Photo Contest Winner

Price & Gail (Benny) Powell

The photo is of Tiputa Pass on Rangiroa atoll in the Tuamotus Archipelago of French Polynesia. It is extracted from a video. The atolls of the Tuamotus offer some of the clearest water and best scuba diving in the world. Panache, a 2017 Leopard 48 catamaran, has completed 2 years of an expected 7-year circumnavigation.
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Call for Nominations: BCA Cruising, Service and Perpetual Awards (2019)


Since 1978, the Bluewater Cruising Association has recognized its members’ achievements at annual awards ceremonies that take place in December in each Chapter. These celebratory occasions inspire the “dreamers” among us, encourage the “do-ers”, and remind the “doners” of their own bluewater experiences.

A brief summary of BCA’s many sailing and perpetual awards, the nomination process and application criteria is below (and can also be found in the 2019 Member Directory, pp 14-16); detailed information, including lists of previous award recipients, can be found on the BCA website.

If you are eligible for an award, or know someone who is, please speak up! The greatest compliment you can pay to a fellow BCA member is to put them forward as a nominee.
Nomination / Application Process

Think about your own sailing / crewing / volunteering experience this past year. If your answer is “yes” to any or all of the following questions, now is the time to act!

- Have you just returned from offshore or completed an offshore passage? Are you eligible for a cruising award (see list of awards below)?
- Are you retiring from a Chapter Watch or the Board of Directors after a minimum of three consecutive years of service?
- Do you know someone who is eligible for a cruising or service award or deserves special recognition with a perpetual award?

To apply for and/or nominate other members for an award (excluding the Peterson Cup), please email Past Commodore, Jennifer Handley. In order to allow time for review by the Awards Committee, engraving, and presentation at the three Chapters’ Awards Nights in December, all applications must be received prior to October 28, 2019.

Please note:

- Applicants for Cruising awards will be required to provide detail about the qualifying voyage(s), including dates.
- Nominations for Service or Perpetual awards will be required to include detail about nature of service to BCA, including dates, and/or address specific award criteria.
- Applicants for all awards must be BCA members in good standing at the time the award was earned and at the time of nomination.
Cruising Awards

The Cruising Awards honour the sailing achievements of Bluewater Cruising Association skippers and their crews and/or their safe return to home port:

- Coastal 999 Award – for members who complete a minimum 999nm coastal (harbour-hopping) voyage as measured in a straight line outside Canadian territorial waters
- Offshore Crew Award – for members who complete a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters as crew on a non-commercial vessel
- Offshore Skipper’s Award – for members who skipper a non-commercial vessel belonging to someone else for a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters
- Owner’s Offshore Award – for members who complete a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters on their own boat
- Cape Horn Award – for members who have rounded Cape Horn on their own boat
- Circumnavigation Award – for members who successfully circumnavigate on their own boat
Service Awards

The Service Awards recognize individuals who have served as Watchkeepers at the Chapter or Board of Director level, for an extended period of time, and those who are particularly deserving of recognition due to their unflagging volunteer contributions, often carried out quietly behind the scenes.

- Service Award – for “retiring” Watchkeepers who have served more than three years on the Watch and/or Board of Directors
- Rudi Seifert Keeper of the Light Award – for significant contributions to BCA that reflect and support the spirit, vision and/or values of the Association

Perpetual Awards

The Perpetual Awards acknowledge unique sailing, organizational and sometimes humorous achievements and / or actions that are worthy of recognition; they are awarded from time to time:

- Antares Pacific High Finders’ Award – awarded annually to the member who logs the longest time to complete the Hawaii-Victoria passage in either direction
- Ben Rusi Seamanship Award – awarded to an individual or couple for acts of seamanship demonstrating levels of courage, determination, citizenship and discipline
• Doug Mitchell Memorial Single Hander’s Award – awarded to an individual who has made a significant single-handed voyage
• Hill-Padwick Bent Mast Award – awarded for the “boo boo of the year” as determined by popular vote during Awards night
• Peter Doherty Goodwill Ambassador Award – awarded to an individual or couple who exemplify, while cruising, an outstanding commitment to furthering the cruising lifestyle of camaraderie and providing assistance
• Ted Long Award – awarded to an individual for outstanding personal contributions to BCA

Note: The Peterson Cup is awarded to the winner of the annual Peterson Cup Cruising Rally, as determined by the rally participants

Questions / Concerns?

If you have any questions about BCA’s awards and/or the nomination process, please do not hesitate to contact Jennifer.

About The Author

Jennifer Handley

Camdeboo - Lavranos 50 Cutter-Rigged Sloop

Jennifer Handley and Campbell Good sailed Camdeboo to the South Pacific in 2006 with their two daughters, a niece, nephew and Jennifer’s brother. By the time Camdeboo returned to Victoria in 2011, she had 25,000 nm under her keel, visited 14 countries and 27 people had come aboard as crew. Jennifer was BCA Commodore 2014-2016 and happily took on the role of Past Commodore in 2017.
In the last article from Memories of a Circumnavigation, Hugh and Heather explored the Java Sea and had some amazing encounters with orangutans. This segment of their world cruise sees them arriving in Singapore, exploring the Malaysia and Thailand coastlines and preparing to head to Africa.

Let's continue to follow the adventures of Argonauta I, from when they began their journey in 1997 in the Caribbean, until the completion of the circumnavigation in 2006, when they crossed their 1997 outbound Caribbean track.

We soon recovered from our harrowing transit of the Singapore Strait. Opulence would be an accurate description for marinas in Singapore and Malaysia. Yes, we enjoyed a Singapore Sling or two at Raffles Hotel as we toured the City State. There are many historical sites to visit, several associated with the Japanese occupation of World War II. We made a point of seeing the Allied Headquarters, which presided over the unsuccessful defense of the Island and the museum near the Changi Prison site where so many allied military forces were interred. Today Singapore has become a mecca for shopping, offering...
the very latest in technology as well as high end consumables. Excellent health care is affordable and easily accessed. It is a great ‘pit stop’ for the circumnavigator.

Raffles Hotel.

Raffles Marina was blessed with the best imaginable yacht support. In short order, we upgraded our battery charger to 50/60 cycle input, installed a new alternator while refurbishing the one that had fried, and re-wired the anchor winch to operate off the battery bus. At the last minute, the forward hatch hinges failed so we installed a top quality Lewmar Ocean Grade replacement. Nothing had to be special-ordered and the price was amazingly low. On November 6, 2002 after twenty days in the marina, we tore ourselves away from the font of consumerism and headed up the formidable Malacca Strait towards Thailand. Good anchorages were infrequent and security somewhat iffy, so we opted to do the first 110 NM leg as an overnight trip to Port Dickson, Malaysia. We would be sailing north with Indonesian Sumatra to the west and Malaysia to the east. Traffic lanes northbound meant we would be close in to the Malaysian coast. Our Imarsat C had routinely been receiving piracy notices such as this:

NAVAREA XI WARNING NAVAREA XI 0715. MALACCA STRAIT. PIRACY ATTACKS, 291825Z OCT, IN POSITION 05°23.4N 097°37.1E, MALACCA STRAIT. WHILE UNDERWAY A SMALL UNLIT CRAFT CAME CLOSE TO A SUPPLY SHIP. ALERT DUTY A/B DIRECTED SEARCH LIGHTS AT THE CRAFT. CREW RAISED ALARM AND MUSTERED. PIRATES SHOT AT THE
BRIDGE DOOR AND FLED. THE BULLET HIT THE CONSOLE SYSTEM FOR ELECTRONIC CHARTS. NO INJURIES TO CREW. SHIPS IN VICINITY KEEP A SHARP LOOKOUT.

NAVAREA XI WARNING

There were several others such reports from The International Maritime Bureau (IMB) Piracy Reporting Centre (PRC) in Kuala Lumpur, Malaysia. Some involved kidnapping and murder. Thus motivated, we developed a strategy to navigate the Malacca Strait to minimize our exposure to piracy. We decided to limit overnight stops in isolated anchorages in favor of high end marinas. A point in our favor was that most incidents seemed to occur on the Indonesian side, as Malaysia maintains a rigorous anti-piracy operation. Lines of thunderstorms aptly called Sumatras, occur during the southwest Monsoon season from May to October each year. We hoped that by November such storms would be infrequent.

We anchored for a couple of nights close to Singapore, at Pisang Island (banana in Malay) and then ventured back into the heavy traffic of the Malacca Strait. We departed at 1100h local and arrived at Port Dickson the next day at 0900h local, November 9. There was very little wind in the Strait at that time of year but we did manage to sail for about five hours. Weather was good; no sumatras! We kept just east of the north bound traffic off the fairway. All night, we were passed on our left by a constant flow of monster freighters, tankers and cruise ships. Traffic was equally heavy in the southerly lane about 5 NM to our port. At one time on radar, 16 NM scale, I counted over 20 large returns.

To describe Admiral Marina at Port Dickson as opulent is an understatement. Reception, clubhouse and hotel were reminiscent of Venice with a neo-classical influence. There were at least five other Canadian boats there, mostly from Victoria. We stayed for a couple of weeks using it as a base to tour Malaysia. As car rental was straight-forward, we drove up to the Cameron Highlands, toured tea plantations and marveled at giant poinsettias. Later we continued to Malacca City, historical capital of the state of Malacca, on the west coast of the Malay Peninsula.
With a month to go before Christmas, on November 23, we departed Port Dickson for the Island of Langkawi, north of the Malacca Strait, at the approach to the Andaman Sea and very close to Thailand. Once again we chose to sail the 281 NM passage non-stop as most viable anchorages were 70 NM plus apart, too far for us to sail during daylight hours. We considered stopping at Port Klang and Lumut. Both are excellent but both have long access channels, so we continued on. Penang was reportedly usable but not great.

We did encounter what must have been a late season sumatra. At least the lightning made traffic recognition easy! At times in heavy squalls during a night one, we wondered if we would suffer a strike. Radar was essential for both traffic and thunderstorm recognition. We motored/motor sailed about 80 percent of the time, as there was either no wind or light winds on the nose. In November, gurus say winds should be north easterly, consistent with the North East Monsoon. Not so for us. Finally on the second night, a 15/20K NE wind cut in, and from 1830h to 0330h we had a great sail right on the wind; lots of crashing and bow burying in steep choppy seas. In the northern part of the Strait there was much less traffic so we could relax and enjoy it. No squalls either. With a crew of two, inevitably there will be two points of view, especially when it comes to passages.

Here is Heather’s email report:
“The last passage could be summarized in two pithy words: WORST EVER. Come to think of it, PITHY does nicely: yeth it wath! First night: blinding rain, lightning bolts bouncing off water; then, illuminated directly in front of us, a huge tanker. Motor, motor, motor. Night two; WIND is a four letter word. Lots of it, right on the nose, then “Good news, we can sail!” Motion: bucking bronco on a roller coaster. Go below, BARF BARF BARF. Sleep, wake drenched in sweat, parched, and dehydrated. Hugh got no sleep for twenty four hours. The anchorage in Langkawi looked like paradise. Jade green water, high limestone cliffs, thickly wooded with a plethora of monkeys, kingfishers, hornbills and eagles. FINALLY: time to relax.”

Langkawi anchorage.

We spent three days on the hook in this idyllic spot among the Islands of the Langkawi Group, then we headed for civilization to check in at the Port of Kuah. We found a slip at the Royal Langkawi Yacht Club, where we awaited delivery of replacement electronic navigation cartridges, a spare rudder feedback sensor for the autopilot and a satellite radio receiver. With the boat secure on the dock, we backtrackd by fast ferry to visit the Island of Penang. We found the colonial legacy fascinating and the many ethnic dining variations a real treat. Heather especially enjoyed being whizzed about in a bicycle powered rickshaw. Incidentally, we saw nothing wrong with the yacht anchorage off the main city of Georgetown.

We had planned three weeks of major travel over the Christmas period. Since Langkawi is a tax-free port,
with no constraints on leaving the boat for long periods, we made arrangements to dock at nearby Rebak Marina. Rebak Island is a resort and marina. Facilities surpassed those of any other marina and boatyard we had visited; everything from a brick mosaic hardstand for about 100 boat slips with all services, and a 60 ton travel lift. A commitment by management to cater to yachty needs seemed high on the agenda. This included a dedicated restaurant and bar next to the hardstand named (you guessed it): “The Hardstand Cafe”. Access from the sea is by a winding channel, so no swell. Happy hour drinks at the swim up bar were about CAD $2. Heather loved the pool. We found many and varied hiking trails, abundant wildlife: horn bills, eagles, monkeys, excellent cove beaches too. Slip cost was about CAD $12/day including free electricity and water. There was a reasonable level of technical assistance, mostly expat. We had sail repairs done and some minor electrical maintenance. Some people seemed to be permanent fixtures. At the time, this was indeed where most of the yachty stayed long term in Malaysia. One could tell the extended stay residents by the second hand hotel air conditioner grinding away on deck.

We secured *Argonauta I* and departed for Bangkok, with land travel planned in Vietnam and Cambodia. We spent Christmas week in both Saigon and Phnom Penh, Cambodia and later boated up the Mekong River to Siem Reap to see the ruins of Angkor Wat. We had arranged to meet touring relatives in Thailand for the New Year holiday, which meant from Siem Reap we flew back to Bangkok and then
took a taxi to Hua Hin. The town is a golfing center and also the location for the Thai Royal Family summer palace. We met the “rellies” at a posh hotel for New Year’s Eve and then a couple of days later we took an overnight train back to Malaysia and a ferry across to Langkawi. We were only away from the yacht for just twenty days but it seemed like half a lifetime.

Heather recounted:

“It’s easy to give a glib summary of our trip. But it is much more difficult to convey the emotional impact of a brief glimpse into some incredible horrors of the last few decades. Cambodia’s history is beyond imagination. The present society, struggling to find a place in the modern world had what seemed like insurmountable challenges. The people we met were kind, gentle and humble. There were beggars and hawkers of course, but they were not at all aggressive. I had one experience which still haunts me. In the tourist area of Phnom Penh, a little boy was very persistent and I finally gave him a small sum of money. He did not go away. He ran along beside my trishaw, clutching at my arm, repeating the same syllables over and over in an ascending whine. Everyone looked at us with a kind of resigned compassion. Finally as we came to a busy thoroughfare, I had to give him a gentle push to keep him from running into traffic. He was tough and dirty and he had tears running down his cheeks. When I got home I looked up the word he had been chanting. MAK means Mummy.”
January 6, 2003 we left Rebak Marina to sail the short distance to Phuket, Thailand where we had arranged to pick up nephew David on January 12. He would be joining us again, this time to sail from Thailand to Turkey. We made for Yacht Haven Marina near the airport. On this short 174 NM leg, we traveled in company with *Karaka*. The Aussie crew had spent several seasons in the area and knew all the good anchorages. It was a convivial sail as we anchored each night at one of their favorite islands in the Andaman Sea: Bulan, Ko Muk, and Phi Phi Don. The latter was near the location where the Leonardo di Caprio film ‘The Beach’ was filmed.

Enroute to Phi Phi Don Island.

We collected David at the airport and spent the following days provisioning, sightseeing and clearing in and out. It was a wrench to leave Thailand. We could have spent another year in the country. The people were lovely and life was easy and inexpensive. Still, it was time to move on, as it was the season of the North East Monsoon, which brings northeasterly winds and dry weather to the Bay of Bengal. It is when most west bound vessels depart for the Red Sea. We spent a final day at anchor in beautiful Kata Bay and set off on January 22.

Our routing for this 1089 NM leg took us westbound through the Sombrero Passage in the Nicobar Islands and then a straight shot to Galle at the southern tip of Sri Lanka. Weather conditions were good. There was not much wind the first night, a northwesterly at 5 to 6K, just enough to keep us moving. With
sunrise, we picked up a steady northeasterly of 10 to 12K, which made for a comfortable beam reach and
a 6K boat speed. The forecast was for more of the same. Conditions held and winds continued from the
NE or NNE variable 10 to 20K for the remainder of the passage. We were underway for a week. The
passage was incident free, but we did encounter an Australian yacht that had lost its rudder following a
collision with something submerged. The skipper had jury rigged a solution using a spinnaker pole as an
extended tiller and was making three knots. We were waved on but said we’d be available to tow the
vessel into harbour with our dinghy.

Late morning January 29, we anchored in the outer harbour in Galle. At the time, Sri Lanka was
embroiled in civil war although the intensity in early 2003 had reduced. Still, we were not allowed into
the inner harbor until the yacht was searched by the military. This was done in short order and soon we
were moored to a pontoon to check in ashore with the Don Windsor Agency. They handled everything for
USD $170.00. Happily, Argonauta I was completely serviceable!

As anti-personnel depth charges were exploded throughout the night to discourage terrorist swimmers, we
soon vacated the yacht to live ashore. That suited us as we had planned an extensive tour of the country.
We tuk tuked into town and did a bit of shopping. The next day, we hired a motor tuk tuk for a tour of the
area and later we went inland, visiting an elephant orphanage and historical sites while staying in the high
country among tea plantations. We went on to visit Colombo and St Thomas’ College, where in the
1800s a relative was Headmaster. Finally, as depth charges were still going off in the harbor at night, we
stayed in a local hotel and prepared for departure.
Timing our arrival for the south end of the Red Sea was key, as we needed to catch southerly winds, which prevail there from late March. On February 20, fully loaded with provisions and fuel, we departed Galle for the Maldives, about 435 NM to the west. From there we planned to sail non-stop some 2100 NM to Massawa, Eritrea on the Horn of Africa. The objective was to remain as covert as possible in known areas of active piracy. We hoped that in bypassing Oman and Yemen, local spies would be unable to alert pirates down the track to our presence. We were aware that yachts had safely passed through the area within the previous weeks without incident. They too had bypassed Oman and Yemen.

*Stay tuned to the next episode: an Indian Ocean island paradise, evading pirate attacks, war, and landfall in Africa.*

**About The Author**

**Hugh & Heather Bacon**

Argonauta I - Beneteau 440

Hugh and Heather left the Caribbean Island of Tortola in 1997. Their route took them through the Caribbean to Panama. They transited the Canal in May 1999 and once in the Pacific, they explored the Galapagos and many South Pacific Island Groups enroute to Australia. September 2002, they departed
Australia sailing North of Africa, first through South East Asia and then the Indian Ocean and up the Red Sea to The Med. In 2004 they continued to Southern France. Next year they went on to Gibraltar, Morocco and the many Atlantic Islands. In January 2006 they departed the Cape Verde Islands and completed their circumnavigation off Grenada later that month. Two more years in the Caribbean brought them once again to the Panama Canal and in 2008, Argonauta I arrived in Sidney BC.
We have been sailing *Avant* in Mexico and Central America for six years now, and one of the most common questions we get is “Do you feel safe?”

Yes, we do. We have not suffered a loss, seen a crime committed, or otherwise been bothered by crime. Ever. We do know of other cruisers that have suffered losses, though:

- Dinghy theft. (Really, it’s outboard motor theft. By far the most common loss suffered by cruisers.)
- Casual theft (thieves sneak aboard, usually when no one is aboard, and grab any valuables they can and dash off. Most common at a dock).
- Pick pockets (in Guaymas, a cruiser had her wallet stolen from her purse in the grocery store – but that could have happened anywhere in the world).

Not to say it doesn’t happen, it does. But the violent crimes that make the news in Canada and the USA do not seem to happen on the coast or where the cruising community congregates. Most if not all of the
murders are gang related, and mostly gang on gang events. We take normal 21st Century precautions; we don’t walk in strange neighbourhoods at night, we don’t flash wads of cash, we don’t wear expensive jewelry or watches, etc. and we have not had a problem.

There are, however, security concerns and we have taken some simple steps to protect ourselves.

You don’t need to make it impossible to be a victim, you don’t need to make it impossible for someone to steal from you. You just need to make it harder. You just need to make your boat a less inviting target than the one next door. If you have locked your boat and hoisted your dinghy and outboard out of the water, cleared valuables from the cockpit, and a neighbouring boat has all their hatches open and their dinghy floating beside their boat tied on with a rope painter, guess who is more likely to be a victim? It’s like the old joke about bears, you don’t need to be able to outrun a bear, you just need to outrun the person you’re with.

The strategy we have employed for our personal security is pretty simple and pretty unobtrusive. It doesn’t impact our day to day lives by much, and we aren’t working hard to stay safe.

Lock the boat, and tidy up. Simple. Free. Easy. When we’re away from the boat for a while, whether at the dock or at anchor, we lock the boat. Close and latch the hatches. Even if we haven’t seen another human being for days. We also have the means to lock ourselves in the boat, in the event we feel threatened and think that’s the safest option (boats with the hatches locked by padlocks may not have the means to do this, but it’s pretty easy to add an internal barrel bolt or similar lock). We changed out our lovely louvered wooden companionway boards for a simple sheet of plexiglass, far more resistant to being kicked in or carved open with a knife or chisel. We don’t stow anything within reach of the portlights we usually leave open. We stow winch handles and other deck gear below as appropriate when anchored or at the dock, and don’t leave things sitting around on deck or in the cockpit. We also lock the computer at the navigation station to the boat with a computer cable lock.

Hide stuff. In the event someone does get aboard, we have some of our valuables and some spare cash hidden. We use a variety of means, including ‘diversion safes’ (food cans, boxes or jars, varnish or paint cans or bottles, hollowed out books, etc., that disguise a secret compartment to stash valuables in). These can be purchased or home made (paint the inside of an old mayonnaise jar white, and there you go!). More than one is a good idea, in various places around the boat. The downside is they can be taken as they are portable. Don’t use a WD-40 can as a diversion safe in your tool bag, as they may take the whole bag!
Is one of these novels a ‘book safe’?

3. **Secret compartments/ hidey-holes.** False drawer or locker bottoms, behind velcroed-on cabinet fronts or vinyl trim, envelopes taped behind or under drawers, the inside of the paper towel roller, shower curtain rod or toilet paper roller, false electric sockets, the inside of hollow closet rods, and other strategies can be employed.
Envelope taped under a drawer.

4. **Use decoys.** We have a ‘muggers wallet’ prepared and left in plain sight on the navigation station, next to the companionway. A muggers wallet is a decoy wallet, an old, used one filled with expired credit cards and identification, receipts and small denomination bills of assorted currencies. The hope is a sneak thief will come aboard, see and seize the wallet and dash off, satisfied they have ‘scored’, while truly valuable goods remain unmolested.
A ‘muggers wallet’.

5. **Have backups.** We have backup credit and ATM cards, connected to a separate bank account at a different bank from our primaries, safely stashed aboard. If our primary cards are lost, compromised or stolen, or if our primary bank has a bad hair day in the computer department, we can dig out the backups and be good to go until replacements can be sourced or the accounts reactivated.

6. **Know what’s there.** We take pictures of our passports and the contents of our wallets and the interior of the boat and email them to ourselves so we have a record that we can access from any computer on the internet if they are lost.

7. **Be ready with active deterrents.** In the extremely unlikely event we meet serious thieves intent on a face to face encounter and committing a violent crime against us, we are ready to meet the threat (at least with bravado). We have:

   Heavy flashlights (3 cell D battery Maglites) mounted in clips next to the companionway and our berth. As well as being handy, blinding flashlights, these make great clubs.
A Maglite flashlight. Simply a heavy metal bodied flashlight, also useful as a club.

Fire extinguishers will discharge a large cloud of fine white dust that can disorient and confuse bad guys.

Machetes. We have a couple of machetes aboard, stored in a locker where they can be reached quickly and waved around to make a show of resistance. Easily seen from a distance, waving machetes is a distinctly unwelcoming gesture in every culture. Machetes are inexpensive and readily available in hardware stores. They can also be used to open coconuts.

A machete. When brandished or waved wildly, a cross cultural signal to ‘go away’.

Baseball bat. We also have a t-ball bat (mini baseball bat), which doubles as a fish bonker. Flares. We have a white handheld flare mounted in clips in the companionway. In the event we are intercepted at sea or boarded at anchor, we can light it and toss it in an
attacker’s boat. We don’t have a flare gun aboard, but one might be useful. Be aware that the flare shot from a flare gun will not light until the flare has burned for a while (they are designed to light in the air, not as they are discharged). They are not particularly powerful, and the flares with their propellant tend to bounce off what they hit. The muzzle energy of a 12g flare gun is less than that of a 22 caliber rifle and it is unlikely to penetrate just about anything due to its wide nosed projectile. Any damage it may cause will be due to the flare itself burning. Flare guns may also be illegal in certain jurisdictions (and if used in an offensive or defensive manner as a weapon, are considered weapons or firearms under the laws of many countries).

We have Bear Spray aboard, too (while wasp spray is often suggested as a deterrent, apparently it is largely ineffective).

(Note: In most countries south of the USA, Mace, Dog and Bear Sprays are illegal, but we’re living on the edge).

We keep our VHF on 24/7, and keep a handheld next to our berth, so we can raise an alarm with other cruisers (or heed their call) if we feel unsafe.

All of these strategies are designed around the idea that you don’t have to make it impossible to be attacked, you just have to make it unpleasant for would-be attackers, encouraging them to look elsewhere or take the rest of the day or night off.

Dinghy Outboard Theft

This is, by far, the most common loss suffered by cruisers. An outboard is a very valuable item in a fishing community, and all coastal villages are fishing communities. A simple 8-10 hp outboard can increase a fisherman’s ability to feed his family tenfold by allowing him to get further offshore when fishing. We always hip-hoist our dinghy at night, and do so with a wire cable harness with legs long enough to be far above reach, where they are attached to the halyard snap shackle, even when standing on deck (so a would-be thief can’t simply release the shackle and drop the dinghy). We lock the outboard to the dinghy’s transom with a heavy stainless lock, and use the same lock to lock the motor to the rail mount when it is stored aboard. We employ locals (usually children or the proprietors of beachfront restaurants) as watch keepers whenever possible when leaving the dinghy ashore, and use a long stainless cable to secure the dinghy ashore when it’s in an isolated or unsupervised location.

We don’t really notice that we’re doing these things on a day to day basis, they are just ‘habits or ‘housekeeping’. But we feel that these measures collectively decrease our chance of being victims (and losses if we are), as well as increase our ability to bounce back should we be targeted.

“Ready Aye Ready” is the motto of the Canadian Navy. It implies that the Canadian Navy is always “ready”.

About The Author

Rob Murray

Avant - Beneteau First 44.5 Sloop
Rob Murray and Debra Zhou are 'Doers' in the Sea of Cortez, Mexico.
In Memoriam - Tom Hoskin

https://currents.bluewatercruising.org/news/in-memoriam-tom-hoskin/

Tom Hoskin had impeccable attendance at the Vancouver Fleet meetings, and some of you, past and current Vancouver fleet members, may remember him helping with the set up and sharing his knowledge about racing, his memories from being a park warden in the Broken Island group and his stories volunteering for the RCM SAR in Deep Cove. He also shared his research about sea sickness in a Currents article.

Tom attended the last March Club Night with his brother, when we all found out that he was ill. Tom’s brother asked us to share the following with the membership:

“I had the good fortune to attend a meeting of the BCA last March with my brother, Tom Hoskin. As most BCA members were aware, Tom was terribly ill at the time. Tom’s illness was relentless. He passed away on June 24th.

His siblings are holding a get-together in his memory on August 20th from 2 to 4 PM. We extend an invitation to any members of the BCA who would like to join us. It will be an informal gathering with no particular agenda, just a chance for Tom’s friends, neighbours and fellow sailors to get together to share their memories of Tom over a drink and some appetizers.

We will set some time aside so that anyone who wishes to share thoughts about Tom will have an opportunity to do so. If anyone has photos of Tom they would like to share at the get-together please feel free to bring them along.

Our address is 1639 Larkhall Crescent in North Vancouver.”

About The Author
Rosario Passos

Counting Stars - Whitby 42 Ketch

Rosario is a dreamer who wants to sail the South Pacific.... so far she sails the local waters of the Salish Sea to get as much experience as possible.
Vancouver Club Night - Sisters of the Ice

https://currents.bluewatercruising.org/events/vancouver-club-night-sisters-of-the-ice/
SISTERS OF THE ICE

THE TRUE STORY OF HOW ST. ROCH AND NORTH STAR OF HERSCHEL ISLAND PROTECTED CANADIAN ARCTIC SOVEREIGNTY
Please join us for the never-before-told, true story of the incredible intertwined histories of the sailing vessels *St Roch* and *North Star of Herschel Island*. This exciting lecture weaves the lives together of famous explorers, whalers, fur traders, RCMP and Inuit trappers, with a sprinkling of murder, groundings, storms, ice, and even a search for mermaids.

R. Bruce Macdonald is a local sailor and writer, who has logged over 100,000 nautical miles, primarily in command of traditionally rigged vessels. His writing has appeared in publications such as Cruising World, SAIL magazine, Canadian Yachting, Pacific Yachting, Ocean Navigator, Voile et Voiliers, and he is the former contributing editor to Sailing Canada. His last book, *North Star of Herschel Island: Canada’s Arctic tall ship*, was reviewed by Farley Mowat as, “one helluva great book about one helluva great ship” and by former Prime Minister of Canada, Jean Chretien, as, “an important book that every Canadian should read.”
VI South Club Night - Passat II: West Mediterranean Islands Adventure

https://currents.bluewatercruising.org/events/vi-south-september-club-night-passat-ii-west-mediterranean-islands-adventure/

Barrie and Sandra Letts started cruising the BC coast in the mid 1990s aboard their 26 ft Micmac pocket cruiser Moonshadow. As a Millennium project they completed a 32 day circumnavigation of Vancouver Island. In 2001 they purchased “their” perfect world cruiser, a Stan Huntingford Tradewind 34 (aka True North 34) Passat II.

Since July 1st, 2007 they have sailed the coasts of North America from the top of Pit Island (Prince Rupert) to Fredricton, NB (via the Panama Canal), spent four seasons in the NW Caribbean, crossed the Atlantic Ocean, circumnavigated the North Sea, cruised the Atlantic Coast of Europe and sailed the Western Mediterranean. BCA Members since February, 2006 (Fleet of 2007), both have earned BCA Coastal 999 and Offshore awards.

Following the experience of a tense night passage from Tangier to Gibraltar, Barrie and Sandra will lead us through three seasons of sailing in the Western Mediterranean, visiting the Islas Baleares (Balearic Islands of Ibiza, Mallorca & Menorca) Spain; Sargegna (Sardinia), Italy; Corse (Corsica) France; Elba and Sicilia (Sicily) in Italy, and Malta.

Join us for the first Club Night of the 2019–2020 season as Barrie and Sandra discuss their adventures, passages, anchorages, marinas, weather, history, culture, friends and—food and wine!
VI Mid-Island Club Night - A West Mediterranean Islands Adventure

https://currents.bluewatercruising.org/events/vi-mid-island-club-night-a-west-mediterranean-islands-adventure/

In 2001 Barrie and Sandra Letts purchased “their” perfect world cruiser, *Passat II*. Since July 1, 2007 they have sailed the coasts of North America from the top of Pit Island (Prince Rupert) to Fredericton, NB (via the Panama Canal), spent 4 seasons in the NW Caribbean, crossed the Atlantic Ocean, circumnavigated the North Sea, cruised the Atlantic Coast of Europe and sailed the Western Mediterranean.

Following the experience of a tense night passage from Tangier to Gibraltar, join Barrie and Sandra as they lead us through three seasons of sailing in the Western Mediterranean, visiting the Islas Baleares (Ibiza, Mallorca and Menorca) Spain; Sargegna (Sardinia), Italy; Corse (Corsica) France; Elba and Sicilia (Sicily) in Italy, and Malta.

They will discuss their adventures, passages, anchorages, marinas, weather, history, culture, friends
and – food and wine!!

Doors open at 7:00 pm and presentation will begin at 7:30 pm. Bar will be open – come early to enjoy conversation and camaraderie.

**Presenters’ Background**

Barrie and Sandra Letts started cruising the BC coast in the mid 1990’s aboard their 26 ft Micmac pocket cruiser, *Moonshadow*. As a Millennium project they completed a 32 day circumnavigation of Vancouver Island. In 2001 they purchased *Passat II*, a Stan Huntingford Tradewind 34 (aka True North 34). They have been BCA Members since February, 2006 (Fleet of 2007) and both have earned BCA Coastal 999 and Offshore awards.