



Photo Contest Winner

Nick and Gesa Ward

Fresh out of a four-year refit, we got the chance to try out our new sails and show off the relaid teak decks in the bright sunshine off Cortes Island, and our friend Marcelo Johan Ojeda brought his drone along to capture this fantastic shot. We've owned Ty Dewi for fifteen years now and there's a lot more cruising to do!



Currents

August 2022

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Sailing to Prince Rupert in Winter During a Pandemic - Part 2

<https://currents.bluewatercruising.org/articles/sailing-to-prince-rupert-in-winter-during-a-pandemic-part-2/>



*Ken relays his observations of the voyage from Vancouver to Prince Rupert during winter weather and a pandemic. He's travelling on **Prairie Dust** with Josh, and helping this less-experienced sailor to become a more-experienced one. In [Part 1 of this story](#), they made it to Port Neville. Along the way, Ken is using the opportunity to assist coastal peoples affected by the pandemic and other traumatic experiences.*

Dec 3, Port Neville to Port McNeill

07:35. We departed Port Neville. With some nostalgia, I directed Josh's eyes to the trees up on West Cracroft Island. My crew had planted them some years back. Contractor Lyle C had us living on the old freighter *The Alaska Prince*, anchored in Potts Lagoon. I was First Aid; then the cook quit, so I was then Chef, and skippered the crew barge. We drove muddy logging roads to deliver the trees from the ship's hold to the hillside, and checked to see if the crew lunch boxes were safe from the ravens and raccoons.

Those planter girls and boys sure had fun on the ship, but a lot of sore muscles for the First Aid guy. Good that they leave our trees to grow for 45 years old now.



Squalls are normal on Johnstone Strait.

14:30. We were now by Cormorant Island, Alert Bay and Malcolm Island. Turning left, we phoned up for a dock in the Boat Harbour at Port McNeill. The 5,000 ft of transient moorage was empty except for a giant catamaran.

What does one do in Port McNeill? The dock entrance is under construction so we climbed the barrier fence. The village is mostly clustered close to shopping malls. We walked around to resupply and the women all seem to like us, waving and smiling. At the supermarket we bought frozen pizza, steak, and salads. Josh pointed out how the blonde lady has circled around the aisles three times to say hi to me, and, yes, there was fine wine – in a box or two. We went along to the shopping mall where a warm winter hooded coat was only \$40. Finally, very important on my mission, a walked into the [Marine Education Research Society](#) (MERS).

MERS is an extremely important place to visit and support. More whales are alive because of these young women, including the famous [Jackie Hinderling](#). Her underwater photography and weekly blog are amazing. She, more than the average sailor, was devastated by the destruction of marine life by last year's heat dome. What to do?

After thanking her, and buying a T-Shirt, it was time to roll back to *Dusty*. But we really, really needed three lead, down-rigger balls, 30 lbs each for kelleys, so we'd get a good night's sleep. We loaded them into a shopping cart at the Rona store. I also got real waterproof pants and jacket to go with the new winter coat. Whoop whoop! Our dock was blocked off, so we carried the lead-lined shopping cart over some obstacles to get it all back to *Dusty*. Then I cooked up a fresh, three course meal after Josh

successfully lit the stove.



MERS map and staff greetings.

Dec 4, Port McNeill to Southgate

09:00. Mt. Waddington looked like a ski hill. Passing Malcolm Island, the locals were towing lots of salvaged logs. All good and so beautiful – the waters, the mountains, islands, forests – just the normal places us cruisers find, and all can go swimming – in August. But on Dec 4, the deck needed shoveling, and... still all we had was the dust pan. Why didn't we buy the last plastic snow shovel back at Rona in McNeill? Oh, Josh let some lady buy it. Good man. The diesel chimney smoke sure makes the deck snow black, though. Bobby McFerrin's cheery folk song, "Don't Worry Be Happy", came to mind.

It was time for *Dusty* to sail away into the real Inside Passage, past Deserters Island. Southgate came into view as did some heavy clouds. Made for another beauty sunset, in this world class amazing place.

15:30. Southgate was home to five logs, all reluctant to get pushed aside. *Dusty* was anchored, and the kelleets worked well. Another look at the engine, no smoke. Checked the fluids, and raw water flow, for we were headed out to the Pacific. I cooked a four course meal. Josh again reviewed the smoky Dickinson stove and scrubbed soot off the door glass. And then a warm night's sleep.

Dec 5, 2021, Southgate to Fury Cove

07:15. We departed Southgate. Cape Caution was in view, as was one fishing trawler way over by Wilkie Point and Queen Charlotte Strait – we were close enough to the open Pacific to get a gentle swell. We rolled out both sails for no winds, sigh. The waves were less than the swell and it all had the bluewater feel. At Cape Caution both of the unfurled sails commenced flopping. No cleats, no self-tailing



Cape Caution sunrise: sunrise is behind us, Cape Caution ahead.

11:46. Fry Pan and Table Islands had gone by. We were by Egg Island Lighthouse. A big fishing dragger went past, heading south, while *Prairie Dust* rounded the Lighthouse. We called the lighthouse on Channel 16: “This is *Prairie Dust*...” The reply came swiftly: “Hello *Prairie Dust* this is Victoria Coast Guard, are you sinking?” to which we retorted: “Nope, this is just an information call.” Lesson learned: Do not radio that lighthouse, if you wish to contact them perhaps try using the phone.



Cape Log Ivory light.

With that, the course was set for Fury Cove, where the chart reads: No Anchoring. At 14:12, logs were pushed aside and, as I lowered the anchor, another big cruising sailboat arrives. The Island Packet 48 was an actual happy type, like a BCA couple, in full winter colorful sailing outfits. Would they report us?

The sailboat motored up – the couple smiled, waved, and said hello while circling *Dusty* at anchor. They were just passing by from Prince Rupert Yacht Club on their vacation trip, heading up Rivers Inlet. Turns out, their vacation was very important to the Coast, nature, and our planet. They were going to a protected area of the [Nature Conservancy of Canada](#), where they help protect the salmon and the [Great Bear Rainforests](#). These folks volunteer for the most valuable grizzly bear habitat on the Coast, at their own cost, while living on their boat.

Dec 6, Fury Cove to Shearwater

07:30. The drifting logs had stayed off where we pushed them and were gone before dawn. Weighed anchor; pushed button up. Nope. The windlass was not working right. OK FINE! Hauled it by hand, and piled the chain on deck. Way too much scope out! Anyways, we left at the first light.

Turns out the problem was that the coupling did not like to go over the gypsy where the chain meets rope, and not all the rope rode was grabbed by the gypsy. The swivel must be hand fed down past the gypsy, through the deck. We could see the gypsy chain stripper was bent and the chain just wound around the whole thing. Not effective in raising the anchor plus 3 kelleets. Yep, it was broken in a remote place, and with a lot more anchoring to do – perfect bluewater sailing experience. I thought to myself: “No worries, there is a nice workshop here in the engine room, a solid bench, a great vise, and drawers of ... say, where are the tools? Guess we’ll fix it at Shearwater.”



Shearwater general store.

We were now puttering north in Fitz Hugh Sound. No smoke in the engine room, all was pretty good. There have been a few vessels wrecked in Fitz Hugh, and a few watery graves, as noted in the song “Shooting Down the Yuclataws” by Vancouver folksinger [Brian Robertson](#). On this day, just the following breeze pushed *Dusty*’s unfurled jib. Took a left at Pointer Island and Kaiete Point, into Lama Passage, no llamas or Sasquatches there, so followed it right up past Bella Bella, then right past docks and cottages and houses with speedboats zipping around.

15:25. Josh phoned in – we were given a Shearwater dock. We tied up quickly and were into the grocery store by 16:07. We walked in and heard some commotion that made me wonder why the clerk was yelling at a young boy. Oh, he is her son, and was supposed to be home studying books, not asking permission to go for computer gaming. Hmm, could be some “escape” behavior. How could I deliver the Trauma Workshop Kit over to Bella Bella without creating more? There might be another conversation to come somewhere soon, so I thought I’d wander up the village and pose for the Photo of Ken leaning on the Shearwater town sign. Next: fresh wine and a three course meal to cook, including salad with mixed nuts and bacon bits.

Dec 7, Shearwater to KlemTu

09:30. We departed Shearwater. At 10:00 the fuel dock at Denny Island was finally open. A nice man let us fill the diesel tanks with no lectures about rationing. He said he knows Bella Bella and knows a therapy kind of person there. The Trauma Recovery Kit can be given to the community for group attuned learning and practice, instead of being held by an examining committee and officially moderated. I bought two logo ball caps, and he took the Kit. Thank you! We tossed the lines, turned the wheel hard over, KlemTu we were on our way. High clouds, deck snow gone, the Spirit lodge was beautiful but still a No Go zone.

13:00 We set the sails in Milbanke Sound – *Prairie Dust* was flying across the rolling open sea. It was lunch time! Josh was trying hard to keep a seagull on the solar panel. The clouds were heavy, but mountain tops were in view through a foggy mist. This passage was planned and very routine. We went past Salal Island, along the cold fog of Finlayson Channel. No logs there, the autopilot was great. I was on the bow taking photos.



KlemTu tourist dock tie up.

15:55. KlemTu; Josh did a perfect docking job! We were now tied in. This mossy, free, tourist dock was cluttered with old nets, trolling gear, some piles of clothing, and was now covered with ice. KlemTu has the best WiFi Internet on the Coast, but what is it used for?

Now, I had a few Pandemic minutes to get the multicultural therapy teachings about trauma recovery into the hands of normal people, who could use the material to have group sessions; the program helps to reduce and regulate anxieties, and to stop any further hurts. Walking toward land, the black SUV that had watched *Dusty* dock, pulled away. I stood in the empty dirt parking lot beside a dust-covered RCMP station wagon. A man and woman came walking along the wet gravel shore-front road. On approaching them, it occurred to me they could have multi-generational traumas from colonialism. I stepped over and asked if they know the therapy people here. The man spoke slowly in simple sentences. The woman was neat as a pin, in white outfit and perfect hair, but never spoke – just smiled. On asking simply for: “who in the village helps people?” the man did not seem to understand, but wanted to help, offering to carry the Kit in his hands for the day. They walked away, on their daily routine.

Then, a sailing angel flashed by – a white pickup truck labelled Apex Plumbing and Heating. Yes, they are the ones. After all, who knows the inside of every home and residents’ abilities better? Predictable community relationships are health. The man driving stopped as I waved. The young woman rolled the window down. I gave my references and reasons, and explained how this is a USB drive of a 10 day seminar for the common, but dedicated helper, who has some trauma understanding. She stated they knew the right people and that they would deliver the Kit. I said thank you, and that it’s OK to watch the material or copy it for their own use. The package has 30 video talks, each over an hour long, on the various journeys and sciences of recovery. From neurology and fight-flight-freeze, to a story about a journey through being a homeless victim of violence and taking the recovering path, into becoming a calm loving friend who has the superpower of presence. The multicultural methods of being present are needed. The Kit is full of free choice to help or hinder. It is not a solo journey or mindfulness or yoga or part of the spiritual industry. It is for common people to learn in groups, not just administrator types, although they may need it too.

Now, one has to appreciate the larger context of KlemTu. For instance, a British tourist service, [Frontier Canada](#), books people to visit this area and stay in the Spirit Lodge as a “Canadian Frontier”, for a lifetime vacation of touching Spirit Bears and Sasquatch. Chief Paul welcomes that. Will bears appear on schedule, or will the tourists just forgive any absent Spirit bears? Will the tourists then begin to experience the ways that our natural life and community can bring back our world? Consumerism is not a life focus, people are. Oh, but yes, cash for local safe schooling is good.

Now, us cruisers know that we can support and assist these sorts of isolated villages in our passage plan. We are not gawkers – ask Gina De Vere, author of [“Blue Water Women”](#). In this world economy, these villages need the funds, goods and supplies, and good feelings from visitors, that are parts of our economic system. The communities depend on cash, so bring it, and bring other things like glasses, books, and solar panels for their schools. Totally self-supporting modern communities are yet to become common. We know a lot about this as a bluewater cruising sailboat is actually a self-supporting self-sustaining community. Consider what the children experience, and what they will need to be well when 2060 arrives.

Part 3 of this story is coming up in September. In Part 3, Ken and Josh arrive in Prince Rupert. Will it be an uneventful passage? Stay tuned!

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

Offshore Sailing in the Climate Crisis - Part 2

<https://currents.bluewatercruising.org/articles/offshore-sailing-in-a-climate-crisis-part-2/>



*Editor's note: The author recently submitted this paper to the BCA Board of Directors for their consideration in anticipation of a strategic planning session in the fall. The BOD thought that sharing the paper would be of value to the membership and our **Currents** readership at large, hopefully stimulating some thoughtful conversation about the climate crisis and what we, as offshore sailors, need to think about. [Part 1 of this article](#) covered topics around weather, global circulation, sea level rise, navigation and the economics of cruising.*

This is the final part of a two-part document outlining factors to be considered when preparing to sail offshore during the climate crisis. This article focuses on how the climate crisis is influencing social factors in foreign countries, and how that will impact cruising in a multitude of ways. Climate change is inherently unpredictable, and ongoing research is continually changing. Offshore sailors, and those interested in providing relevant education, will be well advised to keep in mind that the current status of the factors discussed should be reviewed and updated frequently.

Note: The term carbon is used to refer to carbon dioxide, methane, and all other gasses contributing to climate change.

Social Factors in Foreign Countries

Middle income and wealthy people are increasingly being recognized as the major contributors to the

climate crisis. Promised reparation payments to poorer countries bearing the burden of the climate crisis are lagging or non-existent. Cruising sailors, especially those with larger, modern boats may be seen as “representing” the cause of the climate crisis. This may lead to significant change in how they are viewed and accepted in other countries – especially in tropical islands and other locations that are being most severely impacted by the climate crisis.

Ongoing changes are as follows.

Economic / Wealth Gap / Inequities

Third world countries will be disproportionately impacted by climate change – influencing their economic, political situations and infrastructure – and thus influencing what they will be able to offer sailing yachts. Route planning should consider these changes.

Migration

As mass human migration increases, resulting from the climate crisis, certain locations will likely be closed to cruising sailors. Cruising yachts may well be subject to additional inspections regarding human smuggling.

Hospitality

Third world destination countries may change their perspective on cruising sailors which will influence how welcoming they are compared to the past. Changes in regulations regarding foreign vessels will result if sailing yachts are considered an imposition on local infrastructure, a drain on scarce local resources, or are considered a risk to the health of local populations.

Security

There are likely to be increased security risks to sailing yachts and sailors due to the local impacts of the climate crisis. Desperate people (especially youth) may become more hostile. Cruising sailors are an easy “target” in a tumultuous climate crisis world – especially if they are viewed as a symbol of ostentatious wealth.

Health of offshore sailors

The climate crisis will create additional health risks, and challenges in receiving health care. Maintaining sailor health will become more difficult as the climate crisis progresses. Ongoing changes are:

- Since recurring pandemics are a probable result of the climate crisis, unpredictable changes in regulations to enter foreign countries are likely. Meeting local requirements while cruising (e.g. getting vaccinations or test results) will become more difficult.
- Local medical support for cruising sailors (including providing vaccinations) may be unavailable or a low priority if the climate crisis and associated emergencies (e.g. famine or pandemics) have depleted local health care capacity or overwhelmed hospitals.

- Heat stress tolerance or adaptation in some parts of the world will become a requirement to access these areas.
- Air conditioning on boats will become essential to cruise in some areas – with associated carbon contribution to the climate crisis if powered by diesel gensets. The implications of air conditioning failure could become more dire.
- Algal blooms and potential allergic, or toxic reactions will increase as the climate crisis intensifies.
- Climate crisis drought in many parts of the world will make water scarce, and water availability to sailing yachts more limited. Watermakers running on diesel gensets will contribute to the climate crisis.
- In many locations food supplies will be disrupted or severely limited. Hence, the variety and amount of provisions available will be unpredictable or possibly rationed in foreign ports.

Psychology

Cruising in a climate crisis will present additional psychological challenges, such as:

- **The death of dreams** – some sailors have been dreaming about and preparing for offshore sailing for years and may find the dream is shattered by the challenges posed by the climate crisis.
- **The loss of privilege** – sailors have often taken for granted their privilege. It will be important to be aware of personal responses to the “restrictions” listed above and the desire to continue privileged and climate-destructive lifestyles.
- **Discomfort and inconvenience** – as sailing yachts have become larger and better equipped, likewise the desire for comfort and convenience has increased. Both will be threatened by the climate crisis.
- **Higher risk** – offshore sailing will become a higher risk activity, even in traditionally benign waters. Increased tolerance for danger and risk will likely pose both a challenge and stress on skippers and crews.
- **Fear** – ability to manage fear will become essential in rapidly changing situations.
- **Predictability** – all aspects of offshore sailing will become less predictable. Constant changes, disruptions and uncertainties will increase stress on skippers and crews.
- **Eco-grief** – encountering the destruction of the natural world (e.g. coral reefs, tropical ecosystems) and the destruction of the cultures of third world countries will likely lead to increased ecological grief or “eco-grief” and the need to develop ongoing “heartbreak capacity”. Alternatively, sailors may find they develop callousness and become less compassionate or concerned for the natural world or for others (including fellow sailing yachts).
- **Guilt and/or remorse** is likely if sailors acknowledge and make themselves accountable for their “lifetime carbon footprint”. Recognizing that most middle-income activities engaged in, and the associated wealth accumulated, over the past 35 years (time since climate change was recognized) resulted in significant carbon contributions to the climate emergency.

Ethical considerations and responsibilities

In the past sailors have considered their activities relatively “green”. However, the reality seems to be that offshore sailing in today’s larger, more extensively equipped boats, on today’s schedules, has made

offshore sailing far less green. This raises ethical questions regarding sailors' contributions to the climate crisis.

It also raises the question of whether cruising sailors will be held accountable for their carbon footprints via things like carbon taxes. Calculating the carbon footprint of vessels and voyages would provide a useful basis for assessing and addressing this issue. Items to include in any evaluation are:

- The carbon footprint of the vessel as outfitted with all equipment.
- The carbon footprint of the various sailing routes that are planned.
- The carbon contribution of diesel engines and gensets vs electric generation and propulsion alternatives.
- The carbon footprint of flights home, family and friends flying to ports for rendezvouses and other ancillary travel while cruising.
- The whole-life carbon contribution of all cruising equipment.
- The carbon cost of the disposal of broken or outdated equipment.

Preparation

Traditionally, offshore sailors would 'learn the ropes' by sailing with experienced skippers and crew, then sailing their own boats with an experienced person on board to mentor them in a variety of challenging conditions. One very effective way to gain valuable experience was to be part of sailing races that were known to be held in challenging conditions. The option of "wait until conditions are better" doesn't exist when races start at fixed times. With the development of the Internet, an explosion of information was available and people that were planning on sailing offshore could become very knowledgeable. The axiom "knowledge is preparation" became the mantra. As boat systems became more technical, there was much more to learn and understand. However, knowledge isn't skill, and in the climate crisis knowledge won't be a substitute for skill based on extensive practice and experience.

Given the challenges arising during the climate crisis it is likely that cruising boats with simple, less technical, easily maintained systems are going to be more desirable. Likewise smaller boats that are less conspicuous and easily sailed may be more desirable. The climate crisis will demand high skill levels to handle the challenges ahead, whether they be weather, navigation, cultural or psychological.

Summary

Offshore cruising in the next 5 years will require a much greater level of tolerance to risk, and skill to respond effectively and quickly to the dramatic changes that are occurring on both the local and global scales. It seems unlikely that the risk can be mitigated by additional equipment, which has often been the 'go to' solution in the past.

Cover image: Author: kai Stachowiak, License: [CC0 Public Domain](#)

About The Author

Rick Ellis

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Rick holds a Masters (Ecology – UBC) and has worked on numerous wildlife, biodiversity and species at risk projects. He created and taught BCA’s 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 completed an “Extreme Weather Adaptation Plan” for rural communities. Rick is a lifetime member of BCA.

Nominations for BCA Cruising, Service and Perpetual Awards (2022)

<https://currents.bluewatercruising.org/articles/nominations-for-bca-cruising-service-and-perpetual-awards-due-october-26-2022/>



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 summary of BCA's many sailing and perpetual awards, the nomination process and application criteria is below (and in the 2022 Member Directory, pp 15-17); further information, including lists of previous award recipients, can be found on the [BCA website](#).

If you are eligible for an award this year, 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 and what your BCA friends have been up to:

- Have you just returned from offshore or completed an offshore passage? Did you participate in an offshore race to Hawaii, for example, or the boat's return to the Pacific Northwest? Are you or any of your crew members eligible for a cruising award (see list 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?

If your answer is "yes" to any or all of these questions, please email [Past Commodore, Leslie Hansen](#) to apply for and/or nominate another member for an award. All applications must be received prior to **October 26, 2022**.

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 999 nm coastal (harbour-hopping) voyage as measured in a straight line outside Canadian territorial waters
- Offshore Crew Award – for members who complete a minimum 999 nm 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 999 nm non-stop offshore passage, as measured in a straight line outside Canadian territorial waters
- Owner's Offshore Award – for members who complete a minimum 999 nm 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 circumnavigated on their own boat

Service Awards

The Service Awards recognize individuals who have served as Watchkeepers at the Chapter or Board of Directors 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



BCA Perpetual Awards

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 Cruising Rally was not held in 2022 and thus the Peterson Cup will not be awarded this year.

Questions / Concerns?

If you have any questions about BCA's awards and/or the nomination process, please do not hesitate to contact [Leslie](#). Please remember that:

- 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 details 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.
- All nominations must be received by **October 26, 2022**.

About The Author

Jennifer Handley

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

Fun in the Sun at the August Rendezvous

<https://currents.bluewatercruising.org/articles/fun-in-the-sun-at-the-august-rendezvous/>



The annual August Rendezvous of Bluewater Cruising Association (BCA) was back again this past August at North Pender Island. Many sailors excited to untie the lines and head south attended the flurry of activities planned for this gathering at Port Browning Marina. In total, there were 36 boats and 67 sailors in attendance. The weather gods seemed to approve of this gathering by providing a full weekend of beautiful weather.

The weekend was filled with fun activities, such as visits to the *Sea Star Estate Vineyard and Winery*, delicious breakfasts of pastries, fresh fruit, and hot drinks provided by the Marina, dinghy races, boat visits and fabulous potluck dinner and happy hour!



Floating Lunch

Once again we gathered in rafted dinghies, tied to a mooring ball to enjoy delicious finger food and bebies while chatting about future travel plans. This fun events has become a staple of the BCA August Rendezvous.



Dinghy Race

The fiercely competitive yearly blindfolded dinghy race, a.k.a. the “where-the-heck-am-I-going?” and “NO!-your-other-starboard!” race took place again this year, under beautiful sunny skies. Here’s a video of the start line:

The race attracted 6 elite teams this year with *Blue Rose* taking the honorable first place.



These were the standings for this year's prestigious event:

1. ***Blue Rose***, with Ken Christie and Diane Milne
2. ***Pelerin*** with Mike and Shirley Hiscock
3. ***Indigo Wave*** with Cheryl Crowther and Donna Sassaman
4. ***Inside Passage*** with Wendy Bryan and Ken Robertson
5. ***Salish Sequel*** with Jane Goundrey and John Todd
6. ***Ragtime*** with Don Brown and Don Hutchison

And here are the undisputed winners:

As you can see, emotions were running high! But in the end there was no divorce!

On Sunday night, we got to enjoy a fabulous potluck dinner, just like before COVID! The food was delicious as always, and it was great fun to sit together to enjoy a shared meal.



After dinner, many gathered around to sing along with the most wonderful *Bluewater Shanty Singers* band, composed of fabulous musicians: Blake Williams (*Sea Fever*) on the bodhran, Peter McMartin (*Cookie Cutter*) on guitar, Anne Woodson (*Full and By*) on ukulele, Chris Stask (*Inceptus*) on ‘ugly stick’, Don Brown (*Ragtime*) on concertina, Pamela Holley (*Tillikum*) on keyboard and Christian, visiting crew on *Blue Moon* on mandolin. Here’s a sample of what the evening had in store:

Leaver Packages and Offshore awards

Ed Choromanski and Tanya van Ginkel of *Seadra*, were presented their **Offshore Award** in absentia, for their journeys from Mexico to Hawaii and then back to Vancouver.

Three leavers’ packages were presented to the crew of three boats who were all leaving in August:

- *Cambria* – Rob and Sharlene Cormack
- *Pelerin* – Mike and Shirley Hiscock
- *Wanuskewin* – Michael and Dawn (absent) Terides



Gratitude and Testimonials

Bravo Zulu and huge thank yous to Blake Williams on his boat *Sea Fever* and Sally Holland, crewing aboard *Arahura II*, for organizing a great event yet again this year.



On the Monday of the long weekend, we gathered for breakfast and were treated to a beautiful song to bid farewell to one and all, wishing all the leavers fair winds and following seas as they departed on their adventures.

Here's what some of you had to say about this year's August Rendezvous:

“So glad we made the sail trek to the Port Browning Rendezvous! Familiar faces, scrumptious foods and jolly Sea Shanties with Blake and the crew! We topped the weekend off with a stop at Clam Bay, and a smooth sail across the strait to our spot at Milltown. Looking forward to the next “in person” get-together” (Pam Holley from **Tillikum**)

“This year's rendezvous was an absolute blast! The weather was fabulous all weekend. It's always exciting and wonderful to see everyone who shows up, and this year was no exception. I could describe the feeling as being like a big family reunion, except that everyone there wanted to be there! The blindfolded dinghy race was super fun and a lot of laughs. The potluck supper was fantastic; everyone seems to have some wonderful dish to share. And another highlight was allowing myself to be pressed into leading the singalong in a rendition of Barrett's Privateers. Despite my lack of any decent singing voice, the crowd joined in and we all had a lot of fun.” (Heather Marshall from **Tucana**)

Photos of the event are available at the [BCA Shutterfly site](#). Check them out.

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.



is all about. Although I have really loved the relationships, sharing and learning, what drives the organization is providing a foundation for those willing to venture beyond our shores, risk the uncertainties that are implicit in this venture and who are committed to learning all they can to help make this the safest and richest experience possible.

I realize too that BCA is working to extend its reach and to embrace local sailors as well, who may want to make larger journeys in local waters, or who want to learn more to enrich their local journeys. That said, there are many young sailors who are committed and are preparing for this venture, some taking their families.

Being involved in preparing the packages made me think about the adventure ahead for these sailors, to put myself in their shoes and consider how BCA could help them along the way. Sally Holland joined me and, I think, I speak for us both. It was a great feeling to be assembling this token of BCA's support and commitment.

Preparing the packages involves reaching out to suppliers to get their support and ideas. Because this was right after COVID many were struggling and were unable to help. However, [North Sails](#) did support this venture, as they have in the past. This year they provided a quality and functional case for the gifts, a case that could be easily repurposed for documents and important information on the cruise.

I was amazed to learn that [North Sails](#) has supported BCA in one form or another for many decades. A heartfelt thank you goes out to [North Sails](#) for its contribution. Many of the offshore sailors use(d) their services and leaned on their expertise to help ensure the critical 'machine' of their yachts was rigorous and effective, in both light winds and sometimes unavoidable storms.

In total, this year 24 boats received packages, eight from Vancouver, fifteen from Vancouver Island and five from Calgary. As I understand, this was a larger group, likely due to some deferrals given the impact COVID had on leaver plans in 2020 and 2021. Needless to say, I look forward to reading stories from this year's leavers in *Currents* and wish them all a safe and adventurous journey.

About The Author

Marilyn Sanford

Merfolk - Young Sun 43 CC Cutter

Marilyn retired from a career as an entrepreneur in the Custom Electronics Industry. She has lived on the Coast all her life, always by the water. She built three homes located respectively in Ucluelet, Haida Guai and Yellow Point and now lives aboard her 43' Young Sun, located in Spruce Harbour Marina.

Fleets of BCA

<https://currents.bluewatercruising.org/articles/fleets-of-bca/>



In September of every year a number of members of BCA get together to form the Fleets – one on Vancouver Island, one in Calgary and one on the Lower Mainland. These are people who are planning to leave for offshore in the following year or soon thereafter. They meet monthly or more often, depending on the program they set up for the year. The members themselves decide the program based on their needs and interests.

Goals of the Fleets

One of the objectives of the Fleet is to increase the participants' basic knowledge of whatever is necessary to prepare them for safe and comfortable voyages. Examples of sessions presented in years past, as well as topics covered, include:

- Presentations and panels of BCA members who have recently returned from offshore
- Use of Pactor Modems for Email and Weather Files

- Mast Climbing
- Ham and SSB
- Storm Tactics and Safety at Sea
- Psychology of Cruising
- Rigging and Rigging Repair
- Sail Selection and Sail Repair
- Medical Problems Offshore

Each year's Fleet can work with the respective BCA Education Watch to set up sessions such as the ones mentioned above.

Some Fleet programs include Weather Groups, where members research and present weather topics and plan virtual voyages based on weather patterns. It's a great way to learn to read weather information and apply the knowledge to a specific journey.

Another objective is to make the members aware of sources of useful and innovative equipment available. A committee of each Fleet is in contact with various suppliers collecting information on equipment available at good prices.

Perhaps the most important objective of the Fleet is to get to know the people who will be sharing their offshore adventure – people with whom they will be meeting in foreign ports, people who will happily help each other out in times of difficulty, people who will become long-time friends. With this in mind, the Fleets have a number of social events during the year with no specific program other than getting to know one another better.

Fleet Fees

The fleet fees range between \$50-\$60 per boat, per year, depending on the Chapter. This fee covers the boat and all crew, so all crew is welcome to attend the meetings! Fleet fees are payable [online](#) (*you must login to access the page*).

Fleet Schedules

Throughout the year, the regular meetings of the fleets are held as follows:

- **Vancouver Fleet:** meet on the **last Tuesday of each month.**
- **Vancouver Island Fleet:** meet on the **third Wednesday of each month.**
- **Calgary Fleet:** meeting schedule TBD

Vancouver Fleet

The first meeting of the Vancouver Fleet of 2023 will be held upstairs at the Scottish Cultural Centre at 1930h on **Tuesday, September 27**. This meeting will feature the crew of *Naida*, Anne Trudel and Ken Buckley, describing their coast hopping trip to Mexico last summer.

VI Fleet

The first meeting of the VI Fleet of 2023 will take place on **Wednesday, September 21**, featuring a presentation on weather routing with Open CPN, by Al Kitchener. The in-person meetings will be held at Royal Victoria Yacht Club in the Discovery Room starting at 1830h and they will be presented as hybrid meetings for those who can't make it to the Yacht Club.

The VI Fleet also forms a **weather group** each year. This year, the group will meet virtually only on the fourth Wednesdays of the month at 1830h from October until the end of February. The first meeting of the weather group will feature Scott Crawshaw presenting introductory weather unit.

About The Author

Cameron and Marianne McLean, Vancouver Fleet Coordinators

Mayknot - Seabird 37

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

VI South Hybrid Club Night: Six Years at Sea As a Family of Four (Part One)

<https://currents.bluewatercruising.org/events/vi-south-hybrid-club-night-six-years-at-sea-as-a-family-of-four-part-one/>



After what we hope was a fabulous summer at home or at sea for all members, BCA VI is thrilled to invite you to our first club night of the 2022–2023 year. This will also be our first-ever hybrid club night where we simultaneously share the presentation in-person and online!

Following a brief description of the evening's presentation, please scroll down for details and access information.

Please join us on Tuesday, September 20 at 7pm PST as Darryl & Janet Lapaire share the first part of their incredible multi-year journey from the Med to Victoria – with two kids.

In this presentation, they'll share their motivations for going—why they sold everything and took off. Of course, making the decision to go is only part of the journey and they'll also talk about what it's like to go cruising with next to no experience on the water.

They will talk a bit about the process of selecting and buying a boat overseas, and their experiences sailing through the Eastern Mediterranean. The talk will touch on their thoughts about how to make the dream a reality, and provide some insights about sailing in the Schengen Zone.

As for the Laires, they are a family of 4 who sold it all to go cruising. They spent 6 years between July 2015 and November 2022 sailing from the Eastern Med to the Caribbean, through Panama and then on to

the South Pacific.

They were caught out by COVID in French Polynesia and stayed there for 2 years before deciding to head north back to Canada via Alaska. They now call Victoria home and still live aboard their boat spending winters in Victoria Harbour and summers at anchor.

They are actively planning their next adventure, looking forward to heading south to Mexico and onwards from there.

—

To join us/hybrid meeting format:

Tuesday, September 20, 2022

Doors/Zoom Room Opens: 7pm PST

Brief Meeting: 7:30pm PST

Presentation immediately to follow

In-Person Attendees: For those attending in-person, the format will be very much the same as “normal” when we return to the Royal Victoria Yacht Club’s main lounge.

We will continue to follow all BC and Royal Victoria Yacht Club mandates and regulations in regards to COVID. As this is an indoor event, we do recommend wearing a protective mask when not eating or drinking. The full BCA COVID policy may be accessed [here](#).

Virtual Attendees: For those who are unable to make it to RVYC or would prefer to continue meeting virtually, the VI Watchkeepers have been working hard to assemble the technology to broadcast the meeting over Zoom. As this is our first hybrid club night, we appreciate your patience and understanding as we work through any technical hiccups during the event.

BCA Members will receive the link to Zoom in their email. If you don’t receive the invite or would like to attend, please email your VI Communications Watchkeeper, [here](#).

Vancouver Club Night - Sailing in Pacific Central America

<https://currents.bluewatercruising.org/events/vancouver-club-night-sailing-in-pacific-central-america/>



With easing of COVID restrictions, BCA Vancouver Chapter is excited to get back to in-person club nights at the Scottish Cultural Centre, and it's about time. Over the last two and a half years we have been proud to be able to offer virtual meetings, but it has been no substitute for face to face get-togethers. These Zoom meeting have, however, allowed members and non-members from afar to join in on the meetings and we would like to continue to offer this option.

Going forward, the Vancouver Chapter would like to present a hybrid club night, that is, a simultaneous in-person and virtual meeting. The September club night will be our first test of this technology and as such we will be offering this club night at no cost for both in-person and virtual attendees. See meeting format details below.

Greg and Alice recently returned to Vancouver on their boat **Anduril**, a Farr 395, after 6 years of Pacific Ocean winter cruising in Mexico and Central America. Local boaters and racers since the 1980's, they

finally cut loose most of their work obligations in 2016 and were able to go out and play.

Their presentation will provide some of the colours, sights and sounds of cruising and travel in Central America, from Guatemala to the Western Islands of Panama. Greg and Alice will talk about what really liked, what they didn't like as much, what it is like to sail there, their "must haves", optional haves, pressing an a-typical race boat into a cruising purpose and all sorts of lessons learned. Memorable mishaps define cruising; you'll hear about some of theirs.

Hybrid Meeting Format

In-Person Attendees: For those attending in-person, the format will be very much the same as "normal". Doors open at 7:00 and meeting starts at 7:30, but keep in mind that it is still necessary to have a few COVID protocols in place (below).

Covid Protocol: Because this is an indoor event, wearing a protective mask is encouraged (except when eating or drinking). Please see the BCA Covid-19 protocol [here](#).

Virtual Attendees: For those who are unable to make it to the SCC, the Vancouver Watchkeepers have been working hard to assemble the technology to broadcast the meeting over Zoom. A word of warning however, the September club night will be our first attempt at a hybrid meeting format, so please have some patience as we work through the technology and logistics.

A Zoom meeting invitation has been sent to BCA members via email. If you are a non-member and would like to attend virtually please contact [Heather Marshall](#).

About The Author

Heather Marshall

Mischief - Catalina 27

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

BCA Pre-Thanksgiving Rendezvous

<https://currents.bluewatercruising.org/events/bca-pre-thanksgiving-rendezvous/>



The Calgary Chapter and Vice Commodore John Kortbeek are pleased to announce BCA's pre-Thanksgiving October Rendezvous will take place at Montague Harbour, Galiano Island.

All BCA members and friends are welcome to join the fun on Friday September 30 – Sunday October 2, rain or shine.

The Rendezvous will feature great walks, kayaking/rowing, and the famous BBQ foil cook-off. Spectacular prizes chosen by our Chapter's Sommelier will be awarded for best in each category!

If you plan to attend this weekend event, please register on the BCA website.



An afternoon stroll around Gray Peninsula

Basic Diesel Engines

<https://currents.bluewatercruising.org/events/basic-diesel-engines-2/>



This course is intended for those who own and maintain their own vessels, or those who want to gain a better understanding of diesel engines, including proper operation and maintenance. No prior experience or knowledge of diesel engines is necessary. The instructor will explain the operating principles of a marine diesel engine, including the operation, servicing and troubleshooting related to:

- Lubrication
- Cooling
- Fuel
- Electrical
- Stuffing Boxes

Instructor David West is a highly experienced and knowledgeable diesel mechanic and instructor. He comes highly recommended by students who have attended his courses.

Note: An [Intermediate Diesel Engines](#) course, also taught by David West, is scheduled for Sunday, September 18. It is highly recommended that both courses be taken if you are not experienced or do not

regularly work on your diesel engine.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

Intermediate Diesel Engines

<https://currents.bluewatercruising.org/events/intermediate-diesel-engines/>



This course is intended for those who own and maintain their own boat, or those who want to gain a better understanding of diesel engines, including proper operation and maintenance. Attendance at a Basic Diesel Engine course or a good basic knowledge of diesel engines is a mandatory prerequisite. Course topics include:

- Review of fuel, cooling and lubrication systems
- Electrical system: batteries, alternators, AC chargers and inverters
- Battery servicing
- Various charging systems
- Drives: straight drive, v-drive, sail drives
- Shaft seals

The desk work includes samples of the Diesel Engine parts; handouts include diagrams of the Diesel Engine internals and related.

David West is a highly experienced and knowledgeable diesel mechanic and instructor. He comes highly

recommended by students who have attended his courses.

Note: A [Basic Diesel Engines](#) course, also taught by David West, is scheduled for Saturday, September 17. It is highly recommended that both courses be taken if you are not experienced or do not regularly work on your diesel engine.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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Advanced Diesel (Class #1)

<https://currents.bluewatercruising.org/events/advanced-diesel-3/>



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.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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Advanced Diesel (Class #2)

<https://currents.bluewatercruising.org/events/advanced-diesel-class-2/>



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

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About The Author

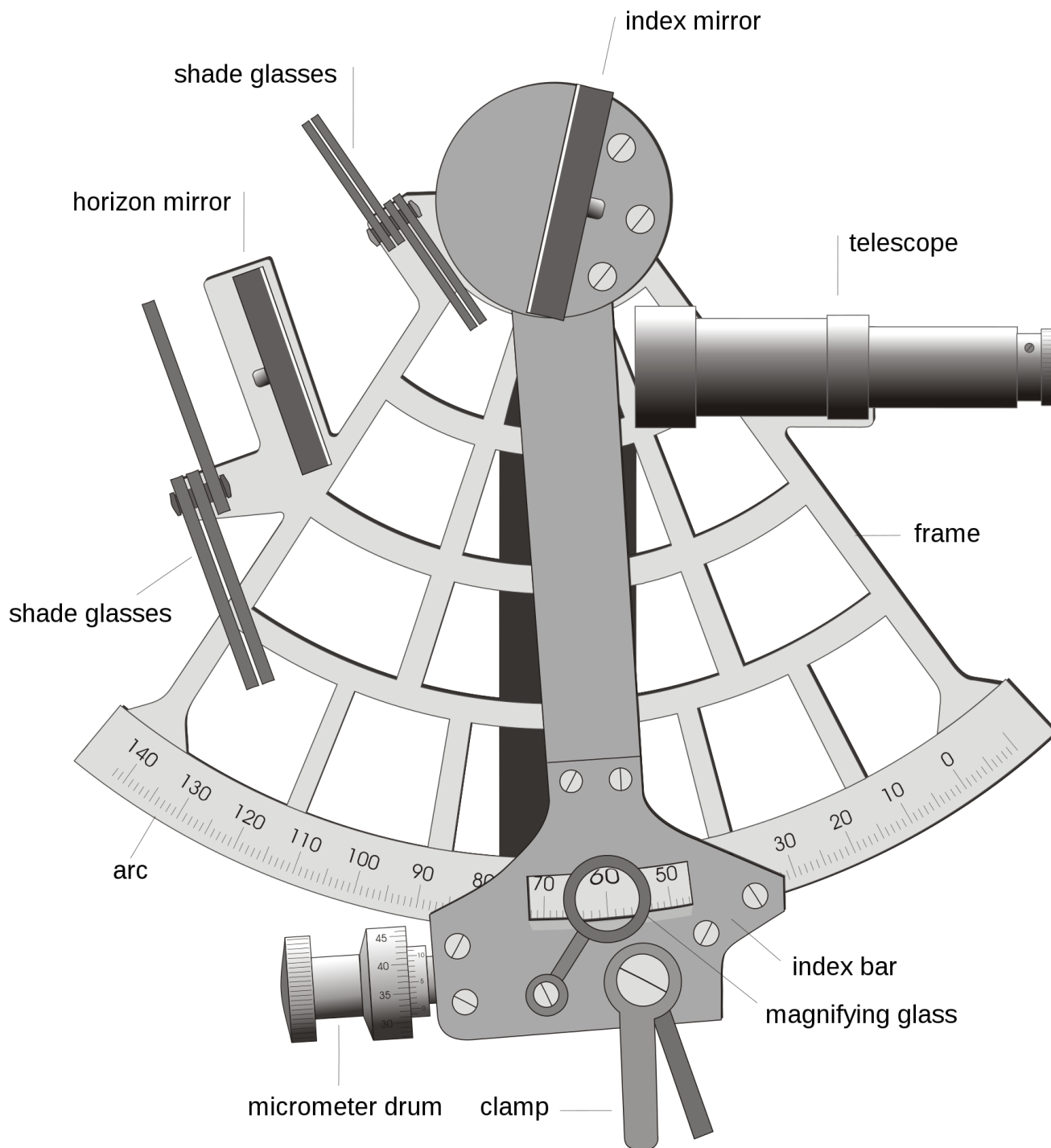
Ken Christie

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Introduction to the Sextant and Celestial Navigation

<https://currents.bluewatercruising.org/events/introduction-to-the-sextant-and-celestial-navigation/>



Have you ever considered what navigation would be like without GPS? Or perhaps you are simply curious to see the workings of a sextant? Have you got one at home or on the boat that you've not yet used?

This is an in-person presentation at the BCIT Planetarium is for everyone and anyone who has wondered about using a sextant to determine location. If you have a sextant or if you can borrow one from a friend, please bring it with you (a few will be available to share).

About the Presenter

Bill Burnyeat is the resident astronomer at the British Columbia Institute of Technology. He has operated the in-house Planetarium there since 2005. Bill has also been the outreach astronomer for many years with such groups as Canadian Planetariums and Canadian Telescopes. In the 1990s, he conducted tours of BC Parks with a telescope, seeing more than 100,000 campers over 20 years.

*We would ask all who attend to be aware of current health recommendations.

[Photo credit: By Joaquim Alves Gaspar, licensed under the Creative Commons Attribution-Share Alike 3.0 Unported license.](#)

About The Author

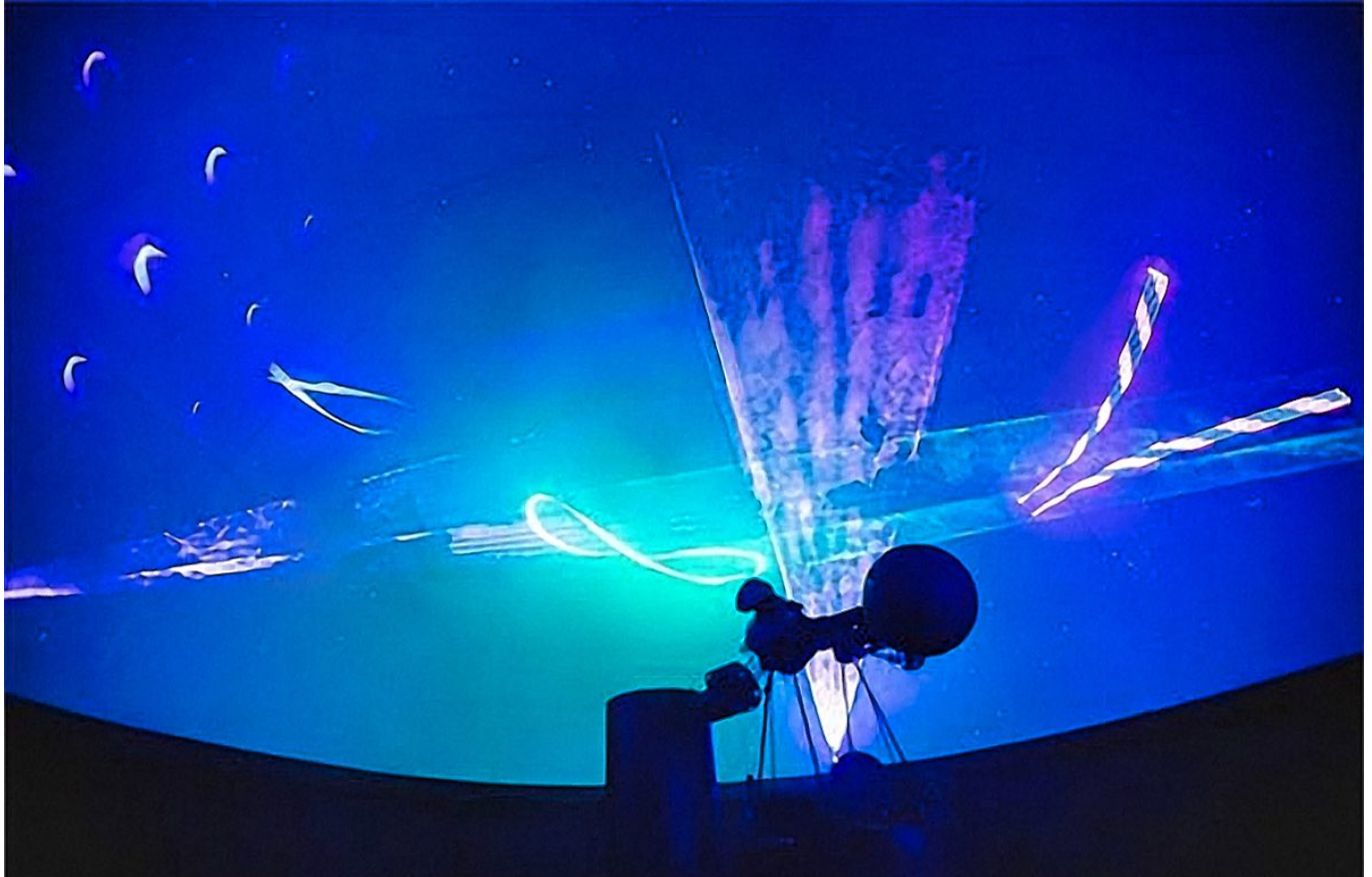
Kit Griffin

SWAN - Pacific Seacraft 34

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.

Our Planetary System From a Sailor's Perspective

<https://currents.bluewatercruising.org/events/our-planetary-system-from-a-sailors-perspective/>



This in-person presentation at the BCIT Planetarium is for everyone and anyone who has looked at stars and wondered how anyone could use their location to navigate with.

About the Presenter

Bill Burnyeat is the resident astronomer at the British Columbia Institute of Technology. He has operated the in-house Planetarium there since 2005. Bill has also been the outreach astronomer for many years with such groups as Canadian Planetariums and Canadian Telescopes. In the 1990s, he conducted tours of BC Parks with a telescope, seeing more than 100,000 campers over 20 years.

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Photo Credit: Used with permission from BCIT Planetarium

About The Author

Kit Griffin

SWAN - Pacific Seacraft 34

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Currents Bluewater Cruising

The Bluewater Cruising Association

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