BLUEWATER CRUISING ASSOCIATION

Photo Contest Winner

Darrell Farrow

Endless Song – Passport 40

Sunset view of Roscoe Bay and the mountains of East Redonda Island from the cockpit of Endless Song in August.

We spent a few glorious warm summer days peacefully at anchor in Roscoe Bay enjoying short hikes exploring the shores of Black Lake as well as some refreshing swims in the lake. A truly magical spot.

Currents

July 2024

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The Farrows Search for a Bluewater Boat

https://currents.bluewatercruising.org/articles/the-farrows-search-for-a-bluewater-boat/

After a summer of sailing in Desolation Sound, the sailing bug had bitten deeply and we were entranced with possibilities. YouTube has lots of videos of folks who have bought a boat and taken off. Old boats and new boats, there are challenges either way. We started our search on a bit of a wild goose chase, looking at new boats. Very expensive, but my thought was that we were not getting any younger, and spending time fixing a boat was time and experience wasted. One boat intrigued me, a Sirius 35DS. The size seemed huge, but the accommodations, at least in the photos, appeared ideal. Downsides were cost and the waiting time: 2½ years. Our names were penciled in for a May 2025 delivery. Mentally, I had us picking up the boat in Europe in May 2025 and spending a season sailing the Baltic, then a season around the UK, then maybe the Med via the canals of Europe, and then… the list went on and on. Darrell was less enthusiastic.

At the end of February 2023, we went off to the Vancouver Boat Show to look at alternatives. We saw the usual mix of fantastic plastics and were dismayed at the fit and finish of these expensive boats, few of which were really appropriate for blue water cruising.

Salish Sequel, a 1989 Taswell 43, was the 2023 BCA demonstration boat. On boarding her, we were immediately captivated by her beauty, solidity, and build quality. Suddenly an older, more robustly-built boat seemed very interesting. What was out there? What should we look for? Around the same time Darrell came up with a YouTube video discussing whether to buy new or refit. The balance really came down hard on the refit side of things. We also found Rick Page's book *Get Real, Get Gone*, and I realized that we should keep it simpler. We anticipated that it could take 12 to 18 months to find the right boat.

We trawled the internet, initially focused on BC based boats. My process was:

1. Find a boat that looked interesting
2. Find and join the Facebook group of that boat model
3. Lurk and read as much as you can about that boat's good and bad aspects
4. Ask a few questions.
5. Go see the boat

I joined a lot of groups, the most notable being the Slocum 43 and the Passport 40 groups. People are passionate about their choices, and all had good reasons why their chosen boat was the best option. A repeated refrain in adverts for boats: "just back" from a world cruise and ready to go again. The owners might have limped home with their near broken boat a decade ago, the boat had been moldering away since then, and their emotional attachments had them pricing according to their memories, not the reality. Many boats that we viewed were refit projects.

After finding nothing suitable in BC, I started trawling further afield. We eventually planned to go see a Slocum 43 in La Conner and a Passport 40 down in Seattle. Then I got this message from the Passport 40 group: if you are seriously looking, my Passport 40 might be your boat. This boat was in Anacortes: now we had three boats to view. Our day trip went back down to two boats when we heard that the Seattle Passport 40 had received a bad survey and needed a lot of work.

On paper, both remaining boats seemed very reasonable. The Slocum 43 had incredible paperwork that the owner (now based in Portugal) had sent me. It's advantages were that it was Canadian registered, the teak decks had been removed, and there were incredibly detailed maintenance records. Whilst it had been on the hard since the start of COVID, I was assured that the owner was coming over in a few weeks and that the boat would be floating and operational in a few days. When we saw her, our hearts sank. Despite the great care the previous owner had given her, several years on the hard had not been kind. The sails and rigging were toast, the decks were flooded as the scuppers were blocked, and the interior was a shambles. Not what we were hoping for.

Passport 40

On to see the Passport 40. What a beauty. In tip top condition for her age, well maintained and fitted out. The owners had a dream, bought ***Endless Song***, and refitted her to their ideals. After spending a season in Alaska, life got in the way. She then sat for a year at the marina. Much as they were not ready to sell her, their commitments had them firmly ashore for the foreseeable future. An underused boat is a dying boat so ***Endless Song*** needed new caretakers. Had to be the right people and we fitted the bill. Roomy and spacious, with a glorious teak interior, our boat had found us. A second trip down followed, this time with our son Simon, who knows a good bit more about boats than we do. By the end of that visit, we had shaken on a deal, subject to survey.

Forward berth lockers and head

Rear berth and lockers

Finding a reputable surveyor with time available took a while and ended up being a two-part process, one for a quick hull survey when she was hauled for pre-planned bottom paint and some minor repairs, and

the second for a sea trial and interior survey. The survey and sea trial came up with no serious issues, other than a list of maintenance items to be addressed. We agreed on a final price and now the process started to find a 40’ slip in BC so that we could move her to Canada.

Top left and right: Galley; Bottom left: Forward Pullman berth; Bottom Right: Salon

GoldStream Boathouse Marina (just below the Goldstream park on the Malahat highway) was fantastic in offering us a mooring. I love this small, well-run marina. Out of the way and delightfully protected, we were over the moon to have a slip. The delightful folks at Anacortes Marine Transfers handled the transfer process efficiently and by late May she was ours. It would take many more months for the Canadian paperwork to be finalized, but we were free to take her.

Instruments… BIG upgrade for us!

The previous owners kindly spent a day teaching us how to manoeuvre this apparently enormous vessel, which honestly backs up like a drunken elephant. Currents, winds, all affect her and with no rhyme or reason as to why. A few days later, we were off! Simon joined us for the trip back to Vancouver Island and we spent a delightful couple of days sailing through the San Juan Islands. We were really taken with how many mooring balls are present, and thought that the options for pump outs of black tanks was admirable. BC needs to follow suit and add more mooring balls and a lot more pump out stations.

Learning the ropes on a big boat.

Our first port of call in BC was Sidney, to go through customs and immigration, and to provision for the final leg of our trip. Sidney was a very tight marina for our first docking with a big boat and it didn't go very well. I managed to scrape her hull on one of the pylons as we backed out. Very embarrassing; we now use way more fenders.

Heading out from Sidney, at this point hungry and needing food, we were hailed and boarded by the RCMP. This proved comical, as we were in a newly Canadian boat that still had USA registration and AIS, and was being driven by three South African accented folk. When they asked for our passports it took the policeman a while to realize that we were naturalized Canadians. We kept calm as they went through their processes, including having to repeat the process when their cell phone cameras wouldn't cooperate. Sometime around 9pm, we finally anchored in Princess Bay, had supper, and then a very good night's sleep.

Anchored in the San Juans; Inset: Wing on wing sailing to Canada!

The next morning, we dropped Darrell off at the BC Ferries terminal at Swartz Bay to go back home for her commitments. Simon and I sailed into Todd Inlet for the last night of our trip. The next day we berthed her in Goldstream. ***Endless Song*** was now in Canada. It was now time to address that long list of maintenance items.

Left: A comfortable perch on the bow; Right: ***Endless*** at Goldstream boathouse Marina

About The Author

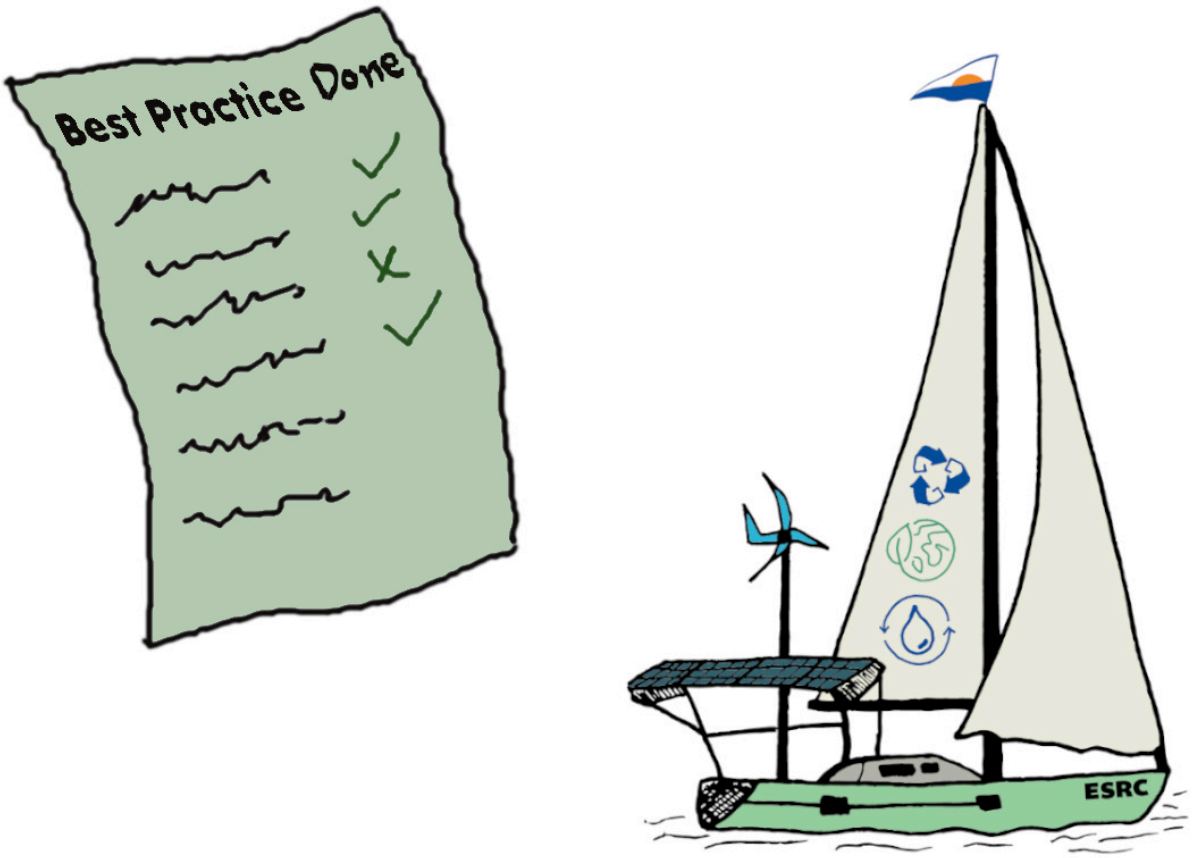
Darrell and David Farrow

SV Endless Song - Passport 40

Darrell and David are fast tracking their sailing experience. Starting in August 2021, they took up sailing in a C&C 27, Mystic, and enjoyed it so much that they and have now progressed to preparing their second boat, Endless Song to head offshore, summer 2025.

Cruising Best Practices Checklist

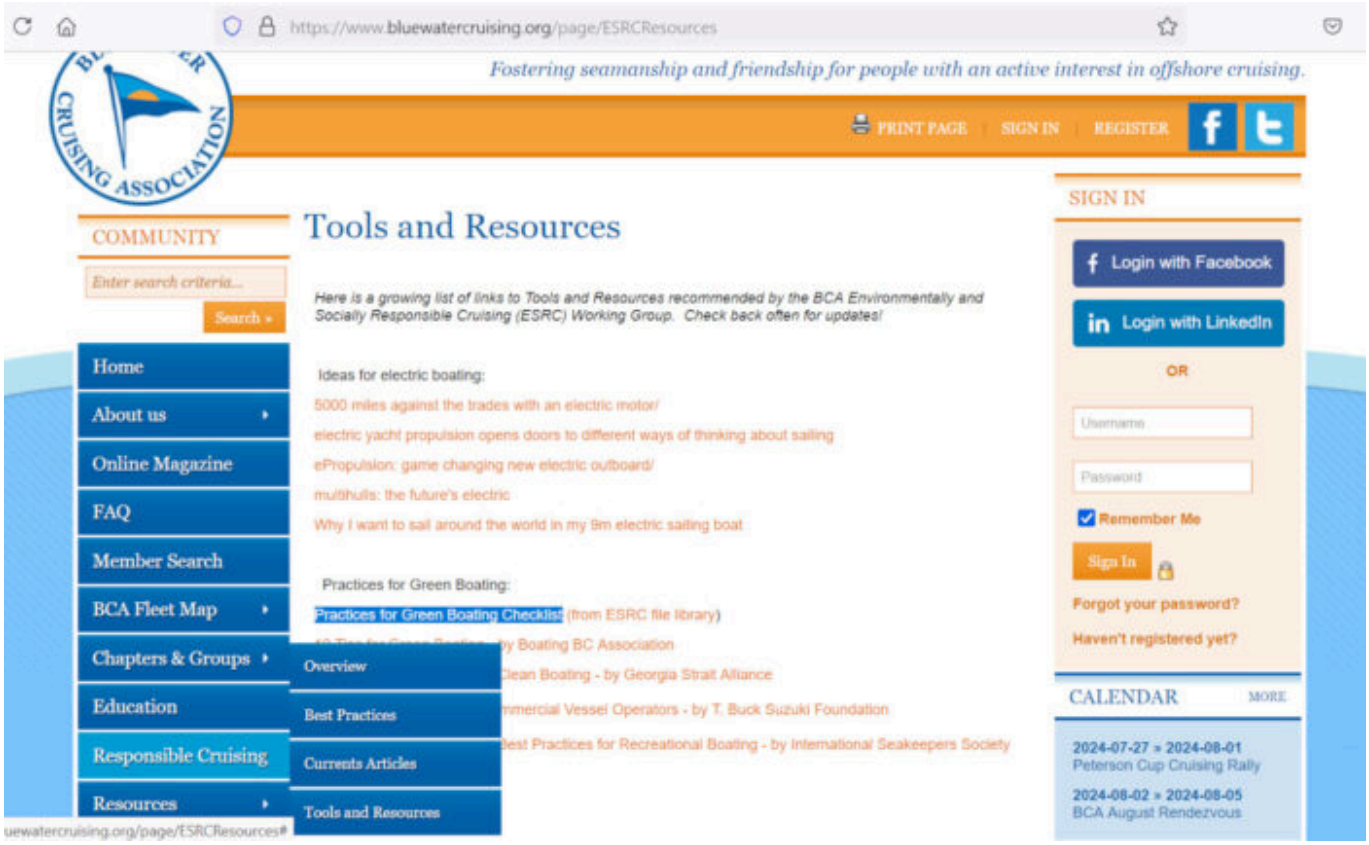
https://currents.bluewatercruising.org/articles/cruising-best-practices-checklist/



In a recent survey, BCA members indicated that they are concerned about the ways climate change is impacting the ocean environment, want to learn more and take positive action.

As part of the Environmentally and Socially Responsible Cruising (ESRC) strategy the working group was tasked with “creating a template to encourage self-reporting of boats using best practices…”

The Best Practices Checklist is now available on the BCA website as an excel spreadsheet so it can be easily completed and/or modified to suit your boat. To download this helpful tool, click here, or you can find it in the Responsible Cruising section of the BCA website along with other tools and resources.



Find various tools and resources in the Responsible Cruising Section of the BCA website

The checklist will help you to evaluate your current boating activities and monitor progress over time. As new ideas and better information become available, the checklist will be revised and we welcome your suggestions. Please send them to enviro@bluewatercruising.org.

Upcoming Information and Resources

More information will be forthcoming with follow-up articles and presentations on various aspects of the checklist. The ESRC group is also developing a detailed calculator for the carbon footprint of cruising boats.

About The Author

Environmentally and Socially Responsible Cruising Working Group

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The role of the Environmentally and Socially Responsible (ESRC) Working Group is to develop and implement BCA's ESRC Pledge, through a variety of initiatives, projects, publications, talks and workshops. Working Group Members are: Deb Bryant, Don Chandler, Rick Ellis, Connie Morahan, and Marilyn Sanford.

BCA May Rendezvous - A Great Start to the Cruising Season

https://currents.bluewatercruising.org/articles/bca-may-rendezvous-a-great-start-to-the-cruising-season/

Despite a gale warning in the days leading up to the event, thirty BCA boats carrying around sixty-two members made the journey to Telegraph Harbour Marina on Thetis Island for the May Rendezvous, BCA's first such event of the year.

Telegraph Harbour Marina, Thetis Island

Representing a departure from our location of the past several years, Telegraph Harbour was a new marina chosen by VI for this year. As coordinators on host boat ***Luja,*** both myself and my husband, Toryn Sundstrom, were very happy with the choice—a sentiment echoed by many over the course of the weekend. New marina owners Reid, Jamie and Jen, along with all the rest of the staff at the marina went above and beyond for us, all weekend, providing private gathering spaces, live music, and delicious cinnamon buns and other treats baked fresh each morning.

The Rendezvous included a number of tried-and-true favourites, such as continental breakfasts, member-driven musical open mics, a well-attended potluck, and a scavenger hunt, which was enthusiastically completed by some eleven boats!

I would be remiss in failing to share some of the creative items collected for the challenge, which included human hair (something purple), a vintage New York Times Crossword Book (something from 2004), currency and flags from the world over, an immense amount of rum (something every pirate needs), a stuffed toy snake tied into a fancy knot, and—slightly stressful—an egg (find an item for every letter in your boat's name).

This year we also aimed to include some features and events with BCA's new value (Caring: Respecting

our environment, the communities we visit and each other) in mind.

14 intrepid broom pullers at the end of the afternoon's work

For example, in partnership with the Thetis Island Nature Conservancy, we identified two projects on the Island that could use BCA's help. On Sunday afternoon, five members walked to the People's Apothecary Garden to help with weed whacking and site clean-up, while another 15 BCA members went to work clearing invasive broom from public land near the marina. Several residents from the community stopped to give their thanks to our helpful members, which I would like to echo here—the forty or so person-hours of volunteer time we were able to provide to the Island did not go unnoticed by the community, and I really appreciate everyone's willingness to contribute some of their holiday time to these projects!

The VI Watch, as hosts of this Rendezvous, has also committed to donating three life jackets to the Kids Don't Float stand, currently being built at the marina, a partnership between RCM-SAR and Telegraph Harbour Marina. That donation is in-progress, but BCA will be visually recognized on the stand once everything is complete.

Once again, Dr. Elaine Humphrey led a microscopy session on the dock, gathering small samples that were viewed at great magnification. This year, for the first time ever, Elaine hosted a post-Rendezvous

Zoom session for all BCA members and interested parties, to follow up on the spoils of the dock walk. Those tuning in were able to watch Eden, one of the cruising kids on ***Freeranger***, use a Portable Scanning Electron Microscope (PSEM) virtually controlled from their boat, even while it was located at UVIC. With Elaine's guidance, Eden was able to zoom in on the specimens Elaine had prepared following the dock walk, and once interesting views were discovered, he was able to direct the PSEM to take a photo of what was seen, providing amazingly-high definition images of microscopic sea life in mind-boggling detail.

Dip-luck evening and beach clean up creations

Sunday afternoon was marked by several new activities, including a 'dip luck', where BCA members were invited to bring their favourite dips and BCA provided everything to dip into them, as well as an optional, catered dinner provided by Invitation Indian Cuisine in Chemainus. Many thanks to Jamie at Telegraph Harbour for using his Axopar boat to ferry Toryn over in style and at speed to pick up the food. Approximately 40 members enjoyed a delicious Indian buffet, comprised of three curries, rice, naan, pakoras, and pappadam.

A 'Beach and Sea Debris Sculpture Contest', was another first for the May Rendezvous. ***Nanamuk's*** amazing "Bone Hag of the Sea", built from a large wayward float and other detritus, was our most substantial sculpture, and an impressive one at that! Dual entries from our

youngest cruisers on ***Freeranger***, as well as a beautiful boat created by those on ***Chantey V*** rounded out the sculptures, with prizes kindly donated by Level Ground and dot.Naturals, continuing the eco-conscious theme.

That evening, Telegraph Harbour Marina hosted well-known local musicians Daniel Lapp and Adrian Dolan for a night of open-air live music on the lawn. Members from all three clubs having their Rendezvous at the marina, as well as the local community were all invited to enjoy the music. The fiddle and folk music (to say nothing of the perfect weather!) was thoroughly enjoyed—and appreciated—by all in attendance!

Leaver package presentations to (from left): Larissa Clark and Duncan Copeland with the crew of ***Freeranger***; Rikkert Vos and crew member Victor Weizmann, ***Susea***

Fortified after a weekend of great food, even better company, and lovely music, cruisers cast off on Monday morning to head home or on to further adventures. Indeed, two boats at the Rendezvous are off on much further adventures in the near future, as the crews of both ***Freeranger*** and ***Susea*** were in attendance to receive their Leavers Packages, along with a hearty dose of well-wishes, from Commodore David Mitchell.

I’d like to extend my thanks to the many people who helped make the weekend possible, including

Trotac Marine, Level Ground, and dot.Naturals for providing prizes, Telegraph Harbour Marina for going above and beyond in so many ways, Invitation Indian for the delicious meal, Thetis Island Nature Conservancy for helping organize a great afternoon, Jennifer Handley and Campbell Good for helping make breakfast in the early hours, and my husband Toryn, who was “voluntold” into the position of co-host and happily jumped in to do everything he could to help. Of course, most important to the weekend were all the BCA members who signed up, came along, and enjoyed a lovely weekend with us—thank you, and see you at the next one!

An album of photos taken by Rendezvous attendees can be found here.

About The Author

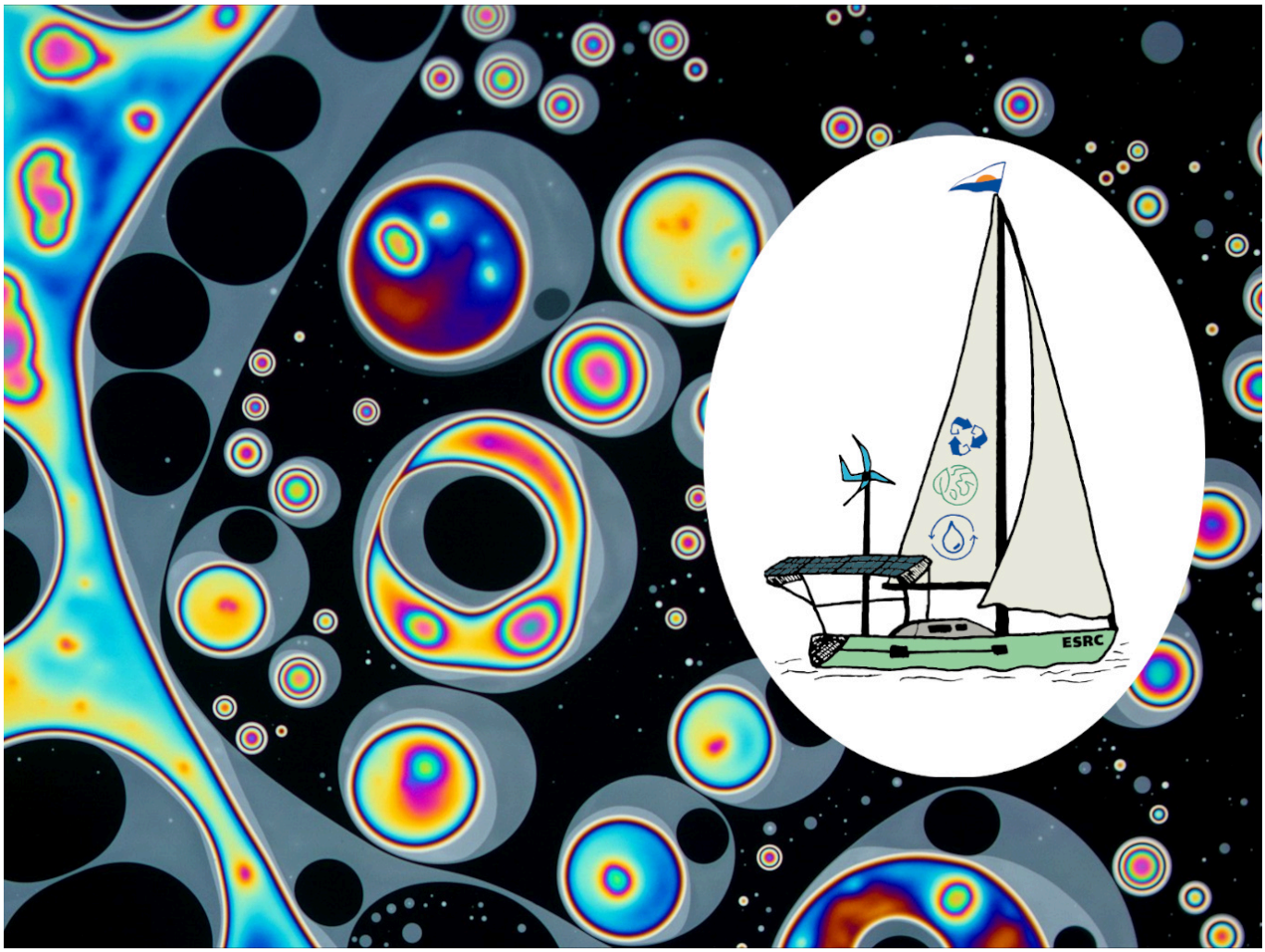
Dani Tate-Stratton

Luja - Hella SA 29 Lifeboat

Dani and her husband Toryn live in Victoria and when they aren't redoing the interior of their sailboat, coastal cruise the Gulf Islands. Future cruising dreams include spending time in Europe, perhaps on the rivers and canals. In the meantime, they're learning as much as they can and very much enjoying listening to the Doers and Doners who generously share their fabulous stories.

The Lowdown on Dirty Dishes

https://currents.bluewatercruising.org/articles/the-lowdown-on-dirty-dishes/



When you're washing the dishes after a delicious meal onboard, and watching the soapy gray water go down the sink to mingle with the soapy water from all the other boats in the anchorage, do you wonder what effect it's having on the marine life beneath you? If you're concerned about this, you may want to consider what's important when choosing dish soap. In a recent survey of BCA members, the topics that members wanted to know most about were environmentally friendly boat paints and maintenance supplies, so we've selected dish soap as an example of the kind of things to think about when choosing a product. Purchased dish soaps are the focus of this article; however, there are homemade options such as baking soda and vinegar that are also effective.

Two general types of dish soap (liquid and bar) are discussed. A few soap brands and their pros and cons are listed as examples only. This article is not endorsing any specific brands.

What are some desirable characteristics of dish soap on a cruising boat?

- Grease cutting ability – especially effectiveness in cold water

- Cost and availability
- Gentle on hands (no dish washing gloves required)
- Could be used as a general cleaner for the boat (minimize number of cleaners required on board)
- Could be used for personal hygiene (minimize products on board)
- Available in various scents

What environmental factors could be considered?

- Low carbon footprint of all ingredients and aspects of production
- No phosphates, palm oil, preservatives, paraben, sulfates, dyes or other harmful or toxic chemicals
- Minimal plastic packaging, refillable packaging, and/or biodegradable or compostable packaging
- Short (preferably local) supply chains (less carbon used in transport of ingredients or final product)
- The makers are strong environmental advocates

What social factors could be considered?

- Low sudsing – less visual pollution
- Products and ingredients certified as Fair Trade
- Fair wages, healthy working conditions, gender equality and human rights of workers are supported by the company
- No animal testing or cruelty in product R&D
- The makers are strong social advocates
- Locally made

One of the fundamental choices in selecting a soap is whether to use liquid or bar soap. There are a number of trade-offs regarding the factors listed above to consider.

Overall Comparison Between Liquid and Bar Soap

Liquid Soap

Best for convenience, ease of use, and effective grease-cutting, especially for those who prioritize performance in various water temperatures. The high concentration of liquid soaps enhances cold water performance. Liquids are available in a variety of scents and chemical compositions for specific cleaning tasks. They are more likely to contain harsher chemicals. Ease of use generally means more soap is used and thus liquid soaps are more expensive. They require containers that are often plastic.

Bar Soap

Best for those who prioritize sustainability, minimal packaging, and natural ingredients, and are willing to spend a bit more effort in the dish washing process. Ingredients like coconut oil, castor oil, and other plant-based oils found in these soaps are known for their grease-cutting properties, which generally remain effective in cold water. However, users might need to work the soap a bit more to create suds

compared to liquid soaps. A single bar can replace multiple bottles of liquid soap and are thus more affordable. Bar soaps need to be stored properly to dry between uses so are somewhat less convenient than liquid soap. They may leave residue on dishes if not rinsed or dried (which may be an issue if water is in short supply on board).

Tips to increase effectiveness of soap in cold water:

- Ensure the soap is well dissolved in the water, which may involve more vigorous agitation or using a sponge to apply the soap directly to dishes
- Soak dishes longer to allow the soap to break down grease and food particles
- Use a scrub brush or sponge to manually assist in the cleaning process

Example Brands to Consider

There are many ‘good’ products available. These were chosen to highlight the diversity of approaches to environmental and social responsibility. The first set of examples are from major manufacturers and are listed by category (liquid and bar) The second set of examples are local manufacturers. More information to assist information gathering is available on the company websites and in dish soap review articles. As with many reviews, opinions differ. Since many of these soaps are specialty items, they are not readily available in local grocery stores, and may need to be purchased from specialty stores or bought online. (Note: the farther the shipping the greater the carbon footprint of the product.)

Some soap products to consider when trying to reduce impact on the environment (photo by Rick Ellis)

Major Brands – Liquid Soap

- Dr. Bronner's
  These soaps are concentrated, organic, biodegradable, Fair Trade certified, utilizing natural essential oils for scent and recycled packaging. They offer a versatile range of uses beyond just dish washing, such as for personal care. They are concentrated so perform well in cold water using less product; however, they may not be as effective as soaps specifically designed for dishes that contain harsher chemicals. This brand is highly committed to ethical and sustainable practices, with a significant focus on environmental and social causes. The soap is gentle on the skin and available in various scents.
- Common Good
  This company produces concentrated dish soaps that are biodegradable, and are paraben and sulfate-free. Their soaps are designed to be gentle on hands while effectively cleaning dishes. Common Good also focuses on reducing single-use plastic through refillable bottles. The essential oils and plant-derived surfactants in its formulation are effective at breaking down grease, even in lower water temperatures.

Major Brands – Bar Soap

- No Tox Life – Dish Block™
  This brand offers a concentrated palm oil-free, vegan-friendly, and biodegradable dish soap bar that's effective on grease and long-lasting. It is formulated to be gentle on the skin, without any sulfates, phosphates, parabens, or synthetic fragrances. No Tox Life is a cruelty-free and vegan company, with a strong commitment to eco-friendly practices. It may leave a light film on stainless steel if not towel dried.
- Meliora's
  This concentrated dish soap is MADE SAFE® Certified, vegan, and free from harmful chemicals. It is specifically formulated for dish washing, potentially offering better grease-cutting capabilities than general-purpose soap, but not as versatile. It comes in plastic-free packaging, emphasizing zero waste. There is a strong commitment to sustainability and transparency, with ingredients and scents posted online for full disclosure. Woman-owned Certified B Corp, indicating a high standard of social and environmental performance.

Local Brands – Liquid Soap

- Sapadilla Soap Co. (Vancouver, British Columbia)
  Liquid hand soaps made from plant-based ingredients and pure essential oils. They offer a variety of eco-cleaners and soaps. Their products are non-toxic, biodegradable, and come in minimal packaging. Bulk purchases available.
- Mint Cleaning (Ucluelet, British Columbia)
  Liquid dish soap and other cleaning products in refillable glass bottles and recyclable refill pouches. Their liquid soaps are made with high-quality, natural ingredients. They are infused with essential oils and are biodegradable. Founded by two women (professional cleaners), and supports Mamas for Mamas and other humanitarian organizations.

Local Brands – Bar Soap

- Saltspring Soapworks (Salt Spring Island, British Columbia)
  Produces handmade bar soaps using natural ingredients, essential oils, and botanicals. Their bar soaps are designed to be long-lasting. Offer a wide range of skin, hair, and body care products, including a salt water bar soap.

There are many other Canadian companies (e.g. Biovert from Quebec) producing environmentally friendly soaps. As with so many aspects of cruising boat equipment, there are tradeoffs involved in something as simple as choosing a dish soap. Choose a product that matches your values and personal approach to environmentally and socially responsible cruising.

Please make suggestions, provide your experience with these or other dish soaps, and continue the exploration in the comments section below.

Photo Attribution: The background image of the feature photo is by Carl Kaff published through commons.wikimedia ***called*** Lipid Islands on Soap Bubble***. We have edited the orientation to present in landscape rather than portrait and flipped the image. Click to read the*** use license***. The ESRC logo was designed by Dani Tate-Stratton.***

About The Author

Environmentally and Socially Responsible Cruising Working Group

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Sweet Brackish Salt: A Novel - Book Review

https://currents.bluewatercruising.org/articles/sweet-brackish-salt-a-novel-book-review/

Book Review: *Sweet Brackish Salt*: A Novel. Marike Finlay. Pottersfield Press. 2023

In Marike Finlay's captivating new novel, *Sweet Brackish Salt*, readers embark on sailing adventures that traverse a multitude of waters. From the vast Great Lakes, including the bodies of water that need to be followed to get there, to the historic US Eastern Seaboard, ultimately finding anchor in the evolving embrace of Finlay's new Nova Scotian home waters.

Finlay's storytelling artfully intertwines the practical aspects of life at sea with profound personal reflections, inviting readers aboard two of her vessels to share in the exhilarating successes and contemplative challenges of life lived on the water – its salt content notwithstanding. Her beloved dog, Negrita, plays a catalytic role, accompanying Finlay on her journeys and becoming an important figure in the distinct yet interconnected stories that shape the narrative. Through vivid descriptions and evocative prose, Finlay paints a rich tapestry of maritime experiences, exploring themes of self-discovery, resilience, and the profound connection between humans and the natural world. This book isn't focused on rigging failures or hardware choices, though those do play a part. It's more about the personal

relationships forged and tested, both on board and on land.

Finlay's success as a female sailor is indicative of the growing number of women excelling in some of the world's most demanding ocean races. Yet, some of her male counterparts remain astonished by her solo accomplishments.

Her journey is not without its trials. She asks, "Why take on all this misery to come here? Why the sacrifice?" These are questions that are relevant to the difficult approaches to the Lakes from her home port, and equally appropriate as she recounts the arduous refitting of a classic wooden schooner—a testament to her perseverance and determination. Through well crafted prose, she shares the intricate details of boat building, painting a rich picture of the challenges and triumphs involved in restoring a vessel to something close to its former glory. Finlay's evocative writing style transports readers to the heart of a small Nova Scotian community. A community that has become her adoptive home, where the schooner's restoration becomes a symbol and catalyst of community and belonging, fostering deep connections between Finlay, her partner, and their newfound seaside home.

The book depicts Finlay's journey through waters that are sometimes as unpredictable as the social encounters she faces—sometimes turbulent and littered with treacherous rocks and shoals, sometimes breathtakingly sublime. Finlay's passion for sailing and an adventurous life shine through every page, infecting readers with her enthusiasm for wind, waves, and the unique rhythm of life on the water or near it. She candidly shares the moments of "terror", "misery" and "sacrifice" that sometimes accompany a life on the water, yet her unwavering love for the ocean and sailing ultimately prevails. Her story is an ode to the resilience of the human spirit, showcasing the transformative power of the sea to challenge, inspire, and ultimately reward those who listen to its call.

Whether you are an experienced sailor or simply a dreamer of distant horizons, *Sweet Brackish Salt* promises a captivating read. Finlay's masterful storytelling and deep-rooted passion for sailing will resonate with anyone who yearns for adventure, self-discovery, and the enduring allure of the ocean.

Feature image: book cover and book's author at helm of her boat in Mediterranean Sea (photos by Barb Peck).

About The Author

Nello and Sheridan Angerilli

Marathon - Beneteau Idylle 1150 sloop

Nello and Sheridan Angerilli of **Marathon**, sailed to Mexico in 2009 and crossed from there to French Polynesia in March-April, 2019. They moved **Marathon** back to Mexico in early 2022 and have enjoyed two further cruising seasons in the Sea of Cortez from a base in La Paz. They are very grateful for what they have learned through their membership in the BCA starting in 2006.

BC Parks Survey 2024 - Calling all Boaters

https://currents.bluewatercruising.org/news/bc-parks-survey-2024-calling-all-boaters/

A message from BC Parks:

Have you visited a BC Park recently? Whether you camped, hiked, biked, boated, or got up to something else, we want to hear from you.

BC Parks is committed to protecting and managing the province's diverse wilderness for future generations, and providing high-quality, safe, outdoor recreation opportunities.

To help achieve this goal, BC Parks conducted annual visitor satisfaction surveys from the 1980s until 2019. In 2023, after an in-depth review of the historic program, BC Parks relaunched the survey with an updated questionnaire. (To see the results from last year, click here.)

In 2024, we're running the survey again with a few improvements based on your feedback from last year and some new questions targeting our marine visitors. Going forward, BC Parks is committed to

conducting the visitor satisfaction survey at regular intervals.

Why engage?

Our goal is to better understand the experiences of residents and visitors who use parks across the province. Through this survey, we hope to learn more about who is visiting parks, what activities they enjoy while visiting, what they like about parks, and where there is room for improvement. This information will be used to support future decision-making, training, and funding for facilities, trails, and other initiatives.

Who can participate?

This survey is open to all members of the public who have recently visited a BC Park – frontcountry, backcountry, marine and day use visitors are all encouraged to participate. The survey will take 10-15 minutes to complete. If you have any questions about the information collected in this initiative, or you wish to submit your response through email, please click here. Thank you for taking the time to share your experience!

Timeline

The survey is open from May 17, 2024 to September 16, 2024.

Currents Bluewater Cruising

The Bluewater Cruising Association

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