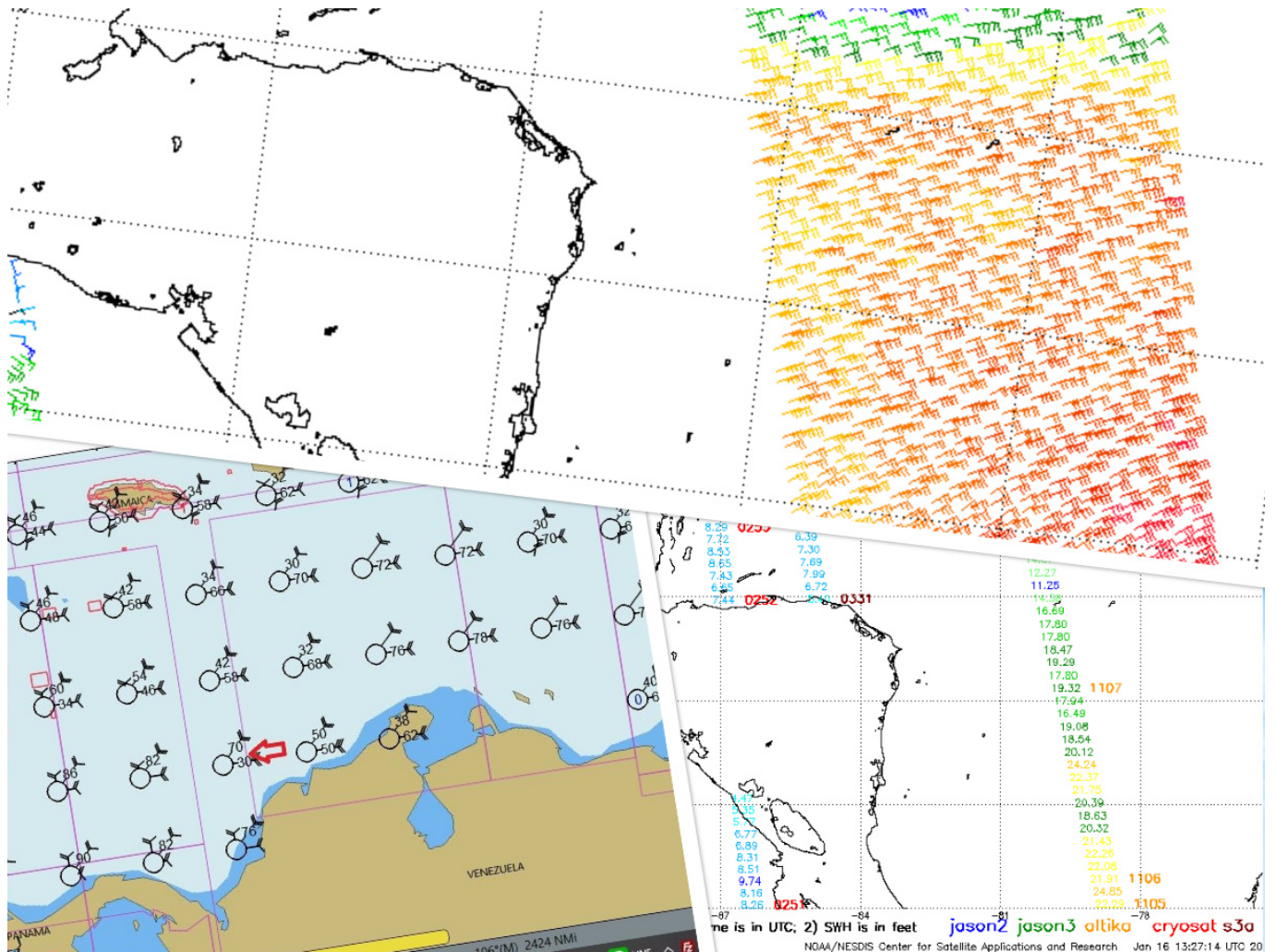
Coryn and Tony started offshore cruising in 1979 in their Dufour 29 Mastral in which they logged 60,000nm from Toronto to Europe, Norway, Helsinki, Caribbean, Tahiti, Aleutians, Chile, Cape Horn, Tahiti, Victoria. In 1996 they bought Taonui a custom built 42 ft. aluminium sloop, purpose built for long distance ocean sailing, particularly in high latitudes. They sailed from Germany to Antarctica, Iceland, around the world via the Falklands, South Georgia, Cape Town, Hobart, England. In 2001 they sailed to Spitsbergen, back to England and over to Boston, then trucked Taonui over to Victoria. In 2002/03 Tony made a solo non-stop circumnavigation from Victoria. In 2003-04 they sailed up to Alaska as far as Nome and back to Victoria where Taonui was trucked over to the east coast. The next seven years were spent in Newfoundland and Labrador, Europe, Bermuda and the Azores. In 2013 Coryn and Tony bought a Nordic Tug 32, perfect for cruising in the beautiful Pacific Northwest.

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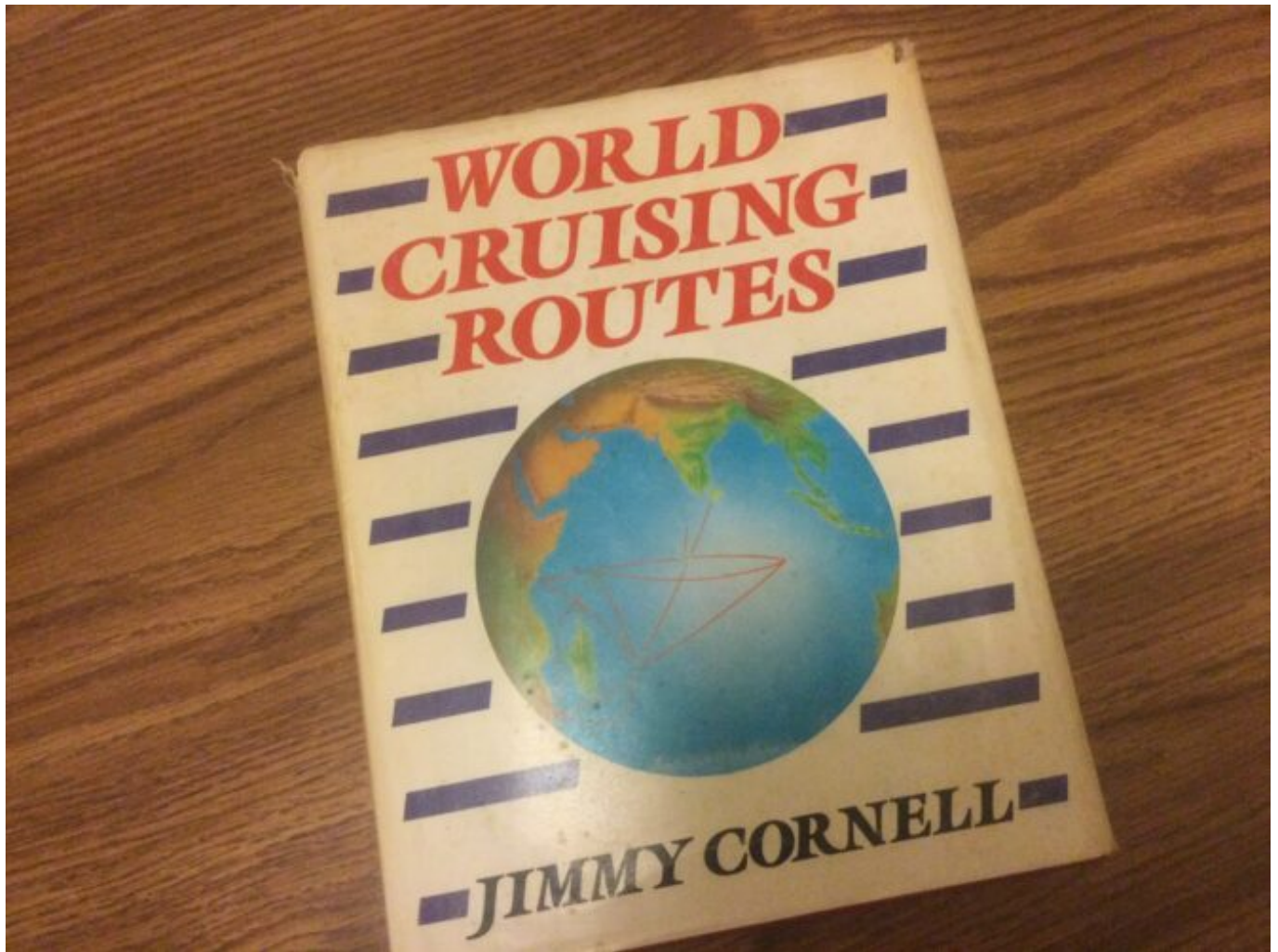
# Getting Ready to GO!

<https://currents.bluewatercruising.org/articles/getting-ready-to-go/>



What do you do to get ready for a season? What resources do you rely on? How can you assess the weather and potential passages months in advance? The following is a list of some of the steps we take and resources we rely on aboard *Avant* to get ready for a major passage that’s a few months down the line, or to get ready for a season of sailing.

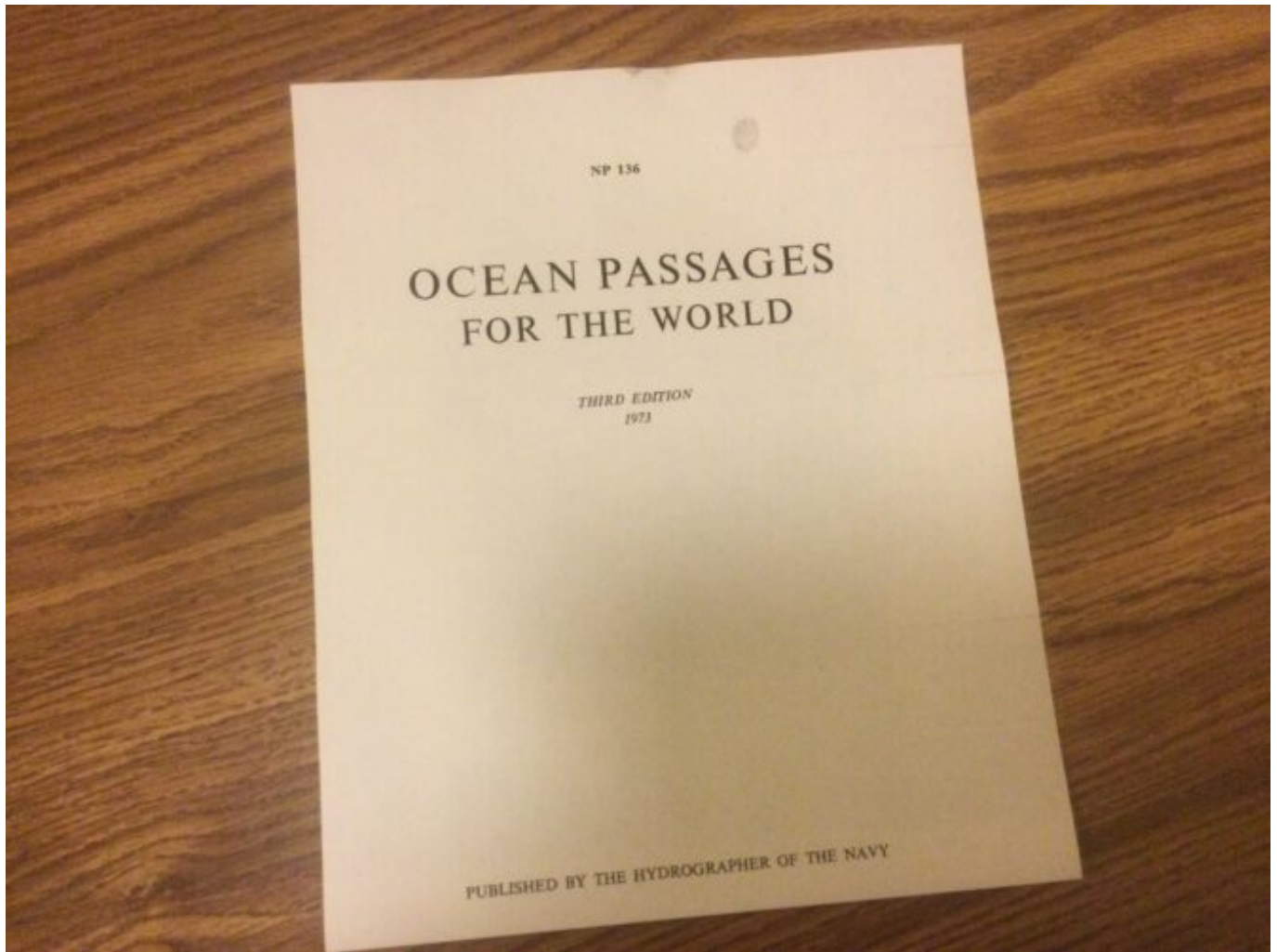
First, we have a look at Jimmy Cornell’s [World Cruising Routes](#), a staple reference guide for cruisers. While a great resource, this book is a, “comprehensive guide to over 1,000 routes covering all the oceans of the world from the tropical South Seas to the high-latitudes of the Arctic and Antarctic” – all in some 600-odd pages. While it provides breadth, it is somewhat lacking in depth. It suffers to some degree from the source of data, which is a mix of pilot charts and books overlaid heavily with the personal experience of many seasoned cruisers. Since some areas are not frequented by cruisers for various reasons, they are often omitted (for example, the 1987 edition omitted Colombia, since it was so dangerous it seemed no one cruised there). Also, since Cornell’s other endeavours (such as founding the Atlantic Rally for Cruisers [ARC]) have been long distance and circumnavigation focused, it often misses out on more coastal routes. Nonetheless, it is always our first stop for a broad overview.



Cornell does focus on the passage part of the planning and has virtually no information on local conditions to expect when you have arrived.

Regarding our plan to leave Panama, Cornell says, “Eastbound Passages from Panama can be extremely difficult at all times of the year, because of the prevailing direction of the winds and current” and that “better and more comfortable passages have been made in late spring or early summer”. Good to know.

Before Cornell wrote his guides, sailors relied on [\*Ocean Passages for the World\*](#), publication NP136 from the British Admiralty. I think the 3rd edition of 1973 was the last to feature separate routing advice for sailing ships and power vessels (newer editions omit advice for sailing ships). It builds on the 1895, 1923 and 1960 editions and is the last Admiralty guide written for professional world sailors (the iron men in wooden ships). PDF versions can be found online and make interesting and instructive reading. While the sailing directions are directed for full rigged tall ships, they suit modern sailors because, although we may be able to sail upwind, none of us much like it. While I enjoy referring to it, I should note that its precision and brevity make Cornell look positively loquacious.



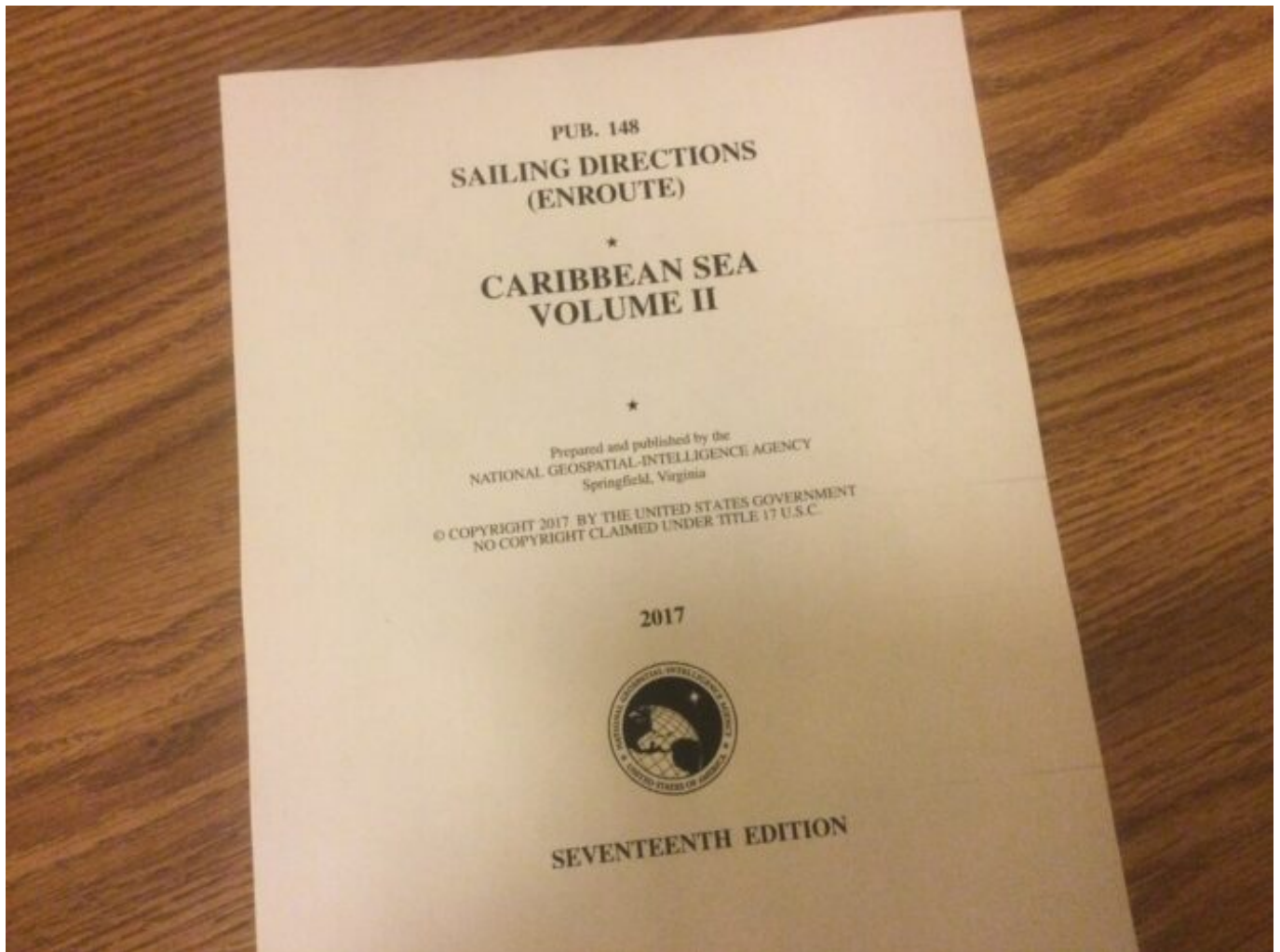
Next, we go shopping at the NGA store ([National Geospatial-Intelligence Agency](#)) is a support agency of the United States Department of Defense with the primary mission of collecting, analyzing, and distributing geospatial intelligence (GEOINT)). If the US Navy gave you command of a destroyer and said ‘go there’, the NGA would provide the travel guidebooks. The NGA annual budget is classified, but was estimated to be at least \$4.9 billion in 2013. It is nice to be able to add that kind of horsepower to your cruising budget.

We get the *Sailing Directions (Enroute)* for our area (these include:

*“detailed coastal and port approach information, supplementing the largest scale chart of the area). Each publication is subdivided into geographic regions, called sectors, which contain information about the coastal weather, currents, ice, dangers, features and ports, as well as graphic keys to standard [MIMA/DMA] nautical charts available for the area.”*

They have some photos, and some sketch charts. While mainly designed for much larger vessels, they are very handy. After the introductory chapter, the detailed description of the region begins. A map/chart

precedes each chapter and outlines the nautical charts used in the area to be discussed. In these chapters, as much as possible, the coastal description is in geographic sequence and gazettes the coastline, ports, anchorages, navigation aids and hazards. These are fairly current: it is unusual to find one that hasn't been updated in the last six months or so. For example, the [2017 Publication 148](#) was corrected (updated) through 26 September 2020 when I downloaded it in December 2020. Similar *ADMIRALTY Sailing Directions* are available from the UK Hydrographic Office, but they are priced at Hardback Paper Publication: £63.50, Electronic version (AENP): £38.70 per volume, so we don't use those.



Both publications have some information on local conditions along the coast and note currents and weather systems with much more detail than other readily available sources.

For the western Caribbean, where *Avant* is now, the *Sailing Directions (Enroute)* tell us:

*“The prevailing winds are the NE trades, which frequently assume a N or E direction, also a gusty character close inshore. These winds flow strongly from December to March”*

and

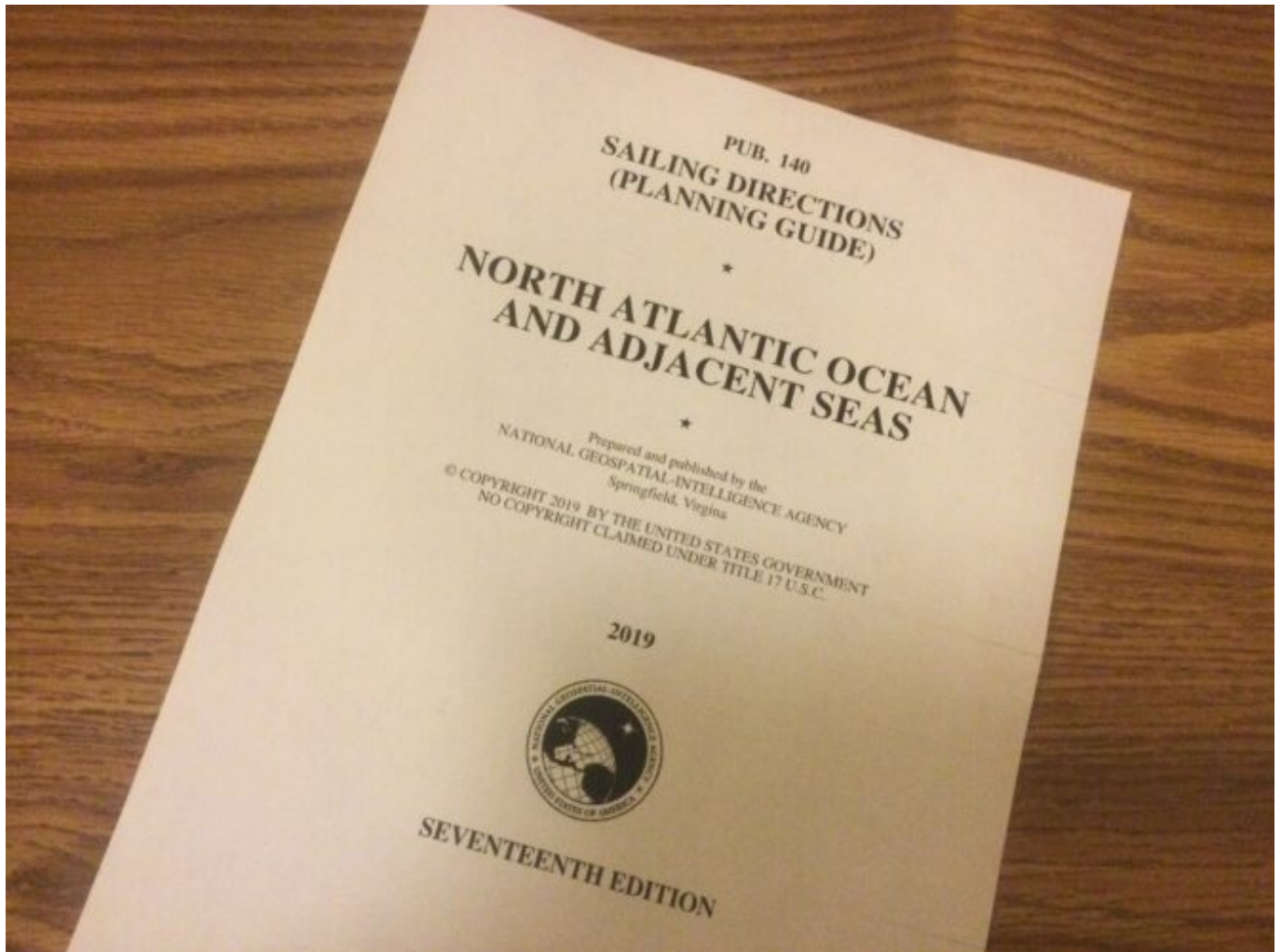
*“During the dry season [December to March], the winds are stronger”*

and

*“During the dry season, the wind may freshen to a velocity of 15 knots in the vicinity of the Panama Canal, but frequently exceeds 20 knots for a period of 24 hours or more. During the wet season in the same locality, the average wind velocity is about 8 knots, but greater velocities are experienced during passing local rain squalls.”*

Hmmm. We are not fans of sailing to weather in strong or gusty winds; spring sounds much better.

We also get the [\*Sailing Directions \(Planning Guides\)\*](#) (these include, “relevant physical, political, industrial, navigational and regulatory information about the countries adjacent to a particular ocean basin in a single volume”). The information on each country is contained in a page or two. These are not hugely useful, but they do list national holidays and Search and Rescue (SAR) contact information for each country. You generally do not want to arrive on a holiday with the attendant overtime port fees, and while you don’t want to have to call SAR, if you do need to, it’s nice to have the number.



While you are in the NGA shop, you may as well get some other e-books that may be handy – the latest *American Practical Navigator (Bowditch)*, the latest *International Code of Signals* (revised 2020 – you do have the new edition aboard, don’t you?), etc.

We want to review the *Pilot Charts* which:

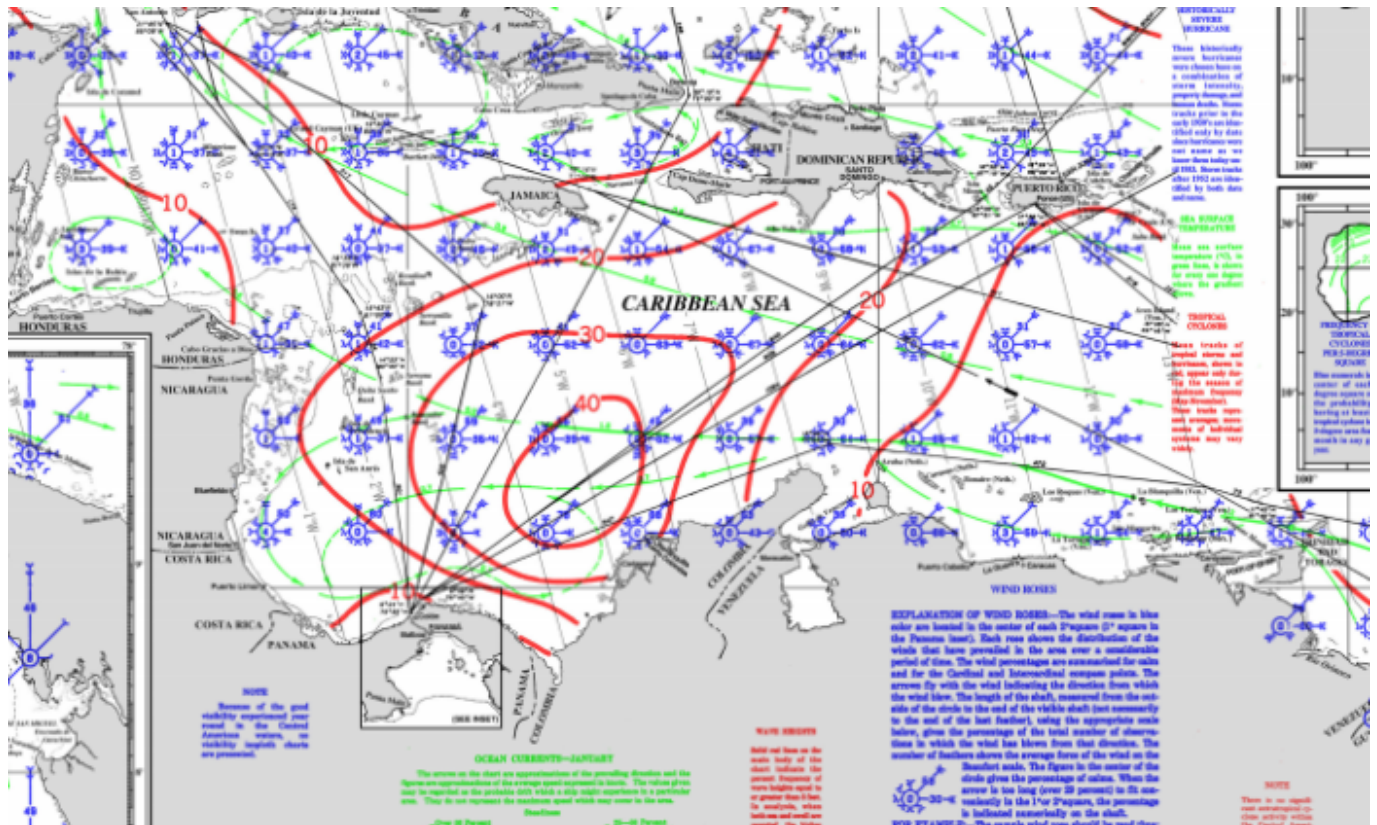
*“depict averages in prevailing winds and currents, air and sea temperatures, wave heights, ice limits, visibility, barometric pressure, and weather conditions at different times of the year. The information used to compile these averages was obtained from oceanographic and meteorologic observations over many decades during the late 18th and 19th centuries. The Atlas of Pilot Charts set is comprised of five volumes, each covering a specific geographic region. Each volume is an atlas of twelve pilot charts, each depicting the observed conditions for a particular month of any given year. The charts are intended to aid the navigator in selecting the fastest and safest routes with regards to the expected weather and ocean conditions.”*

There are three main ways to get these, by:

1. Buying paper copies at a chart dealer or online. (This is expensive and inconvenient, and a set is heavy to carry around for the use they get. They are rarely updated, however, so they will be current for many years). They are about \$45.00 US per volume, plus shipping.
2. [Downloading the free PDF versions at the NGA](#). These are big PDF files, and some computers have difficulty managing them well. They are faithful copies of the paper charts and contain all the data.
3. [Downloading the free versions converted to \\*.BSB files for use within OpenCPN](#). The Chart Groups feature in OpenCPN is ideally suited for viewing and organizing Pilot Charts, but its often difficult to see the chart and the explanatory text or notes at the same time.

The downside of pilot charts is that they have been developed over many years and use data reaching back at least 100 years. Since a lot of the data is from pre-satellite times, they are primarily based on data derived from shipboard observations: since ships try to avoid areas of inclement weather, the observations tend to under-report gales and high waves, and the data quality for rarely travelled routes is poorer. The upside is that they combine a huge amount of data (tens of thousands of data points, if not millions combined in a very comprehensible format: wind, waves, currents, storm tracks, and more on a single page).

Here's a view of the Pilot Chart for the western Caribbean in January:



It shows there is almost no chance of calms, winds are typically Beaufort Force 5 (17-21 knots) from the east or northeast for the month, and that the area has a 10-40% chance of developing waves greater than eight feet. Not a great long range forecast.

Other, more ‘modern’ sources of climate data include:

- Jimmy and Ivan Cornell’s *Cornell’s Ocean Atlas*, which is like a pilot chart, but rather than being based on 100s of years of observations, is based on satellite derived data sources. The first edition, published in 2012, was based on satellite observations undertaken in the previous 20 years (1991-2011). The second edition is fully revised and updated by incorporating data gathered during an additional five years (2011-2016), so make sure you get the latest edition. This volume dovetails well into Cornell’s other works and is a reasonably cost effective way to get the data in hard copy. The current edition goes for about \$80.00 USD
- The [Climatology “plug-in”](#) for OpenCPN and the [OpenCPN manual](#). This provides monthly data for wind, currents, sea level pressure, sea temperature, air temperature, cloud cover, precipitation, relative humidity, lightning (good source for this data, but not too granular), sea depth (not too useful), and cyclone tracks, all derived from the last ~30 years of satellite data. The climatology module is pretty cool because it allows the selection of a date (all other sources above are divided by month). In effect, if you look at a traditional pilot chart you are only looking at the average data for the month, but with the climatology module if you select the 30th or the 1st of the month it will weight the data for the month ahead or behind with the current month to approximate what the conditions might be like, making it more ‘granular’ than the pilot charts. Because the data is digital, it can be used with the passage planning capabilities of OpenCPN, either for sketching out a potential voyage months in advance, or for extending a passage plan past the available weather

forecasts. This also means that you can see what the precise data is: there is a difference between 17 and 21 knots the pilot charts showed above, and if the windspeed is in the higher or lower end of the range it's nice to know.

This image from the Climatology screen in OpenCPN shows approximately the same area as the Pilot Chart and shows roughly the same data:

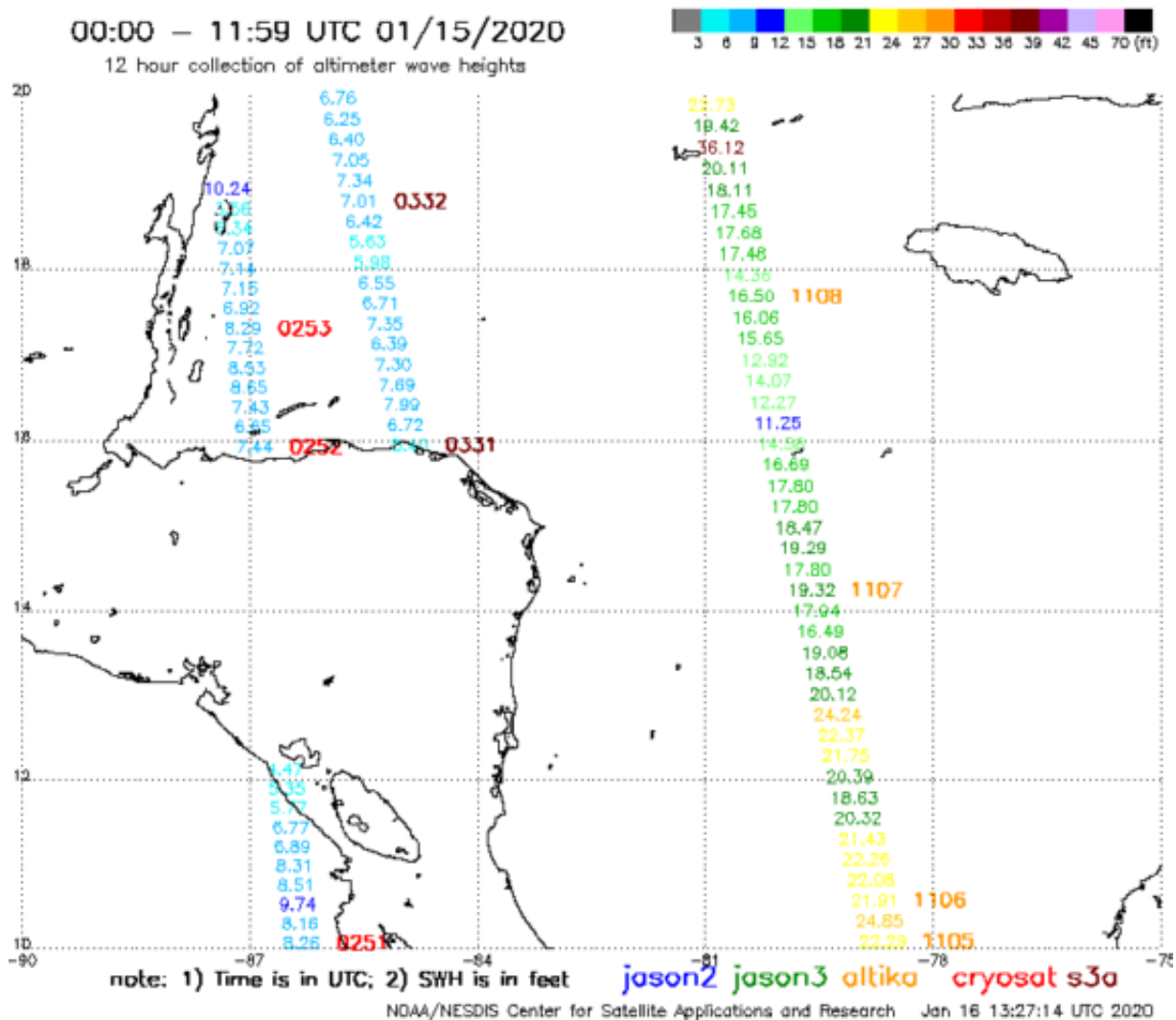


Where the red arrow is (just North of Santa Marta Colombia) is the region with the strongest average winds, about 23 knots. Because the data is digital, we can move our cursor around to see the average winds are almost exactly 20 knots throughout the region, which makes a bit of a difference from the 17-21 in the pilot charts. Remember, if the average wind is 20 knots, about ½ the time it is stronger than that and about ½ the time it is less.

We also like to root around a bit in satellite data sets. You can review years of data for many satellites with disparate data sets at the [NOAA portal](#). I don't know what the combined budget is for this satellite array, but it's a nice data set to have access to for free.

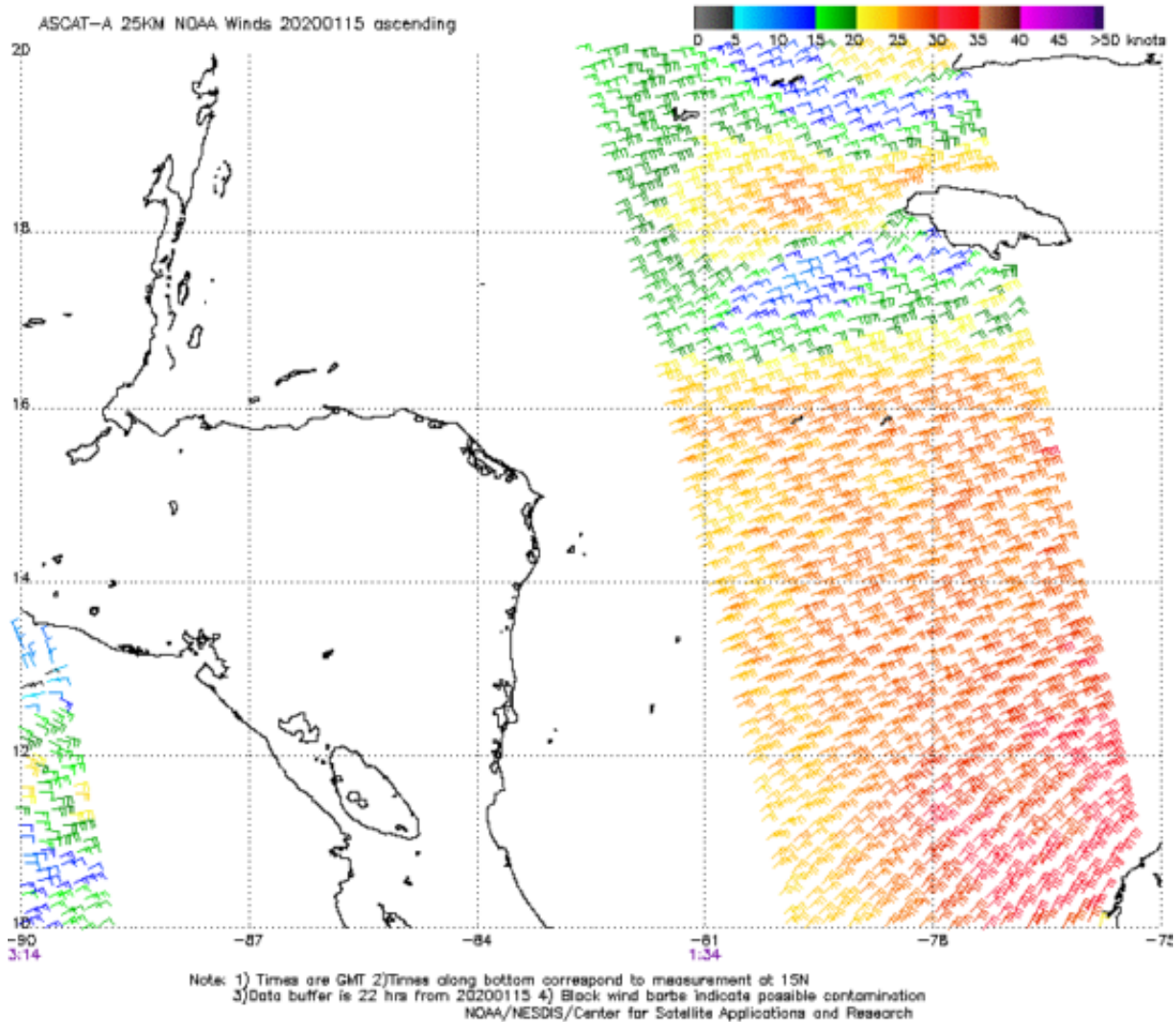
For example, if we want to know what the waves were like in the western Caribbean, January 2020 mid-month [we go to this data set](#) and can extract wave height data:





Hmmm . . . up to about 20-22'. That puts the fun meter pretty deep in the red, we should probably look at another month for that passage.

We can also go to [this data set](#) and extract the satellite wind data for the same date:



Positively sporty, that is. I'm not liking January for voyaging in the Western Caribbean.

We also try to find cruising guides. Cruising guides for different areas in the world vary tremendously in quality, and many are out of date. For some areas, they're just not available. We have also found errors in waypoints and just plain bad advice in some, so do check the data and be careful. As Ronald Reagan said, "trust, but verify". Sometimes you can find cruisers going 'the other way' that you can trade guidebooks and check guidebook reviews with.

I spend the time to find or make satellite charts for the cruising area to use in conjunction with OpenCPN, and download satellite views to the OvitalMap application on our tablets and in SASPlanet on our PC for reference. We get at least large-scale paper charts to carry aboard (which we have never used but carry 'just in case'). Last time I checked, the best deal was at [Frugal Navigator](#), at about \$16.00 per chart for DMA charts. For some more travelled areas, chart books are available and make a cost-effective alternative.

We also look for rallies and races in our area of interest as their websites often have good local intel (fleet briefing documents, weather synopses, lists of marine facilities, etc.). We join rallies if their interests coincide with ours, but generally avoid those that have a 'fleet' approach with all vessels sailing in

'convoy' with set departure dates, since we like to pick our own weather windows. So, sailing down the coast we looked at the website for the [Baja Haha](#) and didn't join up, but we did join the [Panama Posse](#) since it seemed useful. In the Pacific, the Single Handed Transpac, the Pac Cup, and the Vic-Maui are good sources; in the Atlantic, the ARC (westbound) and ARC Europe (eastbound) have some useful bits. These rallies and races give you a means to meet cruisers in the area and get up-to-the-minute local knowledge from people in the area, and often offer discounts at marinas and similar places of interest.

We round out our research by looking for cruising blogs on the internet, seeking out Facebook groups for specific cruising areas, and looking at the [Center for Disease Control website](#) for health information, and [UK](#) and [USA](#) consular sites for information on safety. While some of the safety advice seems histrionic, it can be useful to have a relative gauge of what to expect in each area. The Canadian consular sites are usually not as good or up to date simply because we have fewer diplomats abroad.

To prepare for time ashore we may look at general travel guides such as the *Barefoot* guides or the *Lonely Planet* guides (printed or online), trip advisor, reviews in google maps, etc. We also download offline accessible street maps to our phones and tablets in Google Maps or another app (like Maps.me) for navigation in our land-based adventures.

Generally, gathering all this research takes an afternoon or perhaps a day (except for making the satellite charts, which can take a lot longer), then reviewing and sorting our ideas on when and where we want to move can be done at our leisure.

## About The Author

### Rob Murray

Avant - Beneteau First 435 Sloop

Rob Murray and Debra Zhou are doers currently in El Salvador, Central America.

## Humanitarian Crisis?

<https://currents.bluewatercruising.org/articles/humanitarian-crisis/>



When the COVID-19 Pandemic struck, the impacts on people around the globe were immediate and significant. Economies were shuttered, people died by the hundreds, global travel stopped overnight with borders closing, and countries imposed restrictions on internal movement. Cruising sailors were not immune to the impacts. To this day, borders throughout the Pacific Islands remain closed to travel, a situation that has led to some in the sailing community crying wolf about a looming “humanitarian disaster”.

The so-called crisis that has been identified is the inability of yachts in French Polynesia to flee the cyclone zone and find weather refuge in New Zealand or Australia. Now, I know that the very idea that the plight of world sailors may reach the level of humanitarian crisis is concerning. However, a closer look shows there are many things wrong with this argument.



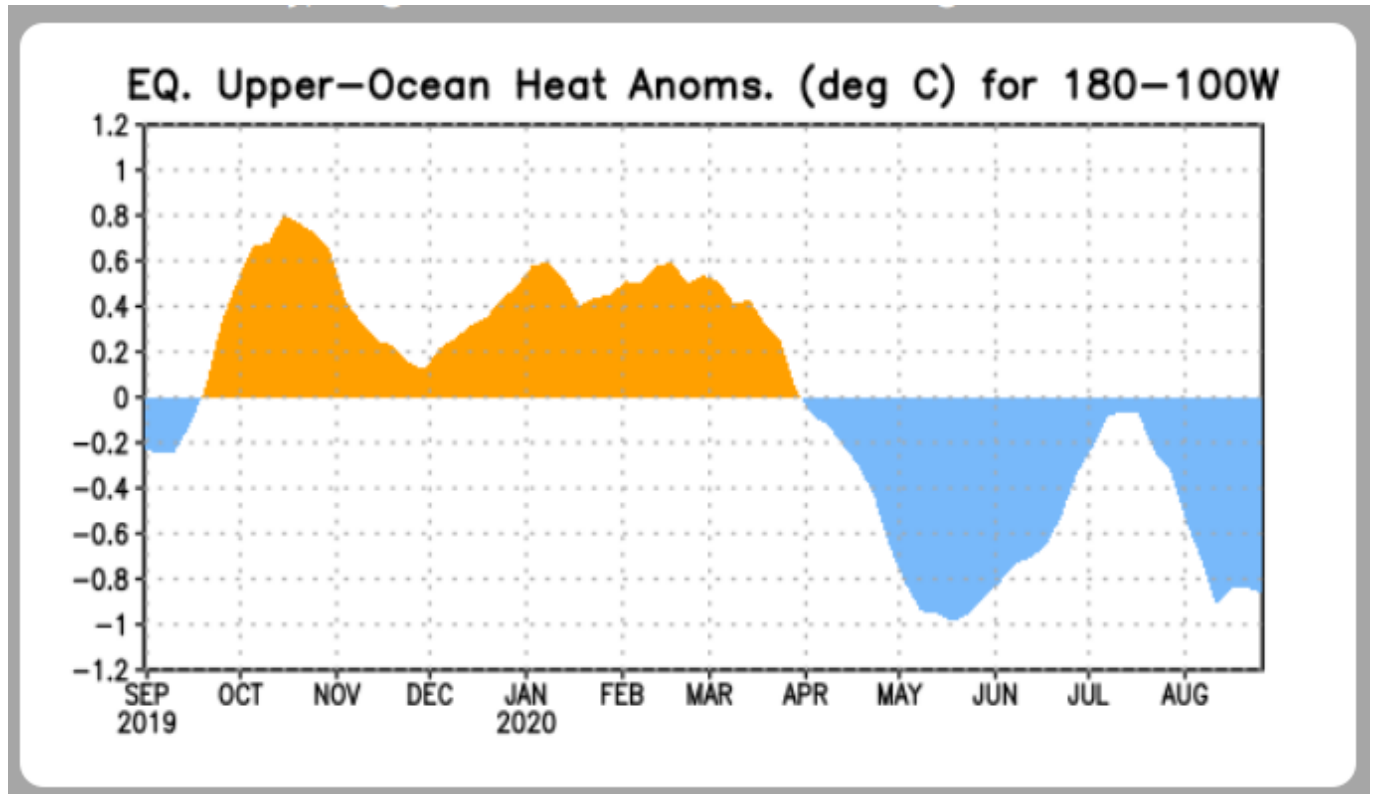
Sunken refugee boats in the Mediterranean: a real humanitarian crisis.

The risk of being hit by a significant storm in French Polynesia is, in reality, low. The islands are known by cruisers to have a much lower risk of cyclone activity than other parts of the South Pacific, so much so that each year, increasing numbers of cruisers apply for long stay visas to allow them to remain beyond the typical three months, and hundreds of vessels spend each cyclone season in the Marquesas, Tuamotus and Society Islands. Although remaining in the Tuamotus and Societies carries a somewhat greater risk, the Marquesan Islands are generally accepted to be free of risk from cyclones in all but the strongest El Niño years. See Livia Gilstrap's excellent article on the [risks of cyclones in \*Ocean Navigator\*](#).



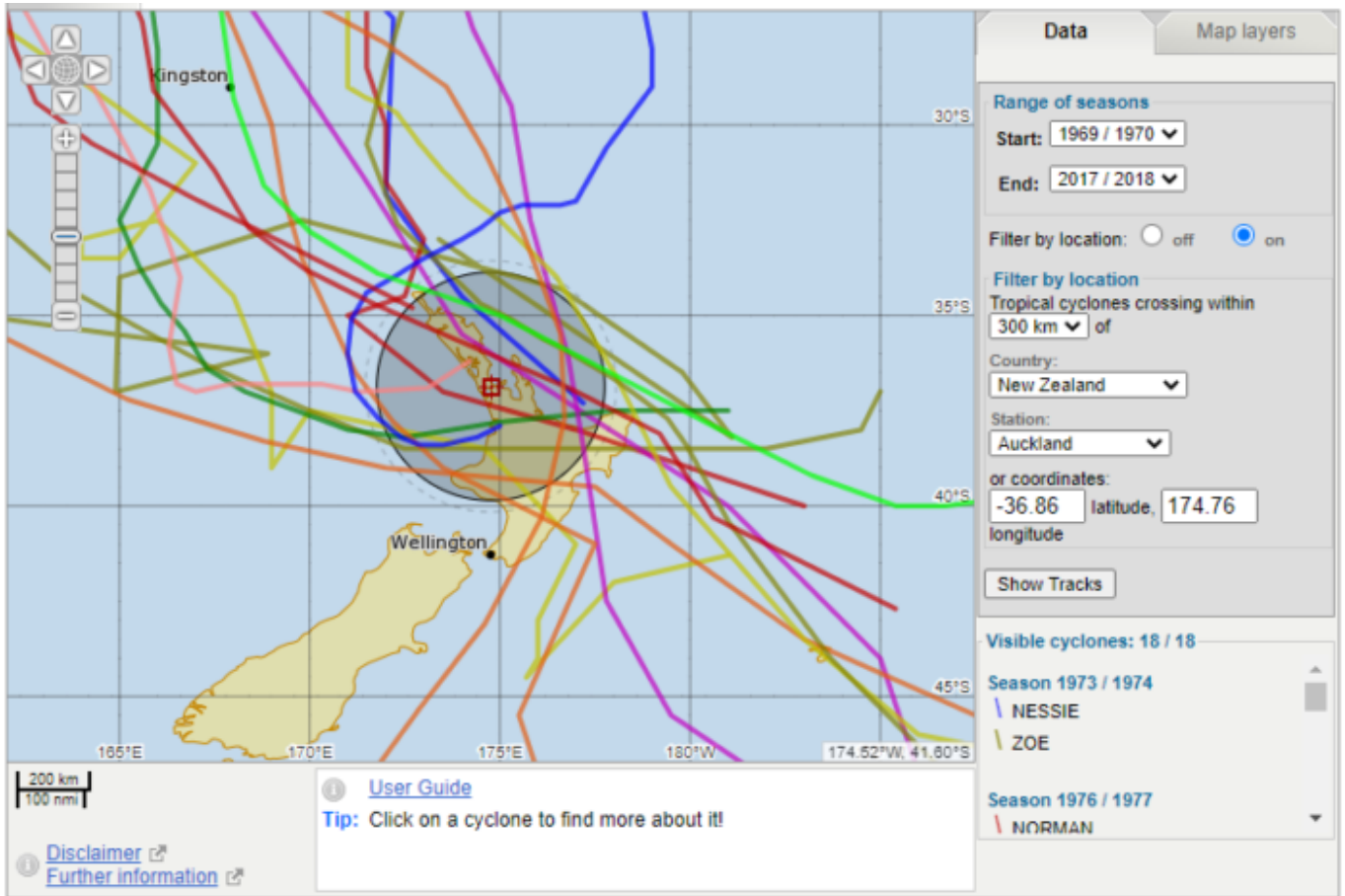
French Polynesian anchorage – February 2020.

In addition to the normally low risk of cyclones, NOAA's Climate Prediction Centre has said that the 2020/21 cyclone season has a [60% chance of being a La Niña year](#), due to ocean temperatures that are cooler than normal. This suggests that storms will be less frequent and less severe. In an article for the Bluewater Cruising Association, [Panache and the South Pacific Cyclone Season](#), Price Powell crunched the numbers and, of the 20 cyclones that even came close to French Polynesia in the last 50 years, only 2 occurred in La Niña years.



NOAA Climate Prediction Center.

While much is said of the risk of cyclones in French Polynesia, New Zealand is not necessarily the safe haven one might assume. Yes, it is technically not a tropical location so not subject to tropical storms like cyclones, but strangely enough, cyclones don't know where the borders to their zones are and sometimes extend themselves to become post-tropical storms. In fact, using the same [data from the Australian Bureau of Meteorology](#) as Price accessed, we can see that a total of 18 storms tracked within 300km of Auckland, just two fewer than approached Tahiti.



Australian Bureau of Meteorology.

The plight of sailors on their boats in the South Pacific does not approach the level of humanitarian crisis, and any increased risk from remaining in French Polynesia is not significant enough to claim that life or limb is at risk.

## About The Author

### Janet & Darryl Lapaire

#### SV Maple - Leopard 384 Catamaran

Janet is a rookie sailor. After taking some CYA lessons and countless BCA workshops, Janet, her husband, Darryl and their two daughters, Ella (then 8) and Iris (then 5), sold their house and nearly all their possessions, purchased a Leopard 384 Catamaran in Greece and set sail in July 2015. Cruising full-time on s/v Maple, they are currently in French Polynesia (2020).



## A 2020 Pandemic Voyage

<https://currents.bluewatercruising.org/articles/a-2020-pandemic-voyage/>

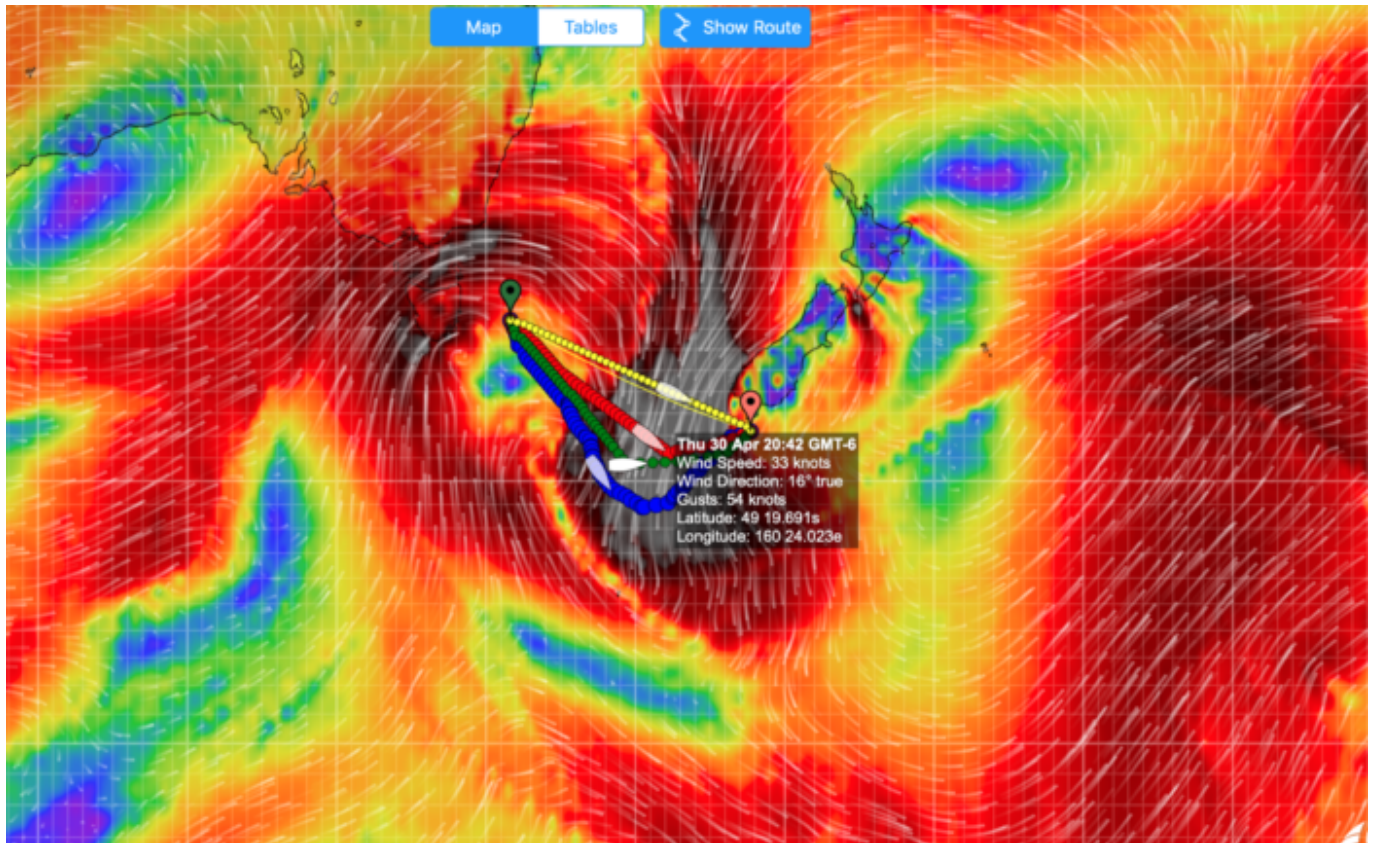


Well, 2020 was a huge year for us. As some BCA members know, Bill was able to escape COVID by starting a solo circumnavigation before the pandemic started. He sailed away from Canada on September 2, 2019, heading for Cape Horn. Much to his and everyone else's amazement, they made such good time that it ended up being way too early to round 'the Horn'. That's when we decided that it would make sense for me, Cathy, to fly down and spend a few weeks with him in the tropical paradise of Mangareva, in the Gambiers Archipelago.



On the dock and in Mangareva.

Bill then headed for Cape Horn, which he rounded close to Christmas. He anchored at a small island near the Horn, then sailed to the Falklands. A storm hit him after leaving the Falklands and his next destination was Capetown for repairs and rest.



*Pixie* heading for New Zealand across the Tasman Sea.

COVID had still not hit when Bill left Capetown, South Africa; after 3 months of sailing he and *Pixie* finally arrived in Christchurch, New Zealand.



Drying out in Christchurch.

He made a huge media splash when he landed in New Zealand and was coined as “Safest Man in the World”. With special compensation, he was allowed to land and have repairs, provisioning and refueling completed before he sailed for home.

Hope you enjoy these few photos from this 2020 Pandemic Voyage.

## **About The Author**

### **Cathy Norrie**

**Terrwyn - Pacific Seacraft Crealock 37**

Cathy Norrie and her co-skipper and husband, Bill Norrie completed their circumnavigation in their Pacific Seacraft Crealock 37 sailboat Terrwyn in June 2016. Since then she has become the Vice Commodore of the BCA Calgary Chapter and both she and Bill have been sailing their new (to them) boat Pixie, a 28 ft. BCC, in the Salish Sea.



## Vancouver to San Francisco: Two Journeys

<https://currents.bluewatercruising.org/articles/vancouver-to-san-francisco-two-journeys/>



It was Day 4 of our second trip from Vancouver to San Francisco, 150 miles offshore, somewhere NW of Cape Mendocino California. The GRIB file Jacquie had downloaded through the SSB showed a gale to the SE at the Cape. It looked to be intensifying from a fresh 25kt to a more ominous 35-40kt, with seas in the 4-5 meter and 10-15kt second range. With nowhere to go – can't run for shore this far off – we agreed to steer a little to the SW and avoid the worst of the gale closer to shore. Eventually we would need to turn east for San Francisco, but that was a discussion for 2 days from now.

It was during my watch, midnight to 0300h, that I remembered our first trip around Cape Mendocino. It was nine years previously, September 2008, and we were running within 5 miles of the Coast. It was our first cruise to San Francisco and we were coast hopping. Some may claim this is the easier route. Looking at an approaching gale, I tended to agree.

Now that we have done the trip both ways, coastal and off-shore, I am not able to clearly state that one route is better than the other. Both have pluses and minuses with the pluses far outweighing the minuses.

## **Coastal Route, September/October 2008**

Our first trip south started in late August 2008. We had sold everything off, Jacquie had retired, and I took a leave from work. The boat, and our home for 14 years, was a 34' Coast named *Angelique of Vancouver*. We had done all the things to get ready for an off-shore cruise: boat upgrades, navigational courses, and I had even crewed on a race from Victoria to Maui. We were ready, or so we thought.

The original plan was to sail 100 miles SW out of Juan De Fuca Strait, turn left, and head south till the butter melted. All seemed fine as we sailed past Cape Flattery and started heading offshore. We had checked the weather, which claimed a NW wind around 15kt. As night fell, what we got was SE at 20kt. In hindsight, the weather we saw was a low, close in to shore and if we had continued farther offshore we would have picked up the forecast NW winds.

This was Jacquie's first offshore passage, as well as her first night at sea. She was not having fun and, since she was the admiral (and me the only crew), we changed our plan and headed back inshore for Grays Harbor, Washington. Our coastal cruise to San Francisco had begun.

For a first cruise, in your own boat, shorthanded, a coastal route is a good plan. You see a lot of the coast, have time to explore the beautiful towns, and easily make it to San Francisco with no damage to the boat. You will also meet a lot of like-minded cruisers heading south. For us it was great cruising down the Coast in our make-shift community of these folks, sharing the highs and lows and boosting each other's confidence.

### **Bars**

If you decide on the coastal route you will need to get comfortable with crossing bars. A lot of them. They can all be a little hairy but the NOAA weather report, as well as the US Coast Guard, are great for providing current bar information.

Some of our crossings were calm, like Grays Harbor. We timed the tides just right – high water slack. Our only challenge was the thick fog. Radar for a coastal cruise of the Pacific Northwest is a must.



Newport

**Harbour**

Some bar crossings can be stressful. For example, Newport, Oregon. We left Grays Harbor and had an interesting night passage, planning to stop in Newport the next day. The night was OK, but there was no moon and it was overcast, so we turned on the radar to chase the boogiemans away. Our course was within 20 miles of the Coast, just along the Continental Shelf. This is where the crab fishermen like to string their pots. We did our best to avoid the floats, but I missed one just as it went under the bow. We are motor sailing and I quickly switched into Neutral. Bump, bump, bump and the floats popped up in our stern light, fading into the black. I waited for the trap line to go taut, tying us to the bottom. One minute, two minutes, we are free. Sometimes it's better to be lucky than good. At dawn, five miles off the Newport sea buoy in thick fog, the engine quit. Now what? Jacquie called the Coast Guard to get an updated bar report and assistance entering the bar; I dash below to fix the engine.

“Mike, the Coasties say the bar is closing to vessels less than 32’.” OK, it is getting rough, around 3 meters at 9 seconds. And there is no wind, just fog so thick Jacquie can't see the end of the boat. I need to get this engine running fast!

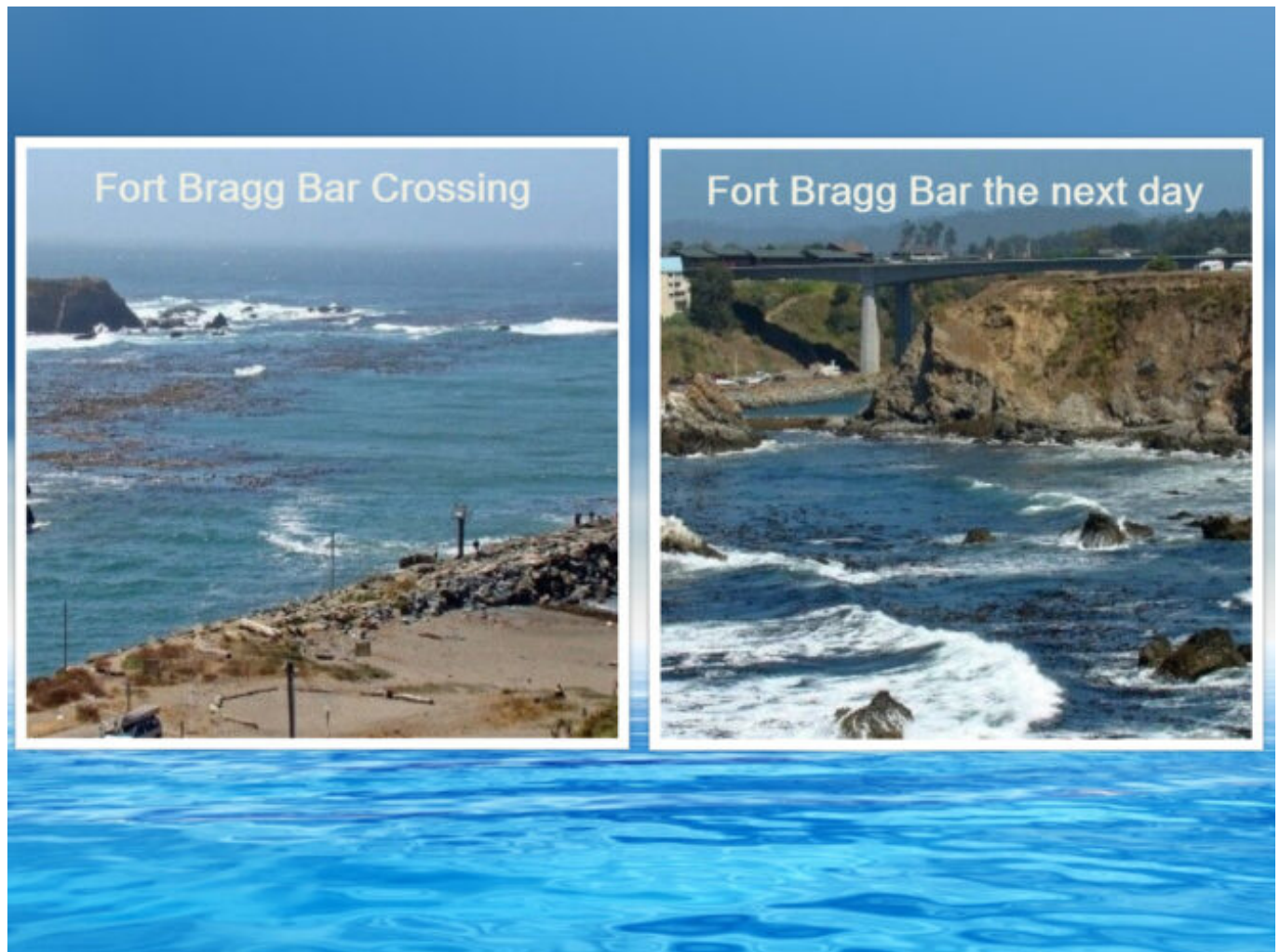
“Hey Mike, I can hear a bell. I think we are close to the sea buoy. If you can get the engine started, we should run for Newport. It's only 5 miles away. Are you OK?”

“I'm FINE sweetie,” I reply. Truth is, I was “Frustrated Insecure Neurotic and Exhausted. FINE”. I'm guessing that the rough seas have stirred up sediments and fouled the fuel filter. I somehow manage to move all of the fuel valves in the right way (have to remember to label these things) so the fuel feed is changed to the secondary filter and the engine started.

Just in time too, as the Coasties are close. We can hear their engine in the fog. Radar shows them to be really close. Looking aft I can see the bow of a US Coast Guard Cutter coming out of the fog about 5 meters back. Yikes! They will lead us in. The bar proves to be straight forward, with a 3 meter breaking



surf running. “We can do this,” I tell Jacquie. She smiles and off we go.



Occasionally, bar crossings can be scary. For example, at Fort Bragg a week later, we misjudged the tide and came in at a low ebb in thick fog. We could see nothing but could hear the breaking waves on either side of the boat. We bumped the bar a few times in a breaking swell. Lucky for us it was sand where we crossed. Once we got in, the Coast Guard informed us that the bar was closed to vessels under 50'. Oops! The next day when the fog cleared we walked out to look at the bar. Very narrow. Without radar and lots of luck, the outcome could have been very different.

## **Fuel and Traffic**

Plan on more motor sailing if you take the coastal route. Winds are more affected by the shore structures and the land temperature gradients. These can cause some unpredicted weather, with winds contrary or non-existent. We made a lot of PAS (power-assisted sailing) passages to ensure the day trips did not extend into multiple days. While all of the harbors will have fuel, not all of them have it on a floating dock. Sometimes you may need to tie alongside large pile docks. Be patient and use lots of fenders.

Commercial fishing will be all around you on the coastal route. This includes crabbers, seiners, trawlers, and nets. Fortunately, the gear in US waters will normally be marked with flags, buoys, and lights.

Normally. Have a plan to deal with nets, pots and other fishing gear that may become entangled on your boat.



Traffic at sea.

While AIS has made it easier to track commercial fishermen as well as freighters, not all vessels will have a working unit. A keen lookout is still required.

## **Timing**

Don't be in a hurry. We were stuck in Fort Bragg for 10 days as the bar was closed due to a gale. The commercial tuna fleet was losing a fortune, and their minds, waiting for the bar to open. A 36' sailing vessel was in a hurry to get to L.A. and left before the bar opened. We heard later that the boat was lost.

Enjoy your port stays. All of them will have a distinct feel and the people are generally very friendly. Newport has the coolest brewery right on the water. While in Fort Bragg, we would watch the turtle races. One of our neighbors had 2 turtles, which would race up and down the dock every day. Jacquie and I started making bets.



Racing turtle.

Finally, enjoy the marine life. There will be whales, sun fish, sharks, dolphins, sea otters, and tons of birds. There is also a ton of sea lions. In Monterey, they formed a raft of over 100 at night, barking all night long and trying to dislodge their mates from the docks, buoys and rocks.

## Equipment

Along with the usual equipment, some things to have for a coastal passage are:

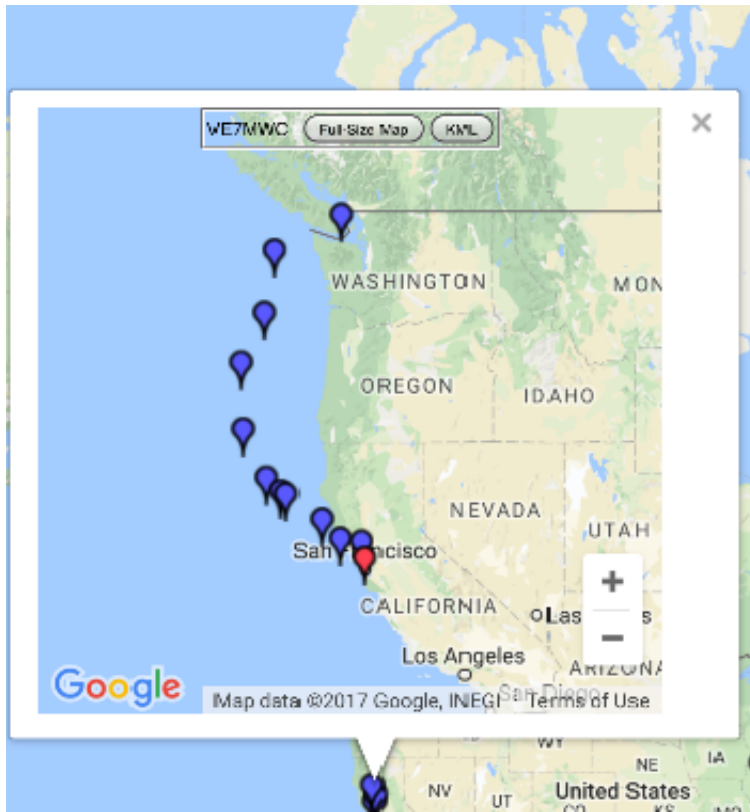
- Cell phones for weather, either through NOAA or Internet sites like Predict Wind, Windy, Sail Flow
- Radar
- Accurate charts for all bar crossings, even those you don't plan on crossing.
- AIS transponder for commercial traffic

## Offshore Route, September 2017

Our second trip started like the first. We still lived full-time on *Angelique*, and we were leaving from Vancouver, B.C. This time we wanted crew. Jacquie asked our brother-in-law Terry, and the silly fool said yes. So off we went, leaving mid-August 2017.

## Timing

Leaving Juan De Fuca in the summer, you have to contend with the prevailing westerlies, usually in the 20-25kt range, and tidal currents in the 2-3 knot range. Our window was at the tail end of a westerly gale.



Our offshore route.

We left Port Angeles around 0100h with horizontal rain and lumpy seas, a good first passage for Terry. It wasn't all bad – at the entrance to Juan De Fuca, the sun came out and we sailed with a pod of hunting sperm whales. The first 3 days were as expected: winds from the NW at 15-20, seas from the same at 2 meters. The swell was a long period so not a bad ride. However, as we passed the Oregon/California border, a gale at Cape Mendocino intensified, with 35-40 kts inshore and extending on a front 100 miles offshore.

“We have a decision to make. Run SW, farther offshore, or stand on and take our lumps”. Discretion being the better part of valor, we headed SW to avoid the worst of it.

By Day 4 we were running under the staysail only, making a solid 6 kts and surfing in 4 meter swells. Jacquie had been launched over her galley strap and into the nav station, I had broken my nose on a stanchion, and Terry had twisted his back. Are we having fun yet? Jacquie popped up from below and smiled. “Sorry guys, it's too rough to cook. Dinner is PB&J with hot tea or cup-a-soup.”



By Day 5, things had eased a bit. We rolled out the jib and caught a nice tuna. The seas were down to 2-3 meters and the galley was open. “Hot food, boys,” was the call from the galley. A cheer came from the crew. We were 2 days out of San Francisco, but the front had slid a little to the south. If we wanted to cross under the Golden Gate we would have to turn SE, into the gale. After sweating over the latest GRIB, we all agreed that the gale looked to be easing. We jibed and headed to San Francisco.

Day 6 and the winds had eased to a steady 20-25. While the seas were still 4-5 meters, at least they were from the NW. *Angelique* was surfing and so was a pod of dolphins on the port side. As we started surfing down the swell, they followed on the port quarter. As we slowed in the trough they swam under the keel and out the starboard bow. This was repeated for the next 90 minutes. Terry and I watched, mesmerized by the beauty and poetry. And no one got a camera or called Jacquie up from her off-watch.

Day 7 had us passing under the Golden Gate at 0400h in fog. Welcome to San Francisco.

## Equipment

For an offshore passage you should have all of the same things you need for a coastal run. You never know if you need to bail. In addition, you should also have:

- **Crew:** so there are at least three people on board who can stand a watch. This allows for longer off-watch time, so you can sleep/cook/read/study the horizon/chat.
- **Charts:** we plotted our position every watch on a small scale chart. This allows you to see your daily mileage and keeps you focused on your goal. For old-timers, it's also fun to keep a celestial plot.
- **Sea berths:** ensure everyone has a comfortable sea berth. Someplace they can call their own, keep their stuff, and feel safe. Jacquie and I were never on the same watch, so we shared a berth. Not a lot of options on a 34' boat.
- **Weather data:** we used our SSB radio and a PACTOR modem to get GRIB files and weather data. Others highly recommend the Predict Wind/Sat Phone package.
- **Autopilot:** we had a fourth crew on board, fondly call 'Tilly', a Hydrovane self-steering system. It steered better than I could in the big seas. Whatever type of autopilot you choose, ensure you take some time to learn how to use it, as well as balance the boat under sail, before heading offshore.
- **Safety gear:** *Angelique* had all of the safety gear listed for a coastal passage and, while you don't have to have any of the following, *Angelique* also carried:
  - **4 man life raft** with offshore pack, and ditch bag with SOLAS flares, food, documentation, tools, lights, water
  - **EPIRB.** Also, both the SSB and VHF radios had emergency signal buttons. These will send an emergency call complete with the ship's MMSI and GPS location
  - **Jack lines and hard points in the cock pit.** Crew were always clipped in, no exceptions.

Jacquie and I are very fortunate to have made both a coastal passage and an offshore passage to San Francisco. Both passages had their highs and lows. If this is your first long cruise I would recommend the coastal route. There are enough overnights to test yourself and your boat, boosting your confidence for future cruises. However, if you are planning to head farther afield, to the South Pacific or Caribbean, then there is no better way to shake out your boat and boost your confidence than an offshore passage. In the immortal words of Captain Ron, "If anything's gonna happen, it's gonna happen out there".

Go cruising now my brother, it's later than we think.

Cover image: [Wikimedia Commons](#), [CC 2.5](#).

## About The Author

### Mike and Jacquie Champion

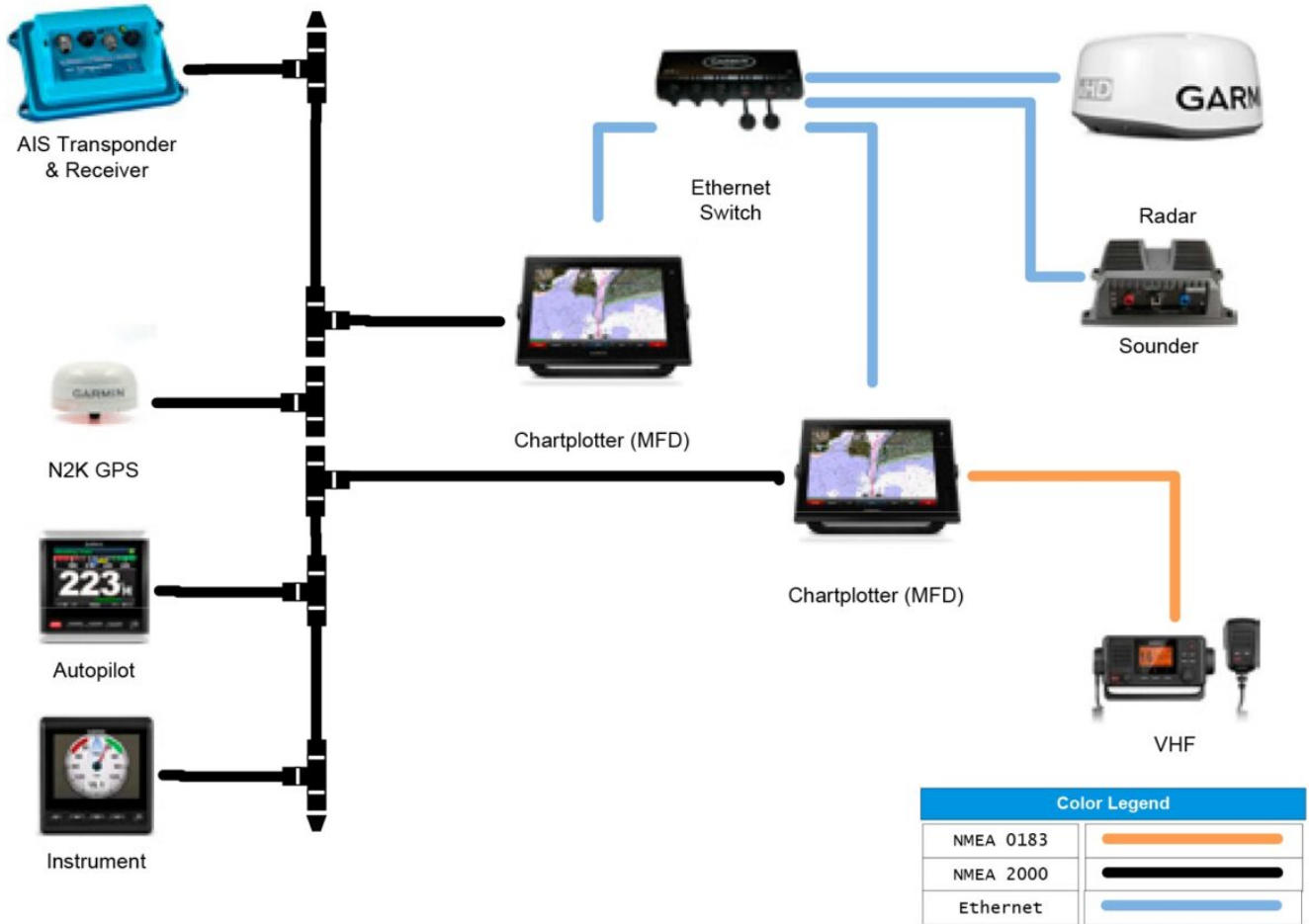
#### Angelique of Vancouver - Coast 34

We have been living aboard our Coast 34 cutter rigged sail boat since we purchased her in 1994, a total of 25 years. In 2008 we coastal hopped down to Mexico and sailed around the Sea of Cortez for 10 months before we had Angelique of Vancouver shipped back to BC via Dockwise transport. Nine years later we again headed down to Mexico this time sailing 150-180 miles offshore from Port Angeles to San Francisco. We are currently cruising the Pacific side of Mexico and have plans to sail to Panama and the Caribbean.



# The Connected Boat

<https://currents.bluewatercruising.org/articles/the-connected-boat/>



This past summer we were invited onboard a client’s boat to perform an Electrical Orientation. She had just purchased a 2007 trawler, was comfortable operating the navigation equipment and tech savvy but was unfamiliar with all of the different electronic systems that had been installed on the boat by the previous owner.

This is a common challenge we see when a boater moves to a new or different boat. The systems may exist but what is the best way to take advantage of the technology available onboard? In this day of interconnectivity and the ability to have all of our land-based amenities onboard, we thought we would take a look at the most popular connectivity systems we see onboard.

## NMEA

Back in 1957, the National Marine Electronics Association (NMEA) was formed by a group of electronics dealers to grow their relationship with the electronics manufacturers. As technology started to take off in the marine industry, the Association realized that there must be some way for equipment from different manufacturers to share information. In 1980, the first NMEA 0180 standard was created and



then updated in 1983 to NMEA 0183.

The NMEA 0183 protocol defined how electronic signals were transmitted along a serial data bus. Each bus could have many “listening” devices but only one “talking” device. This is the most prevalent network we see on boats built before early 2000s; however, most boaters never really realized the full benefits of interconnecting many electronic devices onboard. In most NMEA 0183 installations, it was used to connect a VHF radio to a chart plotter for GPS coordinates or used to integrate an autopilot to a chart plotter to see heading way points and routing information.

For the average boater, NMEA 0183 was not “plug and play” nor straightforward to install. If you have NMEA 0183 devices onboard and want to interconnect them, the best approach is to sketch a diagram and label each device and associated purpose (talker or listener) along with the corresponding wire colour. An NMEA 0183 serial network shares basic information well and, if you have it installed on your boat, there is no need to remove it and start over.

With the increased need to share data across more and more devices, the newer NMEA 2000 was developed to allow any device to talk to any device. NMEA 2000 is closer to plug and play ready, scalable and much easier to install.

Unlike NMEA 0183, which uses a serial connection, NMEA 2000 uses a Controller Area Network (CAN bus), which basically serves as a central nervous system enabling all parts of your boat to communicate. NMEA 2000, also known as N2K, replaces all of the NMEA 0183 wiring and interconnections with one single cable backbone and allows for multiple, simultaneous “talkers” and “listeners”. This protocol was developed by Bosch and is the standard in most vehicles, industrial machinery, ships and planes.

The data that can be shared over NMEA 2000 are nearly endless. If there is a N2K sensor it can be shared – everything from wind speed, barometric pressure, GPS position, AIS targets, fuel flow sensors, smoke detectors, engine integration, bilge levels, you name it. Manufacturers have even created converter devices that allow for NMEA 0183 to NMEA 2000 and vice versa to share info across both NMEA networks.

The NMEA continues to focus on “educating the public in the safe and proper use of marine electronics and strengthening the Association’s presence in the marine electronics industry.” They hold regular meetings, training conferences and have an informative website at [nmea.org](http://nmea.org). They also publish a magazine called the “*Marine Electronics, the Official Journal of the NMEA*”, which is a great resource for new product reviews and technology updates.

## **Ethernet**

While the NMEA takes care of lower speed sensor networks, Ethernet is still required for high speed data like radar, sonar, sharing charts and video cameras. These RJ45 type connectors that you find in your home are not rugged enough to be exposed on the back of a chart plotter. Manufacturers, like Raymarine, have improved the RJ45 connector with a waterproof, vibration tolerant, twist pin connector specifically designed for the marine environment. A NMEA standard for the transfer of NMEA data using the IEEE 802.3 Ethernet protocol is also being developed and will be called OneNet.

To complicate matters even more, each manufacturer uses proprietary technology so there is no sharing of radar or sounder imaging between manufacturers. For example, a boater cannot mix a Furuno Radar with a Garmin chart plotter.

Setting up an Ethernet connection on your boat allows your radar, sounders, and chart plotters (aka multi-function displays) to be interconnected.

## **Wi-Fi**

All of the major marine equipment manufacturers have added a Wi-Fi component, either directly through the display, or via a Wi-Fi black box. This was another game changer as it allowed boaters to not only view but control any chart plotter on the boat with a smart device, instantly adding a mobile second helm, or allowing crew members away from the helm to follow along on the trip. Wi-Fi also allows for instant updates on weather or even software upgrades.

It is not uncommon for us to see two or three Wi-Fi networks on a boat: one for AIS sharing, one for navigation, and a separate one for general internet use. The user selects the network based on the task at hand.

Companies have created products, like the Vesper XB-8000, that allow a boater to view their XB-8000 AIS information over Wi-Fi on a local connected smart device without a chart plotter. Fusion has a new stereo product called the Apollo that uses Wi-Fi to share music over multiple decks throughout the boat, allowing listeners to choose their own selections, to sync the whole boat, or even to listen to the same music between boats when tied alongside. Connoisseurs agree that music over Wi-Fi is much better than music over Bluetooth.

Furuno 1st Watch was the first Wi-Fi 4kW radar that is accessible from a smart device using a free app. This is a great solution for the boater who does not want to run additional wiring, add another display or has limited space for a Radome but would still like all the benefits of having radar on the boat.

## **Bluetooth**

Bluetooth connectivity provides a convenient means of interconnecting some marine electronic devices. The most obvious is a Bluetooth speaker, headset or stereo deck that allows you to not only listen to music but to change songs and control the volume. However, that is just the beginning. Victron has a battery monitor with a Bluetooth wireless feature that allows boaters to configure and view the state of the batteries from anywhere on the boat. Victron even has a solar controller that allows you to wirelessly access information about your solar panel output via Bluetooth, and EFOY allows you to control your methanol powered (i.e. fuel cell) battery charger through your smart device.

	Low Data Throughput	High Data Throughput	Streaming Music	Streaming Video (Radar, Sounder, etc...)
NMEA 0183	✓			
NMEA 2000	✓	✓		
Bluetooth	✓	✓	✓	
Ethernet	✓	✓	✓	✓
WiFi	✓	✓	✓	✓

Getting away from it all certainly has changed over the past ten years. Being connected by Wi-Fi to friends, family or the office, or checking in on your house through video, has certainly added peace of mind to our time on the water. Not only that, if you have to leave your boat unattended, you can rest easy knowing that you can monitor pretty much everything from battery levels to GPS location.

The greatest advantage is still safety. An interconnected boat ensures that important data is not “stuck” in one place only and is shared and available throughout the boat to the whole crew.

*All of these cool Wi-Fi and Bluetooth navigation tools are aimed at helping with navigation, but they are not a replacement for basic navigation skills and common sense.*

## **About The Author**

### **Jeff Cote**

#### **Pacific Yacht Systems -**

Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems, a full service shop delivering marine electrical and navigation solutions for recreational boats. Visit their website and blog for info and articles on marine electrical systems, projects and more: [www.pysystems.ca](http://www.pysystems.ca).

## Can We Cruise Like We Did Pre-COVID-19? Yes, in the Bahamas!

<https://currents.bluewatercruising.org/articles/can-we-cruise-like-we-did-pre-covid-19-yes-in-the-bahamas/>



As I say goodbye to 2020, I find myself looking at the options for the winter of 2021 with a whole new perspective and experiences to draw upon. Many years ago, while working as a geologist, I had a VP of Exploration that always had his favourite coffee-stained mug with him – it read: “the time to look out is when things look up”. No doubt many of us believe it couldn’t get worse than 2020 was – so 2021 has to be better, right? Yet the dark skies of the coronavirus still cloud the horizon.

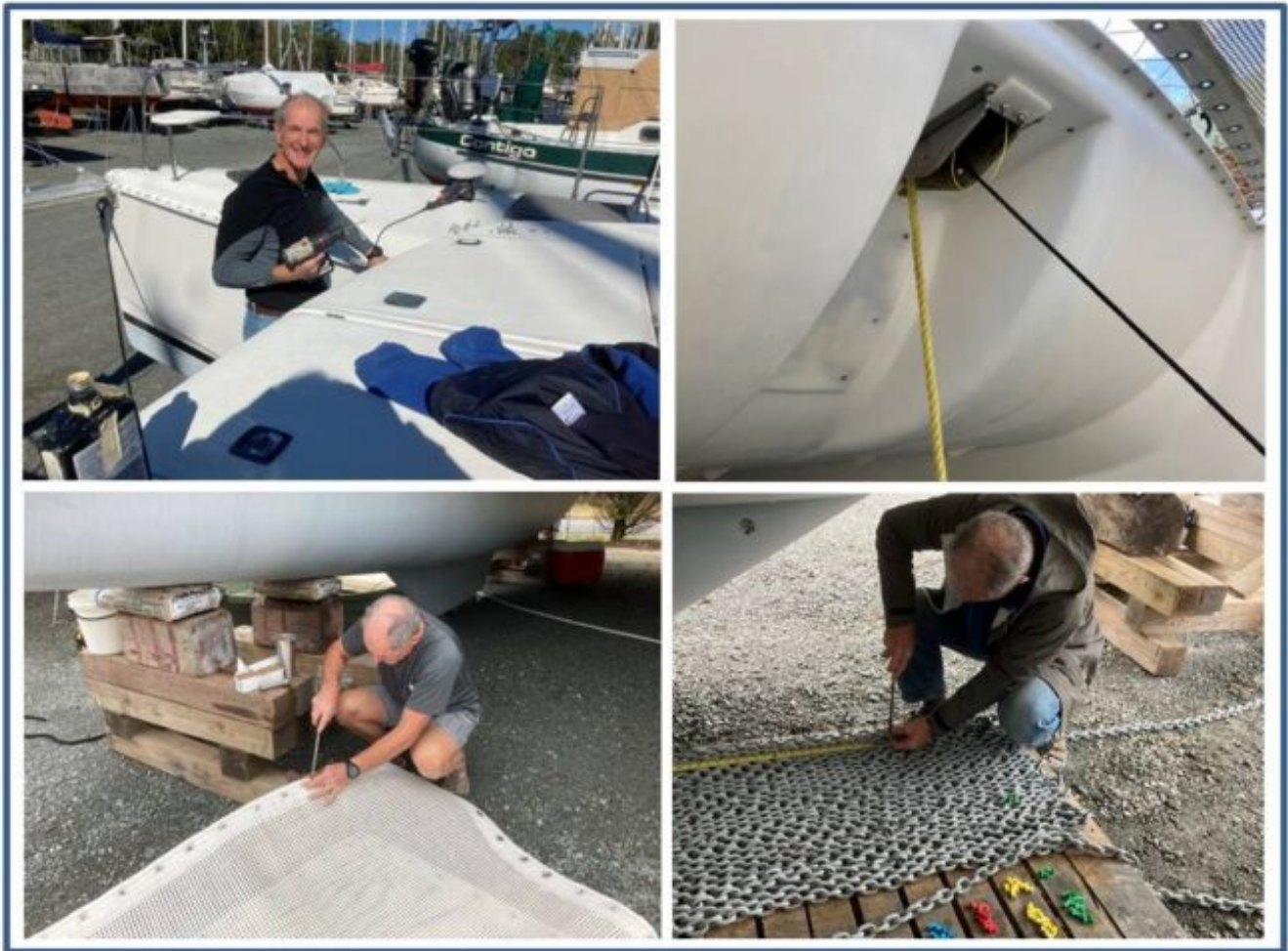
Based upon my first hand experiences last spring with lock downs and restrictions that were placed on cruising yachts, caution seems to be the best course of action. When the independent island states in the eastern Caribbean locked down last spring, many cruisers were caught in very difficult and restrictive conditions – with virtually no options. In many areas they were stuck for months. Therefore, I have decided to only take *Oh!* as far south as the Bahamas this winter. Typically the winter itinerary for *Oh!* has been to make a long passage from the Chesapeake area as far south as Antigua. I then spend a few

months in the Lessor Antilles before working my way slowly back north to the Chesapeake Bay area of the US where *Oh!* is hauled out for the hurricane season. With all the uncertainties of a second wave of the corona virus yet to unfold, that is not an option this season.

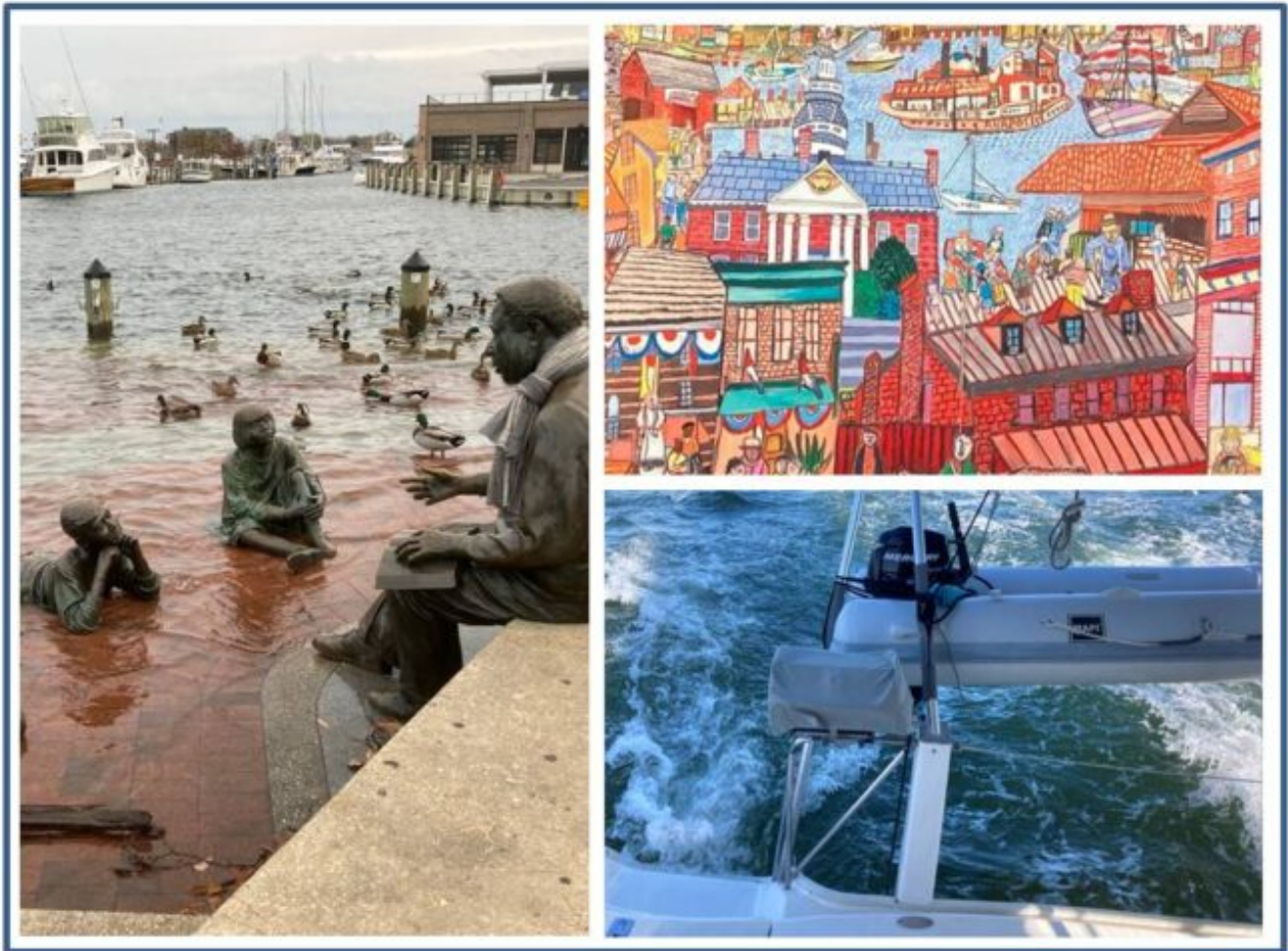


The Bahamas – a massive area of cruising paradise where the government has instituted a well-thought-out set of entry regulations and rules that allow us to cruise almost like pre-COVID-19.

At least in the Bahamas during the first wave I was still able to cruise and enjoy the March through June lockdowns with relative ease and freedom. Plus, I was in one of the most spectacular cruising grounds to be found. With over 100,000 square miles to cruise, 16 major islands and over 700 smaller islands and islets, the Bahamas are a magical place to sail, explore and, yes, even enjoy a prolonged lockdown.

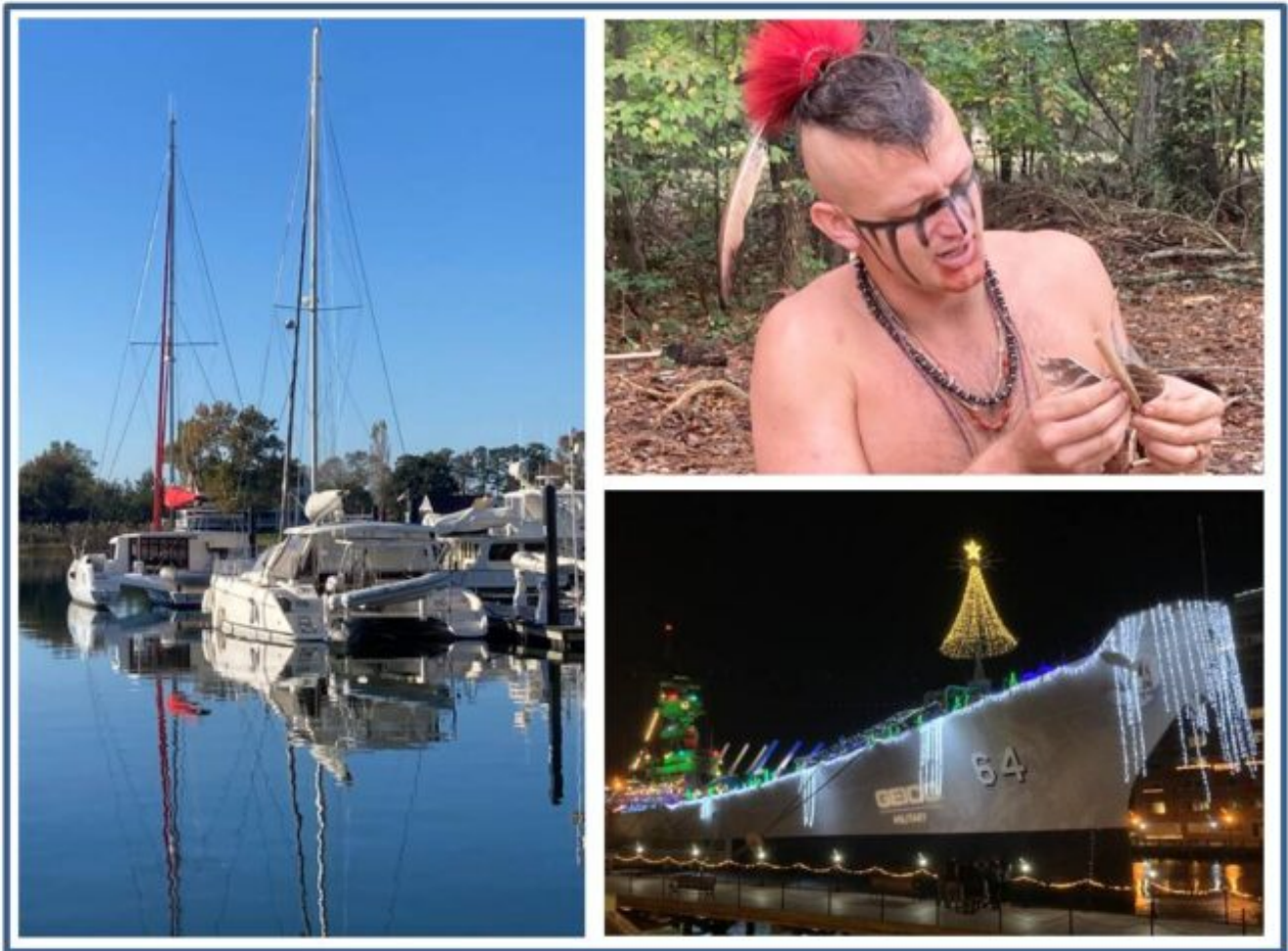


A month doing hard time replacing sail drive seals, repairing gelcoat, replacing the battery charger, replacing corroded grommets along the trampoline, waxing, polishing and re-cold galvanizing the anchor chain are among many of the dozens of maintenance items addressed.



A trial sail up the Chesapeake from Deltaville to Annapolis helped iron out some issues and get away from the docks. A king tide in the Chesapeake floods the harbour front statues of Alex Hailey (Roots Author) shown reading his book to young students. A large wall mural and the foaming wake as *Oh!* sails back south in the clouded and cold waters of the Chesapeake Bay.

So...even though things are looking up, with promising vaccines rolling out daily, as a cruising sailor in foreign waters, I still need to “look out”. There is still the possibility that very tight restrictions could return and borders could be shut again. At least in the Bahamas I can cruise with little or no risk of contracting the COVID-19 virus. Even if the country closes its borders, there are so many amazing places to cruise and enjoy, it would take years to explore them all.



A beautiful fall morning at the Deltaville Marina docks as we finalize last minute maintenance and provisioning. Native arrow making skills – one of many live demonstrations at the Jamestown Settlements Historical Park. The WWII Battleship *Wisconsin* decorated for Christmas in Norfolk Va.

## COVID Safety

In the meantime, traveling to the Bahamas by air is very low risk. There are direct flights from Calgary and Toronto and everyone on those flights must have a negative COVID-19 PCR test in order to be allowed to enter the Bahamas. So, you are boarding an aircraft with a bunch of passengers that have all tested negative within the past 4 days, with no stops, direct to Nassau. With the recent requirement to be tested for COVID-19 prior to boarding your return flight, the same scenario applies for the flight home – the only real inconvenience is the quarantine restrictions when returning to Canada. Yet even those are not so bad if you can work from home or are retired.

Once you arrive in the Bahamas, you can go directly to a resort or yacht and you are free to enjoy the islands. If you are staying longer than 5 days, you need to get a rapid PCR test on day five that gives results in just 30 minutes. As long as it is negative you just keep enjoying the warm clear waters and the spectacular colours that make this country so very unique. So, for guests coming to join *Oh!*, they can go straight from the airport to *Oh!* and we can immediately sail away to enjoy the Exumas. On day five, you would get the required second test at Staniel Cay. The results normally take 30 minutes and you can wait



for your results in the famous 007 Thunderball Bar. Life really can be just that simple.

The other remarkable thing about cruising in the Bahamas this season is that everyone we meet on other yachts has also tested negative for the virus – not just once, but twice. Plus they have essentially been self-isolating for extended periods as they cruise throughout the area, so there is no hesitation to stop and mingle, greet other cruisers, or even invite them aboard. It is like living in a giant bubble isolated from the growing list of restrictions and closures people once again have to contend with, as the second wave of COVID-19 continues to grow around the world. It is almost as if the clock has turned back to the freedoms we enjoyed as cruisers prior to the coronavirus and worldwide pandemic. The only noticeable differences are:

1. The requirement to wear a mask when ashore
2. A huge decline in the number of yachts cruising the Bahamas
3. As we cruise the Exumas, we are seeing a dramatic increase in the numbers of charter yachts and super yachts – but it is good to see the Bahamas sailing charter industry is active again.



There are not many places on earth comparable to the sheer scale and concentration of fabulous cruising options as the Bahamas. Warm clear waters and deserted anchorages greeted us after a five day, 750 nm. passage from Beaufort, NC to Georgetown, Great Exuma Island, Bahamas – a sailing paradise.

## Spacious Cruising Grounds

In Georgetown, Great Exuma Island, we counted only 12 yachts when we arrived – normally by December there would be well over 100 yachts in Georgetown’s Elizabeth Harbour. So far this year we have enjoyed entire anchorages all to ourselves. It is a real treat to walk those beautiful white sand beaches where the only footprints are our own. When the winds altered there were no scrambles to change anchorages. Most are empty, and you could easily fit all the cruising yachts into just one anchorage if required.

Over the Christmas season, *Oh!* cruised the Exumas as we ventured north to Nassau to pick up some parts. The plans throughout January to June are to explore some of the less-visited Out Islands of the southern Bahamas. If you are looking for a chance to get away from the northern cold, and want to experience cruising and mingling like we used to do pre-COVID-19, you can contact me through [www.cloudstocoral.com](http://www.cloudstocoral.com). There are still some prime cruising times available. You can also charter bare boats from Moorings, Dream Yacht Charters and Navtours.

Just remember – the time to look out is when things look up...but that also means there may be some fabulous opportunities to pursue and great times ahead. In so many ways, it all depends upon our individual perceptions of risk and reward.

All the very best to everyone for 2021!

Cheers to all from *Oh!* in the clear blue waters of the Bahamas.

## About The Author

### Rod Morris

**Oh! - 2006 Robertson and Caine Leopard 40' Catamaran**

Rod Morris sails on Oh!, a 40' Leopard Catamaran, throughout the Caribbean and Atlantic. He offers people the opportunity to discover the joys and realities of cruising by sailboat, the magic of ocean passage making and the chance to sample your dreams. He can be reached through his website at [www.cloudstocoral.com](http://www.cloudstocoral.com)

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## Reflections

<https://currents.bluewatercruising.org/articles/reflections/>



*We didn't want you to miss out on these reflections from Diane, despite Currents' COVID-related delays in sharing them with you.*

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"Maiden". It was being shown in the old theatre in Nelson. A theatre in which we had seen many movies through our childhood. The movie can be described with so many words: amazing, heart moving, joyous, humbling and reflective for sure. The young women who set off on the race were definitely not only planning for the trip, but fighting a battle against social expectations of what females could and could not do. To me, the more interesting "fight" they were having was within themselves as individuals. Although the sailing I have done to date pales in comparison to a round-the-world race, I understood the women's comments throughout the film about what they were personally struggling with while trying to keep a composed exterior for the media and the world. Having recently returned (temporarily) to Canada after sailing our 50 foot cruiser to Mexico, some of the sailing scenes in the film fueled memories, definitely enjoyment, and even some restlessness to get back to cruising.

The interviews with the women, both at the time of the race and more recently, are cause for

contemplation. I feel fortunate that I did not experience much negativity about my abilities as a woman to head out onto the seas. Ours was and is not a race in the true sense, although there are windows of weather and a growing uneasiness about heading out before we are “too old” to withstand the journey. There is however, I think a “race” within us all, a competition we set within ourselves to push back comfort zones and test our skills and endurance, to achieve a level of experience and knowledge and let those things guide us. With respect to long-distance cruising, my fear of aging while drinking coffee in a mall far surpasses any fear of the dangers of the sea.

## **Reflecting on the 2019/2020 Season**

We returned to our boat in the boatyard in Guaymas the first week of December 2019. It was a long drive as the weather was definitely getting cold and the traffic in the cities was very heavy. Seven or eight lanes of cars, most of which are exceeding the speed posted, is not my idea of a good time. We travelled in the old motor home we bought in June of 2019 as a place to live for the summer, and as a means of bringing many of the things we had accumulated over the summer for working on the boat. The weather did not start to get warm and pleasant until we were into Arizona. Arriving mid-afternoon at the yard, it was truly a sight for sore eyes to see our boat. We spent the first night in the motor home, but decided home is the boat; since then we have lived aboard the boat. We had no plans to spend time in the water this winter, as we had a long list of things to do, things the warmer Mexican climate is much more amenable to.



## **The Ebb and Flow of Boatyard Denizens**

As we worked on the boat, we continued to meet people who have such a wide variety of experiences and knowledge. Walking about the boats in a boatyard, you wish the vessels could speak. Many are here short term as their owners spend time in their land homes. Some boats have been here many years due to changes in the lives of their owners, be those financial, health or, sadly, the death of one of the partners. Or maybe the boat owner(s) decided this lifestyle really was not their calling. Some vessels are for sale, anxiously awaiting their new people. A few of the boats did in fact sell while we were here, and meeting the new owners was great. Sadly, several of the boats are well past their useful form and are being stripped of anything of value, after which they will be disposed of. All have life stories that would fill volumes. It is interesting to walk about the yard and observe the many vessels, the things we do and don't like about them, and their home ports. The occupants of the boatyard are ever changing. Boats are put back into the water after their owners ready them for the new sailing season. Few boats arrive before March to be hauled out and placed in the yard, but the yard is still ever changing as owners of boats already here come and go. There are a few people who have lived here in the yard aboard their boats for years.



## **Effects of COVID-19 on Boatyard Life**

The arrival of the coronavirus added a whole other level to the experience. There were some people who, for one reason or another, had to or chose to return north to either Canada or the United States. What became apparent, as the spread of the virus was labelled a pandemic, was that travel to or through the United States and into Canada was more daunting. There were calls for travellers to return “home” while they still could. Many of the boat owners here felt very reluctant to head north: the weather was continuing to be very nice, and food and necessary daily items were not in short supply in the stores. Work on our boats was still allowed and, in fact, given how large the two boatyards of this dry marina are, social distancing was not difficult. The people around us also had been here for months, spent most of their time on their boats and therefore had minimal potential exposure to the virus.

However, when the tightening of movement and fear spread to the north of us, people from there started to arrive here, to get onto their boats and either stay in the yard or launch into the water. The atmosphere in the yard became more tense; the marina management told the “newcomers” they could not stay. It was shortly after that the borders between the three countries tightened and people stopped arriving. Now, if a boat is hauled out, its owners are given very little time to ready it for the summer and leave. With time, there have of course been more restrictions of movement in the area. There was a fear amongst the

remaining boat owners that we would be forced to leave. A number of these owners chose to put their boats back in the water and take their chances there rather than return north: north to what many of us felt was going to be fear, chaos and of course colder weather.

I have heard comments that people here are not taking the virus seriously – I do not feel that is the case. There have been ongoing changes to travel and shopping. We have not been to the supermarket for some time, but the last time, there were workers wiping down the carts and giving hand sanitizer to the people as they entered the store. You can no longer travel in a vehicle with more than one occupant, you can only enter the supermarket alone, and you can no longer drive to the city center. (There are supermarkets enough to serve everyone without entering the city center). Although you can order some takeout food, you cannot dine in. Most businesses are closed or have restricted openings. The older workers are no longer working; even the guards at the yard have been replaced by younger people, people deemed less vulnerable. What is different for sure is a lack of any appearance of panic or hoard-shopping, maybe in part because many people here could never afford to do that. I think there is a definite fear that, with so many people already living on such small amounts of money, this sudden and extreme reduction of income due to COVID-19 will put an unbearable strain on people who may never recover from this. Perhaps the fear of this can be greater than the fear of the virus.

## **Summer Approaches, Departure Nears**

As the weather continues to get hotter and the storm season gets near, many people may have to haul their boats back into the yard. Those of us procrastinating about heading north likely will have to give in and do so. We will have to travel with caution and prepare mentally for a quarantine and social distancing, far less pleasant than what we have become accustomed to.

The boat yard is dirty given the ground type and the frequent breezes and winds. This is definitely an industrial kind of place: the smells of burning garbage, fish rendering and often sewage are less than desirable. But the warmth of the weather and the warmth of the people here more than compensates for that. I, as everyone I am sure does, hope for a speedy end to the need for such extreme social measures. I hope the memories of those rough bus rides to the center of the city, rides often complete with loud music and a driver that takes your cash payment and makes change, will carry me through to fall when I hope to be back here readying the boat for “splashing”, as the travel lift operator calls it.

## **About The Author**

### **Diane Cherry**

#### **Ricky T - Constellation**

I started sailing in 1980 with my husband David and sons Ben and David (then 3 and 1). In 2005 we bought a Catalina 30 in Nanaimo, sailed it to Vancouver and had it trucked to Kootenay Lake. We have planned for many years to do the offshore experience and in 2011 finally found the boat we wanted. In 2014 we closed our business in Nelson, relocated to Nanaimo and started the preparations to leave. In October 2018, we left Victoria and started our journey down the coast of the US and Mexico. The boat is now in the Sea of Cortez. The crew is back for Summer in Canada but will return to Mexico in the Fall 2019 to continue the adventure.





## Preparing Katie M for the 2020 Cruising Season

<https://currents.bluewatercruising.org/articles/preparing-katie-m-for-the-2020-cruising-season/>



We had sailed to Australia in October 2018 with other Go West Rally participants and left our boat in the dry storage yard in Bundaberg. In November 2019 we returned and began preparing *Katie M II* for our 2020 cruising season.

### Notes from the Bundaberg Boatyard

And here we were, on the hard now at the Marina. We're Living the Dream! That's what people often tell us. Well folks, do we look like we are living the dream in these photos? I don't think so!



The cruising life is mostly filled with wonderful moments, but like all lifestyles there's the down side. Maintaining the boat, especially the bottom, is one of those down sides. It's 0930h here in Bundaberg, Australia, and the temperature is already 24 degrees Celsius. We have been working for the last two hours painting *Katie M's* bottom. This is the second coat, so a repeat of yesterday morning; the only difference is yesterday was not only hot but a gale was blowing. Yes, that is possible. Two hours of work doesn't seem long, I know, and I'm usually up for more, but in this heat and fully clothed from head to toe to prevent the nasty, toxic black bottom paint getting onto our skin, I am extremely hot, sweaty, pooped, knackered, and exhausted!

Once the job was finished, I insisted on taking a break for a nice cup of tea. A good English remedy for my current condition and a chance to write this. We have been back in Bundaberg for almost a week now, living on *Katie M* on the hard. I always thought it was called the "hard" because the boat basically sits in a big boat parking lot on a hard surface, but it also describes life living on a boat out of the water. Fellow cruisers out there will know what I mean and can probably skip reading this part. Generally, whenever the boat is on the hard, unless it's for storage, work is being performed, which means living in chaos with tools and supplies over most surfaces. My family will understand when I say this drives me almost insane because they know how I hate clutter; living in this condition is a challenge for me.

Boarding and exiting on the hard must be performed via a ladder although, here in Bundaberg, the yard

has provided a nice staircase, which is much easier on my old body than hauling myself up a ladder and quite a bit more convenient for loading groceries, etc. The environment is also dusty and dirty, and that dust and dirt tends to make it onboard with us. There's one other challenge of living on the hard, and all I am going to say is it involves plumbing. You may use your imagination! Luckily we should be back in the water in a few more days and then the real fun begins.

Anyway, on to a more positive and enjoyable subject. Between work, we have managed to attend several informative sessions on how to cruise and navigate the Australian coast safely, and also how to avoid being eaten, bitten or stung! We have also had some fun evenings socializing with fellow cruisers. The first night was a greeting to the Rally cruisers, with cocktails, canapes and cultural dances Aussie and Kiwi style. The night before last was a hootenanny (Aussie term for a good time singing and dancing, I think) and a barbie (another Aussie term meaning a BBQ, not a doll!). Several of the cruisers entertained us at the hootenanny, forming an impromptu band. The youngest member was only 14 years old and very talented. Last night was beer and prawns night, and we were treated to a huge basket of fresh, yummy prawns. Well, my break is over and I must get back to work – my slave driver is calling!

## **Cruising – Australia**

From Bundaberg we sailed 60 NM north to Lady Musgrave Island. We did this to get a taste of the Great Barrier Reef before doing a 180 turn south and working our way inside Fraser Island and then harbour hopping down the Australian east coast to Sydney.

Sydney was great – particularly the start of the Sydney Hobart race and the New Year's Eve fireworks! We watched the Countdown to 2020 while sitting in Farm Bay, Sydney Harbour.



Sitting in Farm Bay, Sydney Harbour, on New Year's Eve, waiting for New Year firework display to start.

We decided to head back to New Zealand because the Australian wildfires were seriously affecting visibility and, on some days, leaving a lot of ash on the boat. Thus, after the New Year's celebrations, it was time for some boat maintenance at anchor! Martin had to clean *Katie M*'s bottom before leaving Australia for New Zealand. New Zealand is extremely strict about boats arriving with clean hulls. We took this photo to show the New Zealand authorities that *Katie M II*'s bottom was in fact cleaned before departing Australia.



## **Cruising – New Zealand**

Martin made a single-handed passage across the Tasman Sea from Sydney to Picton from January 15 to 25; Angela flew and met him in Picton. *Katie M II* then cruised the beautiful Marlborough Sounds on the South Island from January to March 2020.



***Katie M II*** at anchor, D'Urville Island, and a seal catching an octopus for dinner, Marlborough Sounds, New Zealand.

We watched for about a week and a half to get a suitable weather window before crossing the Cook Strait in March. Southern Ocean westerlies come across the Tasman sea and get compressed and accelerated in the Strait. The wind blows over 20 knots most days and 50 – 60 knot winds are relatively frequent. We had a great sail on the day we chose, starting at about 15 knots and building to 25.



Martin enjoying the ride.

As we sailed across the Cook Strait, we ran into the largest pod of dolphins we have ever encountered and they stayed with us for over an hour, playing in the bow wake and leaping and jumping around *Katie M.*



We cruised Tasman Bay. There was a narrow passage to get into the Bay and we then explored the lagoon in Abel, Tasman Bay, which was beautiful early in the morning while the sun was still low. Seals posed for us at Adele Island, West Tasman Bay, north of Nelson and we got a little patch of Canada while hiking the fantastic trails in Abel Tasman National Park, South Island, New Zealand.





Unfortunately our season was cut short due to the pandemic so we headed for Mana Marina near Wellington. We wanted to make sure we wouldn't arrive too early because of tidal depth considerations. It was blowing 30 knots on our entry to the marina and there were very marginal depths going in on the last of the rising tide. Fortunately, Mana Marina itself was well protected and there were many willing hands to receive our dock lines. We hurriedly put *Katie M* to bed and travelled home.

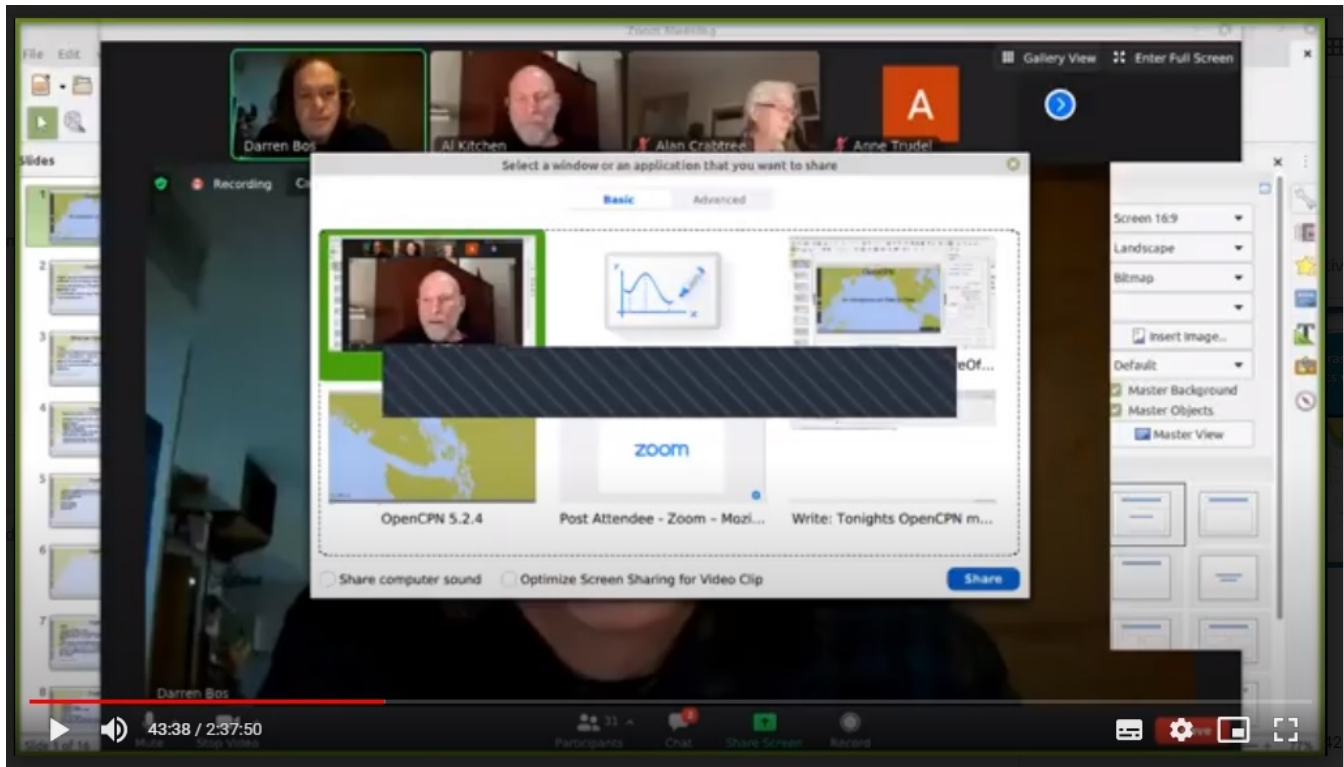
## **About The Author**

**Martin and Angela Minshall**

**Katie M II - Tuulos Custom 36 Cutter**

## Vancouver Island Fleet Report: February 2021

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-february-2021/>



Any doubts about the effectiveness of a virtual platform to host a tri-chapter Fleet meeting were thoroughly dispelled Thursday night (January 14). The topic of navigation device choices was addressed with special attention to Open CPN, a mature, open-source Chart Plotter Navigation program. After Daragh Nagle discussed the broader topic of devices and systems available to the offshore sailor with their advantages and limitations Darren Bos and Ken Russell dove into Open CPN. They shared their understanding of the program and its various applications to the task of route planning and navigation including downloading weather assets.

The prelude to this very informative discussion was Sarah Hanna's Show & Tell item, her home-made recording barometer. This device was a cool demonstration of what can be done with some of the high-tech ingredients available to those of us who have the inclination to tinker with them.

Seeing what Sarah accomplished and hearing how Open CPN has improved over the last few years, becoming a valuable tool all sailors can take advantage of, gave the group an appreciation of the possibilities available to us in our preparation to pursue our dreams.

To remind us to maintain our humility Daragh did a little bragging about his Bent Mast Award.

### About The Author

**Al Kitchen - VI Fleet Coordinator**

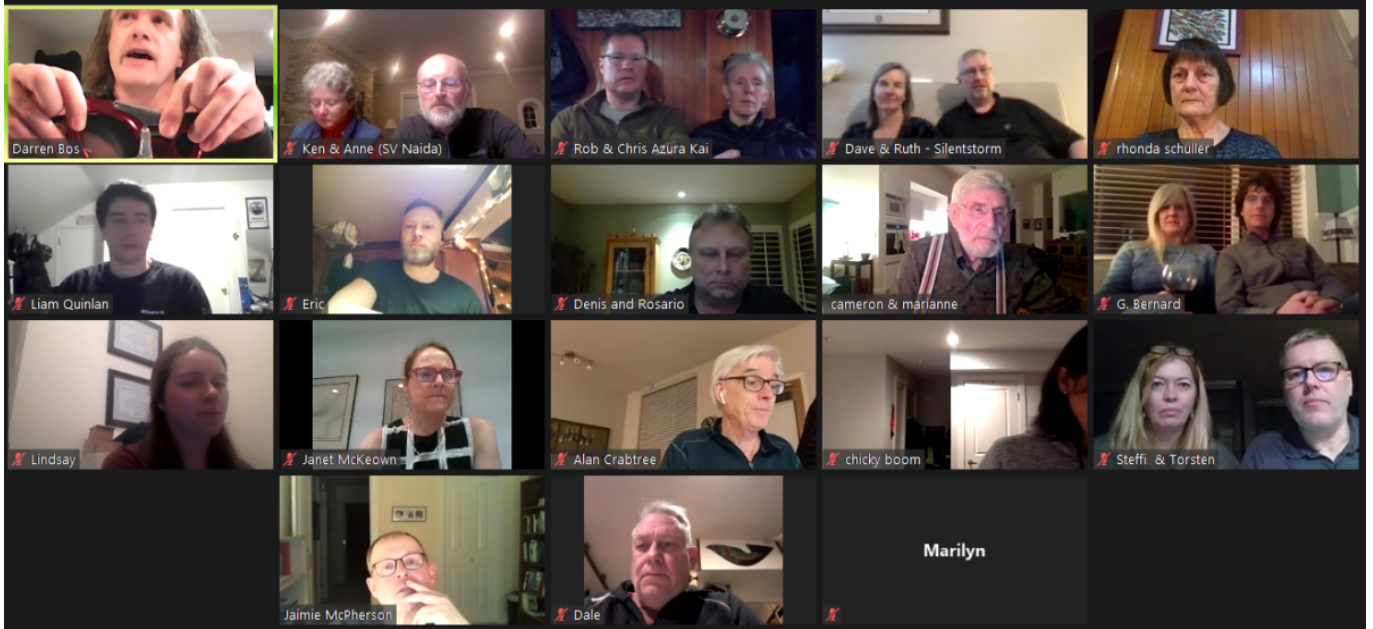
**Wyndspree - Huntingford 53 Ketch**

Al Kitchen has been a BCA member since 2005. Al and his wife Gaye lived aboard Wyndspree (53' ketch) from 1996 until 2007 and cruised the BC coast throughout this time. Between 2006 and the present, Al crewed on different boats with fellow Bluewater members, including voyages from Victoria, BC to San Francisco; Gladstone, Australia to Fiji; New Zealand to Victoria, B.C.; and San Jose del Cabo to Hilo, HI. Al is now co-coordinating the V.I. Fleet group with Daragh Nagle.

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## Vancouver Fleet Report - February 2021

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-february-2021/>



The Vancouver Fleet of 2021 held its second meeting of the year via Zoom on February 26.

The usual Show and Tell session featured a Kong Tango carabiner which can safely be managed with one hand, a Jordan series drogue, and a small and efficient fuel transfer pump.

The topic of insurance was covered by three presenters. First, James MacDonald from [NAVIS Insurance](#) updated the group on the recent changes in the industry.



Next, long-time BCA member Jean Baillargeon from *Shamata* joined the group all the way from New Zealand and shared his experience with insuring his boat over the years. This was followed by Dale Gebbard, another long-time BCA member sailing *Adios*, who has always successfully self insured during his many years of cruising. No shortage of options for the group to consider!

## **Vancouver Fleet Weather Group**

The Fleet's weather program continues on March 16 with presentations from members on weather topics.

The next regular Fleet meeting will be **March 30 starting at 1900 hours**. The meeting will feature a presenter panel to discuss boat equipment.

## **About The Author**

### **Cameron and Marianne McLean, Vancouver Fleet Coordinators**

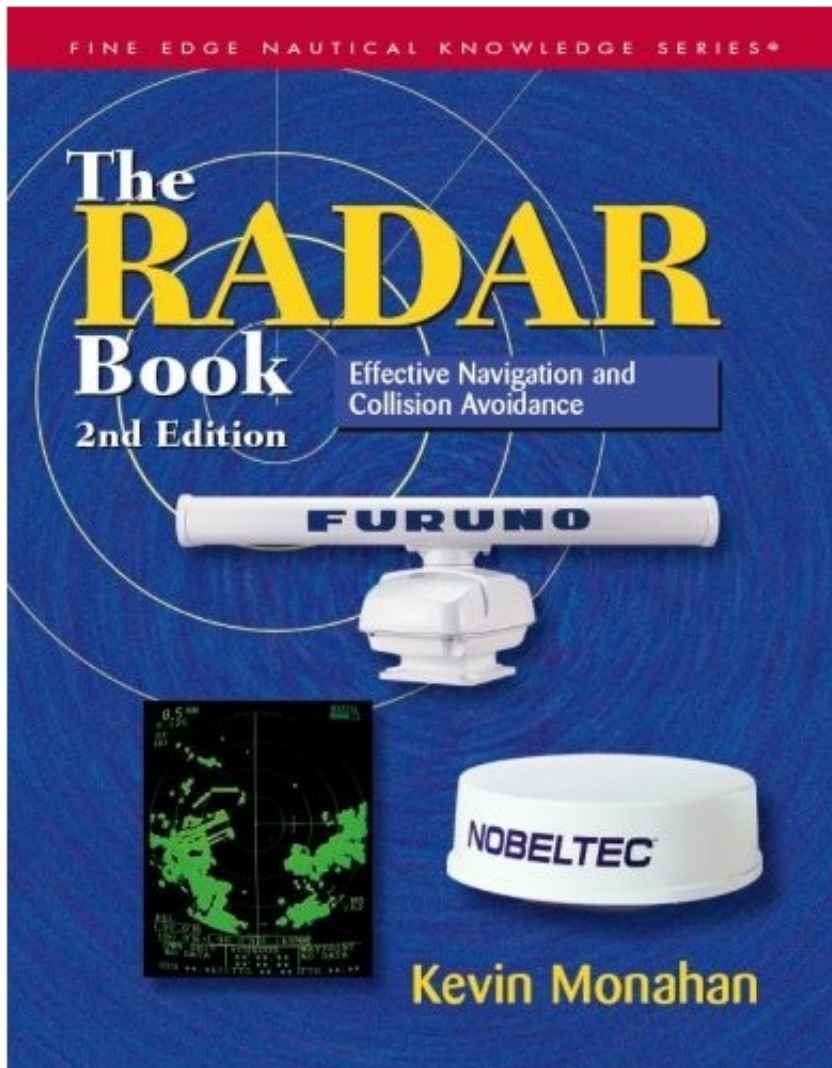
#### **Mayknot - Seabird 37**

Cam and Marianne McLean have been BCA members since 1987, cruised offshore, and have served as the Vancouver Fleet Coordinators for many years.



## Basic Radar with Kevin Monahan

<https://currents.bluewatercruising.org/events/basic-radar-with-kevin-monahan-2/>



Learn to use radar from the guy that *literally* wrote the book: Kevin Monahan.

After completion of this seminar, participants will be able to set up their radar for maximum results and interpret the display under a variety of conditions. Participants will learn simple techniques to:

- identify landmasses, other vessels, and transient targets
- use radar effectively for collision avoidance
- understand the new generation of AIS and integrated radar systems which combine chart and radar

technology

- manage and understand the issues inherent in modern integrated navigation systems; and
- recognize and compensate for rain and sea clutter, interference, and side-lobe echoes

## **About the Instructor**

Kevin Monahan is an experienced captain, retired Canadian Coast Guard officer, and author of “The Radar Book: Effective Navigation and Collision Avoidance.”

## **Course Materials**

Registration includes [The Radar Book: Effective Navigation and Collision Avoidance](#).

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# Advanced Radar with Kevin Monahan

<https://currents.bluewatercruising.org/events/advanced-radar-with-kevin-monahan-2/>



The Advanced Radar course is for those who have taken Basic Radar with Kevin Monahan and wish to increase their practical and technological knowledge. Please note that [Basic Radar](#) is a prerequisite for this course.

This online Zoom course with extensive visuals and simulations focuses on:

- Advanced collision avoidance techniques and radar plotting
- Vectors and their use in collision avoidance
- The use of ARPA (Automatic Radar Plotting Aid) for collision avoidance
- Advanced navigation techniques, especially for navigation in remote areas where electronic charts are not dependable
- The strengths and weaknesses of modern solid-state radar, Doppler radar and broadband radar

## Instructor

## Currents

The Official Magazine of the Bluewater Cruising Association

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Kevin Monahan is an experienced captain, retired Canadian Coast Guard officer, and author of [The Radar Book: Effective Navigation and Collision Avoidance](#).

Image credit: "[Radar screen](#)". Licensed under CC BY 2.5 via [Wikimedia Commons](#)

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## Offshore Passage Planning and Making Using IridiumGo and PredictWind

<https://currents.bluewatercruising.org/events/offshore-passage-planning-and-making-using-iridiumgo-and-predictwind/>



Offshore weather planning and passage making using IridiumGo and Predictwind is presented by veteran sailors with proven offshore experience. The course will provide an overview of the Marine Package, the software (weather emails, tracking and communication) and the plans from IridiumGo and PredictWind. In addition, it will provide insights into the best features to use as well as tips on using IridiumGo on passage making. The instructors will also reference many good tutorials and webinars specific to PredictWind and IridiumGo. Having used IridiumGo and PredictWind throughout their offshore travels, Anne and Dick are sharing their knowledge and hands-on experience in hopes that it will help other sailors, whether these tools are already onboard or being considered.

### Instructors

Anne Woodson and Dick Towson joined BCA in 1996 as “dreamers”, and purchased their vessel, *Full & By*, a 35’ Baba, in 2005. Dick was a CYA sailing instructor and Anne has her CYA offshore certification. After four years getting ready for offshore sailing, with the help of BCA, they set sail for Mexico in 2010. Ten years later, in 2020 they returned to BC from French Polynesia via Hawaii. This return, needless to

say, was more challenging than expected due to COVID lockdowns. *Full & By* reached Victoria after 5 months, and 8000 nautical miles (while spending only 10 weeks ashore, 6 weeks in the Marquesas and a month in Hawaii).

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## Calgary Virtual Club Night - Barb and Bjarne's Mexican Adventure

<https://currents.bluewatercruising.org/events/calgary-virtual-club-night-barb-and-bjarnes-mexican-adventure/>



Want a break from the cold?

Join Barb & Bjarne as they recount highlights of five seasons cruising beautiful and sunny Mexican waters aboard *Hoku Pa'a*, their Niagara 35. During the time they spent in Mexico, they dealt with a hurricane that damaged their boat, explored the Sea of Cortez as far north as Puerto Don Juan, sailed as far south as Puerto Vallarta, and experienced the pandemonium of Carnival in Mazatlan and La Paz.

With photos and stories they convey their enjoyment of hiking, encountering wildlife, and snorkeling. They will also discuss routing to and from Mexico, and some of the lesser-visited interesting locations along the way.

Please note that the start of the meeting is 1900 Mountain Time and adjust accordingly based on your

geographic location.

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*This will be a Virtual Club Night, on the Zoom platform. An invitation with links to the Zoom meeting and login details will be sent to all BCA members. Non-members are also welcome to attend. If you would like to attend or did not receive an email invitation please send an email to [calspeakers@bluewatercruising.org](mailto:calspeakers@bluewatercruising.org).*

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## OCA 2021 - Sailing to the Edge of Time

<https://currents.bluewatercruising.org/events/oca-2021-sailing-to-the-edge-of-time/>



BCA is pleased to present a virtual ocean cruising adventure with [John Kretschmer](#).

A professional sailor and writer, John Kretschmer is an accomplished ocean voyager having logged more than 300,000 offshore miles, including a record-breaking voyage from New York to San Francisco by way of Cape Horn, sailing a 32' sloop against the wind. He has made 26 transatlantic crossings, and numerous long passages in all the world's oceans.

Join us virtually for an evening of enticing adventure with John as he shares his personal account of being at sea, the hard-won lessons about making the most of life, and fulfilling dreams.

Ocean Cruising Adventure is a 45-year Vancouver tradition featuring engaging presentations of sailor's exciting experiences and a good dose of practical advice about sailing offshore. Presented by the Vancouver Chapter of the [Bluewater Cruising Association](#) with sponsorship support from [Pacific Yachting](#).

## BCA-Wide Club Night - A Figure 8 Voyage Around the Americas and Antarctica

<https://currents.bluewatercruising.org/events/the-figure-8-voyage-around-the-americas/>



The Thermopylae Club is pleased to invite all BCA members to join American sailor, Randall Reeves, for a single-handed, “Figure 8” voyage around the Americas and Antarctica on Wednesday, March 10.

Randall departed San Francisco aboard *Moli* in 2018 and returned there one year later, having crossed every ocean, circumnavigating Antarctica, twice rounding Cape Horn and transiting the Northwest Passage in a continuous 40,000nm double loop of the globe.

*Moli* is a 13m aluminum cutter-rigged sloop, designed to make long ocean passages, particularly in high latitudes. Formerly known as *Taonui*, when owned by BCA honorary members Tony & Coryn Gooch, she made history in 2002-2003 when Tony became the first person to complete a solo, nonstop circumnavigation from a North American west coast port.

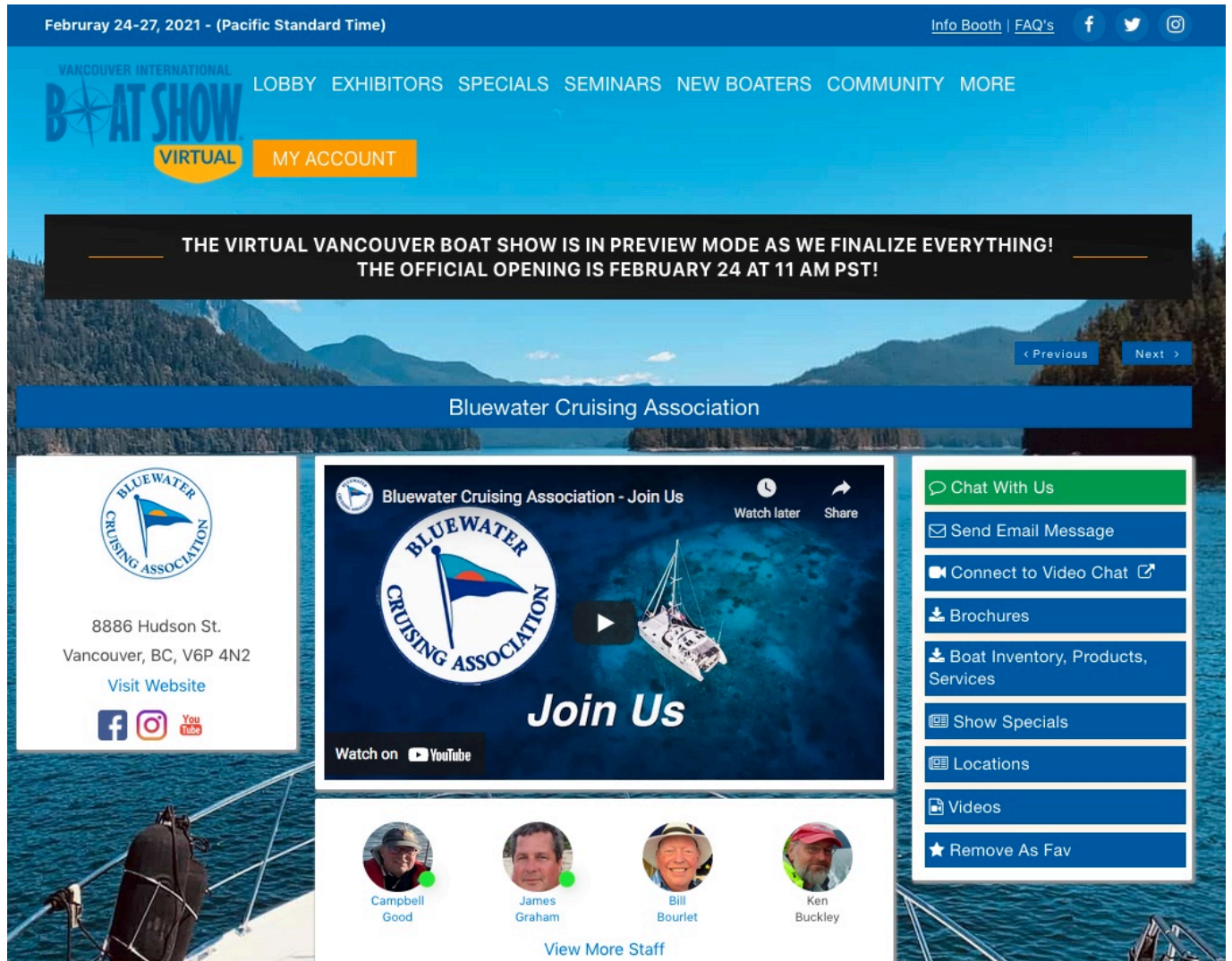
Randall’s achievement is also a “first” for the history books; he has been recognized by the Ocean Cruising Club and the Cruising Club of North America for his remarkable voyage.





# BCA at the Virtual Vancouver International Boat Show

<https://currents.bluewatercruising.org/events/bca-at-the-virtual-vancouver-international-boat-show/>



As with so many things this year, the 59th annual [Vancouver International Boat Show](#), February 24-27, has gone virtual. And so too has the BCA booth, thanks to a dedicated team of volunteers who have worked hard to put the booth together in record time.

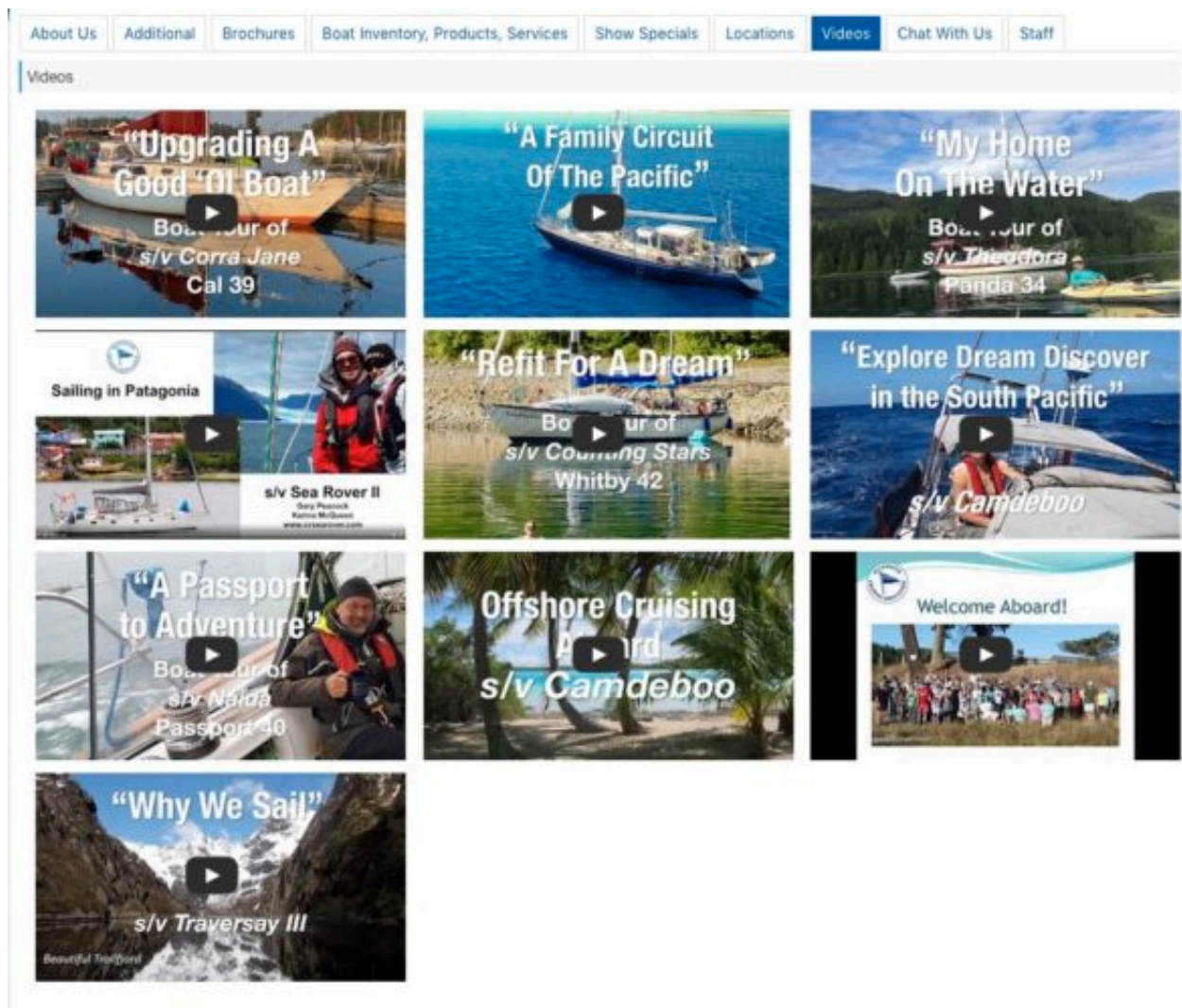
Attendance at the Boat Show is **free**, but attendees must first [register](#) to access the 225+ exhibitor booths and attend any of the 59 seminars. Once you've registered, "drop by" BCA's booth to say hello and check out what we have to offer:

1. View any or all of the ten feature videos that have been created for the 2021 Boat Show, including:
  - Welcome Aboard!
  - Tours of four offshore-ready boats
  - Cruising in Norway, the South Pacific and Patagonia

2. Speak with a boat owner about their offshore-ready boat
3. Attend a free seminar presented by a BCA member (registration required):
  - Rick Reynolds – Boat Building in the Rockies
  - Max & Elizabeth Shaw – Seven Year Loop Around the Pacific
  - Boudewijn Neijens – Staying Safe on the Water, Lessons Learned
  - Cresswell Walker & Irena Chmielowicz – The Accidental Circumnavigation
4. Get assistance from a volunteer to:
  - Renew your membership
  - Join BCA (and receive a “Welcome” goody-bag)
  - Purchase tickets for the March 6 [Ocean Cruising Adventure](#) presentation

The BCA Virtual Booth is staffed by BCA members who are passionate about BCA and knowledgeable about the benefits of membership for anyone dreaming of going offshore and preparing for the trip of a lifetime. You can engage with them via live chat (text), email, and face to face conversations over Zoom.

Enjoy the show!!



Enjoy

any or all of the videos produced by BCA members for BCA and the boat show



**Currents Bluewater Cruising**

**The Bluewater Cruising Association**

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