



Photo Contest Winner

Max Shaw

SV Fluenta with the Shaw family of five onboard anchored in their favourite anchorage in Ailuk Atoll of the Marshall Islands. After seven years cruising the Pacific, the Shaw family then headed back to BC via the Aleutians Islands of Alaska.



Currents

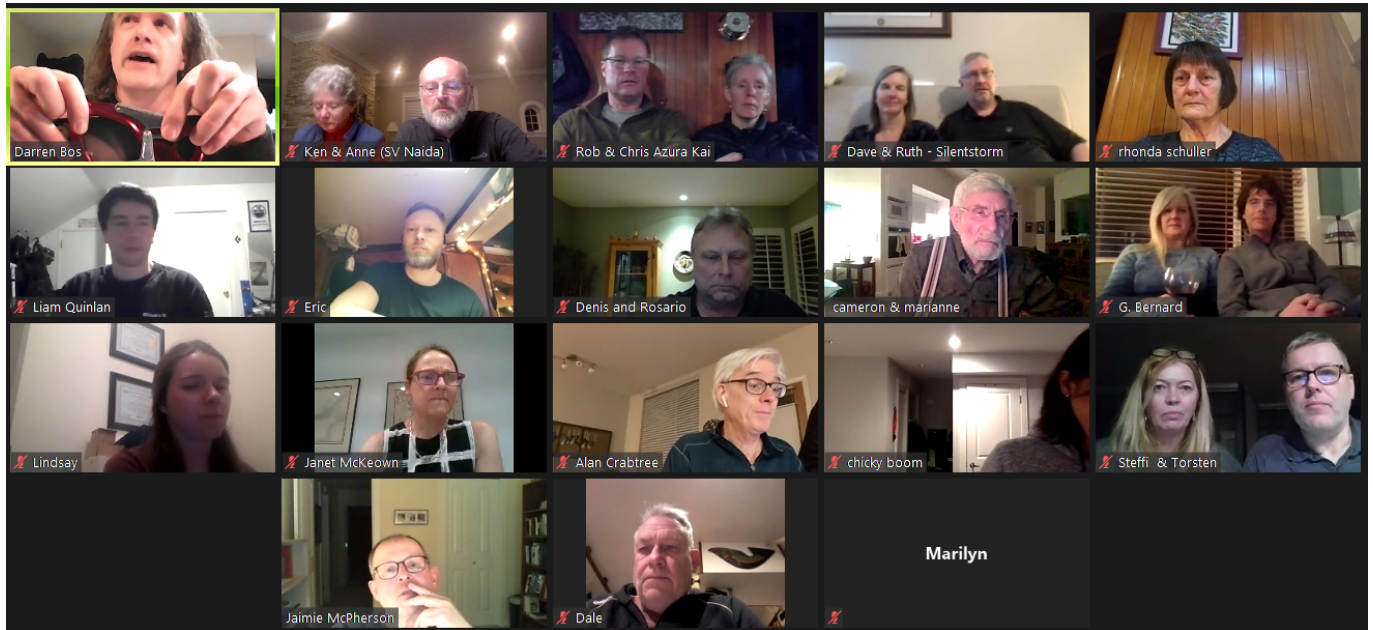
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Table Of Contents

From The Commodore's Desk	3
The French Canals: Part 2 - Race to the Top	6
Building a Portable Water Filter	14
The Dream	18
The Importance of a Good Solar Controller	28
BCA 2021 Member Directory	31
Vancouver Fleet Report - April 2021	33
Vancouver Island Fleet Report: April 2021	35
Weather Strategies for the Inside Passage	37
Boat Maintenance Best Practices	39
Calgary Virtual Club Night - Quiz Night!	40
Vancouver Virtual Club Night - The Circumnavigation of Danica, Part 2	42

From The Commodore's Desk

<https://currents.bluewatercruising.org/articles/from-the-commodores-desk-3/>



Another month has passed, and we are still fighting to reduce the drastic effects of the Corona Virus. I am aware that some of us have had conversations with BCA members who are feeling somewhat down, scared, and lonely.

I, personally, have had moments of feeling down, almost hopeless at times. As most of you have likely picked up on, I am very much an extrovert. That means, to me, I thrive on the energy that I gain from contact with others. I have found that if I remain in the moment, in tune with what I need, I can keep myself in a healthy mental state. However, when I allow myself to drift, I can have feelings of sadness and loneliness.

My point is not to talk about my needs and me but to remind all of us that we are more than the Bluewater Cruising Association: we are a family! Our family members may struggle at times, while thriving at other times. I encourage you to reach out, whether feeling strong or feeling low. It is amazing how much a phone call, email, text, or video call can do to support us in our human need for connection.

I recently, casually, mentioned to our Past Commodore, Leslie Hansen, that I was feeling discouraged and needed a bit more social contact. Without missing a beat, she invited Trina and I to a Zoom happy-hour with Don and her. I can't express enough how the mere mention of the get-together changed my discouragement into faith. I have a solid belief that we will make it through these tough times and believe in the positivity of those who are members of our family. We had our happy hour, and I am sitting on top of the world! Leslie and Don reached out when I needed it. Thank you!

I am taking this opportunity to share some COVID mental health support resources in Alberta and British Columbia:

- <https://www2.gov.bc.ca/gov/content/health/managing-your-health/mental-health-substance-use/virtual-supports-covid-19>
- <https://www2.gov.bc.ca/gov/content/health/managing-your-health/mental-health-substance-use/managing-covid-stress>
- <https://www.heretohelp.bc.ca/covid-19-mental-health-supports>
- <http://www.bccdc.ca/health-info/diseases-conditions/covid-19/about-covid-19/mental-well-being-during-covid-19>
- <https://www.healthlinkbc.ca/mental-health-covid-19>
- <https://www.albertahealthservices.ca/amh/page16759.aspx>
- <https://www.albertahealthservices.ca/topics/page17311.aspx>
- <https://stjohn.ab.ca/alberta-mental-health-resources/>
- <https://mentalhealthfoundation.ca/text4hope/>

Again, I encourage all to reach out and connect with one of our BCA family members and say hi, ask how they are doing, show you care and that they are valued. Join in on the club nights, and participate in the social aspects before and after the presentations. If you have found a strategy that works for you, share it.

As I said last month, may we all be rafted soon! I look forward to your stories, songs, sharing food and drink, and mostly, your faces.

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 reached 34 years in 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.

The French Canals: Part 2 - Race to the Top

<https://currents.bluewatercruising.org/articles/the-french-canals-part-2-race-to-the-top/>



*The French Canals is a series of three articles recounting Morgan and Melanie Finley's passage from the English Channel through rivers and canals of France to the Mediterranean in July and August of 2020 aboard **Swift**, their Moody 44 sailboat. With four on board (Morgan, Melanie, Isla (12) and Pippa (9) Finley) their adventures are never boring. Part 2 sees the family negotiating a number of locks as they travel through the 'Canal entre Champagne et Bourgogne'. You can follow them on Instagram @sailing.swift.*

It is **Day 14, July 23**. We are only a couple of kilometers, locks, and nights into the Canal entre Champagne et Bourgogne. This canal will take us up over the highest point on our voyage south, 345 meters above sea level.

The free shower is a really nice start to the day, but as I walk back to **Swift**, I receive terrible news from Mel. We find out that the VNF is closing this canal in 6 days and that the canal has been allowed to drain overnight bringing the minimum depth to 1.6 meters. We have 210 km to go and over 120 locks, and our draft of 1.5m is now very close to the new levels.

We've also heard that weed continues to be an issue. We start to panic and decide we need to get moving and call VNF immediately.

The outlook seems bleak and getting bleaker. It's 0900h, and we know this is the only route in 2020 that will get a boat with our draft through France to the Med. But at this point, we were so far in that we were determined not to return to the English Channel.

The start of our trek is pretty weedy, but we can push on. Water levels seem fine. Our lock transits become more streamlined as we fall into a routine.

In the locks, Pippa goes up the slimy ladder or gets boosted over the top of the lock to catch ropes. Isla fends off the opposite side and then tends the stern line. Mel tosses the bow line and runs around assisting. I manage the spring and bow line sometimes from the deck and sometimes from the top depending on bollard placement.



Entry into each lock is tight with approximately 8 inches each side if I get it perfect. We motor under low revs or let the momentum carry us in. The bow thruster helps with final maneuvers when there is no weed. When we enter the lock, our remote has a button to fill the lock, and the exit sequence is otherwise

automatic.

We are still a couple of hours from St. Dizier when Mel gets a hold of VNF and confirms that the canal is closing. They tell us to move quickly. The sun is relentless. We've taken down the awning so we can better transit the locks which come every couple of km. Twice we cool off in the cleaner looking canal sections. It is too narrow to stop the boat so we take turns hanging (superman style) off the boarding ladder at the stern while the boat glides down the canal in neutral so we can maintain steerage.

St. Dizier is unappealing as a stopping place and leaves us too much distance still to go. We head for Joinville with two potential mooring spots. By 1700h we are tired and worn out by the locks and the sun, but we still have 15 km and 5 locks to go – at least 2 hours. Pleasure boat traffic is supposed to tie up from 1800h in contrast to commercial traffic which can go until 1900h; however, we suspect that we can use our remote to keep going after 1800h especially because there is no commercial traffic this year. We push the boat speed up above the 6 km per hour speed limit and speed up our lock entrances and exits as much as we can.

The countdown to 1900h continues, and there is nowhere to stop. We have two locks to go at 1825h. By the time we exit the second-to-last lock, it is 1842h, and there are 2 km to the next. If we trigger the lock sequence before 1900, we figure it has to run the full cycle?? At 1852h the lock is in sight, and Mel is pushing the button trying to start the sequence. It flicks to red and green, meaning it is preparing for us. We are in the lock by 1857h and, thankfully, it fills and lets us out again!

We are in the clear except the first mooring is much too shallow and has a private barge on it. The second mooring has room, but as we ease towards it angling the bow in we run aground. We are about a meter away at the bow which is just within jumping distance.

We had planned to re-provision on this leg, so I grab my wallet and phone and run up to try to find the store that is apparently open until 1930h. At 1929h I find it and they let me in despite having no mask. I grab random fresh veg, some bread, meat, even a pack of beer only to realize I don't have a bag and they don't supply them. I walk back to the boat juggling carrots and the rest. The kids are having a celebration chocolate. We are pretty happy with our progress. It was long, very long, but more or less manageable day.

Day 15, July 24. I am up way too early, concerned about water levels. We could see the evidence of the drawdown when we arrived last night, and I'm very worried they will continue to draw down and our situation of being gently aground will become a whole lot harder. My fears are unfounded, but by 0645h we have everyone up. The girls are drinking sweet tea and eating cookies. Our day starts at 0700h when commercial traffic could get going in a normal year. We are congratulating ourselves on being able to push through. The depths are low, only reading 0.2 to 0.4 m under the keel, and the weed is bad at times but we haven't faltered. However, two hours into our morning, we hit the worst section yet. The farmland stretches away on either side. There are no trees lining the edge of the canal, it is hot and the weed is thick with only a narrow ribbon of water where the mats of weed don't choke the surface. The edges are fresh mud from the drawdown and the depths drop to 0.1 and then 0.0 m under the keel. We watch the speed slow from 4.4 km per hour to 3.5 and then 2.8. We are crawling along. There is hardly any water in the canal, and we look at each other and think that we can't go on if it's like this the whole way. However, there is nowhere to turn around. The width of the canal is much less than the length of the boat. How long

will it be until the fall rains float us again if we get stuck?

A frog swims besides us. I eye up its legs contemplating their potential as a protein source. We think sugar beets are growing in one of the nearby fields – can you eat sugar beets?

We are, unfortunately, also the cork in the bottle. If we stick here, no one else will get through either. Stress? You bet.

The lock is in sight, but it is achingly slow progress. Eventually we manage to smear our way into the lock amid a big raft of weeds. We turn the engine off when we are moored up so I can remove weed from the strainer. The lock cycles and up we go. A VNF van shows up and asks how we are. We mention the water levels in the last stretch and explain we are 1.5 m. He grimaces and looks surprised. However, he also says it should be better for the next bit. Yes please!



The entire day goes by like this. Fortunately, no stretches are quite as bad, and we start to transition to stunningly beautiful rural countryside filled with sunflower fields, wheat, and pastures. It is gorgeous.

The irony of finding exactly the picturesque countryside we want but not being able to stop is not lost on us. We don't make it to Chaumont that night but close. Instead we select a rural stop in a canal we can

swim in by tying up to a blue dolphin. These are set up for commercial barges with a small ramp from the shore out to a single pile. Bollards set into the shore provide moorings for the fore and aft lines. The fender boards provide the protection we need against the pile/ramp. Best of all they leave us far enough in the center of the canal to remain afloat for the night.



Day 16, July 25. We are up early again. Tea, cookies, the first lock opening – it's like déjà vu. We find the going acceptable, making pretty good time through the first couple of locks and the small tunnel. At one lock early in our day we encounter a closed lock and no lights. Our remote doesn't work. We just can't imagine suffering any sort of delay. We can see a VNF van, some machinery, and some people, but they don't notice us or hear our horn. We take the chance on unloading Isla from the bow onto a small stone staircase by the lock entrance. There isn't really room for this maneuver, but I sneak the boat in and she slides off without falling in. She runs up to find out what is happening. Pippa and Isla were in French immersion back in Canada. Isla uses her French skills to, not only get their attention, but to also expedite the lock reopening. Awesome, we are back on our way!

That night we have chosen a stop just short of Langres. We have read that 1.8 meters should be available at a *pique nique halte*. Sadly, it doesn't work out that way. Our first try has us aground well short of the wall. We move upstream 20 m, where we can get close enough to get off the bow, but we leave the stern in deeper water.

Day 17, July 26. I'm up early again but feeling a bit better because we plan to tackle the summit today. The race may be over. It's Sunday and early but I decide to check out the little *boulangerie* in town. I walk into the sleepy farming town. No one is up. The sheds all hold tractors. The buildings are stonework with big rough wooden beams above the doors. They look hundreds of years old and probably are. Bright flowers decorate some of the front yards, and I stop to take a few pictures. As I come around the corner the *boulangerie* is open! I'm welcomed in, and I figure out which croissants are made from butter and which are made from margarine. I choose the butter – of course. I grab some baguettes and bread and head back to the boat. Coffee, croissants and pain au chocolate in the cockpit make for a better start!



Our day is a good one. We aren't far from the top. If we are correct in our understanding of which part of the canal is closing, we should have a day and a half to spare so spirits are high. We come to the lock immediately before the summit tunnel and, although we haven't seen a boat in a while, we wonder who is going to control the traffic lights that will allow us through. Everything seems automated, and yet the tunnel is too narrow to pass anyone so we think the system will be like a one-way bridge except that it is nearly 5 km long. A long narrow stonework canal funnels us towards the tunnel. There is a green traffic light, and we see the entrance. It looks much smaller than we anticipated. As we get close, it narrows further to accommodate a walkway along the side – the old tow path we assume. When we enter, we find we have 16 inches of space on each side. Traveling at 4 knots requires constant attention to avoid smearing the boat against the walls. The girls spend the whole tunnel providing constant updates on the

size of the gap as measured by the size of a water bottle we have in the cockpit. “1 ¾... 1 ¾... 1 ½... 1 ½...”. The tunnel is fascinating if a little damp and claustrophobic. It was constructed in 1883 and there are stalactites forming on the sides. It feels like it goes forever, and despite the lights in the ceiling the water is a long black ribbon. We feel like we are on a Disney ride.

When we are in the middle, the tunnel is just straight enough for us to see the light at both ends. Finally, we reach the other side and exit into torrential rain. When will this race end?! But then we turn a corner and see the last lock!

There is a crew of VNF personnel and even a VNF office at the lock. They confirm we have passed the closure point. We made it – champagne for happy hour that night! However, they also tell us that we aren't quite free from weed, but at least we are clear from the low water levels and closures – for now. Seriously? For now... again?



Our ending to the day is an amazing staircase of 8 locks, each of which descends 5 meters. For the first time we go down in a lock! So much easier. The bollards are easier to access, and Pippa is done with slippery ladders. The new challenge is that on some locks the water level is very near to overflowing. Navigating into a lock when the wind is blowing and a stone wall is at waterline height on both sides is nerve wracking, but at least we've already had lots of practice with the narrow entrances.

Stay tuned for next month's *Currents* to read the closing article of the series *French Canals – Part 3!*

About The Author

Melanie and Morgan Finley

Swift - Moody 44

Morgan and Melanie along with their crew, Isla (12) and Pippa (9) are traveling the European canals. They bought the boat in the UK and had a slow start with Covid-19 lockdowns. They share pictures on Instagram @sailing.swift and they have a blog which they update from time to time:
<https://www.sailblogs.com/member/sailingswift/>

Building a Portable Water Filter

<https://currents.bluewatercruising.org/articles/building-a-portable-water-filter/>



Not everything makes the time and budget cuts before cutting the lines and heading out. We have large water storage, but do not have a water maker. We can go for quite some time before filling the tank; the years living aboard were good practice to conserving water and being conscious about how much water you use. Months of anchoring fortified the knowledge of need for conservation. You know: wet down, turn the water off, soap up, turn the water on and rinse. So once away from a dependable water source, we became even more prudent of water use. We also were well aware that not all faucets along the way (at marinas) dispense potable water, or something you want to add to your tank. Some marinas do have potable water available and some tell you up front the water is not potable. But “not potable” can mean many things.

Fortunately, many people (other boaters willing to share their test results) at the various marinas you stop at along the way are testing the water on the docks. In some cases, not potable means too much salt left after desalination and some have too high a chlorine content. In the case of the chlorine content or other taste concerns, you can generally filter that out with a simple carbon filter. When we were in La Paz, we were told the marina water was not potable. We decided to top up our tanks with a purchase of 5 gallon

containers of water rather than chance adding potentially “bad” water to the existing water in the tanks.

The marina arranged for the water delivery company to bring us 12 water containers. The delivery agent dumps the water into your tank and takes the empty containers when he leaves. You pay only for the water. When it turned out we only had room for 7 of the containers in the tanks, we had 5 containers too much. We were required to purchase the containers as the driver was not interested in taking the ordered water back. He also made it clear we could not return the empty containers at a later date for a refund. Over time, we used the 5 remaining containers and now have them as backup. The next time we purchased water we were able to trade the empties and only paid for the water. It seems most marinas you stop at, there is availability of delivery of water via these 5 gallon containers. It is not at all expensive and even with a water maker, most harbours are not where many people would choose to use the water maker.

Filtering Dock Water

We brought a water filter canister, carbon filter cartridge and fittings to allow us to adapt the water filter from pipe thread to garden hose fittings from Canada. The marina water in Mazatlán is, according to other boaters on the dock, potable but the bleach content is often high to the point of an obvious smell and taste to the water. We set up the carbon filter with the garden hose adapters and have now filtered into a five gallon container twice. Once we have used up the tank water, we will fill the water tank with filtered water as well, and likely take one or more filled containers with us.

Secondary Filter

Our tank water generally has an unpleasant taste to it. The tanks are fiberglass. We use tank water for cooking and cleaning, but it is not pleasant as a glass of water. We did bring a second filter from Canada for the water from the tank; it will go under the sink and there is a deck faucet already in place from a previous filtration system. We brought all of the materials from Canada for the installation, of course except one critical one. Search of stores in Mexico to date has not led us to that fitting. One chain store shows it on their website, but the local store does not stock them.



Assembling the Primary Dock Water Filter

The water filter we chose is from a plumbing wholesaler in Canada. It has a thread-on rather than twist-on bottom to the canister. We find these better canisters and the filters are generally very widely available. The canister is 3/4" female pipe thread on both sides. IN and OUT are clearly marked on the canister top. To convert to garden hose thread, you will require two 3/4" pipe nipples, PVC being the easiest to work with. You will need one garden hose fitting that is 3/4" female pipe thread to 3/4" garden hose thread (make sure this fitting is a swivel fitting so you can easily attach and remove the garden hose, making this portable). You will need one garden hose fitting that is 3/4" female pipe thread to 3/4" male garden hose thread. Teflon tape on only the pipe threads results in a better sealed unit and makes assembly easier.

Using the Primary Filter

You attach the garden hose as you normally would to the faucet on the dock. You attach the other end of the garden hose to the filter. (Make sure you have the fittings attached so you are able to connect the male end of the hose to the IN on the filter top). A shorter hose attached to the side of the filter canister then allows you to direct the filtered water into either a container or the boat's main water tank.

Do pay attention to the suggested GPM (gallon per minute) flow rate on the filter canister and throttle

back the dock faucet if necessary to stay around this flow. Using a higher than recommended flow rate can reduce the effectiveness of the filter. It sometimes can lead to a rupture of the filter and a big mess of granulated carbon to clean up.

The Filter Cartridge

The filter cartridge we chose is one that will filter approximately 5,000 gallons of water before requiring a change of cartridge. I intend to use the cartridge until it seems it is no longer removing the taste/smell from the water. These filters are not capable of removing bacteria or cysts, so you need to be comfortable that it is only taste and smell you are filtering from the water.

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.

The Dream

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



The dream started in 1975 when I declared, “When I retire, I’m going to sail around the world.” In 2019 the dream began to become a reality.

Against all odds, during years of layoffs, in 1979 I started a career as a pilot. In summers for 20 years, I sailed in British Columbia waters and spent my winters thinking about what kind of boat I’d like to buy that would be capable of crossing oceans. In 1994, I started the search in earnest.

After almost 40 years with Air Canada, I did indeed retire. Within a year, we finished construction of a semi-custom aluminum Boréal 47 in Tréguier, France, on the north Brittany coast. The Boréal company was new in the yacht building business, but their boats won “Boat of the year” awards for several years. Our boat, *Beyond the Blue*, was launched in February 2019.

Cruising in Europe

In early May 2019, my wife, Scarlett, and I moved aboard and began the learning curve of not only a new, relatively complex expedition sailboat, but also tidal currents. We come from the west coast of British Columbia, and as such, we thought we knew about tides and currents, but in northern France, the tides can reach 10 meters and there are places the currents can run up to 9.5 knots! Attention to detail in planning is essential.

After a few training sails, we left in early June for a delightful sail and visit to the Channel Islands, northeast of Tréguier and south of Bournemouth, England. It was our first experience with “sills.” Because of the huge tidal range, many marinas build walls or sills at the entrance that keep the marina filled with water as the ebb drains away. It was quite something to wait for high tide to cross the sill, trusting that we had calculated the time correctly to enter the marina. We spent a week motoring around Jersey, Sark and Guernsey due to lack of winds, and returned to Tréguier for the first engine service and a few minor adjustments to the boat as a new boat often needs.



A week later, with an additional deck hand, we finally departed and motored to the mouth of the Jaudy River to anchor overnight in order to be in position to catch the tides and currents westward first thing in the morning. We thought we would take advantage of our swing keel and beach our boat to check the prop zinc and the bottom. We carefully navigated into a very shallow area; the charts did not show anything of concern, so we dropped the anchor, only to be accosted minutes later by two French

fisherman rapidly approaching in a dinghy, gesticulating and yelling over the wind to move. It seems we had dropped our anchor in the middle of an uncharted oyster farm. Oops. Quickly raising the anchor, in a rapidly falling tide, we motored across the bay dropping the anchor once again, this time between two uncharted oyster farms.

It became apparent that our depth sounder was not calibrated correctly. We had 3 separate readouts and each one gave a different calculation. We took a lead line and confirmed our suspicions that, yes indeed, the depth sounder was inaccurate, so we returned to the Tréguier Marina and had Boréal's electronics technician re-calibrate all three depth sounders. With an accurate depth sounder and an adjusted radar, we set off on a gorgeous beam reach around the west coast of France; first stopping at Roscoff on the north coast of Brittany, a delightful resort town with a great marina and fabulous restaurants. The following day we sailed out around the westernmost part of Brittany, passing by Ushant and spending the night in Camaret-sur-Mer. From that location we did an analysis of the weather for the next week to ensure our crossing of the Bay of Biscay would be uneventful.



Bay of Biscay

After enduring two months of unseasonable weather in France, our weather window looked perfect. Setting out early on a broad reach, we were delighted as pods of dolphins escorted us south across the

Bay. The sail was fabulous – a broad and beam reach in nice steady breezes and moderate seas, made what could be a treacherous crossing a non-event. My wife, whose mantra had been, “I’m not sailing across the ocean with you,” enjoyed the passage, not knowing (me intentionally not saying) the dangers of the Biscay. Landfall found us in Camariñas, Spain, another delightful village with very friendly people who served the best dessert I think I have ever eaten!

Portugal Coast Challenges

Unfortunately, due to immigration restrictions in the Schengen area of Europe, we were on a mission to get into the Mediterranean and back to France, where we had a one year visa, as soon as possible. Because of that ever-present reality, during our passage south along the coast of Portugal, we stopped only in Porto and Lagos.

Three things stand out in our memories of the sail down the coast of Portugal. Every night dozens upon dozens of fish boats come off-shore to ply their trade. Of course, at night we couldn’t see their nets. Furthermore, they do not maintain a course and often turn off their AIS. This added a level of navigational stress that, at times, was almost tangible. Complicating navigation even more, these same fishermen would leave very large beer keg-sized floats attached to their nets and traps. Although easy to see in the daytime, we could not see them at night because they are unmarked. This proved interesting in that in the middle of one night, while motor-sailing at 7.5 knots, we hit one of these floats directly on the bow. The noise was like an explosion as our aluminum hull hit an aluminum keg! Fortunately, no damage was done, and once we were assured we were free of the lines, we set off again. Perhaps our line cutters installed on the prop shaft did their work? Hard to say, but we miraculously did not get entangled. Later, during Scarlet’s watch, we sailed into a lightening storm of unprecedented splendour... and stress.

Time Limits

After a stop in both Porto and Lagos, both with beautiful marinas and lovely towns, our hired crew member departed and another boarded. From Lagos we were off again to Cadiz, Spain, then Gibraltar. The new crew member, an RYA off-shore sailing instructor, was fabulous... absolutely fabulous. He taught my wife so much in 10 days that her confidence soared! He made suggestions to me that were sensible and very instructive. We learned so much in such a short time. However, we didn’t make it to France. While in Gibraltar, we calculated that we only had seven days to get to the south of France. Our hired instructor had to leave. That meant just the two of us would have to do the passage of close to 1000 miles. Although we probably could have made it, it would have been non-stop sailing. If there were a delay, we would have been hooped. Rather than adding that stress, we decided to leave ***Beyond the Blue*** in the Alcaidesa Marina, right next to Gibraltar (literally less than 3 km) for our mandatory 90-day exit. So we went home.

Choice Point – Onward to the Canaries

During our sojourn back home, we had to make a decision. Do we return and go into the Med in November, then head to France for the winter, or do we let go of that dream and cross the Atlantic? We decided, after much deliberation, to cross the Atlantic. With the Bay of Biscay having been crossed, it was an easy “sell” to Scarlet, who repeatedly stated, “I’m not crossing the ocean with you,” to sail down

to the Canary Islands. She agreed, knowing that we would be relatively close to land the whole way and so, with her smiling, we set off in early November for Lanzarote, with the addition of the same crew member who had sailed with us from Brittany to Portugal; they had agreed to cross the Atlantic with us.



Power Problems

The six-day voyage to Lanzarote was lovely but marred by what appeared to be a failed alternator. Oddly, the alternator was producing power, but the power was not being fed into the battery bank. While we were in Alcaidesa, Volvo representatives completed a recall warranty item on our engine, replacing the MDI (marine diesel interface). Although we checked the systems prior to departure, during our sail south we just could not charge our batteries properly. Even though we have both solar and hydro power, as luck would have it, the skies were cloudy and light winds kept us from attaining the speeds necessary for the hydro-generator to produce power. Needless to say, we were a little concerned that we would lose all power, but managed to arrive into Lanzarote late at night on the 6th day.

It was very difficult to get the Volvo representative in Lanzarote to admit they may have erred in Alcaidesa, and to take responsibility. In order to get him to trouble-shoot our problem, we finally had a conference call with Boréal and the French Volvo engineer who designed the system. Fortunately, they

were able to explain to the Lanzarote Volvo representative what the issue was. He entered the engine room, and within minutes the problem was resolved. Humorously and a little frustratingly, when we asked him what he did, he replied, “nothing”.

Nonetheless, now we were ready for the Atlantic. And miraculously (although, admittedly, planned and crafted on my part), she whose mantra was, “I’m not crossing the ocean with you,” now thought that this adventure was too cool to pass up. She was on-board for the adventure of a lifetime!

Crossing the Atlantic

Heading southwest out of Lanzarote, we cleared the Canary Islands somewhat disappointed that the electrical problem ate up all our planned visiting time in the Canaries. Nonetheless, with great anticipation, we set sail. With the forecast winds, I thought that a double-reefed main and a full Genoa would be a great idea for our first night, and indeed, outside of reefing the Genoa, we never changed sails again all the way across the Atlantic. Moderate winds carried us down toward Cape Verde, where we turned right a bit too soon and started tracking toward Antigua. Sort of. I actually believe the turn slowed us down and we had to motor-sail more than if we had continued south... but that is conjecture in hindsight.

The sail, mostly a broad reach with the Genoa poled out was, at times, in pretty rough conditions, causing the boat to yaw around the keel as we crested each swell and then surfed down the backside. Having a retractable keel however, I decided to experiment and lifted the keel. The yawing stopped and the ride improved dramatically. And she who previously claimed she wouldn’t sail across the ocean with me enjoyed the passage immensely. There were times when I heard her giggling (I kid you not) as she pointed up at 15 – 20 foot swells off our stern saying “Ooooo, look at the size of that one” as we surfed down the swell, hitting peaks of 15 knots but surfing more between 9 and 13. Needless to say, *Beyond the Blue* performed incredibly well. A Cadillac ride.

The only boat issue we struggled with was not technically part of the boat, but rather a piece of third-party equipment: the Watt & Sea hydro-generator. To get it to work, we eventually discovered that we needed to continually reset the controller. This required us to unplug and re-plug the unit approximately every 20 minutes. We did this, grumbling, all the way across the Atlantic! Although that may sound easy, the plug was on the stern and the process required the person on watch to hang over the stern upside down, unscrew the plug, unplug it and reinsert, then screw it back on – a procedure that was somewhat daunting at times on the high seas.

Sunrise as we passed English Harbour, Antigua, 18 days after our departure, was spectacular. The sense of accomplishment in our first ever ocean crossing was euphoric, while at the same time humbling. The journey across was marked by having an unseasonable number of squalls roll by almost every single day and night – not one or two, but almost one an hour for most of passage! We had only three squall-free days, near the end of the passage, when we finally got into the trade winds; nonetheless the journey was massively enjoyable.

The Caribbean Sea

Our crew left, and two days later our daughter arrived. We entered Antigua in Jolly Harbour, and although we desperately wanted to go sailing, once again we were experiencing a very peculiar wind pattern. Winds were howling out of the north at 30-40 knots with peak gusts at 50. We were safe in a marina and local anchorage, but it wasn't until our daughter's visiting time was almost over that we could actually do some day sails. Soon after our daughter departed, we were joined by another friend and, once we had more favourable winds, we began our journey north and west.



Although we had already sailed some 4000 miles on our new boat, we really hadn't "sailed" her. We put the sails up and for most of the journey we rode a sleigh not needing to touch anything but reef the Genoa. Now, we were sailing: north, to an almost uninhabited part of Barbuda; then west-northwest to St Barts, Sint Maarten, Saint Martin, St Thomas, US Virgin Islands; and then Fajardo, Puerto Rico where our friend left us and, for the first time since we left France, it was just my wife and I.

We launched for what turned out to be a 5-day motor-sail due to fluky winds, to Matthew Town, Bahamas. We worked 2-hour shifts at night and had a fabulous, comfortable cruise.

What a blast the Bahamas were. After a few days in remote Matthew Town, we dropped anchor off Clarence Town and toured. I so looked forward to swimming in the crystal clear waters of the Bahamas and did swim a bit ... until I saw them. Sharks. Not just nurse sharks, but bull sharks and hammer heads.

Thereafter, I swam in the pool.

Our overnight passage from Matthew Town to Clarence Town had an interesting twist to it. In the late afternoon after we left Matthew Town, a freighter from Haiti showed up on our AIS, dead on our stern. As the freighter slowly crept up on us, I began to get concerned. I turned 20 degrees to the right, he turned 20 degrees to the right. I turned back on course, he turned back on our course. After a bit I decided to turn 40 degrees to the left. So did he. Now somewhat alarmed, I pulled out our Sat phone and was prepared to call the emergency number to the US Coast Guard. While these concerns were building, at the same time, I did find it odd that if they had ill intent, I suspect they would have turned off their AIS, but they hadn't. They came within a half-mile, absolutely dead astern, before they veered off east. Whew. I thought it extremely unprofessional and could only assume they thought it humorous.

From Clarence Town, we had a delightful sail up to George Town where we stayed for a week and were joined by friends. Unfortunately again, the winds picked up to 25 knots, delaying any adventuring; as soon as we had better winds, we were off navigating the sparkling clear waters north, dropping anchor a few times along the way at remote protected locations until we arrived at Pig Beach and Staniel Cay. Our friends had flights booked out of Rock Sound airport on Eleuthera, so we motor-sailed though the cuts back into open water for a passage to Cape Eleuthera, again seemingly almost jinxed with the unseasonable winds right on our nose.



Cape Eleuthera Resort and Marina is a fabulous remote location where we stayed for a week, once again waiting for the winds to change. While we waited, we picked up my brother in Rock Sound and hung out until we got our weather window. Finally, we departed for a glorious beam reach up to Hatchet Bay. This was the first time my brother had sailed, and we gave him a wonderful sail in 15 feet of crystal clear water along the coast to Hatchet Bay. He flew down expecting to get two weeks of sailing. Unfortunately for him, the winds delayed our departure for a few days, and then once we reached Hatchet Bay, the entire adventure collapsed.

The Pandemic Intervenes

It was while we were anchored in Hatchet Bay that we heard about the borders closing due to the developing pandemic. President Trump had just shut down flights from Europe and I said, "Oooh, this doesn't look good". Overnight we had to radically change our plans, and against everyone's advice and to our gross disappointment, we left Hatchet Bay directly for Fort Lauderdale, expecting the US boarder to shut.

Passing by the numerous anchorages we had planned on visiting, we arrived in Fort Lauderdale, having arranged moorage via satellite. We made the massive decision to ship our Boréal home to Vancouver on Seven Seas Yacht Transport. After two intense and hectic days of packing and boat preparation, we departed, landing in Canada the day before the border closed. Our boat arrived in Vancouver safely two months later.

Seems our circumnavigation is going to have to wait.

Reflections

As I look back on our big adventure, one of the disappointments for us was the speed at which we travelled. It seemed as though we were always under pressure to move. In northern France we were delayed due to unusual weather patterns that produced uncommonly high winds, which had us rushing to get to the south of France, but brought us to the end of our legal limit of visitation of 90 days. Then atypical weather patterns affected us crossing the ocean, with winds out of the north rather than the expected trade winds. In the Caribbean, 40-knot winds bombarded Antigua from the north for weeks. During our journey through the northern chain of Caribbean islands, it seemed that we were always struggling against a contrary wind, rather than the hoped for trades! Likewise in the Bahamas... everywhere we went we heard, "well, this is unusual for this time of year." Then lastly, COVID raised its ugly head... well, it was an adventure.

It is very difficult to critique what was best; however, there were some incredible highlights. I'll start with the biggest, and it was sailing and visiting the Brittany Coast of France. This for us is the number one cruising ground that we would LOVE to return to. The sailing is wonderful with generally moderate winds, the scenery is gorgeous and rugged, the navigation is challenging, while the villages, the food, drink and the people are *incroyable!*

Of course, what can be said about the actual crossing of the Atlantic Ocean? The passage is almost indescribable. The colours of the water, the stars at night, and the peace and rhythm of life at sea are a

blessing to your soul. Throughout our journey, everywhere we went, and I mean everywhere, the people were friendly and we felt safe and welcomed. Although, as mentioned, we felt we rushed through the journey at times, as though some force was pulling us, in retrospect, our timing couldn't have been better. Anything else and we would not have been able to return home during the global pandemic. We are so thankful and feel tremendously blessed.

With *Beyond the Blue* now home, we continue to dream – now the dream could take us down the Pacific coast to the Baja and who knows, the South Pacific?

At a slower pace perhaps...

About The Author

David Zaharik

Beyond the Blue - Boreal 47'

David Zaharik and his wife Scarlet, bought their new Boreal 47' Beyond the Blue in France in 2019 and sailed her down the west coast of France past Portugal to Spain and Gibraltar before taking her across the Atlantic.

The Importance of a Good Solar Controller

<https://currents.bluewatercruising.org/articles/the-importance-of-a-good-solar-controller/>



More and more boaters in the Pacific Northwest are installing solar. Even a small solar array can be the perfect solution to add a few days at anchor or provide an extra day or two without running the generator. During the summer months, we have long days of sunshine that provide more than enough solar energy.

Quite often, boaters wonder if their batteries can be overcharged by their solar panels, or, if the battery charger can run while the solar panels are charging the batteries. Or, an even more common question: can the engine (and alternator) run while the solar array is recharging the batteries? Let's take a look at why choosing the right solar controller is so essential.

Solar charge controllers are electronic devices that connect solar panels to batteries and regulate the voltage output of the solar panel array. For instance, some solar panels' output is 18-22 VDC. Connecting those directly to a 12VDC battery bank would overcharge and damage the batteries. A solar controller ensures that the batteries are properly charged and yet not overcharged. A charge controller also makes sure that the solar panel is producing the maximum amount of power for the given light conditions, so that the panels will perform better. This is especially important for larger solar installations and low light conditions.

There are two types of solar charge controllers available, a Pulse-Width Modulation (PWM) controller or a Maximum Power Point Tracking (MPPT) controller.

The Pulse-Width Modulation or PWM controller applies short bursts of higher voltages; this type of

charger has the effect of “cleaning” off unwanted build-up on the lead plates in the batteries, extending their life. However, the major downside of a PWM controller is their inefficiencies (i.e., 20% or more loss) at converting the solar panel’s energy to a battery charging voltage. Another downside is that a PWM controller can also interfere with radio and television equipment as a result of the pulses that it creates.

The most popular type of charge controller and the only one we recommend is a **Maximum Power Point Tracking or MPPT** controller, which is quite efficient (i.e., 2 – 3% loss) at solar power conversion. As its name suggests, the MPPT applies an appropriate resistance to obtain the maximum power output on the current/voltage curve for the sunshine available. Furthermore, many MPPT controllers can be customized to the exact charge curve: flooded lead-acid, AGM, or even Lithium. MPPT controllers, unlike PWM, also allow a higher input voltage and will allow series connections for solar panels.

We often recommend that clients who have older solar panels, which are permanently installed, try installing a newer MPPT controller before replacing the entire array. The controller technology has changed dramatically over the past few years, and many new controllers can get more energy from existing panels than the older PWM controllers.

As well, newer MPPT controllers have an indicator light, either an LED or a digital meter to let you know they are working. Some MPPT controllers have an actual display on the controller, or an option to connect via Bluetooth to a smart device.

Battery Monitor Installation Tip

If you are installing solar controllers with a battery monitor installed on the house batteries, remember to install the negative from the controller after the shunt (i.e., load side) and NOT directly to the batteries. Otherwise, you will be bypassing the battery monitor shunt, and therefore the solar amps will not be counted by the battery monitor.

The next important step is to ensure that the solar controller is sized for the solar array’s voltage and amps. Ensure that the maximum wattage of the solar array and battery bank voltage does not exceed the controller’s maximum wattage and voltage.

One Controller or Two?

Boaters often ask us if they should install a dedicated controller for each solar panel, or should they wire multiple panels in series to one single controller? In situations where the solar panels will encounter lots of varying shading, for instance, solar panels installed on a dodger, we recommend a dedicated controller per panel to maximize the efficiency of the array. For example, on my sailboat, each of the six solar panels has a dedicated solar controller. For boaters that have no shading issues, e.g., some biminis or a hardtop on powerboats, we will wire a few panels in series.

When installing a solar panel, you need to install a solar controller so that the solar panel recharges the battery at the right battery voltage. When choosing a solar controller, make sure you choose an MPPT controller that is highly efficient so that most of the solar energy goes to the battery and is not lost in the

controller (i.e., choose an MPPT controller and not a PWM controller). The positive and negative leads from the solar panel connect to the MPPT controller, and in turn, the controller connects to the battery positive and negative. Remember to always install a fuse on any positive lead connected to a battery. Also, choose a controller that is tailored to your battery chemistry and voltage (e.g., 12 or 24 VDC, flooded lead-acid, AGM or lithium).

Solar panels are useful to charge and maintain batteries in sunny conditions. They are a clean, renewable energy product since they don't use fuel. However, the amount of power they provide depends on the amount of light. Cloudy and short days will mean less power is available. As well, more power is delivered at midday when the sun is directly overhead, than in the morning or late afternoon, so you will notice fluctuations in output throughout the day.

A solar array is a perfect complement to boats in the Pacific Northwest. With long hours of sun in the summer and relatively low snowfall in the winter, solar panels offer another charging source for boaters.

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.

BCA 2021 Member Directory

<https://currents.bluewatercruising.org/news/bca-2021-member-directory/>



The 2021 edition of the Bluewater Cruising Association (BCA) Member Directory is arriving in mailboxes from Vancouver Island to Calgary to Ontario and beyond – have you received your copy? If not, you might want to contact BCA’s Administrator, [Vimmy Dhillon](#), to ensure your membership and mailing address are up-to-date.

The Directory is a great way to learn more about BCA and its programs, meet the 2021 Watchkeepers and Board of Directors, and, most importantly, to connect with other BCA members. Perhaps you’ll keep your copy on your boat – when you drop the hook and see another vessel proudly flying the BCA burgee, you can look them up and connect with new friends – or you may want to keep it close at hand at home.

Please take a minute to check your own listing and the additional details published in the “sorts” (boat name, boat type, where moored, yacht club affiliation, etc) found in the latter half of the Directory. Every effort is made to include accurate, up-to-date info (as of March 1, 2021), but we know that BCA members are active and move, change contact info, boats, moorages, etc throughout the year.

If your information or that of your boat is out-of-date or incomplete, please update your profile and your boat’s sub-account on the [BCA website](#) (log-in, click on Manage Profile and Edit Bio) or email your changes to [Vimmy](#).

BCA is very appreciative of the marine industry businesses who purchased advertising in this year's Directory. Should you have the opportunity to support them, please identify yourself as a BCA member and say "thank you".

- [Blackline Marine Inc](#) (Outside Back Cover)
- [Dolphin Insurance Services, Inc](#) (Inside Back Cover)
- [Evolution Sails Vancouver](#) (Inside Front Cover)
- [Hydrovane International Marine Inc](#) (Inside Front Cover)
- [Yacht Sales West – Max Shaw](#) (Inside Back Cover)

If you are interested in advertising in either the Directory or *Currents*, please contact [Nello Angerilli](#), [BCA's Advertising Watchkeeper](#).

The Member Directory is published thanks to the volunteer efforts of many, including Directory Coordinators, Donna Sassaman, Rhonda Schuller and Jennifer Handley, and a fabulous support team consisting of Guylain Roy-Machabée, Vimmy Dhillon and Linda Mitsui, our publisher. If you are interested in volunteering with a passionate group of talented individuals on next year's directory, or if you have any feedback about this year's edition, please contact [Donna Sassaman](#).

About The Author

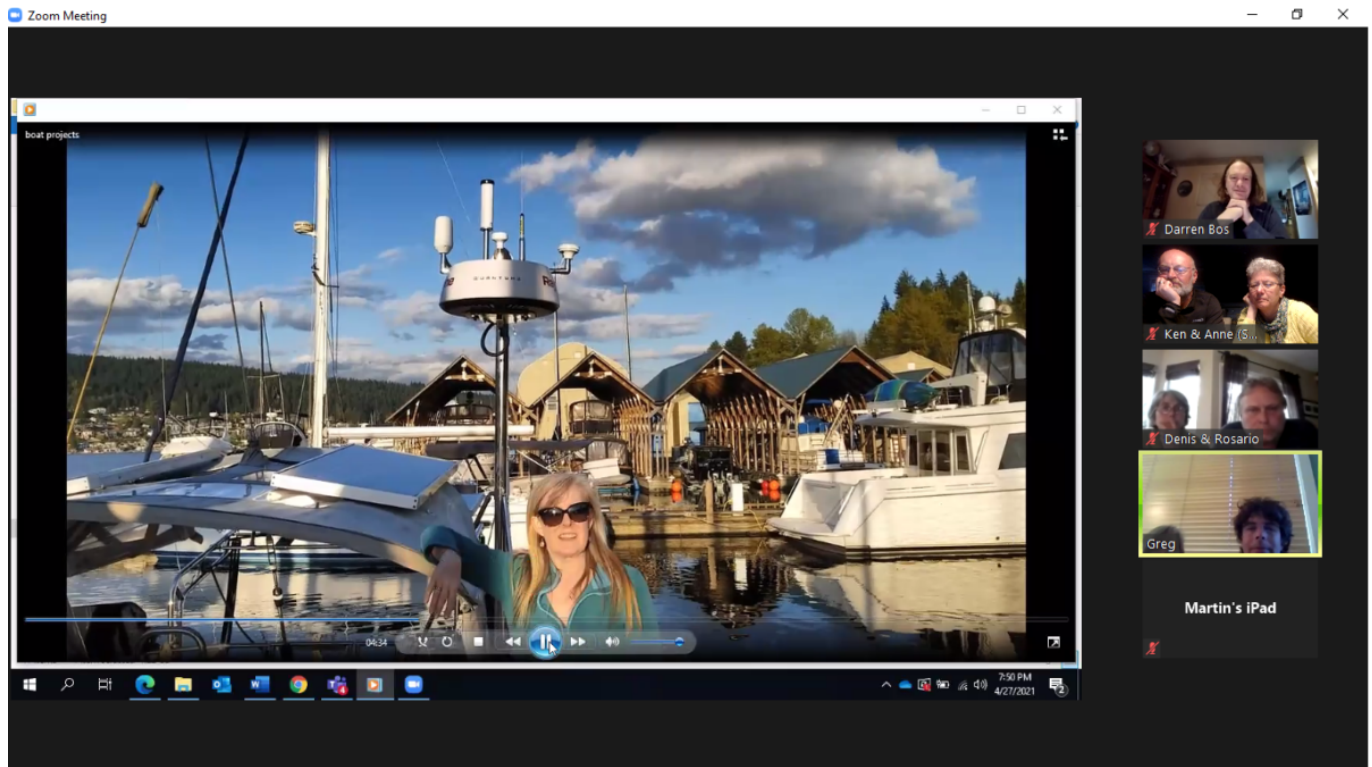
Jennifer Handley

-

Jennifer Handley and Campbell Good sailed Camdeboo to the South Pacific in 2006 with their two daughters, a niece, nephew and Jennifer's brother. By the time Camdeboo returned to Victoria in 2011, she had 25,000nm under her keel, visited 14 countries and 27 people had come aboard as crew. Jennifer served as BCA Commodore 2014-2016 and Past Commodore from 2017-2019.

Vancouver Fleet Report - April 2021

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



The Vancouver Fleet of 2021 held the fourth meeting of the year via Zoom on April 27. At this stage, it appears that three boats are planning a VICE session for this year.

Because of last minute presenter cancellations the program was changed to an enhanced Show and Tell where all Fleet members were invited to share insights about projects that they are working on right now. In addition, Fleet members were also invited to share their plans for future projects as a way to bounce off ideas.

Some of the insights that were shared referred to items such as ground tackle options, such as chain, shackles, snubbers and anchor gear. Furthermore, the group discussed rope and chafing, recent refits, electric dingy motors, medication and vaccination, fire fighting, and more.



The next regular Fleet meeting will be on **May 25, 2021 starting at 1900 hours**. The topic for the evening will be Storm Tactics, presented by Tony Gooch.

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.

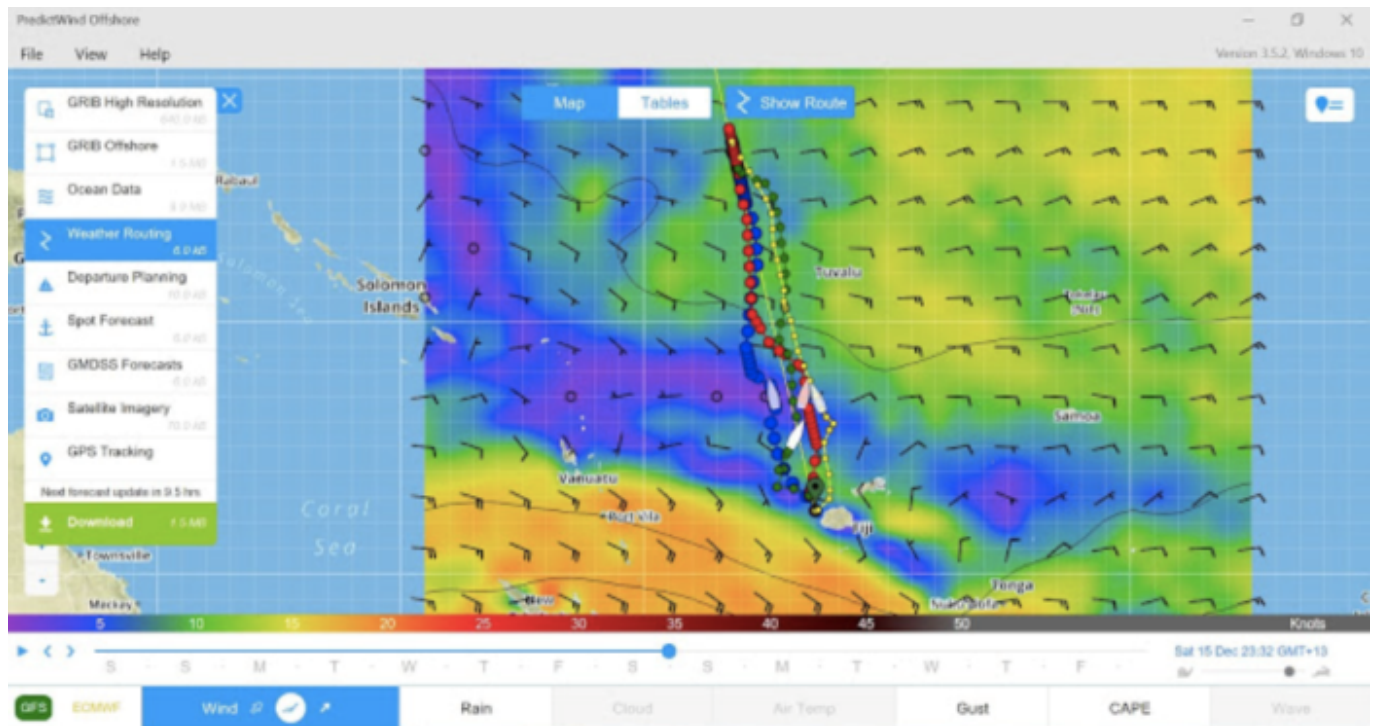
Vancouver Island Fleet Report: April 2021

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



The final BCA V.I. Fleet meeting of the 2020/21 season was held virtually on April 14. After announcing the cancellations of various B.C.A. events due to the current pandemic conditions Brent Alley opened a discussion evaluating Mobile Hot Spots. He discussed their purposes, options and the advantages of several of the devices available.

We then had the opportunity to learn about some of the applications of Predict Wind from Max Shaw, our V.I. Weather coordinator.



Max had helpful suggestions and answers for questions directed his way always with an eye to a fuller appreciation of what kind of diligence is required to be a truly competent offshore sailor.

To close out the year we conducted a survey, including the weather group, to get feed back on what worked this year and how we can improve the V.I. Fleet and Weather offerings for next year.

Daragh and I would like to thank all those who have helped make this another successful year for the V.I. Fleet. We'd like to make special mention of the Vancouver Fleet group for their cooperation as we expanded our reach to the benefit of the Fleet across the Association.

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.

Weather Strategies for the Inside Passage

<https://currents.bluewatercruising.org/events/weather-strategies-for-the-inside-passage/>



Spend two mornings with Kevin Monahan learning about the unique weather patterns of the west coast and how to make decisions based on weather forecasts. BC coastal weather patterns are confusing if you don't understand the basic forces that shape the local weather in the Juan de Fuca Strait, Georgia Strait, Johnstone Strait and the North Coast. Once you understand the dynamics of the most common weather patterns that occur in the region, you can develop strategies that take advantage of them, thus having a more comfortable and less stressful cruise.

Open to all BCA members and non-members; for a detailed course outline and to register, go to the [BCA website](#).

About the Instructor

Kevin Monahan is an extremely experienced professional mariner with more than 20 years as a Coast Guard captain on the BC coast. He knows these water as well as anyone can and is exceptional instructor

as well. BCA has been fortunate to have him teach *Basic and Advanced Radar*, as well as *Tides and Currents*. He is author of: *Local Knowledge: A Skipper's Reference (Tacoma to Ketchikan)* and *The Radar Book: Effective Navigation and Collision Avoidance*.

Boat Maintenance Best Practices

<https://currents.bluewatercruising.org/events/boat-maintenance-best-practices/>



This three hour webinar is for everyone wanting to learn more about their entire marine vessel systems (excluding the engine) from stem to stern, understanding how things work as well as maintenance best practices. Subjects covered will include:

- tankage and hoses
- decks
- spars
- lines
- winches
- hull
- finishes and caulking

Instructor

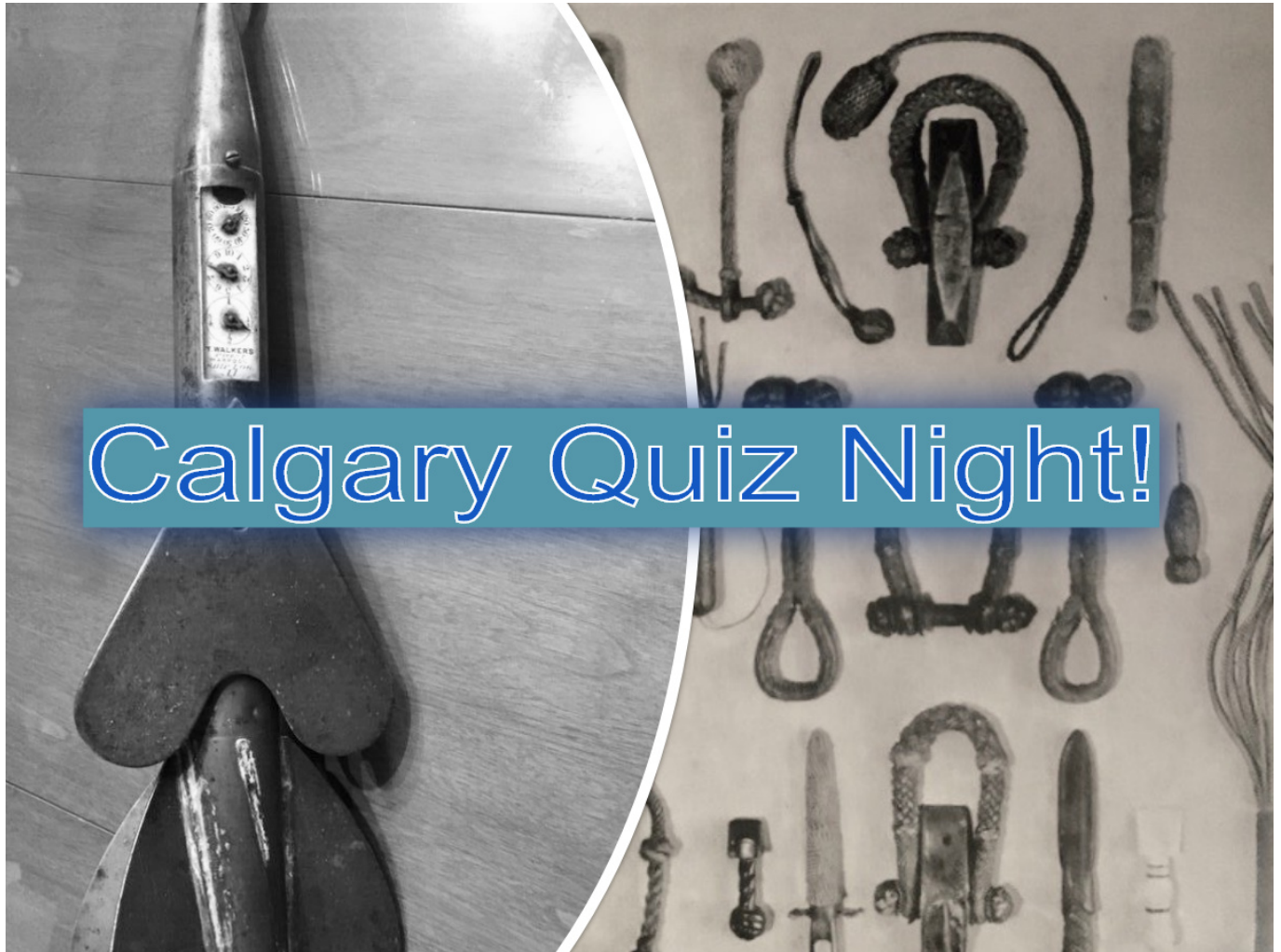
Dennison Berwick has presented to BCA with incredible detail and precision, to rave reviews. His years of experience offshore single handed sailing as a trained and experienced diesel mechanic, and his applied knowledge learned over years of hands-on boat maintenance, will provide practical knowledge and insights.

Although this course is focused on general boat maintenance, Dennison is the creator and publisher of the [Marine Diesel Basics Project](#) – the first visual guide to marine diesel systems. His book on maintenance, winterizing and recommissioning has been acclaimed by Peter Nielsen in [Sail Magazine](#) as “the best guide on the subject I’ve seen, this book has a place on every diesel-equipped boat”.

Dennison is currently en route to The Seychelles aboard his vessel *Oceans Five*.

Calgary Virtual Club Night - Quiz Night!

<https://currents.bluewatercruising.org/events/calgary-virtual-club-night-quiz-night/>



Please join the Calgary Chapter and Speakers Watchkeepers, Pam and Ted Simper, for another entertaining and elucidating night of nautical lore and knowledge.

Fill your mug with your favourite grog or cup of Joe and brace yourself. Whether you are omniscient, pedantic, dogmatic, audacious or just shrewd, you are welcome to test your mettle. Great company and merriment guaranteed.

Prizes optional. We look forward to seeing you!

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

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.

Vancouver Virtual Club Night - The Circumnavigation of Danica, Part 2

<https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-the-circumnavigation-of-danica-part-2/>



After a very well-received presentation about the first half of their trip, this next presentation covers the second part of the circumnavigation by Glen and Mary on their catamaran, *Danica*. They survived a medical emergency at sea, participated in the rescue of a de-masted catamaran in the Indian ocean, experienced an African safari, and were a part of *carnaval*. They covered a lot of sea miles and arrived home as COVID-19 was taking control.

Glen has been a member of BCA for more than 15 years and served as the VI Vice Commodore for four years. After some personal setbacks he was able to press restart and, with Mary, purchased a catamaran in Turkey. They named her *Danica*, meaning early morning light in Slovenian.

A trip around the world is no small feat and required Glen and Mary to overcome some major obstacles but what an adventure it was! The voyage started in Turkey and led to St Lucia, where they joined the World ARC in January 2019. They visited 27 countries and had many adventures. This second presentation covers the completion of their wonderful adventure.

This will be a Virtual Club Night, on the Zoom platform. An invitation with links to the Zoom meeting and login details has been sent to all BCA members. If you are not a member (or if you did not receive the

email) and would like to attend please email [Heather Marshall](#) for details.

Currents Bluewater Cruising

The Bluewater Cruising Association

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