



Photo Contest Winner

Christine Raymond

Sunrise arrival at Bahia Tortuga, Mexico November 17 2021. Rob, I and Azura Kai departed September 8, 2021 from Ladysmith BC to La Paz.

We purchased Azura Kai in 2014. She was lavished with a complete refitting which was a seven year adventure all of its own.



Currents

April 2023

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Artemus the Cat Comes Home!

<https://currents.bluewatercruising.org/articles/artemus-the-cat-comes-home/>



In the summer of 2019, we travelled in our 26' Grampian sailboat *Mistress* from Maple Bay to Desolation Sound. This trip was our first time voyaging to this remote part of the B.C. coast.

While we travelled with another [BCA](#) “buddy boat”, we also had companionship on board. With us on this journey was Artemus, a ten-year-old orange and white Manx cat that we had adopted in May only two months prior. Artemus had accompanied us on previous short sailing trips so we were comfortable with bringing him on this extended voyage.

A Bid for Freedom

Initially, all was well with our sea-faring adventure, but eleven days into this summer trip, Artemus decided he’d had enough of boats and water. While we, in our dinghies, were admiring Cassel Falls tumbling into the clear ocean waters of Teakerne Arm, West Redonda Island, Artemus leaped off *Mistress*, swam the twenty feet to shore, clambered up the rock face, and disappeared into the forest of

this largely uninhabited island.



Artemus on the boat prior to his “jumping ship”

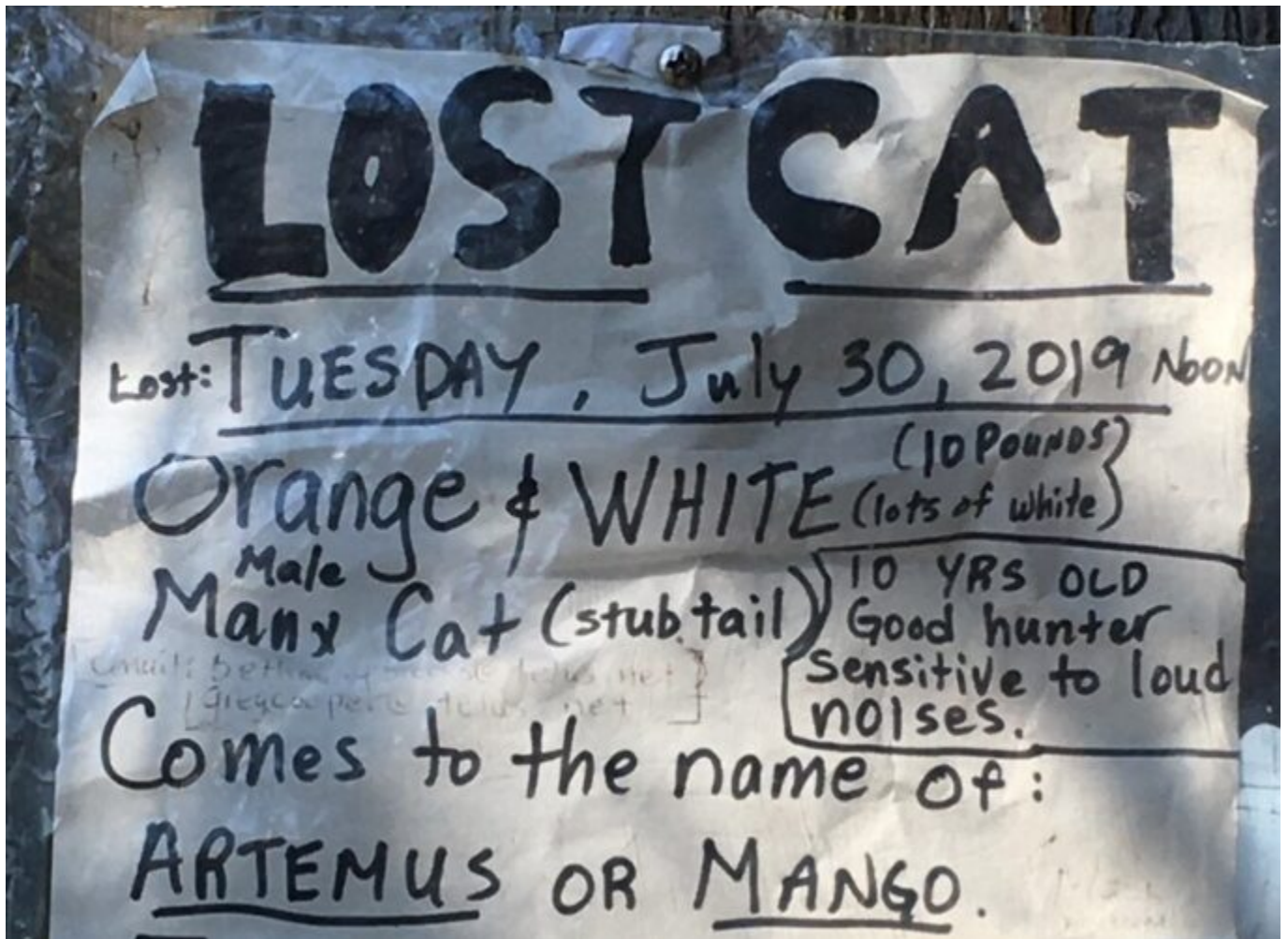
Why would a cat, an animal not known for its love of water, do such a thing? Well, eight days prior as we sailed northwest across Malaspina Strait toward Texada island, being fairly inexperienced sailors, we had a bit of excitement. As we approached the eastern shore of Texada, intending to jibe and head northward, we found ourselves carrying too much sail in a freshening wind. We tried to jibe several times, but each time the weather helm overpowered our efforts. We then attempted to tack through the wind, but then the jib would back and push our bow back toward the approaching rocky shore, with the rail in the water. At one point, Bethanny asked, “What are we going to do?” I replied, “I am thinking” – we both thought, “Well, think faster!” We got the engine started, and with Bethanny at the tiller, I clambered out to the bow to haul the jib down while she brought the nose into the wind.

So, crisis averted, but all this pitching and rolling had caused our refrigerator chest and a couple of other items to come loose and clatter in the cabin, terrorizing poor Artemus so thoroughly that he had peed on our bed. We surmise that with the boat stern-tied in Teakerne, he thought, “I didn’t sign up for this,” and judged that this was his best chance to regain the shore!

Our friend Michael happened to look back at our boats at just the right moment to see Artemus dive off the stern of *Mistress*. Hurriedly, we rowed our dinghies to a dock close by to “rescue” him. I fully expected to find him ashore, hastily licking himself dry. He had something different in mind. After many hours of calling him and scouring the headland in every direction, he was nowhere to be found.

Searching

I thought Artemus might return when all was quiet in the night, so I spent the night on shore. I didn’t have a sleeping bag but went armed with a tarp and cat food and I endured the mice and mosquitoes — all to no avail — no cat. The next day we continued our search, but eventually had to resume the journey with our friends. We left a “Lost Cat” poster – hoping against hope that someone might come along after us to view the waterfall and rescue our friend.



Subsequently we caught up with our travelling companions, visiting several beautiful harbours and anchorages, but always in our mind was the thought of our friend we had left behind. What was he doing? Had he found shelter? Was he cold and hungry?

Four days along, as we were on the brink of leaving the area for the journey south, we decided we must return for another search. On arriving back in Teakerne Arm we set anchor near where we had last seen him. Next to us was another sailboat; their first words to us were, “Thirteen years ago, we lost our cat

here; four days later we came back to try and find him.” Was this a cat Bermuda triangle?

We searched all that day and into the next, hiking through dense bush and to the top of the mountain but with no success. Once again, we had to leave. We had tried as diligently as we could to find our friend, but we could not stay. He was in our minds every moment as we sailed south.

Jump forward two months (into October). We had not forgotten Artemus. We still thought of him often and wondered if he had survived. We comforted ourselves with thoughts that there were mice he could hunt, while hoping that there were no cougars or bears on the island.

A Hopeful Sighting

Cold weather was beginning to set in, but we still didn’t give up hope. Then surprise: a text message arrived from a man named Scott Francis, out of Courtenay. While looking for deer with his buddy, he had spotted Artemus a mile and a half south along the coast from where he had jumped ship. Scott thought, “This is strange. This looks like a house cat — all the way out here?”



Where Artemus was recovered – no people – just rocks and trees!

To add to what seemed like a miracle, Scott happened to go ashore to look at the waterfall before heading

home and there he saw our poster: “That looks like the cat we saw back at the landing!” After all, how many ginger and white cats might you come across in the wilderness?

Being a kind sort, he headed back to where they had seen Artemus and, calling him by name, tried to coax him in. Artemus was too skittish, so Scott left five cans of cat food behind.

Afterwards, Scott contacted us; we now knew Artemus was still alive, and armed with the GPS coordinates from Scott, we might find him! But this beautiful area is remote, only accessible by boat and is a long way in a sailboat. I contacted our good friend Michael and said, “I know it’s a big ask, but would you be willing to loan me your power boat so we can go and look for him?” Quite amazingly, he said yes with no hesitation at all.

The Rescue

We had hoped to get underway immediately, but the weather report was calling for high winds. Not something you want to contend with in an eighteen-foot aluminum boat. We impatiently waited two days, then trailered the vessel to the most northern place accessible by road: Lund. We planned to stay there in the night and run up in the power boat at first light, search where he had been seen, return before dark, and do it all again until we found him or it became clear that he was lost to us.

That night the temperature dropped below zero, so we knew Artemus probably wouldn’t have much time left in that cold weather. Arriving at a small dilapidated dock just south of where he had last been seen, we tied up, readied our packs with food and water, and loaded our GPS with the coordinates – we were all ready for a long day’s hike.

Forty feet from the ramp leading to where he’d been seen, I thought, “we don’t know where he is so I might as well try calling.” I called three times and then heard an answering “meow.” I walked maybe another 50 feet and saw Artemus. He was cautious initially, but he approached me as I kept talking softly to him. I gave him some dry cat food, which he devoured.



Having a celebratory drink in Lund after recovering Artemus.

Artemus had lost 40% of his body weight and, given his way, he would have bolted down all food in sight, but we initially had to ration: one teaspoon of high-nutrition cat food every half-hour so as not to overload his organs.

Epilogue

Now, nearly three years later as I write this, Artemus sleeps contentedly beside me on my desk, curled up in my fleece. He has regained his weight and confidence to venture outside. I wish we could understand everything he has been through in those two months and nine days that he had to fend for himself. I think he has had enough of living the life of a wild animal.

[CHEK News published a great summary of our story](#) along with a lovely photo of our reunion.

About The Author

Greg Cooper

Lil' Ollie - C&C 38

Greg Cooper, now a retired Electrical Engineer, power-boated with his father as a teen but didn't get back to Vancouver Island and the ocean till 2012. Still quite new to sailing, Greg purchased a 26' Grampian in 2017, and now owns a 1986 C&C38 III on which he is carrying out a "somewhat extensive refit".

Best-Before Dates, Sailing, and Retreating Horizons

<https://currents.bluewatercruising.org/articles/best-before-dates-sailing-and-retreating-horizons/>



Some things can improve with age. Red wine is a good example, which is interesting given the complexity of its chemistry and the fact that it is made from fruit, which rots if left alone long enough. Alcohol turns out to be a great preservative, at least for wine. However, boats are in a class of things for which “best-before dates” matter, and we need to consider them as we prepare our approaches to boat inventory management and personal planning.

Our new appreciation of best-before dates emerged from a visit in 2021 to our boat in Papeete, Tahiti. We had tied *Marathon* to the dock in June 2019, planning to return later that year and continue sailing to New Zealand. A work opportunity came up and pushed our return to Tahiti date to April 2020. Then there was a pandemic.

We finally returned to the boat in October 2021 with a plan to spend about 10 to 14 days getting it back into cruising shape, followed by four to five weeks of cruising in the Societies. During our absence, *Marathon* was being “minded” by someone who started the engine, pumped the head and checked the bilge every two weeks for nearly two and a half years. The boat exterior was cleaned every couple of months, and a diver cleaned the bottom and dealt with the zincs as well. Everything else on board was left

untouched.

On our first morning in Papeete, the corroded propane solenoid prevented us from boiling water for coffee. Daily discoveries of new problems caused by heat, humidity, and the passage of time, were a feature of at least our first week on board. The temperature and humidity in Papeete likely contribute to faster aging of some things. Plastic, rubber, and anything else on which mould could establish a foothold, did not do well during our absence (other than the mould itself – it thrived).



Mouldy PFD – is integrity affected?

A new, at the time of departure from Mexico, plastic 4 litre bottle of anti-freeze cracked and released its contents into the bilge. A similar plastic 4 litre bottle of engine oil also cracked, but fortunately the break was at the top of the bottle so no leakage occurred. Tin cans corroded and some leaked. Thankfully, we had most of them in plastic bins, so the acetol, for example, leaked into the plastic bin and mixed with leakage from other assorted tins. It was also fortuitous that none of the mixing led to the creation of explosive outcomes, or more corrosive or flammable liquids.



Leaking containers

None of the above examples have best-before dates stamped on them, or at least none were visible on the rusted cans or fractured plastic bottles, though I did learn from trusted sources on the web that new engine oil in its original packaging has a shelf life of about six years.

Many packaged foods have best-before dates stamped on them. The date on the package does not mean that the contents will become inedible or toxic on the indicated date, only that quality in terms of taste and perhaps even colour and texture might start to deteriorate at about that point. An exception might be fresh dairy products, like milk and yogurt, that seem to take a nosedive in terms of quality close to the inscribed date on the package. We had donated nearly all our remaining canned goods, some past their best-before date, others not, to a local charity. We no longer needed them, and we did not want to leave them on board when we left at the end of our visit.

Batteries, even if unused, leaked before their best-before date if they were installed in a device. We normally remove most batteries from electronic devices before we leave the boat for even a few weeks. We were, however, surprised by how much damage was done by leaking batteries in devices that we had not considered, even though they had not reached their “date” by several years. The remote control for the anchor windlass, a digital multi-meter, and a small Sony shortwave radio are now waiting in our electronics recycling bin for processing. Leaking battery fluid has made them inoperable and irreparable.

Rubber and rubberized plastic were also problematic. The plastic hose that runs from the manual bilge pump to the bilge had several visible cracks, in addition to some cracks in places where they are undetectable – a big job to fix this one. Other rubber hoses cracked at their attachment points to metal fittings – the most egregious of these being the hose that runs from the engine cooling system to the hot water tank; or maybe the worst was the hose connected to the engine oil removal pump on the side of the Perkins 4.108. The split in that hose was invisible until oil sprayed around inside the engine compartment while trying to extract oil from the sump for an oil and filter change. And rubberized plastic items had all become slimy, mouldy, cracked or all three. A handheld VHF looked like it had been coated with deeply embossed faux tortoise shell, the individual cells of which promptly fell off when touched.

Additionally, stainless-steel rails and hardware revealed very clearly that it stains “less” but it certainly does rust. Amazingly, none of the chandlers in the marina sold metal cleaners, and the metal cleaner that we had on board was no longer useful – the contents of the tube had separated into component parts that could not be recombined into an effective metal polish.

The notion that everything on your boat is already broken, but you just don’t know it yet, sounded exactly right.

Both propane tanks had passed their required inspection dates, as had the SCUBA tank and fire extinguishers. All pyrotechnics had expired. The life raft was one year past its three-year service requirement.



Items well past their best-before dates

The only somewhat good news in this sad list was the water maker. Despite being pickled with the

chemical that needs to be replaced every six months (though some experts suggest that it remains effective in the membrane housing for up to a year), we were able to revive the machine, using advice from three separate sources, including the manufacturer and a technician working for a dealer that sells this machine. The latter was the most useful and the water maker is producing high quality water at factory specified rates and quality specs after going through a prolonged start-up/rejuvenation process.

All of the above issues can be attributed primarily to pandemic restricted travel and our inability to conduct routine maintenance or to keep the boat well ventilated by being on it. And though we will now have a more exacting inventory of every on-board device with a battery inside it, along with individual expiry dates, the one that is more challenging to deal with is our age. Birthdays are relentless and unavoidable.

Sailing is a physically demanding sport that requires at least moderate fitness, strength, and agility – qualities that seem to have best-before dates for many humans. A colleague once remarked that “yes, as we get older, the horizons get closer” – a comment that struck me as quite alarming! However, it was encouraging to read that Bernard Moitessier held a different view: “...life’s framework is limited only by the horizon, and it retreats as you sail towards it.”

About The Author

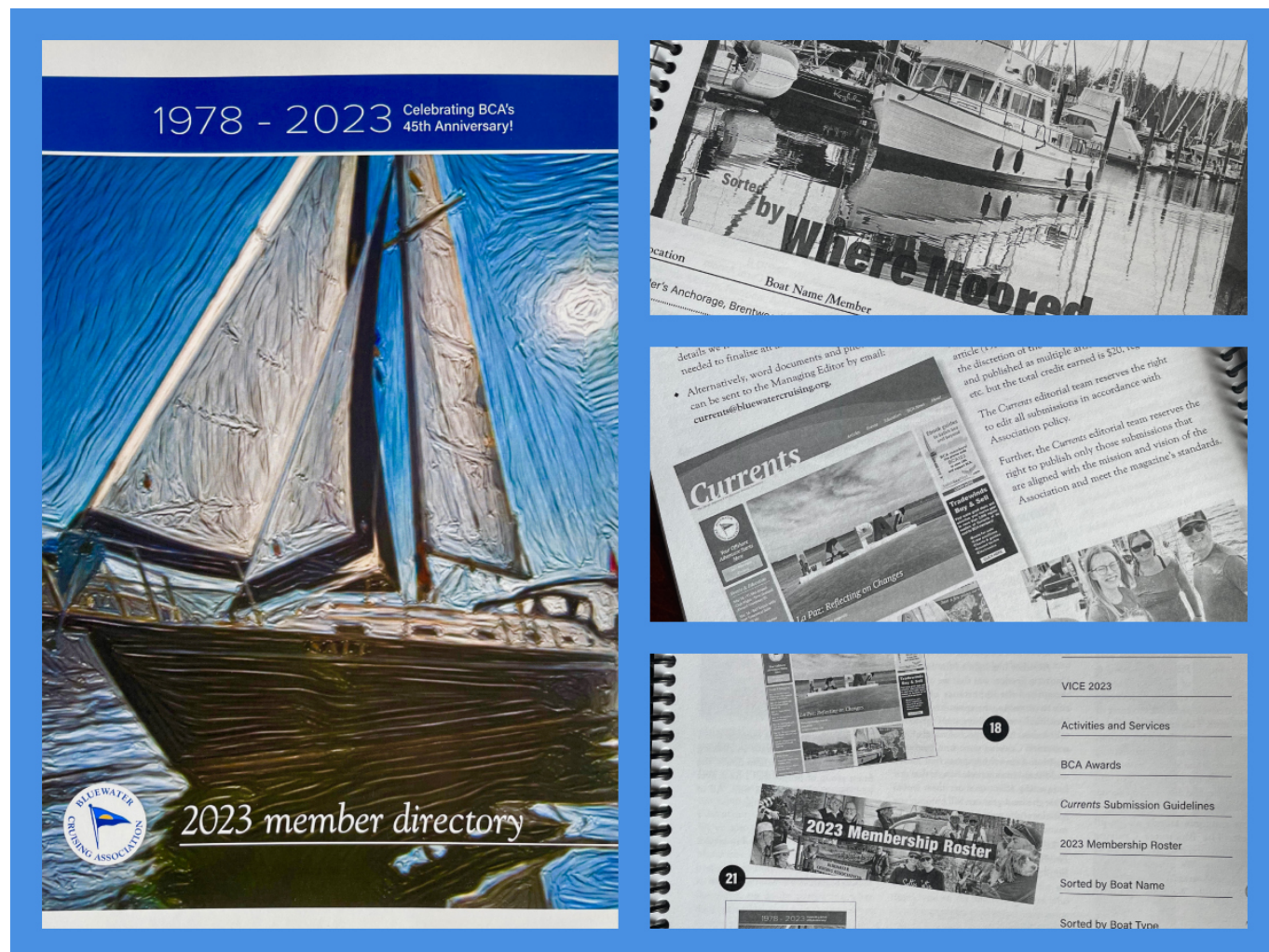
Nello and Sheridan Angerilli

Marathon - Beneteau Idylle 1150 sloop

Nello and Sheridan Angerilli of **Marathon**, sailed to Mexico in 2009 and crossed from there to French Polynesia in March-April, 2019. They moved **Marathon** back to Mexico in early 2022 and have enjoyed two further cruising seasons in the Sea of Cortez from a base in La Paz. They are very grateful for what they have learned through their membership in the BCA starting in 2006.

BCA 2023 Member Directory

<https://currents.bluewatercruising.org/news/bca-2023-member-directory/>



The 2023 edition of the Bluewater Cruising Association (BCA) Member Directory has arrived 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, [Amanda Lance](#), 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 2023 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, 2023), 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 [Amanda](#).

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)
- [Calibre Yacht Sales](#) (Inside Front Cover)
- [Dolphin Insurance Services, Inc](#) (Inside Back Cover)
- [Evolution Sails Vancouver](#) (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, Amanda Lance, Doug England, Cathy Norrie, Sally Holland 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 and her husband, 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 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-april-2023/>



The April meeting of the Vancouver Fleet at 1930h on April 25 was held in Zoom and covered the topic: Anchoring and Communication – A Discussion with Dick Townsend, Ken Robertson and Cameron McLean.

Show and Tell

Denis Heinrichs found a Starlink antenna mount for \$85. Janet McKeown bought a micro thermal printer – [Peripage](#) found on Amazon for \$165 that will print legal sized paper and comes with one roll of thermal print paper. This is ideal if printing is an occasional need only. Heather shared her nesting pots by [Ingenio](#), with a separate stainless steel click-on handle, all of which take up little space in the galley. Anne Woodson has used similar pots for years as well and vouched for their quality and usefulness.

Up to the present, the Vancouver Fleet meetings have been hosted in Zoom only, rather than being hosted in a hybrid format, such as the meetings being held by the Vancouver Chapter. The number of Vancouver Fleet members wishing to attend in person has been insufficient to warrant a hybrid meeting.

It is hoped that events such as the Solstice potluck meeting held on December 18, 2022 and the upcoming June barbecue that will be held at Spruce Harbour Marina on June 27, in addition to the extra Zoom time before and after meetings, enable adequate interaction between Fleet members.

The next meeting of the Vancouver fleet will be on May 30, covering the topic of Boat Insurance with Sean Thompson of Dolphin Insurance.

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 2023

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-april-2023/>



The last V.I. Fleet meeting this year involved some mystery and subterfuge and was well appreciated by the 12 in-person and the 14 Zoom sailors in attendance. High on the list of announcements was the upcoming V.I.C.E. event and the V.I. Fleet Rendezvous on April 21-23. This included the announcement of a mystery prize to be awarded for the best Heaving-to story told on Saturday evening at the Pot-Luck dinner. For the answer to that mystery, you'll need to read the Fleet Rendezvous Report!

Now, the subterfuge. For Show & Tell our Commodore, David Mitchell, had volunteered to bring in what turned out to be a Walder Boom Brake they found secured in the bilge of Salt. David was confused by a piece of random hardware attached to the device and was looking forward to an explanation of how this was all supposed to work. Turns out the extraneous hardware was from a different vessel and was completely irrelevant to the Brake.

The subterfuge involved certain organizers and David's family members ensuring he believe he would be presenting this device for discussion at the Fleet meeting, when in-fact he would be shuffled off by Trina to pick up family at the airport and then taken to a surprise dinner to celebrate his recent retirement from the military. Daragh and I substituted for David (Trina had smuggled me the brake without his knowledge) to demonstrate the basics of this Boom Brake set-up.

Sean Thompson from Dolphin Insurance then dispelled some of the mysteries around the current state of the offshore boating insurance market for the group and effectively addressed the many questions from folks in the audience.

After the break Daragh presented a discussion of the procedures and paperwork around clearing in and out while traveling offshore.

Over the past several years Daragh and I have tried several approaches to surveying the Fleet regarding their evaluation of the year and recommendations for the next season. As we are on our way out the door, we finally found a better approach! We set aside time for a group discussion, polling each individual about their input on topics presented or not and what would be of added value to the program. We now have a healthy list to pass on to Campbell and Bill as they guide next season's group of Dreamers.

I hope I speak for Daragh when I say it has been a privilege for us to serve the Fleet over the last several years as we aided so many enthusiastic sailors in their quests to voyage offshore.

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.

Sextant Theory & Practice

<https://currents.bluewatercruising.org/events/sextant-theory-practice/>



Do you have a sextant but don't know how to use it? Do you know what MERPASS is? Do you want to learn more about Celestial Navigation? Would you like to have a back-up navigation system you can use if your GPS stops working?

If you answered yes to any or all of the above questions, this is the course for you!

Offered by VI Education, this five-hour, in-person course will be taught by well-known instructor and BCA member, Scott Crawshaw.

About The Author

Brent Alley**Pegasus II - Nordic 44**

Brent has been member of Bluewater Cruising Association since 2014. Since joining BCA he and Barbara have sailed to Desolation Sound, Alaska, Haida Gwaii and most recently to Mexico.

VI South Club Night - Heart and Soul at Sea

<https://currents.bluewatercruising.org/events/vi-south-club-night-heart-and-soul-at-sea/>



Please join VI South at our final traditional club night of the season (and don't forget to mark your calendars for the June 13 BBQ, with information and registration coming soon!). Meeting details and Zoom ticket purchase information is below.

Offshore Passages in the Pacific from the First Mate's Point of View

Join First Mate, Margaret Cormie, and David Vanderhoek, Captain, who will present their offshore passages aboard ***Heart and Soul***, their Sceptre 43, with stops meant to whet your appetite for offshore sailing. They did many Pacific passages, criss-crossing from South America to many Pacific Islands, including Easter Island and The Marquesas, then north to Hawaii and home.

Margaret and David will also describe their five years of preparation for going offshore, joining BCA Fleet, doing two VICE trips, and taking various courses such as Celestial Navigation, Radar, Safety at Sea, as well as Spanish lessons.

About the speakers: Dave has been sailing all his life. Margaret had sailed occasionally before they married in 2008 and, when they decided to go offshore, it didn't take Margaret long to join Dave's enthusiasm! Last year Margaret and David presented their trip through Patagonia and around Cape Horn.

Hybrid Meeting Format

In-Person Attendees:

For those attending in-person, the format will be very much the same as “normal”. Doors open at 7:00 and meeting starts at 7:30, with presentation immediately to follow.

Covid Protocol: COVID protocols have been suspended as per BCA policy available [here](#). Please remember to respect those members and guests who may choose to wear a mask to BCA events at this time.

Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

Virtual club nights (via Zoom) have enabled BCA to continue our monthly meetings and presentations throughout the pandemic, with an added bonus of expanding our community to members and non-members across the globe.

With the return to in-person meetings, BCA has continued to provide a virtual component to our club nights as it has significant benefits to our membership. This, however, comes at a cost for the purchase of cameras, audio equipment and the lost revenue due to a decrease of in-person attendance used to off-set venue costs.

Cost: Members—\$5.00 per connected device; Non-Members, \$10 per connected device

Zoom meeting invitation: Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation. Please note that you must be signed in to the BCA website to get the member price. We are not able to provide a reimbursement for the difference in price for those that do not sign in.

Vancouver Club Night - EPIC Solutions to Ocean Plastic Pollution

<https://currents.bluewatercruising.org/events/vancouver-club-night-epic-solutions-to-ocean-plastic-pollution/>



[Ocean Legacy](#) is a Canadian based, internationally recognized non-profit organization that has developed a world leading Plastic Pollution Emergency Response™ program called EPIC.

Their goal is to give the plastic waste recovered from oceans and beach cleanups around the world an economic value, stimulating the plastic circular economy while providing communities the long-term tools they need to steward their environment — keeping more plastic out of the oceans in the first place.

Ocean Legacy works with scientists, government, non-profits, artists, industries and concerned citizens to catalyze innovative solutions to combat plastic pollution. By working together, they create tools for communities around the world to help them clean up and manage their post-consumer plastic by transforming it into a valuable resource.

Ocean Legacy believes worldwide change begins with dedicated, well-informed individual action. The goal is to educate the public about the plastic crisis we face and foster a global movement to end plastic pollution. Anyone can fight the devastation being caused by plastic pollution, but we all need to understand the problem.

Presenters

James Middleton – Ship Captain, Co-Founder

Josh McLean – Digital Content and Development Coordinator

Hybrid Meeting Format

In-Person Attendees:

- For those attending in-person, the format will be very much the same as “normal”
- Doors open at 7:00 and meeting starts at 7:30.
- Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

- *Virtual Attendees – Free for this month only!*
- All BCA Members should have received an invitation to this club night. If you didn't or you are a non-member please contact [Don Hutchison](#) for details.

About The Author

Heather Marshall

Mischief - Catalina 27

Bluewater BCA member Heather Marshall first fell in love with sailing as a teenager. She sailed to the Mediterranean and back aboard a Bavaria 38 sloop, 'Sea Otter of Canada', with her former husband. Heather single-hands 'Mischief' to destinations in the Salish Sea.

Calgary Club Night and Potluck Social

<https://currents.bluewatercruising.org/events/calgary-club-night-and-potluck-social/>



BCA members are invited to join the Calgary Chapter for a potluck and social on Tuesday May 2:

- Bring your favourite appetizer or main or dessert.
- Swap boat recipes, sailing stories and tell us about your new or best gear.
- Please send a photo of your past, present or future boat or a sailing picture for an evening slide show to [CalCommunications](#).

Hope to see you there.

Best regards,

John Kortbeek
Calgary Chapter Vice Commodore

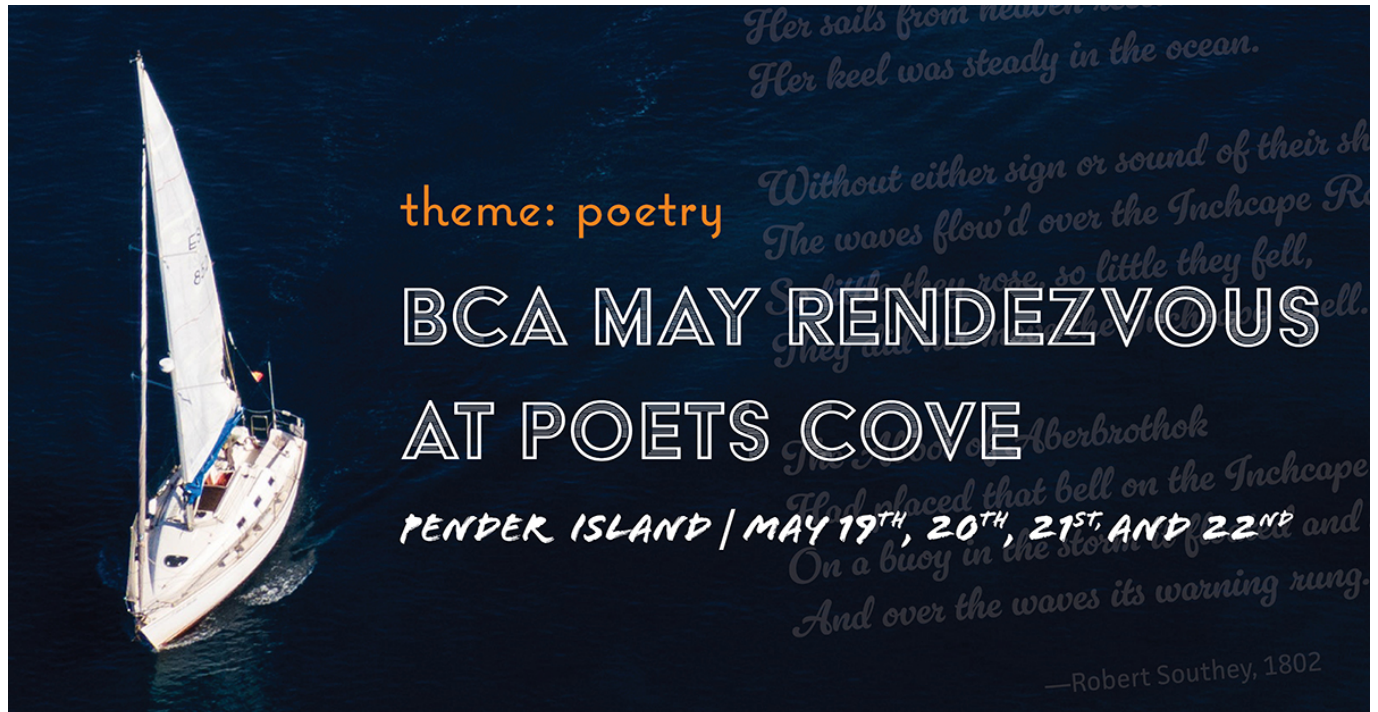
About The Author

John and Vici Kortbeek**Bear North - Hans Christian 48T**

John and Vici enjoy sailing the West Coast. They share Bear North, a Hans Christian 48T with brother and sister in law, Frank and Judy. Over the last few years, they have ventured north to to the Alaska Border and Haida Gwaii. In 2021 they circumnavigated Vancouver Island. With retirement approaching the plan is to head north in summer 2023 and then reverse course towards Mexico. John has been Calgary Chapter Vice Commodore since 2020.

May Rendezvous at Poets Cove

<https://currents.bluewatercruising.org/events/may-rendezvous-at-poets-cove/>



After a four year pause, the Vancouver Island Chapter is very happy to launch the 2023 cruising season back on the Breakwater Dock at Poet's Cove, for our fun-filled 'meet up' of boats—and minds. And minds, you ask?

Yes, the theme of this year's get together at Poet's Cove is, aptly, poetry. With very broad poetic license, compete for the best composition and performance of an original piece—by you, of course. Perhaps an ode to the love of your life—boat or partner?—cruising strife? OR—you choose. Recite or sing or dance or mime?

First, second and third prizes will be awarded; judging by the 'clap-o-meter'.

We'll also include some of the tried, true and beloved activities—such as microscopy with our own Dr. Elaine Humphrey, laboratory manager at the Advanced Microscopy Facility at the University of Victoria, and star of CBC Sunday morning radio; silly races, sing-a-longs, timed bowline knot tying—maybe with our feet, on shore hike, and whatever we can come up with before May 19th.

Most important now is that you [register on our website](#) and BOOK your spot on the floating dock at \$1/foot by calling Poet's Cove Marina direct: 1-250-629-2111. No power or water on dock. Mooring balls are first come and anchoring is free.

Registration fee of \$10/person and the signing of the liability waiver will be done when you arrive at the Host Boat, **Golden Girl**. Registration fee will include continental style breakfast on Sunday and Monday.

Confirmation of activities and schedule can be found on the BCA website calendar.

VI Mid-Island Club Night - An Island Too Far 2022 Scottish Islands Cruise

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-an-island-too-far-2022-scottish-islands-cruise/>



Barrie and Sandra Letts will share their 2022, five week adventure sailing the Scottish Islands with their friends Mike and Cate, aboard their classic Moody 42 *Kealoha V.*?

What started as a cruise to the Danish Faroe Islands from Inverness, Scotland, via the Orkneys, was not to be. Weather, the great arbiter, served up adverse winds and seas, dictating a change to Plan “B”. Over a

five week period they diverted to the Shetland Islands, transited the Caledonian Canal and sampled the Hebrides. Not bad as far as second choices go.

There will be a few added pictures from Barrie and Sandra's earlier visit to the area in 2015. They do not offer up sunny beaches with scanty bathing costumes. However, if rugged scenery, surprising history, rare wildlife and single malt pique your interest, join us April 20th at Nanaimo Yacht Club!

Presenters

Barrie and Sandra Letts have been sailing together since the mid 1990s. By 2000, they were Bluewater "Dreamers", circumnavigating Vancouver Island in their 1969, 26 ft Mic Mac ***Moonshadow***. Much to the surprise of all, they both came back alive and wanting more.?

After an extended search, they bought their bluewater boat ***Passat II***. It was a 1980 Stan Huntingford designed, 34 ft Tradewind. In 2007 they quit their jobs and untied the mooring lines. Twelve years were spent exploring the world, as outlined in their blog svpassatii.blogspot.com, until interrupted by COVID-19, with ***Passat II*** trapped in Spain, and Barrie and Sandra in Victoria. In 2020 they sold ***Passat II*** and returned to sailing the BC Coast, now aboard ***Knot 2 Krazy***, a Pearson 385.?

Barrie and Sandra are recipients of the BCA 999 Coastal and Offshore Awards. Both remain active BCA Donors, with Barrie serving on the VI Watch and the Board.

Note that this club night will NOT be available via Zoom.

About The Author

Kathryn Swangard

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Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

BCA Issues RFP for BCA Burgee Supplier

<https://currents.bluewatercruising.org/news/bca-issues-rfp-for-bca-burgee-supplier/>



The Bluewater Cruising Association is seeking proposals from qualified and experienced suppliers to respond to our Request for Proposal (RFP) for the Supply and Delivery of BCA burgees to the Association. To obtain a copy of the Request for Proposal, contact [BCAAdmin2](#).

Deadline for submission of a sample of your workmanship and written proposal is **Monday, May 1, 2023** at 3pm Pacific. The Board of Directors expects to award the contract by May 15, 2023.

About The Author

Jennifer Handley

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Jennifer and her husband, 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.

Currents Bluewater Cruising

The Bluewater Cruising Association

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