



Photo Contest Winner

Bjarne Hansen

Hoku Pa'a - Hinterhoeller

Niagara 35

Whilst sailing from Columbia Cove to the Bunsby Islands (part of our V.I. circumnavigation in 2025), we were treated to a 45-minute show by one humpback, who repeatedly breached, tail-slapped, and flipper-waved.

It was the highlight of that drizzly and gray June day!



Currents

July 2026

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Search for the Perfect Boat

<https://currents.bluewatercruising.org/article/search-for-the-perfect-boat/>



This short story is an excerpt from my Pioneer Project interview with Blake Williams and Barb Angel, which took place in March 2025. An earlier portion of that interview was [published in Currents back in April](#). The text has been edited for clarity and accuracy.

After returning from his offshore adventure to Hawaii and back, Blake Williams sold his Alberg 30. He then bought a Skipjack, with a trailer. He soon found this boat too limiting but did not want the expense of a large boat. This is the story of his search for his PB (Perfect Boat):

Blake: I sold the Alberg 30. Then I got a little Skipjack – a Chesapeake Bay boat – with a trailer.

I thought, well, that'll be interesting. Why don't I try that? The main advantage was that I could trailer her to and from a variety of locations. For example, up to the Mission Bridge and then sail down the river to Steveston. Or go down to Point Roberts, where I could connect with a Bluewater Rendezvous. Or

Sharp Cove and just pull it up on the beach.

I thought that this trailer sailing thing was something pretty good. However, I couldn't cook in it, I couldn't lie down in it. What to do? I didn't want 10-footitis disease.

I did my research and selected the Flicka as my PB (Perfect Boat). This was in the '80s.

Barrie: I've heard of them.

Blake: It was Bruce Bingham, from the US East Coast, who designed her. He submitted the design to this start up company in Southern California, Pacific Seacraft.

It was going to be a kit boat, but soon people said, "I'm prepared to pay for a completed one."

Barrie: What length were they?

Blake: 20 feet, but the marina will say 27 feet or 24 feet or 26 feet, because of the bowsprit.

I started my search around Seattle, then Ontario, and the East Coast. I went down to Miami, I went to the Florida Panhandle, finally found one I liked in a bayou. It had a trailer; it had all this stuff.

I made an offer and he said, "No, I'm not going to do that." So I went back to Miami, flew back, and I thought, "Okay, I think I'll call him." He said, "it's sold." "Could you tell me, did it sell for the full price?" "Oh yeah, full price".

I waited a few weeks and then I called him again and said, "Hey, Flicka boats are such a unique class of boats that owners tend to know each other. Do you know anybody else selling?" He says, "Yeah, there's a guy in Florida who has one." So I called up the marina and they said, "No, he moved back to Mobile, Alabama." So I called them and...



Blake's PB, *Sea Fever*

He says, "Are you gonna fly down to survey it?" I said, "No, no, I've seen enough of them. Could you send me photos of the galley, the engine, and the interior?" He FedExed them up. I looked at them. I said, "I know I've got to do some reupholstery. I've got to put a different engine on. It's 4.2 registered tons and he has only got a Mercury seven-horsepower on it." I just did those things and had my PB.

She has standing headroom. It has a Galley. It can sleep three. She is great for single-handing. It has worked out very well.

Barrie: And you still have her today?

Blake: I still have her today.

Barrie: Forty something years. She HAS been the PB for you!

Blake: Thank goodness I replaced the forward hatch yesterday, and I'm glad I got it done (chuckling)!

Barrie: It was pouring earlier today, and it looks like it's started again!

About The Author

K. Barrie Letts

Knot 2 Krazy -

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 Krazy.

Mutiny On The (Deleted)

<https://currents.bluewatercruising.org/article/mutiny-on-the-deleted/>



“Pull harder! Harder!” the skipper bellowed. We were docking Mediterranean-style and my job was to secure the stern lines. Nursing a bad back, I answered “Stop shouting. I’m trying” He replied, “You can get off the boat now!” An apology from me and a handshake calmed the issue for now. I jumped ship a week later.

At a ripe 75, dreams of crossing oceans on my Cal 39 have faded, replaced by crewing. Four worldwide postings in the past few years.

The latest was a dreamy couple of weeks (I had planned a month) cruising the Greek islands aboard a fast 44-foot sloop. A video call with the British captain was amiable enough and I booked the flights: a long haul to Athens and a puddle jump to the isle of Leros. At the boat yard, I luckily missed two days of sweaty labour that my two crew companions endured, helping prepare the boat.



Parched and Sun-Drenched

The four of us sailed or motored one island per day. The skipper knew the choice spots, having explored Grecian waters for years. Each island had at least one good anchorage or public dock. We were sailing in the shoulder season of May, so space at each “parking lot” was usually available. The summer is jam-packed.

Docking, especially in a strong breeze, was a challenge. Drop anchor way out, with scope at least three to one, without crossing anchors. In reverse, squeeze between other boats before hitting the dock. Hopefully someone experienced will take your stern lines, but it’s rarely without drama. Lots of fenders are a must. Many ports charged only for water and electricity.

Each anchorage was picturesque with a few tavernas on the water with prices slightly higher than home (but no tipping). Few fresh fish on the menus, as the crystal-clear waters are barren. Very, very disheartening.

My favourite harbours were low key...no loud pop music or wall of condos. But we did catch a superb duo at a tourist restaurant before the dish-breaking ritual started (blame it on “Zorba The Greek”). Islands that have airports tend to be overrun with tourists. Few of us tried to speak Greek, which would have reduced the indifference locals show to the onslaught of foreign invaders.



Graffiti Everywhere

The boat was pristine and kept that way by a skilled and very picky captain. Sadly, he couldn't control his anger. All three of us were on pins and needles. "Are we happy?" was his morning greeting. NOT! Two of us simultaneously jumped ship early. My replacement, a Canadian woman, lasted only four days.

What to learn? Sail your own boat or swap one as I've done several times. Your own boss for better or for worse.



Nafplio Old Quarter

If you do crew, have an escape plan with flexible air return and alternative travel plans. In my remaining days, I enjoyed strolling the old quarter of Nafplio with its nearby archeological sites, just a two-hour bus ride from Athens.

In hindsight, I did learn a few technical skills, such as using Johnson's baby oil to clean windscreens. And I met kind, interesting crew members. A voyage soured by a captain who was a talented sailor but had delusions of being a nice guy.

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.

Ice and Terror: Tracy Arm and Ford's Terror

<https://currents.bluewatercruising.org/article/ice-and-terror-tracy-arm-and-fords-terror/>



Two fjords, one 4am alarm, and the most beautiful water we've ever sailed

There are days at sea that you know, even as they happen, that you will spend the rest of your life trying to describe accurately, but failing. July 14th, 2025 — the day we motored up Tracy Arm fjord in the Alaska panhandle — is one of those days.

Tracy Arm runs 45 kilometres from Frederick Sound deep into the Coast Mountains, ending at the twin Sawyer Glaciers — tidewater glaciers that calve directly into the fjord. The navigation is straightforward in benign conditions: you follow the channel, avoid the icebergs, and try not to be so overwhelmed by the scenery that you forget to watch where you're going.

What a Day



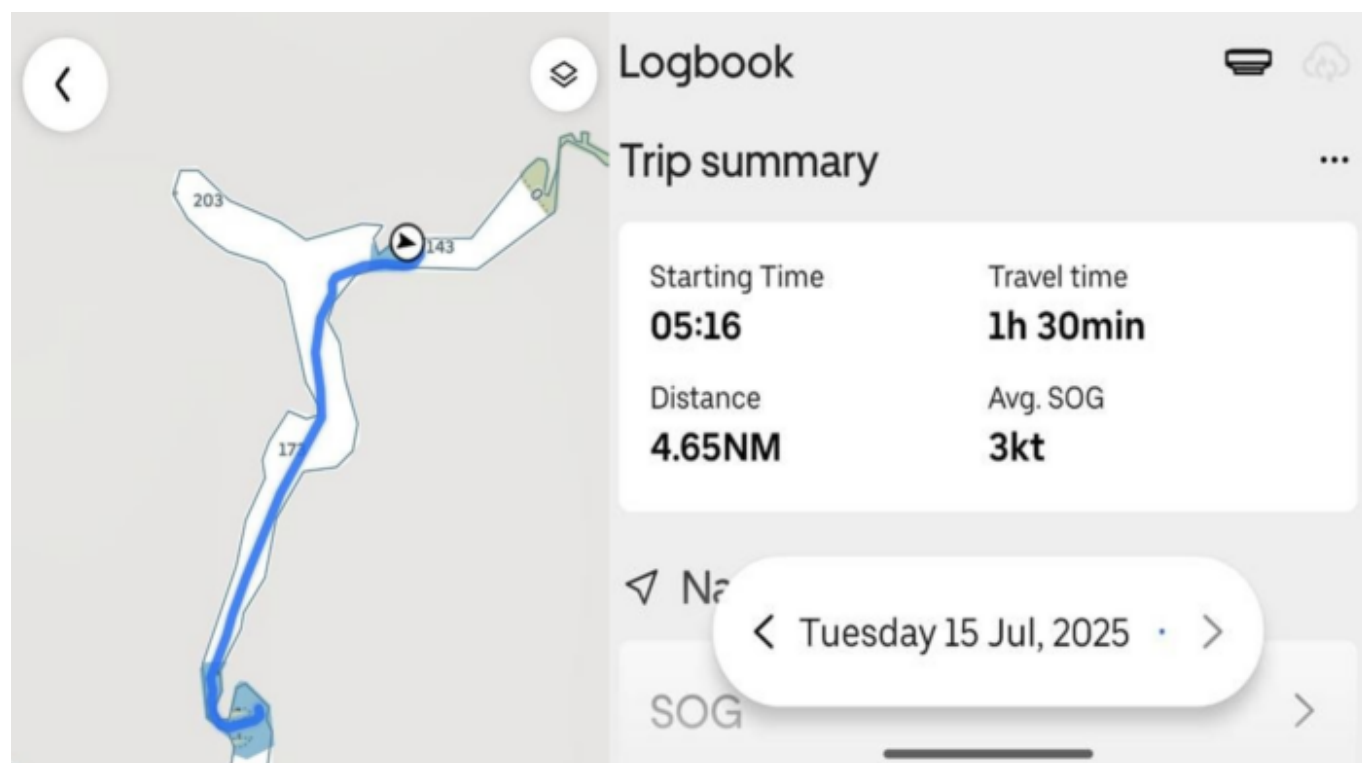
Tracy Arm — icebergs, waterfalls, sunshine. “What a day.”

The conditions on the 14th were as good as Southeast Alaska ever offers. Blue sky. No wind. The water was a deep, impossible blue, broken only by the white of calving bergs and the grey-green of the canyon walls rising on either side. Waterfalls — hundreds of them, fed by snowmelt — streaked every vertical surface. We dodged growlers with the boat hook and motored deeper into the fjord.

At the end of the fjord, the Sawyer Glacier calving face. We put the engine in neutral and drifted, watching and listening. The glacier works on its own schedule — a deep groan, a pause, a crack like rifle fire, and then a section of ice the size of a house calves into the water and bobs there, rotating slowly. You feel the wave it makes several minutes later.

We covered just over 50 nautical miles that day. We could have turned around much sooner. We didn’t want to.

Ford’s Terror — The 4am Start



Ford's Terror — entered at 5:15am on the high water slack

Ford's Terror is a name that needs no embellishment. It refers to a tidal fjord accessible through a narrow slot of a channel that runs at up to 10 knots at peak tidal flow. The entrance is passable only at high water slack — a window of perhaps 20 to 30 minutes when the current dies to nothing and you can transit safely. Miss the window and you either don't get in, or — if you've already entered — you can't get out.

The alarm went off at 4am. We motored quietly to the entrance in the grey pre-dawn light, watching the kelp to read the current. At 5:15am, the current died. We went in.

Inside



Inside Ford's Terror — paddling the east arm in drysuits. Water temperature: 5°C

Inside Ford's Terror is a world completely apart. Sheer granite walls rise hundreds of metres on every side. The water — glacially cold, perfectly clear — mirrors the sky. Waterfalls thread down every surface. There were no other boats. There was no noise except the sound of water and, occasionally, the distant thunder of calving ice.

We spent the night at anchor and the next morning paddled the east arm in drysuits. The water was 5 degrees Celsius. Even in the drysuits, you were aware of the cold in a peripheral, respectful way — the way you're aware of a large animal nearby. We paddled for three hours and saw not another soul.

Ford's Terror earns its name during the tidal exchange. In the calm between tides, it is one of the most peaceful places on earth. We left on the following day's high water slack, transiting back out into the sunlit world of Frederick Sound feeling like we'd been somewhere genuinely remote and genuinely wild.

We had.

About The Author

Darrell and David Farrow

SV Endless Song -

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.

What Your Dog's Business Is Doing to the Water

<https://currents.bluewatercruising.org/article/what-your-dogs-business-is-doing-to-the-water/>



A friendly heads-up for boaters who bring their furry crew members along for the ride:

Dog waste might seem like a small issue in a big ocean, but in busy anchorages it can quickly add up. When it's left on beaches, tides and rain can wash it into the water, bringing bacteria like *E. coli* and excess nutrients along with it. Research has shown that dog feces can be a meaningful source of microbial contamination at recreational beaches, contributing to elevated levels of fecal indicator bacteria such as enterococci and *E. coli*. In sheltered bays with limited water movement these effects can linger, impacting water quality, shellfish safety, and everyone's enjoyment of the shoreline.

There is no single province-wide "dog poop on beaches" law. In BC, enforcement is split between Parks Canada (for national parks), BC Parks (for provincial parks), and individual municipalities (for local beaches and docks). But across all of them, the expectation is the same: pick it up and bin it properly. In national park waters like the Gulf Islands, it is an enforceable regulation with actual fines. Elsewhere, it may be a municipal bylaw or park rule, but the obligation is real either way. Worth noting: Boating BC and the Georgia Strait Alliance's Clean Marine BC program emphasize responsible waste disposal as part

of green boating practice — so there's also an industry/community standard that aligns with the regulations.

If you boat with a dog, the most important step is simple: always pick up after your dog, even in remote spots where it might not seem necessary. Dog waste can carry harmful bacteria, parasites, and nutrients that stick around in the environment and get washed into the water with rain or tides. Bringing biodegradable bags and storing waste securely on board until you can dispose of it properly on shore makes a real difference. If there aren't disposal options nearby, the best choice is to keep it on your boat until there are.

A bit of planning goes a long way, too. Before heading ashore, you might look for places where your dog can go that are away from the high-tide line, streams, or popular beach areas. Studies suggest that when dogs frequently use the same shoreline spots, the risk of water contamination increases. Some boaters even train their dogs to use a designated spot on deck or an onboard potty system, which can greatly reduce impacts on shorelines.



Ian and Stanley head to the beach at Port Graves, Gambier Island.

It also helps to stay aware of local guidelines. Many coastal areas and marine parks ask pet owners to manage waste carefully to protect sensitive ecosystems and public health. Scientists use bacteria like E.

coli as indicators of contamination in recreational waters, helping signal when there may be health risks present. By following good practices, you help protect these environments and keep anchorages welcoming for everyone.

Ultimately, minimizing dog waste pollution is about respecting the shared nature of anchorages. With a bit of preparation and consistency, boaters can ensure that their time on the water leaves no trace — keeping beaches clean, waters safe, and anchorages enjoyable for everyone.

Some dog poop references:

[Responsible Recreation | BC Parks](#)

[Marine Visitor Guide | BC Parks](#)

[Green Boating | Boating BC Association](#)

[Environmental Literacy Council. *What are the dangers of dog poop?*](#)

[Environmental Literacy Council. *Is dog feces a health hazard?*](#)

[Boating – Gulf Islands National Park Reserve](#) (see “Leave No Trace” section)

**Featured photo: Diny and Skipper head out for a shore leave on Norman Island, BVI. Skipper has a potty station on the boat, and his people are always prepared to pick up after him on shore.*

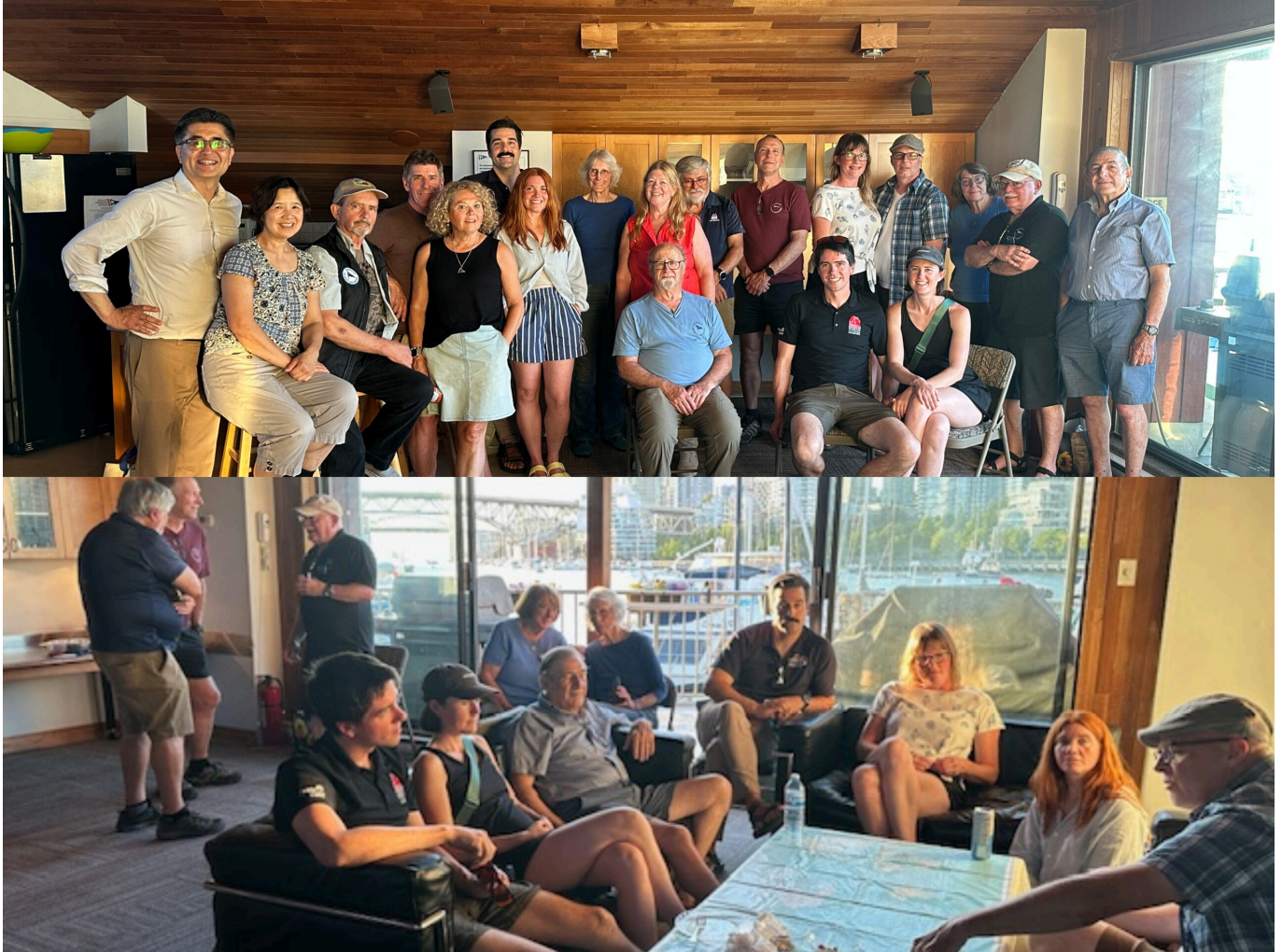
About The Author**Environmentally and Socially Responsible Cruising Working Group**

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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 Patrick O'Hara.

Vancouver Fleet Report - June 2026

https://currents.bluewatercruising.org/news_post/vancouver-fleet-report-june-2026/



This year's final Fleet gathering was a wonderful event. It reminded me of the parties Cam held in his home, where people updated, shared their adventure stories, as well as their knowledge and excitement for the challenges both met and ahead. Barb Angel brought some flags and a super vinyl map of the world that she laid over the coffee table. It became a great tool for engagement, dreaming and clarifying future and past journeys. Thank you Barb!

One of Fleet's core drivers is to help those wanting to go offshore build knowledge and relationships. It provides a great opportunity to learn, and is set-up each year to tailor that experience to the attendees' primary interests and concerns. Though Fleet is offered by BCA, it is largely run by the participants, who suggest the topics they are interested in, vote on the top subjects, and then take on the roles necessary to find knowledgeable presenters, as well as support and orchestrate these relevant subjects. BCA provides the venue and an experienced BCA member is the overall facilitator. Rhonda Schuller graciously agreed to take on that role.

This year we did things a little differently. For the first time we welcomed Zoom attendees, with Rhonda

facilitating the meetings ensuring flow and logistics. Kevin Swanson did a stellar job of ensuring the two audiences were represented and could participate with minimal disruptions. At the core, however, this is a course 'by the participants for the participants', and judging by the dynamic at the June gathering, it went well. Plans for next year will be announced shortly, and Rhonda has graciously agreed to undertake leading Fleet again next year. Thank you Rhonda!

Of this year's fleet we have ten vessels going offshore. Skipper and Crew are: David and Darrel Farrow (already offshore), Ethan and Danielle Schlegel, Trina Holt and David Mitchell (imminent departure), Christopher & Adele Friesen, Kevin & LeeAnne Towers, Rob Tymenson, Dugg and Kristen Steary, Mathew Lloyd and Anne Pigott, Jeff Macadams, Judson Berry and Leah Walker. At the June gathering Jacqueline, who did a stellar job of managing the offshore packages, presented packages to Rob Tymenson and to Doug and Kristen Steary. This reminded the attendees of why Fleet, and to a large degree BCA, exists. Supporting an endeavour that pushes boundaries and challenges our own perceived limitations, through both knowledge and community, is Fleet's purpose. It was great to see these individuals take on the challenge, and to see the engagement and excitement that unfolds while sharing a goal, experience, or dream!

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.

Peterson Cup Cruising Rally

<https://currents.bluewatercruising.org/event/peterson-cup-cruising-rally-2/>



Make the Peterson Cup Cruising Rally part of your summer sailing plans!

Time to cast off the bowlines and sign up for the annual Peterson Cup Cruising Rally (PCCR) which takes place this summer from Saturday, August 8 to Thursday, August 14.

The Peterson Cup Cruising Rally is a long standing BCA tradition dating back to 2001. It was started by Lex Peterson who, at the time, enthusiastically gathered fellow BCA members en-route to the annual Mid-Summer Rendezvous for an impromptu sailing rally. Today the rally typically gathers 12 – 14 BCA boats (sail and motor) for a week to wander the Salish Sea gathering in anchorages to share food, music and BCA companionship.

The 2026 PCCR will meet in Nanaimo at the Dinghy Dock Pub on Saturday August 8 to determine the next day's passage. The following morning at 9 am we set sail on the passage planned. Each evening the group will look at tides, weather, and probable distances and decide on the next anchorage. The "winner" of each passage will get to anchor in the best place and can invite others to raft up. Each evening will be a

pot luck on an appropriate vessel, or rafted vessels. By Thursday evening the PCCR will be very near Port Browning (which is where the BCA August Rendezvous is taking place August 14-16), enjoying the final pot puck and more silly prizes that acknowledge participants' unique accomplishments.

Come prepared to share food and bring a musical instrument and/or your voice to sing along.

Please [register online](#) if you plan to attend. If you have any questions or would like to know more about the rally, contact this year's organizer, [Ken Christie](#).

About The Author

Ken Christie

Blue Rose -

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.

Currents Bluewater Cruising

The Bluewater Cruising Association

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