



Photo Contest Winner**Shawn Wright**

This photo was taken on a foggy June evening in Ucluelet Inlet as we were returning to Callisto. We moved to the harbour dock the following day to re-provision after three weeks of cruising the Broken Group. We found Ucluelet a great place to get food, water, propane (borrow a cart for the 10 minute walk), do laundry and have a shower, all within easy walking distance.



Currents

February 2023

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January: Reflections on a Pandemic Escape

<https://currents.bluewatercruising.org/articles/january-reflections-on-a-pandemic-escape/>



As the festive season proceeded through the last days of December and the hoary Old Man gave over his powers to the bright shiny Newborn of 2022, we on *Traversay III* shared (with folks around the globe) the very same, strangely inexorable feelings of powerlessness which had characterised January of 2021. The Sars-COVID pandemic had again eluded all the attempts to stop it altogether. It had developed new traits which would again selectively target those of us in “the more experienced age group”. We had been informed all along that we were special in this undesirable way.

So what to do? We decided to escape the lopsided world we lived in. The centre of Victoria had become a magnet for Canadians from the rest of the country who could rent accommodation, even work from their (temporary) home, and for young people escaping winter. We (in the aforementioned ‘experienced’ category) have no knowledge of the provenance of any of these young and older folks: where are they from, have they been vaccinated, or do they even believe in vaccinations? Truly, on weekends when the grounds of the Legislature are filled with Anti-Vax, protestors, one does not need to be a total paranoid to despair of the *hoi polloi* and carry on wearing your anti-social N95 mask and dousing everything you touch with alcohol cleanser.

Not having a home or car to escape from the inner city and its crowds, we do have a Boat Home and a dinghy. So both years when pandemic woes ruled our world, we chose to escape to the winter wilderness. Both destinations we chose were free in January even though they tend to be overly-attended in the summer.

January 2021

In January of 2021, we left the dock and made our way to Princess Louisa Inlet. We were shocked when we got there to find another boat at the dock. The three amazing young men had purchased at a reasonable cost a very safe, wood-burning boat, amusingly called *Lapse of Reason*. They were either already qualified or student engineers who were exploring wild BC: kayaking torrents, and (at Princess Louisa) downhill free-skiing down from the heights of the wilderness.



Lapse of Reason at the dock in Princess Louisa Inlet.

We got to know them rather well because, around the time we wanted to leave the Inlet, it froze over as a result of both colder than usual temperatures and the large quantity of freshwater emanating from the Chatterbox Falls next to it. After assuring ourselves that we were all virus-free, we had some congenial times. Several days later, the Inlet released us from its icy grasp.



Ice in Princess Louisa Inlet

January 2022

Fast forwarding to the similar and inevitable feeling of January 2022, we mimicked the 2021 solution. We fully provisioned the boat, took down our Christmas lights and headed to Montague Harbour where we were the sole live-aboard boat. New Years found us making our way across the Strait of Georgia, keeping a vigilant eye out for logs and wearing many layers of PPE: in this case protective warm clothing and not medical garb. We made our way to the beautiful anchorage of Ballet Bay off Jervis Inlet.



Ballet Bay

We endured snow and very cold weather which (along with the amount of refuse in the water) convinced us that we would not be scuba diving until later in this season. Despite a number of residences and mooring balls in the bay, we were alone again.

Weather

Larry consulted 3 sources of weather information and determined that *if* we wanted to get back to home turf, the only day in the proximate future which cited favourable NW winds in the Strait of Georgia was yesterday. All three weather sites forecast 20-30 knot winds. This turned out to be false, although some later changed these to a more realistic ‘after-cast’. The winds growled at us as we lifted the main. This unprepossessing sound persisted until we left the Strait. Of course, it was preferable to other strong winds in the course of our travels which seemed to scream like banshees. We started with a double-reefed main and had to reduce further to triple-reefing as the wind approached 40 knots. Our speed was well over 8 knots for most of the day, going up over 9.6 knots at one point. At that speed, we were relieved when Winchelsea Control radioed back that they weren’t presently firing off any torpedoes!



Heading home

With the wind behind or on the port quarter, we faced south for most of the way and the sun blocked our gaze from the overly plentiful supply of water-logged logs which barely grazed the surface of the Strait. We felt exhilarated in the bright shiny day with the speed, the wind, the spray sheeting off the whitecaps, and in the performance of our boat. It was a very cold day – only slightly above freezing temperatures. Hot lentil soup, a double-sided German hot water bottle, and a diesel heater made it all tolerable for me. As we sailed up to Dodd Narrows, a group of at least 9 Steller sea lions surfaced near us, snorting and frolicking in the waves with their noses above the water. It was their kind of weather. We decided to start the engine to traverse the Narrows, and let out the full main to reach our anchorage.

We had to lower the main and anchor in the intrusive presence of a chorus of bobbing logs and detritus but eventually we succeeded and were rewarded with a beautiful sunset and more welcome loneliness in this beautiful spot on the gorgeous coast of BC.

About The Author

Mary Anne Unrau

Traversay III - Waterline 43', Cutter-rigged steel hull

Mary Anne and her husband Laurence have sailed over 90,000 miles in the boat since her first launch. They have crossed every meridian and reached latitudes from 65 S on the Antarctic Peninsula to 80 N at the northwest tip of Spitsbergen. Ports of Call have included such diverse spots as Pitcairn, South Georgia, Hamburg, Darwin and the Northwest Passage with lots of places between.

In 2013 they sailed from St. Katharines Marina, London in late March and voyaged to Victoria, British Columbia in October via south English ports, the Irish Sea, the Hebrides, Iceland, Greenland, the Northwest Passage and Alaska.

Their most recent voyage started and ended from with a departure from the Causeway Marina, Victoria in mid-April 2014 in a North Pacific circuit with stops in Mexico, Hawaii, King Cove Alaska and a return to Victoria heading south from a Canadian landfall in Prince Rupert.

Having Crew Onboard

<https://currents.bluewatercruising.org/articles/having-crew-onboard/>



Learning and development professionals say that you really know and understand something when you can teach it to others. I was reminded of this when our dear friends Pam and Rick joined us for the trip from San Diego to Mexico. They were both new to sailing and we wanted them to have an enjoyable experience.

It was both Dave's and my job to introduce our friends to the world of sailing and all *Synchronicity's* ins and outs. I didn't realize the benefits of teaching our friends the ropes on *Synchronicity*.

Questioning my sailing knowledge and ability is something I do regularly. I knew I could show our friends some basics. For instance, I always feel like I have it together when it comes to provisioning (that's figuring out what food to buy and prepare for our trip). Yet I think I lack in the sailing category and all things to do with running the boat.



Rick on day watch and Pam's 0300 night watch

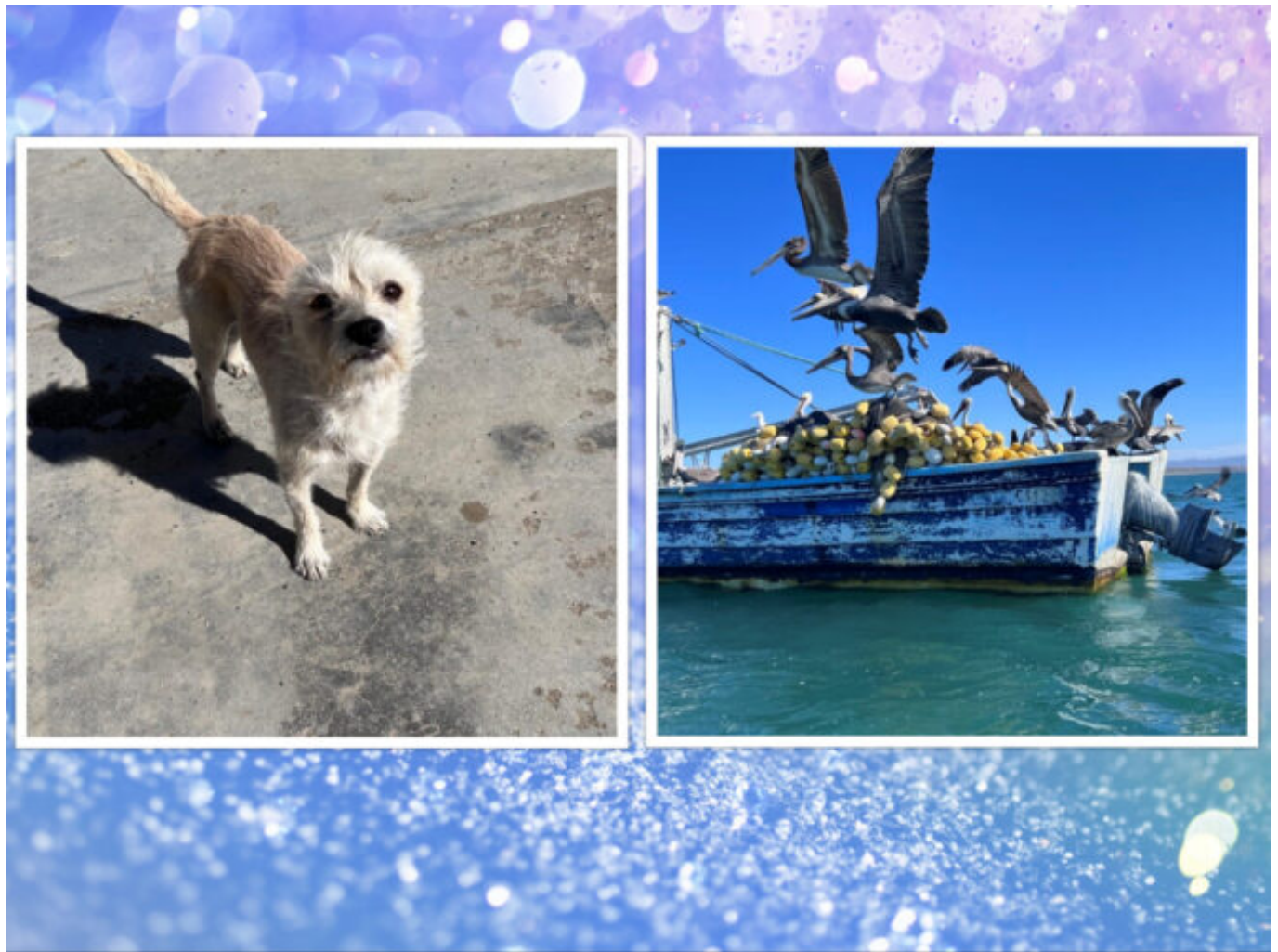
What I learned on this leg is that I really do know more about *Synchronicity* and all her systems, quirks, and idiosyncrasies than I give myself credit for. I taught Rick and Pam how to use the stove and head; what the different boat names are – like the galley for the kitchen (why is that?), and sheets not ropes; what to be aware of on the 3 hour watches when underway; anchoring, and a lot more. It was definitely a boost to my confidence to show our friends what our life was like sailing. My inner saboteurs once again were quieted as I taught our friends each new thing.

Seeing Pam and Rick experience their firsts sailing reinforced how special this lifestyle is. Sunrises and sunsets reignited my passion for nature's incredible beauty.



Sunset in San Carlos, Baja, Mexico and moonrise on passage

Watching the antics of pelicans made me laugh. Seeing the stray dogs in the Mexican streets brought back memories from 23 years ago when our daughter Jess wanted to bring every stray back to the boat.



A stray dog and pelicans at Isla Cedros.

Through the eyes of our friends, we saw the humour of our sailing life. Pam would crawl into the aft cabin, remarking the bunk was like a one person sleeping bag for two! She added she felt like she was a butterfly going into its cocoon. After struggling with seasickness in rough conditions, Pam remarked, “I left my stomach in San Diego.” Pam added that the best of sailing was hitting 9.2 kn under a full moon with flat seas. And the worst of sailing? Leaving San Diego harbour and feeling like we were being tossed around in a washing machine.

Watching Pam and Rick share in experiencing our lifestyle firsthand makes me appreciate all over again how fortunate I am to be on this adventure, and how grateful I am to Dave for being my partner in all of this. Oh ya... and I’ve got this!

Planning for Crew

A checklist/communication to give to crew ahead of them joining the boat:

- Water and power are a limited resource on a sailboat. Showers will be kept to a minimum – maybe once a week. For the female guests, wipes are helpful – just never put them down the head;
- Internet and data (which you might purchase) may not be available, or if it is, the reception can be

limited or spotty;

- Bring clothing to layer, dependent on where you are sailing – including gloves and toques. Although it may be warm during the day, overnight passages can be chilly;
- Bring rain pants and a light raincoat for wind, boat spray, and rain;
- Bring suntan lotion, ball cap and sunglasses for the sun and reflection from the water;
- Bring water shoes or sandals that can get wet, for surf and beach landing;
- Discuss any food allergies/ intolerance prior to arriving. Our crew brought their own gluten free pasta – it's now become our favorite on Pasta Tuesday;
- No suitcases allowed (use duffels). Discuss the space restrictions on the boat – our sleeping bunks are snug – 4' at the widest, narrowing to 2' at the foot;
- Discuss shared responsibilities – for e.g. everyone helps with cleaning and food prep;
- Discuss watches – we did 3-hour watches with 2 people on watch. We also explained that watches are like a job to take seriously and be on time for;
- Try out seasick meds prior to arriving at the boat. Although you may not think you will get seasick, most people do get sick if the conditions are right. We found Cinarizina (Stugeron) and Ondansetron work for different people. Cinarizina is available in most pharmacies in Mexico but is not available in Canada or the US. We obtained Ondansetron by prescription before leaving Canada;
- Agree ahead of time on expenses. For example, are you splitting things 50% – and what's included in that? We always asked for separate bills when we ate out and we split the costs in half for food, fuel, moorage, visas, Uber, car rentals etc.

About The Author

Mary Kruger

Synchronicity - Fraser 41

Dave and Mary did a world circumnavigation with their two daughters, visiting 37 countries from 1998-2002. Now 20 years later they have set sail again, this time without their girls, for ports in North and South America.

Port of Vancouver Transit Checklist

<https://currents.bluewatercruising.org/articles/port-of-vancouver-transit-checklist/>



My boat is moored in Deep Cove. While sailing in Indian Arm is always beautiful, I need to transit Vancouver Harbour to go anywhere else. If you haven't done the transit, here are some things to be aware of.

1. Tides and Currents

It's critical to make the transit with the currents. Go with the currents and you'll make the trip in 1-2 hours. Go against the currents and you'll take 4 hours or more, and you may not make it through Second Narrows at all. So, when planning your trip, line it up with the tides and currents, specifically the current at Second Narrows. In case you're unsure, rising tides make the current run east.

2. Vancouver Harbour Traffic

When you go through the Harbour, change your VHF to Channel 12. I will normally have Channel 12 on

all the way from outside Lions Gate Bridge to Cates Park. This way you can monitor harbour traffic conversation and be reached if someone needs you to move out of the way. You will also need Channel 12 to ask for a bridge rise at Second Narrows.

In addition to large container ships and tugs, make sure you keep an eye out for the Seabus.

3. Second Narrows Bridge

Tidal currents can be pretty intense under the bridge. When you plan your trip, you have two options for when you go through the bridge:

- At slack, or,
- In the same direction as the tidal current.

I've tried to go through against the current, and it's really not a good idea! The current can run at 4-6 knots, tough to beat with a sailboat motor.

And of course, there is the railway bridge. When in the down position, the railway bridge has a clearance of only 10.7m (35ft) – likely not enough for your mast to clear. The default position for the bridge is down, so you will probably need it raised when you approach. About 10 minutes before you are ready to pass under the bridge, you will need to pull out your VHF and call to request that they lift the bridge for you. They don't really like it if you call them much earlier than that.

When you call them, be prepared to structure your call something like this:

“Second Narrows Bridge, Second Narrows Bridge, Second Narrows Bridge. This is sailing vessel XYZ, traveling eastbound (or whichever way you are going). I'm currently 10 minutes away from the bridge. Would it be possible for you to lift the bridge, please?”

They will respond with any questions or instructions and then they will normally raise the bridge for you. I honestly always feel like the Queen when they lift that bridge for me!

On occasion you'll have to wait for a train to pass before the bridge goes up. Sometimes that means hanging out in front of the bridge for up to an hour, but, most of the time, they lift the bridge right away and I zip through.

After you've passed under the bridge, it is polite to call them back to let them know that you are through and to thank them for the lift.

4. East of the Bridge

Expect eddies both under the bridge and on the east side of the bridge. Lastly, east of the bridge you'll find a series of dolphins. It's a good idea to stay south of the dolphins. The area north of the dolphins is a sailboat trap at low tide, with shallow water and muddy shoals.

Every trip through the Harbour is amazing. The views of the city and the mountains are incredible and the traffic and industry are always interesting to experience. Happy sailing and have fun next time you go through the Port of Vancouver!

About The Author

Anya Codack

Tallulah - Catalina Sport 275

My love of sailing goes back many years. I'm fortunate to have my own boat now and you'll find me out there exploring the beautiful West Coast whenever I can. Sometimes I'll join a race or two as well. See you there!

Fun at the 2023 Vancouver International Boat Show

<https://currents.bluewatercruising.org/articles/fun-at-the-2023-vancouver-international-boat-show/>



As in past years, BCA had a presence at [this year's Vancouver International Boat Show](#). But this year we were there in person again, following a two-year hiatus due to the pandemic. And it was fun! Fun to meet other BCA members and chat about cruising plans and compare routes, fun to look for gadgets to buy and deals to be had (one can never have enough boat shoes!), and most of all, fun to represent BCA and promote the cruising lifestyle to all the Dreamers out there! From young families dreaming of untying the lines to the intrepid solo sailors looking for adventure, I had a fabulous time listening to their stories and telling them how much BCA can help them realise their dreams.



Volunteers at the BCA booth.

In the end we had a whopping 23 new members join our ranks. I hope you all take the opportunity to welcome them at Club Nights and show them just what a wonderful bunch we are!

Floating Boat Show

Salish Sequel, a 1989 Taswell 43, graced the docks at the “floating” boat show. She was a very busy boat, as a matter of fact, the busiest I have seen in all my years volunteering at the Boat Show for BCA. She had a constant stream of visitors. The owners, Jane Goundrey and John Todd were amazing and stayed on board most of the time and helped out the volunteers as it was so busy. Most of the new memberships came from the coziness of *Salish Sequel*’s beautifully appointed salon.



Salish Sequel at the dock during the Boat Show.

About the Volunteers

Words are not enough... we couldn't have done it without all the of you who volunteered to make BCA's presence at this years' Boat Show a success! This year, 70 of you came out to volunteer over the 5 days of the show, in early February. From the folks who helped out with the booth set-up and take down (some excitement about driving inside BC Place!), to all of you at the booth and aboard *Salish Sequel*, to Jane and John who braved challenging weather conditions to bring *Salish Sequel* in and out of Granville Island, to Denis Heinrichs, this year's fearless leader and organizer.... *thank you!* Please know that your efforts have not gone unnoticed and BCA appreciates the time and energy you spent to represent our association and promote the cruising lifestyle. Your willingness to share your knowledge and passion with others is invaluable, and it is inspiring to see the generosity of our members in action.

Here's what Jane had to say about taking *Salish Sequel* back to her home berth after the Boat Show, in predicted high winds and heavy seas:

"We heaved our sigh when we finally got tied up at our dock yesterday afternoon. Turned out Windy and Environment Canada rather underestimated the Southeasterlies – John saw a gust hit 48 kts! To be fair, the predicted winds were 25 to 35 kts, and 35 is perhaps what it averaged. Gusts were consistently higher

though. Windy had suggested it would only be in the 20s in the Strait if we stayed close to shore – but it was in fact only that low when we were trying to dock at Steveston! It was OK in English Bay, but rough enough we thought best for Sophie (fearless boat dog) to remain below.

When we emerged from the lee of the UBC peninsula we started getting white water on the dodger every couple of waves – and a few went right over the bimini and hit the dinghy! When I went below, I discovered poor little Sophie was terrified. She was wide eyed, trembling and panting. I couldn't leave her, and it was too rough to get her up in the cockpit. Poor John was left at the wheel by himself.

We were the only “pleasure” boat out in Georgia Strait! But all is well when it ends well. I even found the hawse hole cover, which got swept off during our adventure, midship on the deck after we docked. Memorable end to a memorable week!”

So, til next year everyone, and please consider volunteering for the 2024 Boat Show Coordinator position at BCA. Denis will be off cruising in 2024 and BCA needs a Coordinator. If you are interested in helping out, let [Denis](#) or [anyone in your watch](#) know.

About The Author

Rosario Passos

Counting Stars - Whitby 42 Ketch

Rosario is a dreamer who wants to sail the South Pacific.... so far she sails the local waters of the Salish Sea to get as much experience as possible.

Currents Cover Photo Contest: 2022 Winners

<https://currents.bluewatercruising.org/articles/currents-cover-photo-contest-2022-winners/>



Once again, the *Currents* Cover Photo Contest was a success! Over the last two weeks of November and the first week of December 2022 we received close to 100 amazing photo submissions to vie for the chance to grace the covers of *Currents* during 2023. These are great submission numbers, so thank you all for your keen participation and enthusiasm.

After much thoughtful deliberation by the BCA Communications team, the winning photos were selected and are [posted in this photo album](#) for all to enjoy.

We would like to thank everyone who submitted photos for the contest. There were some awesome submissions, and really, they were all winners in our eyes! Having said that, we had to choose 12 for the PDF covers of *Currents* in 2023. So, without further ado, the winners are (in no particular order):

- Brent Alley, *Pegasus II*
- Shawn Wright, *Callisto*
- Michael Terides, *Wanuskewin*
- Chris Raymond, *Azura Kai*
- Mel Finley, *Swift of Southampton*
- Kevin Towers, *Syntropy*
- James Layh, *My Destiny*
- Elaine Dumoulin, *Xiomara*
- Rae Simpson, *Mustang Sally*
- Sophia Granchinho, *Anuri*
- Barbara Ann Schoemaker, *Ar Seiz Avel*

Winners of the 2022 *Currents* Cover Photo Contest will receive a \$10.00 *Currents* credit to be applied to their membership dues.

I will sign off with a great big “thank you” to the *Currents* judging panel, who stepped up to the plate and helped select the best photos based on the given criteria. It was no easy task! **Thank you so much.**

Image attribution: CC BY – by [Sean MacEntee](#)

About The Author

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Vancouver Fleet Report - January 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-january-2023/>



The January meeting of the Fleet of 2023 was a Zoom meeting at 1930h on Tuesday, January 24. In attendance were 17 fleet members and two guests.

Denis Heinrichs and Rosario Passos shared their experiences about crewing from La Paz, Mexico to Galapagos Islands in Ecuador, aboard *Sea Rover II*, a 1982 Oyster 435 Cutter rigged sloop.

Denis and Rosario shared stories about the preparation to leave Mexico, including the paperwork required to enter Galapagos Islands, the watch schedule of 3 hour on and 6 hours off, which proved superior to 4 hour alternating watches, the timing of the passage along with the boredom and lack of wind for extended periods. They also covered some lessons learned in terms of fuel tankage and the importance of calculating how much fuel can be used on passage to ensure that there's fuel left to enter the destination port and the importance of power generation to ensure there is enough power to run all systems aboard, including charging devices such as laptops and cameras. They wrapped up the presentation by highlighting how important it was to have the captain set the expectations for the trip and how the camaraderie on board made the whole experience bearable.

The next meeting of the Vancouver fleet will be on February 28 with Bjarne Hansen discussing Lithium Batteries, Pros and Cons and Troubleshooting.

About The Author

Cameron and Marianne McLean, Vancouver Fleet Coordinators

Mayknot - Seabird 37

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

Vancouver Fleet Report - February 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-february-2023/>

Lithium Drop-in Batteries

Specs for Trojan Trillium 110 A-h

CYCLE LIFE

TO 70% INITIAL CAPACITY

4000 cycles is 11 years, every day draining the battery 100% !!!

Number of Cycles

Depth of Discharge

0.5C Rate

1C Rate

Lithium Safety

E-13 leaves battery restraint up to the manufacturers' recommendations

6.4.1 Batteries shall be installed in locations and restrained in such a manner that they will be protected from shock, vibration, or movement according to the battery manufacturer's recommendations.

NOTE: Lithium ion battery manufacturers may have stricter battery restraining requirements than those specified in ABYC E-10, Storage Batteries, and 33 CFR 183.420 for lead acid batteries.

6.4.2 In the absence of the battery manufacturer's recommendations, batteries and battery banks shall be restrained to prevent any visible movement in the conditions under which the vessel is intended to be operated.

E-13 section 7: A BMS is required, and adds

NOTES:

1. An alternative power source is recommended for critical systems (e.g., engine starting, propulsion, navigation lights, etc.) that may be affected if a BMS shuts down the battery. The alternative power source can be another lithium ion battery.
2. If a shutdown condition is approaching, a battery system should notify the operator with a visual and/or audible alarm before disconnecting the battery from the DC system.
3. BMS(s) may suddenly and unexpectedly disconnect a battery from loads and charging sources.

<https://panbo.com/abyc-ratifies-e-13-their-first-lithium-battery-standard/>
Panbo – edited by Ben Stein

Lithium Batteries

- **Higher energy density:** more A-h for a given physical size
- **Lighter weight** for a given size
- **Longer lifespan:** 2000 to 4000+ charge cycles (vs. a few hundred for lead-acid)
- Lower discharge rate during storage
- More finicky about charging profile
- More expensive

The February meeting of the Fleet of 2023 was a Zoom meeting at 1930h on Tuesday, February 28.

Bjarne Hansen put forward a fantastic presentation on [Lithium Batteries: Pros and Cons and Troubleshooting](#). Some of the topics covered included safety and how to avoid electrocutions and fire, the importance of making an energy budget and measure consumption as well as using charge controllers to regulate the charging of the batteries. Bjarne wrapped up his presentation by highlighting the pros and cons of using lithium batteries, including how they are lighter weight and have a longer lifespan than lead acid, but are more finicky about charging and more expensive. He also stressed how important it is to follow the ABYC E-13 standard when installing batteries.

The Vancouver Fleet meetings so far have been held in Zoom rather than hybrid meetings such as the ones held by the Vancouver Chapter. The number of Fleet members wishing to attend in person has been insufficient to warrant a hybrid meeting. We hope that the Solstice potluck meeting this past December 18 and the June barbecue coming up on June 27 at Spruce Harbour Marina, plus the extra social Zoom time before and after fleet meetings will make for enough interaction between Fleet members.

The next meeting of the Vancouver fleet will be on March 28 with Janet McKeown discussing Offshore Medical Issues.

About The Author

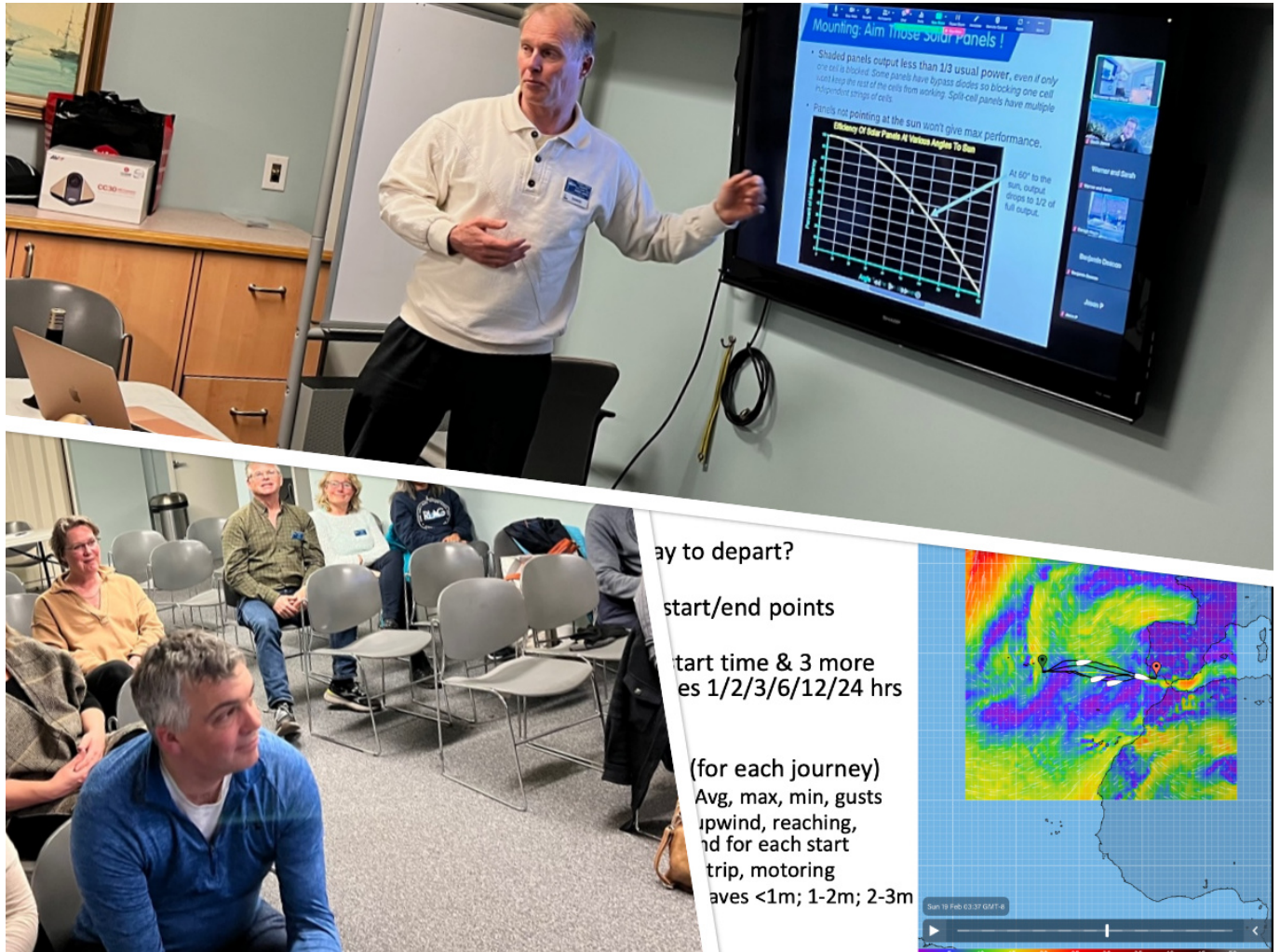
Cameron and Marianne McLean, Vancouver Fleet Coordinators

Mayknot - Seabird 37

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Vancouver Island Fleet Report - February 2023

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-february-2023/>



The presenters at the February Vancouver Island Fleet meeting were a tribute to the success of past Fleet experiences. Debbie and Rob Warren met with our group to share their experiences in the past year sailing their Saga 43, *Northern Star I*, from the Chesapeake Bay area to Portugal via the Bahamas, Bermuda, and the Azores with the help of other past Fleet participants including Rob Boeckh, Gary Bishop, and Daragh Nagle. Debbie (former V.I. Vice Commodore) was a highlight with her presentation on weather routing for offshore sailors with an emphasis on using Predict Wind as a routing tool.



Debbie's presentation was followed by past V.I. Fleet coordinator, Bjarne Hansen who explained Batteries and their Charging and Control Devices. Bjarne's history as an electrical engineer and experienced offshore sailor meant that his teaching skills were well suited to address the audience, many of whom may be searching for the most appropriate system to power their floating dream home.

Our hybrid approach continues to satisfy the educational needs of the 9 in-person and 10 via Zoom sailors who are part of the V.I. Fleet group. The Zoom audience included my esteemed partner in coordinating this year's group, Daragh Nagle from his land yacht in Arizona.

Next month, however, the V.I. Fleet meeting will be a strictly in-person workshop as Daragh and I help attendees explore some of the possibilities of the Open CPN software.

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.

Going Offshore in 2023? Apply Now for Your BCA Offshore Package

<https://currents.bluewatercruising.org/news/going-offshore-in-2023-apply-now-for-your-bca-offshore-package/>



Not only are members of the Calgary, Vancouver Island and Vancouver Fleets busy preparing themselves and their boats for offshore, but a small committee within that group is researching, sourcing, and assembling “Offshore” packages for BCA members who plan to cast off their lines in 2023.

This package is a farewell presentation from BCA given to all members in good standing who are leaving for the first time offshore whether or not they are a member of the Calgary, Vancouver or Vancouver

Island Fleets.

If you are heading south or departing for offshore from a foreign port this year and have not yet “applied” for your package, please [email Vancouver Fleet Watchkeeper Cameron McLean](#) and provide him with the following details about your plans:

- Boat Name
- Skipper and Crew Names
- Radio Call Signs
- Departure Date
- Date/Venue for Presentation, such as May Rendezvous, June BBQs, August Rendezvous, Club Night (Note: Formal presentation required.)
- Offshore email address (not Winlink or SailMail)
- MMSI Number

Deadline for the offshore package application is **April 30, 2023**, but the committee would prefer to receive your application sooner rather than later. Please note that requests received after April 30 are not guaranteed a package.

Congratulations to all BCA members who are counting down the days to their departure! May fair winds and following seas be yours; and please stay in touch with your BCA friends.

About The Author

Don Hutchison

Nootka - J/130 by J/Boats (Tillotson Pearson)

Don Hutchison is the 2015 Vancouver Island Cruising Experience (VICE) coordinator. Don is in the preparation phase to go offshore and wants to cruise the World! Nootka, his boat, is a J/130 built in 1994 by J/Boats (Tillotson Pearson), a high performance ultralight racing/cruising sloop capable of fast passages and is currently being fitted for comfortable on-board living and short handed sailing.

Vancouver Club Night - 6000 Year Old Glass Sponge Reefs & Century Old Rockfish

<https://currents.bluewatercruising.org/events/vancouver-club-night-6000-year-old-glass-sponge-reefs-century-old-rockfish/>



Adam Taylor is a 4th-generation resident of Bowen Island who grew up beachcombing, swimming and fishing the waters of Howe Sound. Join him for an evening discussing his 30 years of scuba diving and conservation projects with Marine Life Sanctuaries Society of BC. Topics will include the discovery, documentation and ‘protection’ of globally unique glass sponge reefs, a new citizen science program monitoring local rockfish populations, and how the boating community can help act as local stewards to protect the waters we all love and enjoy.

Hybrid Meeting Format

In-Person Attendees:

- For those attending in-person, the format will be very much the same as “normal”
- Doors open at 7:00 and meeting starts at 7:30.
- Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

Virtual club nights (via Zoom) have enabled BCA to continue our monthly meetings and presentations

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

Zoom meeting invitation:

- A registration link will be found on the BCA website, and will be sent out in the reminder email prior to the club night.
- Please note that you must be signed in to the BCA website to get the member price.
- Cost: Members – \$5.00 per connected device; Non-Members, \$10 per connected device.

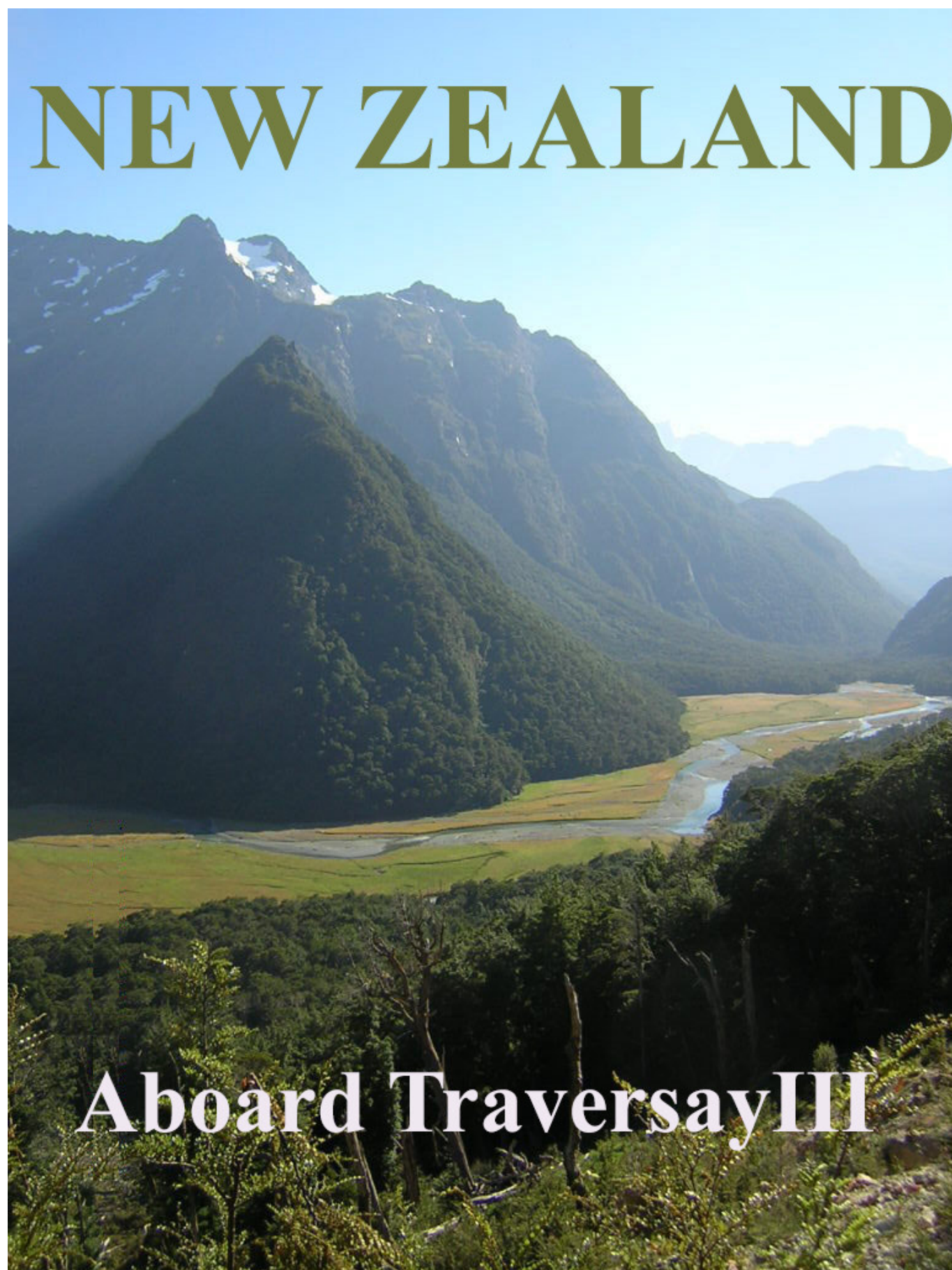
Note: Due to the small cost of virtual tickets, and an equal or greater cost to BCA of issuing refunds, no refunds will be issued unless Vancouver Chapter is unable to deliver the Club Night via Zoom.

About The Author**Heather Marshall****Mischief - Catalina 27**

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

VI Mid-Island Club Night - New Zealand Aboard Traversay III

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-new-zealand-aboard-traversay-iii/>



We suspect the typical BCA member, if there is such a person, imagines a voyage to the South Seas perhaps via the Western USA and Mexico. Either during the planning stages or while sitting at anchor in French Polynesia, the thought emerges; “What will we do at the end of all this – or when hurricane season looms?” New Zealand emerges either as an answer to this problem or out of the genuine realization that it embodies better variety, scenery and local cruising opportunities than all those other spots along the way.

Larry Roberts and Mary Anne Unrau say they were drawn to sail there nonstop the first time, by a confluence of somewhat different reasons: They had a daughter studying not so far away at Australia National University in Canberra; retirement happened suddenly as the South Pacific hurricane season approached and good friends invited them to visit them for New Year’s in New Zealand.

New Zealand offers beautiful, relatively sheltered cruising along its north coast as well as in the Marlborough Sound and Tasman Bay on the South Island. The SCUBA diving is astounding and the mountainous hiking trails (or tramping tracks as the Kiwis say) are world class. Many cruisers buy or rent a vehicle and wander about the awesome scenery, while their boat rests in a northern port like Opuia or Whangarei.

New Zealand offers something for everyone.

Biography: Larry Roberts and Mary Anne Unrau have been sailing their Waterline 43 cutter all over the world, since they first launched her over 20 years ago. They have sailed more than 120,000 miles, have crossed every meridian, sailed south to Antarctica, north to Spitzbergen, and squeezed through the ice in the North-West Passage. They have sailed the Southern Pacific Ocean, including Australia, the Coral Sea, and New Zealand before heading to Chile and home to Victoria via Honolulu. Mary Anne is the author of a book about their voyages: *Around the World with **Traversay III***.

Note that this club night will NOT be available via Zoom but this presentation may be repeated in a hybrid format sometime in the future.

About The Author

Kathryn Swangard

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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 Club Night - Exploring Vancouver Island, Navigation and a Taste of History

<https://currents.bluewatercruising.org/events/calgary-club-night-exploring-vancouver-island-navigation-and-a-taste-of-history/>



The Calgary Chapter is pleased to invite all BCA members and friends to their March 7 Club Night: Exploring Vancouver island, Navigation and a Taste of History.

Seasoned Vancouver Island circumnavigator and BCA member, Neil Watson, will walk us through the do's and don'ts of sailing around Vancouver Island. Chapter Vice Commodore John Kortbeek will provide some historical tales and legends to complement the wonderful sailing and beautiful nature of the Island.

We will host a members and watch business meeting at 6:30pm MST (with pizza and beverages for in-person attendees) followed by the presentation at 7pm.

A hybrid club night, all are welcome. Non BCA members are welcome to request the Zoom link by

contacting [Calgary Communications](#). Hope you can join us!

About The Author

John and Vici Kortbeek

Bear North - Hans Christian 48T

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

Basic Marine Weather

<https://currents.bluewatercruising.org/events/basic-marine-weather-%c2%bd-day/>



If you are a cruiser who will be sailing on internal waters, have access to VHF radio broadcasts (and/or the internet) and are interested in knowing about the weather in your local area, then this half-day course is for you. Build your confidence. Learn how to look at the environment around you, combine that with the weather report, and apply it to your immediate situation.

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

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

- Air Circulation Patterns
- Pressure, Temperature and Moisture
- Air Masses; Fronts and Cyclogenesis
- Fog, Clouds and Precipitation; and
- Interpreting Weather Maps

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

Instructor

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

He has sailed extensively in the Pacific, twice to Australia and five times to and from Hawaii. He has participated in a number of international yacht races, including four Victoria to Maui International Yacht Races, where he was the winning skipper of the 2000 race and is the corrected time record holder. In addition, he has competed in numerous Swiftsure races and a Van-Isle 360. From 2002-2006, he cruised with his wife and two daughters down the coast of the Americas and across the South Pacific, including the Galapagos to Australia.

Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria, with his wife Sonia, and, recently retired from the RCN, has become a full time grandpa.

About The Author

Kit Griffin

SWAN - Pacific Seacraft 34

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

Intermediate Marine Weather

<https://currents.bluewatercruising.org/events/intermediate-marine-weather-2-days/>



Forecasting weather conditions are major aspects of cruising under sail and power.

This two day, intermediate course, which begins with (and includes) the ½ day Basic Marine Weather and shows how weather satellites and technology have transformed forecasting to show cruisers the best way to combine their own observations with technology, is aimed at the cruiser who aspires to head offshore. Building on the lessons learned, it focuses on:

- Anti-Cyclones
- Swell and Sea Waves
- Surface Water Circulation
- Upper Air Charts and Satellite Imagery
- Gap & Promontory Winds
- Tropical and Sub-Tropical Weather

- Tropical Cyclone Formation and Avoidance
- Voyage Planning

Note: Participants registering for this course *should not* register for **Basic Marine Weather** as the **Intermediate Marine Weather** course fee covers both.

Instructor

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

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Sail Repair with Port Townsend Sails (March 18)

<https://currents.bluewatercruising.org/events/sail-repair-with-port-townsend-sails-march-18/>



This seminar is for sailors who want to learn to assess their own sails, review safety concerns, and make on-vessel repairs. This is an intensive, day-long course specifically for offshore cruisers and sailors who seek self-reliance in sail care.

The course will include presentations by the instructor about pre-passage sail inspection, common repairs, what's included in a recommended offshore sail repair kit, as well as hands-on exercises. Tools and materials to exercise techniques for hands-on sail repair are included in the course fee.

Note: This is the first of two one-day, back-to-back seminars offered in Calgary; if you wish to register for the course on Sunday, March 19, please click [here](#).

Instructor

Alison Wood, of [Port Townsend Sails](#) (formerly Hasse Sails), is known for providing a fun and informative experience.

Pricing for Couples

If you register your spouse/partner for this course at the same time you register yourself, you will get a break on the second registration!

Sail Repair with Port Townsend Sails (March 19)

<https://currents.bluewatercruising.org/events/sail-repair-with-port-townsend-sails-march-19/>



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The course will include presentations by the instructor about pre-passage sail inspection, common repairs, what's included in a recommended offshore sail repair kit as well as hands-on exercises. Tools and materials to exercise techniques for hands-on sail repair are included in the course fee.

Note: This is the second of two one-day, back-to-back seminars offered in Calgary; if you wish to register for the course on Saturday, March 18, please click [here](#).

Instructor

Alison Wood, of [Port Townsend Sails](#) (formerly Hasse Sails), is known for providing a fun and informative experience.

Pricing for Couples

If you register your spouse/partner for this course at the same time you register yourself, you will get a break on the second registration!

Preparation for and the Realities of Cruising

<https://currents.bluewatercruising.org/events/preparation-for-and-the-realities-of-cruising-2/>



The Vancouver Chapter is kicking off the spring cruising season with a daylong seminar jam-packed with practical advice for everyone who is considering going offshore.

Presenter Liza Copeland is an award-winning, best-selling author of four cruising books that document her family travels around the world and around North and Central America. All welcome!

Course Info:

Morning Session – Technical and Practical Preparations for Coastal and Offshore Cruising

How do you get yourself, your crew and your boat ready for cruising?

Afternoon Session – Voyaging Realities and Routines

What is it really like to be at sea? Liza's tips will help turn a possible nightmare into positive memorable experiences for the crew and your guests.

About The Author

Kit Griffin

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