



*Photo Contest Winner*

*Roberta & Jason Bowman*

*Sailing off Procida, near Naples,  
Italy enjoying the Mediterranean  
and Amalfi Coast.*



# Currents

July 2022

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## **BCA Hiring a Part-Time Administrator**

<https://currents.bluewatercruising.org/news/bca-hiring-a-part-time-administrator/>



### **Looking for an interesting and rewarding part-time paid position?**

BCA is looking for an Administrator to assist with managing membership queries and business matters. If you are a quick learner who can keep things organized and you like to help people solve problems, this may be for you.

This position is primarily a remote work position to be performed at the Administrator's place of residence, but does require the ability to regularly access 8886 Hudson Street, Vancouver.

It is anticipated this role will take an average of approximately 20 hours a month, year-round. The schedule is flexible, though specific hours of work may be requested from time to time to support BCA activities or events.

The successful candidate must have access to a personal computer, internet connection and telecommunication connection in order to complete necessary work. Provision of additional equipment will be considered on an as needed basis.

Job Type: Part-time, fixed term contract

Contract Length: 24 months

Salary: \$25.00 per hr

Posting Close Date: August 15, 2022

A detailed job description and more information about the position can be found [here](#). Interested BCA members are encouraged to submit a cover letter and resume to [Darry Lapaire, BCA Treasurer](#) on or before the closing date (August 15).

## **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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## BCA Burgees Available Now for your Summer Cruising

<https://currents.bluewatercruising.org/news/bca-burgees-available-now-for-your-summer-cruising/>



Summer is finally here and it is high time to get out onto the water, if you haven't already done so. And when you do, what is the state of your BCA burgee?

- Is it brand spanking new, never been flown?
- Is it looking pretty good, excitedly awaiting the first hoist of the season?
- Is it hanging, faded and forlorn, where you left it last winter?
- Can you tell it has seen better days when you pull it from the locker?
- Or do you find yourself muttering, "Burgee? What burgee?"

Depending on your answer to any of the above questions, you will be delighted to hear that BCA has just received a new supply burgees from our supplier, Lana Wong (who also happens to be a BCA member), and they are all looking for new homes (aka boats). You can order your burgee [online](#) (don't forget to log-in) using Credit Card or PayPal.

Best of all? There is no price increase! A mere \$28 will get you a brightly coloured, beautiful burgee that

you can enjoy and fly with pride.

Because we are cruisers and want to get our monies' worth when we buy anything for our boats, be sure to take these critical steps to extend the life of your burgee:

- Remember to take it down and store inside when not in use.
- Hand wash with gentle mild detergent, cool water, no bleach, hang dry. (Keep your burgee away from petroleum and chemical products.)
- Take the burgee down during storms whenever possible, as high winds, especially when accompanied by rain, will cause damage.
- Check the fly end of the burgee for signs of wear. If wear appears, the worn part should be cut off and the burgee re-hemmed.
- Never fold or store a burgee when it is wet, because wet burgees mildew and this ruins the fabric. Let it hang dry completely before putting away.

## **About The Author**

### **Jennifer Handley**

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## Making a Fold-Down Step

<https://currents.bluewatercruising.org/articles/making-a-fold-down-step/>



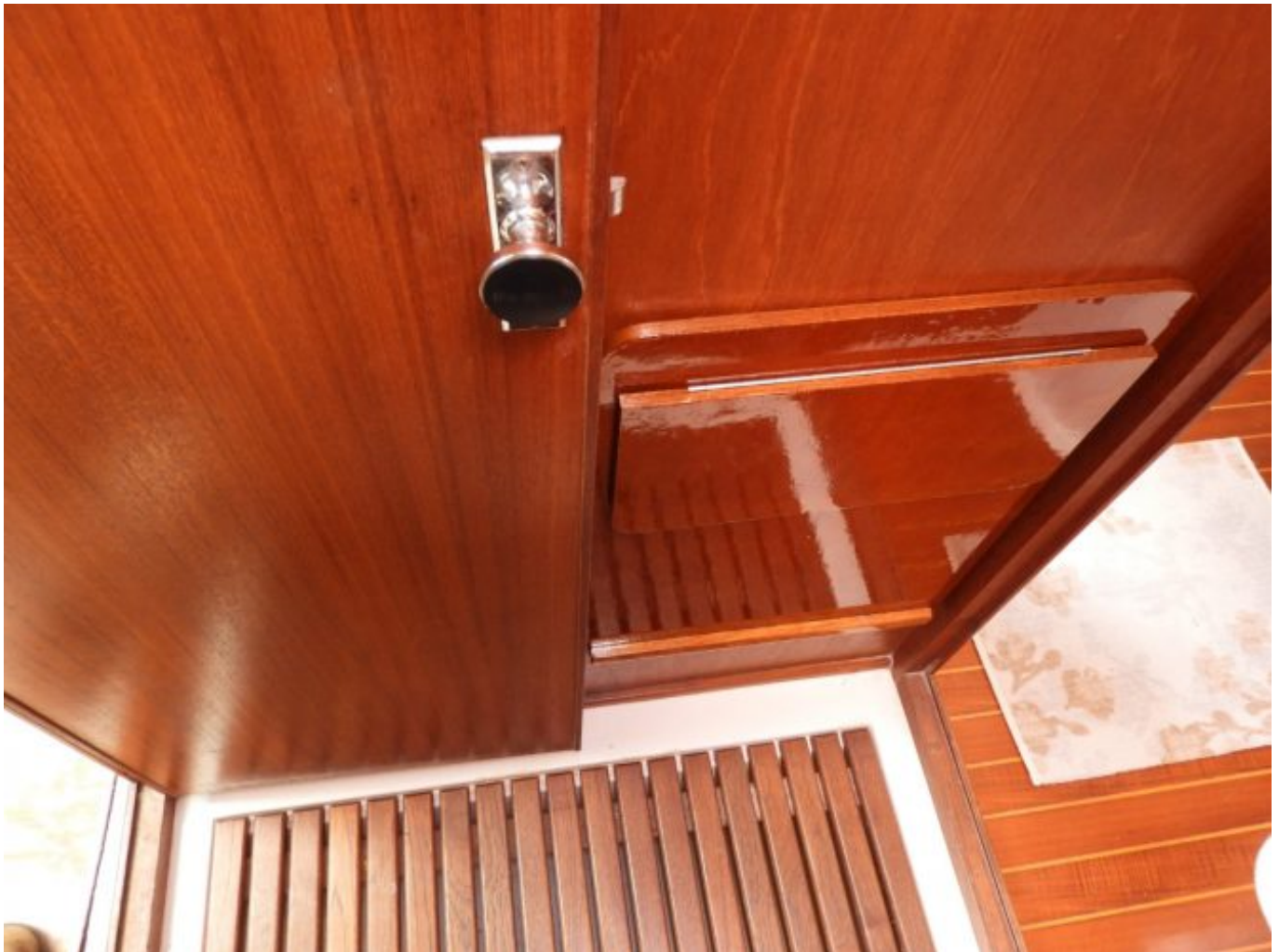
It seems that one modification often leads to the need for another. Recently, we upgraded our head by installing a composting toilet. So far, we are pleased with our Air Head. However, the commode is raised up quite high above the cabin sole because there is a container under the seat to collect waste and the whole thing rests on an unavoidable pedestal. When seated, Bjarne's toes can at least reach the floor but Barb's feet dangle in mid-air. Aside from being less than comfortable, this did not seem a safe way to conduct business, especially in rough sea conditions. Since our legs are unlikely to grow longer at this stage of our lives, we needed some kind of platform to place our feet on.

### Design Requirements

There were several things to consider when contemplating the design of our footstool.

#### Keep the Passageway Clear

*Hoku Pa'a* is a Niagara 35. We have the Classic model which has an unusual layout. Descending the companionway, you enter what one surveyor called the foyer (the rather grandiose description amuses us), and you are faced with a bulkhead. If you go to port you enter into the galley and then you can continue forward to the salon and forepeak. The starboard side brings you into the head, which you can also walk through to reach the salon. This feature of two passageways is very convenient – if someone is working in the galley, for example, another can still make their way into or out of the salon without disturbing the chef. It was important to us that we not significantly narrow that thoroughfare in the head.



**Fig.1** The passageway through the head on *Hoku Pa'a*

### **No Tripping Hazards**

Related to keeping the passageway free, we wanted the platform to be out of the way when not in use. We certainly do not need more things to stub our toes on.

### **Easy to Deploy and Securely Stowed**

When you need to go, you don't want a complicated process slowing you down. This is especially true when you are entangled in wet-weather gear and being tossed about by a ticked-off ocean. Thus, a key criterion was that our step be easily deployed and re-stowed. It also needed to be well-secured so that

there were no parts swaying or clunking when stowed.

## **Strong Enough to Stand On and Robustly Built**

Although the point of the project was to create something to be used while sitting, we could easily imagine needing to put our full weight on the footrest when the boat lurches, or if we need to cover our cabooses quickly when all heck breaks loose. Also, the footstool would be in a tough marine environment and used regularly (the more regular we are the more regular the use!), so we needed a sturdy item.

## **Avoid Sharp Edges and Corners**

We would be passing by our platform regularly and did not want to create sharp edges to scrape ourselves on, nor for our clothes to catch on and impede movement.

## **Eye-pleasing**

While function is more important than form, it is often possible to have both. We did not want an eyesore marring our lovely *Hoku Pa'a*. Consider it this way, we might appear a little rough around the edges after several days at sea but at least the boat will still look good!



**Fig.2** Barb and Bjarne looking a little scruffy after 3 weeks at sea.

## Steps for Making a Step Stool

Taking all these criteria into account, we came up with the following design: we would mount our step stool on the bulkhead that faces the toilet; it would pivot down from the wall when needed and then be secured against the bulkhead when not in use (see title photo).

### Some Mockery

Before buying parts and sawing wood, we refined our design and determined its measurements using mock-ups made from cardboard, duct tape, and thick books (like Cornell's *World Cruising Routes*, and Chapman's *Piloting & Seamanship*). Some cutting, taping, and stacking helped us envision the final design and ensure it physically fit the location. Because there is a door at each opening into the head, we measured carefully to make sure our creation, when stowed, would fit between the doors and not get in the way of them opening or closing.

### Parts Needed

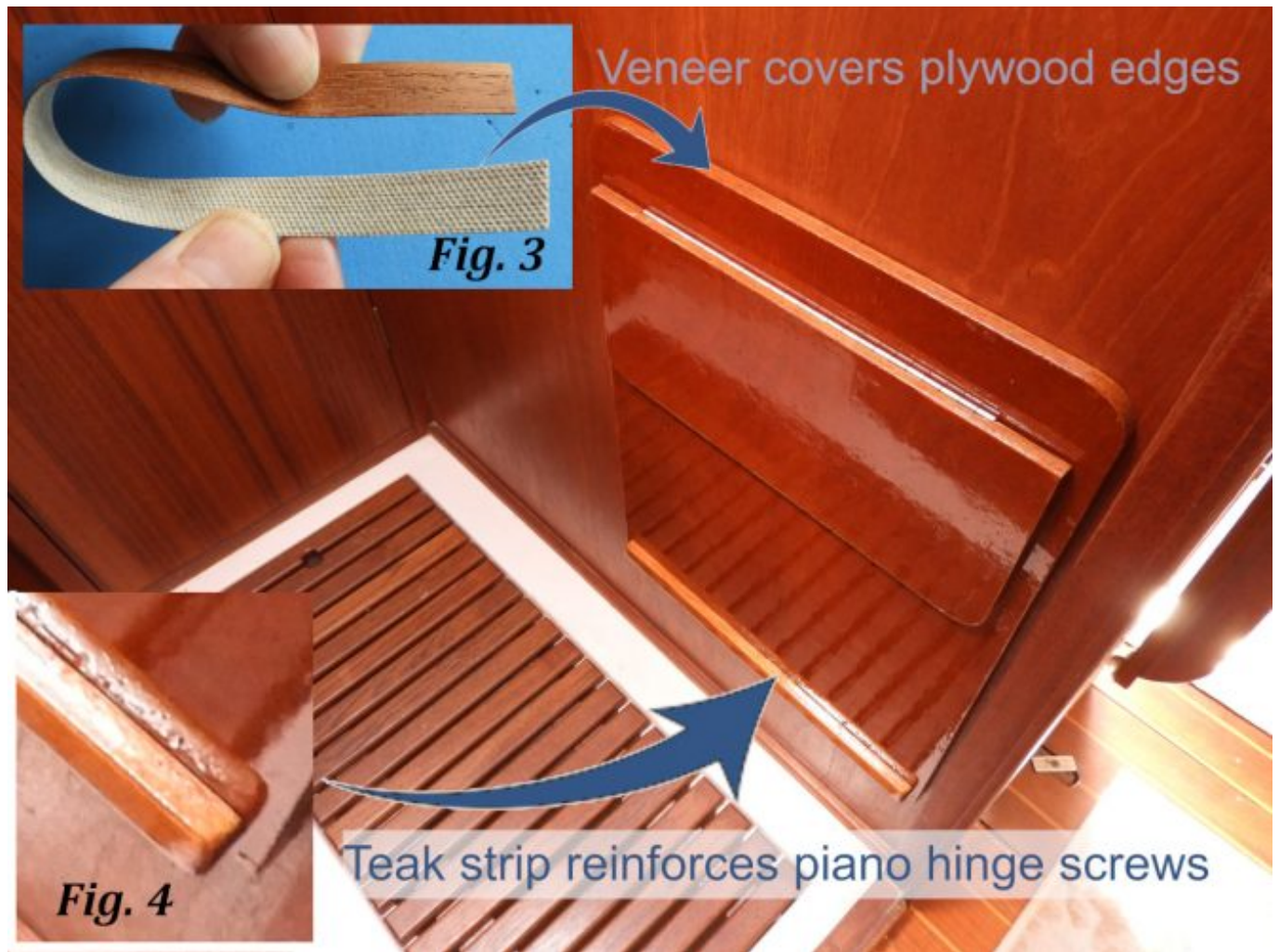
To make our final product we needed two boards: one for the main platform upon which our feet would rest, and one to hold that platform off the floor – a support leg. These boards were cut from 11 mm thick (7/16 inch) marine-grade plywood. Two lengths of stainless-steel piano hinge (from Lee Valley Tools) was screwed to the main platform: one to attach the step to the bulkhead, and a second to secure the support leg to the main platform. Two holes were drilled in the main platform to accommodate the catches needed when the step is stowed.

### Making it Look Nice

We did a dry run assembly of these parts and tested it on the boat before getting into any cosmetics. Once satisfied with the design, we took the whole thing apart again, rounded the corners, and sanded the boards gently to avoid wearing through the finish. Plywood edges are not very attractive so we covered them with a teak veneer (from Windsor Plywood) that comes pre-glued (see Fig.3). We cut the strips to the correct size and ironed them on – pretty easy and it improved the look significantly. After a final smoothing of edges with sandpaper, the two boards were given several coats of Epifanes varnish.

### Mounting

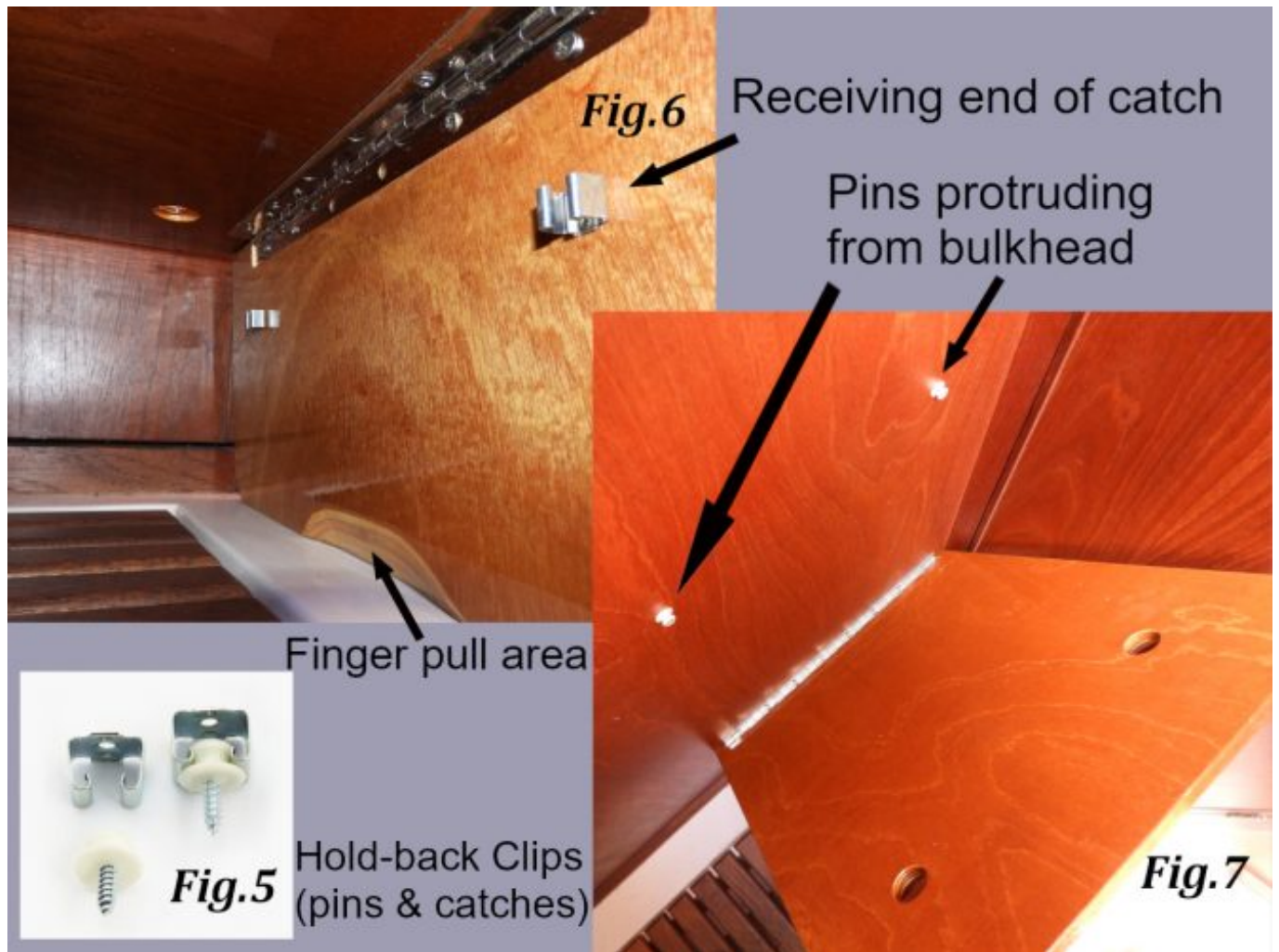
Once the varnish was dry we assembled the various parts, making a single unit to be mounted. The mounting piano hinge was screwed onto the bulkhead at the correct height. At this point, we became concerned that the screws attaching the hinge to the platform were too short to support our weight. Well, that's why you test things out. An extra strip of varnished teak (see Fig.4) was added as a backing to allow us to substitute longer screws.



**Fig.3** Iron-on strip of veneer with glue backing. **Fig.4** Solid teak reinforcement in piano hinge area.

### Securing It All

We secured the whole structure with two catches, or hold-back clips (see Fig.5), which came in a package of 10 from Lee Valley Tools (<https://www.leevalley.com/en-ca/shop/hardware/catches/spring/40116-hold-back-clips?item=00W1501>). Unfortunately, they are not stainless steel so we will see how well they last in a marine environment. It may be that we will be happy that we have 8 spares. These do-dads do double duty – they hold the entire step stool against the bulkhead and they also clasp onto the support leg so that it lays flat against the platform and does not bang around in rolling seas. The receiving end of the catches was screwed into the support leg ahead of time, centred in the two holes of the platform when the leg is stowed (see Fig. 6). Now that the whole step stool was mounted, we could determine where to put the other end of the catches on the bulkhead. These pins protrude from the bulkhead (see Fig. 7) – when the step stool is raised the pins line up with the holes and are latched onto by the other half of the catches when we push on the support leg.



**Fig.5** Shows the hold-back clips. **Fig.6** Shows: the receiving end of the catches on the support leg; how the support leg attaches to the platform by piano hinge, and; the finger pull area. **Fig.7** Here you can see the pins projecting from the bulkhead and the holes that will land over the pins when the board is stowed.

This arrangement allowed us to mount the step flush (no pun intended as there is no flushing with a composting toilet) against the bulkhead, thus reducing encroachment into the passageway. (See Fig. 8)



**Fig.8** Step stool with streamlined stowing.

## Deploying

We filed out a little space at the bottom of the support leg to act as a finger pull area (see Fig. 6, above), which allows us to pull the support leg outward to deploy everything (see Fig. 9). The leg folds out and is placed on the sole. Currently, we rely on friction and a slight outward cant to keep the leg from collapsing inward; if this proves to be unreliable, we have discussed gluing two short dowels into the edge of the leg that would rest in two matching holes inset in the floor.



**Fig.9** Deploying the fold-down step by pulling the support leg away from the bulkhead.

So there you have it – a lovely footrest. Obviously, there could be other uses and locations for a folding down step, especially on larger boats that may have vertically challenged crew. While “fold-down step” is a perfectly reasonable name for it, in our case, given the location and purpose of it, we have taken to calling it our “stool stool”.



**Fig.10** Our final product: the stool stool.

## **About The Author**

### **Barb Peck & Bjarne Hansen**

#### **Hoku Pa'a - Niagara 35**

From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. Upon returning to Victoria they participated in the VI Watch and supported fleet members preparing to go offshore. After some wonderful local cruising they headed south again in 2015 on Hoku Pa'a, their Niagara 35. Once damage from an unfortunate encounter with Hurricane Newton was repaired, Barb and Bjarne continued their exploration of Mexico. Plans for French Polynesia were revised in response to the global pandemic; they sailed Hoku Pa'a back to Canada via the old clipper route and are looking forward to reconnecting with the beauty of BC.

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## Postcard from Offshore - Swift's Big Passage

<https://currents.bluewatercruising.org/articles/postcard-from-offshore-swifts-big-passage/>



June 4 2022: Ok everyone, this is a big one. 4000 miles to go!!! As you all know, that means a month at sea, no land, no internet, no breaks.

Its crazy that Morgan circumnavigated the Pacific as a teen. And it's hard to believe that 17 years ago we sailed together from Panama, bound for the South Pacific. We always said we would do it again, so here we are saying good bye to Panama and heading west to French Polynesia, this time with our girls. We'll cross the equator and numerous time zones, and did we mention 4000 miles of ocean??!! This will be our kids' longest passage yet!

We have our buddy Andrew joining us for this crazy adventure. We are packed full of food and fuel. We are all nervous and excited at the same time as we sail one of the most remote places on this planet. You can [track our progress](#) and we'll try and post updates. See you on the otherside!

**Update:** Land Ho! Canada Day arrival in the Marquesas: 4100 miles from Panama City in 27.25 days. Average speed of over 6 knots... Not to shabby for a little 44? monohull!



Canada Day arrival in Fatu Hiva, French Polynesia; one happy crew!

## About The Author

### Melanie and Morgan Finley

#### Swift - Moody 44

Morgan and Melanie along with their crew, Isla and Pippa are now in the South Pacific. They bought the boat in the UK in 2019 and had a slow start with Covid-19 lockdowns, traveling the European canals to the Med and eventually crossing the Atlantic. They share pictures on Instagram @sailing.swift and they have a blog which they update from time to time: <https://www.sailblogs.com/member/sailingswift/>.



## Sailing to Prince Rupert in Winter During a Pandemic - Part 1

<https://currents.bluewatercruising.org/articles/sailing-to-prince-rupert-in-winter-during-a-pandemic-part-1/>



*This story recounts sailing and motoring from Vancouver to Prince Rupert in a very limited amount of time, during a pandemic, snowstorms, and a provincial state of emergency due to unusually heavy rainfalls. All the while, Ken was training a new wind sailor and using the opportunity to assist coastal peoples affected by the pandemic and other traumatic experiences. The story is divided in three parts, so stay tuned for the next two!*

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I was asked by a multi-talented boating friend to become a friend to her son's friend, and help him sail his boat home from Vancouver to Prince Rupert. His wonderful grandmother was in a hospital at the end of her life. It seemed a normal request and I said "Probably", but wondered about sailing in December. Sure, I go out on English Bay under every full moon anyways, but we have a pandemic on, big time now.

Alright, so... the fellow's boat is tied up at the Fisherman's Wharf in False Creek. I can see it from my own 30 ft Fraser sailboat so I thought I'd go over for a chat. "Interesting passage to plan out", I muse as I

knock on the stern of a 1981 Spencer Boats Ltd vessel with roller furling main and furling Genoa. Interesting indeed. After all, it is December in the Pacific Northwest, below freezing temperatures and snowstorms are predicted. Also, the pandemic protocol says we should stay indoors. But a boat is not typically anywhere near people coughing or “speaking moistly”, so all should be fine. “An unknown 41 year old boat?” I ask myself. “But it is a Spencer.” I reassure myself.



*Prairie Dust* waiting at Fishermans Wharf to escape back north.

“Hi there, Josh, nice to meet you. Nice clean boat you have here. Interesting name: *Prairie Dust*, a Spencer 1330,” I said as I introduced myself. Josh indicates it is the last one built, Hull #25, with a fin keel and is 44 feet. The classy, hand-carved wood interior was built in a workshop in Prince Rupert – it took the builder 20 years.

I let Josh know that I have introduced many folks to sailing on small boats, over at Jericho Association in my famous little [Discovery Sailing Club](#). I personally know sailing folks who have done the passage to Prince Rupert – they usually stop a lot along the way. Josh was not happy about that. You see, he is a very talented Gantry Crane and Shipping Container loading operator and needed to return to work soon. I was very pleased to hear about Josh’s work, because the recent atmospheric rivers had wiped out roads and railways here in BC, so, our supply chain has been frozen like a Vancouver motorist in 5 cm of snow. Yes, we definitely know that those Prince Rupert terminals and the railroads from there to Chicago,

Illinois are the only way to get our country's goods moving. "Josh, it is really great that you do that. You folks actually keep us supplied in food, cars, furniture, and clothing – golly, very interesting." I said.

Since *Prairie Dust* is his home, Josh didn't want to consider flying to Prince Rupert where he had to start work right away. At one point, he was thinking of taking the boat up by himself. I was happy to help him, not just because of safety, but also because I have the certificates that the insurance company likes to see at the wheel.

Josh had hoped to be in Prince Rupert within 12 days. Being unsure that was a reasonable time for the trip, I asked him if he could be there in 14 days instead. This meant that Josh had to take a couple of days off work and make alternate plans to get his cat and dog up in Prince Rupert. Reluctantly, Josh agreed to the 14 day-trip and told me that the sooner we would get there, the sooner we would have a delicious dinner at his parent's place, who lived up there and were looking forward to having us over. Josh's mom is an art collector and runs a high fashion Hair and Beauty salon in their house, so maybe I would be able to also get a haircut!

My big rule: no yelling at people on boats, no pronouncements or pontificating either. Just clear communication in the time and space needed, with replies affirming the message has been received and understood. That, and to expect the unexpected.

Josh had not sailed in logs with the wind as the only power, but had spent two years as deck crew on a fishing boat around the Charlottes, Vancouver Island and the Passages. I've been through the Panama Canal and once had to get around Vancouver Island in 19 days to make a family reunion. I've been around the local waters a lot on different sizes of sailboats. I ask Josh about the other systems on the boat and am glad to hear the motor works really well, with fairly new raw water pump and spray elbow. There are two alternators aboard. I was impressed to see that Josh had spent weeks setting up the complex navigation equipment and new radar; that he had Kevin Monahan's [book](#), and that he had plotted the whole trip precisely, with passages, currents, exact anchorages and docks and options.

OK, snow expected, minus 8 Celsius but likely it would warm up. The predicted Rivers-In-The-Sky were mostly in the Cascades, but we could see fantastic waterfalls with great chunks of ice being crashed around us, like the bergy bits in the Maritimes where I grew up. Along the way, I could visit many coastal villages, for I am also a marine-based Social Worker and I would deliver talks and materials for Trauma Recovery Therapy.

Well, what else to do when December rolls around in a pandemic with atmospheric rivers? Might as well get out of the house, and stand on the bow of a snowy sailboat nicknamed *Dusty*, zooming up the BC Inside Passage to make a record run to Prince Rupert!

## **Nov 30, Vancouver to Van Anda**

**08:30.** Leaving the Harbor Dock was easy – toss the Mediterranean-style lines back aboard, and then fend off while Josh learns how to steer. It's only False Creek so no drifting logs yet. I direct Josh to go past the False Creek fuel dock and at full speed perform a figure eight and a reverse eight, and then come into the

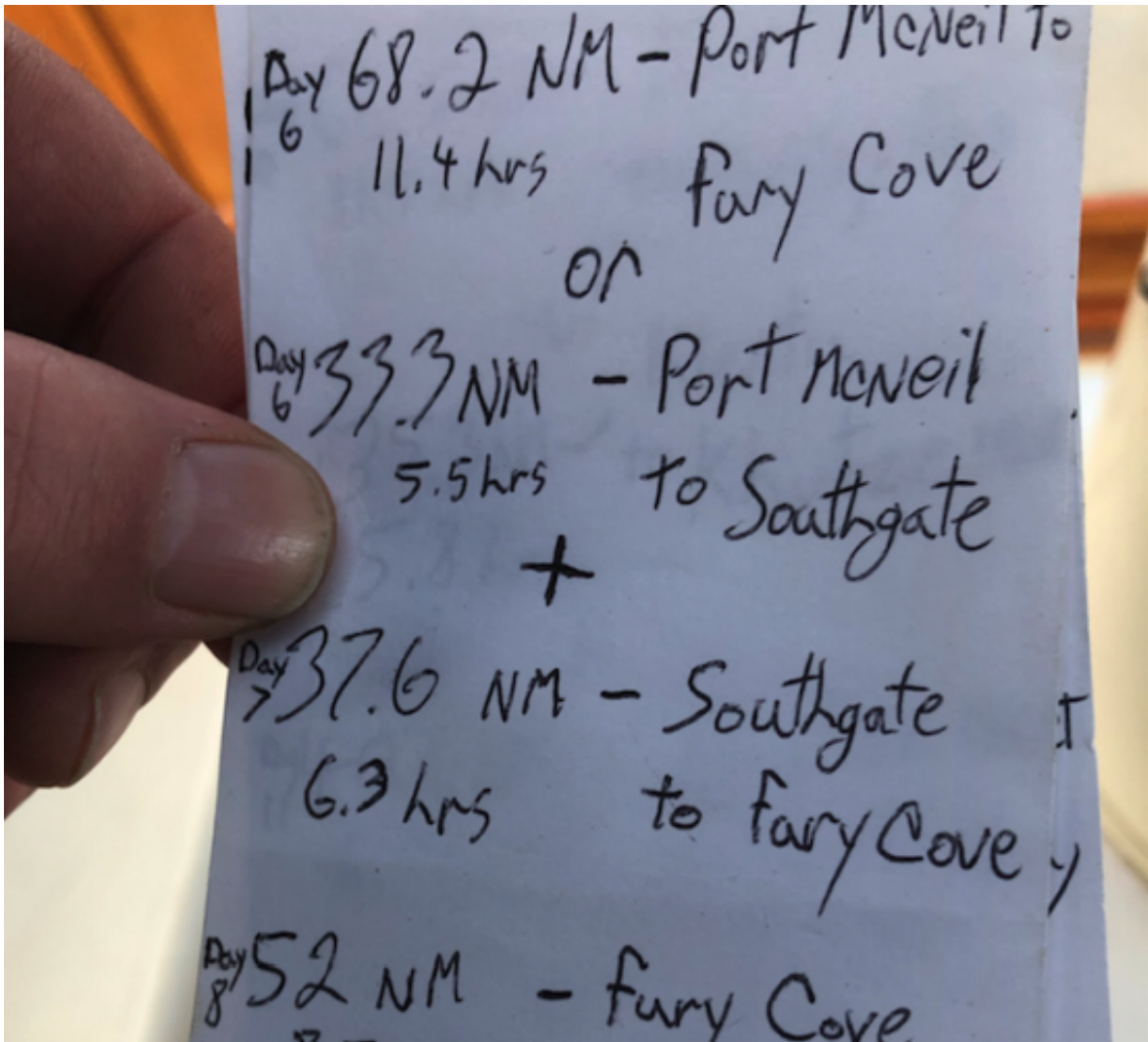
fuel dock. The Coast Guard relaxes after we tie up.

“Sorry lads, you only get 30 liters.”, the attendant states. The Provincial order to ration gas supply (to ensure the movement of essential people, goods and services) had just come into effect. I point out that we are part of the supply chain for food and goods and that we must be in Prince Rupert in 12 days. Josh is the Container Crane operator. The railways and roads in southern BC are washed out so ships are going north. The Gas Jockey pauses, perhaps a bit skeptical. Would she shut the pump off? I added that I’m a registered Social Worker on a Marine Based Mental Health assignment to the villages of KlemTu and Bella Bella, bringing support to help with the fall-out from residential schools. The lady had to shrug and then gave us weirdos the pump. “Gee, who says stuff like this? Give them the diesel and get them out of town”, she probably thought.



Vancouver ships at anchor.

**17:30** We were in Welcome Passage, it was getting dark and foggy but we kept motoring. I’ve been here in storms before. My friend Heather cracked her tiller here in a race. Aboard, the conversation went something like this: “Don’t take a left, we’re not going to Buccaneer Bay, there are sandbars... Darn, the navigation lights looking up to Powell River and Grace Point are weak in this dark fog. Only a few logs to avoid. Here lad, look there, toward Van Anda – no, over that way, yes, your navigation system and the visuals are not in conflict. I’ll watch for logs and fog – navigation aid electronics can crash – we don’t want to.”



Passage


plan.

**21:00** Say, who installed a bright white flashing light for the tiny channel into Sturt Bay? And why would I take the new owner into such a dark crowded place for a first-ever anchor drill? Well, it would be a learning opportunity, and this Spencer could do it; also, I knew Josh has some tenacious ability to operate machinery from a remote station and to know ‘what is happening way over there’. Over the next 12 days we could have similar or more challenging moments, so this is a “Can Do” fast learning opportunity. Snippets of conversation were like: “Yikes, which side is it on? OK you watch your Plotter and radar overlay, I’ll use Navionics on my iPhone. OK now, look outside, we are in the bay, anchor over here. If we reverse a bit, the prop walk will move us back from the cliff.”

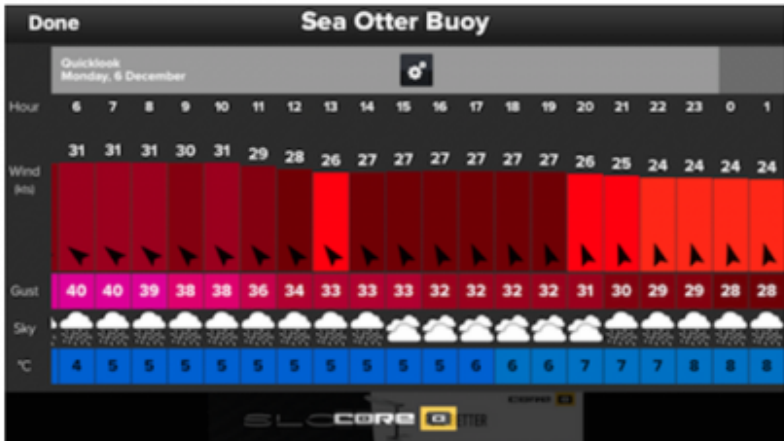


At the wheel.


Josh wasn't happy with 'the elbow room', so we went to the dock system to the south. We moved slowly and kept left, away from sand banks. We couldn't see the docks in the dark and fog. We were saved by a man with a flashlight, walking his dog, who waved us in – woo hoo! And he switched on some battery-run dock lighting! Resourceful people in the Texada Boating Club. Josh could relax now. This was his second docking after the fuel dock donuts practice in the Creek. I reassured Josh: "You can do this. I will give the nice Grandpa these 20 granola bars and \$40 bucks. He is a Live Aboard here. Sure, he will give it to the office in the morning."




Cell Service Shearwater and KlemTu...



Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1
Wind km/h	31	31	31	30	31	29	28	26	27	27	27	27	27	27	26	25	24	24	24	24
Gust	40	40	39	38	38	36	34	33	33	33	32	32	32	32	31	30	29	29	28	28
Sky	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁	☁
°C	4	5	5	5	5	5	5	5	5	5	5	6	6	6	7	7	8	8	8	8



The nightly ritual with Dickinson to warm the cabin get it clean and adjust for clean flame not smokey open windows at times.



Heating on board and weather.

Texada Boating Club. Located in quiet Sturt Bay on the Malaspina Strait, Texada Island, British Columbia. For Club membership information, for locals only, contact [Greg McMahan](#).

## Dec 1, 2021 Van Anda to Plumper Cove

**08:05.** Bye-bye Van Anda, hello Savary Island and the shallows. Cold and cloudy. There is the *Salish Eagle* BC Ferry again – I sailed by it in the Panama Canal, but here it is just a good old Powell River commuter.

The long tides make faster current. Josh’s predictions of current from looking at the land shape, and channels and the tide heights were really good. Today we would learn how and when the back eddies collect the most logs, and that there are some kelp beds toward Quadra that don’t show on the high-tech screen. Well, the big logs show on radar, but the fence post ones are noisy on the hull. The patterns of upwells can be studied ahead. I guided Josh: “You see how they roll the wood to the sides, and the way your keel is redirected, like sliding sideways off a hill? So let’s practice the swing dances of upwells, and learn the logs dance, arm in arm. Good thing the prop is over a meter down the keel.”

Cape Mudge can be difficult, but good for learning. I used to live on Quadra Island with other tree planters and car fixers. My Quebec motorcycle was destroyed by the rednecks who left hangman nooses in the trees for hippies. These floating logs were way easier! Cape Mudge is better passed way over by

the Van Isle shores, but we needed to know what this Spencer and Josh could do: “Let’s motor on, past Quathiaski Cove, and dodge that ferry. Ignore Campbell River – Quadra people call it “Scramble River” because they always miss the ferries.”

There are several anchorages around here, and Josh had planned to tie up on a log boom in Menzies Bay. But there was minimal current in Seymour Narrows. Never mind the arrow on Navionics – we could see that the whirlpools of logs were tiny but organized, and we noted how they were lined up on the side of the current. We could avoid the logs, the differences in water levels were small, so Josh turned the wheel hard over, sailed out across the foam and we motored up the Narrows. No log boom tie up for us that night. Plumper Bay, here we come! There was heavy smoke in the engine room. Not the usual smelling smoke, so probably just caused by the 30 minutes of full RPM up the narrows. Most likely not a problem, but I would check that out later.



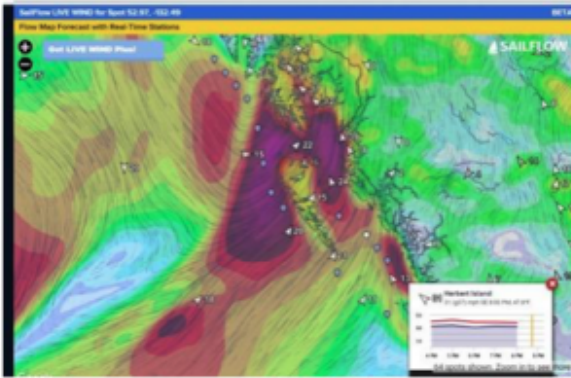
Seymour narrows: log current patterns.

**16:00.** Plumper Bay has kind of a deep anchorage that’s open to the winds. There’s lots of rode on Josh’s anchor system, but not enough chain so we’ve got lots of swing for good scope. Wind was predicted light. We were now 3 days ahead of schedule. Yahoo!

## **Dec 2, Plumper Bay to Port Neville**

Well yes, we were learning the interesting things. Josh had calculated all the current flows from knowing the tide heights, and then the distance from the real gauge and then the width of the passages. Josh’s brain works really well with numbers. We did Johnstone Strait with minimal whirlpools, and Seymour Rapids too. The moon was a waxing crescent, so tides were tall. A Coast Guard ship seemed to always be near, so we skipped anchoring at Billy Goat Bay, and headed to Port Neville before dark. On the phone, my

friends Linda, Murat, and Lorrie mentioned there were strong currents.



Ready for the storm , Port Neville to Port McNeill



Port Neville to Port McNeil.

**Dusty** was approaching that mossy cluttered dock by the old General Store, while speeding sideways toward the pilings. Oh oh, we realised a port tie up was not going to work. “Reverse, reverse, Full Power Please – Now – *NOW!*” We pulled back into the channel and the learning continued: “Tell ya what, I’ll get the lines and fenders over to the starboard and you just hold **Dusty** into the current, then slowly move one ship length to each side. Do it four times. By then, we can motor into the current and stay parallel to the dock, and I can step off peacefully and tie up the lines.”

**15:07.** Safely and accurately tied up, Josh relaxed and played more jazz. By now, I had phoned Jacquie Roussin, who used to bring her daughters Angie and Rachel here for the summer – it was better for them than painting the hull of the family fish boat. I took off up the dock. I’d be back to cook dinner, I just needed to leave a message from Jacquie up on those cabin doors, because she and the girls helped the people here, years ago. The bunch of cabins across the way was the Hippie Colony, just like when I was in on Quadra, and this message is about a new baby arriving. Back on the boat, Josh was fixing the diesel stove again. Good thing that there are no fields of logs here, like back in Seymour and Cape Mudge. We should have a quiet sleep.

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*Will **Dusty** make it unscathed? Stay tuned for Part 2 of this story, coming up in August!*

## **About The Author**

### **Ken Christie**

#### **Blue Rose - DeKleer Bros. 30 Sloop**

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

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## Calibre Yacht Sales - Boats for Everyone

<https://currents.bluewatercruising.org/articles/calibre-yacht-sales-boats-for-everyone/>



*This is the third of a brief series of advertorials that highlight the products and services offered by a select group of vendors who have supported the Bluewater Cruising Association in 2022 by purchasing advertising in either the BCA Member Directory and/or Currents. This month's advertorial introduces Currents' subscribers to [Calibre Yacht Sales](#). BCA is grateful for their support.*

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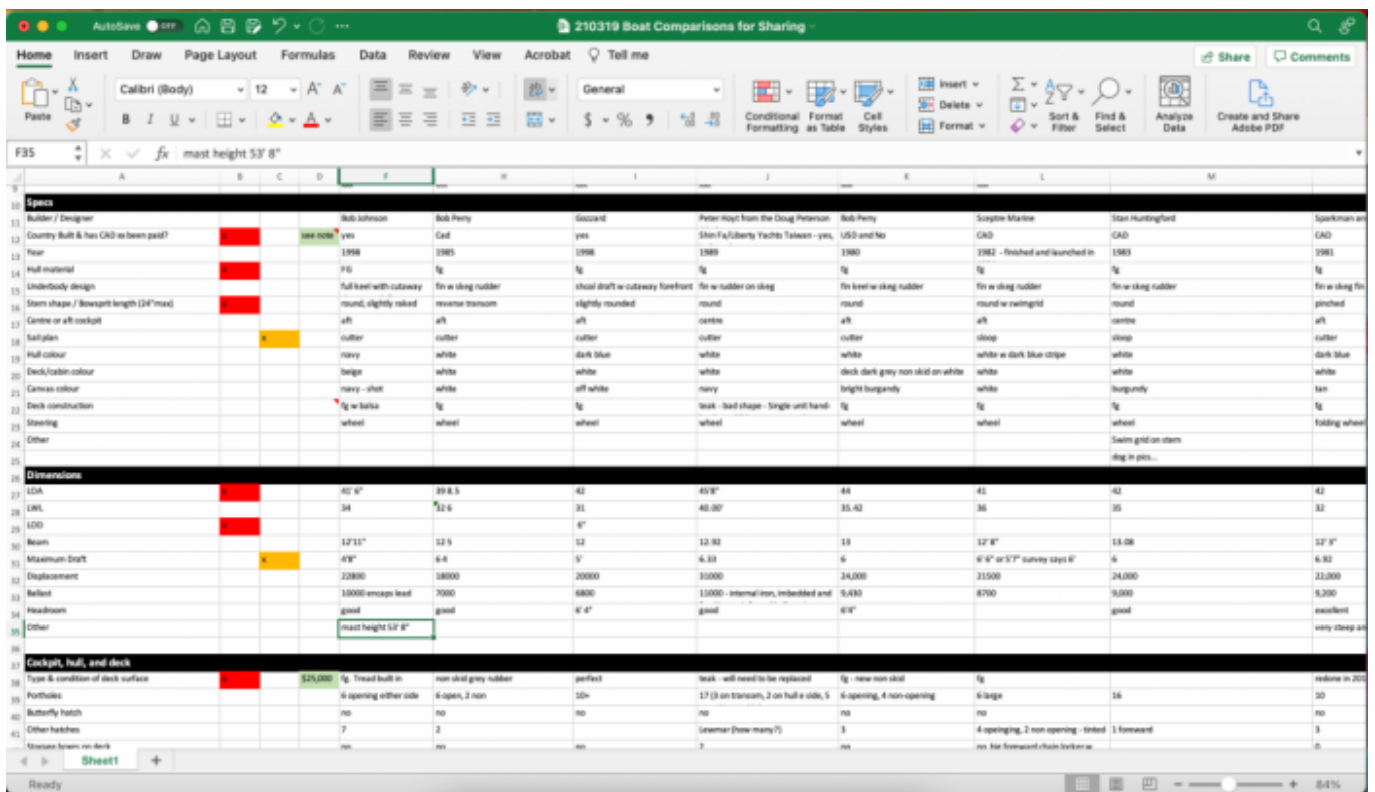
We were standing at the crossroads of “Where We’ve Been” and “What Comes Next.” David had faced the Big C and it was time to re-evaluate. All of it. Do we keep doing what we’ve been doing, or do we shake it up and live more deliberately? Having felt the blade of mortality, it was kind of a no-brainer. Time was suddenly a privilege, so we chose to make the most out of it. It was time to go boat shopping.

We’d been dipping our toes in the [Bluewater Cruising Association](#) pool for a few years. Listening about the adventures of people like Larry and Mary Anne aboard *Traversay III*, or Bill Norrie on *Pixie*, I even

got to see Lin and Larry Pardey back in the day; they all got our imaginations going. In our minds' eyes we could see ourselves out there, visiting the world. We moved from thinking about it to working on it.

We started looking at boats. At first, even though I'd owned boats for about 15 years, I somehow realised that I didn't always "see" what I was looking at. I had a vague sense that I wasn't asking the right questions. Since I have an MSc in research, that's what I did. I focussed my attention on figuring out boats.

David and I poured over YachtWorld like it contained the secrets to life itself. We made appointments to see some boats. Soon, one boat blended into another, and I couldn't keep them straight, so I created a spreadsheet. The first column contained all the specs of a boat we were going to see on Saturday. The second column contained my notes on each of those specs. On Saturday, I realised that the boat was missing some things that we wanted, so I added those too. The next boat we looked at had different things, so I added them to the first column as well and made my notes in the third column. I asked a lot of questions and read a lot. So on and so on, until I had a 5-page document of things to look at when we viewed a boat. By the time I had over thirty columns, I understood every single thing on that document. I was confident that I was really seeing what I was looking at.



My boat spreadsheet

In the first six months of the process, we met a lot of brokers. Most of them were fine people and very helpful, but a few of them were just bad at their jobs: they'd guess at answers, pay more attention to their cell phones than us, then not return calls. What really cranked me up was when they talked past me to my husband. I once asked a guy a few questions to which he had no answers, and I said, "So, what DO you know about this boat?" To which he answered, "Not much. Plausible deniability and all, you know." True story.

That's when David and I figured we could use some help. We talked about the dozen or so brokers we'd met over the months and agreed that Rob Ksyniuk (kuh-sin-ee-uck) from Calibre Yacht Sales was the best broker we'd met so far. He showed up on time, he walked us through the boats, he pointed stuff out, he got answers when he didn't know them himself, he was friendly, but most of all, we just felt like we could trust him. He was a straight shooter. So, we called him up and said, "Rob, we're looking at all these boats and sometimes we feel like we're not getting what we need. Can we hire you to help us find our boat? Do you do that? Is that a thing?" He laughed and assured us that, yes, that is a "thing." In fact, we found out that we didn't even have to pay him. WHAT? Madness. Yes, brokers do this thing called co-brokering, where a guy like Rob helps buyers like us to find a good boat. If that boat is listed by another broker, they work together and split the commission. So, Rob was paid out of the commission, not directly out of our pockets. Excellent.

We spent two full years looking for the perfect boat.

Seriously. Don't laugh. I know. I can hear you chuckling to yourself going, "There's no such thing as the perfect boat." You're right! I know this. I've had people tell me that I'd be lucky to find a boat with 50% of what I want. I rejected this. I still do. David rejected that even harder than I did! We wanted what we wanted: an offshore-capable, comfortable, solid sailboat, and we weren't gonna take no ugly boat! Was that so much to ask?

Rob was right in there with us. He called us again and again, "I think you should take a look at this one. That one might work for you. I just saw this one come up for sale, let's check it out." He was amazing. He never gave up on us.

Then, just as I was weakening and giving overly much thought to the housing market, we decided to make an offer on an Island Packet that had been for sale for a few years. We knew about it all along, of course, but it was out of our price range. However, over the years, we realised we needed to up our budget, and they realised they needed to lower their price. Via Rob, we threw a lowball at it, they countered, we countered, they countered and lo-and-behold, we came to an agreement!

Rob helped us arrange a mechanical inspection, a marine survey, and then we all went out for a sea trial. The sellers themselves were never present. They didn't live in BC and trusted their broker to manage things. I absolutely know that if we had to deal with the owners directly, we would not have this boat that we now live on and love so much. She might not be "perfect" but I'd say 90%.



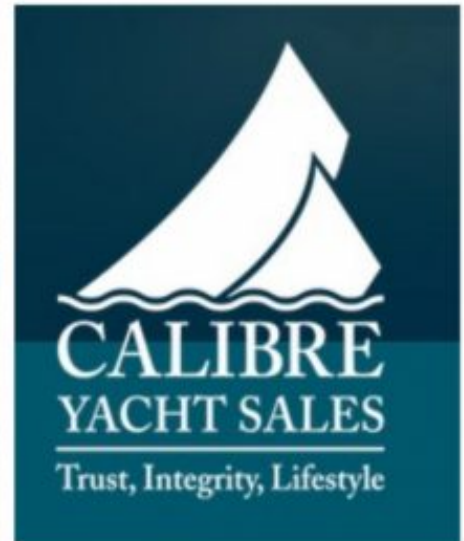
SALT, our IP 40

Fast forward. We bailed out of the condo and moved aboard *Salt*. We'd been there a while when the former Vice Commodore for Vancouver Island's BCA chapter gave us a call. He'd been working with Calibre Yacht Sales for some time and was asking if we might know of anyone who may be interested in work as a yacht broker in Victoria. Hmm. I'd been working as a writer for a while and was just talking about making a change. Writing is lonely work, and I'm an extrovert. David looked at me. I looked at David. He did that, "Everything happens for a reason" thing that he does. I just had to laugh.

Now, I work in Calibre's Oak Bay office alongside Rob Ksyniuk. The company's motto is Trust, Integrity, Lifestyle; and every day we all work hard to live up to those words. We have 14 brokers in 7 locations with a complement of 8 support staff who all work together as one powerful team. We have 9,700 boaters in our database, 20,000 boaters visiting our website each month, and our YouTube channel has over 23,000 subscribers.

We're connected with each other and each of our communities. The work is more fun than I possibly could have imagined. Every day is different, but I'm always on a dock, chatting with boaters, helping people experience the joy that is being out on the water, or helping people get onto their next boat, or sometimes move on to the next chapter of their lives. Buying or selling a boat can be stressful, make no mistake, but when obstacles come up, I remember how calm and helpful Rob was for us, and I try to give that same kind of service. Ultimately, David and I will be heading out to the great blue yonder, but in the meantime, I'm loving being a matchmaker between boats and boaters.

So, if you find yourself at the crossroad of “Where We’ve Been” and “What Comes Next,” consider giving [Calibre](#) a call. We get it, and we love what we do.



## About The Author

### Trina Holt

#### Salt - IP 40

Whether working, playing, or living on them, boats have been the focus of most of Trina’s adult life. She’s managed several marinas and worked aboard elegant cruise ships, a grungy research vessel and with the Coast Guard. After living aboard a Cal 2-29 for 7 years, Trina now lives on a beautiful Island Packet 40 with her husband. The plan is to go offshore; in the meantime they enjoy exploring their backyard, the spectacular Salish Sea.

## Offshore Sailing in the Climate Crisis - Part 1

<https://currents.bluewatercruising.org/articles/offshore-sailing-in-the-climate-crisis-part-1/>



*Editor's note: The author recently submitted this paper to the BCA Board of Directors for their consideration in anticipation of a strategic planning session in the fall. The BOD thought that sharing the paper would be of value to the membership and our **Currents** readership at large, hopefully stimulating some thoughtful conversation about the climate crisis and what we, as offshore sailors, need to think about.*

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This is Part 1 of a two-part document outlining factors to be considered when preparing to sail offshore during the climate crisis. The time frame under consideration is 5 years. Many of the items listed are already in play in various parts of the world. This is a summary document, so it doesn't provide references or descriptions of the driving mechanisms behind the changes. Basic information can be found in the reports issued by the [Intergovernmental Panel on Climate Change](#). Given the inherent unpredictability of climate change, and ongoing research, the current status of the factors listed should be reviewed and updated frequently. There is also significant variation of these factors geographically.

### Weather

Changes in global temperature and circulation patterns are leading to less stable weather. Extreme weather events will increase in both frequency and intensity in the coming months and years. Despite the increase in the amount of weather data available and the sophistication of forecast models, weather is becoming less predictable, especially over longer time frames.

Ongoing changes in the midlatitudes include:

- Wind
  - Increase in the average wind strength.
  - Increase in extreme storm frequency and intensity.
  - Increase in gust strength – especially associated with frontal systems.
  - Tropical storm (hurricane and cyclone) seasons are less well defined and becoming more active. The number of extra-seasonal tropical storms is increasing.
  - Tropical storms are occurring in locations where they have never occurred before.
  - Increase in the location and number of ‘calm zones’ at unusual times of year.
  - Increase in the frequency, intensity and duration of thunder and lightning storms.
  - Increase in the intensity and duration of rain storms (atmospheric rivers).
  - Increase in the strength of thermal winds – especially in areas close to high land temperatures.
- Waves
  - Overall increase in wave heights.
  - Increase in the variability and unpredictability of wave height.
  - Increase in the number and size of rogue waves.
- Generally, the same factors apply as in midlatitudes (excluding the tropical storm factors) however they will be more extreme.

## **Global Circulation**

Research indicates that global circulation patterns are becoming unstable and may be close to tipping points. For example, the Gulf Stream (Atlantic meridional overturning circulation) appears to be weakening, more erratic in flow and more convoluted in direction. If it, or other major ocean circulation currents continue to weaken, shift dramatically or shut down, it will likely result in severe shifts in the weather that sailors encounter. There will be severe impacts on areas that benefit from either the importation of warm water, or the exportation of cold water. This could significantly change local wind and wave patterns, preferred sailing routes and the areas that are desirable as cruising grounds.

## **Sea Level Rise**

Sea levels could rise significantly in the short-term depending on a number of factors – including ocean temperature increases and the melt rates of ice in Greenland and Antarctica (e.g. Thwaites Ice Shelf).

Ongoing changes include:

- Low lying island nations have, and will continue to, become less habitable and will likely not be open to cruising yachts.
- Increased wind, storm surge and sea level rise will lead to the destruction of coastal communities that are typically visited by cruising yachts.
- Sea level rise and storm surge will also make ports and marinas unusable without significant re-investment in infrastructure; consequently, marina space in some areas may be restricted or

unavailable.

## Navigation

Navigation and route planning will become more challenging as the climate crisis intensifies.

Ongoing changes are:

- Change in, and increased unpredictability of, the timing of safe passage on traditional sailing routes.
- Changes in storm tracks from the typical paths and the resultant narrowing of safe sailing route corridors.
- Silting of harbour entrances and bar crossings due to coastal erosion and extensive runoff will lead to harbour entrance routes being unpredictable after extreme weather events.
- Increasing sea level rise and storm surge will impact the safety of traditional anchorages.
- Rescue capability in response to EPIRBs may be less available as local coast guard resources are stretched or depleted by ongoing severe weather events.
- Preferred cruising areas will likely be very different in the future than they have been traditionally.
- Rapid and skillful navigational response to changing weather and harbour conditions will become more important.

## Economics of Cruising

Ongoing changes are:

- Cost increases and decreased availability of fuel.
- Cost increases and decreased availability of moorage in marinas.
- Cost increases in insurance (both vessel and personal health) and increasing restrictions in the sailing areas where insurance is available.
- Significant cost increases of parts and cost of shipping parts to remote locations as supply chains and local infrastructure are impacted by the climate crisis.
- Cost increases in cruising permits, port and entrance fees, etc.
- Probable reduced availability of technicians skilled in maintenance and repair of boat systems since they will be required to focus on maintaining local infrastructure, or they will be much more expensive if they need to be flown in to conduct boat repairs.

The factors described above form the technical foundation of future cruising. As more climate research and model predictions become available, and the climate continues to change, it is important that new information is incorporated in voyage planning and preparation. Hopefully there will be ongoing discussions of this information in BCA meetings and Fleet Groups.

Part 2 of this article will explore how the climate crisis is influencing social factors in foreign countries and how that will impact cruising, emerging challenges in managing cruisers' health when offshore, the psychology of sailing offshore in the climate crisis, ethical considerations and responsibilities, and keys to successful preparation.

*Cover image: Author: kai Stachowiak, License: [CC0 Public Domain](#)*

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*Stay tuned for Part 2 of this article, coming up in August.*

## **About The Author**

### **Rick Ellis**

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Rick holds a Masters (Ecology – UBC) and has worked on numerous wildlife, biodiversity and species at risk projects. He created and taught BCA's weather course while assisting cruisers with weather routing via SSB radio. Rick has developed at least three other courses for BCA, including the very popular, "must-do" course, "The Psychology of Voyaging". He recently completed an "Extreme Weather Adaptation Plan" for rural communities. Rick is a lifetime member of BCA.

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