

**Photo Contest Winner****Morgan, Mel, Isla & Pippa Finley***Swift of Southampton - Moody 44*

The remote islands of the Louisiade Archipelago, Papua New Guinea. These sailing canoes (sailaus) are the main means of transportation in the islands - incredibly efficient and travel for days at a time. The Louisiades are still very untouched - it is a cashless society so these sailaus, which last 5-8 years, are purchased by trading pigs and shell money. We had them raft right up to Swift to trade lobsters and even a live chicken! One of the most spectacular places we've been.



# Currents

**February 2024**

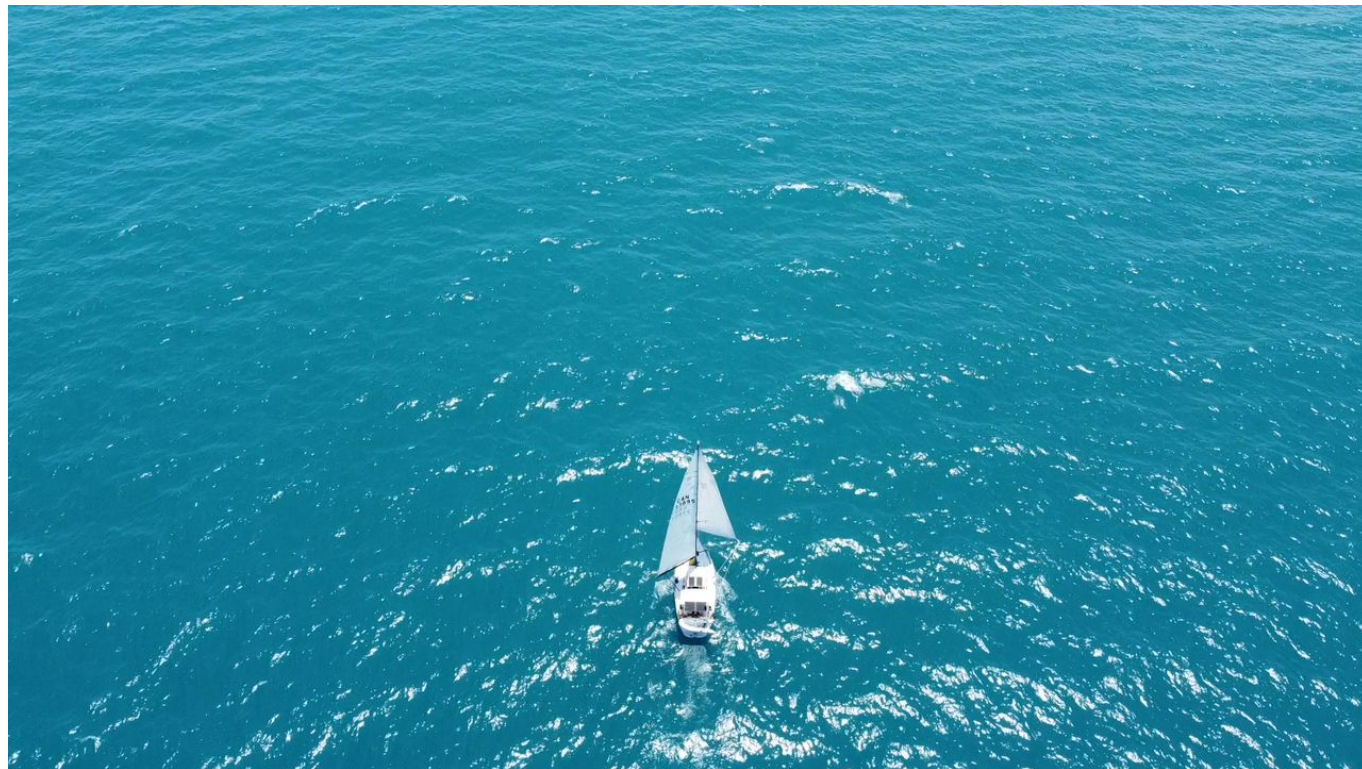
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## Harlequin Explores East Coast Australia

<https://currents.bluewatercruising.org/articles/harlequin-explores-east-coast-australia/>



In November 2022, *Harlequin* sailed to Brisbane Australia from Opua, New Zealand, with a stop in Noumea, New Caledonia, for crew change, snorkeling, and French pastries. Although most Kiwi cruisers were returning south after a season in Fiji, we found conditions ideal for the passage north. Our goal had been to sail to Indonesia, but with the trade winds petering out and our passage crew only available for three weeks, we set our sights on Australia. The journey east went smoothly and after four days we came into Rivergate Marina at the mouth of the Brisbane River, where biosecurity officials carefully inspected our boat and belongings, and quickly processed our documents. No massive costs, no horror stories. No worries, mate.



Martin and Henk Benckhuysen on passage from New Zealand to New Caledonia

Now it was time for a trip up the river to enjoy the city. Here in Brisbane, we had our first taste of urban livability, Aussie style: extensive waterside public spaces including walking/biking trails; free museums and art galleries; beaches; markets; outdoor show venues; plus shops; restaurants and cafes; the university, and – oh joy – a swimming pool! All this was within walking distance of the dinghy dock at the Botanical Gardens anchorage.

Moving south from Brisbane, we travelled the inside waterway toward Gold Coast and Southport. As *Harlequin* draws nearly 3m, I found it a challenge to find the best route through the mangrove maze, and we had a white-knuckle moment passing the shallowest spot at high tide. We were rewarded with miles of walking and biking trails, public waterfront, cafés and eateries, and again, an outdoor pool right by the downtown anchorage. The miles of white sand beaches punctuated by red and yellow safe swimming flags, and guard towers decorated for Christmas, underlined the stunning blue of the Tasman Sea. On closer inspection, the beach was littered with wriggling Blue Angel nudibranchs. These fantastic little creatures ride the underside of the ocean surface tension and often get stranded on the sand by the surf. Of course they are potentially lethal, but most people on the beach were barefoot anyway.





Dolphins near Island Head Creek

With Christmas a few days away, we headed south toward Sydney. There are good harbours, allowing day hops all the way down. My favorites were Coff's Harbour, where we surfed into the entrance and found the best no-frills hamburger joint anywhere; and Newcastle, where I fell in love with the ocean baths. Locals proudly informed me that the ocean baths at Merriwether are the largest of their kind in the southern hemisphere. The Bogey Hole, hollowed out by convicts at the bottom of a steep rock staircase right next to the surf, is surely the most spectacular swimming experience anywhere.

As with most pleasures, for me, cruising is better when it's shared. One of the sweetest memories of the whole trip was rejoining our tribe of floating friends in Sydney for a potluck feast on Christmas Day. Ulla and Pelle Berg of *Loupan* produced fresh bugs (delicious little crustaceans), while I provided Christmas cake doused with custard and ancient Pineau cognac. The next day Mark and Jennifer Ullman took us out on *Starlet*, their 46-foot Nordhavn, to watch the start of the Sydney Hobart race. For New Year's Eve, we found an anchorage by the zoo for the legendary fireworks display.



Fireworks in Sydney Harbour, New Year's Eve.

Sydney harbour offers scores of excellent anchorages with different attractions. We looked for white seahorses under the pier at Manly, explored the historic quarantine station on the North Head, and found pink spotted orchids on the Watson's Cove trail. The iconic yellow and green ferries provide quick access around the harbour, which is particularly handy for an evening expedition to the opera house. In the upper reaches of Middle Harbour, we were alone in mirror calm conditions, surrounded by mature eucalyptus forest, a world away from the busy modern city.

Our explorations beyond Sydney were limited. We did manage a trip by car and train up to Katoomba in the Blue Mountains, the erstwhile playground of the British Empire. Historic hiking trails here feature cliffs, waterfalls, and endemic wildflowers, as well as cockatoos, lyrebirds, and rainbow lorikeets. We bused out to the Hunter Valley with our folding bicycles and visited several wineries. (I'd recommend doing that one by car!) We also rented an Airbnb in Maroubra for a taste of city life and beach culture. By this point, Henk had a hernia that required surgery, so we returned home to Canada in March for recovery and to reconnect with family. I'd like to explore more of Australia with a camper van some day.

Our return trip up the coast included many of the stops already mentioned, so I'll skip past Brisbane to Bundaberg. Moving north from Bundaberg in September, we had fabulous sailing conditions, with daily southeasterlies at 20-25 knots and some protection from the barrier reef. Our first stop was Lady Musgrave Island, where we celebrated our return to cruising with a day of snorkelling. The turtles, reef fish and corals did not disappoint – there's a reason the tour boats come here.





Swimming with sea turtles at Lady Musgrove Island

Back underway, sightings of turtles, dolphins, and migrating humpback whales kept us on our toes; the thrill of seeing a breaching or tail-flapping whale never gets old! In the anchorage at Middle Percy Island one evening, we listened to a whale song concert, finally falling asleep as if to a lullaby. From the A-frame, we made the pilgrimage to the homestead where Leigh, our crew, put in a day of labour in the apiary. The Island caretaker, Kerry, thanked him with an enormous jar of Percy Island organic honey, fabulous with lime juice on crêpes!



Henk and Sean on watch, approaching Thursday Island

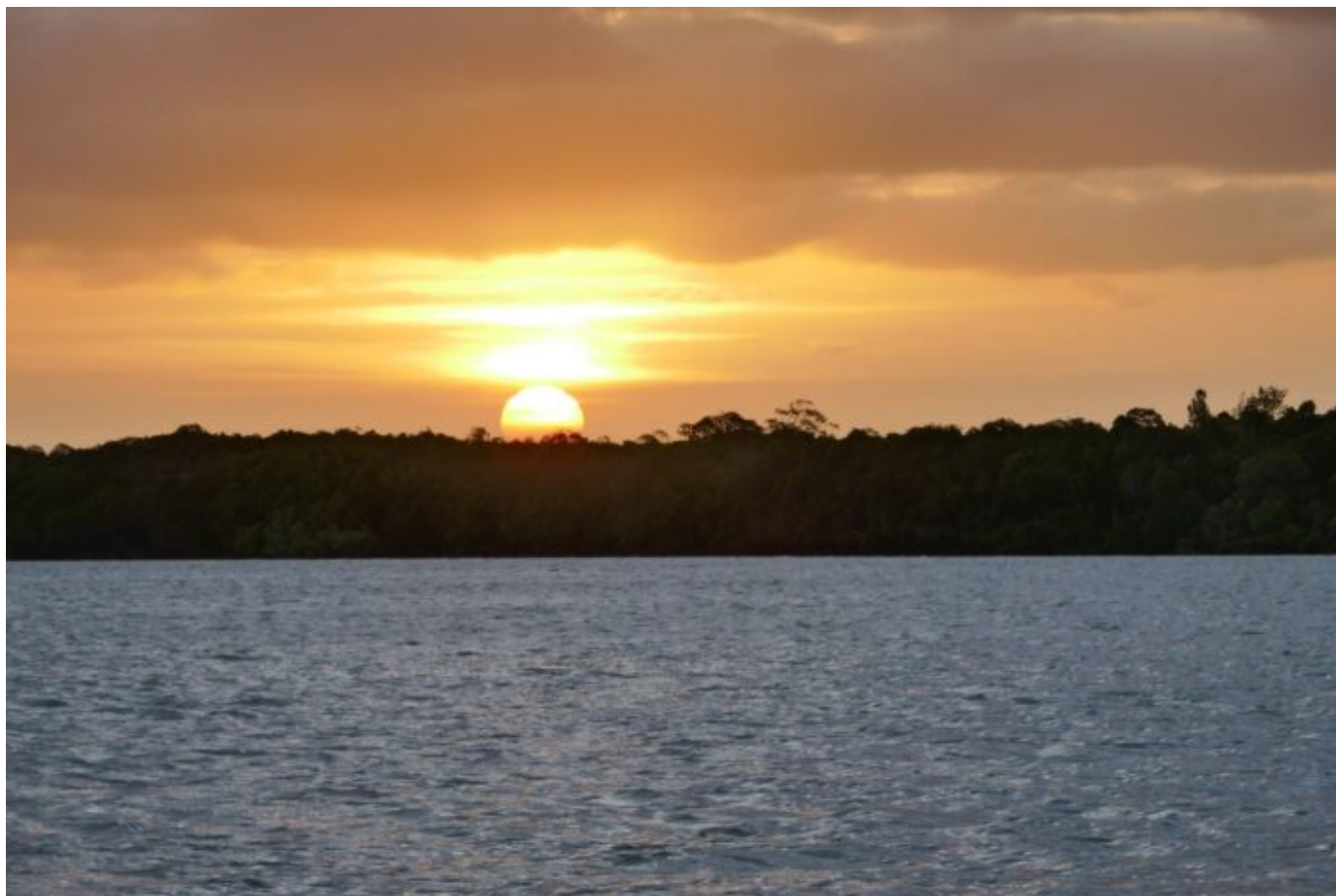
Two weeks out of Bundaberg, we stopped at Mackay to drop off Leigh and do some provisioning before heading out to the Whitsundays. There we enjoyed the snorkelling, hiking, and many protected anchorages. Further north, on Magnetic Island, there were some funky cafes, a nice hike to a WWII fort and, best of all, koalas dozing in the trees. After picking up new crew at Cairns, we pushed on to Lizard Island. Golden orchids and yellow kapok were in full and glorious bloom here and we saw several kinds of lizard on the walk up to Cook's Lookout. Next to the anchorage, there were jewel-coloured giant clams over a meter across. Many local cruisers tarry here for days or weeks, going out to the reef when conditions permit, but we contented ourselves with snorkelling the healthy and colourful coral gardens at Mermaid Beach. We had the grandeur of this rugged coast to ourselves from Lizard Island north to Thursday Island, where we would clear out of Australia and set sail for Indonesia.





Koala at Magnetic Island

There are some safety points to consider when cruising Australia's east coast. First, many of the coastal anchorages are barred river entries. Volunteer Marine Rescue is active all the way up the coast, with VHF reports on weather and bar conditions. Second, locals advised us to swim at offshore islands, in clear water only, as bull sharks and crocodiles favor murky water and estuaries. (At Escape River our crew sent up a drone and spotted a croc!) Third and last, we didn't do any off-trail exploring because early on, I narrowly avoided a snake. Was it actually an eastern brown or something harmless?



Sunset at Escape River

Despite those notes of caution, our experience on Australia's east coast was highly memorable and all too short. Aussie cruisers made us welcome at beaches and cafes along the way and I will never forget being welcomed to Percy Island like an old friend, by Fiona McCormick of ***Chance***, a 47-foot Lidgard. We learned that their classic season is to sail north after May, to the Whitsundays or Lizard Island, and then wait for the northerlies to return home in October. With excellent boating services and anchorages all along the coast, there's scope for many years of exciting sailing in magnificent surroundings. I'm so glad that circumstances detoured us to Australia's east coast. Next stop, Saumlaki, Indonesia.

## About The Author

### **Henk and Lisa Benckhuysen**

#### **Harlequin - Express 37 Sloop**

Since 2016, Lisa and Henk Benckhuysen have been sailing slowly westabout on Harlequin, a modified 1985 Express 37. Lisa is a Canadian educator and freelance writer whose articles have also appeared in Latitude 38 and Sailworld online magazines. At the time of writing, Harlequin is in Malaysia.



## Not for the Faint of Heart: Our Passage from Easter Island to Valdivia, Chile

<https://currents.bluewatercruising.org/articles/not-for-the-faint-of-heart-our-passage-from-easter-island-to-valdivia-chile/>



We had been nervous about the passage from Easter Island to mainland Chile for some time before the trip. While still in Ecuador, Dave brought up the fact that this passage would be challenging, because of the variable winds and the succession of lows that pass through the area. Little did we know just how difficult it would be. The challenges actually began before we even left Easter Island, as the anchorages there were untenable.

After one week spent at Easter Island, we decided to get out of dodge! During our short stay at Easter Island we fought terrible anchorages, spending the majority of our time circling the Island looking for sheltered waters. Even the town came with a surf landing. On Sept 11, 2023, we cut our visit short and prepared to check out for Valdivia, Chile. We radioed the Armada (Customs) and in Dave's Spanglish (a little Spanish and a little more English) we asked to check out. We were told to meet the Armada ashore at noon. We waited on shore for the Armada for 3 hours. Eventually, we called them on the radio to

inquire why they hadn't met us. After a confusing radio conversation (with our beginner Spanish), the Armada sent a police car to pick us up and drive us to their office. They finally gave us a *zarpe* (necessary paperwork to clear out of Easter Island) for Valdivia.

After checking out, we had a wild dinghy ride back to our boat, with a squall providing too much wind raining down upon us, and waves splashing continually over the dinghy.



An anchorage on Easter Island – just us and the big boys. Here's Mary, returned to *Synchronicity* after a rough dinghy ride to shore. Time to go!

Easter Island hadn't finished with us yet. We had one more go around with freeing our anchor from the bottom. In the large swell the chain had fouled on the rock and coral bottom, causing the boat to snub up hard. We had put a float on the anchor in hopes of ensuring that we could more easily free the anchor when the time came. While using the boat hook to snag the float, a large swell came through, burying the float below the water level. The boat rose up, the float stayed under, and the boat hook pulled the float out of Dave's hand. With these kinds of conditions, we feared that upping the anchor could tear our windlass off the boat. We had to work on the anchor for quite a while to free the chain. Pulling this way and that with huge swells snubbing the chain tight, we eventually got free and were able to recover the anchor. At 4:30 p.m. Monday, Sept 11, 2023, we upped our anchor and set sail for Chile.



We hired Commander Weather to provide forecasts for what we knew was going to be a somewhat challenging passage. What we didn't know was how challenging! Commander Weather's forecast said it looked good for four days with some weather late in the week to keep an eye on. We had three days of decent sailing with the wind on the beam and the sun out.

**Sun, Sep 24**1800: [200-220/18-25](#), gust/squall 30-40

Weather...More clouds than sunshine with a scattering of fast moving squally showers. SW-S seas building to 8-12 feet

**Mon, Sep 25**00: [190-210/18-26](#), gust/squall 35-4506: [190-210/20-27](#), gust/squall 35-4512: [200-180/18-26](#), gust/squall 30-40, estimating you near 36s/86 20w18: [190-210/16-22](#), gust/squall 28-36

Weather...Mix of clouds and sunshine. Scattering of squally showers will end during the evening. SW-S seas 8-12 feet, slowly falling and backing overnight

**Tue, Sep 26**00: [190-210/12-18](#)06: [200-220/ 8-16](#)12: [220-280/ 5-10](#), estimating you near 36 35s/84w18: [280-300/11-17](#)

Weather...Partly cloudy with SW-W seas 6-8 feet and maybe less

**Wed, Sep 27**00: [270-290/14-20](#), more wind speed to the S and SW06: [280-300/17-24](#), gusts 3012: [290-230/18-26](#), gust/squall 35-45, near 36 20s/82w18: [220-200/22-32](#), gusts/squalls 40-50

Weather...Rain and squalls likely morning. Scattered squally showers afternoon and night. W-SW-S seas building to 10-15 feet

A sample forecast from Commander Weather service.

Commander then told us to go south for a day to avoid a front. Wind came with the front right on the nose, so we sailed due south very slowly for a day. Eventually we turned back to be on course, and the wind was ahead of the beam. The second forecast from Commander Weather said that we would get 40 knots of wind. In that period, we had squalls with 40 knots, and other squalls with hail. The sky was without light, the hues turned from gray to black, adding to the dread we felt. Night was worse, with poor visibility and waves breaking over us. And the temperatures started to drop. Clothing layers were added.

Every day the squalls lined up like soldiers, ready to pummel us with their intense wind. We started looking at these weather bombs as constant weather, not squalls, since they hit one after another.

Our wind vane, Windy, was a solid and reliable third hand. When a small period of calm arrived, we tried to use the autopilot. It was acting up once again, even after bleeding it to remove any air. During this passage, our one-year-old wind generator blew up and quit working, so Dave tied it down. When the wind

lessened, Dave released the generator and then it blew up again. Once again, Dave tied it down. The next forecast from Commander called for gusts up to 50 knots. Commander said to go north to avoid a cold front, which would later have made us fight to get south to Valdivia. We ignored Commander's advice and held our course. Our daughter, Leah, was also providing weather info to us. She agreed that we should hold our course. That night we went through the front. Winds were high but they were on the stern and we were able to sail it. The next day we realized that we had gone through the front, and the weather opened up with winds finally looking favourable. Dave said it was a miracle. At times I was so worried and prayed that all would be well, and then twice we saw rainbows. Those rainbows were a sign that gave me reassurance we were going to be ok.

We relied on Starlink for internet as well as our InReach to chart our course. Once a day we turned on Starlink and heard from our family. It was a highlight to our day. Electronics are challenged in boat environments. Our iPad and iPhone started to act up due to the continual moisture. Neither wanted to charge. This was followed by a loss of internet and satellite for three days. We felt sick. Leah was used to hearing from us daily. She was our communications person. After Day 3, our Starlink and InReach miraculously started working again and we received an InReach message from Leah.

It said: "I decided I would wait a week before contacting the Chilean navy. I figured that would be as much time as you would want to spend in a liferaft." I bawled after reading her message. Guilt filled me that we were causing so much anguish to our family. And the harsh reality of what could happen sent shivers through my body.

For the most part, the waves were strong and crashed relentlessly into our hull. 15-footers smashed over the cabin top and dodger, hitting the hull hard numerous times. I often jumped when the hull was slammed by the water. The waves cascaded over the port side windows looking like thunderous waterfalls. They had no rhythm. Swells came in different directions which only added to the chaos. Movement was treacherous.





Our view from the port side windows.

September 18, 2023. We continued to beat into the weather. Commander Weather's forecast called for 45 knots that night. I burst into tears. I was terrified. I was plagued with the thought that I couldn't do this anymore. Well, that wasn't an option. So, I pulled up my big girl panties. I practiced taking deep breaths and reminded myself of my coach Pam's words, "You've got this." Honestly, there wasn't much I could do other than hang on and pray. We were sailing with the staysail and a small handkerchief of our jib out. Daughter Leah sent an email with a quote from David Levithan: "There are all these moments you think you won't survive and then you survive." There was some solace knowing our family was at home in Vancouver rooting for us.

That night winds were as high as 40 knots. Dave crawled up to the bow and took the staysail down, replacing it with the tiny storm staysail. We put the drop boards in and relied on the AIS to watch for shipping during our watches, with occasional popping our heads over the boards to check for traffic. Fortunately, there were no ships in the area. We weren't even halfway to Valdivia.

Then at one point our rigging came loose – the Cap shroud. Thankfully, Dave spotted that it was slack on the leeward side. It kept unwinding itself, so he put a wrench on it and taped it to the lifeline. We could have lost the rig, but thankfully Dave caught it in time.

With all the water coming over our boat we found leaks everywhere. The worst was the port side where the stanchion leaked – the butyl tape had failed. Prior to leaving Canada, we re-bedded all our stanchions, changing from 5200 sealant to butyl tape. We learned too late that in the extreme Mexican heat, the butyl tape melted and started to squeeze out of the stanchions. Now that we were back in cooler waters, the seals were gone. Salt water poured in behind the stove, through a locker, and onto the floor. I was sponging up puddles three times an hour. It was very disconcerting. Thankfully, the bilge pumps kept up and our sponging helped. I hate to think what could have happened if the bilge pumps had broken down.

The leaks were everywhere. Leaks in the aft cabin caused our bedding to get wet. I made hammocks of plastic and wrapped our soggy mattress in plastic so we could still sleep there when off watch. Unfortunately, that didn't last as the water seeped in again. We were down to a couple of small, dry blankets that we used on the port side of the boat on our curved settee. Sometimes we slept laying down, sometimes sitting up. Sometimes the motion was so violent we couldn't sleep at all.



Dave and Mary, taking turns sleeping in the last available dry spot.

We discovered that the port side aft cabin locker where I stored all the eggs also leaked; the shelves were wet for the whole trip. A ceiling leak in the galley almost took out the light. Fortunately, Dave spotted the light filled with water, and got it drained before the light burned out. The light under our dodger turned itself on because it was full of water. That light was discovered too late to save. It seemed at times that



everywhere you looked, water was leaking into the boat.

At one point, the motion was so bad and the leaks were everywhere. I turned to Dave and asked him if we were going to die. I didn't really think we were going to, but it had crossed my mind and I needed to hear him say no. He turned to me, and with a big hug said no, we would be ok. Somehow, that was a little reassuring. Dave offered the option of turning around and heading back to Ecuador. I looked at him incredulously. I said no way were we going all that way back! Miraculously, even though the motion was the worst we have encountered, I never once got seasick – and I didn't even take seasick medicine. I even managed to cook most days. Instant noodles became our go-to lunch. At one point the stove stuck under full gimbal. That was a first. A few of the day's meals were eaten cold as it was too dangerous to cook.



Our stove, gimballed to the max, and refusing to right itself!

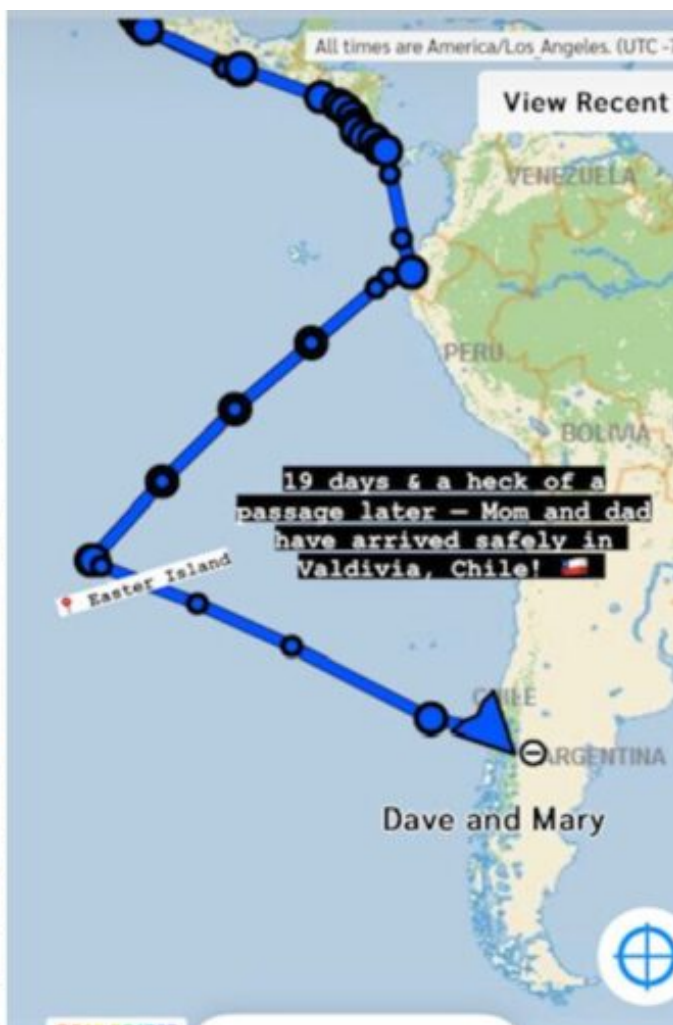
We stuck to our three-hour watches. Three hours on, three hours off. The motion (yes, worth repeating again) on *Synchronicity* was excessive, on-going, and relentless. In over 30 years of sailing (including a world circumnavigation), we have never seen motion like this. No matter what you did, you had to hold on. I gripped so hard to stay upright that I ended up with blisters and then callouses on my hands. No movement could be made without a tight grip on a hand hold, and a plan for where to grasp next. Going to the head required gymnastics, balance, and sheer strength just to hold on as the boat plunged. Plus patience, as I would inch along to get to the head and strip off my pants. I've often thought that in these

conditions, a tail could be very useful.

My body ached from bracing myself when doing any movement. One night as I opened our aft cabin door, a large wave hit. Before I knew what was happening, I came flying out the door and was thrown 6 feet across to the galley, hitting my head on our stove and sliding to the floor. I sat on the wet floor taking stock of my body and hoping nothing was broken. Tears streamed down my face. My shoulder hurt, the back of my head had a bump, my thigh and back were bruised. Thankfully, nothing was broken, except maybe my pride.

For almost the whole trip, we had a triple reefed main and storm staysail. At times we could unfurl a little of the genoa to help with the speed. During the worst of it, we sailed with a tiny handkerchief of a storm staysail. The winds pushed us north. Then came one more miracle. As we approached the Chilean coast, the skies slowly lightened and the sun peaked out. The wind clocked, and we were able to sail directly to Valdivia, with a couple of better sailing days bringing us to our destination.

When we finally arrived, Dave said that this passage was more of a challenge than he ever thought it would be. Yet we made it after 19 mostly terrifying days. These 19 days brought us closer as a couple and as a team.



Smiles all around as we arrive safely in Valdivia, Chile.

Oh and our wind generator...we sent it back to the manufacturer. They said that they had never seen anything like it. In the manufacturer's words, the wind generator had suffered "catastrophic failure". I wonder what the winds really were at times. Maybe it is better that we don't know. I think we are done with long passages in the variables for a while...

## **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.

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## Gadgets – and Other Little Things

<https://currents.bluewatercruising.org/articles/gadgets-and-other-little-things/>



Sailing enthusiasts and bluewater cruisers know that having the right gadgets on board can make a world of difference in both convenience and safety. Whether you're sailing solo or with a crew, these gadgets can enhance your sailing experience and make life aboard easier and more comfortable. In this article, we'll review 11 essential, nice-to-have, and/or non-essential gadgets that we believe every sailor should consider having on their vessel. These are subjective picks: we have these items on board ***Fortitude X***, and they have proven valuable throughout the last three liveaboard seasons. Our boat and her crew are currently cruising in the Sea of Cortez.

### **Fluke 325 Clamp Meter with Frequency, Temperature, and Capacitance Measurements, \$420\***

A clamp meter is not a gadget but a must-have; there are some days we use it multiple times. This meter is an indispensable tool for long-distance sailors, serving critical roles in both AC (Alternating Current) and DC (Direct Current) electrical systems aboard a vessel.

In AC systems, the meter accurately measures current flow through wires without the need to interrupt the circuit, making it easier to assess power usage and diagnose potential issues, like overloaded circuits or faulty appliances. For DC systems, such as those found in battery banks, clamp meters help monitor battery health, ensuring that there is sufficient power for navigation and equipment.

A clamp meter helps with troubleshooting because it can pinpoint the source of electrical problems, like short circuits or loose connections. Its non-contact capability also minimizes safety risks in wet or unstable conditions at sea. Its versatility, safety features, and reliability make it an essential tool for ensuring that electrical systems remain operational and safe on long-distance voyages.

### **Rangefinder, AOFAR HX-700N, \$97**

This gadget was previously recommended by fellow BCA member and veteran cruiser, Rob Murray. A rangefinder enhances both convenience and safety during a voyage. This tool can play a crucial role in determining the distance between the boat and nearby objects, helping sailors navigate coastal waters with precision. By accurately measuring distances to shorelines, other vessels, or potential obstacles, it allows sailors to make informed decisions, avoid collisions, and chart the safest course. Anchoring in small or crowded bays is much easier when you can use the rangefinder to measure distances to other boats and to the shore. This is what we mostly use it for.



Fluke 325 Clamp Meter and AOFAR Rangefinder

## **Duxtop Portable Induction Cooktop (1800W), \$88**

As a liveaboard, it is sometimes very inconvenient to get to a propane tank filling station, whereas many marinas provide access to shore power as part of their mooring fees. An electric induction cooktop can be plugged into marina power, allowing you to cook without depleting your onboard propane resources. This convenience is especially appreciated when you have access to shore power for extended periods. Be aware that the induction cooker requires compatible cookware, typically made of ferrous materials like cast iron or stainless steel. Ensure you have the right pots and pans on board before you purchase a cooktop.

## **Portable Compact Countertop Automatic Ice Maker, \$179**

While not a necessity, an ice maker offers undeniable convenience onboard. It enhances life on the water by providing a consistent source of ice cubes and removing the need to purchase bags of ice or manually refill ice trays. This not only saves time and effort, but also ensures that you always have ice readily available for refreshing beverages and to preserve perishables. While it does come with a power requirement for the electrical converter, we find that the benefits it brings in terms of convenience – especially during hot weather or remote travels – makes an ice maker a valuable addition for those who prioritize comfort and efficiency in their adventures.

## **Manual Coffee Grinder, \$436**

A manual coffee grinder offers a multitude of advantages for coffee enthusiasts. First, it is an Eco-friendly choice: it requires no electricity, contributes to power-saving onboard, and reduces your carbon footprint. Additionally, the manual process allows for precise control over grind size, ensuring a consistent and tailored coffee experience – and don't underestimate the workout for your biceps. This particular grinder has 48mm Swiss Conical Steel Burrs to ensure a perfect grind. A grinder also preserves the freshness and aroma of the coffee beans, as grinding just before brewing prevents oxidation and flavor loss. The result is a cup of coffee bursting with intense flavors and enticing aromas, far superior to pre-ground alternatives. Manual coffee grinders enhance both your environmental consciousness and your morning coffee ritual – provided you are a coffee snob, like we are. This model (Lido 3 Manual Coffee Grinder) comes with a Neoprene Travel Case which is convenient for storage.





A few of our galley essentials – an induction cooktop, a countertop ice maker, and a manual coffee grinder

## **Advanced Elements Solar Shower, \$47**

A solar shower is a practical gadget for staying clean and refreshed during extended sailing trips. Its simplicity, cost-effectiveness, and Eco-friendly nature make it a valuable addition to any sailor's equipment list. By harnessing the power of the sun, you can enjoy warm showers wherever your adventures take you, while reducing your impact on the boat's power consumption and on the planet. On *Fortitude X*, we used a few models before ending up with this one. It is more expensive than other models, but it appears to be more durable.

## **Cockpit Carpet: vinyl loop unbacked matting, approx. \$7 per sq ft**

Beyond aesthetics, a cockpit carpet has several practical advantages. It provides a comfortable and long-lasting surface for your cockpit space, prevents carabiners and other gear from damaging the deck, and helps keep your cockpit clean by allowing dust and dirt to pass through it. A cushy carpet offers unparalleled comfort, both by reducing foot fatigue and discomfort during prolonged standing at the wheel, and by minimizing noise transfer to the cabin below, where other crew members may be sleeping.

When it comes to cockpit carpets, it's not just about aesthetics, it's about enhancing comfort, longevity, and functionality. The vinyl loop product that we have chosen comes in different color choices and is made with UV resistant material.



A few luxury items to make your voyage more comfortable – a solar shower, and vinyl loop cockpit carpet

## **HP Office Jet 250 All-in-one Printer, \$499**

For cruising sailboats that require a reliable onboard printing solution, a portable printer with a lithium battery and USB charger can be a game-changer. This versatile device allows sailors to print, scan and copy essential documents such as passports, visas, and boat registration papers, while anchored in remote destinations, or during check-in and check-out processes in foreign countries.

With the cost of printing in marinas or onshore facilities, having your own printer is a cost-effective choice. It eliminates the need to hunt for printing services, saving both time and money. The USB charger ensures that the printer remains available for use even when sailing for extended periods, so that important documents are always accessible.

The compact size of this printer makes it ideal for limited onboard space. It is compatible with various



paper types – including water-resistant options – ensuring that your documents remain intact even in challenging maritime conditions. In the long run, an ink printer with USB charger proves to be an invaluable tool for cruising sailboats, offering convenience, cost savings, and peace of mind during international travel.

### **Apple Pen (2nd Generation), \$169**

On a sailboat, the Apple Pen proves invaluable for reducing paper clutter and streamlining tasks. You can effortlessly sign and annotate digital documents on your Apple devices, eliminating the need for printing and scanning documents. This Eco-conscious choice not only simplifies your sailing experience but also contributes to a greener, more sustainable voyage.



Important tools for your sailboat's office

### **Beachmaster Dinghy Wheels, \$427**

Dinghy wheels are a must for long distance cruising. The wheels allow you to bring the dinghy onto the beach and back into the water with minimal effort. We like the Beachmaster wheels because they easily lift up out of the water to self-lock when upright, and drop down and click into the auto-locking position

for recovery from the water. They are available in either a fixed-installation, or a removable mount version. The crew on *Fortitude X* opted for the removable option so that we can remove the wheels for seasonal storage. This option also makes it easier when you need to change a tube or tire.

## Self-Priming Hand Pump, \$87

A self-priming hand pump is a versatile and reliable tool designed to efficiently transfer a variety of liquids, including oils, fuel, and water. A high-quality pump will have corrosion-resistant components and will be built to withstand exposure to water, salt, and other harsh marine conditions. This type of pump is very portable and can be used where power sources may be limited or unavailable.



Tools to make your sailing life easier: dinghy wheels and a self-priming manual pump

This selection of items is based on our personal sailing experiences. We understand that we all travel differently, with distinct needs and desires, but hope you find some of these ideas useful.

*\*Editor's Note: All prices are in Canadian Dollars and were current at time of writing (November 2023).*

## About The Author



**Torsten Schulz****Fortitude X - Beneteau 423 Sloop**

Torsten was first introduced to sailing in Germany, cruising on a friend's Dehler 39. Moving to Edmonton in 2000, he and his wife Stefanie bought a 26' MacGregor to get their feet wet on Lake Wabamun while also taking ocean sailing classes on the west coast. They chartered boats in the PNW and continued sailing while living in Melbourne, Australia. Torsten participated in several races in preparation for the Vic-Maui race after their return to Canada in 2016. The couple circumnavigated VI in 2021 and left Victoria in August 2022, sailing south. Fortitude X is currently cruising in the Sea of Cortez, heading for Panama later in the season.

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## BCA Annual General Meeting: Another Milestone!

<https://currents.bluewatercruising.org/articles/bca-annual-general-meeting-another-milestone/>



Each year, BCA holds an Annual General Meeting (AGM) in accordance with [BCA Bylaws](#) and to meet the requirements of the BC Societies Act. This is a very important milestone, as it keeps our status as a non-profit society active, in accordance with the wishes of our founders and our members.

The 2023 AGM, held on December 6, 2023, was once again an online video meeting, which made it easy to attend and participate. Since our bylaws require 10% of voting members to attend in order to achieve quorum, and since our membership is widely distributed geographically, meeting online is an excellent option. All members in good standing have voting privileges and are eligible to participate in the AGM.



Thank you to everyone who made time to attend the meeting or to send in their proxy votes.

## **Business of the AGM**

This year's AGM business was short and sweet. There were no special resolutions to vote on, so the main business was accepting the [Minutes of 2022 AGM](#) and accepting the [2022-2023 Financial Statements](#), both of which had been provided in advance to the membership for review. Both were accepted as presented.

Our Commodore, David Mitchell, provided a brief update on the status of the 2023-2025 BCA Strategic Plan. The Board of Directors and Chapter Watchkeepers have spent time and energy working on refinements through 2023, and the next step is to roll this out to the wider membership at large in the coming weeks and months.

## **Board Elections**

Of course, an important outcome of the AGM is the election of the 2024 Board of Directors. We are fortunate this year in that our existing Board members agreed to stand for re-election, and each was acclaimed to their position by the attending members at the AGM. Please welcome back:

### **BCA Commodore: David Mitchell**

This will be David's fourth year as Commodore, having previously served as Vancouver Island Vice Commodore. While he has enjoyed leading BCA as Commodore, and we have appreciated his leadership very much, he is looking forward to moving into the prestigious Past Commodore role. We will be actively looking for a new Commodore for 2025 and are keen to talk to any members interested in this important and well supported position.

### **BCA Vice Commodore: Ralph Lapp**

This is Ralph's second year as Vice Commodore. In 2023, he also took on the role of Board support for the VICE (Vancouver Island Cruising Experience) and is a welcome addition to Board discussions.

### **BCA Treasurer: Darryl Lapaire**

Darryl has been Treasurer since 2022, and has proven to be a conscientious and effective manager of our overall finances. Working with the Chapter Treasurers, he helps guide the overall financial activities in a way that meets BCA's goals and strategies. In 2024, Darryl will lead some important activities to review and solidify the financial processes and governance across BCA. Thank you, Darryl, for the great work you have done and are continuing to do for us.

### **BCA Secretary: Dee Logan**

Like Darryl, Dee joined the Board in 2022. As Board Secretary, Dee manages the agenda and minutes of

the AGM and Board meetings, and takes care of the important actions needed to maintain our legal status as a non-profit association. In 2023, Dee was instrumental in pulling together an even better picture of our board activities and the status of our membership numbers. We are very happy that she has agreed to continue as Board Secretary and look forward to the continuation of her work.

## **Past Commodore: Leslie Hansen**

The Past Commodore is an ex-officio (non-voting) member of the Board of Directors, an important position that provides continuity between incoming and outgoing boards, and helps support and inform board decisions. In addition, the Past Commodore manages the BCA Awards process each year.

Since joining the Board as BCA Vice Commodore in 2016, Leslie has served in both Commodore and Past Commodore positions. She is looking forward to helping find a new Commodore and assisting David in his transition to Past Commodore.

## **Chapter Vice Commodores**

The three Chapter Vice Commodores are voting members of the Board of Directors, who are elected by their respective Chapter membership at a Chapter meeting prior to the AGM, and presented to the membership at large during the AGM. Each Chapter Vice Commodore provides support to their respective Chapter watchkeepers, as the Watch plans activities throughout the year for the Chapter membership – from Club nights, to Rendezvous, to education courses, and more. The Chapter Vice Commodore also works with other members of the Board of Directors to identify any issues or opportunities that might affect the Chapter, its watchkeepers, or its members. We are pleased that all three Chapter Vice Commodores have agreed to return and have been re-elected by their respective Chapters.

## **Vancouver Vice Commodore: Don Hutchison**

Don Hutchison became Vancouver Vice-Commodore in 2022. Since then, he has provided the Vancouver Watch with strong support for the many projects they undertake, including all the Chapter member activities, as well as the Vancouver International Boat Show participation, The August Rendezvous, and the Ocean Cruising Adventure series (OCA) that is run from time to time. In addition, Don has taken the lead on some significant and successful projects such as the RFP to find a new supplier for our BCA burgees.

## **Vancouver Island Vice Commodore: Scott Crawshaw**

Scott Crawshaw returns as Vancouver Island Vice-Commodore, having held that role since 2021. In addition to his support of both the Vancouver Island South and Mid-Island BCA Groups, Scott is also a strong champion of the BCA Mentorship Program, as well as working with the Education Watchkeepers across all chapters on joint initiatives.

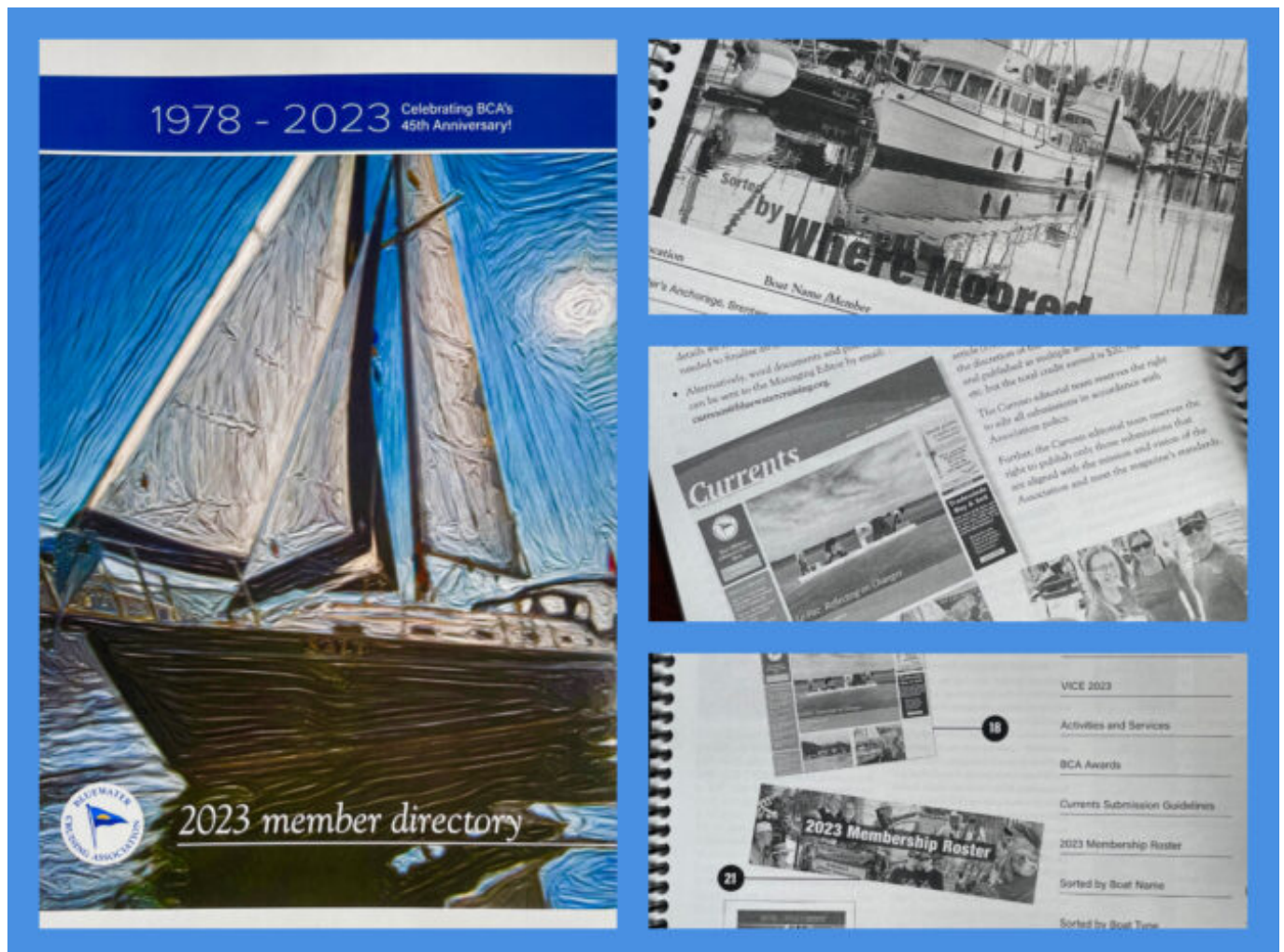
## **Calgary Vice Commodore: John Kortbeek**

John Kortbeek has been Calgary Vice Commodore and a welcome member of the BCA Board since 2020. In addition to the much respected leadership he gives the Calgary Chapter and Watch, he provided invaluable expertise during the years BCA was dealing with COVID and its impacts. We look forward to his continuing contributions in the coming year, as he also furthers his own bluewater adventures on *Bear North* (check out his travels on the [BCA Fleet Map](#)).

Thank you to all three Chapter Vice-Commodores for the work you do for your Chapter membership, your watchkeepers, and for BCA as a whole. Your energy and optimism are invaluable, and I look forward to seeing the Chapter activity updates I hear you have promised to write for Currents!

## Other AGM Highlights

The AGM also allows us to catch a glimpse into some of the many teams that underlie the services and events that BCA provides to its members. I would like to highlight two of them:



The 2023 BCA Member Directory

## The BCA Member Directory

The Directory is an incredible resource for BCA members that takes months to produce. From the initial



data scrubbing to extracting and validating member data, from coordinating advertisers to the delivery of the final printed document, a small and dedicated team works tirelessly, and achieves stellar results each year.

On behalf of all BCA members, a heartfelt “Thank You” to the Directory Team: Donna Sassaman, Rhonda Schuller, Jennifer Handley, Cathy Norrie, Sally Holland, Guylain Roy-Machabée, Nello Angerilli, and Linda Mitsui.

## **Currents**

Before 2015, Currents was a monthly printed digest much beloved by BCA members. In 2015, a decision was made to move it online, and today Currents has over 1300 online subscribers around the world. Collecting and publishing the articles for Currents also takes a strong and dedicated team and we extend a warm thank you to: our publisher and technical support Nick Ward; outgoing Managing Editor, Rosario Passos and incoming Managing Editor, Barb Peck; editors, Jennifer Handley, Glenda McDonald, Karina McQueen and Ann Lange; proofreader, Sally Holland; Currents Credit support, Rudy Witt.

Huge thanks also to Danielle Tate-Stratton and Jennifer Handley, who stepped up while Rosario was travelling, to ensure that the photo contest was a success again this year! Winners were announced in December and will each receive a \$10 Currents credit toward their membership.

If you are interested in joining the Currents team as an editor or proofreader, send an email to [Currents@bluewatercruising.org](mailto:Currents@bluewatercruising.org). If you are interested in writing an article...what's keeping you! Join the merry band of Currents contributors and earn credits toward your membership!



Currents photo contest winners, 2023

## Thank You! And See You in December...

And finally, thank you again to everyone who helped make the 2023 AGM a success, specifically Heather Marshall, John Oliver, Al Kitchen and Amanda Lance, our BCA Administrator. We are grateful for your ongoing technical and administrative support.

If you were not able to attend the 2023 AGM, I really hope you can join us this year. The AGM is usually held the first or second week of December.

## About The Author

### Leslie Hansen

Saracen - Martin 32

Leslie's background has many water adventures, sailing and paddling small boats and kayaking in places like Haida Gwaii. After meeting Don on the water in a kayak taking surfing lessons, they found a common interest in sailing and bought Saracen, a Martin 32. They have been following Plan A since the

beginning: leave when the boat is ready, sail north, turn around before the fog. So far Plan A has gotten them to Glacier Bay Alaska, Haida Gwaii and the truly lovely BC mid coast. Leslie has been a member of the BCA Board since 2016 and is currently Past Commodore.

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## The Pastry Bag - Beyond the Galley

<https://currents.bluewatercruising.org/articles/the-pastry-bag-beyond-the-galley/>



We had to repair a fiberglass water tank, and wanted a syringe to squirt the repair fiberglass goop into the crack we needed to seal. Syringes are handy for that sort of thing, but we were out of stock, and the nearest pharmacy where we might get one was a couple of hours round trip – time we didn't want to spend acquiring one.

Our solution was to use a heavy duty zip lock bag as a sort of 'pastry bag', mixing our fiberglass paste in the bag and cutting a nick off of one corner, allowing us to squeeze the mixture out the little nick into the cracks that needed filling, with good control.

As a bonus, mixing the fiberglass resin, hardener and filler in the bag was easy and there was less smell as the resins were contained!

### About The Author

**Rob Murray**

**Avant - Beneteau First 435 Sloop**

Rob Murray and Debra Zhou are doers currently on the Caribbean coast of Panama aboard Avant, their Beneteau First 435.

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## Going Offshore in 2024? Don't Forget to Apply for Your Leaver Package

<https://currents.bluewatercruising.org/news/going-offshore-in-2024-dont-forget-to-apply-for-your-leaver-package/>



Not only are Vancouver Fleet members busy preparing themselves and their boats for offshore, but a small committee within that group is researching, sourcing and assembling “leaver” packages for BCA members who plan to cast off their lines in 2024. This package is a farewell presentation from BCA given to all members in good standing who are leaving for offshore, no matter where they plan to leave from. Please note that leavers do not have to be a member of a Fleet Group in order to apply.

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

- Boat name
- Skipper and crew names



- Call signs
- MMSI
- Leaving date
- Date/location for presentation, ie May Rendezvous, August Rendezvous, June BBQ, Club Night
- Offshore/cruising email address

Deadline for the leaver package application is **April 30, 2024**, but the committee would prefer to receive your application sooner rather than later. 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

### Jennifer Handley

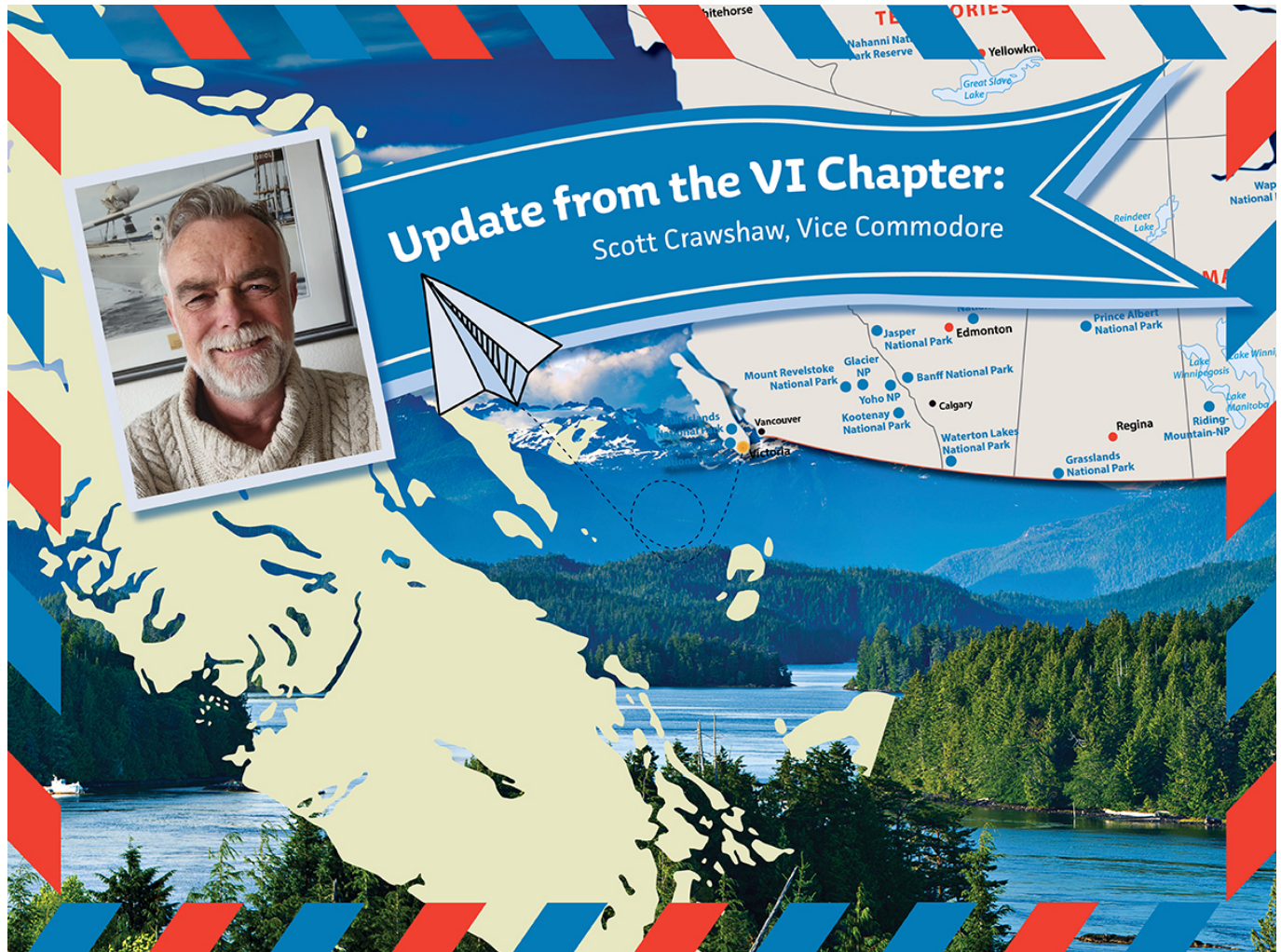
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Jennifer and her husband, Campbell Good, sailed Camdeboo to the South Pacific in 2006 with their two daughters, a niece, nephew and Jennifer's brother. By the time Camdeboo returned to Victoria in 2011, she had 25,000nm under her keel, visited 14 countries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

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## An Update From the Islands and Inlets

<https://currents.bluewatercruising.org/news/an-update-from-the-islands-and-inlets/>



It has been a great season so far, with in-person attendance at Club Nights in the mid-thirties and online attendance at around fifteen computers and other devices. The end of 2023 included a pot-luck dinner at the Nanaimo Yacht Club for the Mid-Island group, and a casual appies social and awards night at RVYC. The New Year began with a fantastic presentation by Cresswell Walker and Irena Chmielowicz entitled “The Longest Goodbye”, followed by another on February 20: “[Sailing to Haida Gwaii](#)” by Glen Wilson and Cheryl Crowther.

Looking ahead, there are two club nights on the island in March: Tuesday, March 19 is in Victoria “[The Race to Alaska \(R2AK\) with Team Ship of Fools](#)” presented by Kevin Greenwood, and VI Mid-Island welcomes Cresswell Walker and Irena Chmielowicz on March 21 with their presentation “[Small Boat to Alaska](#)”.

Our Fleet and Weather groups continue to meet regularly, and we invite anyone interested from the Vancouver Island and Calgary Chapters to join. If you are hoping to go offshore within the next couple of years and this is of interest to you, please contact Campbell Good, [VI Fleet Coordinator](#).



VI Chapter activities include club nights, special events, Christmas potlucks and socials, education courses and a Fleet program.

We have several education sessions coming up and the best place to find out information about the upcoming schedule is on the [BCA website calendar](#) (banner on the far right on the website home page). The list of courses is also displayed during Club Nights. Course subjects for the next couple of months include Inflatable Dinghy Selection and Repair, Tides and Currents, Inside Passage Weather Strategies, and Basic Marine Radar. We will be sending out emails with sign-up details.

Longer term: Mark your calendars for the BCA May Rendezvous, the first of BCA's three official on-the-water rendezvous of the year. This year VI will host BCA at [Telegraph Harbour Marina](#) on Thetis Island, May 18-20 and we are looking forward to seeing you out on the water. Next is the VI June BBQ, which is being planned for Tuesday, June 11 at the Canadian Forces Base "Gunroom". More details on each of these events to come.

In the meantime, I encourage you to come out to the Club Nights if you can. We would enjoy meeting you in person and it is also a great opportunity to meet with the presenter(s) and other sailors to help meet our dreams of cruising. If you are interested in volunteering in any capacity, from helping out with an activity to being on the Watch, please get in touch with [me](#) or any of the Watchkeepers. For your information, we need a Membership Coordinator for VI.

Sail safe.

Yours aye,



Scott Crawshaw  
Vancouver Island Vice Commodore

## **About The Author**

### **Scott Crawshaw**

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Scott and Sonia have been members of BCA since 2001. They went offshore from 2002-2006 with their two daughters, Alexandria and Katrina. Scott is currently the Vice Commodore for the VI

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## Vancouver Island Fleet Report - January 2024

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-january-2024/>

[BOAT](#)[MARINE INDUSTRY](#)[LIFESTYLE](#)[BUSINESS](#)[CLAIMS](#)[CONTACT](#)

Everything you ever wanted to know about offshore insurance but were afraid to ask was asked at January's VI Fleet meeting. And Sean Thompson of [Dolphin Insurance](#) had it covered.

With detailed tips on how to get the right coverage for your specific cruising needs, Sean detailed options for worldwide coverage or region-specific plans for the Med and Caribbean. He explained common terms and exclusions, and provided tips on how to help your insurance agent get you the best quote.

While each cruising situation and vessel is unique, there are some common takeaways:

- Canadian-flagged vessels need to arrange insurance through a Canadian broker.
- Best rates go to owners with strong sailing resumes, and it doesn't have to be just as an owner. Prepare your resume including a detailed charter and crewing history, courses and certifications and any other relevant boating experience.
- Include a detailed cruising itinerary. While you might not know every port of call, providing as much routing and timing info as you can at the time of quoting will help demonstrate your plans to reduce risk.
- Let your broker know if you have a caretaker looking after your boat while you are away from far-flung marinas.
- Consider a Liability Only policy if you don't want coverage for your boat.
- And most important of all, don't forget to ask for your BCA discount.

A Fleet Rendezvous is planned for April at Port Browning Marina. Further information to come.

The weather group met again via Zoom with Max checking in from dry land this time but in the midst of

the Vancouver International Boat Show. We had excellent presentations on waves and swell and another on voyage planning. The team was briefed on their next virtual passage which runs from Hawaii to California.

The next Fleet meeting is Wednesday, February 21 when BCA lifetime member and master welder Chris Stask will explain the intricacies of the metals we find on and in our vessels, how to care for them and the critical signs that signal necessary repair.

## **About The Author**

### **Campbell Good and Bill Eisenhower, VI Fleet Coordinators**

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Campbell has extensive offshore experience, sailing to the South Pacific in 2006, returning to Victoria in 2011, aboard his previous boat CAMDEBOO. He has since crewed for and/or mentored other BCA members in the Mediterranean, Mexico and most recently from Victoria to Cabo San Lucas MX. A BCA member since 2003, Campbell became VI Fleet co-coordinator in September 2023.

A BCA member since 2012, Bill Eisenhower and his family took one year off to sail in the Mediterranean in 2013-2014. He has since been back to Med or another season and plans to return again in Spring 2024.

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## Vancouver Fleet Report - January 2024

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-january-2024/>



The Fleet program for January was a meeting aboard *Endless Song* at the Vancouver International Boat Show hosted by owners Darrell and David Farrow.

David reported a great turnout, with 18 folk aboard at one point. It was cozy, but not overpacked. There was a great interchange among current voyagers and dreamers and planners, and a brief address by BCA Commodore, David Mitchell, was well received.

The February 27 Fleet meeting will feature Gary Peacock and Karina McQueen (*Sea Rover II*) about their voyage to Chile and Patagonia, and the March 26 meeting will feature Denis Heinrichs and Rosario Passos (*Counting Stars*) on their recent Baja Ha-Ha passage.

All BCA members have received a request for information re offshore packages. If you are planning to leave this year send your information to [Cam McLean](#). The deadline to apply is April 30.

### About The Author

**Cameron McLean, Vancouver Fleet Coordinator**

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Cam McLean has been a BCA member since 1987, cruised offshore, and has served as the Vancouver Fleet Coordinator for many years.

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## Vancouver Hybrid Club Night - A BCA Love Boat?

<https://currents.bluewatercruising.org/events/vancouver-hybrid-club-night-a-bca-love-boat/>



BCA's February club night happens to fall on the 14th, also known as Valentine's Day. In keeping with the spirit of the occasion, we have put together a panel of 3-4 BCA couples who have sailed together offshore, lived to tell the tale, are willing to answer sordid questions about it, and won't hold BCA responsible for any couple's counselling bills that may arise from their participation.

We will attempt to explore the differences in perspectives that different people, on the same boat, can have, as well as how couples handle the different stresses that go with being in such a small space together, or how they work as a team. How are boat jobs divided, watch schedules determined, disputes and stressful situations resolved, especially because one often cannot get off of the boat and away from



each other?\*

So on Valentines Day set a course for fun and adventure aboard the BCA Love Boat! See you then.

\* *Liability disclaimer: Resolving disputes in the manner captured in Eileen Quinn's song, [If I Killed the Captain](#), is not endorsed by BCA as an appropriate conflict resolution technique.*

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

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## Hybrid Meeting Format

### In-Person Attendees:

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

### Virtual Attendees:

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

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

*Image credit: Katawoot – stock.adobe.com; used under licence.*

## 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.

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## VI South Hybrid Club Night - Sailing to Haida Gwaii

<https://currents.bluewatercruising.org/events/vi-south-hybrid-club-night-sailing-to-haida-gwaii/>



Together, Glen Wilson and Cheryl Crowther sailed to Haida Gwaii in the summer of 2023, exploring the coast along the way. They had a wonderful adventure and loved the experience. There were unexpected boat repairs, a couple of docking misadventures, some amazing anchorages and a couple of long passages.

Starting out from Victoria in late May, they travelled north through Seymour Narrows and Johnston Strait. They took some time in the Broughton Archipelago and travelled north along the mainland coast before traversing Cape Caution. They took time to explore the north coast with its many islands and fiords before crossing to Haida Gwaii. They explored Graham Island by car from Queen Charlotte City to Old Massett before venturing south through Gwaii Haanas. From Anthony Island, at the south end of Haida Gwaii, they crossed to Goletas Channel and travelled south to Victoria.

They look forward to sharing their adventures with you.

### Presenter



Glen has been a member of BCA for 18 years and has served on the VI Watch in several positions, including Vice Commodore. He spent time sailing his own boat in the Mediterranean and then completed a circumnavigation. Glen has been a locally based sailor for 40 years. Cheryl is relatively new to sailing, but she is an accomplished boater, having travelled extensively in local waters and travelled to Alaska twice.

[Note: Payment is now required for virtual attendance via Zoom – see below](#)

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## **Hybrid Meeting Format: February 20, 2024**

### **In-Person Attendees:**

- Doors open at 7:00 and meeting starts at 7:30pm with presentation to immediately follow
- Cost: \$5/Members, \$10/Non-Members

### **Virtual Attendees:**

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

***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 VI Chapter is unable to deliver the Club Night via Zoom. The Zoom room opens at 7 for social time, with the meeting at 7:30 and presentation immediately to follow.*

## VI Mid-Island Club Night - PAN PAN... PAN PAN

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-pan-pan-pan-pan/>



Join BCA member Jeanne LeBlanc as she shares her insights and strategies for coping with disaster at sea.

Dr. LeBlanc and her husband have been sailing and cruising for decades aboard their boat ***Lucky Dog***. In April of 2023, they experienced their entire rudder snapping off in the middle of the Pacific Ocean as they crossed from Mexico to the Marquesas, ultimately necessitating their rescue by a following cruiser

enroute to Hiva Oa. Weeks later they sailed hundreds of miles with a hired boat and captain to successfully find and rescue ***Lucky Dog***, install a newly built emergency rudder, and sail her back through big seas and dangerous conditions 19 days later.

The presentation will discuss immediate and later psychological impacts of this type of large-scale event in order to help sailors understand what are the normal and expected emotional responses to disasters at sea, the cognitive and practical implications—both immediately and longer term—as well as various methods to help optimize coping and effectiveness throughout. Finally, tips for supporting your fellow cruisers who have experienced devastating events will be provided, to help us all continue to be the supportive community we aspire to be.

BCA members and non-members are all welcome to this VI Mid-Island club night; please note it will not be available via Zoom. Doors open at 7:00pm and the presentation will begin at 7:45pm. Bar will be open – come early to enjoy conversation and camaraderie.

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## Calgary Hybrid Club Night - Sailing to Mexico the Long Way

<https://currents.bluewatercruising.org/events/calgary-hybrid-club-night-sailing-to-mexico-the-long-way/>



Please join Calgary Chapter Vice Commodore, John Kortbeek, as he shares an alternate sailing route to Mexico, via Observatory Inlet (which is north of Prince Rupert for anyone wondering...)!

What is up those great Northern Inlets? How does one sail both ways up the Central & North Coast and keep the diesel turned off?

And then there's the offshore route to Mexico. And the Baja Haha. Followed by beating to windward in the Sea of Cortez. All this and more in two hours; what more could you ask for!

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### Hybrid Meeting Format

#### In-Person Attendees:

- Doors open at 7:00 MT and meeting starts at 7:30pm with presentation to immediately follow
- Cost: \$5/Members, \$10/Non-Members

#### Virtual Attendees:

- If you did not receive an email with the Zoom link, check the BCA website calendar for details or contact [Calgary Communications](#).

## About The Author

### **John and Vici Kortbeek**

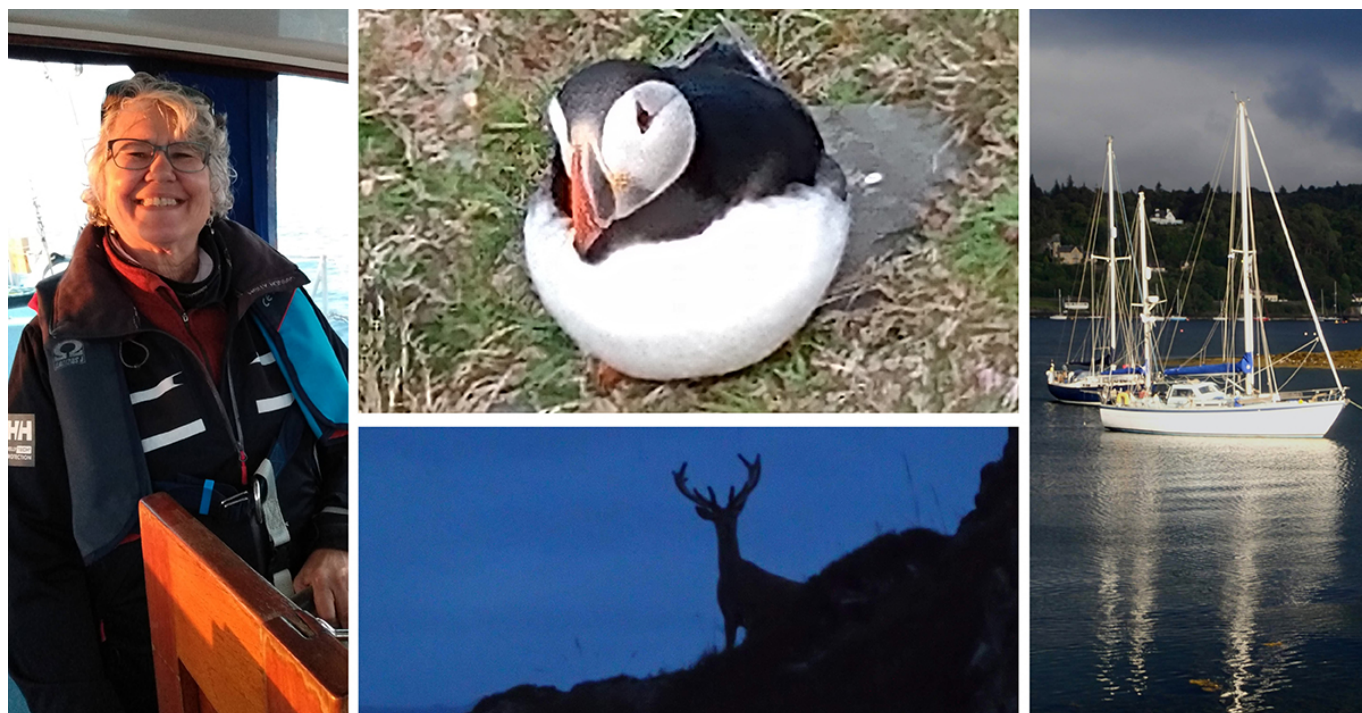
#### **Bear North - Hans Christian 48T**

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.

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

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



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

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

There will be a few added pictures from an earlier visit to the area in 2015, aboard their own *Passat II*. They do not offer up sunny beaches with scanty bathing costumes. However, if rugged scenery, surprising history, rare wildlife and single malt pique your interest, you will want to attend this club night.

Barrie and Sandra have been sailing together since the mid 1990s and members of BCA since 2006. They are recipients of BCA 999 Coastal and Offshore awards, and are active BCA "donors", with Barrie having recently served on the VI Watch and BCA's Board of Directors.

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



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## Hybrid Meeting Format

### In-Person Attendees:

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

### Virtual Attendees:

- Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation.
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## About The Author

### Heather Marshall

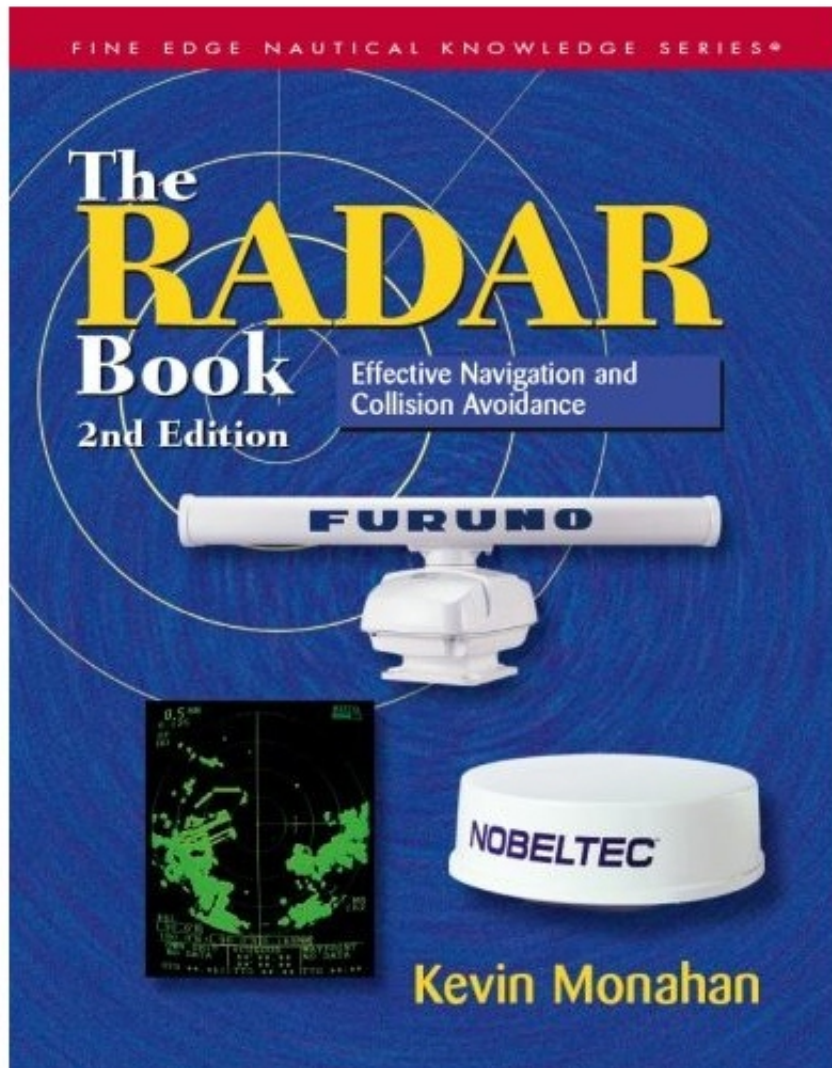
#### Mischief - Catalina 27

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.

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## Basic Marine Radar Course

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



The Vancouver Island and Vancouver Chapter Education Watchkeepers, Brent Alley and Kit Griffin, are delighted to announce this online Zoom course which is open to all BCA members and non-members!

Spend two mornings online with instructor-extraordinaire, 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

Registration fee includes [The Radar Book: Effective Navigation and Collision Avoidance](#). This excellent book is used in the United States and Canada Power Squadron marine radar seminars, and also by RCM-SAR. The book retails for \$24.95. There is a reduction in course registration fee for those who already own the book.

## Course Format

Each two hour 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*, *The Radar Book*, etc.) and teaching nautical subjects to commercial and recreational mariners. In 2013 he was awarded the Queen Elizabeth Diamond Jubilee Medal.

## About The Author

### Brent Alley

#### Pegasus II - Nordic 44

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



**Currents Bluewater Cruising**

**The Bluewater Cruising Association**

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