



Photo Contest Winner

Angela & Martin Minshall

Katie M II anchored in the lagoon at Lady Musgrave Island, at the southern end of Australia's Great Barrier Reef. We had just returned from a very early morning visit to the island to watch turtles laying their eggs on the sandy beaches and shoreline. It was a particularly still morning and the reflections of the clouds and Katie M II were amazingly sharp and clear.



Currents

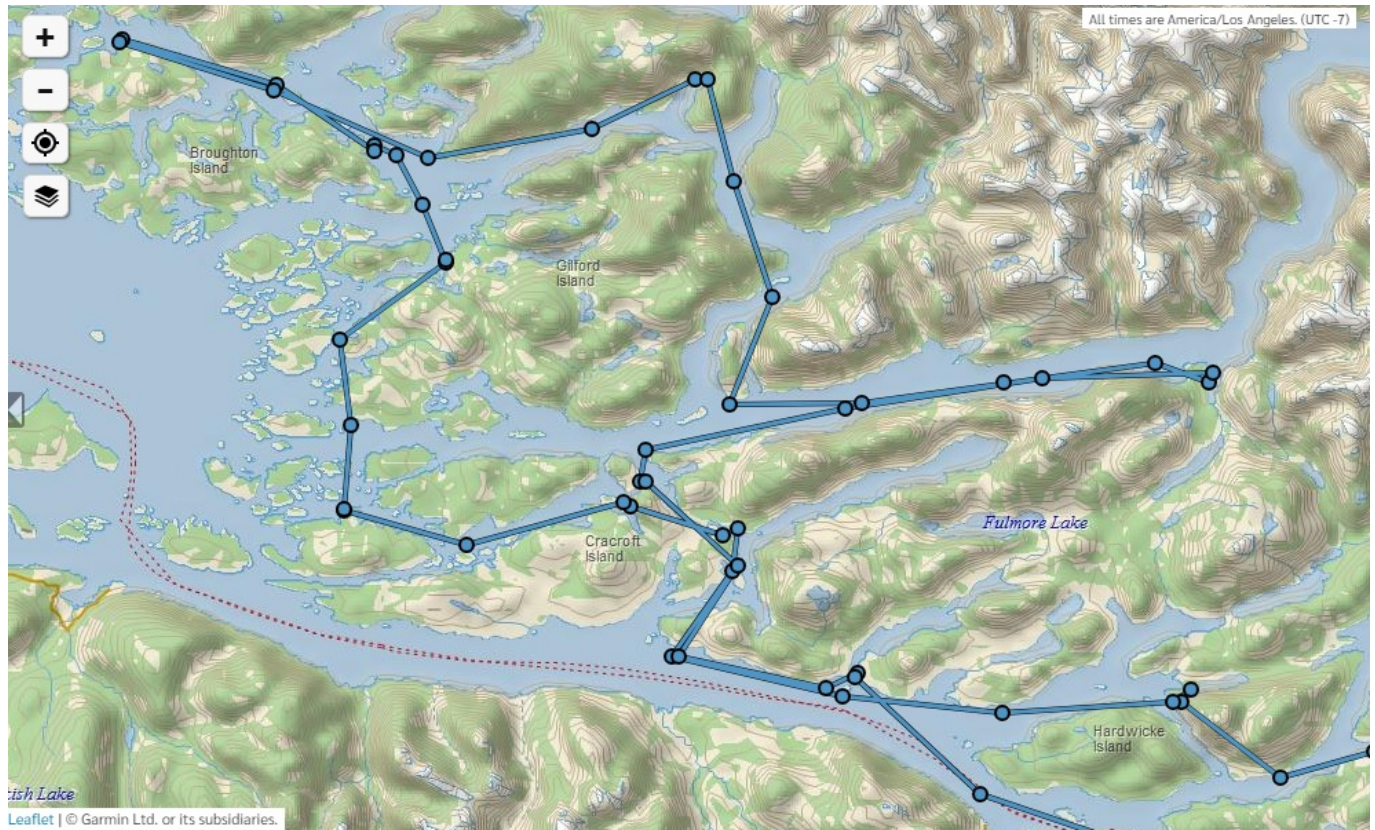
February 2022

Table Of Contents

Voyage to the Broughton Archipelago	3
Introducing BCA's 2022 Board of Directors	14
Lessons Learned: How Cruising Changed my Life	18
Vancouver Island Fleet Report - February 2022	21
VI Virtual Club Night - Marine Conservation in Action	23
Calgary Virtual Club Night - Lessons Learned as a Solo Sailor	25
Vancouver Virtual Club Night - Exploring the Columbia and Snake Rivers	26
Basic Marine Radar	28

Voyage to the Broughton Archipelago

<https://currents.bluewatercruising.org/articles/voyage-to-the-broughton-archipelago/>



My plan for a grand voyage across the Atlantic, crewing for a friend's Saga 43 in the early summer of 2021, was laid to waste by the ongoing saga of COVID 19. Cate and I soon came up with a new plan for a voyage on our own *Chantey V* – the often passed by but never visited (by us) Broughton Archipelago. We borrowed a copy of the *Broughton Islands Cruising Guide* by Peter Vassilopoulos, which was invaluable in planning our route. The general plan was to follow the east side of Georgia Strait going north, make a clockwise circuit through the Broughtons and return home on the west side of the Strait.



Daragh, Cate and John at Granville Island

Getting Under Way

We set out on August 9 with the residual effects of my 70th birthday celebrations the previous day just beginning to fade. On-board were the ever-faithful Admiral Cate, her brother John (a *Chantey V* veteran), River the Labradoodle, and the newest member of *Chantey V*'s crew, Bridey the Sheltie. Our first destination was popular Montague Harbour on Galiano Island. We went for a full hoist of the main and our new 130% Genoa right away. Alas, the forecast southerlies were only a tease and ultimately we motored most of the way. We were pleased to get the last available mooring ball at Montague – this would speed up our early departure in the morning.

Next was the dinghy run ashore with the dogs for a walk around the park and the beach. We have a new electric outboard this year – an E-Propulsion Spirit 1.0, which roughly approximates a 3 hp conventional gas outboard. The motor and battery pack each weigh about 20 lb and as they are passed down easily into the dinghy individually, the need for a block and tackle is eliminated. We are delighted with the new outboard, with its near silent operation and no need to carry gasoline fuel.



Porlier Pass white water

Even with our first-light start, Porlier Pass was now a few hours after slack and we had close to 4 knots adverse as we approached. It got a little exciting as we passed the white-water sections, but we got through OK. Taking this pass paid off as we now had a decent sailing angle to cross Georgia Strait to Vancouver. Fortunately, there was a reciprocal slip at the False Creek Yacht Club, which is located conveniently across from the ever-popular destination of Granville Island, with its market, pubs and great restaurants. The folks at Bridges were kind enough to allow our canine companions to join us while we dined on the patio. Later that evening our [Bluewater Cruising Association](#) friend, Blake, arrived and took us for a pint at the Wolf & Hound Irish pub in the Kitsilano area of Vancouver.

A Pleasant Diversion

We decided a side trip to Indian Arm behind Vancouver would be worthwhile. We timed our departure from False Creek to catch the slack under the First Narrows Bridge. Transiting Vancouver Harbour is delightful, with spectacular views all around and a happy blend of commercial activity, tourism and residential enjoyment of the land and seascape. Half an hour later we were calling for the Second Narrows railway bridge to be raised and allow us to access Indian Arm. We carried on up to Deep Cove where the local Yacht Club kindly gave us a reciprocal berth for our visit. We walked up above the village onto a trail that parallels Panorama Drive 500 feet below. We returned to the boat and made a

hasty retreat to the Vancouver bridges then onward to Bowen Island.

The Union Steamship Company operates the marina at Snug Cove, with a well-stocked store right on the docks. We were overjoyed to find a cafe offering a full English breakfast and took full advantage of a hearty meal before setting out for Smuggler Cove Marine Park. After suffering under very lumpy seas for most of this leg, we were very happy to anchor inside the park, despite the tedious ritual of deploying our stern line to the chains set up around the perimeter of the marine park. We took turns kayaking to the rocky islets within the park and decided that, whatever the hassle in storing the kayak, it was well worth bringing it along. Because we spend so much time keeping our boats well clear of the shoreline, it's a real novelty to be get in so close and rub rocks without fear.



John runs doggies ashore with electric outboard

Closing In On Desolation Sound

Powell River was the next stop. I was happy to find a Magma kayak rack at the local chandlery – these have been out of stock for months in Victoria and Vancouver. The rack mounts on the life line stanchions and simplifies the launching, recovery and deck storage challenge of having kayaks aboard. We walked through this historic pulp mill town and visited the Patricia Theater, listed as the oldest still in operation in all of Canada. We were up early next morning to position ourselves on the fuel dock to top up before we left.

As we progressed up the coast towards Desolation Sound, Denis and Rosario's boat *Counting Stars* appeared on our AIS. This was all the excuse we needed to make an impromptu stop for coffee and snack at the famous Nancy's Bakery in Lund. We tied up on their floating breakwater (which they use for overflow) and dinghied to the main dock. It's a very popular spot for good reason but we almost lost both dogs here! Just as we were untying our dinghy to leave, Bridey followed another dog up the ramp and was almost all the way back to the bakery before we found her. Next, River jumped unseen onto a neighboring boat just as John was untying the lines on the big boat for our departure. We were a half mile away when the phone rang – we have your dog! Fortunately, John's phone number was inscribed on River's collar.

Desolation Sound

We arrived in Tenedos Bay without further incident and stern-tied near *Nasty Habit*, a J35 belonging to our friends Gerry and Alessandra. There is a freshwater lake just a short hike to the shore from here and we enjoyed a dip, even though it was brisker than we had hoped for! Gerry kindly dropped off a bag of spot prawns and we soon had a gathering for happy hour aboard *Chantey V*. The prawns made an excellent addition to our BBQ steak dinner. The next day was a short run up to Pendrell Sound, which gave time for Cate to kayak and for me to dinghy a mile or so to visit another friend's boat across the bay. It was slow going for sure at 4 kn but the smoothness and silence is so wonderful, it's worth it.

The clouds began to roll in as we got under way, and we arrived at Pendrell Sound in a downpour. The whole point of this stop was to swim in the warmest salt water in BC, but no one was keen to do this in the rain. We turned around and went to Walsh Cove instead, which put us in a better position for starting out the next day. A welcome bonus on the shore run here was the abundance of oysters. We filled a pail and had them shucked and pan fried in no time, to accompany happy hour that evening.

Continuing Up the Coast

The next day's challenge was to navigate and time our arrival at Yuculta, Gillard and Dent rapids en route to Shoal Bay. These rapids run at speeds up to 9 kn with significant turbulence and can only be transited safely by most boats at slack water when the tide turns. These times are published, but I have come to rely on an app called "Aye Tides" along with Navionics for this purpose and they served us perfectly once again.

There was no room to tie to the Public Dock at Shoal Bay and the normal practice of rafting up to 3 boats deep was not in effect due to COVID concerns. We had to anchor in the very kelp-ridden basin west of the dock, which always causes me concern. Sure enough, our anchor had dragged while ashore for a walk and we hauled up a massive ball of elephant ear kelp. Two resets later we were secure for the night. (Thanks a lot, COVID!)

Our plan to reach Port Neville next day was scrapped in favour of Blind Channel Resort, due to the NW gale forecast for Johnstone Strait. This created a bit of time pressure on our journey, as John was leaving us at Port McNeill to return to Victoria. Our visit to Blind Channel was extended by yet another day when the winds would not abate. As making Port McNeill in time was now out of the question, we arranged for John to get to Vancouver Island by water taxi to Rock Bay, just across the Strait. Despite the rough

conditions, John made a successful rendezvous with his sister Mary at a very tiny boat launch at the end of a logging road. Thank goodness for Google maps!



New Vancouver; Anchored in Forward Harbour

Into the Broughtons

Armed with advice from Don and Leslie on *Saracen*, we decided on a new destination of Forward Harbour. We departed with some hesitation due to the ongoing strong winds. This hesitation proved justified, as 2 hours later we were motoring into 30 kn headwinds with some gusts up to 39 kn. With the short steep sea that was kicked up, we were barely making 2 kn speed over ground much of the time. Another sailboat, *Alons Y*, was a mile ahead of us having an equally rough time when we saw that their towed dinghy had separated. Just as I was making a radio call to inform them, they spotted it and turned around. They had a floating painter line and as it trailed the dinghy very visibly, they were able to retrieve it quite easily with a boat hook. I have now changed mine to the same thing! We were so happy to drop the hook in Forward Harbour. We visited the equally relieved crew on *Alons Y* and the success was celebrated with a wee dram of Bowmore they kept aboard for special occasions!

Next day we had Chatham Channel to deal with on our way to Lagoon Cove. Our attempt to motor through 4.5 kn adverse current was unsuccessful, so we turned around and anchored for 3 hours at Hadley Bay. Happily, we arrived at Lagoon Cove in time for their sponsored happy hour. This is customary at most marinas in the Broughtons – usually at 1700h boaters are invited to gather with a potluck or tasty appetizer. We enjoyed some good hikes in the area before we left.

The following morning, we set out for the First Nations village of New Vancouver, which was somewhat exposed to the prevailing northwesterlies. We were welcomed by Simon from the Tsatsisnukwomi First Nation and signed up for a tour of their longhouse slated for 1300h. This proved to be very worthwhile.

We set out for Echo Bay, under sail for the first time since leaving Desolation Sound. We spoke with Glen and Cheryl on *Indigo Wave* in Fife Sound, who advised us that there was almost no one in the Broughtons. The COVID-related closure of the Canada-U.S. border has had a devastating impact on all the small marinas that depend on the Americans for most of their business. We pressed on, and soon dock master Jackson was taking our lines in Echo Bay. Their restaurant was closed and there were limited supplies in the store, but we were grateful to be able to refill a propane tank. We hiked over to Echo Bay Marine Park and the famous Billy Proctor Museum. Billy, at eighty-seven years of age, is a BC legend and was in attendance to show us around. What an amazing life he has lived entirely in this area, fishing and logging. His book *Heart of the Raincoast* was a fascinating read and made the Broughtons come alive for us.



Bridey kayaks at Laura Cove

It was a short trip to Laura Cove anchorage the next day, which afforded us the luxury of fishing along the way. Sadly, no fish were caught. Our only catch was a shallow seamount called Trivet Rock, which cost us a flasher, weight and hooks, as well as my beloved McDeep Buzz Bomb fishing lure! Laura Cove

was a tight fit with 100 feet of chain out and a stern line to shore. I had a kayak paddle around the cove with Bridey. She is becoming a great little boat dog! Crabbing was productive here and we caught a huge Dungeness crab right below the boat. Low tide at Laura was something to behold, with only 7'6" below the stern, and we draw 5'6"! We caught another crab while waiting for the tide to provide enough water to depart, and then set out for Sullivan Bay. There were very few boats here, but we were happy to top up the fuel and get a few supplies as the restaurant was, once again, closed for the season. Later, we had a pleasant happy hour on board with our boat neighbours from *Myscape*. The day rounded out with route planning to Kwatski Cove and Glendale Cove on Knight Inlet. We woke up to a thick fog with visibility down to a few hundred yards. It lifted by 1100h, which still left enough time to visit Watson Bay and get to Kwatski Cove by 1600h. We planned to stay at the marina listed in the Waggoner cruising guide, but found that it has been permanently closed. We moved on and anchored in the bay.



Close encounter with bear at Glendale Cove

Grizzly Bear at Glendale Cove

The following morning, an early start got us all the way to Glendale Cove, known for its grizzly bear viewing opportunities. A nearby lodge provided us with the regulations around viewing as the shoreline is generally not accessible to visitors. They did indicate a small area where the dog could briefly go ashore, cautioning us to do it at half-tide to provide some sight distance from any potentially emerging bears.

That plan worked well for that evening. Next morning, I took the dinghy and was walking Bridey in the same spot when suddenly I spied a bear lumbering out of the forest onto the beach! I quickly hoisted Bridey into the dinghy and high-tailed it out of there! No more shore trips after that. We found a floating wharf that worked just as well behind some derelict pilings.

Leaving the Broughtons

A strong ebb helped as we retraced our steps down Knight Inlet under sail. We tied up at the now-abandoned Minstrel Island and toured the ruins while awaiting slack at Chatham Channel. Taking the channel an hour early, we made it to the dock at Port Neville by 1700h. The charming old farmhouse, grounds, beach and sturdy dock make this an excellent stop-over on Johnstone Strait. Next morning, we hoisted a full main in anticipation of a fast downwind ride to Blind Channel. It was fast all right, with gusts to 25 kn apparent, and now clearly over-canvassed, I had to get a reef in whilst downwind. No way I was turning back into that nasty sea! Patience paid off – I got the reef in by degrees and things began to settle down. We were safely tied up in Blind Channel Resort by noon, with lunchtime drinks on their deck! This is an exceptional stop for provisioning, doing laundry, hiking and enjoying the fare at their excellent restaurant.



At anchor in the Octopus Islands

The next day we prepared for Johnstone Strait Part II with our usual first-light departure. Following local advice we hugged the North shore all the way down Blind Channel. This strategy worked well and we had our reef in before we engaged with Johnstone Strait to Okisollo Channel. We were a few hours early for the slack at the Okisollo Rapids so did some trolling – our reward was a nice Coho salmon. There was just enough time to clean and filet it before the rapids. Soon we were anchored near the beautiful Octopus Islands on the east side of Quadra Island. Exploring the scenic little islets was a breeze with the new electric outboard motor, and dragging it up and down the rocky shore was very easy with its light weight.

Our next leg involved transiting the rapids at Beazley Passage, which can run up to 9 kn in either direction. By now this was routine and we found a couple of knots before slack no problem. We entered lovely Rebecca Spit on Quadra Island and anchored in the lee of the top of the spit. Here we met *Vagabond*. Her crew shared their fascinating story of building this 50 ft motor yacht from scratch at their home, and equipping it for trans-oceanic passages with a range of 6000 NM!

Strait of Georgia Southbound

It was an uneventful run down to Comox next day – what, no rapids?! We called up the Comox Marina and, as luck would have it, we were assigned a slip next to our friends David and Sandy Turenne's Aloha 34, *Khadine II*. We had previously planned to meet at the Blackfin Restaurant for dinner, but never expected we'd have a raft up as well! After dinner we retired for nightcaps on *Chantey V*. David is a veteran of *Chantey V*, having made the passage from Bermuda to Saint Martin a number of years ago. Cate's sister Teresa joined the *Chantey V* crew at this point for the trip down to Nanaimo. It was another glorious, sunny day as we cruised along the very picturesque route between Denman and Vancouver Island. It was a good passage, although the easterly swell made for an uncomfortable couple of hours as we passed Parksville and Qualicum Beach. We got a slip at Schooner Cove and enjoyed homemade scones and appies on board, courtesy of friends Jos Bot and Janet Toohey who live nearby. Next, was on to Nanaimo Yacht Club, which kindly provided us with a reciprocal slip. After a coffee visit with friends, a wonderful Greekfest awaited us with our family, Mary, Merv and their new miniature Australian Shepherd puppy, Jasper. With an overcast but dry next morning, we were under way early to be on time for Dodd Narrows at 0800h slack.

Homeward Bound

We had two options for our last stop, Maple Bay Yacht Club or a rendezvous with our friend Rick Gill on Tumbo Island, if weather and sea conditions allowed. We kept both options open by skipping Porlier Pass and staying in Trincomali Channel. A text exchange with Rick revealed they had relocated to Narvaez Bay on Saturna Island – which now became a great choice for us! There is a fast back eddy on the west side of Saturna that would save us an hour or so. We tied up with Rick on *Afterglow* in a raft of 4 power boats, ranging in size from 50 to 65 feet, and toured the fleet. It turned out that Rick was boating with 20 of his buddies, lads who had grown up together in Victoria and were still good friends after all these years. The party was well established when we arrived, with lots of cheer and laughter going on. The very enjoyable reunion made a great finale to our journey. It was an uncharacteristically late start next morning, but the strong ebb made for a quick trip homeward to our berth at Cadboro Bay.



Bridey and Cate

And so concluded *Chantey V*'s voyage to the Broughton Archipelago. These are excellent cruising grounds but we had to do quite a bit of motoring. Bridey the Sheltie performed superbly as the newest recruit, and justly deserves the official title of Ship's Mascot. The new electric outboard transformed the dinghy experience and has made it a real pleasure to use. The kayak is a great addition to our fleet, not only for anchorages but inland lakes as well. In a little less than a month, *Chantey V* travelled 672 NM in 26 legs with the boat and her systems working dependably all the way.

About The Author

Daragh Nagle

Chantey V - Moody 376 Sloop

Introducing BCA's 2022 Board of Directors

<https://currents.bluewatercruising.org/news/introducing-bcas-2022-board-of-directors/>



BCA's Board of the Directors and Their Responsibilities

BCA's Board of Directors (BOD) consists of the Commodore, Past Commodore, Vice Commodore, Secretary, Treasurer and three Chapter Vice Commodores:

- The Commodore, Vice Commodore, Secretary, and Treasurer are elected by the membership for a one year term at the Annual General Meeting which is traditionally held in early December.
- The Chapter Vice Commodore nominees are selected by their respective Chapters at their Chapter meeting prior to AGM and elected by the members at the AGM for a one-year term. In addition to playing an active role on the BOD, they also chair their own Chapter Watch.
- The Past Commodore is a non-voting, ex officio member of the Board.

As per BCA's [Constitution and Bylaws](#), the Board of Directors has a fiduciary responsibility to the Association overall and must ensure that all legal and financial filings required to maintain the association's status as a not-for-profit are done correctly and in a timely manner. This includes:

- Planning for legal and regulatory needs (such as income tax filings)
- Managing issues and decisions that have the potential to impact either BCA's standing, its reputation, or its ability to attract and keep members in the long term
- Ensuring that the Association complies with the Societies Act and with the BCA Constitution and Bylaws

All Board members must be BCA members in good standing and all are volunteers who step up to provide leadership and oversight of the Association's activities. Further information about BOD member responsibilities and accountabilities can be found in BCA's [Governance Manual](#).

And so, with that background information, please "meet" and applaud the BCA members who constitute the Association's Board of Directors for 2022:

Commodore

VI Chapter member, **David Mitchell**, joined BCA in 2018. David is a dreamer who, with his partner in life and adventure, Trina Holt, is planning to begin his offshore adventures on *Salt* in 2024, however, he is no stranger to the sea – his career in the Royal Canadian Navy spans 35 years. David's volunteerism within BCA started quickly. After cutting his teeth in the VI Chapter in 2019 he took on the role of BCA Commodore in 2020 and was re-elected in December 2021. David often states, "It is never too early to take on a position within BCA. In fact, it enhances the experience and increases your level of preparedness for offshore sailing."

Vice Commodore

BCA Vice Commodore, **Barrie Letts**, is the newest BOD member. Also a member of the VI Chapter, Barrie and his wife, Sandra, joined BCA in 2006, the Fleet of 2007, and then spent 7 of 12 years offshore aboard *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 cruising the BC Coast aboard SV Nearchus. Barrie has served as Membership Watchkeeper for the VI Watch for two years and joined the BOD in January 2022.

Secretary

The new BOD secretary is **Denise (Dee) Logan**, currently based in Calgary but relocating to Vancouver Island this year. A BCA member since 2013, she earned a BCA Offshore Crew award in 2018 for a passage from Kodiak to Victoria BC. Dee served as the Calgary Communications Watchkeeper from 2017-2019 and now brings that chapter experience to the Board.

Treasurer

Darryl Lapaire is BCA's new Treasurer. Darryl and his family joined BCA (Vancouver Chapter) in 2014. Within a year, he and Janet had sold everything they owned and flown with their children to Greece, where they started their offshore adventures aboard *Maple*, a Leopard 384 catamaran. Seven years later, in November 2021, *Maple* and her crew arrived in BC; one month later, Darryl volunteered to take on this critical Board role.

Past Commodore

Also a member since 2014, **Leslie Hansen** became Vice Commodore in 2016, Commodore in 2017 and Past Commodore in 2020. She has been sailing with her partner, Don Chandler, for a while now on their Martin 32 *Saracen*. A typical cruising season sees them follow Plan A: leave when the boat is ready, sail north, turn around before the fog. Most years Plan A has seen them reach Glacier Bay, Haida Gwaii or the BC mid coast.

Calgary Chapter Vice Commodore

John Korbeek joined BCA in 2010 and became the Calgary Chapter Vice Commodore in 2020. He has worn multiple hats during the past few years filling in the Membership and Communications roles on the Calgary Watch as needed. John spent his youth sailing dinghies and catamarans on Alberta lakes. He now enjoys cruising with family and friends aboard *Bear North*.

Vancouver Chapter Vice Commodore

A BCA member since 2014, **Don Hutchison** is the new Vancouver Chapter Vice Commodore. He served as Vancouver Treasurer 2019-2021 and in 2015 was the Vancouver Island Cruising Experience (VICE) coordinator. Don is in the preparation phase to go offshore and wants to cruise the world aboard *Nootka*, his J/130 which is being fitted for comfortable on-board living and short handed sailing.

Vancouver Island Chapter Vice Commodore

Scott Crawshaw joined BCA in 2001 and was elected VI Chapter Vice Commodore in 2020. He went offshore with his wife, Sonia, and two daughters onboard *Peregrinata* from Victoria, BC to Brisbane, Australia in 2002-2006. Scott spent a career in the Royal Canadian Navy, specializing in navigation and shiphandling and has been the Captain for three ships, including HMCS Oriole. He holds a Master Mariner, unlimited tonnage; ISPA Instructor, CYA and CRYA Yachtmaster Ocean.

Feature photo from upper left to right: David Mitchell, Barrie Letts, Darryl Lapaire, Dee Logan, Leslie Hansen, Don Hutchison, Scott Crawshaw, John Kortbeek

About The Author

Jennifer Handley

-

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

Lessons Learned: How Cruising Changed my Life

<https://currents.bluewatercruising.org/articles/lessons-learned-how-cruising-changed-my-life/>



We cruised almost full time for 11 years on our Fast Passage 39, from 2006-2017. I would like to share with you how my life changed during that time. When we left, we had a 4-bedroom house, filled with the trappings of middle-class life and mementos from raising our three daughters. We were both in careers, working full-time, going out to eat two to three times a week and taking our holidays on our Catalina 25 during the summer. My husband was 56, I was 50 and we realized that a lot of our friends were dying. One dropped dead of a heart attack, one fell out of his dinghy while fishing in the late fall and drowned, and another acquaintance committed suicide due to mental illness. Life was too short, so we sold our home, quit our jobs and moved to Vancouver Island to find a boat and pursue our dreams of sailing the world.

I walk into North American malls and look at all the stores with their plethora of things that consumers just have to have and wonder, WHY?

Well, we did it! We completed our circumnavigation in 2017 when we crossed our westward track near Golfito, Costa Rica. Along the way my outlook on life changed. I no longer have a need to keep up with the Jones. Material possessions do not have the same meaning that they did before we left. My husband and I routinely go to second-hand stores to update our wardrobes. We bought a used 2010 SUV that works perfectly, and we have two bicycles. I looked at a middle-aged man out riding his bike the other day; he was wearing a matching skin tight outfit, with an expensive looking bike. He probably would have gotten just as much exercise if he had worn an old pair of shorts and a t-shirt! I walk into North American malls and look at all the stores with their plethora of things that consumers just have to have

and wonder, WHY?

The pride of possession of a house is no longer important. We live on the third floor of a four story walk up, in a two-bedroom apartment. In our second bedroom my husband has a desk where he has his home office and I have an area where I have set up a stained glass studio. When we have guests, we move a few things around and set up a mattress on the floor for our company. The apartment is way bigger than our boat. We have a lovely view across a river valley and this spring I have a garden on my deck. We don't have any more maintenance costs for a house, and when we want to leave we just empty the fridge, turn out the lights and shut the door. We have no worries about pipes freezing, roofs leaking or cutting the lawn. It is very freeing.

We seldom go out to eat anymore; we have more time to cook and I really enjoy using the recipes that I have gathered from around the world to liven up our meals. Retiring early has also meant that we do not have the disposable income that we had while we were both working. We knew that would be the case when we quit our jobs, but we have never been sorry that we took that path. We carefully plan our getaways, using points to fly to Australia to visit our daughter and her family. We make careful decisions before we spend money – do we need it or just want it, does it have multiple uses, where will we store it, can we do without it?

Visiting a lot of the third world countries as we sailed around the world made me realize just how lucky we are in Canada. It opened my eyes to how other people live and the abject poverty that exists. We can watch it on TV and think we understand but until we actually walk down the ordinary streets, away from the tourist areas and see how life is in countries like Madagascar, Vanuatu, Cuba and Sri Lanka, we can't fully understand. We met and discussed life with many people on our travels. In some places we were accepted into people's homes with no qualms and although we do not consider ourselves rich or privileged, we certainly were looked upon that way wherever we went.

Cruising has made me realize that we can be happy if we choose to be, with whatever we have.

Cruising has made me realize that we can be happy if we choose to be, with whatever we have. The joy on the faces of children as they were running on the beach playing while one of their number filleted a fish she had caught, was very revealing. The pride of people in their cultures and their happiness in sharing it were extremely refreshing, as were: the young men in Indonesia, demonstrating the art of fighting while holding hands; the lovo, a Fijian meal cooked in the ground and shared with us, and; a group of fishermen setting big nets and communally working to bring them in on the beach in Sri Lanka.

If you are not a patient person when it come to checking into countries, you will lose your mind!

I also believe that I have learned patience somewhere along the way. Pre-cruising, I was pretty much a type A personality – go, go, go! I still am to some extent, but when the wind dies in the middle of a 20 day passage and you have limited fuel, forbearance is required. If you are not a patient person when it come to checking into countries, you will lose your mind! Many countries do not have a streamlined system, so it usually took several hours if not the whole day to complete the formalities. We recently visited our daughter for a relaxing month-long visit and, after it was over, she commented that I seemed to be much more patient that I used to be.

The ability to enjoy simple pleasures was also something we discovered. We often had no option but to slow down and change gears from our chaotic life in Canada. Our sense of time was altered, we no longer wore a watch and our day was dictated by the sunrise and sunset. We could drink in the delicate fragrance of the flowers, marvel at how a bird soars on the air currents, wonder at dolphins surfing and swooshing in our bow wave, listen to the waves crashing on the rocks and watch the magical glow as the moon rose while there was no one within a hundred nautical miles, perhaps a thousand!

Lessons I learned while we cruised include the importance of planning, the necessity of being prepared for whatever may come your way, and the need to accept what you cannot change. If you are caught out in a big blow and are days from landfall, what can you do but set up your boat for the conditions, check and recheck everything and then endure? It is no use whining about what is happening or worrying about what may be. Worrying is a useless emotion and it can potentially cripple your decision-making ability.

I also realized that people are absolutely wonderful the world over.

I also realized that people are absolutely wonderful the world over. We have many long-lasting friendships, which were started along cruising routes that have been nourished since by keeping in contact through social media and email. The willingness of other cruisers to share their skills, knowledge and boat parts throughout our journey gives me faith in humankind. The kindness that was shown to us when we ventured ashore and blundered into villages and towns was wonderful. We were motoring down the ICW in the Eastern U.S. and we came across a sailboat stranded in the channel. He needed an alternator and there was no way for him to purchase one. When my husband figured out we had an extra one that would fit, we threw it to him as we motored by with a boat card and a note saying pay us back when you can. Months later we received a cheque in the mail with a grateful note of thanks.

I believe I am a less materialistic, more rounded, calmer person than when we set out on our journey fourteen years ago. Experiencing a lot of what the earth has to offer and learning to look at the world through different eyes makes me truly realize what is profoundly important. I hope sailing expands your horizons and changes your life in positive ways.

About The Author

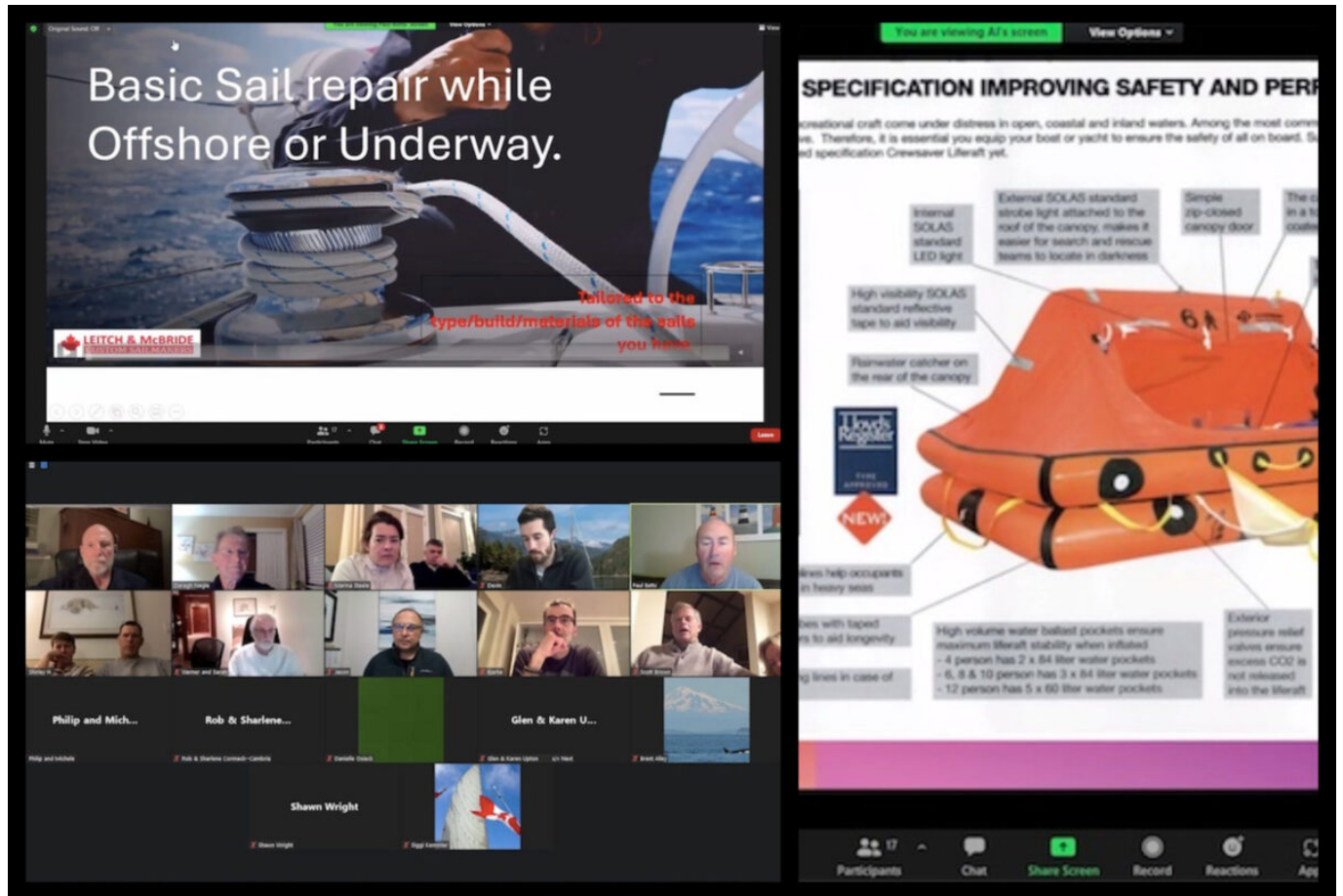
Ann Lange

Cat's-Paw IV - Fast Passage, 40, Cutter rigged

Members of the VI Chapter and the Fleet of 2006, Ann and Barry completed their circumnavigation in May 2017, when they returned to Golfito, Costa Rica. The winter of 2018 saw them bring Cat's-Paw IV up the Pacific coast of Central America and sail into the Sea of Cortez. They plan to be snowbirds for a few years, wintering in Mexico.

Vancouver Island Fleet Report - February 2022

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-february-2022/>



The VI Fleet is lucky to continue to welcome new members as the season progresses and we did so on February 9 when Siggi and Johanne Kemmler joined us for a look at safety gear and sail repair and maintenance.

But not until we had volunteers for March (the Hiscocks) and April (Marina Steele & Rob Boeckh), and the Cooks dazzled us with 3 great items:

- The SeaWise Safety Checklist
- The NaviSafe Dinghy TriLight
- All In One (AIO) Offline Maps

Dan Bieler from Pacific Coast Liferaft showed the group the devices and services his company offers and took questions on the topic of life rafts. He has also committed to providing a raft we can deploy at our Fleet rendezvous in April, an event that will certainly be informative especially if we can coax some hardy souls to try boarding it from the water.

After a short break Paul Betts from Leitch and McBride lead an informative discussion on sail repair

while pointing out the limitations of the virtual platform. Our usual procedure would see this as an in-person visit to his loft to get our hands on the materials and tools involved.

Al Kitchen then presented a Power Point with several useful links to other safety gear web sites and photos of a variety of gear available through different outlets.

About The Author

Al Kitchen - VI Fleet Coordinator

Wyndspree - Huntingford 53 Ketch

Al Kitchen has been a BCA member since 2005. Al and his wife Gaye lived aboard Wyndspree (53' ketch) from 1996 until 2007 and cruised the BC coast throughout this time. Between 2006 and the present, Al crewed on different boats with fellow Bluewater members, including voyages from Victoria, BC to San Francisco; Gladstone, Australia to Fiji; New Zealand to Victoria, B.C.; and San Jose del Cabo to Hilo, HI. Al is now co-coordinating the V.I. Fleet group with Daragh Nagle.

VI Virtual Club Night - Marine Conservation in Action

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-marine-conservation-in-action/>



The VI Mid-Island group is pleased to host this month's club night on behalf of the VI Chapter.

[Dr. Teale Phelps Bondaroff](#) is a Saanich-based researcher and community organizer with a PhD in politics and international studies from the University of Cambridge. Teale is an expert on illegal fishing and works as the Director of Research for [OceansAsia](#), a marine conservation organization based out of Hong Kong that focused on illegal fishing.

In this talk, Teale will take you on a journey, beginning with his graduate research and ending with his current marine conservation work. Teale's PhD research studied the anti-whaling strategy of the Sea Shepherd Conservation Society, and his fieldwork included four months sailing onboard the **Bob Barker** as it confronted Japanese whaling vessels in the Southern Ocean.

Teale will introduce listeners to a number of key marine conservation issues – including wildlife crime in sea cucumber, shark, seahorse, and other fisheries, organized crime and illegal fishing, and marine plastic pollution.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email) and would like to attend please email [Kate Swangard](#) for details.

About The Author

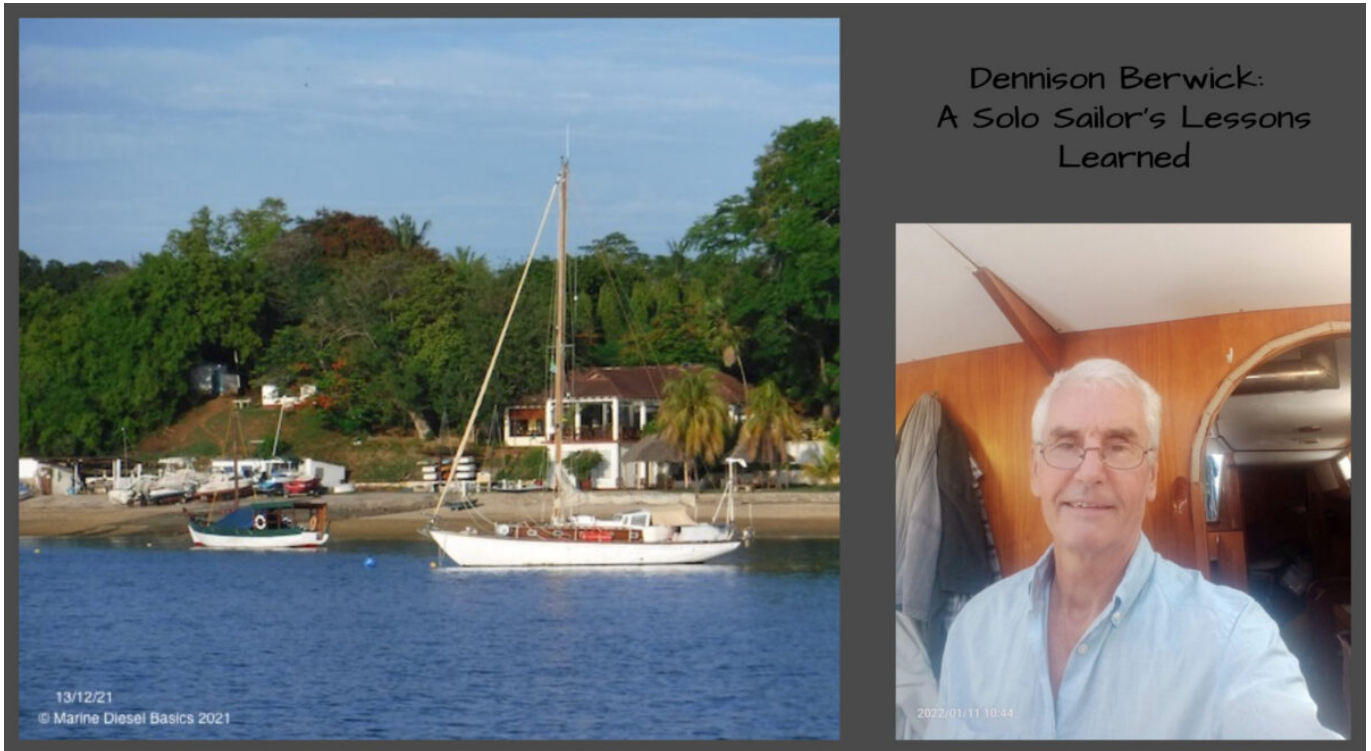
Kathryn Swangard

-

Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

Calgary Virtual Club Night - Lessons Learned as a Solo Sailor

<https://currents.bluewatercruising.org/events/calgary-virtual-club-night-lessons-learned-as-a-solo-sailor/>



Back by popular demand!! Please join the Calgary Chapter as it welcomes renowned author and sailor [Dennison Berwick](#).

Dennison will be presenting from Tanzania, where is currently working to complete the second book in the [Marine Diesel Basics](#) series – How Things Work and Installation Guidelines – as well as preparing for the next leg of his journey.

Dennison lives aboard *Oceans Five*, his third sailboat, now anchored in Tanga, Tanzania.

Note: This club night begins at 7pm Pacific / 8pm Mountain.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email) and would like to attend, please email Ted & Pam Simper, [Calgary Speakers Watchkeepers](#), for details.

Vancouver Virtual Club Night - Exploring the Columbia and Snake Rivers

<https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-exploring-the-columbia-and-snake-rivers/>



Retracing the journey of Lewis & Clark, Peter Petrik and Adrienne Palmer took their 37' Southerly 115, *Amazing Grace*, upstream from the Columbia River Bar to cover the nearly 500nm of navigable waters of the Columbia and Snake Rivers to the furthest inland North American seaport of Lewiston, Idaho. They experienced the many varied landscapes, encountered intense wind conditions and currents, navigated the locks of the 8 dams along the rivers, maneuvered through one of the busiest commercial marine traffic regions, explored the many sloughs, towns, and parks, and discovered some of the most peaceful river anchorages along the way.

Peter and Adrienne are both entrepreneurs in the technology industry. After their individual experiences of traveling the world, they connected in 2014, realized their shared passion for adventure and exploration, and their shared captivation of the ocean and the idea of a life aboard. They first learned to sail, together, in 2015. They bought *Amazing Grace* in 2019 and since have spent 270 nights aboard

exploring the entire navigable waters of the Columbia and Snake Rivers. They've been refitting the boat in preparation for ocean cruising, refurbishing or replacing most of the systems, and having their fair share of sweaty days in the boatyard.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email) and would like to attend, please email Heather Marshall, [Vancouver Speakers Watchkeeper](#), for details.

About The Author

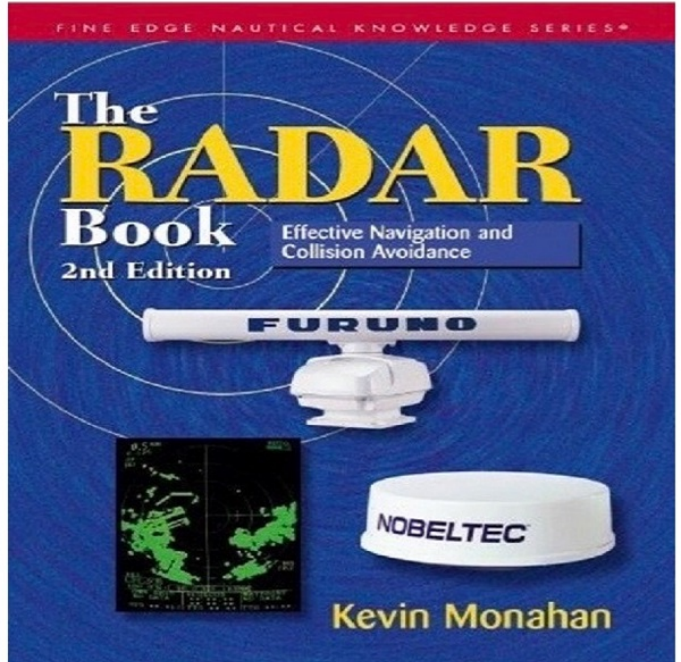
Heather Marshall

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.

Basic Marine Radar

<https://currents.bluewatercruising.org/events/basic-marine-radar-4/>



Spend two mornings with Kevin Monahan learning how to use radar from the guy who *literally* wrote the book. After completion of this seminar, participants will be able to set up their radar for maximum results and interpret the display under a variety of conditions. Participants will learn simple techniques to:

- Identify landmasses, other vessels, and transient targets
- Use radar effectively for collision avoidance
- Understand the new generation of AIS and integrated radar systems which combine chart and radar technology
- Manage and understand the issues inherent in modern integrated navigation systems; and
- Recognize and compensate for rain and sea clutter, interference, and side-lobe echoes

Course Format

Each two hour Zoom presentation will be followed by ½ hour of questions. Register for the course and we'll send the Zoom link to you a couple of days ahead of time.

About the Instructor

Kevin Monahan is a retired Canadian Coast Guard officer, with more than 20 years navigating the British Columbia coast as a patrol vessel captain. He has also worked on fishing boats, ferries, and coastal transports. Retiring from public service in 2012, Kevin now splits his time between publishing (*Ports and Passes*, *Local Knowledge: A Skipper's Reference (Tacoma to Ketchikan)*, *The Radar Book*, etc.) and teaching nautical subjects to commercial and recreational mariners. In 2013, he was awarded the Queen

Elizabeth Diamond Jubilee Medal.

Registration includes [The Radar Book: Effective Navigation and Collision Avoidance](#).

About The Author

Kathryn Swangard

-

Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

Currents Bluewater Cruising

The Bluewater Cruising Association

PDF generated April 04, 2022 at 10:44 PM