



Photo Contest Winner

Trina Holt

With dreams of circumnavigating, we searched for the right boat, but she just never showed. Finally, we took our little Cal 2-29 for some water-time to remember what it was that called us to that kind of life. After a hurry-up-and-go departure, and then precious little wind, we eased into the anchorage at Sidney Spit. In a fog of gold so rich that you could reach out and touch it, we slipped past this cutter. It was like a promise of things to come, and a reminder of what we already have.



Currents

June 2021

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The Rind of the Ancient Mariners – Boating with Cheese

<https://currents.bluewatercruising.org/articles/the-rind-of-the-ancient-mariners-boating-with-cheese/>



OK, so we aren't actually ancient yet, but we are mariners; as such, we have voyaged for long periods of time without coming anywhere near a delicatessen. And, like the ancient mariners, we may be cool (so we like to think), but our provisions are not. Doing without refrigeration simplifies life in some ways (see any article on energy budgets), but also means we have to get a little creative in order to fulfill our penchant for cheese. I've decided to share some of our cheesy ideas. Those who re-provision frequently, have large fridges on their boats, or say "no whey" to cheese, may wish to scroll on by – all others, break out the wine and crackers.

I should note that our ideas have accumulated over many years. Others may learn faster. We are not experts, nor even connoisseurs – we can't tell a Muenster from a Gorgonzola and both sound like creatures from a B-movie! Nonetheless, we are fond of cheese and, frankly, a shared love of pizza is part of the glue that holds our relationship together. On a long voyage, you don't want to mess with that!



staple food aboard Hoku Pa'a

Pizza is a

No Intervention

You are probably aware that hard cheeses like Parmesan last longer than soft cheeses, so to start with, one can simply stock up on those. If they are well-sealed, they will last for a good long time. Even the semi-soft cheeses like Mozzarella can keep un-refrigerated for maybe a month, if you don't open the commercially sealed package. However, you have to keep an eye on it – if there was any contamination at the factory, the mold will happily make little mold babies inside your sealed package.

Some of the fancy hard cheeses can be pricey and we don't tend to stock up on these. Instead, we've either looked for ways to preserve our softer cheeses, or have explored substitutes.

Ways to Preserve (beyond refrigeration)

Vacuum Seal

When we departed Victoria for Hawai'i, we were carrying several provisions that had been vacuum-

sealed and, of course, cheese was one of them. Vacuum-sealing protects the item from moisture, bacteria, and oxygen, all of which can cause rancidification of fats and oils. Although vacuum-sealing in and of itself can be useful for storing cheese, it is better to add another step – either coat with vinegar, or dehydrate.

Coat with Vinegar

Vinegar is your friend because it is not chummy with mold. I have never seen a moldy salt and vinegar chip... although perhaps that has more to do with eating them long before any risk of spoilage.

After coating the entire surface of the cheese with vinegar, let the vinegar dry. You can then vacuum-seal it for extra protection, or you can wrap it in cheesecloth. The cheesecloth can also be treated with vinegar for more protection.

Dehydrate

Dehydrating cheese is not complicated if you have a food dehydrator (or you can also use your oven). We've only tried this with Mozzarella (given the high priority of pizza), but of course other cheeses can also be treated this way. I've read that salty Feta is particularly tasty when dehydrated. We have dried both sliced and grated cheese. Once the cheese was dry, it was vacuum-sealed.

When making that all-important pizza, we would soak the Mozzarella in a little water. Admittedly, this didn't make a nice texture for the cheese, so I wouldn't recommend serving it on crackers, but it worked OK on the 'za. Conversely, one could make the pizza sauce a little more liquid and the extra moisture would help re-hydrate the cheese. Slices were less messy to deal with, but the grated cheese re-hydrated more quickly and spread more evenly. Dried grated cheese could also be made into sauces for pasta, or added to any number of dishes for flavouring.

Since cheese has a high fat content, there could be a risk of the dehydrated cheese becoming rancid, but we have not run into this, probably because we used the vacuum-sealer.

Wrap in Cheesecloth

We've had good results with the fresh goat cheese available from small family businesses in Mexico (e.g. at Agua Verde and San Basilico). This mild-tasting cheese is very moist; allowing it to dry out is key to preserving it. We didn't bring our dehydrator on the boat with us, but found that wrapping our vinegar-coated round in cheesecloth kept the flies and dust off while allowing the whey to drain out (put the cheese in a container initially to catch the liquid). Once the cheese wasn't dripping any more, we wrapped string around the package and hung it up so it could dry and gradually harden. Cut off slices as needed and re-wrap. The truth is, we ate this too quickly to let you know just how long it might have lasted for.

As an aside, whey is edible (just ask Miss Muffet) – you can drink it, bake with it, or flavour sauces. When we made Mozzarella on the boat (from a cheese kit), there was a lot of whey left over, even after making a huge batch of pancakes; we mixed chocolate milk powder with the whey and had an interesting

and tangy drink.

Store in Olive Oil or Brine

A strong cheddar taste can be harder to find in Mexico, or if available, pricey compared to the more common mild white cheeses. Thus, during our last drive to Guaymas, MX, we purchased a large block of strong cheddar in Arizona before crossing the border. Once we were at the boat, we cut the block into smaller pieces, put them into sterilized mason jars, then added olive oil. (See the lead photo.) When removing a chunk of cheese, one might need to add extra olive oil to keep the rest covered. This process worked very well and the cheese continued to sharpen while stored this way. At the end, you will probably have some cheesy-flavoured olive oil to make a nice pasta dish with.

A cheaper and more readily available option is to use brine instead of olive oil. We boiled water and then added about 1 cup of salt for 4 cups water. Once the salt was dissolved, we let the brine cool (keeping the lid on the pot to maintain sterility), then added the liquid to the cheese-filled mason jars. The rings for the lids may get rusty, however, if there is any leakage or if brine gets on the rim while fishing out cheesy morsels. By the way, you can also preserve butter this way, although if you get to the South Pacific, you can find commercially canned butter.

Whether using oil or brine, the cheese must be completely immersed, but since it floats you need something to keep it down. Using what we had on hand, we broke up some wooden brochette skewers and poked them into the top layer of the cheese. Toothpicks would be simpler. The spikes kept the cheese from floating up and hitting the lid.

If you want to get fancy, add some fresh herbs to the oil or brine. Someone once gave us a jar of Feta cheese preserved with lemon slices and fresh basil in olive oil. Wow, was that ever good!

Cheesy Options and Other Tidbits

Mild White *Queso*. We tried various mild Mexican white cheeses as substitutes for Mozzarella (on you-know-what); as the French would say, *ça marche*, but some of these cheeses didn't melt very well.

Cream Cheese. So, I looked this up and learned that the US Department of Agriculture's Food Safety and Inspection Service recommends that cream cheese not be left out of the fridge for more than 2 hours – what?! We have found that a week or possibly even two is fine, if the package remains sealed and, once open, depending on how hot the weather is, we've had it last for at least a few days and maybe even a week. You can make your own decisions about this, of course.

MacLaren's Imperial Sharp Cheddar Cheese. If you like a sharp cheddar flavour, this spreadable cheese is an excellent boat food, which lasts for months without refrigeration. Although the oil might separate a bit, just stir the cheese up. We've never had it go bad. I'm not sure how readily available it is outside of Canada.

La Vache Qui Rit (The Laughing Cow). Most likely you are familiar with these little triangles of creamy tastiness. Although we'd eaten this product before we went off-shore, we didn't realize how

great a boat food it was, until we picked some up in French Polynesia and discovered that it lasts very well (many months), even in the tropics. It also comes in various flavours.

Mini Babybel. Wax, of course, is commonly used to preserve cheese. We like to carry the small Babybel round wax-coated bites of gouda (other types and sizes are available) – the single-serving size means there is no worry about it going bad once opened. These keep for several months; the cheese will develop a stronger flavour over time.

Powdered Parmesan. Commercially-prepared powdered Parmesan (aka “shaky cheese”) is readily available, lasts well, and stores easily on the boat. It can enhance a wide variety of dishes.



Some of our favourite cheesy options

Cheez Whiz. This processed product doesn't really count as cheese but it certainly keeps well. The jar will say to refrigerate after opening but we have found that to be unnecessary. The “cheese” will darken over time though. Truthfully, we don't use this product much since we figured out better tasting and more nutritious options.

Cheese in a Can. Easy Cheese is an example of this processed cheese that you spray out of a can. We got this once somewhere in the South Pacific when other options were limited. It's fun and tasty enough, but

the packaging is hard on our tree-hugging souls.

Squeezeo. This is our name for the runny orange cheese goo one can get in Mexico – it comes in a plastic bag and you can squeeze the queso out onto your nachos. Before opening, it doesn't need refrigeration and it lasts at least a couple of days after opening. We haven't done thorough research on this product as we weren't really sure what was in it and thought the flavour was not good enough to compensate for the extra calories.



An attempt at fancy hors d'oeuvres – “squeezeo” and tuna on nachos

Cheesies. OK, calling this cheese is even more questionable than the last three options, but sometimes you need a treat for happy hour. In Mexico we've seen Cheesie bags that were 4 feet high! The sheer excess of this was very enticing to one of us, but the other one very sensibly expressed several doubts, including concerns about where to store such a giant container of chemicals and air. We did get a much smaller bag and discovered that there was disappointingly little flavour (at least for that brand). Again, exhaustive research was lacking, but for my money, I'd stick with Canadian cheesies.



Bright colour but disappointingly bland flavour

Curdle Your Own. One final option is to make your own cheese. The raw ingredient, milk, is easily available in powdered form (with the brands found in Mexico and the South Pacific being much superior to Canadian ones). Together with some enzyme tablets, a thermometer, and a lot of water, you can create your own batch of mild cheese whenever needed. As noted earlier, save the whey for use in cooking!

Conclusion

Hopefully this article has provided you with food for thought. Although there may be other reasons for mariners, both young and ancient, to avoid long passages and remote anchorages, lack of cheese need not be one of them. Even without refrigeration, there are many ways to preserve and store this versatile and tasty sustenance. You may not be able to eat exactly the same things you do when on shore but that's all part of the adventure.

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.

From Lake to Offshore Sailing

<https://currents.bluewatercruising.org/articles/from-lake-to-offshore-sailing/>



I grew up on the Kootenay Lake, not so much on the water but near enough so that living near water is a necessity for me. In the early years of our life together my husband David and I talked increasingly often about sailing. He had sailed in Sea Cadets and in the Canadian Navy. Up until 1980 when we bought our first sailboat I had no sailing experience.

Our first boat was a 1973, 24 foot Bayliner Buccaneer. As 24 foot sailboats go it was not a fast boat (except when running down wind), but it was roomier than most. The boat had a shoal keel, high free board and was very stable. Our two sons were 1 1/2 and 3 1/2 years old at the time. It was a wonderful choice of boats for my lack of experience and our sons ages. We spent countless hours on both the West Arm of Kootenay Lake and The Main Lake, as the larger body is called. I think it was a dreamlike life being able to “camp” along the shores of Kootenay Lake, learning to sail and learning to live in close quarters. In the 1970’s and 1980’s there were numerous sailboats cruising Kootenay Lake, many of these boats had families aboard. Interestingly boats as large as 30 feet were pretty rare on the lake at that point. Most people had boats in the 24 foot range with a few 26 or 27. Our 24 footer allowed us a lot of space,

despite the food storage being an icebox with a cooler backup, the cooking being a two burner pressure alcohol “stove” and the toilet being a porta potty. We often had other families aboard. We became sometimes referred to as “The Cast of Thousands”. One of the luxuries of fresh water sailing is having a swim to cool off and clean up. Salt water is not quite so refreshing, if you are accustomed to fresh water.



The Buccanear

Not everyone who has sailed on fresh water interior lakes has sailed coastal/tidal waters. And the reverse is true, not everyone who has sailed coastal/tidal waters has sailed freshwater lakes. Kootenay Lake drains south into the USA, and along the way there are numerous dams which produce hydro electric power and manage water levels downstream. There is a significant effort to manage the flow of spring runoff in particular on Kootenay Lake to reduce flooding to the south. The result of this is that there is what I like to call a “yearly tide”. Pre-spring runoff, the levels of the dams and Kootenay Lake are allowed to drop significantly to allow for collection and control of the runoff. For a couple of months of the biggest snow melt the level of the lake then rises significantly. Some years the rise causes flooding along the shores. Anyone interested can check the current or historical lake levels on the Fortis BC site. The lake is very susceptible to shifting of sand. The minimal “charts” available for the lake are therefore not only old but inaccurate due to constant change. This, of course, is a challenge to navigation.

Along the main lake and the west arm there are numerous steep and narrow drainages. Through these drainages there can be erratic and severe sustained winds or gusts. The west arm is narrow at the best of times and in the low waters of spring it is very narrow. A sailboat may be heading along with a relatively small wind propelling it and upon crossing one of these draws can be smacked with a much harder wind from a totally different direction. This happens in coast sailing as well, the biggest difference being that in lake or river sailing there is often little room to maneuver to correct sails and perhaps alter course while avoiding the sand bar or worse, the rocks nearby.

We had many adventures on that 24 foot boat, not all of them entirely pleasant. The boat had a 10hp outboard motor, which was more than adequate when it worked. Unfortunately, the motor that came with the boat gave us a lot of grief. It would die usually when running at idle to dock but some of those docks were in wretched currents. We had the motor serviced a number of times but never with any success. After a number of challenging times of having an unreliable motor while trying to dock a boat that had two small children as occupants, we bought a new outboard. Of course, in time even the newer motors have parts that fail. We had our newer motor “fail” as we headed out from an anchorage on our way further from home dock. At the time we thought we were just needing to top up the fuel tank. Sailors being who they are, and having wind, we hoisted the sails and it was not until we tried to head into a bay

and anchor later that day that we realized the problem was something worse than filling the gas tank. By this time we were 40 miles or so from our marina. We spent some character building hours returning home over a few days of storms, being becalmed, lack of power as the motor had not recharged the battery... The worst off was likely the poor dog who waited a long time to get rowed to shore for his needs. There was one evening that had us sailing down wind in a silent, warm, following wind, a memory to cherish for sure. With no motor, our 12 year old son and I took turns "pulling" the sailboat with a line tied to the seat of our dinghy. The dinghy was a double hulled Sabot. We spent one night dodging the course of a ferry, flashlight into the flapping sails to make us visible. That night we anchored in a bay unfortunately open to a massive storm that came right up the arm of the lake towards us. No sleep that night. We did finally get back to our dock, docked under sail with a helpful passerby catching us at the dock. None of us the worse for wear.

In 2005 we purchased a 30 foot Catalina, luxurious compared to the Buccaneer and humorous as our sons were no longer regularly with us on the boat. The Catalina was faster, more maneuverable but that did not remove the challenges. One day we had engine cooling problems, but we had to run the engine to clear down stream through some narrows, an area that also included a ferry (this one a cable ferry). By the time we were clear of the narrows, the engine overheat alarm was screaming. We shut off the engine and sailed. Generally, sailors become pretty good at looking at the weather forecast and deciding if there is a storm on the way. It would be the day of engine problems that we would not predict accurately and would find ourselves in the middle of an awful squall. When the blasts of conflicting wind from a draw hit you and you are suddenly on your side looking down at the water, things can't get any more challenging. That day, we got knocked flat twice and I could see David struggling to turn us to correct. The problem was that the direction you would normally turn was the direction of the rocks. I suggested I needed to head forward and drop the main. He reluctantly agreed. As I was dropping the main sail, a problem developed with the genoa. We had changed the sheet lines and tried a new system with a clasp connecting the lines to the sail. The clasp undid, the genoa could not be completely furled and the clew was flapping about. As I held onto the boom to tie the main down, the genoa gave a flap and I took the clasp to the side of the head. No serious damage done. We suggested I go forward and drop anchor to ride out the squall. That worked, anchor held, squall passed, engine cooled and after about an hour we motored slowly to the marina.



Our Catalina 30

Prior to sailing coastal waters I had assumed that lake sailing was less difficult and required less skill. After meeting several people who had done both and disagreed, and after sailing both myself, I no longer think that. There are aspects of both types of sailing that are similar and aspects that are different. I have to admit that the sometimes immediate and constant need to gybe or tack when in more cramped waters helps ready you for what you may need to do on the open waters. I certainly enjoy the long tack of open waters as compared to constant necessity of changing course on more restricted waters.

With an interest in expanding our sailing world we took some sailing courses on 'the coast'. For many years, sailing offshore was a growing dream. In 2011 we purchased a 1982, 50 foot, custom built sailboat. The boat is cutter rigged and has a large pilothouse. The hydraulic steering has both interior and exterior steering stations. We moved aboard the boat in 2014-15 and readied the boat for offshore adventure. When we announced our intention to sail south to Mexico many people commented they would never be out on a boat and be out of the view of land. We disagreed, distance from shore eliminates a lot of navigation hazards. We sailed the boat south from Victoria, heading offshore to the 100 mile mark. The radar and AIS receiving on our VHF really helped with the journey. The autopilot we added prior to leaving Canada worked flawlessly. We were very happy with the SSB radio and ability to download weather via fax modem and bluetooth to the laptop. We had two additional crew; one to San Francisco and one who remained aboard until Cabo San Lucas. We chose wisely and the crew were amazing.



Boat and crew in San Francisco

I like to think that the early years of lake sailing added as much to our sailing abilities as did numerous courses on and off the water and many hours of coastal sailing. I also consider myself very fortunate to have experienced this variety of locales for our sailing.

The boat now sits in Guaymas, Mexico, in a boatyard waiting for our return.

About The Author

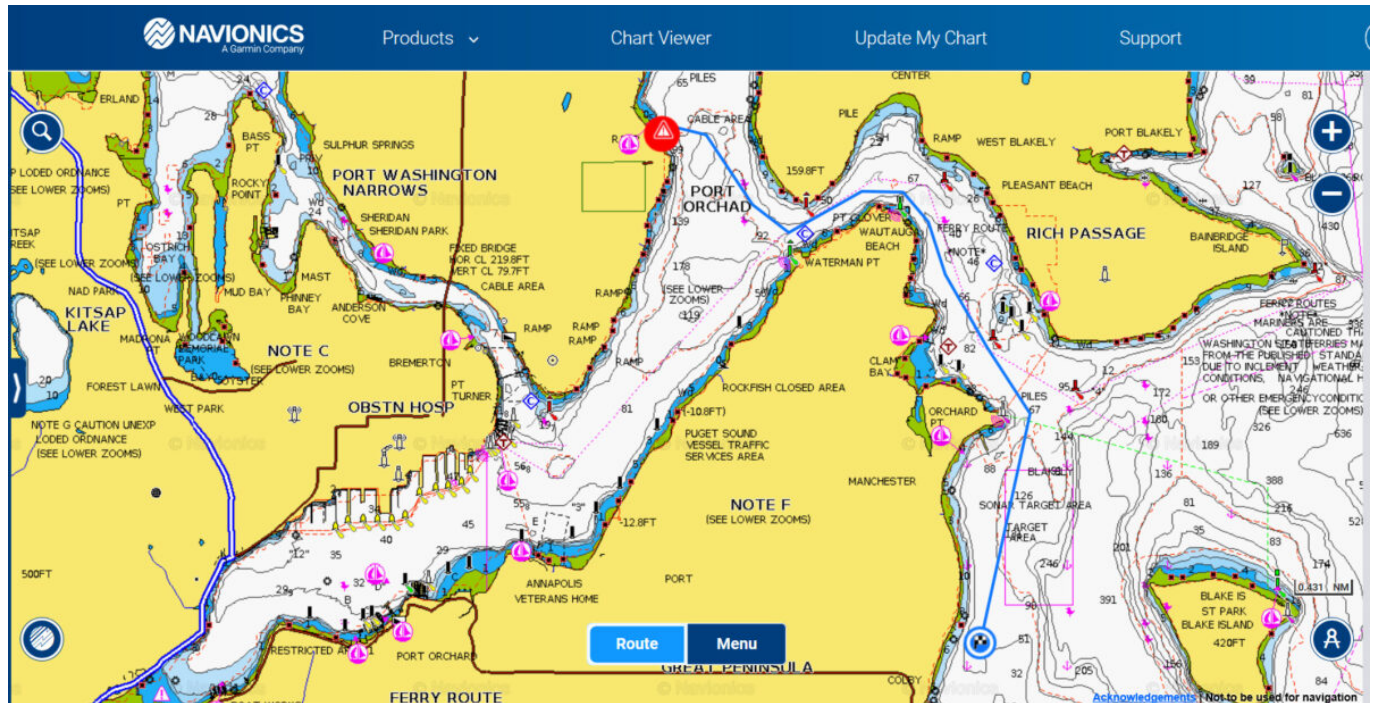
Diane Cherry

Ricky T - Constellation

I started sailing in 1980 with my husband David and sons Ben and David (then 3 and 1). In 2005 we bought a Catalina 30 in Nanaimo, sailed it to Vancouver and had it trucked to Kootenay Lake. We have planned for many years to do the offshore experience and in 2011 finally found the boat we wanted. In 2014 we closed our business in Nelson, relocated to Nanaimo and started the preparations to leave. In October 2018, we left Victoria and started our journey down the coast of the US and Mexico. The boat is now in the Sea of Cortez. The crew is back for Summer in Canada but will return to Mexico in the Fall 2019 to continue the adventure.

Auto-routing

<https://currents.bluewatercruising.org/articles/auto-routing/>



Auto-routing first appeared over five years ago when Garmin took their road-based navigation to the water. Since then there have been a myriad of updates, technological advances and new players in the marketplace. The basic idea is that you can enter a start and finish point on an electronic chart and the algorithms in the software will determine the safest route, based on the description of your boat and the aids to navigation on the chart. Garmin refers to it as Auto Guidance, while Navionics (owned by Garmin), Raymarine and Navico (Lowrance, Simrad and B&G) refer to it as dock-to-dock auto-routing.

To start, you enter your boat's safe depth, width and height parameters. Once you have entered your starting point and your destination, the software will plot way points (a route) for you to follow. It can also provide the total distance, time to your destination and fuel consumption.

The first time I used the software, I entered the actual draft of my boat, which was a mistake. I should have used the depth of water that I felt comfortable with. My boat draws 6 feet but I would prefer to be in 10 feet of water. In the initial setup, you can either enter 10 feet or enter 6 feet with a keel offset of 4 feet. The challenge in shallow water is to remember if you set the keel offset or not. And remember, the depth calculation is based on a zero tide.

One of the best features of auto-routing is for trip planning. I commonly find myself wondering "where should I go next?" Ultimately, part of that decision is the distance to the next destination. Using the auto-route feature, I quickly calculate the distance to various destinations around me. Having those realistic routing distances readily available allows me to decide how far I'll go to my next destination.

Quite often the system will plot the shortest route possible; however, many areas in the Pacific Northwest

contain traffic separation zones and shipping lanes. These will show up as warning triangles along the route. In these cases, you can tap anywhere along the navigation route and drag the waypoint to where you want it. When you release the new waypoint, the software will automatically re-calculate the route and update your distance and time to destination.

While you are underway, you can watch your progress and see the updated stats. Another cool feature is that you can browse through services and points of interest like marinas, restaurants or marine repair shops. Using Navionics or the Garmin Active Captain App, you can call directly from the app to either a VHF channel or a telephone number to confirm a slip assignment or make reservations. You can even get fuel prices and write reviews. If you have a compatible chart plotter, you may be able to transfer auto-routing information and software updates from your smart device.

If you are using a mobile app, it relies on the internal GPS receiver of your device to determine location. If your device does not have an internal GPS, you can automatically pair it with your compatible chart plotter via Bluetooth and the chart plotter will give you the GPS information.

GPS Exchange Format (GPX) is more or less the standard data format that the marine electronics industry uses, which allows you to share files with friends and other chart plotters. You can still use an SD card; however, the Apps will automatically share routes, way points, track logs, software updates, screenshots, and sonar recordings.

While this is a very cool feature, auto-routing is based on electronic chart information and is not a replacement for safe, visual navigation practices.

About The Author

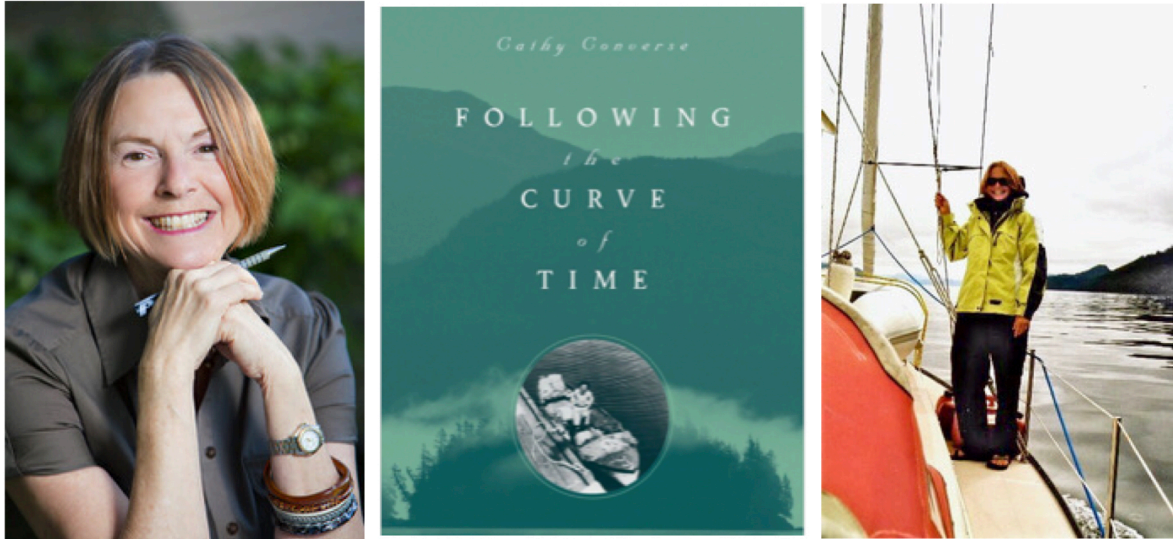
Melissa “Missy” Gervais

As You Wish - Bayliner Avanti 34

Missy is a local cruiser in the Pacific Northwest and writes a blog called missygoesboating.com that looks at “everything cool for women who boat”. She also writes for a number of boating magazines and has a feature column called “Missy Recommends” with Waggoner on-line. She has been working with Jeff Cote at Pacific Yacht Systems for the past seven years.

Vancouver Virtual Club Night - Following the Curve of Time

<https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-following-the-curve-of-time/>



Explore the West Coast with Cathy Converse as she cruises to the same beautiful islands and inlets that Capi Blanchet travelled to more than a half-century ago, standing at the helm of a small boat named *Caprice*. Blanchet embarked on this adventure with her children, visiting Indigenous villages, watching grizzly bears in Knight Inlet and experiencing people and places up and down the coast. While this story, as recounted in *The Curve of Time*, is well known, Capi herself remained an enigma. In *Following the Curve of Time*, Converse introduces readers to previously unrevealed sides of the notoriously private woman who lived an amazing and daring life.

[Cathy Converse](#) is an award-winning bestselling author. She has been writing for over thirty years and has written and co-authored six books . Her fourth book, *Following the Curve of Time: The Untold Story of Capi Blanchet*, was honoured as one of the top five books chosen for the BC Book Prize Bill Duthie Booksellers' Choice Award.

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Cathy was raised in the sunshine of California and Hawaii but has spent her adult years living along the craggy, windswept shores of British Columbia. Using the ocean as her anchor, she spent much of her time surfing, white-water kayaking, canoeing, and sailing the coastline from Panama to Alaska.

This will be a Virtual Club Night, on the Zoom platform. An invitation with links to the Zoom meeting and

login details has been sent to all BCA members. If you are not a member (or if you did not receive the email) and would like to attend please email [Heather Marshall](#) for details.

About The Author

Heather Marshall

Mischief - Catalina 27

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

Farewell to the Fleet August Rendezvous: Port Browning, Pender Island

<https://currents.bluewatercruising.org/events/farewell-to-the-fleet-august-rendezvous-port-browning-pender-island/>



Mark your calendar for the **BCA August Rendezvous**, hosted by the Vancouver Chapter, at [Port Browning Marina Resort](#), Pender Island on July 31 – August 2, 2021!

All are welcome to attend: BCA members, including this year's Fleet ("Leavers in Strangerous Times"), prospective members, past members and guests, boaters interested in offshore sailing and friends, young and old.

The Rendezvous Committee has planned several events, which, depending on Health Orders in effect at

Step 3 (July 1), may need to be altered or reduced.

The Saturday evening dinner will be BYOFood/Beverage of your choice/Cutlery rather than our usual Potluck, as per Covid requirements. Sunday morning roll call will be at 0900h, following which there will be coffee, tea, sticky buns and muffins onshore (supplied by the Marina on both Sunday and Monday).

If you are planning to attend, you are asked to:

- Register early! RSVP by July 20 to [Sally Holland](#).
- When replying to us with your RVSP, please include the following:
 - Boat name and length
 - Date of arrival, and;
 - Number of people on board (\$5 per person payable upon arrival at the Rendezvous)
- Arrive fully provisioned as Island facilities are limited, and ensure your water tanks are full as there is no water on the docks.
- Reserve dock space if required (\$1.75 per foot / per night); this may be prepaid with a check-in by calling the Marina (250-629-3493; press 3 to reach the Marina manager, Allie); VHF radio or [email](#). BCA has secured limited dock space for 5 or 6 boats, including the Host Boat.
 - Anchoring out is available, with a dinghy dock to tie up to when you come ashore; you may also leave your dinghy secured on the beach.
- Remember your musical instruments and Sou'Wester hats!

More information coming as details are worked out.

About The Author

Jennifer Handley

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Jennifer Handley and 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.

Vancouver Island Cruising Experience (VICE) 2021

<https://currents.bluewatercruising.org/events/vancouver-island-cruising-experience-vice-2021/>



VICE 2021 is confirmed to meet in Ucluelet on August 11, assuming no COVID-related Public Health restrictions are in place. The plan is to sail to an offshore point approximately two days out into the Pacific and back in an effort to experience a proper taste of going offshore. The specific destination (GPS coordinates) will be finalized closer to the date, depending on weather forecast.

VICE is a multi-day shakedown cruise for BCA members in good standing that gives participants a chance to test their boat and themselves – cooking, eating, sleeping, using offshore systems, communicating and keeping watch at sea – the skills needed when offshore. VICE also provides an opportunity to practice manoeuvres like heaving to and deploying a drogue or storm anchor – best practiced before Mother Nature puts you to the test!

If you are interesting in learning more about VICE, reading past reports from cruisers who have tried it out, or want to sign up or put your name down as crew, please join the [VICE Group](#) (you will be prompted to log into the BCA website to view the VICE page).

To complete your registration for **VICE 2021**:

- Fill out the [Google Sheet](#). If you are not already a group member, join the [VICE Group](#) by clicking on the **JOIN GROUP** button (you will not see the button if you are already a member).
- E-mail the VICE Coordinator [Ken Buckley](#)
- Complete a [BCA Liability Waiver](#) for VICE

For additional information, please contact this year's coordinator, [Ken Buckley](#).

About The Author

Jennifer Handley

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Jennifer Handley and 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.

Currents Bluewater Cruising

The Bluewater Cruising Association

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