



*Photo Contest Winner*

**Ian Cameron**

*Corra Jane - Cal 39*

*The Copeland family at sea on their Beneteau 50 from Fiji to New Zealand last November. Duncan, the skipper and Larissa first mate are exploring the South Pacific with enthusiastic crew, Skye and Eden.*



# Currents

January 2026

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## South Seas Crewing

<https://currents.bluewatercruising.org/article/south-seas-crewing/>



Ever wanted to sail offshore as crew? After several boat exchanges of our Cal 39, I decided to volunteer instead of swapping yachts in exotic places. No more worries I thought, as someone else, the Skipper, is responsible for a happy and safe ship. Not always the case as a recent [misadventure in Asia](#) proved. So with some trepidation I flew to Fiji to help a family sail *Freeranger*, their Beneteau 50 to New Zealand in November – and a famous family among the BCA community to boot.



Ian aboard *Freeranger*

The web has made crew-seeking easy. I had three offers on Crewseekers from Uruguay around the Horn to top of Chile for three months (too cold even in their summer); from Tonga to Indonesia via Solomon Islands for two months (tempting but not easy to jump ship if we didn't get along); or with the Copelands for two weeks, allowing a rendezvous with Kathy in New Zealand to explore its north island by car.



The Copeland family.

Fiji was a wonderful jumping off point. Perhaps the world's friendliest people, greeting you with a boisterous "*Bula!*" (Hello!) and genuine smile. The nation is about two thirds the size of Vancouver Island with hundreds of anchorages and a handful of marinas scattered among the archipelago.



The Copelands with Fijian community members; leaping from Freeranger

It's a favourite spot to leave your boat on the hard during cyclone season. The Copelands decided to sail theirs to New Zealand, returning a few months later for more adventures in the South Pacific and then Southeast Asia. They often invite an extra crew member on longer passages to help with watches and the daily routine at sea

We first met up for pizza at the modest Royal Suva Yacht Club, established in 1932. Duncan had already visited the island over three decades ago with his brothers and parents, Andy and Liza, on their six-year circumnavigation. (Liza's memoir *Just Cruising* became a best seller.)

Now, Duncan and his wife Larissa, with kids Eden and Skye, were collaborating in a workshop on reef restoration while anchored at a nearby dive resort. They have created [Free Range Ocean](#), a small not-for-profit dedicated to encouraging cruisers and others to contribute to ocean research. Check out their [Ocean Citizen Science Project](#) and read about their work in [Citizen Science Adventures at Sea](#).



Collaborating on developing a workshop on reef restoration.

Unlike previous skippers I had crewed with, Duncan gave me a through walk-thru of their yacht and a briefing on its safety gear and procedures. All of us wore PFDs at sea, and were hooked to safety lines even while in the cockpit. Weeks earlier he had e-mailed me a Pre-Departure Crew Brief and a Float Plan of the voyage (also sent to their "trustees" back home). Very reassuring as it detailed:

- Voyage overview and milestones with alternative ports in case of emergency
- Communication details about the EPIRB, Starlink, PLBs, AIS, Satellite phone, etc.
- What trustees should do if we "don't arrive on schedule"

The nine day voyage was pleasant and uneventful, a few days of motoring in light airs at 5 knots (to save fuel), the rest flying along at up to 9 knots. Almost all the trip run on auto-pilot. Occasionally we had to reduce sail in pitch black. I admired their careful steps: tighten boom sheet, reef genoa, start engine, motor into wind, reef main, fall off, kill engine. All slow and easy.



Top Left: Underway; Top Right: Keeping a good log; Bottom: *Freeranger's* Salon

Watches were staggered four hours during day and three at night. On the hour, the watch keeper wrote in the logbook: the GPS coordinates, boat speed, true and apparent wind direction, heading and mileage. It seemed overkill but what happens when you lose all the electronics to a lightning strike? This did happen in Duncan's childhood.

It took me a few days to adjust to napping at odd times. When sleepless in bouncy seas, I would escape my forward berth and curl up with a lee cloth on the sofa midships, the most comfortable spot. The experienced hands seemed fine in their aft berths impervious to the sporadic engine noise, Skye and Eden especially.

The kids' cabin was a cave crammed with games, toys and homework. Their parents set aside several hours a day for home schooling based upon the BC school curriculum.



Sleeping underway is an acquired skill; Ryan and Skye's cabin

Twice on the trip we slowed to a crawl so Duncan could launch a plankton net. They would trawl it for a half hour then the whole family would examine the microscopic catch. Their photos and samples would be sent to fellow marine researchers worldwide.



Examining plankton

Arriving in New Zealand can be daunting, not just fickle weather but the Biosecurity “Police”. Customs cleared us quickly, but a friendly officer searched high and low for forbidden fruits, vegetables, grains, even packaged goods. Although Larissa had tailored our last meals to use up any suspected food, the officer collected a big black garbage bag of contraband for disposal. She was complimentary about the underwater photos of a clean hull Duncan had taken, the result of four days of scrapping off barnacles with just brush, mask & fins in Fiji.



Ian with Duncan, Larissa, Eden and Skye; Inset: NZ is very careful about what they let into the country

Leaving *Freeranger* was a bitter-sweet moment. Despite the seemingly endless watches and sleepless nights, it was a memorable time to learn new skills and meet a truly remarkable family.

PS. If you're interested in crew opportunities, I recommend subscribing to a site such as Crewseekers. Because it charges a membership, the postings seem more serious than those listed on Facebook. Usually crew members share voyage expenses unless it's a delivery. Best to agree on expectations with the Captain in a video chat then put it in writing.



lovely sunset.

Eden photographs a

## **About The Author**

### **Ian Cameron**

#### **Corra Jane -**

Ian got the bug as a teenager learning to sail in his dad's homemade dinghy. In his twenties, he crewed on a Nicholson 35 in the Asian leg of a round the world voyage. Since retirement, Ian's day job has been upgrading a "good ol' boat" at the VRC. Over twenty years, he and partner Katherine have swapped vessels for short voyages in Nova Scotia, Greece, Turkey, Australia and Denmark.

## Mexico, Belize & Honduras: Messages Home

<https://currents.bluewatercruising.org/article/mexico-belize-honduras-messages-home/>



*Editor's introduction: **Passat II** has shared a collection of SSB messages sent "home" from their past offshore adventures. Some of [these](#) were presented previously. Many thanks to Karina McQueen for curating.*

*Here's a chance to travel vicariously through Barrie and Sandra's updates as they pursued their cruising dreams. More stories from their travels can be found [here](#).*

### **Bahia del Espiritu Santo (Yucatan Peninsula)**

Sunday, January 9, 2011, 16:19

Well we finally made it off the dock. Our month at El Cid Marina was very enjoyable. It is a great facility, especially to meet family and friends from back home.

We did an overnight trip, 80% motoring, 20% sailing, wind on the nose rising from 10 knots to over 20 knots. From El Cid to Puerto Aventuras we stayed as close to the west shore as possible to avoid the knot opposing current. We found that the current was about 1 knot less in depths of 75 to 100 ft. This is only recommended in settled weather and daylight as these depths are very close to the reefs. After Puerto Aventuras the current diminishes and even is favorable at times. At night we stayed at least 4 nautical miles off the charted coastline.

By dawn the wind was up to 20 knots and the waves and swells were over 5 ft and somewhat confused. A good time to duck into an anchorage.

Bahia del Espiritu Santo is easy to enter and provides three anchorages. We chose the north anchorage, behind the reef and got the needed relief from the seas.

All is well with us and we hope with you.

Wishing you fair winds and calm seas.

Barrie

## **San Pedro, Belize**

Wednesday, January 12, 2011, 18:27

We arrived here yesterday at noon, after a sail / motor sail from Bahia del Espiritu Santos, Mexico. Wind was forward of the beam, at 10 to 15 knots, choppy 3 to 5 ft seas on the beam, current opposing at 1 knot most of the way. An OK passage.

As was the case last year, anchoring was a challenge. The depth is only 8 to 9 ft. The sand is packed so hard that, even after backing down until the boat came up sharply, I swam down and found the anchor tip was the only thing in the sand. I set the anchor up on its nose by hand, returned to the boat, then backed down again. Now the tip and part of one fluke was in. I tried to move the anchor by hand, but it was stuck fast. I returned to the boat and backed down again. The anchor went slightly deeper. I decided enough was enough, added a 20 lb kelle to the 10 to 1 scope all chain rode and called it a day. *Passat* did not move an inch overnight, nor today.

Sandra stayed on board to anchor watch. I went in alone, for the first time ever, as Captain, to sign us in. It turns out Belize Immigration needs to see all persons (to compare them with their passport picture) and have them sign an arrival document. I explained the trouble with the anchoring and advised that Sandra was on anchor watch. They said she would have to come in. I advised that it would take an hour for me to return to the boat and get back. They would have been closed for the day. I offered to return the next morning. This was not an option. The officer then gave me the paperwork to fill out for both of us. I filled out Sandra's and signed as "Captain". She accepted it. At customs they like to inspect all boats. Fine with me. She asked about my dinghy. When she found out it was a small inflatable and looked at my wet clothes (it was very choppy in the anchorage) she waived the inspection. It was one of the shortest and easiest clearances to date. The total cost for a 30 day visa and 30 day cruising permit was \$20 US. A

30 day extension would be another \$20 US, but you have to return on or before the end of the first 30 days.

Our SSB/HAM radio transmissions have been very weak so I spent the day cleaning and tightening connections. Also, I found that the AT 130 Tuner was not working. I rewired one of the tuner connections and turned off the automatic tuning feature. As a result I was able to talk to a Ham Net Controller in Barrie, Ontario, Canada. It sure feels good when you get a positive result!

Wishing you fair winds and calm seas.

Barrie



Sandra relaxing while on anchor watch in San Pedro, Belize. Photo courtesy of Lesley Quin

## **Colson Cays, Belize**

Monday, January 24, 2011, 16:17

Typical day:

Wake up at 07:00. Mocha coffees for everyone except Cathy, she prefers hot chocolate. Checked into the Waterway and Continental Ham Nets.

Set the solar panels up to face the sun, then read a chapter or two of the current book.

When the temperature reaches the high 70s Fahrenheit, load up the dinghy with snorkeling gear and head to the forest of coral heads nearby. Marvel at the great variety of fish life and avoid the dozens of stinging jellyfish. Take hundreds of pictures.

Move to explore the sand bar at the north end of the cays. Boring. Move to explore the three underwater sink holes nearby. Interesting for about two minutes, but no sign of marine life. Tour the nearby lagoon. Startle some Pelicans. Find a pile of Conch Shells. Take pictures, but leave for the next explorers.

Return to the boat. Shower, serve rum drinks and snacks. Reset the solar panels. The ladies play scrabble. The men read and siesta. (Also, edit the pictures taken.)

The sun sets at 17:30. Move inside to prepare dinner and play cards (Hearts).

Yawns at 21:00. Bed at 21:30.

Life is good.

Wishing you fair winds and calm seas.

Barrie, Sandra and guests Mike & Cathy.

## **Roatan, Honduras**

Friday, February 4, 2011, 19:06

We signed out of Belize on February 2nd, paying only a \$15 Belize (rate fixed at \$2 Belize for each US \$) for the paperwork. At sign-in we paid about \$20 US total. We were really lucky. Belize is implementing some new fees that will make it the most expensive country we have visited on a boat. They now charge an additional \$5 to \$10 Belize per day, per person (minimum \$50 Belize) and other fees based on your registered tonnage. In comparison, Mexico charges a fairly nominal amount to import your boat for 10 years. This is supposed to allow you to import parts for your boat without import duties (easier said than done as we found out). The fees for cruising permits (zarpe) and 90 day visas are reasonable. Honduras is \$3 US per person for each 30 days, up to 90 days. The United States is \$19 US for a one year cruising permit. Guatemala is under \$1 US per day for a one year boat import permit and 90 day tourist visas, including our agents fees.

I predict that Mexico, Guatemala and Honduras will be the big winners. Mexico and Guatemala have equal or better Mayan ruins and Honduras has great cruising and comparable diving and snorkeling.

Our trip from Belize to Honduras was all “uphill” against wind and current. This made the normally 19

hour sail last 29 hours. In addition, the waves were high enough to get everything covered in salt water. Sigh. This has been our year to have long and wet trips. At the end of this segment I was ready to exchange the boat for a pair of first class airline tickets home. This feeling passed as we enjoyed our rum and cokes after putting the boat to bed in this beautiful anchorage.

Wishing you fair winds and calm seas.

Barrie & Sandra

## **Fantasy Island, Roatan, Honduras**

Wednesday, February 16, 2011, 07:44

I woke up suddenly at dawn, deafened by a sound like a million hornets on steroids, blinded by a thick fog, overwhelmed by a sweet smell and taste. My heart was pounding, sweat was beading. Fight or flight? A nightmare? No. Our wake up call was a resort employee operating an insecticide fogger on the dock. Something the Dock Master missed in his orientation.

We now are trained to close up the boat at the slightest hint of a hornet sound. Sandra is so well attuned she woke up in the middle of last night.... It was only our fan making its usual hum.

Life at the dock can be as exciting as at sea.

In spite of 2.5 days of rain (and the Fogger) we have been enjoying our stay in Roatan. We have toured the island by car, visited with our friends Alex and Carol, done some snorkeling and attended a cruisers valentine dinner and dance.

Life is good.

Wishing you fair winds and calm seas.

Barrie

**All photos provided courtesy of Lesley Quin.**

## **About The Author**

### **K. Barrie Letts**

#### **Knot 2 Crazy -**

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



## Preparing for Biological and Chemical Warfare Before Casting Off!

<https://currents.bluewatercruising.org/article/preparing-for-biological-and-chemical-warfare-before-casting-off/>



Before you picture yourselves in a hazmat suit dodging mutant zombies, relax: this article isn't about missiles or meltdowns. It's about the real enemies that can hitch a ride on every provisioning run, banana bunch, or cardboard box: the six-legged (or four-legged) freeloaders who think your boat is an all-you-can-eat floating resort with an outstanding buffet.

Cruising in the tropics, you deal with many things not found at home, such as crocodiles, snakes, monkeys, and others. But there are a few more common infestations that you can be prepared for.

The means to deal with these issues are available in pretty much any hardware or grocery store outside of California, but you don't want to spend your time looking for them when you need them most (perhaps leaving the admiral or crew aboard alone with the unwelcome guests while you're out shopping for the cure). If you're in an idyllic anchorage away from any source of supply, sailing for hours to pick up what

you need is a real buzz kill. And if you are two days into a two-week passage, you are stuck with your newly discovered unwanted crew. You will look so prepared when you reach into your stores and pull out just the right thing to deal with these semi-predictable infestations.

No matter how careful you are, creatures can find their way aboard. Last season I found a cockroach on our foredeck while we were anchored in the San Blas islands. It had apparently flown over from another boat or one of the islands to land on our deck. We were two days' sail from the nearest hardware store.

Here are the usual suspects and how to send them to Davy Jones without turning your boat into a toxic waste site.

## **Rats – The Furry Pirates**

Nothing ruins a quiet night at anchor like the pitter-patter of little rat feet doing the conga through your lockers. Rats swim better than most crew and can squeeze through a hole the size of a quarter. They are common at docks and in marinas worldwide.

### **Battle Plan**

Carry a couple of classic snap traps (the old-school 'Victor' ones still work best). Wipe the trigger mechanisms with Vaseline to keep them snappy before stowing them in a Ziploc bag with your other treasures.

Bait the traps with peanut butter and place them along walls and under the galley sink as soon as you suspect you have unwelcome guests. A bored rat starts chewing wires and hoses and dreaming of your well provisioned boat as their forever home. Ensure those dreams remain unfulfilled.

Rats hate mothballs. A package of mothballs can be broken out and distributed in the bilge and lockers to discourage their presence. Overdoing it will discourage your presence too, so don't use too many.

Don't use poison. It works, but rats rarely die in places where it's convenient to retrieve their remains for disposal.

## **Cockroaches – The Immortal Invaders**

One pregnant female in a grocery bag and a month later you have a roach flash mob in the bilge.

### **Battle Plan**

Gel baits (Advion, Alpine, Combat, or Maxforce) are pure magic. A pea-sized dot in each cabinet corner is enough. Roaches eat it, share it with their 500 closest friends, and the colony collapses faster than a drunk sailor on liberty.

Keep a spare tube in a sealed Ziploc – they last for years.

We put this out when storing the boat in the off season to ensure they can't take up residence in our absence. Bonus: the gel works in humid, rocking conditions where foggers and sprays just make everything smell like damp regret.



Ant killer and rodent traps.

## **Ants – The Tiny But Relentless Horde**

One scout ant finds a crumb of yesterday's Oreo and suddenly your countertop looks like the Highway 401 of the insect world.

### **Battle Plan**

Terro liquid ant bait is the gold standard. Ants drink the sweet poison, march home like drunken midshipmen, and wipe out the entire nest.

Carry a six-pack of the little plastic stations or a bottle of bait; they're cheap, non-spill, and you can tape them upside-down under shelves if needed.

There are home made baits and poisons that can help, but the proven commercial products aren't that expensive, really do work, and are properly packaged to store aboard for later use. Toss the 'cures' for all three pests in a Ziploc and stow them for the day you need to pull them out and engage your vessel in chemical and biological warfare against unwelcome boarders. You may never need them, but if you do you will be happy to have them at hand.

Fair winds and pest free voyages,  
Your slightly paranoid but perpetually pest and bug-free correspondent on *Avant*.

## **About The Author**

### **Rob Murray**

**Avant -**

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

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## Winners of Cover Photo Contest 2025 (for 2026 Editions)

<https://currents.bluewatercruising.org/article/winners-of-cover-photo-contest-2025-for-2026-editions/>



Congratulations to the winners of the *Currents* Cover Photo Contest!

We received dozens of awesome photo submissions from all over the world, all vying for the chance to grace the PDF covers of *Currents* during 2026. All PDF issues of *Currents* can be found [here](#). Thanks to everyone for your participation and enthusiasm.

It was a pleasure to peruse all of the submissions; they showed many wonderful aspects of the cruising life, including fun, adventure, wildlife, connection to nature, beautiful scenery, friendship, and of course, boats! Although we enjoyed them all, we could only choose twelve.

After thoughtful deliberation by the judges (Nick Ward, Kate Swangard, Kit Griffin, and Rosario Passos) the winning photos were selected and so, without further ado, the winning photographers are (in alphabetical order by first name):

- Bjarne Hansen, *Hoku Pa'a*

- Brent Alley, *Pegasus II*
- Craig Brazier (photo by Alex Treharne), *Poudre D'Or*
- Gregg Tranter (photo by Glen Priestley), *Grasal*
- Ian Cameron, *Corra Jane*
- Larissa Clark, *Freeranger*
- Sarah Beukema, *Camdeboo*
- Stefanie Schulz, *Fortitude X*
- Tara Donley, *Solstice Tide*
- Trina Holt – 2 photos, *Salt*
- Werner Kurz, *Camdeboo*

Winners of the 2025 *Currents* Cover Photo Contest will each receive a \$10.00 credit to be applied to their membership dues.

Many thanks to the *Currents* judging panel who stepped up to the plate to help select the best photos based on the given criteria. It was no easy task!



A sneak peek at the 2026 *Currents* magazine covers.

## About The Author

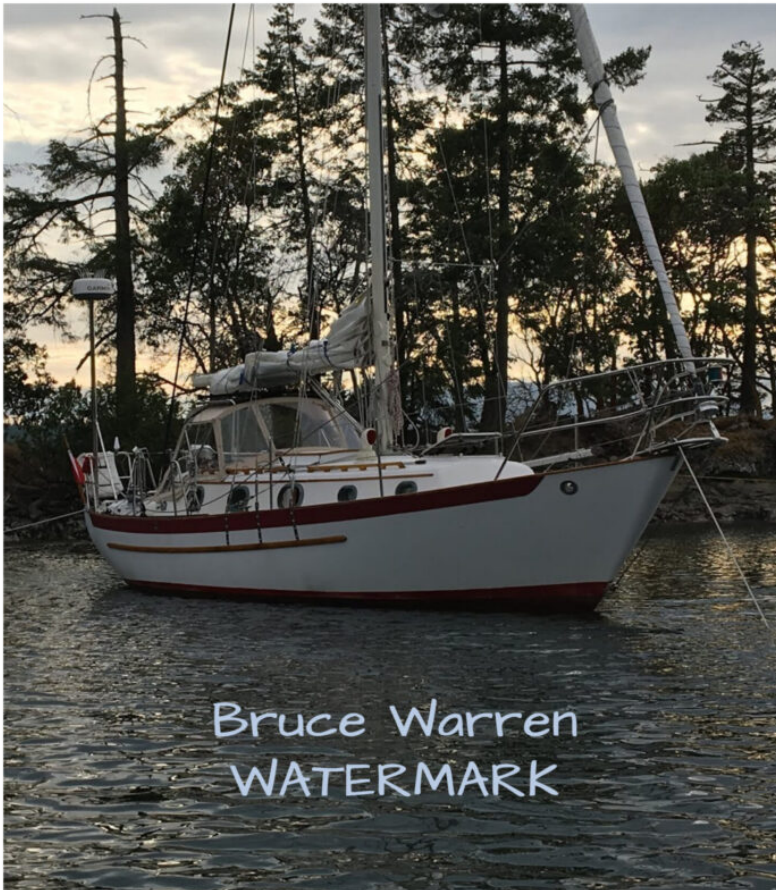
**Barb Peck****Hoku Pa'a -**

Barb Peck was introduced to sailing as a teenager when she joined the Royal Canadian Sea Cadets. Later, she and partner Bjarne honed their boating skills together, taking courses and gaining experiences on sailboats of gradually increasing sizes. Their first extended cruising was in Ontario's beautiful North Channel on Summer Fling, a Mirage 26. From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. More recently, they enjoyed cruising in Mexico on Hoku Pa'a, their Niagara 35. Barb is part of the BCA mentor program, has been a participant on several panel presentations through BCA, helped to organize the first Women on Water conference, and is now Managing Editor for Currents.

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## In Memoriam: Bruce Warren

[https://currents.bluewatercruising.org/news\\_post/in-memorial-bruce-warren/](https://currents.bluewatercruising.org/news_post/in-memorial-bruce-warren/)



It is with sadness that BCA learned of the passing of Bruce Warren who died peacefully January 7th surrounded by family after a valiant battle with cancer. Bruce joined the BCA Calgary Chapter in 2015. In 2022 he received an offshore cruising award for his single-handed passage to/from Hawaii and was also the recipient of BCA's Antares High Pacific Finders Award for the slowest passage that year from Hawaii to BC. Bruce gave BCA permission to share his sailing blog which can be found [here](#).

Bruce was born on April 10th, 1952 in Winnipeg Manitoba. Growing up in Saskatchewan, Bruce became an electrical engineer at the University of Saskatoon. His early career included working for BC Hydro commissioning Mica Dam near Revelstoke after which he transitioned to pipeline work. This took him to countries all over the world including India, Columbia, Bahrain, China, Argentina, Russia, Germany, Japan, Brazil & Saudi-Arabia. His final years of oil/gas work were spent consulting and project managing multi-nation operations.

One of his life-long passions was sailing. Bruce learned to sail on a Laser on the lakes of Saskatchewan, later progressing to the Pacific. Aboard his first boat *Chinook*, he cruised the Gulf Islands. Bruce did many trips in *Tatoosh* (42? Valiant) with family and friends, including circumnavigating Vancouver Island.

These skills culminated in him realizing a life-long dream of offshore sailing by completing the 30 day passage from Vancouver Island to Hilo, Hawaii (60 days total) aboard *Watermark* (31? Pacific Seacraft) at the age of 70...solo!

As a loving grandfather to Adrian, Anna, Nora, and Levi he shared his passions for drawing, sketching, pen-and-ink, watercolour and competitive robotics. Grampa's workshop was always busy bringing to life whatever came from his beloved grand-kids' imagination. One of his deepest regrets was being unable to watch them grow up. He also managed to re-connect with his son Derrick and get to know his other two grandchildren Evan and Axton.

Bruce turned his time to volunteering in his later years, working with the Mustard Seed and the Food Bank, volunteering as a Calgary Youth Science Fair judge, blood donation with the Red Cross and, most passionately, being a mentor for youth robotics teams. He began sharing his computer and engineering knowledge with Earnest Manning High School's FRC team a decade ago. His intense passion for robots inspired his grandson Adrian to join an FTC robotics team where both Mike and Bruce have become valued mentors. During the season he could be found 6 days a week at robot build-spaces. Even while in hospital this last month he was mentoring remotely.

Bruce is predeceased by his parents Bruce and Helen, sister Elaine and sister-in-law Val. He is survived by his wife Robin, brother Jim, sisters Kim (Lewis), Lori (Kelly) and Theresa (Wes) as well as his sons Mike (Esther) and Neil (Leah), and Derrick (son of former wife Debbie).

There will be an informal Celebration of Life on January 18 in Calgary and a scattering of ashes in the spring in the waters off Sidney / Canoe Cove.

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## CBCYC Requests Boaters Complete Islands Trust Survey

[https://currents.bluewatercruising.org/news\\_post/cbcyc-requests-boaters-complete-islands-trust-survey/](https://currents.bluewatercruising.org/news_post/cbcyc-requests-boaters-complete-islands-trust-survey/)



The [Council of BC Yacht Clubs](#) (CBCYC) is requesting that all boaters fill out the Islands Trust Draft Policy Statement [Survey](#). From Islands Trust:

*The Policy Statement is Islands Trust's vision for the preservation and protection of the Islands Trust Area and its unique amenities and environment. It aspires to reflect the values and interests of island communities, Indigenous Governing Bodies and Indigenous Peoples, partner agencies, and all British Columbians, as well as the silent voices of island ecosystems, species at risk, and future generations.*

*The Policy Statement is not a set of regulations that apply to land in the Islands Trust Area today. Instead, it is a document that sets out principles and policies to be used in decision-making about potential future changes to the use of the lands and waters in the Islands Trust Area.*

CBCYC has some concerns about the Draft Policy Statement, which they have described [here](#).

The survey deadline is February 2, 2026.

## **About The Author**

### **Barb Peck**

#### **Hoku Pa'a -**

Barb Peck was introduced to sailing as a teenager when she joined the Royal Canadian Sea Cadets. Later, she and partner Bjarne honed their boating skills together, taking courses and gaining experiences on sailboats of gradually increasing sizes. Their first extended cruising was in Ontario's beautiful North Channel on Summer Fling, a Mirage 26. From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. More recently, they enjoyed cruising in Mexico on Hoku Pa'a, their Niagara 35. Barb is part of the BCA mentor program, has been a participant on several panel presentations through BCA, helped to organize the first Women on Water conference, and is now Managing Editor for Currents.

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## Please Update your Member Profile(s) for the 2026 BCA Member Directory

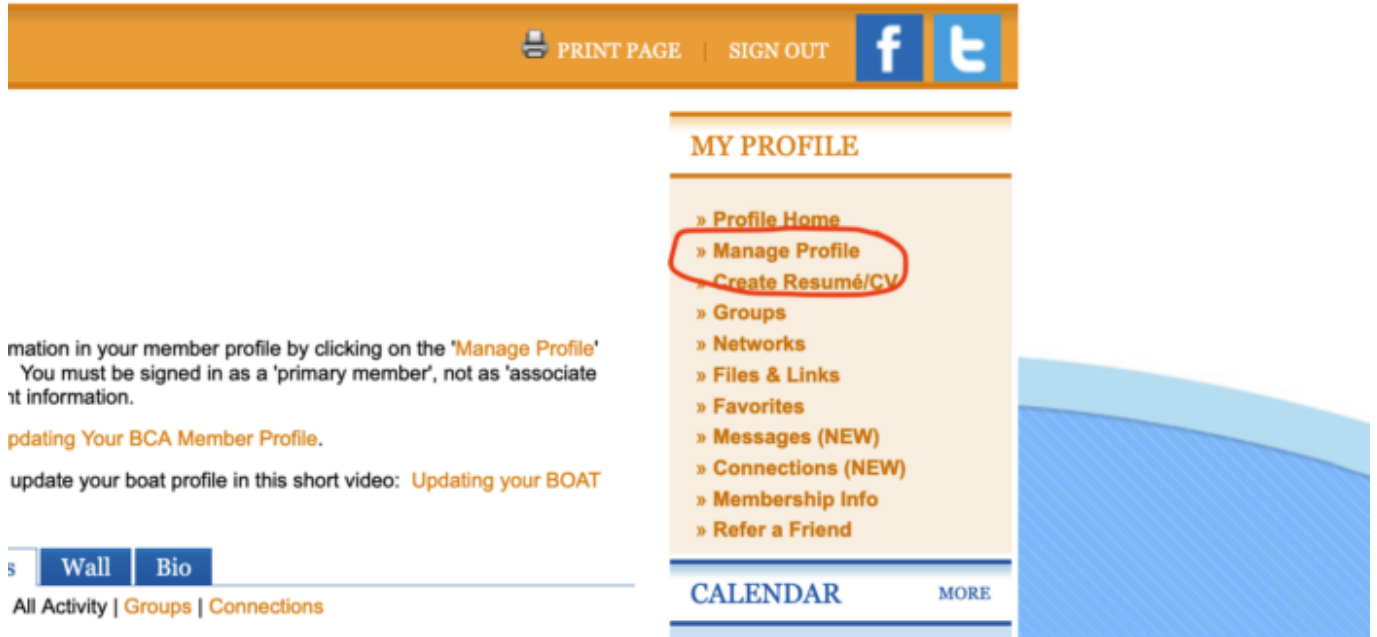
[https://currents.bluewatercruising.org/news\\_post/please-update-your-membership-profiles-for-the-2026-bca-member-directory/](https://currents.bluewatercruising.org/news_post/please-update-your-membership-profiles-for-the-2026-bca-member-directory/)



All BCA members in good standing will have received an email this week from the Member Directory Team asking that members review and update their personal profiles and those of their partner and boat (as applicable).

Make it a New Year's resolution to review your information this week, if not today. It won't take a lot of time, but will make the work done by the coordinators of the 2026 BCA Member Directory much, much easier. Ideally, we hope all members review and update their personal profiles, along with those of their partner/spouse and/or boat(s) well before the February 15 deadline.

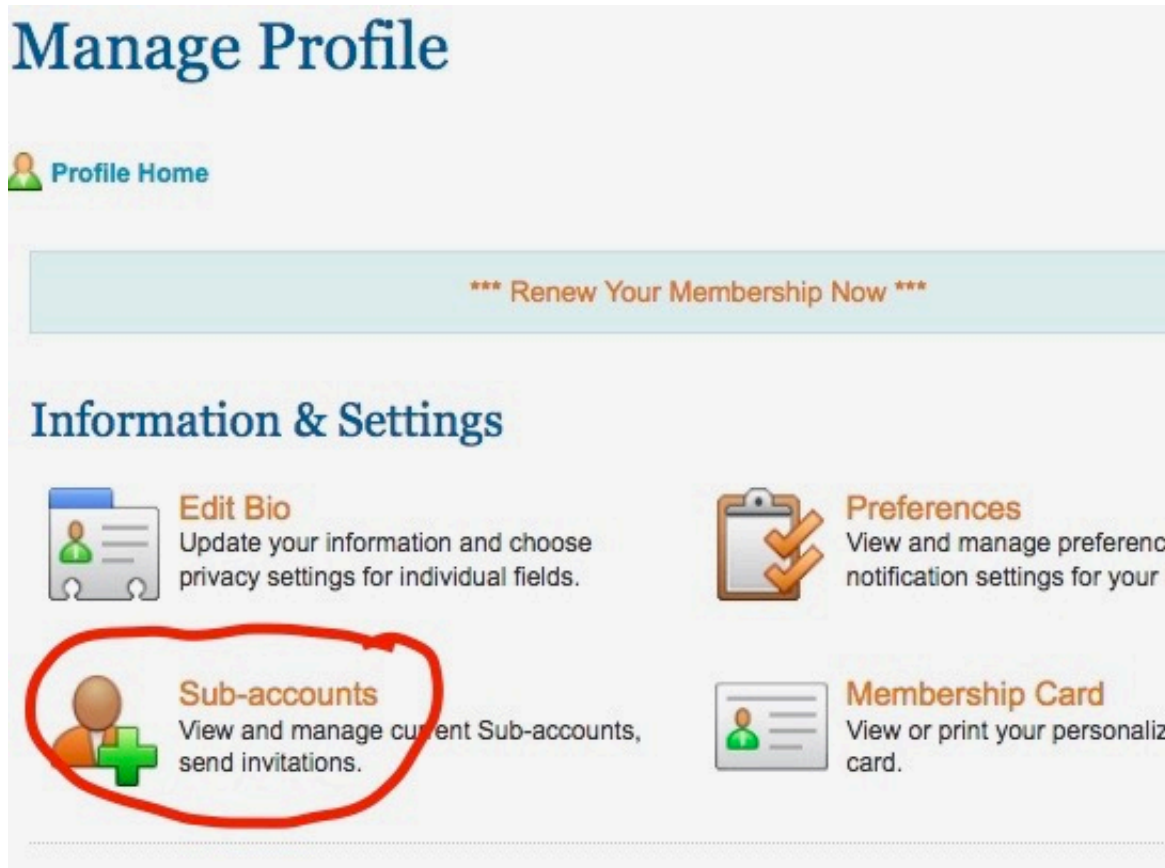
*seamanship and friendship for people with an active interest in offshore cruising.*



How to find your personal profile / information

## How to Update Your Profile(s)

- Go to the [Bluewater Cruising Association website](#) and log in
- Click on **Manage Profile** (upper right rail)
- Click on **Edit Bio** (found under “Information & Settings”)
- Review / update the information and save changes (bottom of page)



Where to find

your sub-account(s)

Once that's done, if you are the *primary* member (the one who pays for the membership), click on and update the **Sub-accounts** associated with your membership, i.e. your partner/spouse (the *associate member*) and/or your boat (also found under "Information & Settings"). The importance of up-to-date contact info for your partner (especially email addresses) cannot be over-emphasized. When it comes to your boat, we are specifically looking for:

- Boat name (upper case)
- Boat type and LOA
- MMSI
- Where Moored or Currently Cruising info

You can find a convenient, short video that illustrates the process of [updating your profile here](#) and another one about how to [update your boat information here](#).

Lastly, while you are reviewing your info, look for a red **RENEW** notice by your name to see if it is time to renew. Please note your membership can be renewed for two years; then you can rest easy until 2028!

## Need Help?

Contact [Amanda, BCA's Administrator](#), if you have any problems or questions such as:

- You do not remember your username and/or password
- Your partner and/or boat(s) are not listed as sub-accounts and you have problems creating them
- You need to delete or detach a sub-account
- You want to renew your membership
- You are offshore and need assistance with your membership renewal payment transaction
- You have any other questions about updating your profile

Thanks for your updates and for making our work much easier! Your new 2026 Member Directory will arrive in your mailbox later this spring.

## **About The Author**

### **Jennifer Handley**

-

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

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## Vancouver Island Fleet - January 2026

[https://currents.bluewatercruising.org/news\\_post/vancouver-island-fleet-january-2026/](https://currents.bluewatercruising.org/news_post/vancouver-island-fleet-january-2026/)



Vancouver Island Fleet's first meeting of the new year was on Sunday, January 11. There were 20 members in attendance, representing 12 boats. Once again there was a lot of catching up to do.

After introductions and sharing of email addresses, we had a Show and Tell session. A number of members shared good information bringing some items of interest to share with the group. As usual this stimulated lots of conversation. Some of the topics that were discussed included: favourite tools for doing boat jobs; batteries; safety equipment; "marriage savers". Our group has many members with much experience in sailing, electronics, rigging, sail plans etc. and through lively discussions much information was gleaned. As usual a number of members brought goodies to share and with hot beverages provided by our kind hosts we had an opportunity to break bread and share stories during our mid-meeting break.

Fleet then had an opportunity to hear Bill Norrie, a well-seasoned sailor including a solo circumnavigation in the Southern Ocean, present information and his personal insights into heavy weather and storm tactics. With a folder full of notes and a couple of highly recommended books, Bill led us through his experiences and understandings of heavy weather and the various storm tactics that various

‘experts’ have published. Bill, of course, enthusiastically presented his favoured technique: heaving-to. Bill’s speaking notes will be provided to VI Fleet members.

The next VI Fleet meeting will be at 1pm on Sunday, February 22, 2026.

Anyone interested in joining the VI Fleet this year should contact [Cathy and Campbell](#).

## **About The Author**

### **Campbell Good and Cathy Norrie, VI Fleet Coordinators**

**AKIRA (Grand Banks 36); PIXIE (BCC 28) -**

Campbell has extensive offshore experience, sailing to the South Pacific in 2006 - 2011 aboard his previous boat CAMDEBOO. He has since crewed for and/or mentored other BCA members in the Mediterranean, Caribbean and Mexico. A BCA member since 2003, Campbell became VI Fleet co-coordinator in September 2023. Cathy and her co-skipper and husband, Bill Norrie, completed their circumnavigation on their previous boat TERRWYN in June 2016. Since returning she has volunteered for BCA as the Vice Commodore of the Calgary Chapter, is a member of the BCA Member Directory team and as of December 2025 is also VI Fleet co-coordinator.

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## Changes to Pleasure Craft Licence Regulations

[https://currents.bluewatercruising.org/news\\_post/changes-to-pleasure-craft-licence-regulations/](https://currents.bluewatercruising.org/news_post/changes-to-pleasure-craft-licence-regulations/)



The [Council of BC Yacht Clubs \(CBCYC\)](#) has advised its members that Transport Canada has issued revisions to the Pleasure Craft Licence (PCL) regulations, effective as of December 31, 2025. CBCYC has shared the following information.

### What are the changes?

Here are the key updates you should be aware of:

- **Expiry date:** All new, transferred, and renewed pleasure craft licences are valid for 5 years. Licences that previously didn't have an expiry date will now have one [*Ed. note: some now expire as soon as March 31, 2026*].
- **Fee:** A \$24 fee will apply to new, renewed, transferred, or replaced pleasure craft licences.
- **Updating your information:** You must now update your licence information within 30 days of it changing (e.g., changes to name or phone number). Updating your information is free.

- **Cancellation of a PCL:** The criteria for cancelling a licence have expanded. A licence must be cancelled if the vessel is no longer seaworthy or for other specific reasons outlined by the Minister of Transport.
- **Wind-powered craft:** Starting December 31, 2027, wind-powered pleasure craft over 6 metres long will need a pleasure craft licence. This will not apply to human-powered boats like kayaks, canoes, or dragon boats

## Expiry date

You can check your licence expiry date using your pleasure craft licence number [here](#).

## Fee

A \$24 fee will be applied for new, renewed, transferred, or replaced pleasure craft licences. You will not be charged to update personal information like your address or phone number, or to cancel your licence.

You don't have to pay the \$24 fee to licence your boat if you use your pleasure craft to exercise your Indigenous rights as recognized and affirmed under section 35 of the Constitution Act, 1982, such as hunting, fishing, and trapping. You can make this declaration by using the checkbox on the licence application form.

## Updating your information

If your pleasure craft does not have a valid licence (including up to date information) or is not registered, you may be liable to a fine. Having accurate information on file is essential for your safety. It allows search and rescue to find you in case of emergency. As of January 6, 2026, you can update your information online at any time, free of charge, [here](#).

## Learn more

You can learn more about the new regulations by reading the [Regulations Amending the Small Vessel Regulations](#) in the Canada Gazette, Part II.

To apply for or manage your PCL see [here](#).

## About The Author

### Barb Peck

#### Hoku Pa'a -

Barb Peck was introduced to sailing as a teenager when she joined the Royal Canadian Sea Cadets. Later, she and partner Bjarne honed their boating skills together, taking courses and gaining experiences on sailboats of gradually increasing sizes. Their first extended cruising was in Ontario's beautiful North Channel on Summer Fling, a Mirage 26. From 2004-2006 Barb and Bjarne sailed the South Pacific on

Freya, their 30' Hunter-Vogel. More recently, they enjoyed cruising in Mexico on Hoku Pa'a, their Niagara 35. Barb is part of the BCA mentor program, has been a participant on several panel presentations through BCA, helped to organize the first Women on Water conference, and is now Managing Editor for Currents.

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## Vancouver Fleet: Weather Group 2026

[https://currents.bluewatercruising.org/news\\_post/vancouver-fleet-weather-group-2026/](https://currents.bluewatercruising.org/news_post/vancouver-fleet-weather-group-2026/)



The 2026 Weather Group, a subgroup of the Vancouver Fleet, presented two sessions on Zoom in the fall, one in November covering both “Atmosphere & Global Circulation” and “Pressure, Wind, & Temperature”, and in December with “Air Masses, Fronts & Troughs” and “Clouds, Fog & Local Phenomena”.

A few valuable take-aways from December’s presentations, led by Trina Holt, included an overview and discussion of the importance of tools like Windy and PredictWind as well as an understanding of microclimates. Tools can make route planning safer, by handling the macro picture effectively. That said, technology alone can’t mitigate all the uncertainties. Situational awareness, including awareness of micro-weather patterns, is important at sea.

Engagement with fellow sailors who are contemplating offshore sailing helps create clarity around many of these possible risks. One of the attendees pointed out that “. . . as an experienced sailor, the variabilities and risks regarding weather can seem complex and beyond my reach. But the presentations and discussion in the Weather group have helped me both understand how to recognize weather patterns, and think about what my options are to mitigate the risks associated.”

These are complex subjects, often met with anxiety when considering an offshore venture. BCA Fleet groups & Fleet’s Weather are great forums for learning and interacting with like minded sailors. These help to distill information, and quell that internal voice, which for some, creates fear and anxiety.

Subjects to be presented and discussed in the next Weather group Zoom meeting on January 21, include “Waves, Swell & Sea State” as well as “Reading Weather Maps and Charts”. A Zoom sign-on will be sent to all registered Fleet members within a week of the presentation. If you have any questions, contact [Trina](#).

If you have questions about or wish to join the Vancouver Fleet, please contact [Fleet Coordinator, Marilyn Sanford](#).

## **About The Author**

### **Marilyn Sanford**

**Windrose -**

Marilyn retired from a career as an entrepreneur in the Custom Electronics Industry. She has lived on the coast all her life, always on the water, and currently lives in False Creek on her vessel in Spruce Harbour Marina, a liveaboard community.

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## VI South Hybrid Club Night - A Year at Sea Sailing the North Pacific

<https://currents.bluewatercruising.org/event/vi-south-club-night-a-year-at-sea-sailing-the-north-pacific/>



Heather Kao and her family set sail from Vancouver aboard their 45-foot junk-rig schooner *SV Inscrutable*, completing a year-long voyage around the North Pacific. Heather shares stories from their journey to inspire others to chase their dreams, take bold steps toward offshore cruising, and discover the beauty that lies beyond the horizon. It's a reflection on resilience, family, and the transformative power of choosing a life less ordinary.

The VI Chapter looks forward to welcoming everyone to the first Club Night of 2026!

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### Hybrid Meeting Format

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

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

**Virtual Attendees:** via ZOOM

- After you register, you will receive the Zoom meeting invitation by email.
- **Members** – \$5 per connected device (**if signed in**)
- **Non-Members** – \$10 per connected device.
- If you have any questions, please [contact us](#).

**Note to Zoom Attendees:** 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 pm for social time, with the meeting at 7:30 pm and the presentation to follow.

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## Vancouver Hybrid Club Night - Sailing the North Pacific Aboard *Inscrutable*

<https://currents.bluewatercruising.org/event/vancouver-hybrid-club-night-sailing-the-north-pacific-aboard-inscrutable/>



Heather Kao and her family set sail from Vancouver aboard their 45-foot junk-rig schooner *Inscrutable*, completing a year-long voyage around the North Pacific. Their route took them down the coast to California and Mexico, across to Hawaii, then north to Alaska and Haida Gwaii before returning home again. They discovered both adventure and simplicity – navigating remote waters, repairing at sea, and finding wonder in the vastness of the ocean. In this presentation, Heather shares stories from their journey to inspire others to chase their dreams, take bold steps toward offshore cruising, and discover the beauty that lies beyond the horizon. It's a reflection on resilience, family, and the transformative power of choosing a life less ordinary.

### Presenter

Heather lives aboard *Inscrutable* with her husband and two children. She began sailing just 5 years ago and quickly fell in love with the freedom and challenge of life on the water. What started as a new adventure has become a meaningful way of life – one that continues to teach resilience, adaptability, and the quiet joy of living close to the sea. When she's not on the water, Heather enjoys hiking, bouldering and biking. Professionally, Heather works in the marine insurance industry, helping others navigate their own boating journeys. For Heather, life afloat is about inspiring others to embrace adventure and find beauty in the unpredictable.

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

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## **Hybrid Meeting Format**

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

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

### **Virtual Attendees via ZOOM:**

Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation. Please note that you must be signed in to the BCA website to get the member price.

- **Virtual doors open:** 7:00 and meeting starts at 7:30.
- **Cost:** Members – \$5.00 per connected device; Non-Members, \$10 per connected device, payable online (see link below).
- **Note:** Due to the small cost of virtual tickets, and an equal or greater cost to BCA of issuing refunds, no refunds will be issued unless Vancouver Chapter is unable to deliver the Club Night via Zoom.

## **About The Author**

### **Heather Marshall**

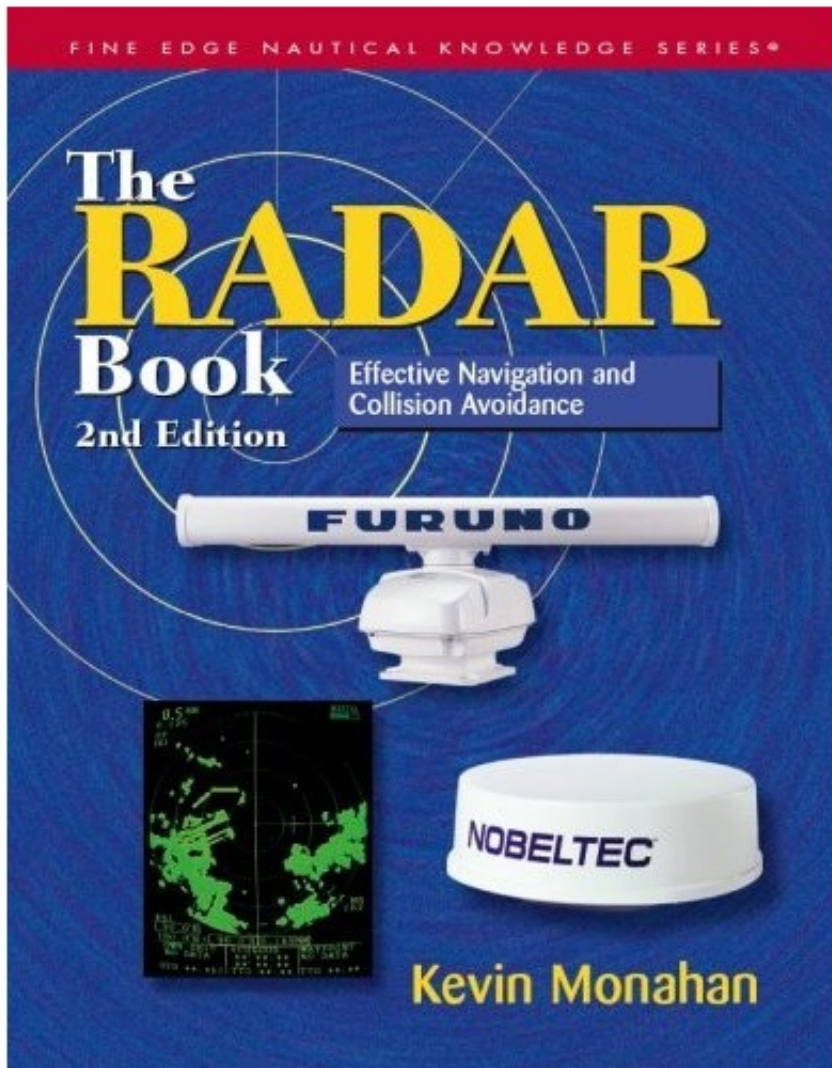
**Mischief -**

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

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## Basic Marine Radar

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



The Vancouver Island Chapter is pleased to announce this online Zoom course which is open to all BCA members and non-members!

Spend two mornings online with instructor-extraordinaire and radar expert, Kevin Monahan. 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 \$29.95; [click here](#) for more info.

## Course Format

Each two hour presentation with extensive visuals and simulations 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 split his time between publishing (*Ports and Passes*, *The Radar Book*, etc.) and teaching nautical subjects to commercial and recreational mariners. In 2022 he retired from publishing but continues to teach nautical subjects and is working on a second edition of his popular *Local Knowledge*. In 2013 he was awarded the Queen Elizabeth Diamond Jubilee Medal.

## About The Author

### Brent Alley

#### Pegasus II -

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

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## Rigging Inspection and Maintenance

<https://currents.bluewatercruising.org/event/rigging-inspection-and-maintenance-4/>



Ever look up and wonder at all that gear? Gain a better understanding of how to inspect and maintain your boat's standing and running rigging. This course is intended for people who own and maintain their own sailboat, or those who want to gain a better understanding of standing and running rigging, including proper inspection and maintenance, as well as offshore cruising preparation.

### Topics Covered Include

- Going aloft safely
- Standing rigging
- Running rigging
- Seasonal maintenance

Participants will also explore the differences between keel-stepped and deck-stepped masts, learn about anti-corrosive compounds, and review maintenance for spreaders, shrouds, halyards, and chain plates. The course also dives into running rigging, covering line types, strength, maintenance, replacement schedules, and inspection of systems like jib cars and cockpit adjustables.

## **Instructor**

Brent Jacobi has over 25 years of industry experience and a lifetime of sailing. He is a highly experienced and knowledgeable rigging specialist. After retiring from managing the Rigging and the Metal Fabrication divisions of [Blackline Marine](#), Brent now looks forward to more cruising and racing time out on the water.

*Photo Credit: Brent Alley*

## **About The Author**

### **Brent Alley**

**Pegasus II -**

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

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## Engine Inspection & Maintenance Presentation

<https://currents.bluewatercruising.org/event/engine-inspection-maintenance-presentation-5/>



Have you ever looked at your engine with distrust? Does your engine seem to have a mind of its own? Join us for a morning presentation to improve your understanding of inspecting and maintaining your boat's engine and banish those concerns!

### Course Information

This will be a concentrated presentation aboard a BCA member's boat. This presentation is intended for people who own and maintain their own boat's engine and want to gain a better understanding, including proper inspection and maintenance, in preparing you for offshore sailing. Topics to be covered include:

- Fuel System
- Air System
- Cooling System
- Lubrication System
- Exhaust System
- Electrical System
- Belts and Pulleys
- Engine Mounts
- Transmission
- General Inspection

## **About the Instructor**

David West is a highly experienced and knowledgeable diesel mechanic, with over 40 years of experience. He is an instructor who comes highly recommended by students who have attended his courses.

## **About The Author**

### **Kit Griffin**

SWAN -

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

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## Tides and Currents

<https://currents.bluewatercruising.org/event/tides-and-currents-6/>



Vancouver Island Education is pleased to offer this online course which is open to all BCA members and non-members. Spend two mornings online with instructor-extraordinaire, Kevin Monahan, learning just how much you *don't* know about tides and currents! This seminar is must-do prep for your summer cruising so you can confidently tackle the tides and currents of our coastal waters.

Through this course you will realize that there is a lot more to learn about tides and currents than just reading the basic information on your tide table book or smart phone. You will find out the most reliable sources of information and why they are the best. Learn about tide and current effects from the North Coast to the Strait of Juan de Fuca.

### **Topics include:**

- Forces that raise tides
- Tide prediction and current prediction
- The nature of tidal currents; why and how they form and how they affect the boater
- Wind, waves, currents and their interactions
- Local tides and current effects

### **Course Format**

Each two hour presentation will be followed by ½ hour of questions. There is no need to subscribe to Zoom, just register for Tides and Currents and we'll send a link to you a couple of days before the

course.

## **About the Instructor**

Kevin Monahan is a retired Canadian Coast Guard officer with more than 20 years experience navigating the British Columbia coast as a patrol vessel captain. He has also worked on fishing boats, ferries and coastal transports. Kevin was Superintendent of the Canadian Coast Guard's office of Boating Safety (Pacific Region) from 2001 to 2005 before joining Transport Canada Marine Safety National Headquarters. After leaving the public service in 2012, Kevin split his time between publishing (*Ports and Passes, The Radar Book, etc.*) and teaching nautical subjects to commercial and recreational mariners. In 2022 he retired from publishing but continues to teach nautical subjects and is working on a second edition of his popular *Local Knowledge*.

In 2013 he was awarded the Queen Elizabeth Diamond Jubilee Medal.

**Image credit:** This file is licensed under the Creative Commons Attribution-Share Alike 3.0 Unported license.

## **About The Author**

### **Brent Alley**

#### **Pegasus II -**

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

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## Sails: Inspection, Maintenance, Design and Repairs

<https://currents.bluewatercruising.org/event/sails-inspection-maintenance-design-and-repairs-5/>



# Evolution Sailmakers

Sails are beautiful! As works of art, craft, and science, sails embody a rich tapestry of history while continuously evolving with the integration of modern materials and techniques. The essence of this beauty and innovation is captured in our informative and hands-on workshop at the EVOLUTION Sail Loft.

### About The Author

#### Kit Griffin

SWAN -

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

Association in Vancouver Education Watch and sails a Catalina 28 locally.

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**Currents Bluewater Cruising**

**The Bluewater Cruising Association**

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