



Photo Contest Winner

**Gregg Tranter, Susan
O'Shea**

Grasal - Ontario 32

*The picture was taken in Tarr
Inlet in front of the Margerie
Glacier in Alaska.*

*It was taken by fellow BCA
member Glen Priestley.*



Currents

August 2026

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An Accidental Refit?

<https://currents.bluewatercruising.org/article/an-accidental-refit-draft/>



When should the phrase “We are doing some boat jobs” actually be “We are doing a refit”?

We arrived in Whangarei, New Zealand last November, very excited to have lots of great marine services available. Over our time in Tonga, we put together a spreadsheet of all the things we could think of that we might like to do to the boat. Essentially, it was a wish list based on our five years of cruising Mexico, French Polynesia, and across to Tonga.

The list was 44 items long and each one had sub-tasks to accomplish it. Some were not important, some were simple, some were big and expensive. We prioritized them. We made wild guesses at the cost. While in Tonga, we reached out to New Zealand trades, made some plans, initiated some purchases, and made a commitment to be in the Future Classics boat shed at Riverside Drive Marina in mid-November.

The biggest item on our list was to remove the original teak decks and put down some other kind of non-skid surface – the exact kind was still to be determined. We felt this task was the one that would determine our time in the boatyard and we wanted to start before the long Christmas break that occurs in

New Zealand. Ideally, we would complete the jobs that we needed trades for before they all disappeared on holiday. We would then finish our tasks in the quiet boatyard to be ready to splash again at the end of January. We were so naïve.

Work started quickly. We arrived in Whangarei on November 5th after a nice 10-day passage from Tonga that included a fun stop at Minerva Reef. We cleared into the country at Marsden Cove. The following day, we proceeded 10nm upriver to Riverside Drive Marina, where, unbeknownst to us, we would spend the next six months. After a weekend trip to Auckland to see our crew off home, we returned to the boat to prepare.



As soon as we were in the shed, work started to remove fittings from the deck. The teak itself was in good shape but water was getting underneath it and finding its way into the boat.

Our plan is to spend two cyclone seasons in New Zealand, going to Fiji in between. We also plan to do some land travel. We easily purchased a used car, which was a tremendous help with all the boat jobs and was our means of five weeks travel on the north and south islands of New Zealand. We also needed somewhere to store items removed from the boat. Renting a nearby storage locker was simple, and it was quickly filled with more stuff than can be imagined. We wouldn't be able to live on the boat while it was in the work shed so we rented an apartment nearby for four weeks. On November 15th the boat came out of the water, the mast was removed, and the boat went in the shed. We immediately started removing

everything that was mounted on top of the teak. Patrick Moreton, the owner and shipwright of Future Classics, and his worker John, made templates of the decks. With the two of us working beside Patrick and John, all the old teak was removed in three days. We were pleasantly surprised by the condition of the deck below the old teak. We saw evidence of a lack of sealant around many of the edges of the teak, which confirmed our supposition that this was a source of water ingress around deck penetrations, particularly those close to the edges of the teak.



The original teak deck compared with the new Flexiteek.

At the suggestion of Patrick, we chose to put down Flexiteek, a synthetic product that has good reviews and looks surprisingly close to real teak. It comes in a number of shades including one called ‘Weathered’, which we picked because it was close to the colour of the teak cap rail. We’ve been quite happy with the product so far. It is obvious it is not real teak, but it is not so obvious that it is plastic either. We understand that high end boat builders are using it in preference to the poor-quality real teak supplied today.

Preparation of the deck required sanding the old sealant off; countersinking the old screw holes before filling with epoxy; cleaning, sanding, and polishing the outer edges of the deck beyond where the teak lay; and painting. There was also fibreglass work to be done at the bow, some due to leaks around the pulpit bases that had caused the embedded mild steel backing plates to rust and heave, some to move the

location of the windlass further back to increase the room for the chain stacking. The only other significant fibreglass work was to remove the prism from over the navigation table. We liked the prism, it didn't leak, but if it ever did we would kick ourselves for leaving it in the deck.



The teak in the cockpit was recessed in the deck. It appears that it was placed into wet resin that formed a lattice work. It was tedious removing this and leveling the bottom of the insets.

The templates went off to the Flexiteek supplier for manufacturing while the four of us worked to prepare the decks. When removing the teak from the cockpit we discovered it was laid into a latticework of resin. Apparently wet resin was poured into insets in the cockpit and the teak panels pressed in. All this remaining lattice needed to be removed, and the insets built up to accommodate the thinner Flexiteek. This was time consuming, messy, and the first delay in progress.



The actual process of gluing the Flexiteek down was fast. A section of mastic was put down; the decking placed on it; Patrick and John went over it with a metal roller to remove all air; panels and weights were placed on. It was then left for three days to cure.

When our grunt work was not necessary on the deck we tackled other items on our list. The main one we wanted to do while not living on the boat was to replace all eleven through-hulls. It was a good job to do when the interior was largely empty. We were puzzled by water in the bilge a couple of days after removing the old through-hulls as the boat was in the shed and the bilge had been dry.



It was quickly apparent that the water tank would not fit out the companionway without being cut down.

Investigating the source led to the discovery of a leaking freshwater tank. Replacing the original stainless steel water tanks was on the list as a very low priority item, which we did not really intend to do. It was on the list because we knew the welds were very rusty inside the tank and we've had to clean the tanks in the past to remove this rust. We knew something would need to be done at some point, we just didn't think we needed to do it now. We decided to remove both tanks and replace them with custom polypropylene tanks that will certainly outlast everything else on the boat. Removing the tanks meant disassembling the salon furniture and cutting the larger of the two tanks to get it out the companionway. The new tanks, however, would not be ready until the end of February.



We replaced both the port and starboard water tanks with custom made polypropylene tanks. We made the port tank smaller so it would fit through the companionway. This had the advantage of leaving a space to install the new water maker, though at the loss of some tankage.

We were excited to find there was an Aquadrive dealer in Auckland as we wanted to get ours serviced. This is a combination thrust bearing and universal joint that decouples the driving force of the propellor from the engine mounts and accommodates small misalignment. We had no idea of the last time it had received any attention and it did occasionally rattle. This was a good time too, as the cutlass bearing needed to be replaced so the drive shaft was coming out anyway. While we are at it, there is also a Max-Prop shop in Auckland so we can get the propeller balanced and checked too. Good thing we took the Aquadrive in, it was well worn. Unfortunately, it is also obsolete, with no parts available. In the way of all boat things, the new model has different dimensions and a different coupler to the propeller shaft. More time, more dollars to install the replacement.

In December, Patrick pushed hard to complete the decks so we could move the boat out of the shed and return to living aboard. At some point, we realized that it would be much easier to keep the boat in the shed over the holidays. We still had to remove the water tanks so living aboard while trying to dismantle our living space was not appealing. We lucked into a nearby pet sitting opportunity that gave us a place to live for free over the holidays. Patrick was also happy as he could slow down.

In early January we decided that we could, and would, take a break to do some land travel. In particular we wanted to see the South Island of New Zealand and do some hiking. We booked a ferry to the South Island for February 23rd and a return ferry March 19th. We booked ourselves onto the Humpridge Track, one of New Zealand's so called Great Walks. As a recent addition, it is affectionately known as number eleven of the ten Great Walks.

We moved out of the shed late January. It was good to move back aboard, even if it was still on the hard. We had reassembled the salon, despite not having any water tanks at that point. We hooked up directly to the marina water supply, with a pressure reducer, in order to have water on board.

The next big item on our list was to strip all the old bottom paint off. This was really overdue as the old paint was flaking off in chunks. After several conversations with the boatyard painter, we opted to hire him and his crew to strip the bottom back to gelcoat. As Simon the painter said to us: "If people are going to hire us to either scrape or paint, they generally choose to have us scrape. We don't like it either but at least we get paid to do it." Clever guy. There were a few osmotic blisters evident that they would fix too.



Applying Coppercoat is an all-day affair as multiple layers of epoxy laden with copper powder are applied wet-on-tacky. Anne mixed batches all day while Ken and Dean applied. Dean had done his boat earlier and kindly offered to help us.

We had grown tired of cleaning the bottom and feeling guilty watching our ablative antifoul float away. We wanted to change paint systems but needed a fresh bottom to do this. After lots of research we decided to go with Coppercoat. A system of embedding copper powder in epoxy and then lightly abrading it to expose the copper. It is said to last 10 years with minor maintenance. The bottom still needs to be cleaned, but at least the paint doesn't float away when doing so.

We left Simon and his crew to finish scraping the bottom while we headed south with our rooftop tent to explore New Zealand by land. A week later we got a call from Simon that there were a lot more blisters than initially detected. Several hundred in fact. Not deep and not large, just plentiful. He remarked that it was still significantly more cost effective to fix the individual blisters rather than peel the hull. We asked for an estimate, knowing that we would tell him to go ahead, but wanting the shock now not later. When we returned a month later the bottom was nearly all repaired and would soon be ready for barrier coat and Coppercoat. Another month elapsed before all the other work was complete and we were back in the water.

In the end we did more of the jobs on the list than we expected or intended, and some that were not even on the list. Some were opportunistic – everything else was torn apart so access was easy – and some were eye candy to enjoy later, like refinishing the cockpit table.



It was definitely less fun doing some boat jobs while living on the boat. Tools and supplies came out in

the morning and had to find a home later in the day so we could eat and sleep somewhere.

In the end we replaced the teak decks with Flexiteek, installed a new windlass with directional control and a wireless remote, replaced the anchor chain, replaced the standing rigging, put the staysail on a furler, replaced the backstay chainplate, removed and modified the bow fitting to better accommodate our oversize Spade anchor, replaced the water tanks, replaced all through-hulls, replaced the exhaust hose and gooseneck, installed a new water maker, applied Coppercoat, replaced the cutlass bearing, prop shaft, and Aquadrive, balanced the Max-prop, and many other things that keep the boat seaworthy. It was much more than we really thought we would do, and it cost more than we planned, but we also knew that would be the case.

It took some time to completely empty our storage locker and get everything stowed back aboard. We took a couple of trips down river to test some systems and managed to get at least a daysail in before departing for Fiji. Not really a proper shakedown, and who knows what we've messed up with all the work we've done. We are drafting this article while on passage and so far, no big surprises.



A happy couple back in the water. It sure felt good to be floating again with only a few tasks remaining.

We have been very happy with all the suppliers and trades we interacted with in New Zealand. In hindsight, it was clearly a refit, and we should have known that by the scope of work we contemplated.

We did something to every aspect of the boat: safety, sailability, liveability, and appearance. Sure, there is more we'd like to do, but we'll be back next year!



A beautiful evening sky as we sail up to Fiji to enjoy the tropics.

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.

Glacier Bay: 59°02'N

<https://currents.bluewatercruising.org/article/glacier-bay-5902n/>

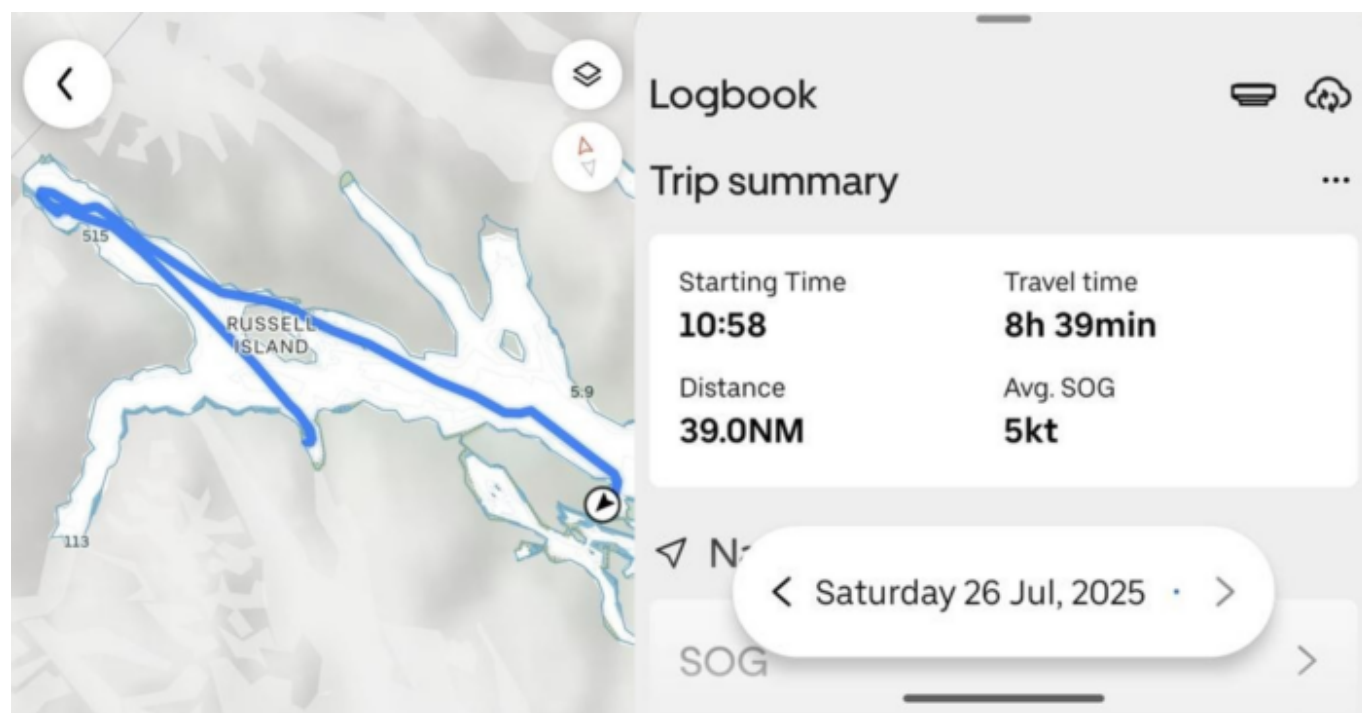


The thing about Glacier Bay that doesn't fit neatly into a photograph is the scale. The mountains are very large. The glaciers are very blue. The water is very cold. And the history of the place — the fact that when Captain Vancouver sailed past in 1794 this entire 100-kilometre fjord system was buried under hundreds of metres of ice — sits over everything like a kind of geological vertigo.

We crossed Icy Strait on July 23rd in flat calm, threading through a sea of sea otters — dozens of them floating on their backs, pups resting on their mothers' chests, entirely unconcerned by our passage. By evening we were anchored in Glacier Bay proper, inside the national park boundaries, a ranger having come aboard to collect our permit and brief us on bear protocol.

Going North

Glacier Bay is a National Park and the permit system controls traffic effectively. The result is a wilderness that actually feels like one. We spent three days working our way north through the fjord system, stopping at Reid Glacier, exploring side inlets, and generally behaving like people who couldn't quite believe where they were.



59°02'N — the northernmost point of the voyage, Tarr Inlet, Glacier Bay

On July 26th we reached our northernmost point — 59 degrees, 2.535 minutes North — in Tarr Inlet, with the Margerie Glacier calving face ahead of us and the Grand Pacific Glacier beyond it. The sky was overcast. The ice was extraordinary. We stopped the engine and drifted for a while, eating lunch in the cockpit and watching the glaciers do what glaciers do.

Turning south from your northernmost point on a long voyage is a particular kind of moment. The mathematics of the journey change. Every mile from here is a mile closer to home. The passage shifts from adventure to return.

The Grizzly



A grizzly bear works the beach at Blue Mouse Cove

Blue Mouse Cove, on the way back south, is the kind of anchorage that earns its reputation. Tucked behind a point in the lower bay, sheltered from most weather, with a beach that — we discovered — attracts wildlife.

We had barely set the hook when the crew of the boat next to us started waving and pointing toward the shore. A large grizzly bear was working the beach, turning over rocks methodically, looking for crabs. It was perhaps 200 metres away. It paid the small flotilla of anchored boats absolutely no attention.

We watched for an hour. The bear moved along the beach with that unhurried, powerful efficiency that large animals have when they're doing exactly what they're supposed to be doing in exactly the right place. Then it disappeared into the treeline.



Leaving Glacier Bay: Heading South Toward Icy Strait and Hoonah

The morning we left Glacier Bay, the mountains were sharp in the early light and a pod of humpbacks was feeding in the narrows. We motored through them slowly, engine at idle, watching the great backs roll and the flukes lift on the sounding dives. Darrell and I didn't say much. Sometimes there isn't anything adequate to say.

Glacier Bay is why you sail to Alaska.

About The Author

Darrell and David Farrow

SV Endless Song -

Darrell and David are fast tracking their sailing experience. Starting in August 2021, they took up sailing in a C&C 27, Mystic, and enjoyed it so much that they have now progressed to preparing their second boat, Endless Song to head offshore, summer 2025.

BCA's Contribution to Expo 86

<https://currents.bluewatercruising.org/article/bcas-contribution-to-expo-86/>



In this excerpt from my interview with Blake Williams, he tells the story of the BCA effort to establish mooring balls in False Creek. Expo 86 was coming and the BCA set out to provide transient moorage for the boaters that were expected to come to the event. Blake Williams was the BCA Port Captain at the time.

Blake: I joined Bluewater and Sam Sydneysmith said, “If you’ve gotten something out of Bluewater, you’ve got to give something back.” This was before the Doers, Dreamers, and Doners concept. I asked him, “What should I do?” and he said, “Why don’t you try being the Port Captain?”

This was during the lead up to Expo 86 and there was concern about facilitating boaters during Expo.

First, I called Victoria, North Van, and other yacht clubs to see if we could use reciprocal docks. BCA did not have any docks to contribute, so that wasn’t going to work out very well.

Barrie: You were trying to get some transient moorage for Expo?

Blake: Yeah, exactly right. And that was almost a full-time job in itself.

At the time there were even a couple of investors here who wanted to pick up a piece of decommissioned floating expressway in Seattle and put it out in the bay. CBC reported on it.

Barrie: And from what I understand, BCA did get some mooring buoys put in, did they not?

Blake: They did, right out here [outside of Spruce Harbour Marina]. They said, "Let's call it Blake's Bay." I said, "Let's not!"

Past Commodore, Peter Doherty, was an engineer. It took us two years, and I've got all the documents for that, which I won't bore you with. But it was Fisheries. It was the City. I had to go to the city council. Heather Civic Marina said, "Well, who's going to police this thing?"

So, long story short, we got some Bluewater member volunteers, went and picked up some used BC Rail rails, brought them down, cut them up, laid a grid, added rode and buoys, then brought them in from Horseshoe Bay.

It was foggy. We came in, the Coast Guard was there, and we dropped five of them. One, two, three, four, five.

Later, the people walking along the seawall kept saying: How'd they get there? (chuckles)

Barrie: Because it all happened in the fog, right?

Blake: Yeah, they were visible after [the fog] burned through.

Barrie: So you managed to get five transient moorage buoys for Expo.

Blake: Yeah. And they were the property of the Bluewater Cruising Association!

Barrie: So, did you have to manage them as well?

Blake: Yup. Two or three years after Expo, we gave them up. It got to the point that there were insurance concerns. Also, maintaining them and the approvals of federal, provincial, and local governments became too much.

Barrie: Too bad, the holding isn't that great in [False Creek]. It would probably be better to put in mooring buoys even if the city did it and charged a fee to keep them maintained.

Blake: But we just have to get some divers with chain and rope and the floats because those grids are still down there.

Barrie: I remember, when we anchored in False Creek, we pulled up our anchor and it had that soupy

False Creek mud on it. In the mud I found a well-worn coin, with a Spanish Conquistador stamped on it. I thought, Oh, a Spanish doubloon! It will be worth a fortune. It turned out to be a coin from 1970, so it was more likely lost at Expo 86.

In the end was all the time and effort worth it?

Blake: It brought together a lot of Bluewater members with technical skills, whether it be welding, or building foam floats. We had an engineer to deal with the City of Vancouver, to make sure that there was no pollution. It was two years of effort. We even had to convince Heather Civic Marina that we weren't trying to cut into their business because we were moored right off them.

It was a successful venture. Unfortunately, the problem was to make sure that it was only used by the people we intended it for. And then, of course, the insurance and the maintenance. But it really brought a lot of Bluewater members together to focus on this specific task and succeed at it.

Featured Image: Left: Barrie's Spanish Dubloon. Right: Spruce Harbour in the early 1980's. Source: Daniel O'Neill Photo, Vancouver Public Library, 84962.

About The Author

K. Barrie Letts

Knot 2 Krazy -

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

Early BCA Presentations

<https://currents.bluewatercruising.org/article/early-bca-presentations-draft/>



This Pioneer Project Short Story was part of a lovely series of conversations I had with BCA Pioneers Barb Angel and Blake Williams. The text has been edited for clarity.

—

Barrie: I'm here with Barb and Blake, and we're going to talk a bit about the early days of Bluewater Cruising Association. We're going to focus on some of the very interesting and famous people who came to speak in the early days. So take us through it. Just go for it.

Blake / Barb: Yeah, well I'm thinking of the numbers of great speakers that Bluewater has brought in. I think at one point we had a speaker at the Queen Elizabeth Theatre, but most [of the presentations] were in the John Oliver High School.

*[We had] Lin and Larry Pardey in person, with a presentation called *Still Offshore Cruising*. Of course, they built their own boat and off they went.*

We had Tristan Jones in person at the John Oliver.

We had Thor Heyerdahl, the leader of the Kon Tiki, Ra, Ra II, and Tigris expeditions. That [presentation] was at the Queen Elizabeth [Theatre].

Dr. David Lewis, author of *Iceberg*, Polynesian navigator, and Antarctic explorer.

John Guzzwell and family, *Shifting Winds*, [who showed a] movie and slides [of their trip] to New Zealand and back.



Posters advertising the BCA Speaker Nights

Then there was the Ocean Cruising Series, organised by Liv Kennedy. \$10.00 for the whole series. These included:

Cruising the Canals of Europe, by John Scott.

Ocean Cruising with Children, by Rob and Sally Holden. [They] described living aboard with young children, making a two-year voyage to New Zealand and back aboard their 47-foot ketch.

Ply and Sail the Oceans, by Carolyn Angus, a professional photographer. She share[ed] experiences sailing aboard charter vessels in the Seychelles and in Turkey.

Finland by Sea, a seven-leg cruise in the Baltic Sea on boats built in Finland plus a visit to the Baltic boatyards with Liv Kennedy – the famous Liv Kennedy.

Sailing the Atlantic Ocean on a Square-rigger. Stanley, Daphne, and Randy Burke describe their experiences on this adventure.

Hitchhiking the Oceans. Jackie James, [talking] about passages aboard other people's boats.

South to Panama and Shipwrecked. Bill and Babs Knight, [speaking] about the joys of building a boat themselves and the tragedy of losing her on a reef.

Barrie: Excellent, excellent! Any names of the early Bluewater Cruising Member speakers?

Blake / Barb: Well, Ruth Clemens, Ted Long, Barbara Angel, Murray Napier, and Jackie and Fred Tremblay. Very early names in Bluewater's membership.

Blake: An article that Sam Sydneysmith wrote, called "As I Recall," should be a foundational document.

Barrie: Do you have that?

Blake: Yes, I do. In the Archives. Sam wanted to look at the beginnings of Bluewater. We'd had our 40th anniversary of Bluewater, and in three years we'll have our 50th.

About The Author

K. Barrie Letts

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Vancouver Hybrid Club Night: Preparing for an Offshore Adventure

<https://currents.bluewatercruising.org/event/vancouver-hybrid-club-night-preparing-for-an-offshore-adventure/>



The Vancouver Chapter invites BCA members and friends to attend our first club night of the season featuring guest speaker Daniel Sinclair. A certified Yacht Master Offshore and longtime racer, Daniel will address the “who, what, when, where and why” of preparing for an offshore adventure.

Daniel has sailed for 50 years and has 113,000 ocean miles under his keel. He knows what’s needed to race and/or cruise safely having participated in 15 ocean races, often finishing in the top 3. In 2026, he set a new course record for Southern Straits, skipping MACH II to the finish line in just over 10 hours.

Please join us for what will be a stimulating and informative start to another great year of Vancouver club nights.

Hybrid Meeting Format

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

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

Virtual Attendees via ZOOM:

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.

- **Virtual doors open:** 7:00 and meeting starts at 7:30.
- **Cost:** Members – \$5.00 per connected device; Non-Members, \$10 per connected device, payable online (see link above).
- **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 Vancouver Chapter is unable to deliver the Club Night via Zoom.

About The Author**Heather Marshall**

Mischief -

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.

VI Mid Island BURP on Saysutshun/Newcastle Island

<https://currents.bluewatercruising.org/event/vi-mid-island-burp-on-saysutshun-newcastle-island/>



Join the VI Mid-Island Group for an unstructured get-together on [Saysutshun/Newcastle Island](#) on September 12. Catch up and socialize with fellow sailors. Newcomers and all BCA members are welcome to join us for the day. We are also inviting Nanaimo Yacht Club members to join us for this event.

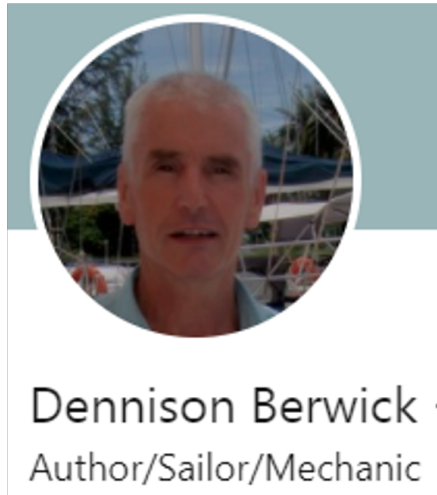
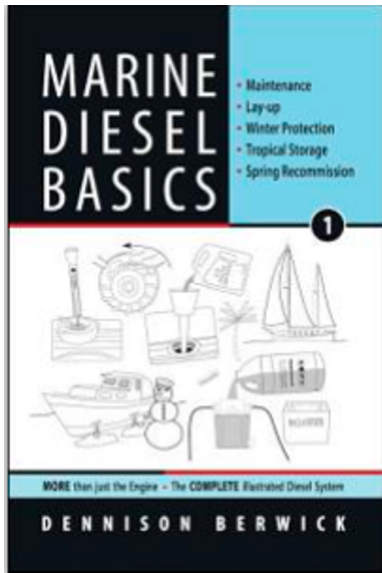
A mid-day BBQ will start around noon, but come early and stay late! Bring something to BBQ, your own beverages, and a side-dish to share. We'll provide disposable dishes, cutlery, napkins, paper towels and DESSERT! We will also have BBQ tools and spray. We have the space for the whole day, but you can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

Arrive by boat, dinghy, or ferry (runs from 9:00 am to 4:45 pm). Come for the day or the weekend. Moorage is on a first-come-first-served basis. If some of your crew are interested in camping, visit camping.bcparks.ca or phone 1-866-788-6243.

If you have any questions, please contact [Kate](#).

Diesel Maintenance and Best Practices

<https://currents.bluewatercruising.org/event/diesel-maintenance-and-best-practices-5/>



This four hour webinar (two hours on both Monday and Tuesday evening) is for anyone wanting to learn more about their entire marine diesel system – from the fuel deck fill to the propeller. The course will guide you through an understanding of how things work as well as maintenance best practices.

This presentation will be ideal for anyone planing to attend the hands-on Advanced Diesel workshops on [September 26](#) and [September 27](#).

Presenter Dennison Berwick is an ABYC-certified marine mechanic and the creator and publisher of Marine Diesel Basics, a series of highly visual guides designed to help boat owners understand and maintain their marine diesel systems.

His first book, *Marine Diesel Basics 1 – Maintenance • Lay-up • Winter Protection • Tropical Storage • Spring Recommission*, was described by Peter Nielsen in SAIL Magazine as “the best guide on the subject I’ve seen; this book has a place on every diesel-equipped boat.” Published in English, French, Portuguese, Spanish and German, it has sold more than 10,000 copies.

His latest book, *Marine Diesel Basics 2 – How Everything Works • Installation Guidelines • Best Practices*, is a comprehensive 680-page, two-volume guide to marine diesel engines and their supporting systems, illustrated with more than 2,700 drawings. He is currently working with co-author Peter Jarrett on *Marine Diesel Basics 3 – Troubleshooting • Getting Home Safely • Inspecting and Assessing*.

Dennison is an experienced bluewater sailor. His passages include solo sailing across the Indian Ocean, through the Mozambique Channel and along South Africa’s Wild Coast. He has sailed on the Great Lakes, along the remote Labrador coast and in the English Channel.

Through his [website](#), Dennison has assembled an online library of more than 3,500 marine engine

manuals and technical publications, available for free download to boat owners worldwide

About The Author

Kit Griffin

SWAN -

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

Basic Marine Weather

<https://currents.bluewatercruising.org/event/basic-marine-weather-6/>



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

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

Topics Covered

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

- Air Circulation Patterns

- Pressure and Temperature and Moisture
- Air Masses
- Fronts and Cyclogenesis
- Fog, Clouds and Precipitation
- Weather Maps
- Sources of Local Weather Information

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

Instructor

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

Scott served in the Royal Canadian Navy from 1979 to 2022. He specialised in navigation and ship-handling and was the Navy's Senior Navigation Instructor in 1989-1991 and again from 2006-2011. In addition to **HMCS Oriole** he has commanded two of the RCN's Maritime Coastal Defence Vessels and has extensive experience skippering the Orca class training vessels.

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

About The Author

Brent Alley

Pegasus II -

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

Intermediate Marine Weather

<https://currents.bluewatercruising.org/event/intermediate-marine-weather-3/>



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

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

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

Topics Covered

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

- Voyage Planning

Note: The cost of this course includes [Basic Marine Weather](#). Do **not** register for both. Couples pricing is available for Intermediate Marine Weather.

Instructor

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Advanced Diesel (Practical Class #1)

<https://currents.bluewatercruising.org/event/advanced-diesel-practical-class-1-8/>



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.

Participants are encouraged to bring a bag lunch, snacks and drinks to the course. Coffee and tea are

provided during the lunch break.

Prerequisites

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

About the Instructor

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

Image Credit: BCA Member

About The Author

Kit Griffin

SWAN -

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

Advanced Diesel (Practical Class #2)

<https://currents.bluewatercruising.org/event/advanced-diesel-practical-class-2-6/>



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

Prerequisites

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

About the Instructor

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

Photo credit: A BCA member

About The Author

Kit Griffin

SWAN -

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Currents Bluewater Cruising

The Bluewater Cruising Association

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