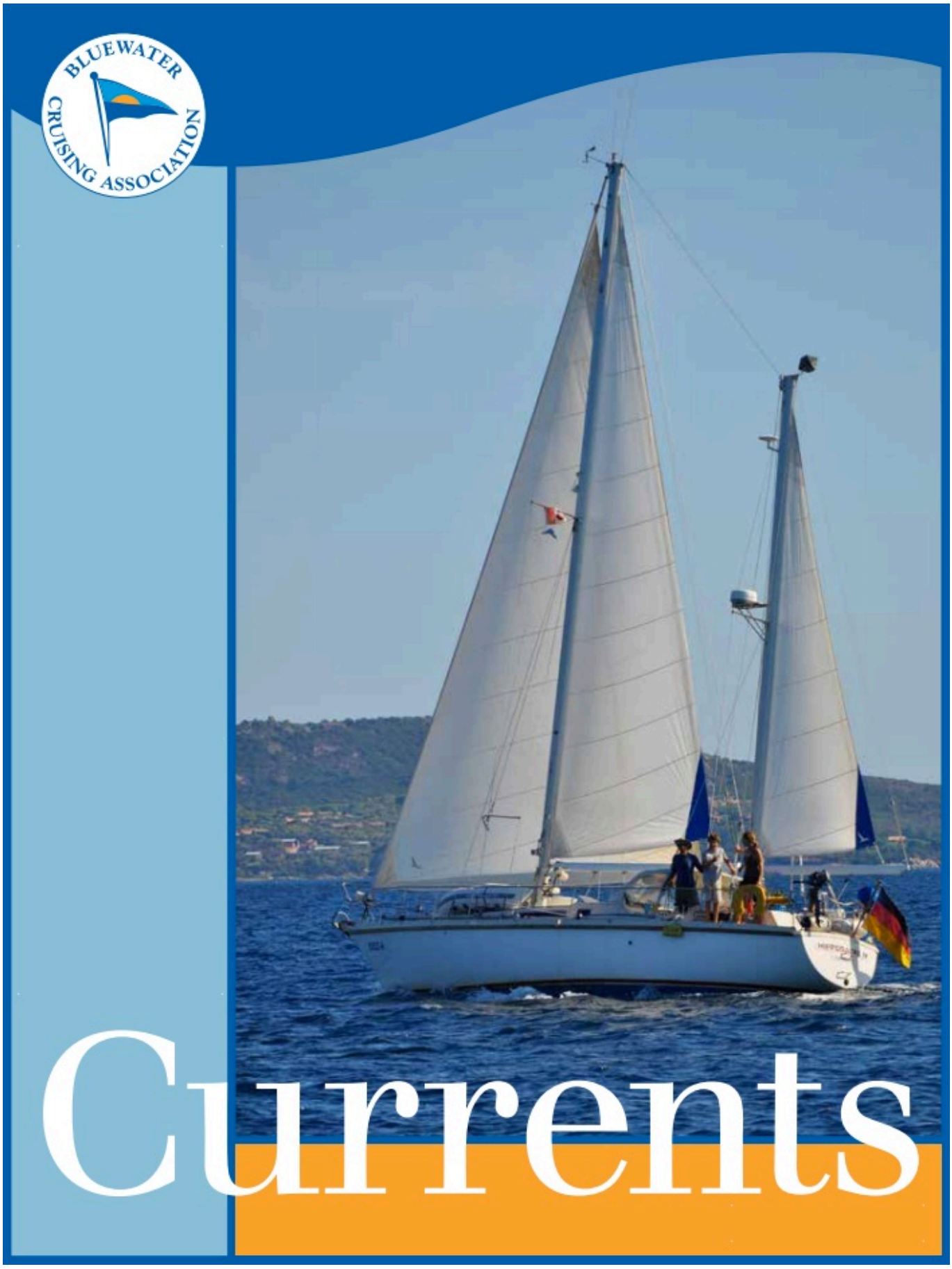
BLUEWATER
CRUISING ASSOCIATION
Currents

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# Is Your Member Profile Up-to-Date?

http://currents.bluewatercruising.org/news/member-profile-date/

It is that time of year when we ask you, as the **Primary Member**, to check your member profile on the BCA website.

Why is checking your information so important? Because Geraldine Guilfoyle and Donna Sassaman, Directory Coordinators, are preparing to compile the **2015 Member Directory** and, if your website profile is up-to-date, your directory entries will be correct. If important information is missing on the website, it'll be missing in the directory, too.

Please be sure that:

- Your name, address, phone number(s), and email address are correct;
- If you have a HAM and/or VHF radio licence, your call signs are included;
- If applicable, your spouse/partner (Associate Member) and Boat are connected to your profile as sub-accounts; and
    - Your partner's address and phone number(s) and email address are correct;
    - Your boat's name, boat type (make, length), and where moored are indicated; and,
- If you belong to a yacht club, the name of your yacht club is included.

Below are the steps for checking and updating your profile. BTW, you will find the complete 'How to Navigate www.bluewatercruising.org' by Webmaster Jean Baillargeon in the **2014 Member Directory**.

Thank you for helping the Directory Coordinators make the **2015 Member Directory** the most complete and accurate ever!

## Logging into the Website

Typing www.bluewatercruising.org in your browser address field should bring up our log-in page:

Log-in Screen

In the field labelled username, you type in the user name assigned to you by our administrator. In the password field, type the temporary password with which you were provided, or if you've changed it, type in your own password. Once typed, it will look like this :

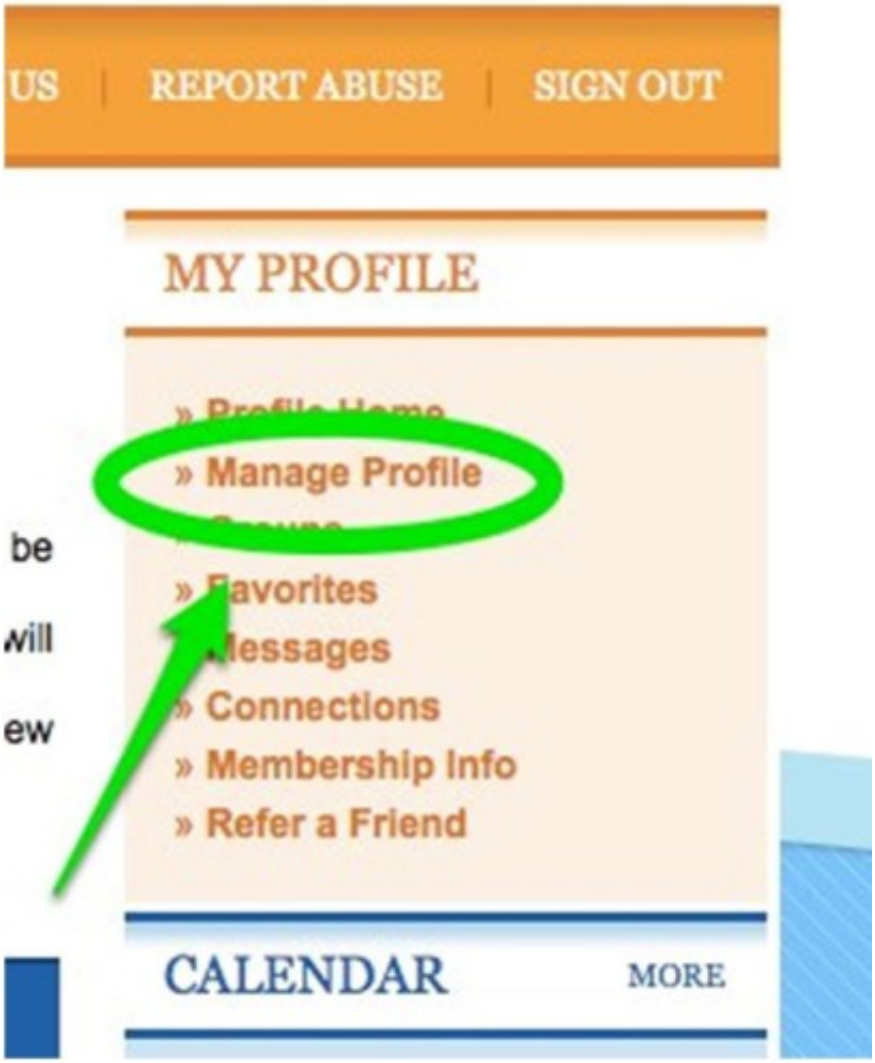
Member Log-in screen with completed fields

Then, you can select the ‘remember me’ tick-box so you don’t have to sign in every time. The log-in does time-out at some point, but much later than for every visit. You then click the yellow **Sign-In** button, which will take you here:

Jean’s Log-in screen

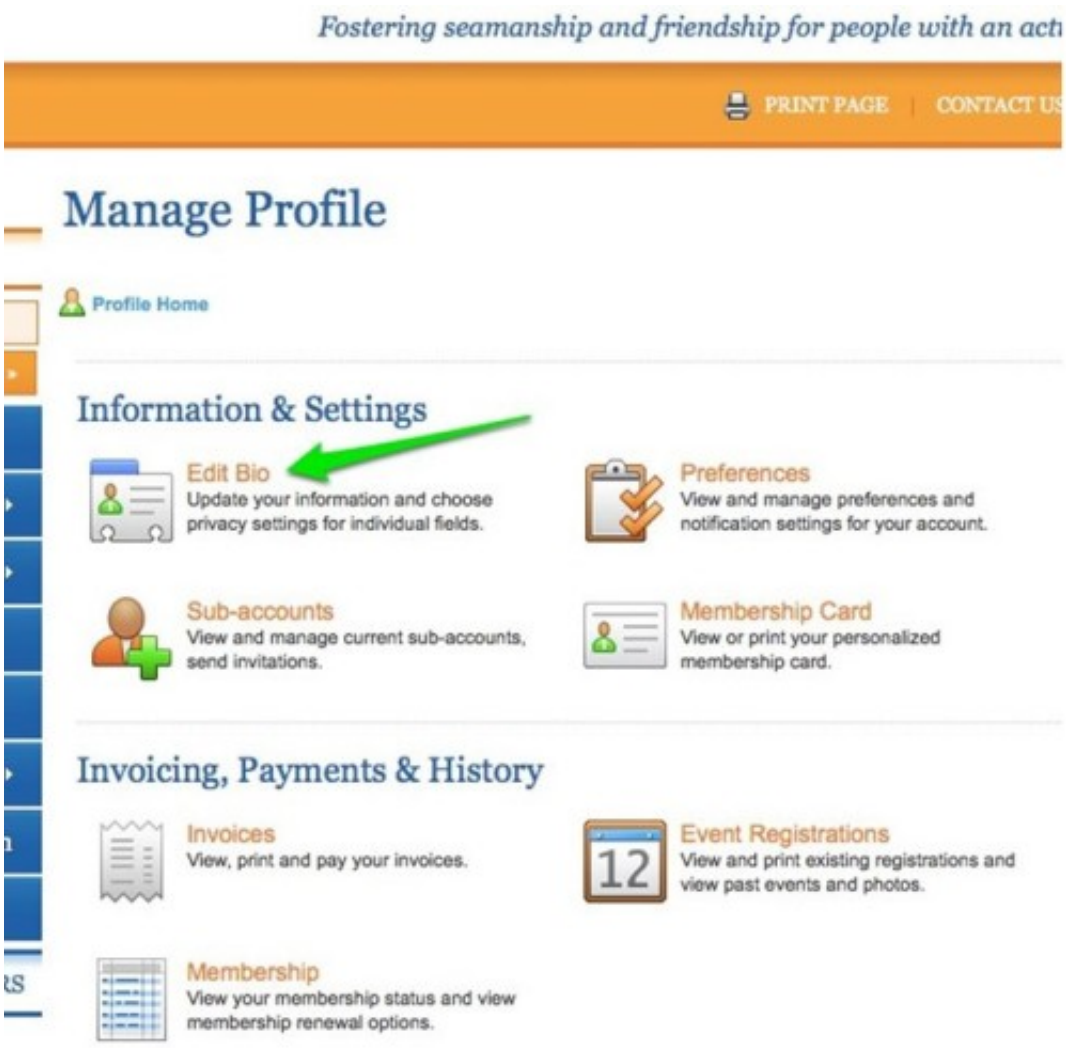
## Managing your profile

Once you’re logged-in, click on the **Manage Profile** link in the right column.



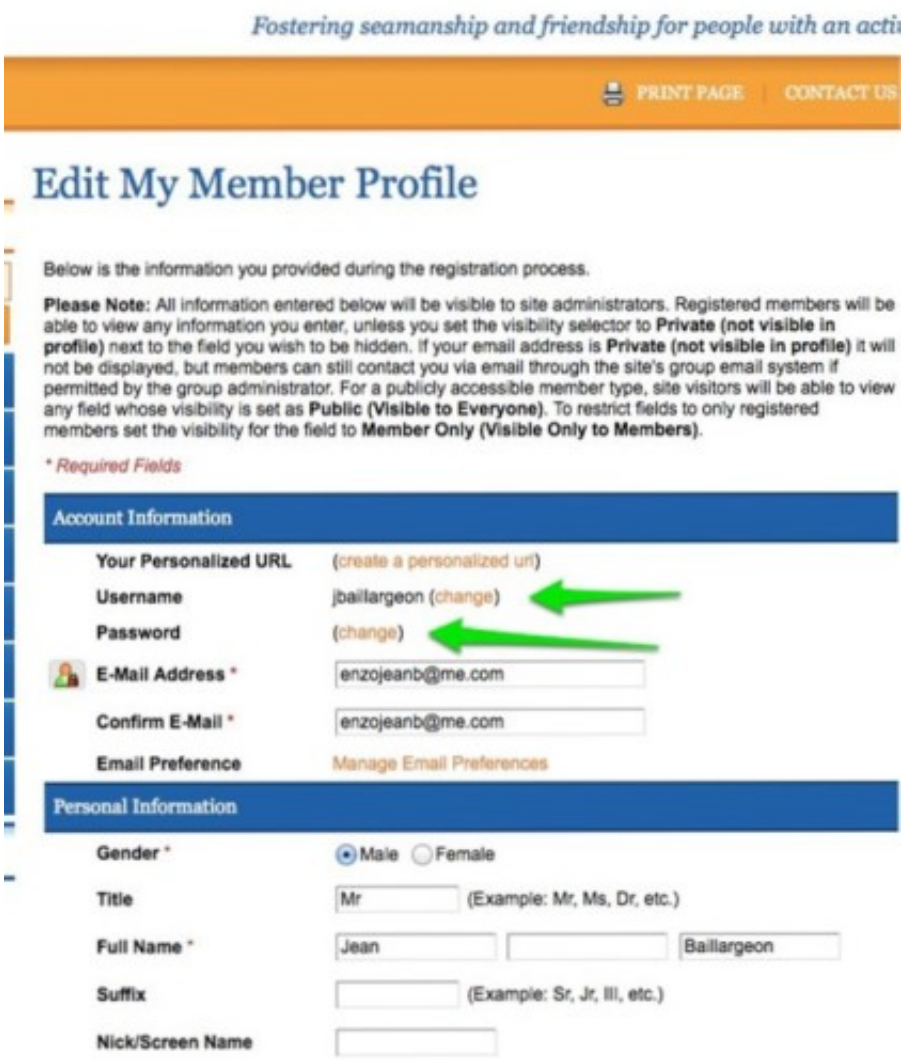

My Profile – Manage Profile screen

You will end up on this page:




Manage Profile – Edit Bio screen

The arrow in the above screen is pointing to “edit bio”. That’s your first step. Click on that link. It will take you here:

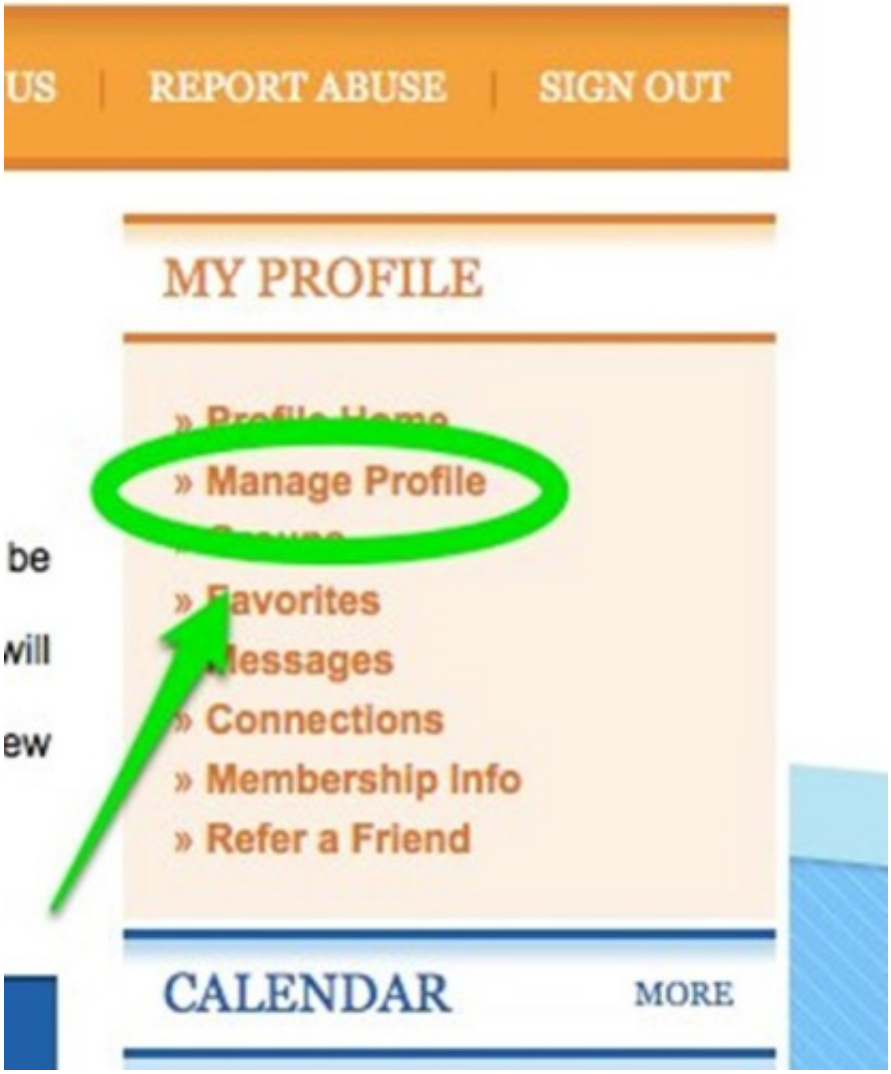



Edit My Member Profile screen

The two arrows point to changes you are free to make: Your user name and your password. The rest of the page allows you to put in as much or as little information about yourself as you wish. In doing so, remember that this information is only visible to other BCA members and administrators. It is secure and not public.

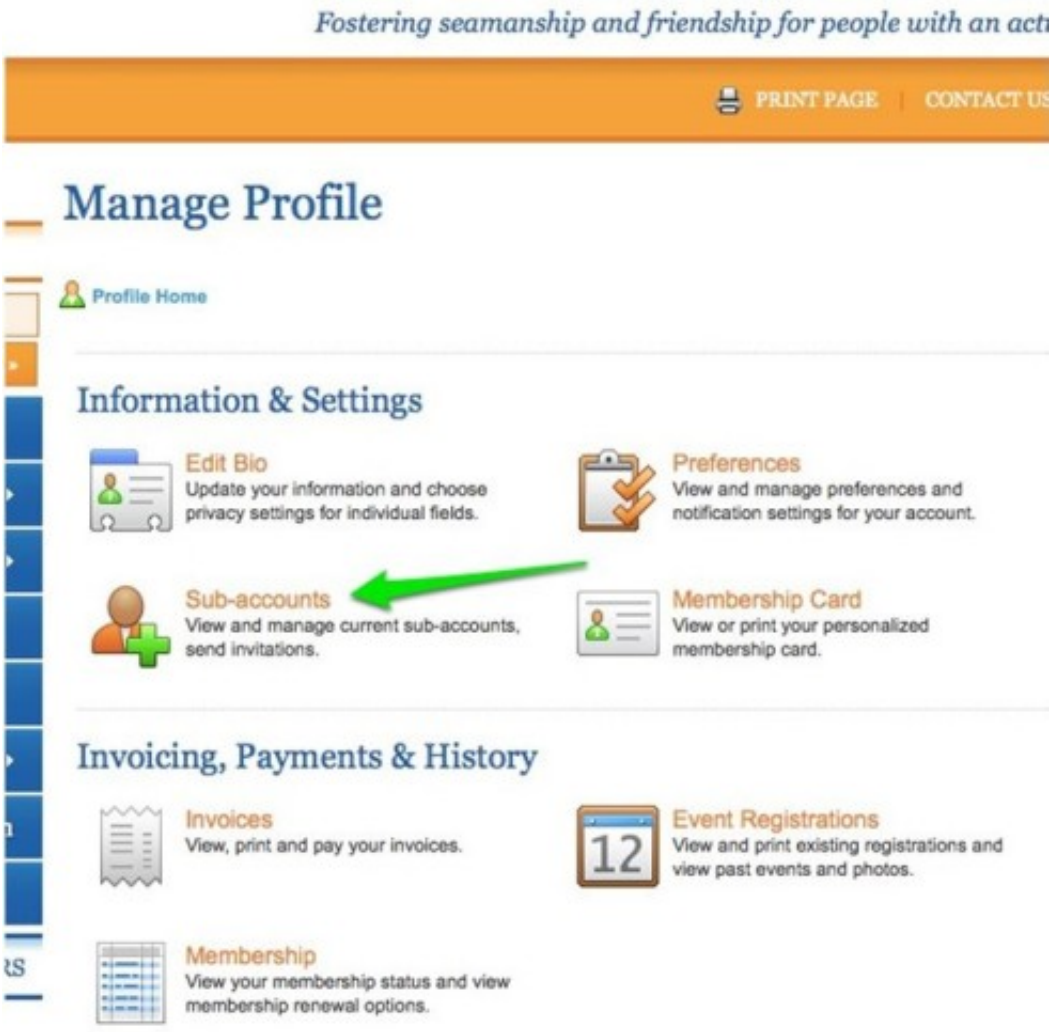
## How to Create Sub-Accounts

Sub-accounts are created and edited under the **Manage Profile** link.




My Profile – Manage Profile screen

First, click on the sub-accounts link marked by the green arrow below:



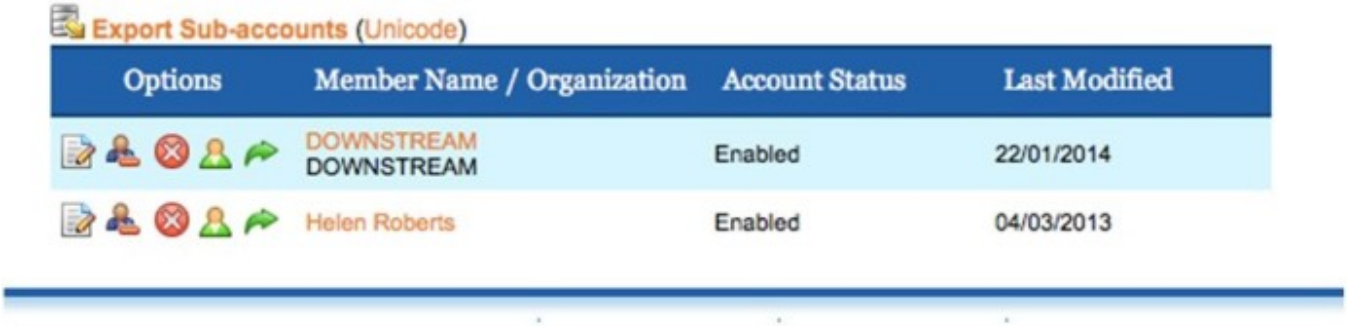

Manage Profile – Sub-accounts screen

Click on the sub-accounts link… you end up below…

My Sub-accounts – Available Seats screen

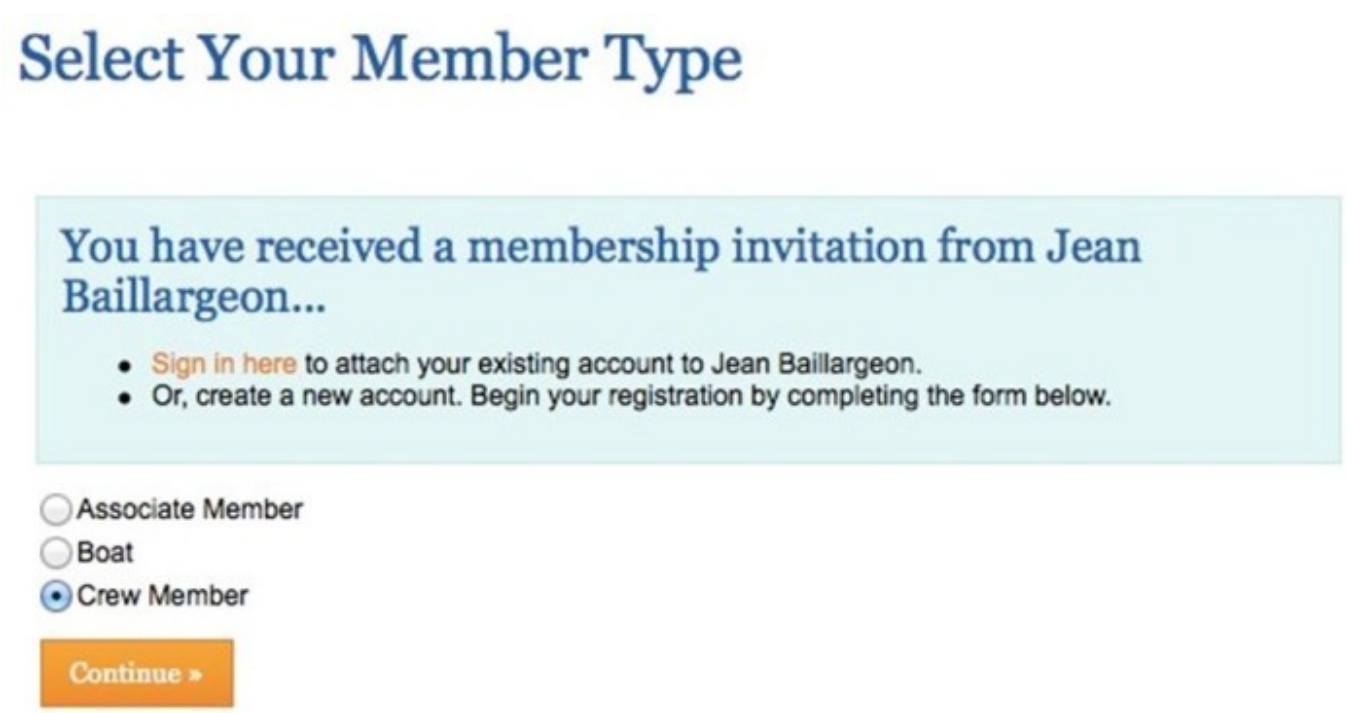
The circle indicates that out of 10 sub-accounts (or seats as they are called), 8 are available. In other words, my account has 2 sub-accounts: one for my spouse and one for the boat.

The arrow shows where to click to create a sub-account.




Export Sub-accounts screen

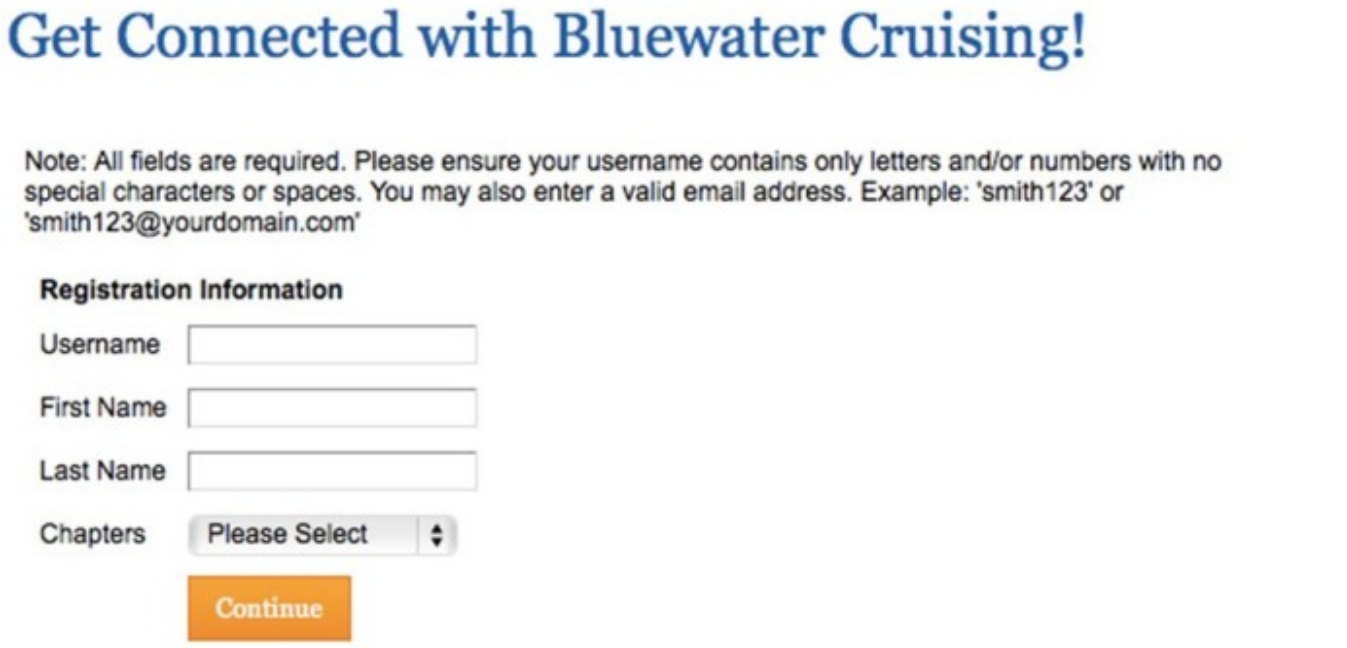
The system will ask you to sign out. Why? No idea… Just do it! You will end up here:




Select Your Member Type screen

As you see, there are three sub-account choices. An associate is essentially a family member listed on your membership. A crew member might be another BCA member or a friend. Make the appropriate selection. Hit **Continue**.

You end up on this page:




Get Connected with Bluewater Cruising! screen

Here you fill in the fields, select the chapter to which you belong, and click **Continue**.

You end up here and populate the fields as previously:

## Step 2 - Registration Information

Please fill out the following information in order to become a member or website user.

Please Note: All information entered below will be visible to site administrators. Registered members and website users will be able to view any information you enter, unless you set the visibility selector to **Private (not visible in profile)** next to the field you wish to be hidden. If your email address is **Private (not visible in profile)** it will not be displayed to members and website users.

** Required Fields*

Your password must be a minimum of eight (8) characters in length and contain at least one number and one non-numeric character (letters, punctuation, etc.)

**Account Information**

| | |
|---|---|
| **Username** * | BOBBY |
| **Password** * | |
| **Confirm Password** * | |
| **E-Mail Address** * | |
| **Confirm E-Mail** * | |
| **Primary Group** | Chapters: Vancouver |

**Personal Information**

| | |
|---|---|
| **Gender** * | ◯ Male ◯ Female |

Registration Information screen

At the bottom of the registration page, you will have to click the **Agree** box and **Submit**.

# The Modern Navigator

http://currents.bluewatercruising.org/articles/modern-navigator/

Since the beginning of seafaring, travelers have used some method of helping them navigate to their destination and back home again. Vikings managed to cross the stormy North Atlantic. Polynesians successfully explored the Pacific and generations of fishermen have found their way with few, if any, aids to navigation. The techniques used by these seafarers differed, but they all had a keen sense of space and time, as well as their place in it. Their senses were tuned in to:

- location of sun and stars
- colour of the water
- cries of seabirds
- direction of the wind
- the speed they were making
- feeling the waves reflecting off the land or the sound of crashing surf

Many new lands were discovered through sheer luck and good eye sight.

Yes, it all sounds very romantic . . . OKAY! A lot of the time they just shoved horseshoes up their a__, kept sailing until they bumped into something, and claimed the new lands found as their own. Maybe lucky! However, they did manage to navigate their way back – eventually.

The modern sailor is hunched over an electronic charting system which is mounted eye level at the binnacle, maneuvering the vessel as if they are playing a video game, rarely taking eyes off the chart plotter. I too, have found myself falling into this trance a few times, becoming unaware of my real surroundings. We watch as the little black icon passes land marks and buoys, sometimes oblivious to their actual location. We can tend to become complacent with all our modern electronics, leading to overconfidence in our navigation, cut corners, and take chances.

Traditional vessels had only a simple magnetic compass to guide the helmsperson.

There are dozens of examples of electronic navigation leading to disasters, including the destruction of vessels and loss of life. Most recently, in the Volvo Ocean Race, Vestas Wind ran up on a reef that was known to them. Unfortunately, they hadn't zoomed in enough on the chart plotter and the reef remained invisible on it. It was the middle of the night, and the waves breaking on the reef weren't apparent until it was too late. Fortunately, there were no serious injuries.

Another example was in 2009 when then 100' racing machine Price-Waterhouse-Coopers sailed up on to the rocky coast of Flinders Islet at full speed. The vessel had a full time professional crew on board, two being killed in the grounding as the boat disintegrated in the pounding surf. The rest of the injured crew was able to walk on to the shore from the deck. The ensuing inquiry discovered the only method of navigation at the time was a chart plotter. They were also able to calculate that the probable error in GPS position caused by antennae angle, satellite position and chart error was a few hundred meters. That's a far cry from the couple of meters accuracy we are lulled into believing that our GPS is always giving. How many of us actually read the disclaimer that comes up when we first turn on our GPS or Chartplotter before pressing the ACCEPT button?

Traditional methods may not be as accurate as modern GPS, but they are dependable when others fail.

I am not suggesting that we chuck our radar, GPS, and chart plotter. Many old navigators lost their boats and died when their sense of place failed them. They would have avoided peril, if only they had a $150 hand held GPS. Modern navigation equipment is a real asset, and I'd much rather have it onboard than not.

However, there must be a reasonable amalgamation of old and new tools. Use of traditional navigation techniques coupled with modern electronics, not only increases safety, but has the added benefit of keeping us more aware of what is around us. Isn't this why we go cruising in the first place?

No matter what method is being used the navigator needs a complete understanding of the principles behind navigating. They should also use more than one navigational tool to ensure that data derived from each tool confirms what the other tool is telling them. Putting too much reliance on one tool, and not understanding its limitations will most certainly lead to disaster.

The modern navigator must use a combination of modern and traditional techniques to safely guide them to their destinations.

Join Ken Gillstrom for his day-long seminar on Electronic Navigation for Cruisers on March 7, 2015, at the Vancouver Island chapter of the Bluewater Cruising Association. He will review the gambit of electronic tools available, from a simple depth sounder to Forward Looking Sonar, RADAR, AIS, Autopilot, Electronic Charts and Plotters. He will cover the information that each tool can provide, how to use it, and the limitations of that information.

# OCA Series: Glaciers, Grizzlies and Gumboots

http://currents.bluewatercruising.org/articles/oca-series-glaciers-grizzlies-gumboots/

“Explore one of the most photogenic places on the planet with Tricia and Jim Bowen as they recount their several seasons of enjoying majestic Southeast Alaska’s people, places and wildlife”.

Jim and Tricia Bowen

Join Tricia and Jim Bowen as they share photos, videos, and adventure stories of their more than 8,000 miles of boating in Southeast Alaska’s remote and wild cruising grounds. They’ll highlight their time spent in Glacier Bay National Park and Preserve, the many rugged west coast anchorages they’ve enjoyed, their close encounters with wildlife, and the extraordinary people they’ve met. They’ll also touch on preparation and logistics for those wanting the challenge of heading north.

Their talk will held on Friday, February 20th, 1930h, at the H.R. MacMillan Space Centre. Advance tickets may be purchased on BCA’s website, or at the door the night of the event.

Grizzlies feeding along the shore.

Tricia's articles have been published in *Pacific Yachting*, *Currents*, the *Times Colonist,* and numerous newsletters. Jim's racing experience led to the position of helmsman on the ***HMCS Oriole*** in the Vic-Maui Yacht Race. They have cruised together for the past 25 years, during which time they have circumnavigated Vancouver Island twice, cruised to SE Alaska three times, and enjoyed countless summer trips up and down BC's west coast. They have lived aboard their current boat, ***Falcon VII***, a Kelly-Peterson 46 center cockpit cutter, for the last several years. Now retired, they gladly suffer horizon fever and continue to seek a cure while sailing in Mexico.

Alaska’s wildlife includes grizzlies, moose, humpbacks, and bald eagles.

We have asked five questions of all of our OCA Speakers. Here are Tricia and Jim’s answers.

1. When and how did you get into sailing?

Tricia*: Having been raised on Gonzales Beach in Victoria, I was always on the water as a kid. Even when I was a baby my parents put my baby buggy in their 15’ wooden open powerboat and headed to Trial Island to collect bark for the fireplace. By the time I was nine, I had my own fibreglass dinghy and 3-horse outboard, which gave me great freedom on the water. I began sailing in 1978 when I travelled to Australia and cruised in the Whit Sunday Islands on the Great Barrier Reef. When I returned to Victoria I started racing out of the Sidney North Saanich Yacht Club. In 1985 I joined Turkey Head Sailing Association out of Oak Bay Marina where I raced regularly before Jim and I met in 1990.*

Jim*: My mother often used to fly the ‘I have a baby on board’ burgee, otherwise known as my cloth diapers hanging in the rigging to dry. We sailed the Norfolk Broads in Great Britain when I was a child and my love of sailing grew from there.*

2. If you could share a couple of your very best memories from your offshore cruising experience, what

would they be?

Trish*: Cruising down Endicott Arm towards Dawes Glacier, with a beautiful humpback whale swimming effortlessly beside us, matching our speed, in the glass-like turquoise waters of the inlet. I remember the whale turning on its side and looking up at me with its big eye before gracefully diving under our boat and surfacing on the other side before looking directly up at me again. I knew I had been seen by this incredibly intelligent and social creature and I felt incredibly blessed to have experienced it.*

Jim*: Going off watch confident of getting a good 3 hours sleep with the knowledge that my wonderful wife and partner could hand steer our baby alone in the middle of the night due to the loss of our auto-pilot. Coming back on watch at one a.m. to see her at the wheel, asymmetrical spinnaker up, boat at hull speed, spray flying, Trish grinning.*

3. What was the most frightening or unusual experience you had during your adventure?

Trish*: While crossing Sumner Strait one choppy evening, we spotted something resembling a person in a dry suit treading water. We grabbed the binoculars for a better look, only to discover it was a rusty full-sized refrigerator bobbing along half out of the water in the extremely strong currents. As darkness fell we motored towards calmer waters beyond the entrance to Point Baker. We barely found the entrance between the silhouetted trees and were immediately startled by what looked like a huge rock wall right beside us, streaming with phosphorescent water. It turned out to be a humpback whale semi-breaching after being woken up by our engine. We then spotted two more surfacing and blowing just behind us as they all quickly exited the bay.*

Jim*: Two actually, both at Reid Inlet in Glacier Bay. One was walking with a full-grown male grizzly bear. Not frightening exactly, but surely a huge adrenalin rush. The second was exploring an ice cave in the face of the glacier. Not frightening, either, at the time, but when the entire face collapsed later, definitely cause for reflection.*

4. Of all the places you have sailed, is there one in particular that you would name as your favourite destination?

Trish and Jim*: That would have to be Glacier Bay National Park and Preservation Area, which is located two to three days northwest of Juneau, the capital city of Alaska. The park is a wildlife haven for thousands of mammals and birds and the glaciers, mountains, and icebergs are breathtaking. You can taste the sweetness of a tiny wild strawberry one minute, drop an ancient ice cube into your drink the next, and then top it off by watching a majestic grizzly bear, humpback, or moose.*

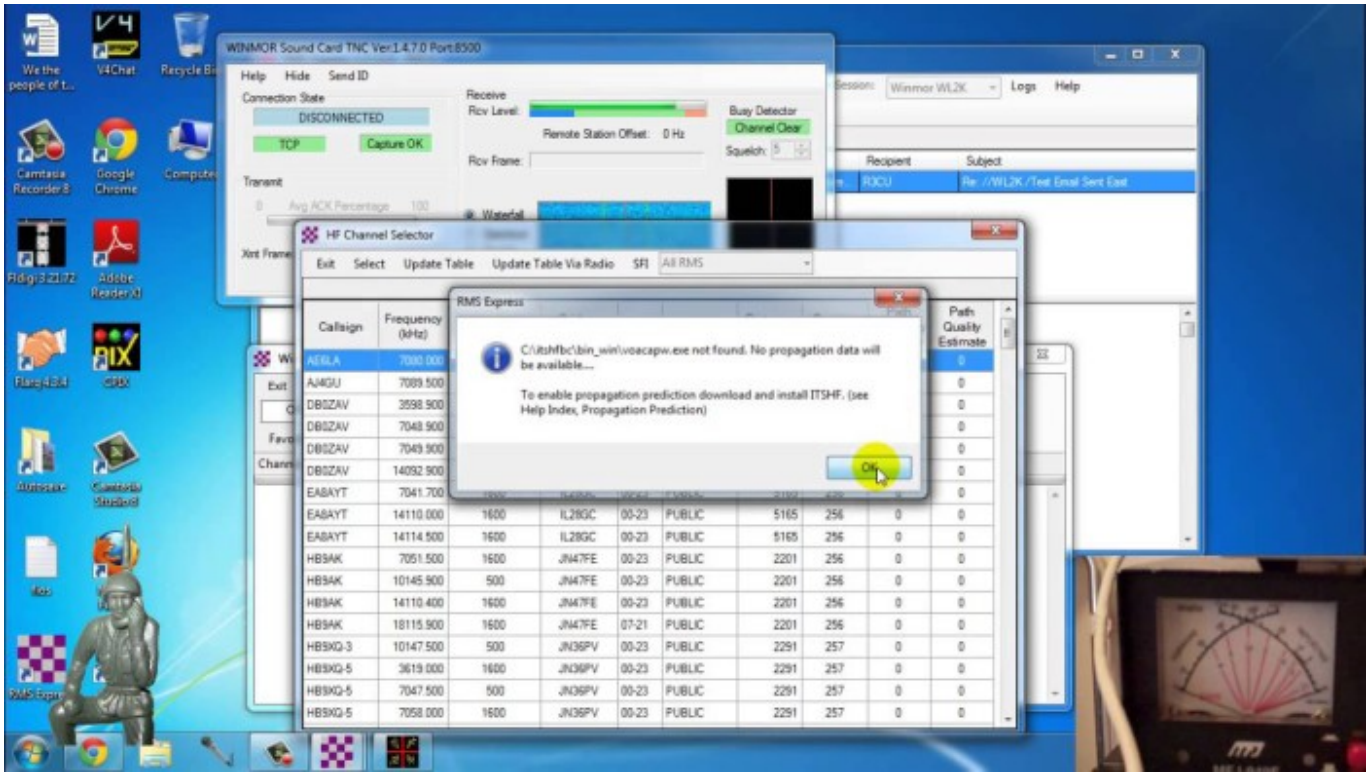
5. If you could give one piece of advice to people who are starting out cruising, what would it be?

Trish and Jim*: Don’t wait until everything is done to get out and cruise! There will always be projects to do! Cruise while you have your health because you never know what’s around the corner.*

# Vancouver Island Fleet and Weather Group

http://currents.bluewatercruising.org/news/vancouver-island-fleet-weather-group-2/

The Fleet's next meeting is scheduled for **February 11th at 18:30h** at StarFish Medical, 455 Boleskine Rd., Victoria. The topic is "Using HF Radio for E-mail, WFax & GRIB files" by Bjarne Hansen.




Using HF radio for email and GRIB files

The topic of the **February 25th Fleet meeting** is 'Preparing for Heavy Weather Sailing' with Tony Gooch, in the Chatham Room at Royal Victoria Yacht Club.

If you are planning to sail offshore in the next year or two on your own boat or somebody else's, come join the VI Fleet of 2015, or contact us at vifleet@bluewatercruising.org for more information.

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# Vancouver Fleet

http://currents.bluewatercruising.org/news/vancouver-fleet/

The regular Vancouver Fleet meeting for **February** is on the 24th and features **Guy Druce**.

Guy's presentation is titled "Electronics – High Tech / Low Tech". He will discuss his experience as navigator in last year's Vic Maui race as navigator on a fairly high-tech boat in contrast to his circumnavigation in a low-tech one. He will discuss the electronics and how they worked (and what failed) in the context of racing and what is needed for long distance cruising.

Using a sextant for navigation.

In January, the Vancouver Fleet held their meeting on the 27th. The topic was boat electrics presented by Fleet member, John Neilson.

The Fleet meets at 1900h at the Scottish Cultural Centre on the fourth Tuesday of the month, September to November, and then January to June. If you would like to join the Fleet show up at one of the regular meetings or contact Cameron at vanfleet@bluewatercruising.org. The dues are $50 per boat and include all members of the crew.

# Celebrating BCA's 2014 Cruising and Service Awards Recipients

http://currents.bluewatercruising.org/articles/celebrating-bcas-2014-cruising-service-awards-recipients/

Ever since Campbell and I joined BCA back in 2002, I have heard it said more times than I can remember, that BCA is the only organization that "actively tries to get rid of its members". I admit to saying that too when, in my capacity as BCA Commodore, I have presented "Bon Voyage" packages and wished fair winds and following seas to those who were ready to cast off in pursuit of their offshore cruising dream.

And while there may be some truth in that old saying, it can also be said that BCA is perhaps the only organization that does all it can to ensure the ***safe return*** of its members many months or, more frequently, many years later. That safe return is, of course, never guaranteed, but what makes BCA unique is an intense focus on preparing members to safely and confidently cruise offshore. This is achieved by providing affordable, relevant and offshore-specific education programs; the Fleet group; opportunities for mentor-ship with the exchange of personal experience, and on-the-water activities. Taking full advantage of this suite of learning opportunities facilitates the development of skills that lead to comfortable passage-making and ultimate safe return to home port.

Thus it is a long-standing tradition that, every December, ceremonial presentations are made in each Chapter to the skippers and crews upon their return. BCA hosts the annual awards ceremonies to recognize first-hand the achievements of its members. These happy occasions, which are celebrated by the membership at large, also inspire the "dreamers" among us and encourage the "do-ers" to continue their membership while cruising.

In December 2014, 39 skippers and crew received their awards and are now recognized with a "Bluewater" membership status. Congratulations!!

## Coastal 999 (15)

**Vancouver Island** – Bill Eisenhauer, Gabriela Hirt and their two children; Guy Gauvin, Larry Peck and Nicky Arnoldus

Bill Eisenhauer, Gabriela Hirt and their children, Sol

and Leonie (SV Hippodackl IV), receive “Coastal 999? awards from Past Commodore Boudewijn Neijens

**Vancouver** - David Boyer; Ken and Carole Downes; Marian Leighton, Mike and Kathleen Nolan; Rob Murray and Debra Zhou

David Boyer (SV Papillon II) receiving his “Coastal 999 Award”

Mike and Kathleen Nolan receiving their “Coastal 999 Award” from BCA Commodore Jennifer Handley

Ken and Carole Downes (SV Nautimoments) receiving their “Coastal 999 Award”

## Offshore Crew (5)

**Vancouver Island**- Don Craigmyle, James Howard

James Howard, recipient of an “Offshore Crew” award, with Boudewijn Neijens

**Vancouver** - David Greer; Angela Minshall, Hans Verbeek

David Greer and Marian Leighton (SV Van Kedisi) receiving their awards

Angela Minshall (SV Katie M II) receiving her “Offshore Crew Award”

## Offshore Owners (17)

**Vancouver Island**- Mark Heine, Paul Roberts; Barrie and Sandra Letts, Kirk Patterson

Kirk Patterson (SV Silk Purse) receiving his “Offshore Owner” award

Mark Heine and co-owner Paul Roberts (SV Saturnus) receiving their “Offshore Owner” award from Past Commodore, Boudewijn Neijens

**Vancouver** - Nancy and Stephen Carlman; Will and Sarah Curry; Wayne Fofonoff; Jonathan Guard; John and Linda Hurlburt, Dick Leighton

Will and Sarah Curry (SV Hydroquest) receiving their “Offshore Owners Award” from BCA Commodore Jennifer Handley

Stephen and Nancy Carlman from SV Fairwyn accepting their award from BCA Commodore Jennifer Handley

Linda Hurlburt (SV Madhatter II) receiving her “Offshore Owners Award”

**Calgary** - Magnus Murphy, Pam and Ted Simper

Calgary Chapter Vice Commodore Alastair Handley presents Magnus Murphy (SV Losloper) with his Offshore Award

## Circumnavigation (2)

**Vancouver Island** - Brian Vezina and Dorothy McDowell

Brian Vezina and Dorothy McDowell (SV Tagish)

receiving their “Circumnavigation” award from Past Commodore Boudewijn Neijens

In addition to the offshore awards, **Service** awards were presented to Alastair Handley (Calgary Chapter Vice Commodore), Denis Heinrichs (Vancouver Membership) and Rosario Passos (Vancouver Speakers and Communications) for their years of service on their respective Watches.

Outgoing Calgary Chapter Vice Commodore Alastair Handley receives his “Service Award”

Denis Heinrichs receiving his “Service Award” from BCA Commodore Jennifer Handley

The annual awards ceremonies also provide an opportunity for BCA’s Board of Directors to award any of the seven perpetual awards to deserving members.  Four were awarded in 2014:

1. The **Antares Pacific High Finders’ Award** (for the longest time Hawaii-Victoria passage) was awarded to single-hander, Jonathan Guard for the 31-day passage aboard his Contessa 26.
2. The **Doug Mitchell Memorial Single-Hander’s Award** went to Wayne Fofonoff, who completed 5,000 of his 8,000 nautical mile passage to / from French Polynesia, single-handed.

Wayne Fofonoff (SV Music) receiving the “Doug Mitchell Memorial Single-Hander’s Award” from BCA Commodore Jennifer Handley

1. The **Ted Long Award** for outstanding personal contributions to BCA was awarded to former Commodore and Webmaster “extraordinaire”, Guylain Roy-MacHabee.
2. And after a spirited recounting of admitted “boo-boo’s”, the **Hill-Padwick “Bent Mast” Award** was voted unanimously by the VI Chapter to be given to Jim and Carol Shohet for being overtaken and overwhelmed by the boat they were towing.

The Hill-Padwick “Bent Mast Award” was

unanimously awarded to Jim and Carol Shohet (SV Antares)

More information about BCA's offshore or perpetual awards can be found in the Members' Directory and on our website. If you qualify for an award or know another BCA members who does, please contact Past Commodore, Boudewijn Neijens.

# OCA Series: Around the World in Seven Years

http://currents.bluewatercruising.org/articles/oca-series-around-world-seven-years/

“Giant tortoise and lemurs in Madagascar, the Millennium in Zanzibar, and 35 days adrift in the Indian Ocean are just a few highlights from Julie Salisbury’s once-in-a-lifetime offshore adventure”.

Face the fear with Julie Salisbury as she takes you on a journey at sea, encountering sharks and jellyfish, complete darkness alone 1,000 miles from land, battling malaria, a debilitating back injury, and being jilted in Malaysia and left alone with no money, friends, or home. Join her as she faces the fear of storms at sea in the Pacific Ocean. Celebrate as she embraces the attitude of gratitude for all the people she met in the third world, and learn from her lessons of positive thinking as she learns to trust her intuition.

Julie’s unconventional seven-year journey around the world starts in South Africa where she purchased a sailboat with her best friend. They take off first to Madagascar where she encounters giant land tortoise, tame lemurs, and people with no computers or cell phones, but with warm generous hearts. In East Africa she celebrates the Millennium in Zanzibar and befriends Masai Mara, and prepares to provision for six months at sea with no refrigeration.

Cruising the Indian Ocean.

The Indian Ocean proves to be a long passage of 35 days before arriving at Chagos for three months of desert-island living, including the lost art of harvesting heart of palm and hunting giant coconut crabs. In Thailand and Malaysia she finds a way to make a living doing backpacker trips and exploring the islands where sea gypsies live.

Join Julie as she shows pictures of these adventures and more as she shares her seven-year journey around the world. Her talk will be held on Friday, February 27th, 1930h, at the H.R. MacMillan Space Centre. Advance tickets may be purchased on BCA's website, or at the door the night of the event.

Today, Julie is the founder and president of Influence Publishing and is proud to help other adventurers share their stories of inspiration. She encourages you to "burn your bridges", to take a risk and live your dreams, stating, "You can always re-build your bridges, stronger with the knowledge you gain from your travels."

Julie at the helm.

We have asked five questions of all of our OCA Speakers. Here are Julie's answers.

1. When and how did you get into sailing?

*My best friend suggested running away and sailing around the world. What started as a joke quickly became a reality within six months. Even though I had only experienced sailing as crew a couple of times, I was excited by the idea. I was burnt out at 32, reaching the top of my profession in the U.K at an early age, so a few years travelling seemed a perfect antidote in order to understand my purpose and re-evaluate my life.*

2. If you could share a couple of your very best memories from your offshore cruising experience, what would they be?

*Crossing the Indian Ocean took 35 days as we were becalmed for many days. Incredible 360-degree sunsets and sunrises were spectacular, and observing the squalls and sailing around them was fascinating. You felt small and insignificant against the huge universe and it really made me think about life. The stars at night were so bright you could clearly see the Milky Way, etched across the skyline like a bright white bridge.*

*Living on a desert island for three months with only other yachties was a great community experience, learning much about survival skills like catching fresh water and hunting for giant coconut crabs.*

3. What was the most frightening or unusual experience you had during your adventure?

*Rounding Cape Flattery and Cape Mendocino were memorable for the sheer size of waves, but also because they felt like life-threatening events at the time.*

4. Of all the places you have sailed, is there one in particular that you would name as your favourite destination?

*Madagascar, because it was so unique. Arriving at Maintiano was like going back in time, experiencing a remote village that all came out to greet our arrival as though we were royalty. We had to navigate a wide, deep, red mud river, and as we sank up to our thighs, an elderly woman called the chief to escort us across to the village. It was like a scene from a movie.*

5. If you could give one piece of advice to people who are starting out cruising, what would it be?

*Don't wait until you retire. You won't have the energy or the courage and you'll end up spending more to make your yacht as comfortable as your home life. Take time out of your career, give your children the best education they can get, and put your own life and future retirement into perspective. There is no such thing as burning your bridges; with your new life experiences gained through offshore sailing, your life will be so enriched, you will re-evaluate the rest of your life and your purpose.*

*I completely rebuilt my life afresh in Canada, a new country and a new life, one created with purpose which gave me the courage to start my own business.*

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# The Family Visits Fiji, Part II

http://currents.bluewatercruising.org/articles/family-visits-fiji-part-ii/

After learning how to say ‘Bula’, visiting a school and learning the ceremonial welcome ritual involving ‘kava’, the family Fijian visit continues as to ***Sea Whisper’***s adventures.

## Rugby

It was time to play rugby with the village kids. Every male from five to forty aspires to be a rugby star and plays rugby every day, even on the smallest patch of grass. Blake and Nolan are very athletic and fit right in with the village boys and girls. My, how they stood out with their blonde hair and fair skin amongst all the dark Fijians! What fun to watch all these spirited kids as they ran, laughed, talked and tossed themselves around.

Fijians are fanatical about their own rugby game. And then there are the big leagues – Pacific Nations Cup with Fiji, Tonga, Samoa, Australia, New Zealand, and Japan. Genius on the rugby field can translate into political power! In Suva, the atmosphere at the match we attended between Fiji and Italy at the National Stadium was electrifying! At least 15% of the Fiji population are registered rugby players!

## The Villages

Our family had the opportunity to observe life in the hidden villages in front of the lush mountains of Northern Lau. It was fascinating for us to be part of the village life observing how simple, basic, and not too ambitious their daily existence appears. Inside their tin and straw and bamboo houses we observe how the families live in very small primitive spaces and how their mothers and grandmothers prepare simple food in sooty metal pots on wood fires on dirt floors inside smoky ‘Kitchen Houses’.

The Kitchen House and fuel for the cooking fire

In a separate house the families sleep, often with many children in one room. Blake and Nolan visited Melanie and her brother's house one morning before school. In their blue and white uniforms, the school kids sat on the ground by an open fire eating their pancakes that their Grandmother 'Bru' had prepared, blue smoke wafting in the air inside the small kitchen house. At the lunch break the boys and girls walk from the school back to their village for lunch – fish, casaba, and rice. Not your conventional Canadian lunch-box lunch! We watched the women make coconut oil, weave mats and purses, wash clothes in pails and cook the family meals on open fires. The men were catching fish, walking around with machetes, working in their plantations, fixing their boats, and drinking the kava.

The Fijian family is happy to meet the Canadian family

One day, in Dalaconi Village, while Camie is visiting the village women who are weaving and making coconut oil, she meets Maja and her little baby and they have a wonderful visit – both young mothers – Maja with jet black hair, Camie with long blonde hair – striking contrasts.

John can be seen a few yards away on the beach with another ‘yachtie’. They are helping Joe, the village spokesman who is also a keen fisherman, fix his outboard motor on his fishing boat. Joe shows us wicked scars from shark bites while spear-fishing at night on the outside of the reef. He limits his fishing to inside the lagoon now.

The boys are mixing it up with the local village kids with a rugby game on the beach. This day has captured magical moments. Bula Fiji!

## Fishing

A double header catch for John!

John is a keen fisherman. Very soon he is rigging the gear and on day 3, with 2 lines in the water – one with a Tom Mac spoon and the other a feather, we get 2 hits – a double header. With Lionel's encouragement John hurls the yellow-fin tuna on the boat keeping tension on the line – never mind wasting time with a gaff or net! Wow, both slippery tuna are sprawled on the aft deck. Rod and hand lines go in all directions. Towels quickly wrap the heads of the fish to calm them down. Hang on tight should the powerful tails start slapping you!

## Village Fishermen

Regardless of the weather the men of Dalaconi village strike out at dusk in their open boats to the outside of the reef where the seas and surf are strong and fierce. Here for 3 to 4 days at a time they fish, fish, fish for the big tuna. Can you imagine the discomfort of hanging out and upside down in a 15 ft. open boat in the heavy rolling sea hoping to catch big tuna on hand lines with the most rudimentary gear. Some of these fish are sold at the bigger markets. The 'Catch of the Day' becomes paramount as fish is the mainstay of the Fijian diet and also the prime fare at village feasts and ceremonies.

## The Kid Boat

A banner in the Marquesas Islands in French Polynesia spelled out 'Kid Boat'. Sea Whisper did not have

a banner but we had 2 great kids – Blake, just about 13 and his brother Nolan, 11. They were active and busy with water sports every day – swimming, diving, snorkelling, and wakeboarding. Yes, a wakeboard in the remote islands of Fiji! It's a good thing that we were the only boat in the anchorage. At 0700 hours Nolan could be heard calling from the aft deck "Lionel, Lionel, let's go for a wake-board!" Off they went spinning around the nooks and crannies of the Bay of Islands, an idyllic group of islands in the northern Lau. And then it was time for a snorkel out to a reef or a swim with their mum around an island. Snacks were a big part of the day – popcorn, chips and cookies. And if the kids were not too tired, mixing bread and baking oatmeal cookies was also part of the day's activity.

At night the stars in the Southern Hemisphere made for interesting entertainment. The Southern Cross is my special star and Noley's too! In their journals Blake and Nolan wrote all the words and phrases that were part of each day.

## An Overnight Passage

Log entry July 7, 2014

Enroute to Viani Bay from Bay of Islands

0000 17 09.4S 179 13.5W SOG 6.1 COG 274 W ESE 10-12 kn.

It was midnight and passage out through the reef went smoothly, retracing our route in through the pass. Slight swell. Wing on wing. Family crew doing well.

And then at 1000 hrs in the morning we hear, "Fish on, Fish on!" John has just nailed a big Dorado (20 lbs). He hand lines it carefully to the boat and with everyone holding their breath he heaves the big fish onto the aft deck. What excitement onboard with only 7.5 miles to go to Viani Bay!

A good passage wouldn't you say?

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# Psychology of Voyaging

http://currents.bluewatercruising.org/events/psychology-voyaging/

The pursuit of offshore voyaging is the pursuit of a dream for most of us. We will explore the many motives, desires and challenges inherent in the voyaging dream. As we pursue the challenge to explore the oceans and cultures of the world, inevitably we explore ourselves through our responses to the situations we encounter. Part of preparing for voyaging is preparing ourselves psychologically, and part of voyaging is becoming the adventurer we dream to be.

**First day:** an opportunity for initial exploration of ideas
**Evening:** homework and discussion among partners, or skippers and crew
**Second day**: follow-up to homework, questions and answers

## Topics:

- **Motivation:** Dreams, desires, commitment and the experience we are seeking
- **Anticipation:** Fears and warnings; their influences and our responses
- **Adventure:** Risk, excitement and being in control
- **Knowing yourself:** personal strengths, courage and confidence
- **The myth of buying safety:** personal vs. boat preparation
- **Communication and partnership aboard:** roles, issues, stress, crisis, trust and becoming a team
- **Spirit of the wind**
- **Other topics** as desired by the group

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# The Boat's Ready... Are You?

http://currents.bluewatercruising.org/news/boats-ready/

As many of us plan our voyage, the boat and its equipment tend to become the central focus of our thinking. These preparations require a steep learning curve, and sometimes become all-consuming. On the other hand, there are other factors that will impact our cruising adventures, and they include the deeper motivations that drive our dream to “go cruising”. To be fulfilling, our voyage can reflect our dreams and motivations, both individually, and as a couple.

We all have different styles of communication and decision-making. Blending the best of everyone’s style on board can lead to greater engagement, more fun, and better, safer decisions.

Understanding how each person on board learns (learning style) is essential to success, and having a clear process for acquiring information and skills will go a long way to increasing confidence and joy. Understanding fears and anxieties and how they may get in the way of the voyage, or be successfully managed, is key to success. Through “calibration” – incrementally addressing fears and gaining confidence – we can often realize our biggest dreams.

Rick Ellis offers the *Psychology of Voyaging* two-day workshop for cruising couples (or crew) who are interested in explore these factors and how they interact to shape a voyage. There are many myths associated with voyaging, and this workshop will examine some of them, including myths about “safety”.

This workshop puts the people back in the center of the voyage. Check here for details about the *Psychology of Voyaging* workshop in Victoria on March 14-15.

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# Photo Gallery - The Mahina Offshore Cruising Seminar

http://currents.bluewatercruising.org/articles/photo-gallery-mahina-offshore-cruising-seminar/

Norm Cooper, Beth Cooper, Peter McGonagle of Swiftsure Yachts, Amanda Swan Neal, and John Neal at the Mahina Offshore Cruising Seminar, February 21, 2015 at Granville Island Hotel, Vancouver.

Participants eagerly soaked up the lessons of the presenters' experience at the sold out, full day education seminar.  Thanks to Vancouver Chapter Education Watchkeeper, Norm Cooper, for organizing this valuable event.

*(Photo taken by VI Treasurer, and seminar participant, Don Craigmyle.)*

# Advanced Radar with Kevin Monahan

http://currents.bluewatercruising.org/events/advanced-radar-kevin-monahan/

This education session will be delivered in a classroom format and will include an extensive slide-show presentation about various types of radar screens and scenarios. With these real-life screen captures and other audio-visual effects, Kevin Monahan will soon have you managing your radar like a pro!

## Course Topics

The course will include topics such as:

- Interpreting & Manipulating the Display
- Collision Avoidance
- Automatic RADAR Plotting Aid (ARPA)
- Navigating with RADAR
- Troubleshooting

*Image credit: "Radar screen". Licensed under CC BY 2.5 via Wikimedia Commons*

# BCA Presents: Nigel Calder - April 2015

http://currents.bluewatercruising.org/articles/bca-presents-nigel-calder-april-2015/

Bluewater Cruising Association is delighted to present Nigel Calder, world renowned boat system expert, author, educator and entertaining speaker. He will be coming to western Canada in April 2015. His educational tour, hosted by BCA, will include stops in Vancouver, Victoria, Nanaimo and Calgary. Advanced tickets for the evening talks and registration for the daytime courses are now available for purchase on the BCA website.

## Lessons Learned Along the Way – Evening Talks

Don't miss Nigel Calder's highly entertaining evening educational talks as he takes a humourous look at lessons learned over four decades of cruising. He will share stories and provide an overview of what's involved in maintaining critical boat systems and how to cope when they fail. There will be lots of time for your questions and to meet Nigel in person.

Tickets can be purchased in advance and will also be available for cash purchase at the door.

**BCA members:** $20. **Non-members:** $25. To purchase tickets click here.

## Nigel's Evening Talks – Where and When

| | | | |
|---|---|---|---|
| Vancouver | Saturday, April 11 | 7:30 pm | HR MacMillan Space Centre |
| Victoria | Sunday, April 12 | 7:00 pm | Brentwood Bay Resort |
| Nanaimo | Monday, April 13 | 7:00 pm | Beban Park Social Centre |
| Calgary | Tuesday, April 14 | 7:30 pm | Royal Canadian Legion |

## Daytime Diesel Engine & Marine Electrical Seminars

BCA will also be offering Nigel Calder educational seminars in Vancouver and Victoria. The morning seminar will be on Boat Electrical Systems. The afternoon seminar will be on Maintenance of Marine Diesel Engines. Complete details are on the BCA course web pages.

Nigel at work.

**BCA members:** $60 per seminar.  **Non-members:** $75 per seminar.

To register for these seminars click here.

## Vancouver Daytime Seminars – Saturday, April 11

**A.M. Seminar** – Boat Electrical Systems  Design, Troubleshooting & New Technology

**P.M. Seminar** – Marine Diesel Engines and  Do It Yourself Maintenance

## Victoria Daytime Seminars – Sunday, April 12

**A.M. Seminar** – Boat Electrical Systems  Design, Troubleshooting & New Technology

**P.M. Seminar** – Marine Diesel Engines and Do It Yourself Maintenance

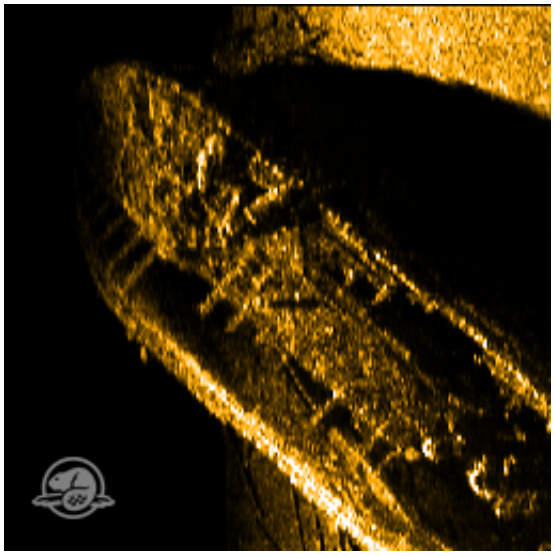
# The Thermopylae Club: Discovery of the HMS Erebus

http://currents.bluewatercruising.org/events/vis-special-event-discovery-hms-erebus/

***Thermopylae Club Annual Dinner***
***6 PM, 08 April, 2015***

This year the Thermopylae Club is opening their annual dinner to the public as they proudly present guest speaker Bill Noon, Commanding Officer CCGS ***Sir Wilfrid Laurier***, to talk about the discovery of the HMS ***Erebus*** in September 2014.

The Franklin Expedition ships, Her Majesty's Ship (HMS) ***Erebus*** and HMS ***Terror***, are an important part of Canadian history, laying the foundations of Canada's Arctic sovereignty nearly 170 years ago. After many attempts to unravel the mysteries surrounding English explorer Sir John Franklin's fabled arctic voyage, the Canadian Victoria Strait Expedition team located the ***Erebus***, one of Franklin's two ships, in September of 2014 to finally solve one of the world's greatest archaeological cold cases.



Sonar image of HMS *Erebus* in 11 metres of water – image provided with permission from Parks Canada

Led by Parks Canada, the 2014 Victoria Strait Expedition brought together an unprecedented number of public, private and non-profit sectors to share resources and expertise. The CCGS ***Sir Wilfrid Laurier***, an 83-metre Arctic Class 2 icebreaker and its helicopter provided logistical and technical support. Ultimately, it was the combination of state-of-the-art technology and 19th century Inuit oral testimony that led to the discovery of the nearly intact HMS ***Erebus*** in the waters of eastern Queen Maud Gulf. A full photo gallery of the discovery is available here.

Captain Noon's on-scene account provides an overview of the recent modern searches, including the operations, the technologies, the role of the Inuit knowledge, and the drama surrounding this year's discovery.

The evening, which marks the Thermopylae Club's 83rd year, will follow the traditional format of drinks

before dinner (cash bar), dinner culminating in the “Ambrosia” ritual, followed by the guest speaker.

**Menu**
**Traditional Ship’s Dinner**

Pea soup Corned Beef and Cabbage, or
Chicken (Mother Carry’s)

Salmon with Lemon and Dill

Port glasses of lime juice

**Dessert**

Plum Duff with chocolate rum sauce

Cost is $42.00 member, $45 non-member.

Reservations for dinner
must be confirmed by payment

*before Wednesday, 01 April.*

Fred Fowler: fowlerfour@shaw.ca

Tony Gooch: tonygooch@shaw.ca

Payment: cheque made out to “Thermopylae Club” and mailed to
Fred Fowler 9365 Captain’s Walk, Sidney BC V8L 4G6

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# Vancouver Island South – Club Night: Cruising S.E. Alaska

http://currents.bluewatercruising.org/events/vancouver-island-south-club-night-cruising-s-e-alaska/

Urs and Judy Boxler's presentation covers over three months of exploring Southeast Alaska, from the misty fjords of the south to the far northwestern corner in Glacier Bay.

Urs and Judy Boxler at Margerie Glacier, Glacier Bay, AK

From the misty fjords of southern Alaska to the far north western corner in Glacier Bay, Urs and Judy Boxler spent three months covering 3,500 nautical miles in their steel 46-foot Kristen sailboat, ***Raven Song***. Staying in 60 wilderness anchorages, Urs and Judy also visited many cities and villages to explore the local flavours and learn about the folklore and history in their museums. They visited several native villages, including one abandoned Haida village dating back to the 1700's, hidden in the forest, where they found remnants of houses and totems, including some still standing totem poles. Although they have included selected historical photographs of the "old times" in Alaska, the bulk of the presentation is focused on the spectacular scenery and the many experiences with wildlife, including some up-close encounters with grizzly bears.

# Gwaii Haanas National Park Reserve Orientation

http://currents.bluewatercruising.org/events/gwaii-haanas-national-park-reserve-orientation/

On behalf of Anna Maria Husband, Visitor Services Team Leader Gwaii Haanas National Park Reserve, National Marine Conservation Area Reserve and Haida Heritage Site, and Bluewater Cruising Association, we are pleased to announce that anyone planning to visit the Gwaii Haanas National Park Reserve, National Marine Conservation Area Reserve, and Haida Heritage Site will have an opportunity to attend a mandatory Orientation session for 2015 in Sidney on Saturday March 14.

This Orientation is required before you can visit this amazingly beautiful area of our coast. Normally presented in Skidegate on Haida Gwaii, this opportunity will allow you to enter the area by boat directly from the mainland coast after you have made your reservations, thus making passage to the area far more convenient.

The Orientation will be held in the main gallery of the Shaw Ocean Discovery Centre at 9811 Seaport Place in Sidney on Saturday, March 14 at 7:00 PM. Location information is available here.

The Orientation is FREE of charge so even if you are just thinking about going to Gwaii Haanas this year, please come and find out more about what's involved in visiting this part of the world. Regardless, you will be glad you did. No reservations are required.

For more information on visiting Gwaii Haanas, please download the Trip Planner. If you have any questions, please feel free to contact Anna Maria directly; she will be happy to assist.

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## Currents

## The Bluewater Cruising Association

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