



Photo Contest Winner

Craig Brazier

Poudre D'Or - Miura 31

While sailing around Vancouver Island, we enjoyed a spectacular spinnaker run past Brooks Peninsula when my friend decided to launch his drone—his first time flying it from a boat.

It clipped the backstay on takeoff and nearly vanished into the swell before recovering just above the waves. The recovery was just as dramatic, with a kamikaze-style crash landing into the cockpit that almost sent it overboard again.

Well worth it for the shots we got!



Currents

April 2026

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BCA Pioneer Interviews: Blake Williams

<https://currents.bluewatercruising.org/article/bca-pioneer-interviews-blake-williams/>



In March of 2025, I had the pleasure of meeting with Blake Williams and Barb Angel at Spruce Harbour Marina. We had a wide-ranging discussion on their adventures and the early days of the Bluewater Cruising Association. What follows is the first of two (or possibly three) articles based on this meeting. These are more heavily edited than the previous articles in this series, to separate the individual narratives and provide clarity.

Again, I am indebted to Donna Sassaman for transcribing the recording and to Barb Peck and her team for the final editing.

I hope that you find as much enjoyment in reading these stories as I had in conducting the interviews.

Interview with Blake Williams

Barrie: Well, Blake, welcome to Bluewater Cruising Pioneers!

Blake: Arrrgh!

Barrie: Yes, arrrgh (*chuckles*)! We've talked on the phone many times and I've just had the pleasure of meeting you. I'm very much looking forward to looking over the historical material that you've brought after we've had our chat. But I think the first thing I'd like to ask is, how did you get interested in bluewater cruising?

Blake: I had moved here. I grew up on the East Coast so I knew the Atlantic Ocean, but I had to learn a lot here. My first boat here was the *Lightning* at Burrard Civic Marina. I'd drop it down, go for a sail, and pull it back up. Then I decided I'd like to get a larger boat. I sold the *Lightning* and bought an Alberg 30, very nice boat. That year I got moorage at Heather Civic Marina. (Great pub there, by the way!)

I got to sailing around and taking family to Victoria and into the San Juans... I said, you know, I'd really like to go offshore because as I was reading Robin Lee Graham and all of these books. And this was just about the time that Sam Sidneysmith and the originators held the first meeting [of the Bluewater Cruising Association]. Who was the guy with the family that was going out and they turned around and came back because of the rough wind; he ran the garage?

Barb Angel: Fred Tremblay.

Blake: Oh, yeah. So there was a band of people there and I went to them and they were just talking about forming it.

Barrie: This was approximately what year?

Blake: 1973. No, maybe later than that, but it was in the 70s for sure. I had the boat but I didn't have the experience. Malcolm Wilkinson, at that time was a local boater (he built a boat in his yard in Point Grey)... he and his wife Darcy were giving classes at Kitsilano High School in the evening about preparing to go offshore. So I said, "Okay, well that's nice."

One of the classes was about celestial navigation. I said, "I've got to get a sextant, I've got to get some training." So I took that course.

I began to get prepared. I talked to Sam Sidneysmith about it. Murray Napier ... gave me some advice and I think Dave Fukahara gave me some advice. At that time...they weren't members. I wasn't a member.

Just before leaving, my wife and my daughters and I went up Howe Sound. Suddenly there was this bump. What the h___ is that?!? It was a log that had gone down and come back up.

Barrie: Oh, a deadhead kind of situation.

Blake: Yeah, and this is just a week before. (Forshadowing)

I found a crew member. I took my crew out a couple times to make sure that we were compatible and all that, because it's a long journey.

It turned out that the boat was like pumping water all the time. Like where's all this water coming from? Is the boat leaking? It turned out that the encounter with the deadhead had broken a seam in the fresh water tank. So now I said, "Okay, so how am I gonna replace all this water?"

I then had all these jerry cans on the boat.

So we boarded up and said goodbye and headed off.

Barrie: Where were you headed at this point?

Blake: To Victoria. It was a wild ride! We finally tied up in front of the Empress. Some friends in Victoria took me out to dinner. They were very generous with the wine!

The next day, we headed off.



Ready to depart Victoria, 1981.

I had one of those knotmeters that had a little impeller on it.

Barrie: Oh, yeah, logs.

Blake: Yeah, and it gave distance and speed and all that. I thought, this is great. This is going to be great. We get to Neah Bay. I patched the water tank, loaded up, and off we headed.

Barrie: Now where are you headed to?

Blake: We're headed southeast of San Francisco, then out to Hawaii.

I had two months off work. We got becalmed for three days. I thought, "Oh no, oh no," every day!

Eventually, we got to Hawaii at night. The wisdom would be to hold and come in during daylight. There were squalls forecast. We were both exhausted. We entered Hilo and cleared Customs at night (featured image is *Antares* in Radio Bay, Hilo).

I thought, "Oh, isn't this great!" We went on a little trip around the volcanoes.

Then we were off to Lahaina, via the 'Alenuihaha Channel. It is as vicious as Cape Horn, according to the whalers at that time. My crew member said, "I'm going home."

So now I'm thinking, "Oh, God, what am I going to do? What am I going to do?" The clock is ticking. My father's saying, "Get that effing boat on a ship and get back here!"

I met Neil Barraclough. He had a t-shirt, a pair of jeans, a sweatshirt, and that was it.

Barrie: This is?

Blake: The new crew member, from Lahaina.

So I said to Neil, "Let's do a trial run to Honolulu." And we do that.

"I've got to fix the radar reflector." So we do that.

Then we sailed overnight to Kauai. As we came in, the Atomic Four would not start. I said, "That jib has got to come down *fast!*" We're now surfing in. There's a cement dock with one black tire. I said, "Just hang on". We made it, but added a black racing stripe on the hull.

Finally, it was time to head home. I said, "We've got to reprovision and go." So we set off, going east and then north.

Sometimes we could hear [Blake makes the sound of deep breathing.] This was a basking shark.

Barrie: Oh, wow!

Blake: We got to see a lot of sea life.



Blake taking noon sight.

I wanted to go North to find the westerlies. I said, “I’ve got to get this boat moving faster. What can I do?” So I took the risk of putting the boom out, the genoa out full, and the main out full, and surfing wherever I could. I was picking up speed.

Barrie: Were you wing on wing?

Blake: Yeah, yeah, plus surfing. I mean, then you reduce the wetted surface, and that cut about four days.

I remember it was overcast. We could not get a fix with the sextant – we didn’t know exactly where we were. I knew we were near the coast, but I didn’t know whether we were off Washington or BC. I was aiming for Juan de Fuca. I called the Coast Guard. I said, “Could you get a signal on this and just tell me?” He says, “Yeah, we’d love to, but the rangefinder is broken.”

Finally, I hailed a fisherman, and they were going into Tofino. I followed them and tied up, went in for a beer and a cooked dinner, filled up the jerry cans, and off we went, thinking, “It’s going to be a good wind tomorrow. We probably won’t need the gas. We’ll start doing that.”

Barrie: Now you’re heading south to go back to Juan de Fuca?

Blake: Yeah, past the big lighthouses and all that.

I weighed about 180 pounds when I left. I was 135 when I came back.

Barrie: *Whoa, that's a diet! So you were gone for how long total on that one?*

Blake: It was almost two months to the day. Then right back to work.

Barrie: *And that was on the Alberg, right?*

Blake: I was on the Alberg 30.

Barrie: *So what were your instruments on board in those days?*

Blake: One sextant, the compass. I had to throw wood chips overboard to guesstimate the speed.

We were a dry boat. going down. We arrived in Victoria and made up for it in the Library Bar!

Then I spent more fuel going from Victoria to Vancouver than I did...

Barrie: *The whole trip? Because you were fighting wind and current the whole way?*

Blake: Yeah.

So that was it. When I came back, I just said, "I'm a captain now! I'm a captain! I've done that."



Blake and crew about to head up to the Library Bar to celebrate their safe return.

Then somebody said, “Well, why don’t you join Bluewater? And I said, “Why not?!”

Liv Kennedy, who was an author of so many good things maritime, convinced me to do a presentation at the Maritime Museum.

Then I did a course in Fraser Valley College for people who were interested in offshore sailing.

These were the days with slide projectors and carousels and all that ancient technology that nobody knows about anymore and can’t convert.

—

More stories from my interview with Blake Williams and Barb Angel coming soon!

About The Author

K. Barrie Letts

Knot 2 Crazy -

Barrie and Sandra joined BCA Feb 2006, were part of the Fleet of 2007, and have received Coastal 999 and Offshore Awards. They spent 7 of 12 years offshore aboard SV Passat II, cruising the west and east coasts of North and Central America; transiting the Atlantic Ocean and cruising the North Sea, Atlantic, Biscay and Mediterranean coasts of Europe and North Africa. Now they cruise the BC coast aboard Knot 2 Krazy.

Navigating the Central American Gap Winds - Part 2: The Papagayos

<https://currents.bluewatercruising.org/article/navigating-the-central-american-gap-winds-part-2-the-papagayos/>



In [Part 1](#) of this article, we safely navigated through the Tehuantepec winds, and anchored inside the estuary at Bahía del Sol, where we experienced Pupusa Saturday with Bill and Jean. Moving onward, we are now ready to face the Papagayos, on the way to – or back from – Panama.

The Papagayo Winds

The Papagayo winds funnel through mountain gaps (especially around Lake Nicaragua) from Caribbean highs. Although the hotspot is the southern half of the Nicaragua coast and the Gulf of Papagayo in northwest Costa Rica, the effects of these winds stretch 300 miles offshore. Northeast to northwest winds hit 20 to 50 knots (with gusts over 60) and serve up a nasty, short, steep wind chop.

Seasonality & Persistence

The Papagayo and Tehuantepec winds are both driven by the same winter high-pressure systems, peaking from December through April, and with the strongest blows mid-December to March. While Tehuantepecers arrive as distinct events that can suddenly switch off, the Papagayos are far more constant: they may ease, but rarely disappear completely during the dry season. Expect shorter windows and more day-hopping. The shoulder months (late April to May and October to November) offer the lowest risk of strong gap winds while avoiding the rainy season's daily squalls and lightning.

Transiting the Papagayo Zone

Day-hop close inshore. Break the trip into 20 to 30 NM bites, staying less than ½ mile offshore or on the 10-fathom (60 ft / 18 m) depth contour where the fetch is tiny and waves play nice. Because you're in so close, navigation is daylight only, so your hops will be short.

Time the lulls. Winds follow a daily rhythm (quiet mornings, stronger in the afternoon, easing in the evening) but don't count on the full "off switch" that you get in the Tehuantepec. Sail on any 12- to 24-hour lighter-air window. Popular staging areas are Meanguera (Gulf of Fonseca) or Marina Puesta del Sol (a great place to pause northbound or southbound).

Reef early and have options. Double-reef before things get sporty. Protected bays and marinas in the Gulf of Papagayo are excellent hideouts either way, but the open shoreline works too. Find a sandy shore and drop the hook in 15 to 20 feet of water; the winds will calm the waves and hold you offshore.

On *Avant*, we rose before dawn and raised the main with two reefs (and felt like cowards doing it). By mid-morning we were considering a third reef. By mid-afternoon we had had enough and nosed into a sandy bit of coast to drop the hook and take the rest of the day off.

[*Come On Rover*](#) relates their passage: "Cruising along with 'one foot on the beach' the winds picked up as predicted... consistent mid-to-upper 20s and regular gusts up to 35. As we were VERY close to the beach, the fetch was limited, and the wind waves were completely manageable." This advice is applicable northbound or southbound.



Left: Enjoying a tropical stream in Bahia Santa Elena, Costa Rica with fellow BCA members Greg and Alice from *Anduril*; Right: A picnic ashore at Samara beach with Greg and Alice.

Costa Rica Highlight

The heart of the Papagayo zone is Costa Rica's spectacular northwest coast. Southbound crews usually clear in at Playa del Coco, a lively fishing town with supermarkets, restaurants, and easy buses to Liberia for major provisioning. Northbound crews clear out there before heading into the strongest winds.

The Gulf of Papagayo and nearby waters offer several excellent all-weather anchorages:

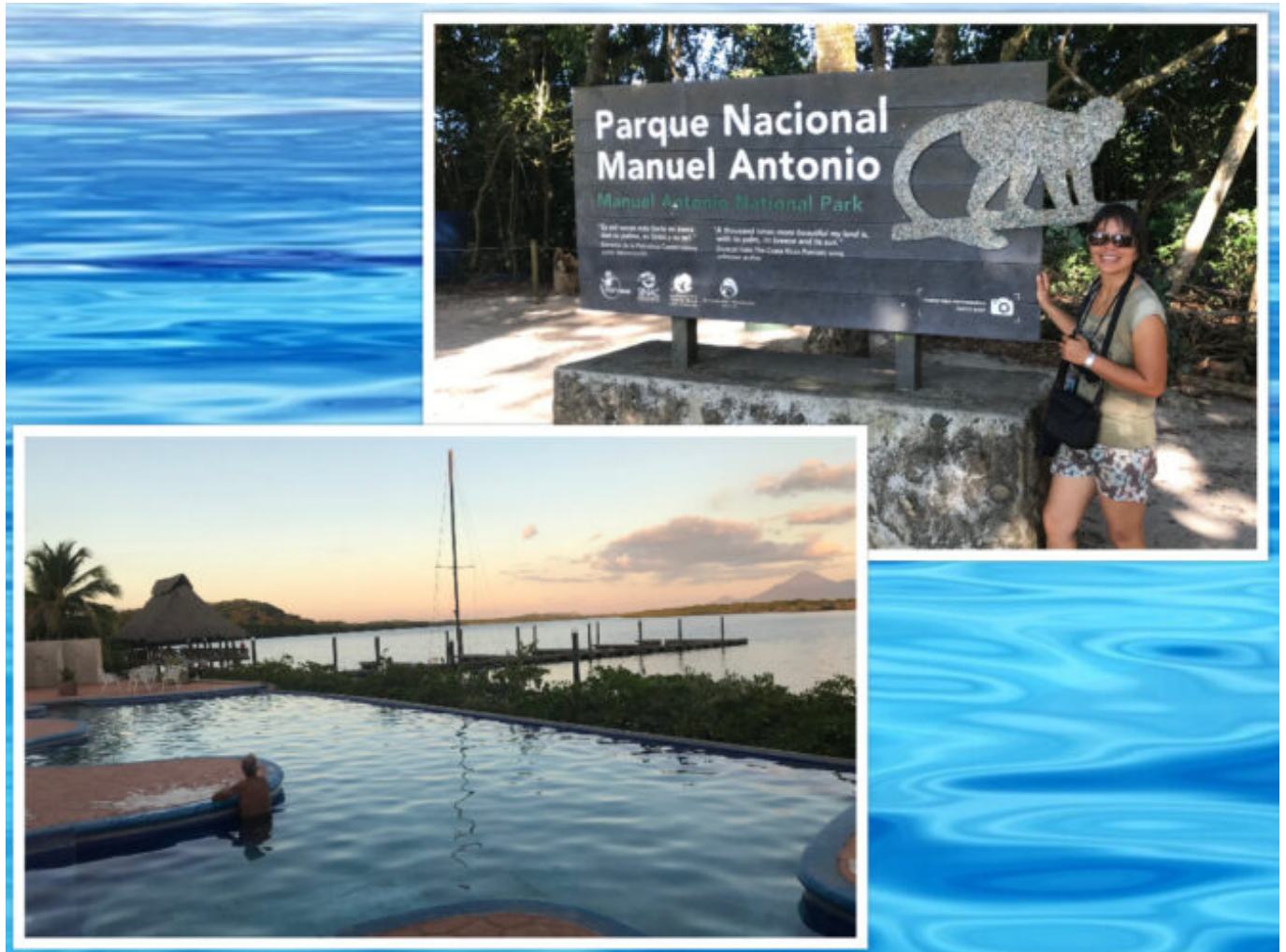
- Bahía Culebra: spacious and well-protected, with good holding.
- Bahía Santa Elena: stunning and often the calmest spot in the gulf. This is part of Santa Rosa National Park so confirm current access rules. Brief stops without clearing in are tolerated when arriving from the north or south. We spent several days in this deserted and beautiful anchorage.
- Marina Papagayo: this full-service, luxury marina with fuel, repairs, restaurants, and resort amenities offers a welcome (albeit expensive) break from anchoring.

Once past Cabo Santa Elena the winds ease noticeably and the coast becomes more relaxed, with good stops along the Nicoya Peninsula before the long run to Punta Mala (southbound) or as you exit the wind

zone (northbound).

The coast of Costa Rica offers fantastic views, beautiful beaches and natural beauty with a side of environmental reserves, so take your time to visit and enjoy them.

South of Costa Rica, the waters of western Panama are little traveled and enchanting. The Isla Secas, Boca Chica, Bahia Honda and Coiba National Park are highlights. Provisioning is scarce, so be stocked up when you arrive. It's a place you will want to linger.



Top: We anchored off Manuel Antonio National Park and swam ashore to enjoy it; Bottom: The pool at marina Puesta del sol in Nicaragua.

Final Leg: Rounding Punta Mala

Punta Mala (“Bad Point” in English; the Spanish were not kidding) marks the western entrance to the Bay of Panama. Strong currents (often 3+ knots, frequently south-setting), huge tides (up to 20 ft / 6 m), confused square waves, and sudden squalls make it the last (southbound) or first (northbound) challenge.

Persistent south-setting current means timing is everything; slack water minimizes chop and foul current.

Southbound (northwest to the Bay of Panama)

Wait at Playa Venao and leave to time your rounding at or just after slack low tide or during the ebb. We spent several nights in Venao waiting for our weather window.

Northbound (Bay of Panama to Costa Rica)

Time your passage to round at or just after slack high tide or during the flood for a helpful push against the south-set current.

Current augmented wave action develops more noticeably in deeper water. We rounded in 50- to 60- foot depths and could clearly see much more wave action in the deeper water. Some crews prefer night passages (lighter winds) if comfortable with shipping and radar/AIS. Freighters converge here for the canal. Bail-out options include heading over to the Las Perlas Islands or tucking into Isla Iguana (holding can be marginal here, with sand over rock/coral).

Panama City Anchorages & Marinas

Once around Punta Mala, the Gulf of Panama opens and the city skyline appears like a mirage as you approach.

- La Playita Anchorage (south side of Amador Causeway): free, often calmest in dry season. There is a modest weekly fee for dinghy dock at La Playita Marina. We anchored in La Playita for ten days, and it was great.
- Las Brisas Anchorage (north of Isla Perico, city side): free alternative; better in rainy season from southerly swell, but it can be choppy with northerlies in dry season. Great view of the city skyline. Dinghy landing at the new ferry dock.
- Balboa Yacht Club: historically popular but effectively closed with an uncertain future; most moorings unavailable.
- Flamenco Marina (at the end of the Amador Causeway): full-service docks, showers, restaurants, short taxi to downtown. Popular for canal prep or final departure.
- La Playita Marina (at the end of the Amador Causeway): full-service docks, showers, restaurants, short taxi to downtown. Popular for canal prep or final departure. Busier than Flamenco, home to many tour boats to the Perlas Islands.

These spots make provisioning, laundry, and canal-agent meetings painless in either direction — and the city lights at night are worth it.



The Las Brisas anchorage in front of the Panama City skyline.

General Passage Tips

In addition to this area-specific information, here are some general tips for navigating the Central American Pacific Coast:

- **Forecasts:** model-based forecasts (GRIBs, most automated models) often underestimate severe weather events like hurricanes, Tehuantepecers, and Papagayos. Check against human intelligence from a weather router or NOAA/NHC forecasts.
- **Best windows:** Shoulder months (late April to May and October to November) give the lowest gap-wind risk and avoid the worst of the rainy-season squalls.
- **Weather resources:** GRIBs, satellite, cruiser networks (Ocean Posse, WhatsApp groups), NOAA/NHC.
- **Boat Prep:** Bomb-proof ground tackle, easy reefing, stout sails, reliable engine, and adequate fuel are a must.
- **Provisions:** Stock up, as you are likely to be boat bound in the Papagayo area and there are few spots to provision in western Panama.
- **Currents and Navigation:** Coastal current usually helps southbound, but opposes northbound; mind the tides at Cabo Santa Elena (slack rounding) and especially Punta Mala.

- Safety: Check current anchorage advisories. The coast rewards you with surfing, whales, monkeys, dolphins and sloths (my spirit animal). Petty theft can be an issue, particularly in Costa Rica.
- Special Equipment: nothing really, but a set of cycling glasses (the close-to-your-face wrap-around style) are great to have in the high winds!

Reliable forecasts, patience, the hug-the-beach trick (distance off or depth contour), respect for the seasons, and the option to bail out for inland adventures (or a CA-4 road trip fueled by *pupusas*) when the weather is wrong turn this coast from feared to fondly remembered in both directions. The scenery is spectacular, the gap winds are beatable, and the memories — whether from a T-pecker that never showed, a hardware-store shopping spree, a Flor de Caña rum tasting, or finally slipping around Punta Mala at slack tide — are priceless. Plan conservatively, stay flexible, and enjoy the ride.

Fair winds (the light ones)!

**Featured image: Waiting out a tropical rain shower at Banana Bay Marina's restaurant while in Golfito.*

About The Author

Rob Murray

Avant -

Rob Murray and Debra Zhou are doers currently on the Caribbean coast of Panama aboard Avant, their Beneteau First 435.

Mid Island Sail Training (MIST) - 2026

<https://currents.bluewatercruising.org/article/mid-island-sail-training-mist-2026/>



MIST (Mid Island Sail Training) is an active on-the-water weekend designed to build confidence, capability, and camaraderie for skippers, admirals, and crew preparing for offshore and remote coastal cruising. Whether you're seasoned or just getting started, everyone is welcome. Bring your boat, your questions, and a wish list of skills you want to practice or learn.

No boat? If you're boatless, contact me and I'll do my best to find you a berth. New BCA members are especially encouraged to join. No experience required. Think of it as a weekend to try the skills you have heard of or seen, but haven't had the opportunity to try or practice.

No two MIST weekends are ever the same. With lots of skills to explore, limited time, and weather shaping our choices, the weekend naturally evolves with the group. MIST is a hands-on weekend of skill-building, shared learning, and connection with fellow sailors while developing awareness of other boats, new ideas and our co-adventures.

We tackle the skills we've always meant to practise, along with essential techniques that are easy to

overlook. The focus is on “traditional” skills, to make your passages safer, especially when technology fails. And yes, it’s meant to be fun. Expect to learn, laugh, and possibly get wet.

By the way – we’d also love it if the salt-soaked long-time doners with stories and lessons-learned joined in. Just come and share your wealth of experience and tales.



Top left: Blind navigation (2024); Top right: Throwing a heaving line (2025); Bottom left: Sailing on and off the mooring (2025); Bottom right: Swinging a compass (2024)

MIST 2026 – May 8 to 10

The fun begins on Friday, May 8 at Montague Marine Park. We’ll gather there with an informal group supper at the picnic shelter. If tides or other commitments get in the way, feel free to arrive when you can. After supper, we’ll share what everyone hopes to learn, shape the weekend plan together, and most likely enjoy a presentation from an RCSAR officer/doner. The evening is a relaxed way to connect and sets the stage for an engaging and rewarding weekend ahead.

Saturday and Sunday will be spent mostly on the water and may include a short cruise to find space and wind. Participants are encouraged to bring and use their immersion suit, dry suit, or wet suit as we practise hands-on safety skills. Activities may include a life raft exercise, recovering someone from the

water and working through other realistic, but safely managed, on-the-water “inconveniences.”

Check out the [MIST pages](#) on the BCA website for more details.

Post-MIST Invitation

After MIST, I will be cruising locally, ending at the May Rendezvous the following weekend. Participants are welcome to cruise alongside me and extend the MIST experience. Given the value of MIST shown by the returnees each year, it’s time to establish a MIST community – something we should talk about over the weekend.

Tight lines, full sails and following seas. Hope to see you at MIST.

Contact David Vincent, MIST Co-ordinator: [MIST Coordinator](#) or [Commodore](#) or [David Vincent](#).

About The Author

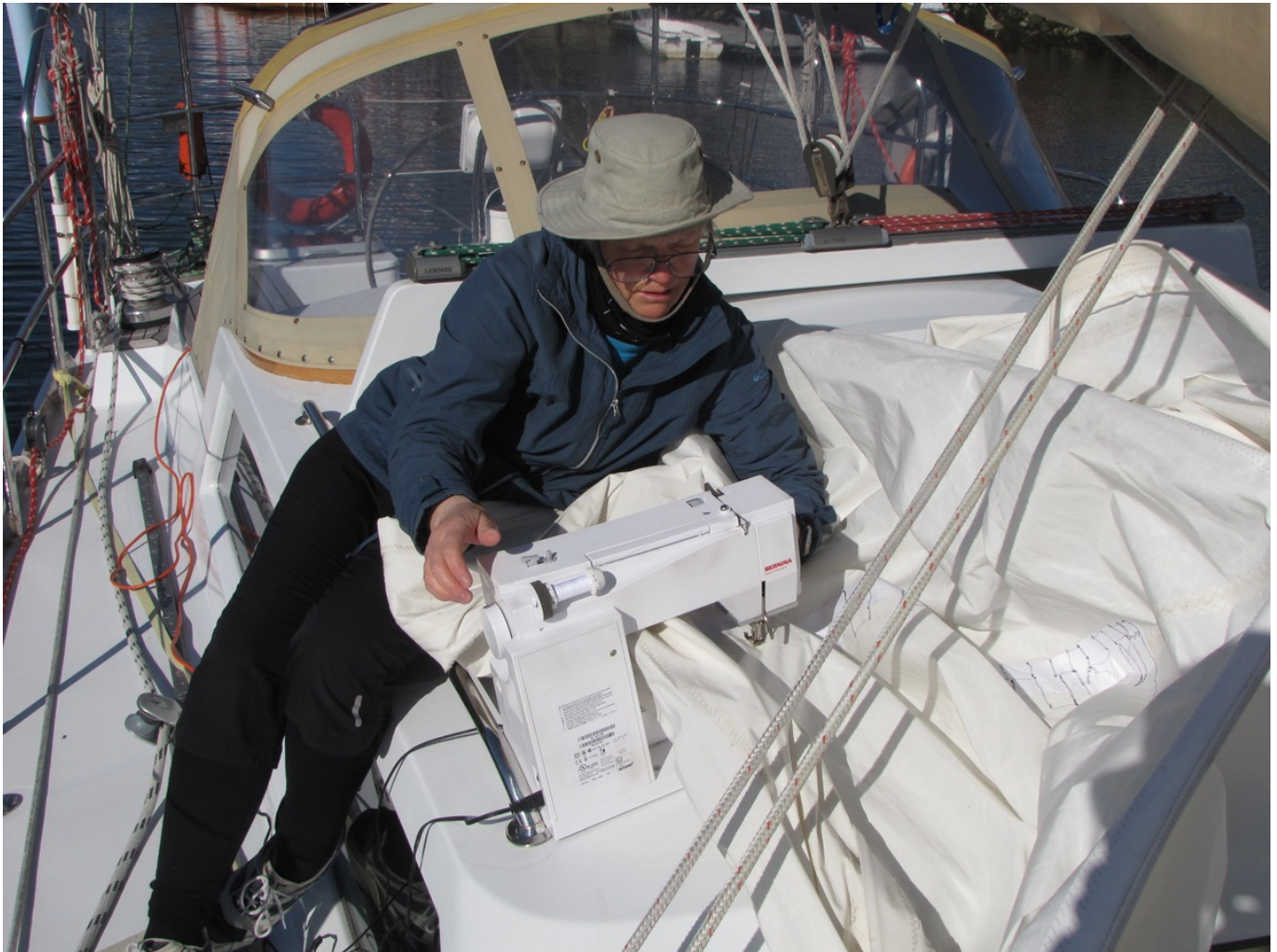
David Vincent

MARIMBA 2 -

David has been a coastal cruiser since the late 1970s when he and the family gunkholed the southern and northern Gulf Islands in their Albin Vega. In 2010 he left on a 3 year single-handed cruise to San Diego and then followed the Coconut Milk Run to New Zealand, returning by way of Hawaii. Shortly after returning he joined BCA to develop some depth in cruising background as well as sharing his experience gained through the incredibly inclusive offshore community. Currently David is the MIST Coordinator for BCA and is part of the Mid Island Watch.

Practical and Artistic Sewing While Cruising

<https://currents.bluewatercruising.org/article/practical-and-artistic-sewing-while-cruising/>



Years ago in New Zealand we retired our old sewing machine and purchased a Swiss quilting machine. It has flexible space above the pressure foot and, by using heavier needles, I found I could fix sails and sew upholstery material on the machine.

It has served us well. When sails gave way offshore we made a temporary repair with sail tape and then fed the mended edge into the machine. I reinforced the edge of the sail tape with a zigzag stitch. As soon as possible, we would get a professional sail repair or a new sail. Sometimes we suffered from the cramped quarters inside or even having to effect the repair outside (see featured photo above). However, being able to make repairs has enabled us to travel to new destinations and to meet new people with relatively worry-free sailing.



Sail sewing aboard in a small space

In Chilean Patagonia we repaired the sail in Caleta Suarez, Patagonia before sailing across the Pacific and getting new sails in New Zealand. The Chilean fishermen on the ‘Don Nestor’ became friends after we rafted to them.

In Norway, we repaired the sail in coastal Moskenesoy before getting a complete set of new sails in Ipswich, England. In Norway, Larry was reminded of his youth in Newfoundland with the drying codfish. We were amused by the novel sight of a bus headed to the town with the shortest name we have heard of: Å. Our Norwegian friends told us it’s actually the last letter of the Norwegian language – the alphabet runs from A to Å.



Top Left: Larry aboard the Don Nestor; Top Right: Rafted to fishboats in Caleta, Suarez Chile; Bottom Right: Codfish drying in Moskenesoy Norway; Bottom Left: A town in Norway with a very short name!

I found I got tired of having the same salon furniture year in and year out. *Traversay III's* original upholstery was serviceable and sand-coloured but not very exciting. After a few years and lots of sailing, this became a dirty beige. Unfortunately, a dry-cleaning attempt in Chile shrank the upholstery, giving it an unattractive bulging look. We lived with it until we got to Tahiti where I bought a great deal of beautiful Tahitian cotton. I made new covers, and I used T-shirt transfers to make attractive pillow covers using some of the underwater photos we'd taken. The Tahitian Look was my first foray into salon re-decoration.



Left: Our original upholstery on *Traversay III*; Right: The Tahitian Look in the salon

We loved the Tahitian Look, but the shiny cotton started to wear badly, especially on corners. When we reached South Africa, I contacted an upholsterer with the hope of getting beautiful leather upholstery. She promised, but then broke her promise when the World ARC came in with customers paying three times the set price. I was quite discouraged, but when we went shopping I discovered a bonanza of wonderful African prints. I paid \$140 CDN for material, zippers, thread and everything necessary to turn our salon into a masterpiece in stripes. We bought beautiful original art including the Three Graces carved from a single tree trunk and African prints for Duvet covers.



Left: Three Graces African art; Right: African stripes in the salon

The African Theme lasted very well. It was especially effective in keeping our spirits bright on our long traverses in cold climates – North of Norway to Svalbard and over the NW Passage.



African-themed duvet cover

It was only after we'd been settled in Victoria for a few years that the upholstering bug struck me again. Here, we bought marine blue upholstery which sets off the red cherry furniture quite beautifully. We're happy with this, and I have the feeling that the bug has finally been laid to rest!



Our current BC upholstery

Having a good sewing machine on board has greatly contributed to our quality of cruising life by allowing us to not only make our own sail repairs, but also to beautify our living space.

About The Author

Mary Anne Unrau

Traversay III -

Mary Anne has sailed 114,800 miles. Together with her husband Laurence, Mary Anne has crossed every meridian and reached latitudes from 65 S on the Antarctic Peninsula to 80 N at the northwest tip of Spitsbergen. Ports of Call have included such diverse spots as Pitcairn, South Georgia, Hamburg, Darwin and the Northwest Passage with lots of places between.

In 2013 Mary Anne and Laurence sailed from St. Katharines Marina, London in late March and voyaged to Victoria, British Columbia in October via south English ports, the Irish Sea, the Hebrides, Iceland, Greenland, the Northwest Passage and Alaska.

Their most recent voyage started and ended from with a departure from the Causeway Marina, Victoria in mid-April 2014 in a North Pacific circuit with stops in Mexico, Hawaii, King Cove Alaska and a return to Victoria heading south from a Canadian landfall in Prince Rupert.

In Memoriam: Christopher (Chris) Michael Stask

https://currents.bluewatercruising.org/news_post/in-memoriam-christopher-chris-michael-stask/



Christopher (Chris) Michael Stask, passed suddenly on February 3, 2026.

Chris and I (partner and Admiral Jacquie Kidd) became members of the Bluewater Cruising Association (BCA) in 1991. Over all these years Chris was actively involved in the club, and filled many roles. While with the Vancouver Chapter, he held the Watchkeeper roles of Port Captain, and Clubroom, was Boat Show Lead, and helped with the Pig Roast. Since moving to Vancouver Island he took on Education, Rendezvous, and eventually became the Bosun until 2026.

Chris received the Ted Long Award in 2011 for service from 1991 to 2007 and was made a Lifetime Member [*Editors note: Jacquie received that award at the same time*].

The Mistress, ***Inceptus***, is a Seabird 37, kept in North Saanich Marina, and was our home in Sidney until 2007.

Chris was born in Winnipeg, and eventually moved to B.C. with his parents and younger brother, Dan.

Chris loved the ocean and earned his SCUBA certification in high school. This eventually led to a career in commercial diving, which included underwater welding. Later he became a Red Seal welder / millwright. The impressive stainless work on *Inceptus* is a testament to his amazing talents.

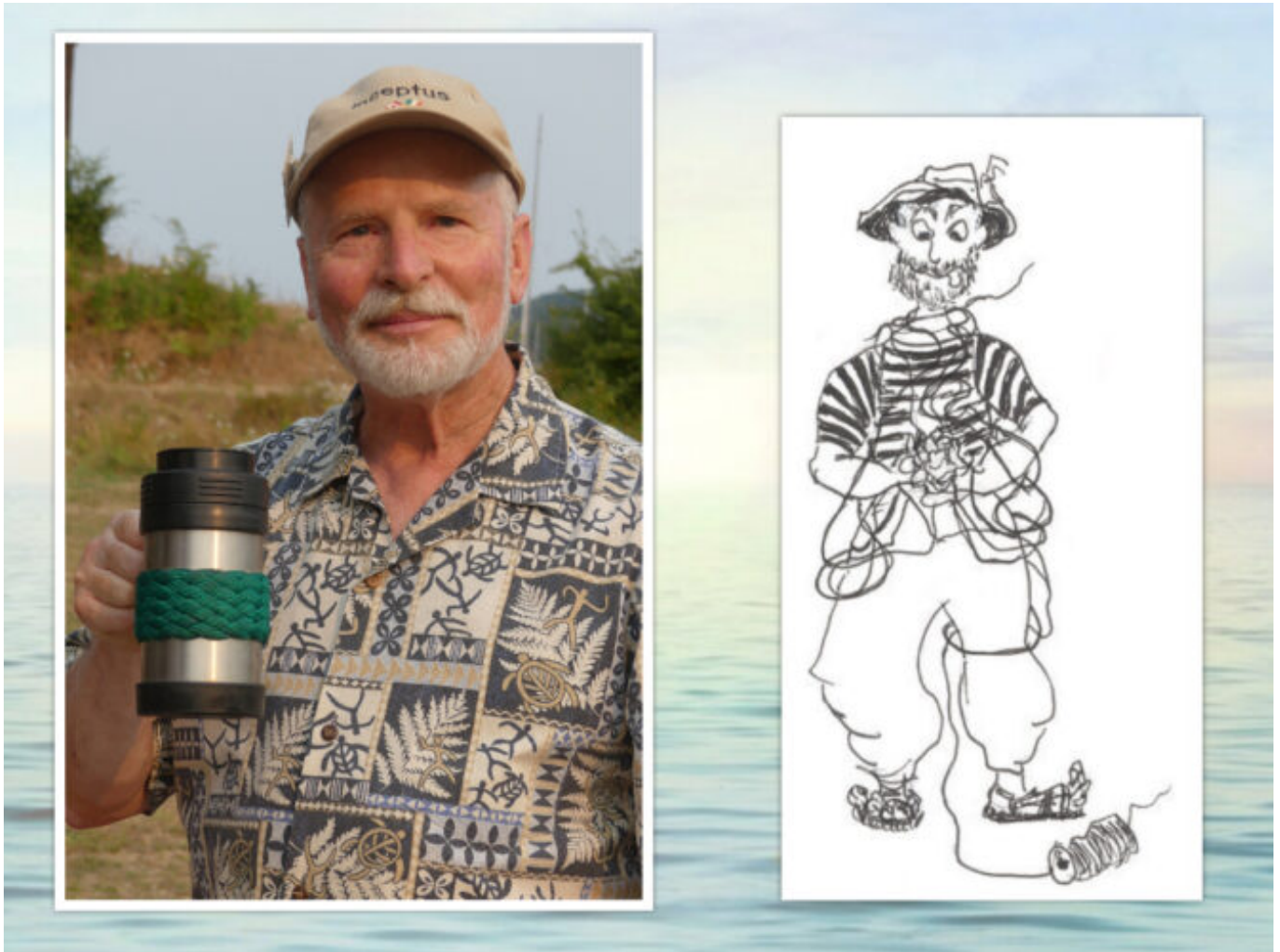
Although Chris always dreamed of having a boat and being on the ocean, work took the family to Fraser Lake for a while. They eventually returned to Maple Ridge where Chris bought a small boat for family fun on the water.

While he was working in Vancouver as a welder/ millwright, at some point he bought a fast 26' Commander. Chris was on the sea again. The kids (Christopher R, Michael, and Crystal) would go out with him some weekends.

After moving to Burnaby, Chris was having a pint and dinner in a Deep Cove pub with a co-worker, who mentioned that a lady diver had just moved into the neighbourhood and was staying with a woman that he knew. By chance, the lady diver (recently certified), me, and my friend showed up at the pub for a bite and a pint. Introductions were made and the next day we were invited to go out on his boat. The rest is history.

Chris and I spent a couple of years speeding around with diving buddies, exploring coastal dive sites on the Salish Sea. One of these friends was a member of the Bluewater Cruising Association, Larry Theriault, who had a Seabird 37 (*Alkaid*). At our first BCA meeting, after we bought *Inceptus*, Larry had to announce to everyone that we have a Seabird! Chris was not impressed that some sailors believed Seabirds were not offshore capable. *Inceptus* had proved that wrong when she did the Vic Maui with the former owner. Other Seabird friends took *Tillicum* all over the South Pacific. Chris spent the rest of his life, literally, making *Inceptus* the best Seabird on the Coast.

I was wondering what word would describe Chris's approach to life, and his participation in BCA activities. It is enthusiasm. He enjoyed his Watchkeeper positions in Vancouver. He loved activities like the fancy knotting he learned from his mentor, David Fukuhara. He gave many members his fancy knotted key fob and taught various knotting courses.



Left: Chris, holding a mug with one of his knotty creations; Right: a caricature of Chris done by Jacquie

An unfortunate accident at work forced Chris to leave his job and delay any cruising plans indefinitely. It was a blessing disguise. While he was working on the rehabilitation of his hand, an opportunity came up for him to retrain. I convinced him to take a Provincial Instructor's Diploma. He aced it.

We moved our home to Marina Park Marina in Sidney. Chris got some teaching contracts at sawmills, then a night class gig at Camosun College, which led to his full-time teaching position at the Interurban Campus. His enthusiasm won the respect of all his students. He went way beyond the standard classroom presentations, with hours of his time put into demos and videos....and a splash of entertainment. His students loved him. He started the Women in the Trades welding courses. There was a big, emotional, send off for him when he retired in 2024.

While Chris was successful at many things, it is important to note that his love for, and pride in, his 3 children and 4 grandsons went well beyond his pride in his own accomplishments with *Inceptus* and his teaching career.

Over the last year he started on three new boat projects at once... a little too much enthusiasm. He was diagnosed in 2025 with mesothelioma, a rare and terminal cancer on the outer layer of his lung. It is associated with asbestos exposure. With all the doctors here, in Toronto, and the Cancer Clinic in

Victoria, anxious to help extend his life, he continued to work on *Inceptus*. No one anticipated that an undetected, nasty, big clot would suddenly stop his heart and life.

No formal memorial is forthcoming, but a small ash scattering, and rum toast, will happen at some Rendezvous this year, perhaps May or Thanksgiving when his family and friends can attend.

No Viking funeral, Chris! We are not setting *Inceptus* adrift in flames!!



Chris and Jacquie on Inceptus

About The Author

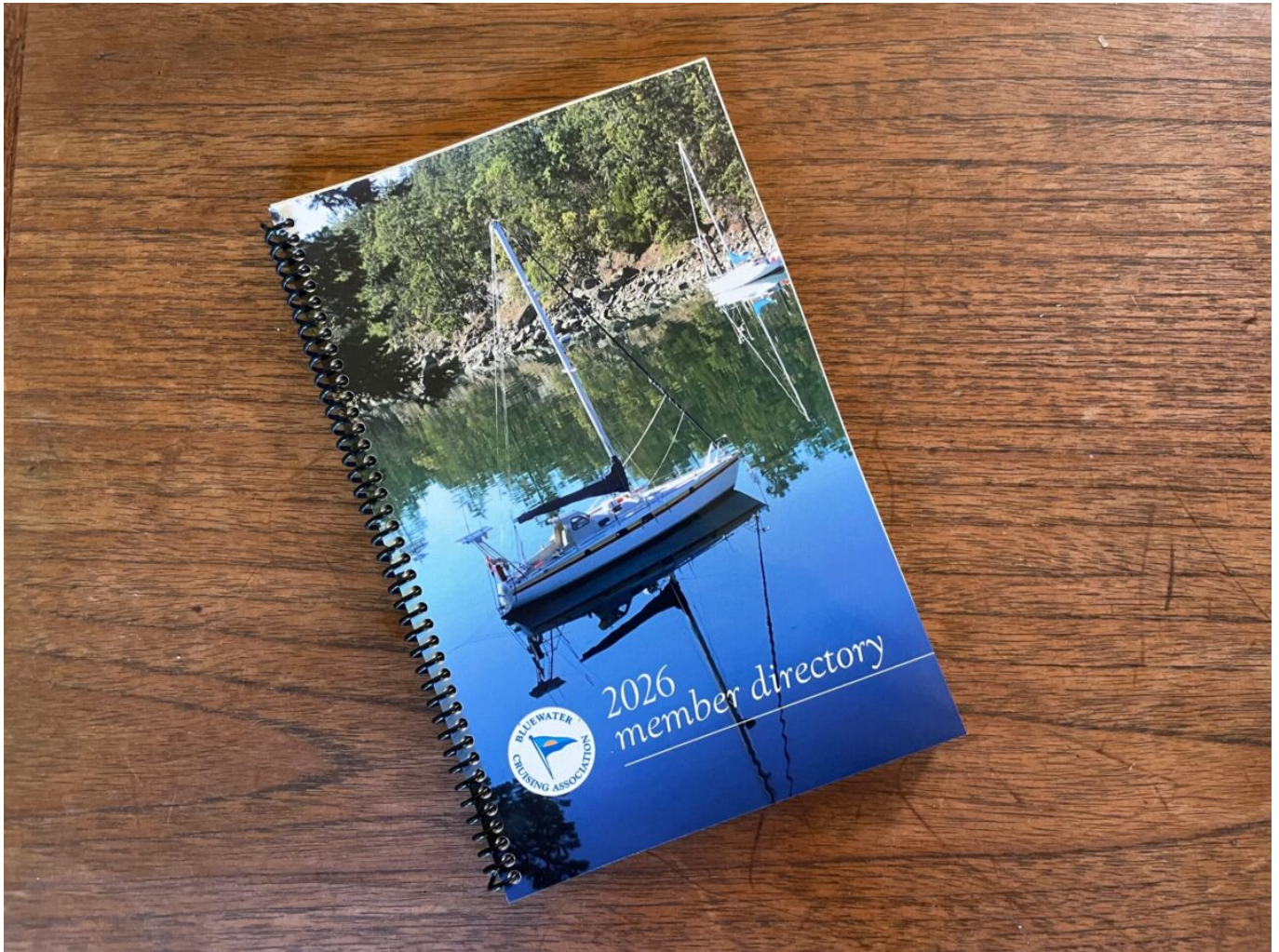
Jacquie Kidd

Inceptus -

Jacquie joined BCA in 1991 and has been an active member, volunteering in several ways. She received the Ted Long Award, and service award for her involvement with the Vancouver Club Room, Currents, 1994-97, V.I Education (with partner Chris), 2000-2002, and VI Treasurer 2002-2011. She and Chris organized the VI Rendezvous for a couple of years. Thanks to Jacquie's "creative" sailing skills, they won the Peterson Cup one year.

A New Look for the BCA Member Directory

https://currents.bluewatercruising.org/news_post/a-new-look-for-the-bca-member-directory/



The 2026 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.

If you have taken a look through the Directory you will have noticed a number of changes. First and most obviously, the Directory is only 8.5" x 5.5" (half the size of previous directories) and should fit far more conveniently on boat bookshelves and in cockpit cubbies.

The Directory still has a “Front End” and “Back End”.

As always, the Front End focuses on who is doing what to support your Association (Board of Directors and Chapter Watchkeepers) and refers you to the website for more details on job descriptions, services and awards. A new section (pp 8-9) has been added to introduce the many new BCA members in the past year.

The Back End has slimmed down significantly. We've dropped separate "Sorts" for Where Moored, Boat Type and Yacht Club Affiliation. All information has either been re-sorted into the "Member Roster" and the "Boat Roster" or can be found in the Member Search on the website.

The Directory team (Rhonda Schuller, Jennifer Handley, Donna Sassaman and Cathy Norrie) hopes these changes keep the details you are most curious about and use most, conveniently at hand. If you have any comments or questions about the new format or content, please send us an [email](#).

And as you flip through the Directory, please take a minute to check your own listing and, if applicable, that of your partner and/or boat. If your information or that of your partner or boat is out-of-date or incomplete, please update your profiles and your sub-accounts on the [BCA website](#) (log-in, click on Manage Profile in the right rail and Edit Bio) or email your changes to [Amanda](#).

BCA Member Directory Advertisers

BCA is very appreciative of the marine industry businesses who purchased advertising in this year's Directory. In another first, the most noticeable change is that the inside front and back cover ads are in colour. Thanks to Nello Angerilli, our outgoing Advertising Watchkeeper, for his dedicated efforts to secure this advertising for BCA.

Should you have the opportunity to support these businesses, please identify yourself as a BCA member and say "thank you".

- [Blackline Marine Inc](#) (Outside Back Cover)
- [Evolution Sails Vancouver](#) (Inside Front Cover)
- [LeftMost Yacht Services](#) (Inside Front Cover)
- [Yacht Sales West – Max Shaw](#) (Inside Back Cover)
- [Dolphin Insurance Services Inc](#) (Inside Back Cover)
- [SalishSeaPilot](#) (page 11)
- [NauticEd](#) (page 12)

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, Past Commodore from 2017-2019 and now volunteers on the BCA Member Directory and the Currents editorial teams.

Vancouver Fleet Report - March 2026

https://currents.bluewatercruising.org/news_post/vancouver-fleet-report-march-2026/



The Vancouver Fleet met on March 25 at the Scottish Cultural Centre with 10 people present and 11 on Zoom. As always there was good enthusiasm.

The meeting started with a show and tell where Duug presented a wire 'Grabber Nabber' which is great for retrieving objects from the bilge. He also spoke about a [Facebook page](#) to help identify random boat parts you don't recognize. The ESRC team provided a snippet to remind BCA of the importance of being aware of protocol when navigating and anchoring within First Nations Territories. The two following links provide the boundaries of Indigenous territories, whether sailing [globally](#) or [locally](#).

The main speaker for the evening was BCA lifetime member Guy Druce. Guy has sailed single handed around the world in 247 days and logged over 55,000 miles. Guy is not your typical sailor, preferring simple manual setups to the more complex setups in most vessels today. Key takeaways included the importance of learning and practicing good seamanship, which helps develop judgment, ensuring safe sailing. To this end, he emphasized that technology cannot replace knowledge, which becomes more intuitive and accessible with practice. Additionally, Guy discussed the importance of prioritizing essential equipment and the need for backups, keeping an eye on simplicity. Realizing that electronics are now a given, he emphasized the need to ensure paper charts and the knowledge to use them, as critical, not only for backup, but also to validate electronic information. He reminded the Fleet of the importance of power management and battery selection and emphasized secure handholds and tie down points for safety.

The next Fleet Meeting takes place on April 29. Guest presenter Rick Ellis (another BCA lifetime member) will review how the oceans and cruising are changing as a result of climate change and El Niño. He will discuss how to prepare in general for these changes and specifically how to prepare when sailing from the Salish Sea to Mexico and across to New Zealand. And he will also present the impacts of climate change and El Niño on the islands of the equatorial Pacific so cruisers are aware of the challenges these islands are facing and how that might influence cruising plans and destinations.

Rick holds a Masters degree (Ecology – UBC) and has worked on numerous wildlife, biodiversity and species at risk projects. He created and taught BCA’s first weather course while assisting cruisers with weather routing via SSB radio. Rick has developed at least three other courses for BCA, including the very popular, “must-do” course, The Psychology of Voyaging. He recently wrote an “Extreme Weather Adaptation Plan” for rural communities, and has given talks on climate change.

About The Author

Marilyn Sanford

Windrose -

Marilyn retired from a career as an entrepreneur in the Custom Electronics Industry. She has lived on the coast all her life, always on the water, and currently lives in False Creek on her vessel in Spruce Harbour Marina, a liveaboard community.

Vancouver Fleet and Weather - April 2026

https://currents.bluewatercruising.org/news_post/vancouver-fleet-and-weather-april-2026/



On April 29, the Fleet hosted a live presentation with Rick Ellis. A scientist with a Master's degree in Ecology, Rick has done an exceptional job of combining his passion for sailing with his deep scientific knowledge. Thoughtful and detail-oriented by nature, he designed the presentation to help sailors better understand the many changes we are already witnessing—and will continue to experience—as a result of global warming.

Rick emphasized that his goal was not to alarm offshore sailors or discourage cruising ambitions. Rather, he aimed to share knowledge that would help sailors recognize, prepare for, and manage the accelerating risks and changes ahead.

Rick's credentials for this topic run deep. He developed the *Psychology of Cruising* course, has written articles on climate change and extreme weather adaptation, and serves as co-chair of the ESRC group (Environmentally Sustainable and Responsible Cruising).

The event drew 28 Zoom participants and 11 attendees in person. With several Zoom logins representing couples, total attendance was estimated at nearly 50 people. Interest was high throughout the evening, reflected in the many thoughtful questions. Rick took care to provide clear, thorough responses and reinforce practical takeaways for sailors.

A central theme of the presentation was that there is no simple “new normal.” Instead, Rick explained that changing weather patterns are part of complex systems influenced by multiple interacting factors. He encouraged sailors to be cautious about relying on past seasonal expectations. For example, traditional weather windows for departure may shift as El Niño and other climate cycles alter previously dependable patterns.

Audience discussion explored a range of practical concerns, including how far offshore sailors might travel to avoid the worst impacts, what changing conditions could mean for anchoring, and whether waiting out El Niño cycles was advisable. The clear message was that there are no easy answers, and the changes already underway are likely to continue.

Although the message was sobering, attendees appeared highly appreciative of the opportunity to learn more and ask questions. Rick will post his slide presentation on the BCA website for those wishing to review the material. He will also be presenting at the Vancouver Island and Vancouver May Club Nights, focusing on climate-driven changes in the Salish Sea. (Please note: only Vancouver Island is offering Zoom access.)

Key Takeaways

- Be aware of the realities of climate change
- Stay up to date on the science
- Be prepared and adaptable
- Be resourceful and respectful
- Reduce your carbon and ecological footprint — it all matters

The next Fleet meeting will be held on **May 27**. Guests are welcome. Email vanfleet@bluewatercruising.org if you would like to join us.

[Cover image credit: by Enrique from Pixabay](#)

Final Weather Group Meeting

The final Weather class was a highlight. Without a formal presentation, the 14 participants had the space for genuine discussion—each person sharing what they’d learned by using the tools in real passage planning and execution. The conversation flowed easily as we compared approaches, reflected on how we applied the coursework, and talked through our upcoming sailing plans.

It turned out several of us are aiming to make “the big left turn” toward Mexico around the same time, so there’s a good chance we’ll coordinate and buddy-boat—at the very least, stay in touch and keep tabs on one another.

None of us are walking away as meteorologists, but that was never the goal. What the course delivered was practical competence: a solid awareness of key weather concepts, where to find reliable information, and how to use the available tools to make sound decisions. That translates directly into safer, more confident, and more enjoyable passages. Overall, it was an excellent experience.



ESRC News Update

https://currents.bluewatercruising.org/news_post/esrc-news-update/



Since the Environmentally and Socially Responsible Cruising (ESRC) [Progress Report 2025](#) was published in *Currents* last December, the ESRC working group has continued to develop and share practical tools and resources. These have appeared in *Currents* and on the BCA website under the [Responsible Cruising tab](#). The following highlights reflect some of that work over the past year.

Sailing with Purpose: The *Freeranger* Initiative

One of the most encouraging developments has been seeing how sailors are using their voyages to make a positive impact to help change lives and improve the environment. Aboard *Freeranger*, BCA members Duncan Copeland and Larissa Clark, along with their children Eden and Skye, launched a citizen science project in 2023. Their work sheds light on the challenges faced by remote communities in the South Pacific—issues that many of us may not fully consider when travelling, and even less so when sailing—while also contributing meaningful data and support that can benefit both local communities and the surrounding ecosystems. Their efforts were recognized with the [Ocean Cruising Club's](#)

[Environmental Award](#) in February 2026.

Reflections on Technology and Simplicity

In a more reflective vein, Rick Ellis explored the evolving nature of sailing in his article [The Emerging Sailor](#) (Dec 2025). He considers the rapid adoption of new technologies that aim to enhance and simplify the sailing experience, while also celebrating the enduring appeal of simplicity aboard his Truant 35. Readers may also enjoy revisiting his earlier piece, [Slow Sailing](#) (Nov 2025), along with the accompanying poem, which together offer a thoughtful perspective on what truly matters at sea.

Exploring AI as a Research Tool

The ESRC group also experimented with new approaches to content development, including an article titled [Environmentally Friendly Anchoring in the Pacific Northwest](#), researched using AI tools and presented in a clear, accessible format. All referenced sources were carefully verified prior to publication. This article is part of a growing collection of ESRC resources and articles [available on the BCA website](#), offering practical guidance and insights on responsible cruising.

Survey Insights from Offshore Cruisers

Additional resources have been added to the BCA website. These include a presentation on responsible cruising that complements the [ESRC Best Practices](#), as well as the results of a recent survey conducted in early 2026. The survey was distributed to more than 30 offshore cruisers, both BCA members and non-members, and yielded eight detailed and insightful responses. Participants were encouraged to share their experiences—particularly observations related to the impacts of global warming—to support others preparing for offshore passages. The compiled results, focused on the [Pacific Ocean](#) and the [west coast of North America](#), provide valuable first-hand perspectives and will be of particular interest to fleet members seeking practical insight into what they may encounter while cruising in the Pacific. Special thanks to Rick Ellis for coordinating the compilation of the data.

Practical Resources for Responsible Cruising

For those seeking practical information, ESRC has also added a useful resource to the BCA website: a map of [vessel sewage pump-out locations along the coast](#), extending as far north as Port Hardy and including Tofino and Ucluelet.

Community Engagement and Shared Learning

Engagement with the offshore cruising community continues to be both rewarding and informative. The *Freeranger* crew has also shared a presentation originally delivered to Island Cruising NZ, offering an inspiring look at family sailing with purpose: [Responsible Cruising Practices](#)

A Warm Welcome to the South Pacific

Finally, in response to occasional concerns about whether offshore sailors are welcome in the South Pacific, the South Pacific Sailing Network (SPSN) offers a reassuring and informative perspective. Their [Make a Commitment to Responsible Cruising](#) initiative serves as both a guide and a warm invitation to cruising sailors.

About The Author

Connie Morahan, VI Fleet Coordinator

Cookie Cutter -

Connie Morahan has been a BCA member since 2000. She cruised the Pacific Ocean with Peter McMartin over a ten-year period, returning to BC from Japan in 2012. She served as VI Fleet Coordinator for 5 years, has participated in the BCA mentorship program, and is a member of the Environmentally and Socially Responsible Cruising Working Group.

VI Mid-Island Club Night - Cruising Home from Croatia

<https://currents.bluewatercruising.org/event/vi-mid-island-club-night-cruising-home-from-croatia/>



Join Roberta and Jason Bowman as they share the story of a journey that began as a dream and became a 17,000nm passage halfway around the world aboard their Elan Impression 434, *Dobro Dani*.

Hear what their journey really looked like beyond the charts and logbooks. Roberta and Jason will share practical insights into planning and provisioning, the rhythms and challenges of offshore sailing, and the friendships formed within the global cruising community. Along the way, they reflect on the moments that stand out most, both the difficult and the unforgettable, and the simple relief of landfall after a long passage.

Their story is not about perfection or grand feats, but about taking on a big adventure, learning as they went, and making their way, mile by mile, back home.

VI South Hybrid Club Night - Wrong Way Across the Pacific

<https://currents.bluewatercruising.org/event/vi-south-hybrid-club-night-wrong-way-across-the-pacific/>



Is it the wrong way across the Pacific or is it the most beautiful way? Artist Andrea England sailed this route and documented the weather, the wildlife, the sailing and the beauty in her sketchbooks. This body of art shows a Pacific crossing with humour, big waves and winds, and real actual weather conditions.

The presentation is given by Jim Shortreed, sailing master of the voyage and *Island Prism*, studio assistant to the Andrea England Art Studio, and story-teller to the sketchbooks. Jim invites you to an evening of art and sailing, with the Andrea England Sketchbooks.

Hybrid Meeting Format

In-Person Attendees (Check-in and Pay **Cash** at the door):

- Doors open: 7:00 pm, meeting starts at 7:30 pm, presentation to follow
- Cost: \$5/Members, \$10/Non-Members

Virtual Attendees: via ZOOM

- After you register, you will receive the Zoom meeting invitation by email which will arrive pretty

well right away. If you don't receive it in a few minutes, please check your SPAM/JUNK folder.

If you still don't see it, please [contact us](#).

- Members – \$5 per connected device (if signed in)
- Non-Members – \$10 per connected device.
- If you have any questions, please [contact us](#).

Note to Zoom Attendees: Due to the small cost of virtual tickets, and an equal or greater cost to BCA of issuing refunds, no refunds will be issued unless VI Chapter is unable to deliver the Club Night via Zoom. The Zoom room opens at 7 pm for social time, with the meeting at 7:30 pm and the presentation to follow.

May Rendezvous: Telegraph Harbour Marina, Thetis Island

<https://currents.bluewatercruising.org/event/may-rendezvous-telegraph-harbour-marina-thetis-island/>



All BCA Members (and accompanied guests) are invited to the annual [May Rendezvous](#), hosted by the Vancouver Island Chapter, at [Telegraph Harbour Marina and Resort](#), located on the traditional lands of the Spune'luxutth First Nation.

Rendezvous registration is [now open](#). The registration fee is \$25.00 per adult; Youth 13 to 18 \$20; Children 12 and under Free. This fee covers a continental breakfast (Sunday), activity expenses and incidentals. Please note you must be logged in to the [BCA website](#) to register. Also, no refund is available on the registration fee.

Moorage

Reserve your moorage at: <http://telegraphharbour.com/>. Be sure to indicate that you are with the BCA Rendezvous. Reserve early to avoid being put on a waiting list. Please note:

- There is very limited anchorage available in Telegraph Harbour.
- Access from the large Clam Bay anchorage is restricted, due to inadequate depth in “The Cut” during the lower part of each tide.
- If all available dock space at Telegraph Harbour Marina is taken, try Thetis Island Marina, a short dinghy ride away.

Featured Events

Silent Auction:

In support of BC Marine Parks Forever Society there will be a silent auction featuring great offerings from Vancouver Island marine businesses including:

- North Sails
- Trotac Marine
- Oak Bay Marine Group

Treasurers of the Bilge:

Tables will be set up to display your “treasures”. Cash in your surplus gear and possibly find that missing treasure for your boat. Be prepared; auction and treasure payments will be cash or e-transfer only.

Environmentally Friendly Boating:

A panel discussion on composting toilets, followed by a tour of boat installations.

Optional Sunday Dinner:

A no-host dinner at the [Thetis Island Marina Pub](#), via a short dinghy ride. Reserve directly with the Marina prior to May 1st at (250) 246-3464. Be sure to let them know that you wish to be seated with the Bluewater Cruising Association group.

Watch the BCA website calendar for further details as we get closer to the date. If you have any questions, please contact Barrie and Sandra Letts, [Rendezvous Co-ordinators](#).

Vancouver In-Person Club Night: Cruising as the Planet Heats Up

<https://currents.bluewatercruising.org/event/vancouver-in-person-club-night-cruising-as-the-planet-heats-up/>



This presentation explores how the oceans are changing under the combined influence of climate change and El Niño, with a closer look at what these shifts mean for the Salish Sea and for those who cruise its waters. We'll consider the practical impacts of warming temperatures, changing conditions, and increasing pollution—and how these realities are shaping the cruising experience.

Beyond the physical changes, the session focuses on the “mental game” of cruising in a changing environment. It will examine the psychological and emotional dimensions of navigating uncertainty, including stress, fear, and even climate-related grief. Participants will learn how building awareness of these challenges can foster resilience, adaptability, and a deeper sense of well-being on the water.

About the Presenter

This session will be presented by Rick Ellis, a lifetime learner, scientist and sailor. Rick's credentials include: Masters in Ecology (UBC), executive coach and workshop facilitator and lifetime member of BCA. Rick created the BCA weather course, started the Fleet program and created and taught other courses for BCA including "the psychology of cruising". Rick has also written articles and has given talks on climate change and extreme weather adaptation planning. He is co-chair of BCA's ESRC (Environmentally Sustainable and Responsible Cruising) Group.

VI South Hybrid Club Night: Cruising as the Planet Heats Up - Preparing in Uncertain Times

<https://currents.bluewatercruising.org/event/vi-south-hybrid-club-night-cruising-as-the-planet-heats-up-preparing-in-uncertain-times-the-new-mental-game/>

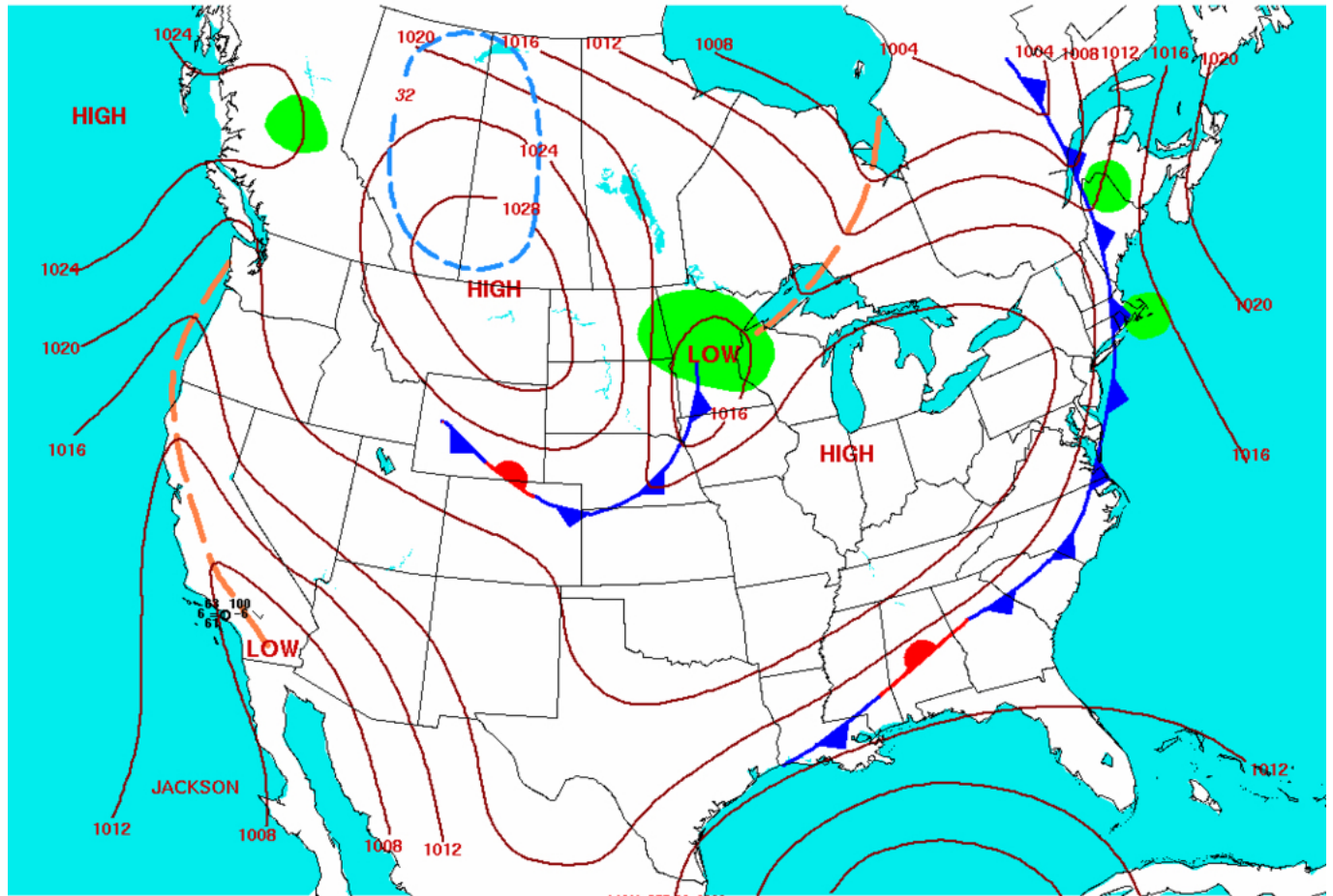


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Intermediate Weather Course

<https://currents.bluewatercruising.org/event/intermediate-weather-course/>



Surface Weather Map and Station Weather at 7:00 A.M. E.S.T.

Forecasting and withstanding weather conditions are major aspects of cruising under sail and power, whether riding it out offshore, seeking safety in a protected anchorage, or avoiding being too close to a lee shore.

This two day workshop begins with the fundamentals of weather (see Basic Weather Forecasting) and shows how weather satellites and technology have transformed forecasting to show cruisers the best way to combine their own observations with technology. Participants will learn relevant information that will ensure their enjoyment and safety at sea in both foul and fair weather.

BONUS: This course also includes practical exercises, including a virtual Victoria to Maui transit where students will plot their positions, review weather products and determine the best tactics / weather routing.

Topics Covered

- Anti-Cyclones
- Swell and Sea Waves
- Surface Water Circulation
- Upper Air Charts and Satellite Imagery
- Gaps and Promontory Winds
- Tropical and Sub-Tropical Weather
- Tropical Cyclone Formation and Avoidance
- Voyage Planning

Instructor

Scott Crawshaw has sailed for over 40 years and has over 50,000 miles of ocean water experience. This includes skippering the Royal Canadian Navy's Tall Ship, *HMCS Oriole* and four years of offshore sailing with his family aboard the sailing vessel *Peregrinata*. His qualifications include a Transport Canada Master Mariner, unlimited tonnage; a Navy Surface Command Qualification, unlimited tonnage; an ISPA instructor, a CYA Yachtmaster, and a CRYA Ocean Yachtmaster Instructor.

Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria with his wife Sonia, where he is a part time yacht surveyor, a navigation and ship handling instructor in a world class bridge simulator, a sailing instructor, a relief skipper for the Pacific Swift, and a full-time grandpa.

Note: The cost of this course includes **Basic Marine Weather**. Do **not** register for both.

About The Author

Brent Alley

Pegasus II -

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.

Basic Marine Weather

<https://currents.bluewatercruising.org/event/basic-marine-weather-5/>



An understanding of basic weather is an important attribute of seamanship. Renowned mariner, instructor and BCA member Scott Crawshaw facilitates this 1/2 day workshop that will introduce cruisers to the fundamentals of weather, enable them to combine weather forecasts (VHF) with personal observation, and relate it to their immediate situation. Participants will learn relevant information that will build their confidence and help ensure their enjoyment and safety at sea in both foul and fair weather.

If this sounds like a tall order for a 3-hour course, that's because you've probably never taken a course from Scott before. He not only knows his stuff, he knows how to teach it.

Topics Covered

Course participants will be introduced to the fundamentals of weather, which include:

- Air Circulation Patterns
- Pressure, Temperature and Moisture
- Air Masses; Fronts and Cyclogenesis

- Fog, Clouds and Precipitation
- Interpreting Weather Maps; and
- Sources of Local Weather

Note: Please do *not* register for this course if you have already signed up for or intend to take Scott's [Intermediate Weather Course](#) as **Basic Marine Weather** is included as part of that course.

Instructor

Scott Crawshaw has sailed for over 40 years and has over 50,000 miles of ocean water experience. This includes skippering the Royal Canadian Navy's Tall Ship, *HMCS Oriole* and four years of offshore sailing with his family aboard *Peregrinata*. His qualifications include a Transport Canada Master Mariner, unlimited tonnage; a Navy Surface Command Qualification, unlimited tonnage; an ISPA instructor, a CYA Yachtmaster, and a CRYA Ocean Yachtmaster Instructor.

He has sailed extensively in the Pacific, twice to Australia and five times to and from Hawaii. He has participated in a number of international yacht races including four Victoria to Maui International Yacht Races where he was the winning skipper of the 2000 race and is the corrected time record holder. In addition, he has competed in numerous Swiftsure races and a Van-Isle 360. From 2002-2006 he cruised with his wife and two daughters down the coast of the Americas and across the South Pacific, including the Galapagos, to Australia.

Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria, with his wife Sonia, and, recently retired from the RCN, is a full time grandpa.

About The Author

Brent Alley

Pegasus II -

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.

Advanced Diesel (Practical Class #1)

<https://currents.bluewatercruising.org/event/advanced-diesel-practical-class-1-7/>



A one-day, hands-on “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

David West is a highly experienced and knowledgeable diesel mechanic and sailing instructor, whose courses get rave reviews from participants.

Image Credit: BCA Member

About The Author

Kit Griffin

SWAN -

Christopher "Kit" Griffin is a retired adventure equipment consultant and photographer living in Vancouver, Canada. He's lived in Australia for most of his life, however his childhood was spent on Vancouver Island as his grandfather (and father) worked for Cable and Wireless until the Cable Station closed in 1959. Kit credits his family and Bamfield for a deep affection for the ocean, diving, and sailing. At the start of 2020 Kit bought SWAN, a Pacific Seacraft 34, in Tahiti which he'll be sailing back to Canada in April 2022 COVID-19 permitting. In the meantime, Kit volunteers for Bluewater Cruising Association in Vancouver Education Watch and sails a Catalina 28 locally.

Advanced Diesel (Practical Class #2)

<https://currents.bluewatercruising.org/event/advanced-diesel-practical-class-2-4/>



A one-day, hands-on “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

David West is a highly experienced and knowledgeable diesel mechanic and sailing instructor, whose courses get rave reviews from participants.

Photo credit: A BCA member

About The Author

Kit Griffin

SWAN -

Christopher "Kit" Griffin is a retired adventure equipment consultant and photographer living in Vancouver, Canada. He's lived in Australia for most of his life, however his childhood was spent on Vancouver Island as his grandfather (and father) worked for Cable and Wireless until the Cable Station closed in 1959. Kit credits his family and Bamfield for a deep affection for the ocean, diving, and sailing. At the start of 2020 Kit bought SWAN, a Pacific Seacraft 34, in Tahiti which he'll be sailing back to Canada in April 2022 COVID-19 permitting. In the meantime, Kit volunteers for Bluewater Cruising Association in Vancouver Education Watch and sails a Catalina 28 locally.

Sextant Theory & Practice (Vancouver)

<https://currents.bluewatercruising.org/event/sextant-theory-practice-vancouver-2/>



The Vancouver Chapter is pleased to offer a one day, in person course on the basic Theory and Practice of the Sextant, instructed by Scott Crawshaw. Knowledge of the theory and use of the sextant provides an excellent foundation skill for all offshore sailors and can provide a trustworthy navigation tool when modern systems fail for whatever reason.

Do you have a sextant but don't know how to use it? Do you know want to 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? Then this is the course for you.

Course Format

The course planned is to provide education on the basic theory of Celestial Navigation and go over the parts of a sextant in a morning session using a slide presentation and a real live sextant, followed by a

practical session at Whytecliff Park in the early afternoon. MERPASS is at 1310h and so we want to be down the beach at Whytecliff Park no later than 1230h to allow people to play with their sextants before apparent noon.

Everyone will need to bring a sextant. Although you can do the theory part without one, the practical part requires a sextant. We will have a limited number of “borrowed” sextants available from members not taking the course but to get the most of out the course it is best to practice with the sextant you plan on using.

Instructor

The course instructor is Scott Crawshaw, who recently retired from the Navy. He has sailed for over 40 years and has over 50,000 miles of ocean water experience. This includes skippering the Royal Canadian Navy’s Tall Ship, *HMCS Oriole* and four years of offshore sailing with his family aboard the sailing vessel *Peregrinata*. His qualifications include a Transport Canada Master Mariner, unlimited tonnage; a Navy Surface Command Qualification, unlimited tonnage; an ISPA instructor qualification and is a CYA Yachtmaster and a CRYA Ocean Yachtmaster Instructor.

Scott was in the Royal Canadian Navy from 1979 to 2022 and has extensive instructor experience in all navigation topics from basic to advanced. He specialised in navigation and shiphandling and was the Navy’s Senior Navigation Instructor in 1989-1991 and again from 2006-2011. In addition to HMCS Oriole he has commanded two of the RCN’s Maritime Coastal Defence Vessels, HMC Ships Whitehorse and Yellowknife and has extensive experience skippering the Orca class training vessels.

Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria, with his wife Sonia, where he is now a full-time grandpa.

About The Author

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Currents Bluewater Cruising

The Bluewater Cruising Association

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