



Photo Contest Winner

*Aidan Walters & Elaine
Dumoulin*

*Photo taken at sunset during the
Patos Island race 2022. We can
see the sun through our Code 0.
It was taken and sent to us by
sailboat Zanzibar.*



Currents

August 2023

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The 2023 VICE Experience

<https://currents.bluewatercruising.org/articles/the-2023-vice-experience/>



Vancouver Island Cruising Experience, or [VICE](#), is one of BCA's many events, and perhaps the one and only that truly prepares *Dreamers* to head offshore. During VICE, intrepid bluewater sailors head to the west coast of Vancouver Island and fearlessly set out west into the ocean swells for a shakedown cruise. Typically, boats agree to a number of days they want to be offshore and set a target on their chart plotters to go there and back. VICE really provides a 'taste' of what it is like to be offshore: it presents a great opportunity to test the systems and equipment on a boat, and it gives you a chance to figure out watch rotations and practice provisioning.

This year, five boats from Vancouver and Vancouver Island chapters completed VICE between July 13 and July 17:

- **Malaya**, Irma and Ben Deacon
- **Dreamer**, Charles and Heidi Aram, and crew of 2: Shawn and Janis Wright
- **Swadeshi**, Siggie Kemmler and crew of 3

- ***Corra Jane***, Ian Cameron with a crew of 4
- ***Syntropy***, Kevin and Leeanne Towers

Weather this year was very exceptional and all skippers and crews reported safe passages with memorable experiences.

Tales from *Corra Jane*

We're now tucked into Joe's Bay, Dodd Island, tired and exhilarated by a 24 hour, 110 mile offshore experience. ***Corra Jane***, a 1980 Cal 39, performed well with a Hydrovane in a wild variety of weather that went from a picture-perfect day to a starry night to double-reefed gusty dawn. We buddy-boated with ***Dreamer*** on a triangle course. Our Vancouver crew of 5 survived the tight quarters and I think enjoyed this taste of voyaging. For navigation we used Navionics, supplemented with radar. For communications we relied on InReach and AIS. EPIRB was available for emergency signaling and 90% of the voyage was steered by Hydrovane.

Before heading out, I filed a sail plan with my partner at home. Crew health was fine and no one was noticeably queasy, maybe due to the lack of big swell in NW 10-20 kts, although we saw gusts to 25 kts at dawn as we came back.

On the return to Victoria we stopped at Sooke Harbour Marina and Resort for a night of recuperating. A highlight as we headed home was surfing downwind hitting 7 to 8 kts in breaking seas near Race Rocks. We went from a full genoa in the morning to a furled handkerchief late in the afternoon. The wind speed indicator broke. I think gusts of 30-35 kts did it. Very bracing!

Ian Cameron
Skipper, ***Corra Jane***

Tales from *Syntropy*

We left Ucluelet at 1300h after dropping off the dogs at a sitter's house. We found that we were beating into a 10-12 knot headwind trying to stay on course to the planned coordinates. The seas were pretty flat with only a barely noticeable swell. The boat balanced so beautifully that we were able to lock down the wheel and didn't need the autopilot. We sailed like this the whole way out to the 50 mile mark.

About 30 miles out there was a school of dolphins surfing at the bow of the boat! Then about an hour later we had whales blowing off the starboard trail. To cap off the excitement, a whale breached!



Taking it all in...

The winds picked up slightly on the way back to around 12-13 kts. We were doing 6.5 kts boat speed, which was going to put us into Ucluelet about 0600h, so we changed course and headed for Tofino to extend the trip. The plan was to then do a downwind run back but the wind died to less than 6 knots so we ended up motoring the last 2 hours.

We were both very tired from the 3 hr watches. We'll try 4 hr next time and also leave the dogs at home to allow us to do a longer trip. All in all, it was a great experience and introduction to overnight sailing for Leeanne. We are now tucked into the Pinkerton Islands, exploring in the dinghy and SUP – a perfect end to the week.

Our boat has Single Side Band (SSB) but no modem. The Windy forecast was spot on.

Neither of us got sick. We found that a slow acclimation to the swell while travelling up to Ucluelet helped a lot. That, and the offshore swell was minimal.

Kevin & Leeanne,
Syntropy

Tales from *Swadeshi*

Swadeshi and crew arrived back in sunny Ucluelet at 0930h on July 15. We left at approximately 0520h on July 13.

After getting becalmed for about 6 hours when we were about 22 NM from the VICE waypoint, we turned and headed back. The wind slowly picked up all evening and we made excellent time on the return.

Everyone agrees that VICE was a wonderful experience. From 0 knots of wind to gusts of 20 and fog this morning, we saw a lot of weather changes. We loved Otto, our new Hydrovane. What a fantastic crew member – never asked for food or beer or a rest!

We got the opportunity to learn a lot about Otto's limitations and workings. We witnessed (as the Hydrovane folks stated) that a balanced sail plan/boat was the most important aspect for good vane performance. We don't often sail with our inner foresail. However, on this leg of the voyage we learned a lot of about the boat balance with a reefed main and inner foresail!

The 10 deep sea freighters hanging out near the entrance to Juan de Fuca, due to the Port strike I suppose, posed no difficulty, just a surprise!

Our turn-around was 80.5 NM straight line from the entrance to Ucluelet Inlet.

For communication we used the marine weather forecast offered on InReach, which was remarkably accurate. I checked Predictwind for the past week and it was also close to what we experienced.

Remarkably, of the 4 of us onboard no one got sea sick. Conditions on the leg out were so comfortable we actually all ate dinner together sitting at the main cabin table!

Siggi Kemmler,
Swadeshi

Tales from *Malaya*

Our trip out to the VICE waypoint was very interesting and taught us a lot. We decided to rotate the 4-hour watch on the first night and changed to 3-hour on the second night. Since I was taking the 2000h – 2400h shift, it was pretty easy for me to watch the nav screen every so often for anything the radar caught. I looked out to the water and just went, "Wow!!" for the beautiful dark starry night and bioluminescence in the water; I could hear the dolphins in the dark, maybe on the starboard. Ben got up earlier to relieve me as he wasn't able to sleep well. After I updated him on my watch, I snuggled in the sea berth until Ben woke me up over 4 hours later. He filled me in with a radar show and off he went to sleep. We had a great wind on the beam reaching around 11-13 kts. We were excited and happy.



Dolphins!!

Each one of us had about an hour nap during the day, ate, and then were off to the next watch. I slept 0900h-1200h as Ben watched. The wind was already starting to die down. By the time I got up to relieve him, his watch summary included reaching the waypoint at 0459h, cargo ships drifting, and dolphins visiting him in the night. That got me excited. There were more dolphins this time as I watched in the dark. I hoped for some visual of their little white part. They kept me company with their song for about 20 minutes. I heard a blow in the distance and looked at the radar to see if it showed any pink/red mark (indicating an approaching target). None. I wondered how far or close this whale was that I could hear the blow. Another blow could be heard and I was still uncertain of its distance. The last blow sounded farther so I felt at ease, finally. I hated waking up Ben earlier as I know he'd had less sleep than me, but the genoa was just banging against the spreader with the calm wind as we were sailing back to Ucluelet. For the last 20 NM, we decided to motor as the wind wasn't going to be with us until about 1700h.

The entire time during my watch, I kept busy with squats, dips, push-ups and twists that I can do in the cockpit, logged and played solitaire on my phone. Ben read his Kindle and also did some exercises to occupy the time alone. It was nice to have prepared meals for the trip which meant less time in the galley, except for making coffee and quick rinsing of the dishes. I was worried about getting seasick but didn't want to take medication so I kept my acupuncture wrist band which had helped me in the past. We both slacked off logging but we recognize a lot of improvements we need to do in our journey down south next

month. All in all, VICE was such a great experience! The highlight was not just being out 100 NM in the open ocean, it was meeting with more like-minded people!

Irma & Ben,
Malaya

And just like that, VICE was over. Many lessons were learned, and many friends were made! We hope to see some more *Dreamers* next year during VICE 2024!

About The Author

Scott and Janette Brown

Whale Song - Saga 43

Scott and Janette were the 2023 VICE coordinators. When not coordinating, Scott and Janette enjoy spending time on their SAGA43.

Currents Editor Sets Sail

<https://currents.bluewatercruising.org/news/currents-editor-sets-sail/>



At BCA, one of our goals is to encourage members to head off-shore. With that in mind, I say bravo to Rosario Passos, as she prepares to set sail aboard *Counting Stars* with her partner Denis Heinrichs. At BCA we also want to continue publishing a high quality magazine for our members to enjoy, so in keeping with that situation, I say, well darn, as Currents is losing our excellent long-time Managing Editor.

For the last couple of years I have been an Assistant Editor and am taking over for Rosario as Managing Editor. Fortunately, Currents is a team effort; along with Jennifer Handley, Nick Ward and Sally Holland, Rosario has said she will also help out as she can. However, one of the problems of promoting from within is that we could now use someone to replace me. If you have an interest in editing and are wondering about what that role might entail, send me an email at currents@bluewatercruising.org. I'll be happy to fill you in and promise to not twist your arm.

Rosario has been working with Currents for many years and took over from Donna Sassaman as Managing Editor in 2015. During her tenure, she helped guide Currents through (what I imagine to be)

reef-infested waters to become a digital magazine. I just have to say, thank goodness I wasn't taking over at that time! Rosario has been a cheerful and patient "boss", and has been very helpful in orienting me, both as an assistant and as I take on this new role. With her support and that of the rest of the Currents team, I will do my best to fill the large deck shoes Rosario has left behind.

Finally, a heartfelt thank you, Rosario, for all of your hard work and years of service to Currents and BCA. Oh yes, one other thing: we'll be expecting some articles soon from you and Denis!

About The Author

Barb Peck

Hoku Pa'a - Niagara 35

Barb Peck was introduced to sailing as a teenager when she joined the Royal Canadian Sea Cadets. Later, she and partner Bjarne honed their boating skills together, taking courses and gaining experiences on sailboats of gradually increasing sizes. Their first extended cruising was in Ontario's beautiful North Channel on Summer Fling, a Mirage 26. From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. More recently, they enjoyed cruising in Mexico on Hoku Pa'a, their Niagara 35. Barb is part of the BCA mentor program, has been a participant on several panel presentations through BCA, helped to organize the first Women on Water conference, and is now Managing Editor for Currents.

Naida's Passage to French Polynesia - Part 1

<https://currents.bluewatercruising.org/articles/naidas-passage-to-french-polynesia-part-1/>



[Editors Note: This is the first section of a two-part article. The second half will be published next month.]

“FIRE! Anne, FIRE!” That was the morning of day 15 of our 25-day, 2950 NM passage from Mexico to the Marquesas, but it wasn’t the only day that something went wrong.

We had been looking forward to doing this passage, but the reality wasn’t living up to the dream. The boat motion was often uncomfortable, we felt hot and sticky, and we were tired even though we spent lots of time resting. It was just the two of us aboard, so our off-watch periods were never long. We were not getting the long periods of rest we needed to keep our spirits up. We were finding it a long boring passage interspersed with periods of anxiety or excitement. The winds were pretty good, rarely over 20 or under 10 knots, but the seas made it uncomfortable and caused a lot of sail flogging. When the boat rolls, wind goes out of the sails, which go slack just before filling again with a bang. This was hard on us and the rig. We were flying less sail than we would with similar winds on smaller seas. On the other hand, we were moving fairly consistently and trying to be conservative with our sail plan. We very rarely had a full main or full Genoa out, but we also never felt the need to go to the third reef in the main. We also ate really well, which was important as meals were a highlight.



Anne is readying a line to drop over the side. We read somewhere that dragging a line down each side of the boat for about half an hour each day would help limit growth at the waterline. We don't know if it helped or not. The hull required a good scrub for a foot above the waterline when we landed.

Preparations and Departure

On April 30, 2023, a few days before departure from Banderas Bay, Mexico for the Marquesas, we wrote this in our blog:

Tonight in saying goodbye to some friends we were reminded to enjoy the journey. All the physical preparations get in the way of remembering why we want to do this. It will be magical, exhausting, exhilarating, and trying. If we succeed we arrive in a special part of the world that we get to explore.

We left Banderas Bay the morning of Wednesday May 3. We thought we'd be really nervous as we set off, but we weren't, mostly we were busy. We'd planned what we needed to do to depart. Now we were simply executing that plan. In the days just before departure, the diesel tanks and water tanks were topped off, Jerry cans of extra diesel were filled and secured on deck, provisioning, provisioning, and more provisioning was done followed by stowing, stowing, and more stowing. (I'm a bit curious what food stuffs we will find a year from now in some forgotten nook.) Our passage plan was filed with our emergency contacts and with the Pacific Voyagers Net. The ditch bag was finalized with boat papers, wallets, passports, cash (USD), handheld VHF, and extra USB battery packs (good for the phones, Iridium-Go and InReach). The handheld GPS batteries and spare batteries were charged. The First Aid kit

was restocked as needed. Batteries for the power tools were charged, in case the rig needed to be cut free with the portable angle grinder. In the weeks leading up to departure we prepared, vacuum packed, and froze many meals.

Just before our weather window for departure, we moved out of the La Cruz anchorage to Punta de Mita, on the northwest edge of Banderas Bay, to have both a calmer anchorage and quicker access to the wind. The afternoon before departure we removed the motor from the dinghy and secured it to the pushpit. The dinghy went on the foredeck, deflated, upside down, and well tied down. On the morning of our departure, the ditch bag was stowed in the salon with the First Aid kit and extra water, ready to go with us if we needed to abandon ship. The anchor was raised while the chain was flaked below decks in the most aft portion of the chain locker; then while floating around the anchorage, the anchor was removed from the rode, disassembled, and stored down below in the chain locker, wrapped in towels so it wouldn't chafe against the hull. In heavy seas when the bow crashed through waves, the old anchor would bang in the bow roller no matter how we tried to secure it and it was a terrible noise throughout the boat. We were not sure if the new Spade anchor would do the same, so we decided to store it below deck and we were glad we did. The first couple of days were spent crashing into the waves, but the bow was quiet. Even disassembled, moving a 35kg Spade anchor from the bow back to the cockpit, down the companion way, and forward to the anchor locker was heavy work. We slowly motored out of the anchorage while raising sails. We had been busy getting going and now we were on our way. No big deal.

The anxiety was also reduced because our passage was broken down into sections. In general, and subject to the weather we would actually experience, the plan was to head west to the Revillagigedo Islands 350 – 500 NM off the coast of Mexico, then SW to approximately 10° N and 120° W, followed by south through the ITCZ and across the equator, then SW again in the SE trade winds to the Marquesas. When we left, we weren't so much thinking about the 2800 NM in front of us but rather the more manageable passage to the Revillagigedos.

Weather Routing Support

We hired Mike Danielson of PV Sailing in La Cruz as our weather router. Mike is a great support for the cruising community and especially for those crossing to the South Pacific. Each year Mike holds seminars for the cruisers preparing to cross. Some of the information is what we learned through BCA and Fleet, but some is very specific to this crossing. Mike does weekly weather updates for those preparing to cross and, if conditions are changing rapidly, he provides ad hoc updates after the Banderas Bay morning VHF net. One thing Mike emphasizes is the value of heading to the Revillagigedo Islands, partly due to the wind and current, but also as a bail-out point if things aren't going well. He refers to the first few days as a shakedown, where a stop in the Revillagigedos can allow repairs or recuperation. This was used several times this year by other cruisers, but not by us. Once we made it that far and things were under control on the boat, we happily turned southwest to aim for 10°N 120°W. We had hoped that the change of point of sail would improve the comfort level on the boat, but it didn't. We had no disasters in the galley, but the rolly boat was tough on our spirits – and our bums in the cockpit! Can you really get saddle sores sailing?

Equipment Failures and Other Challenges

One night a few days into the passage, I heard an odd clicking sound from the rig as I lay in the sea berth

trying to get some sleep. This raised my anxiety level dramatically. The noise repeated in rhythm with the boat rolling. I poked around below trying to locate the sound, with little luck. I went up on deck and watched the shrouds, the boom, the mast, but couldn't see or feel anything. I finally went below and tried to sleep but remained very anxious. The next morning, I decided the noise was caused by the rigid boom vang. Shortly before going off shift the night before I had adjusted the main sheet but hadn't taken the slack out of the boom vang. I noticed this in the morning and snugged the vang down. Anne had not noticed the sound and didn't notice any change. Oh well, maybe it was nothing.

Several definite failures did occur during the passage: early on the extendable whisker pole collapsed; midway through the passage our water maker died when the motor for the high pressure pump stopped working, late in the passage the SSB radio stopped transmitting, and on the last night the macerator pump died when we went to empty the holding tank in preparation for coming into harbour in the morning. That was a low point!

In addition to those failures, we had the toggle jaw fail on the starboard forward lower shroud, near the end of the passage. Perhaps the sound I heard earlier and attributed to the boom vang was a precursor to this failure. We have since had two strands break on the starboard aft lower shroud and suspect both the toggle jaw and strand failure occurred from shock loading when the boat would roll and the sails would collapse and refill. The rigging was likely too loose, possibly due to stretch occurring during passage. We had inspected and tuned the rig before departing Mexico. The standing rigging was all replaced in 2019 so we naively assumed it was good for years to come.



On left: Ken retrieving the whisker pole uphaul with the pasta spoon duct taped to the boat pole. Everything on board should have multiple uses. On right: The broken toggle jaw from one of the forward lower shrouds. It came apart when it was a lee shroud so likely from shock loading.

Fire!

I alluded to the most exciting failure at the beginning of this story. I was sitting under the dodger one morning in the middle of the passage. It was warm and sunny, I was awake but my eyes weren't open, I was enjoying that pleasant morning feeling of relaxation and calm. Anne was down below asleep. As I sat there I could smell a little smoke, like a wood fire, a common smell in Mexico. I was just thinking to myself that I was smelling morning in Mexico, a cooking fire...then I thought no that can't be right, I'm 1500 NM from Mexico. Wait, wait, I'm nowhere near anywhere that I should smell smoke – "FIRE! Anne FIRE!"

I rushed down below. Anne leapt out of the berth and grabbed the nearest fire extinguisher. We both sniffed around while opening the electrical panel, the engine compartment (the engine was off), checking the forward cabin, the aft cabin, the galley. Back out to the cockpit – yes I can definitely smell smoke – sniffed the engine room blower outlet. Sniffed the locker vent. Opened the lockers. Nothing. Back down below, where else to look? Oh no, it must be the batteries. I'm imagining having to disconnect a burning battery and get it out of the cabin to toss overboard – we open the battery compartment – nothing. Phew. We both go back out to the cockpit – Anne points out that the cockpit is the only place she smells smoke. We ask ourselves what is in the cockpit that is not down below in the cabin? Solar panels! I jump on the combing so I can look at the top of the panels, I run my hands over them feeling for hot spots when Anne shouts "Here, the dodger, it's burning here." She's pointing to hole in the dodger fabric that is immediately above the spot where I had been sitting. I pull out the cable for the solar panel to quickly disconnect it and stop the current flow. Anne grabs a wet cloth and extinguishes the burning Sunbrella fabric from below while I lift the panel off the dodger to remove the source of heat. A quick dab with the wet cloth on the bottom of the solar panel and it is cooled off. The excitement is over.

It all happened in just a few minutes and really, the hole in the dodger is less than 5 millimeters in diameter. Because I was right under it, I probably noticed as soon as it started to burn. Two traces in the flexible solar panel come close together as they are led into the junction box of the panel. They got hot and started to burn; a few more minutes and the traces would have burned through, stopping the current flow and the source of heat. The only fabric that burned was immediately below that spot on the panel. I don't know but I think it would have self extinguished once the source of heat was gone. Probably there was very little risk of anything catastrophic happening, but smelling smoke and believing there was a fire somewhere on the boat was terrifying in the middle of the Pacific. Anne told me that she's never heard such panic in my voice. It is the one scenario where the motto "step UP into the life raft" does not apply. If the fire cannot be controlled immediately, it is time to abandon ship before emergency gear gets damaged or crew injured. It took us awhile to settle again after the adrenaline rush.

Faulty Solar Panels

This is the second of our four Gioco flexible solar panels to fail by having traces burn through. The first occurred our first year in Mexico; it only left a discoloration on the Bimini fabric and the panel was replaced under warranty. We didn't think too much about the implications of the first failure. With this second failure, I contacted the vendor and suggested a 50% failure rate implied a manufacturing defect. Gioco declined to replace the panel, saying it was out of warranty. I'll never buy another Gioco product. We had a total of 750 watts of solar, with 500 watts coming from the flexible panels. On arrival in French

Polynesia, we purchased two rigid 415W solar panels from a vendor in Tahiti, who shipped them to Nuku Hiva on the Aranui supply ship. We removed the flexible panels and are very happy with rigid panels that, on a per rated watt basis, significantly outperform what we saw from the flexible panels. The bonus is that with some reconfiguration of where panels are mounted, we upped our total solar to just shy of 1100 watts. We have since heard from others, disappointed with how fast the output of their flexible panels started to deteriorate.

On the plus side, solar is very popular in French Polynesia, so there are suppliers and a demand. After we installed the rigid panels and removed the flexible panels, we asked Cecile at the Nuku Hiva chandlery about selling them. She assured us if we brought them to her they would be sold immediately. The next day as we walked to the chandlery with the panels, we were stopped twice by people inquiring after them. The second person had cash in hand and they were sold before we made it any farther.



There was often little things to fix like sewing the Hydrovane control line back together.

We found keeping the batteries topped up was a struggle. We only charge via solar and the engine. There was a lot of cloud on passage, which, in addition to sails shading our solar panels, limited our charging. We ended up running the engine more to charge the batteries than to propel the boat.

[Editors note: Part 2 will appear next month and include information about communications, what worked well, and reflections about the cruising life.]

About The Author

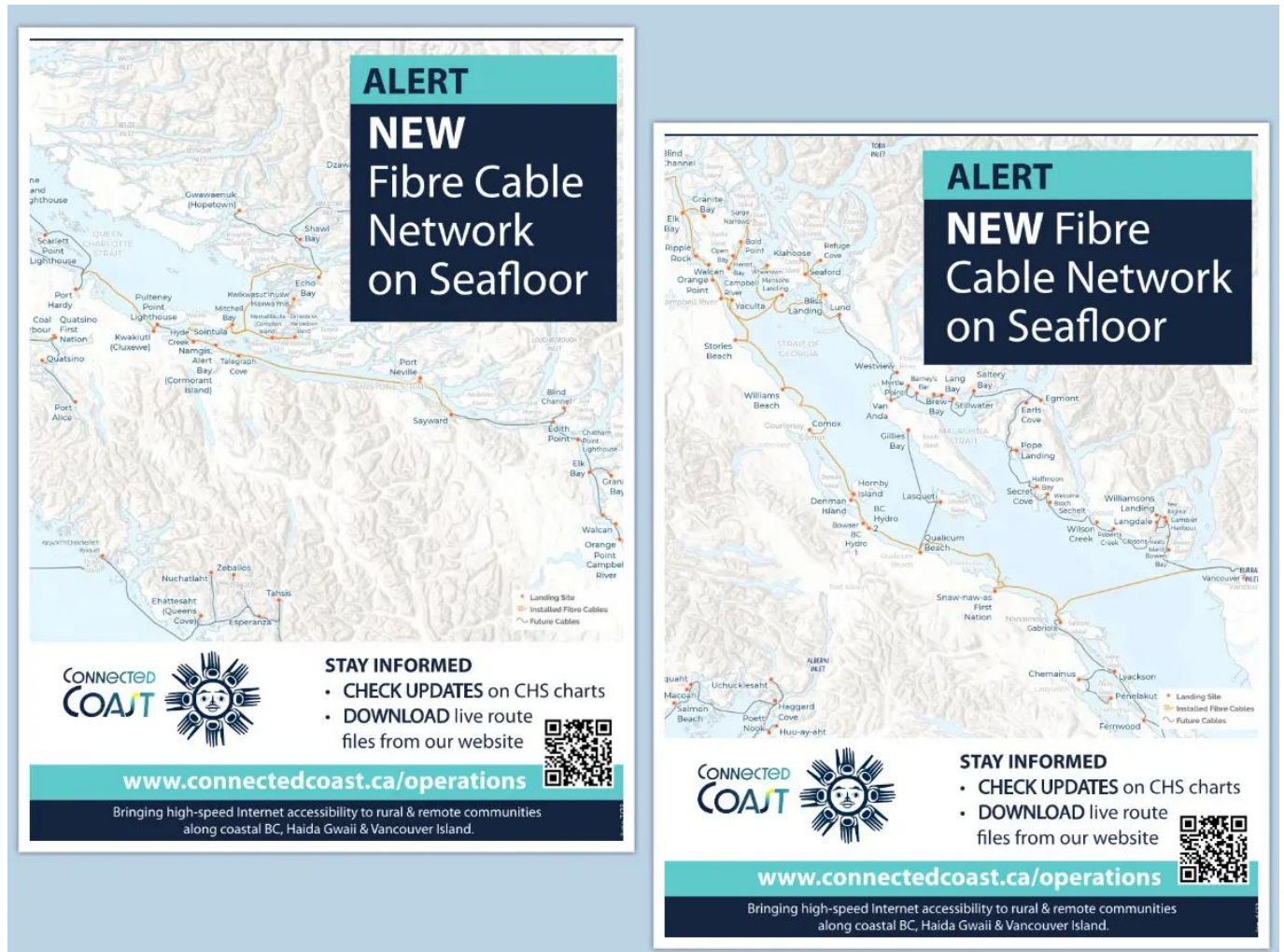
Ken Buckley

Naida -

Anne Trudel & Ken Buckley sail Naida, a 1987 Passport 40. They've sailed the coastal BC waters for 15 years including the Broughtons and Haida Gwaii. Two years ago they headed down the coast to Mexico and spent two seasons sailing the Sea of Cortez. In 2023 they crossed the eastern Pacific from Mexico to French Polynesia. They are looking for adventure, but not too much adventure.

The Connected Coast Project

<https://currents.bluewatercruising.org/articles/the-connected-coast-project/>



A \$45.4 million dollar project, designed to bring high-speed Internet to BC's remote coastal communities, has raised concerns in the recreational boating community.

The first 50km of undersea fiber-optic cable of the Connected Coast project was laid this winter to kick off a development. This will see more than 3,000km of undersea fiber-optic cable, stretching from Vancouver to Haida Gwaii and around Vancouver Island, connecting about 139 coastal communities.

While the development is generally welcomed by the recreational boating community, it may also present a hazard for boaters cruising in some of the more remote areas of the province. The problem arises from the cable running through places where boats are likely to anchor.

Peter Stockdill is the spokesperson for the [Council of BC Yacht Clubs](#) (CBCYC), which monitors and advocates for the interest of BC's recreational boaters. He indicated that:

Some cable will run through anchorages widely used by recreational boaters, without any signage

to indicate the presence and location of cable on the sea floor....Vessels that snag their anchors on the cable may have to abandon expensive ground tackle if the cable cannot be freed. In the worst case scenario, the cable may be heavily damaged, resulting in loss of internet service.

At its September 2021 meeting, the Council passed two relevant motions:

- the Council of BC Yacht Clubs supports the intent of the proposed Connected Coast project, but strongly opposes the installation of any submarine cables which cross anchorages recognized on Canadian Hydrographic Service (CHS) nautical charts and/or in CHS Sailing Directions, and;
- the Council urges Transport Canada to ensure that the Connected Coast project be required to install appropriate signage indicating the presence and location of underwater cables in any potential anchorage areas.

According to the [Connected Coast website](#), “the cable location will be placed on marine charts so mariners are aware of the locations, as other submarine cables are. Information will also be placed at landing sites.”

Stockdill responds:

Yes, the cable location will ultimately be placed on CHS charts, but this will take a long time, perhaps several years. With regard to signage, we do not know what information they are planning at landing sites. Normally a NO ANCHOR CABLE sign is required by Transport Canada, but they will only be involved in about 10% of the landings. Only Transport Canada can authorize such signs.

[Editor’s note: from the [connectedcoast.ca](#) (Aug 23, 2023): “signage alerting mariners of the new fibre cable network on BC’s seafloor has been created and posted in high-traffic dock locations. Please spread the word and share signage with others.” One can download these signs [here](#) (two examples can be seen in the title image).]

The project is managed and implemented by the communication company CityWest and the Strathcona Regional District (SRD), who together form the Connected Coast Partnership. The project is being designed and built by Baylink Networks of Port Coquitlam.

Funding is provided by the Government of Canada’s Connect to Innovate (CTI) program, Indigenous Services Canada, and the Province of BC, through the Connecting British Columbia program administered by Northern Development Initiative Trust.

The Council’s campaign has so far met with both success and failure: at Alert Bay, the landing has been moved outside the Bay, and at Refuge Cove the proposed cable routes have been moved to a safer area.

Still of concern is Port Neville, where representations were made but no changes have resulted. Other areas remain of concern, notably Heriot Bay and Granite Bay, and Port Hardy, where Stockdill indicates the proposed cable routes are a problem.

The project is ongoing and Stockdill says that the Council remains vigilant and will monitor the project as it progresses towards completion. As construction progresses, points of connectivity will begin to go live in a phased approach. Construction will generally occur north to south and to be working on the outer west coast of Vancouver Island over the summer of 2023. The last group of communities are expected to be fully online in 2023.

All construction planning and activity is highly dependent on weather and permitting. The Connected Coast team is adopting a flexible approach to roll out the project as needed. In early March, the project was four months behind schedule.

For more information and to stay up-to-date on the progress of the project, visit the [Connected Coast website](#).

About The Author

Stephen and Nancy Carlman

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Stephen and Nancy Carlman first joined BCA in the very early days--1979 we think--but let our membership lapse until 1993. In 1999 we sailed away from Vancouver and ended up cruising for 15 years mainly to the Mediterranean and back, with long stops in Mexico, Ecuador, Cartagena, the Rio Dulce, Louisiana, Virginia, Halifax, the Azores, Sardinia, Malta, and Sicily.

Cruising the Marquesas Aboard Naida - Part 1

<https://currents.bluewatercruising.org/articles/cruising-the-marquesas-aboard-naida-part-1/>



[Editor's note: this is the first part of a 2-part article. The second part will be available in the following month.]

Arrival in the Marquesas

We've enjoyed slowly cruising the Marquesas in our first two months since arriving. Having gotten the long-stay visa for French Polynesian (FP) means that we have the luxury of spending time in the different bays so we get to know the locals and take in some of the July holiday celebrations in the larger villages. (Jacaranda Journey has up-to-date information on the process for a long-stay visa application.) We used Tahiti Crew as an agent for clearing in as we were also using them for our temporary resident card (*Carte de Séjour* – CDS – good for one year) application – a temporary resident card good for one year and renewable within FP for a second year. Some cruisers who were only on regular 90-day visas cleared in themselves following the well-documented steps in Jacaranda Journey and using an online website for

booking a return flight ticket at the cost of \$US 10-20 (onwardticket.com or onewayfly.com). With all the appropriate documents in hand, it is easy to get yourself to the Gendarmerie Office to clear into French Polynesia. Also, although we haven't done it yet, we're told that the clearing out process requires 3-4 days in advance of the end of one's visa. We chose to arrive and clear-in on Hiva Oa, the largest south island, in order to take advantage of exploring the southern windward islands before heading downwind to the north islands.



Left: Rock spire on Fatu Hiva; Top right: Ken and Anne with the village of Omoa on Fatu Hiva; Bottom right: Naida at anchor in Hanavave, also known as Bay of Virgins, on Fatu Hiva. Early explorers named it Bay of Verges (penises) after the many rocky pillars (and probably being at sea too long). The missionaries didn't like this name and modified it.

Provisioning

Food

Atuona on Hiva Oa, is the island capital and a good place to provision, top up with fuel, and get laundry done. Prices are higher than in Mexico, but for many items not unlike what we would pay in Canada. There is some relief as some food items, usually marked with a red label, are subsidized. Availability of fresh food items (eggs, tomatoes, lettuce, etc.) can be sporadic. A seasoned FP cruiser counselled that it's

good to purchase items when you see them, as they may not be available again for a while. Access to delicacies from France is a definite plus. Baguette, croissants and éclairs from the bakery, delicious cheeses and patés have been a highlight – available in larger villages (Atuona and Taiohae). Marquesans start their day at sunrise and the grocery stores sell out of baking by 9am. However, at most stores, you can order a baguette for the next day and they will put it aside for you.

The Marquesas Archipelago is serviced by supply ships, the main one being the *Aranui*, which travels every two weeks from Tahiti, stopping at many of the islands. The *Taporo* is another supply ship, which brings fuel and some agricultural products to the islands. Arriving shortly after the supply ship has been in port is one's best chance to obtain goods and produce. Although supply chain problems (someone suggested bird flu impacted laying hens in Tahiti) did make for a shortage of eggs for several weeks on the islands, Tahuata does have a farm with laying hens, which meant it was possible to obtain eggs when we were there. Fruits are plentiful and include passion fruit, starfruit, mango, watermelon, the famous pamplemousse, and bananas. Fruits can often be purchased inexpensively from locals rather than the grocery store, and they are often available inexpensively in smaller villages. Availability of vegetables is more varied. One can usually find cabbage, carrots, potatoes and onions. Lettuce, peppers, tomatoes, and eggplants are sometimes available. We'd been in the Marquesas a month before we saw our first avocados. They are about twice the size of Mexican ones and lighter in flavour. We were recently rewarded with fresh sweet tomatoes that now at the beginning of August, are plentiful here in Taiohae! We've stocked up before leaving for the Tuamotus.



Left: Provisions purchased from the local villagers in Anaho Bay; Right: Villagers on Fatu Hiva set up to sell produce and crafts to tourists from the Aranui stopping for the day

Water

Finding potable water can be a challenge in the large more populated bays. We were often told that locals drank the water, but given the silt in it, we figured that they must filter it. We took some 20L containers on our day-long guided tour of Hiva Oa and were able to get potable spring water in Puamau , where we stopped for lunch. That, and the spring water at the small remote island of Fatu Hiva, allowed us to top up our drinking water while we were waiting for parts to repair our watermaker during our first month.

Boat Parts

Boat parts are available at the chandlery in the boatyard in Atuona on Hiva Oa and in Taiohae on Nuku Hiva. The chandleries are moderately stocked and can be useful if you're missing some part for a boat job. Building and repair materials are limited to wood and steel. When we were re-configuring our solar panels, we were told that there was no aluminum extrusion available in the Marquesas or Tuamotus. If in a bind, other boats in the anchorage may be able to provide a spare part, like a replacement impeller or just the right fitting to repair the rigging. We have used Tahiti Crew as customs agents and freight forwarders to bring in boat parts from North America. They have arrangements with yacht service

providers on the different islands and will ship items by air or sea to them. There's a fee but we've been very happy with the seamless service. Our two main systems that needed replacement parts were our watermaker (motor and membranes) and upgrading our flexible solar panels, which had degraded to less than 30% of rated output, to rigid panels. We were able to find two 415 Watt rigid panels in Tahiti that were shipped on the *Aranui* to Nuku Hiva. The other factor at play with solar power is that it is winter now in the Marquesas and days are generally cloudier than in Mexico, so having more efficient solar panels allows one to make better use of the limited sunshine.



One of two 415 Watt solar panels shuttled by dinghy from Yacht Services Nuku Hiva to *Naida*. One was mounted atop the bimini here in the roly bay of Taiohae, and the other on the davits had to wait for calmer waters in Anaho Bay.

Cruising the South Islands – Hiva Oa, Tahuata, and Fatu Hiva

We spent a month in the south islands. Generally, the anchorages are more exposed than in the Sea of Cortez, or the islands of the Pacific Northwest. In some anchorages we stern anchored to limit rocking and greatly increase the comfort level. In the first half of the cruising season (March – August) when the winds are predominantly southeast to east, the most protected anchorages are on the west and northwest sides of the islands. Because we were delayed awaiting our long-stay visa in Mexico, we arrived in the Marquesas at the end of May, by which time many of the boats in the 2023 Pacific Puddle Jump fleet,

especially those on a 90-day visa, were starting to move on to the Tuamotu Archipelago, a 3 to 4 day sail to the southwest. It meant that we got to experience anchorages that were less crowded than they had been a month earlier.

The Marquesan people are open, friendly, warm, and caring. Speaking French to communicate certainly helps in having more extensive interactions. But many locals speak some English and saying *Kaoha*, hello in Marquesan, goes a long way. You'll occasionally get a *Kaoha-nui* back – many hellos, not unlike *beaucoup* added for emphasis to French expressions like *merçi beaucoup*.



Left: View of the anchorage in Hanatefau from the road that climbs up 500 m before dropping down to the village; Right: Marquesan lunch table prepared for boaters anchored in Hanatefau

Most of the larger villages have a Centre Artisanal where Marquesan crafts, art and carvings are displayed and available for purchase. The people are more than happy to speak about the process used for making the crafts. We've seen these centers in Hiva Oa, Ua Pou, and Nuku Hiva. All these towns also will have someone who can provide a guided tour of the island. We thoroughly enjoyed our day-long guided tour of Hiva Oa during the first week in French Polynesia. As well as giving us a sense of the history of the Island and seeing some of the archeological highlights, we learned about the Marquesan way of life over the last several generations, and some of the inter-island differences. The ocean views were awe-inspiring on the drive around the mountainous Island and sea-side rocky outcrops dropping down into the bays.

Our day-long tour included a traditional lunch of *poisson cru* in a lime and coconut marinade, goat stewed in coconut milk, pork and vegetable stir fry in a soya sauce, breadfruit fries and manioc/cassava at Marie-Antoinette's, the best eatery on Hiva Oa. The meal was served with a couple of condiments of banana and spices and a sweet, moist coconut cake to round off the meal.

In Atuona we took the opportunity to visit the Gauguin Museum and Jacques Brel memorabilia collection that described his music, art and life, from the last several years of which he lived in the Marquesas. It was interesting to reflect on both these artists and their appreciation of the Marquesan people, landscape and culture. We made the walk up to the cemetery at the top of the hill where each is buried.



Left: interesting flower; Right: Rock sculpture on the beach in Omoa on Fatu Hiva

With the steep volcanic spires in nearly every anchorage, there are wonderful walks and hikes and many include a waterfall. We used the Charlie's Charts Polynesia Cruising Guide (8th Ed. 2020) and we were pleasantly surprised to find concrete docks for going ashore in many more bays than indicated in the guide. (We've provided feedback for their next edition.) Hapatoni on Tahuata and Hakahetau on Ua Pou were two anchorages where we spent 4 to 5 days because of the convenience of going ashore. Navionics charts have been accurate for navigating the Marquesas, and we've stayed outside their periphery of marked uncharted areas. We do have satellite charts, which we check coming into anchorages.

[Editor's note: see part 2 to read about cruising in the north islands and other aspects of the Marquesas.]

About The Author

Anne Trudel

Naida -

Anne Trudel & Ken Buckley sail Naida, a 1987 Passport 40. They've sailed the coastal BC waters for 15 years including the Broughtons and Haida Gwaii. Two years ago they headed down the coast to Mexico and spent two seasons sailing the Sea of Cortez. This year they crossed the eastern Pacific from Mexico to French Polynesia. They are looking for adventure, but not too much adventure.

Pre-Thanksgiving Rendezvous

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



Mark your calendars for the 2023 Pre-Thanksgiving Rendezvous, hosted by the Calgary Chapter and prepare to set your sails for Montague Harbour where you'll meet friends, both old and new, enjoy a quiet weekend on the hook, engage in some outdoor activities and indulge in some great food.

We gather again, rain or shine, Friday, September 29 – Sunday October 1:

- Saturday evening will feature the famous annual foil dinner cook-off. Prizes will be awarded by our resident BBQ connoisseurs (bribes optional but encouraged).
- On Sunday, sundry craft will join the regatta to row, paddle, scull or motor around the park.

We look forward to seeing you there.

Please register to provide organizers with an indication of how many people plan to attend.

About The Author

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

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

Vancouver Club Night - An Island Too Far: 2022 Scottish Isles Cruise

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



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

What started as a cruise to the Danish Faroe Islands from Inverness, Scotland, via the Orkneys, was not to be... Weather, the great arbitrator, served up adverse winds and seas, dictating a change to Plan "B". Over a five week period, they diverted to the Shetland Islands, transited the Caledonian Canal and sampled the Hebrides. Not bad as far as second choices go.

There will be a few added pictures from their earlier visit to the area in 2015, aboard their own *Passat II*.

They do not offer up sunny beaches with scanty bathing costumes. However, if rugged scenery, surprising history, rare wildlife and single malt pique your interest, join us on September 13th at the Scottish Cultural Centre.

Presenters

Barrie and Sandra have been sailing together since the mid 1990s. By 2000, they were Bluewater “Dreamers”. Their Millennium project was a circumnavigation of Vancouver Island. They did this in their 1969, 26 ft Mic Mac *Moonshadow*. Much to the surprise of all, they both came back alive and wanting more. After an extended search, they bought their bluewater boat *Passat II*. Launched in 1980, it was a Stan Huntingford designed, 34 ft Tradewind (also built as Noon Ocean and True North).

They spent the next 5 years building their experience and refurbishing the boat. In 2007 Barrie and Sandra quit their jobs and untied the mooring lines. The next 12 years were spent exploring the world, as outlined in their [blog](#). This was interrupted by COVID, with *Passat II* trapped in Spain and Barrie and Sandra in Victoria.

In 2020 they sold *Passat II* and returned to sailing the BC coast, first aboard *Nearchus*, a 37 ft Truant and now aboard *Knot 2 Krazy*, a Pearson 385.

Barrie and Sandra are recipients of the BCA 999 Coastal and Offshore Awards. Both remain active BCA donors, with Barrie now serving on the VI Watch after a year on the BCA Board of Directors.

Note: Payment is required for virtual attendance via Zoom – see below.

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 7:30pm
- Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

Virtual club nights (via Zoom) enabled BCA to continue our monthly meetings and presentations throughout the pandemic, with an added bonus of expanding our community to members and non-members across the globe. With the return to in-person meetings, BCA has continued to provide a virtual component to our club nights, as it has significant benefits to our membership. This however comes at a cost for the purchase of cameras, audio equipment and the lost revenue due to a decrease of in-person attendance used to off-set venue costs.

Zoom meeting invitation:

- Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation.
- Please note that you must be signed in to the BCA website to get the member price.
- Cost: Members – \$5.00 per connected device; Non-Members, \$10 per connected device.

Note: Due to the small cost of virtual tickets, and an equal or greater cost, to BCA of issuing refunds, no refunds will be issued unless the Vancouver Chapter is unable to deliver the Club Night via Zoom.

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.

Mid-Island Unofficial Rendezvous Party (BURP) at Newcastle Island (Saysutshun)

<https://currents.bluewatercruising.org/events/mid-island-unofficial-rendezvous-party-burp-at-newcastle-island-saysutshun/>



Join the VI Mid-Island Group and some Nanaimo Yacht Club friends for an unstructured get-together on Newcastle Island. Catch up and socialize with fellow sailors. Newcomers and all boaters are welcome to join us for the day.

A mid-day BBQ will start around noon. But come early and stay late! Bring something to BBQ, your own beverages, and a side-dish to share. We'll provide disposable dishes, cutlery, napkins, paper towels and dessert! We will also have BBQ tools and spray. We have the space for the whole day, but you could extend the BURP for as long as choose, on your own.

- Arrive by boat, dinghy, ferry (runs from 9:00 am to 4:45 pm). Come for the day or the weekend. If some of your crew are interested in camping, contact [Margaret](#).
- Mooring balls may be available for a fee. Anchoring is permitted. There may be space at the

dock (on a first come basis).

- Bring something to BBQ for yourself and a side-dish for 6 to share (this is based on a couple...a little extra if you are a larger group).
- Bring your own beverages.
- Alcohol may be consumed in the BBQ area or in your campsite or on your boat, but not elsewhere in the park.
- VI Mid-Island group will provide disposable plates and cutlery and dessert!

NOTE: Bikes are permitted in the park but **NOT** electric bikes.

Registration: While there is no charge for this event it would be appreciated if you would let us know your intentions so we can plan for the numbers we expect to attend (i.e. some extra chairs might be needed!).

[You can register via the website to express your interest!](#) We look forward to seeing you!

Questions? Please email [Margaret Cormie](#).

Currents Bluewater Cruising

The Bluewater Cruising Association

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