



Photo Contest Winner

Melanie, Morgan, Isla & Pippa Finley

Enjoying the crystal clear Bahamian blue water in Warderick Wells north anchorage, Exumas Land and Sea Park. An amazing place to swim with eagle rays, play on sand flats, and hike up BooBoo Hill for a stunning view.



Currents

June 2022

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Crossing the Tasman Sea Single-Handed

<https://currents.bluewatercruising.org/articles/crossing-the-tasman-sea-single-handed/>



From January 15-25, 2020, *Katie M II* sailed from Sydney, Australia to Picton, New Zealand across the challenging Tasman Sea. First mate, Angela, opted to take the 747 on this one, but no matter – a significant single-handed trip had always been on my bucket list!

You can generally get a better wind angle by sailing from Tasmania, but since I had been to Tasmania in January 2019, I didn't want to add miles to the trip. The plan was to ride the back of a high to get below 40 degrees south and then go east to NZ. I enlisted the help of NZ weather Guru, Bob McDavit, to help me with the weather window. It looked like I would start with some close reaching and then free up as I got into some westerlies.



Images from offshore: monitor wind vane hard at work; albacore tuna catch; approaching Picton NZ on Jan 25 2020

Katie M II is cutter rigged and before I left I thought my large Yankee reaching sail was the right choice for the trip. However, three days into the trip, the wind strength was higher than forecast and I needed to sail closer to the wind than I could manage with my deep reefed main, small staysail, and the Yankee reaching sail, which was too full and had a lousy shape for the conditions when rolled deeply. Today's roller furlers are great...that is, until you have to make a short-handed sail change in rough conditions. Here is an email account I sent by Ham radio the following day on how I accomplished this maneuver:

My GRIBs last night showed that I was going to get this wind direction and strength for at least another 2.5 days (confirmed later by Bob's update). I made the decision to change to the working jib. The Volvo Ocean crew can do this job in about 2 minutes; shorthanded in 20-25 knots of wind and 2.5 m seas it was destined to take me considerably longer. Here's how it went.

First job: think it through...take my time....be safe. First I rolled up the Yankee and staysail, then sheeted the main tight on the center line. I got the motor going, keeping the bow off the wind by about 10 degrees (you'll see why later). Engine revs have to be enough for steerage, but not so much as to create more apparent wind. Set the autopilot to hold her there. Unfurl the Yankee Genoa. It's wild! Loosely restrain it with the sheet – not too tight as I don't want the boat to start sailing. Clip on to the Jack line, go forward, cast off the jammer for the halyard. The sail is still wild and will be until I get most off it lowered, but

motoring 10 degrees off makes it easier to start pulling the sail down. The wild crazies stop when I finally get the sail down on the side deck inside the lifelines. Undo the head of the sail, secure the halyard/top roller furling bearing to the pulpit with a piece of short stuff – I don't want the halyard to disappear up the mast! Take my time...be safe. I'll be in trouble if sails or sheets get overboard and wrap the prop. Go to the clew, untie the bowlines, tie both sheets right there where I took them off with secure rolling hitches onto the life lines. Finally, undo the tack and hold on to the tack and head; nothing is attached right now – bad news if it gets loose. Take the sail to the forward hatch, which was unlocked and partially undogged in preparation. Undog the rest of the way, lift the hatch and start stuffing – quick before the next green one lands in the V-berth! Stuff, stuff, stuff until it is all safely below. Get that hatch dogged down. The unfolded sail completely fills the berth!



Working at the mast

Next step: bring up the working jib (previously unburied from the sail locker) to the foredeck. Lay it out inside the lifelines on the starboard side deck. Go forward, attach the tack, then work my hands up and down the luff a couple of times to ensure the sail is not twisted. Untie the sheets from the lifelines and secure with bowlines on the clew, working the knots tight. Go to the cockpit and secure the starboard sheet around the winch and into the self-tailer, but leave some slack. Go forward, bring the halyard tail back from the mast to the pulpit, attach the head and feed the luff tape through the feeder into the groove, pull the halyard tail and get about 4' of sail up the groove. The wild flag-snapping crazies begin again. Go back to the mast and pull up as much as possible by hand...not much! Get the halyard on the winch....first high speed....not far....must be getting weak in my old age....finally, the low speed long grind to the top....lock the stopper. By now the crazy flag-in 20-knots thing is at it again! Go back to the cockpit and get that sail furled. Phew, the wild and crazies finally stop! Take a breather...stop...think...be safe.

I decide to go to the extra trouble of leading the starboard sheet inside the shrouds (using the staysail

block). Next, punch 40 degrees on the autopilot, get the main filled, turn off the motor and lock the prop. Fine tune the autopilot and mainsail trim then pull out the working jib. Sheet it hard. Fine tune the jib trim, main trim and autopilot course. Get Monty (my Monitor wind vane) set, turn autopilot to standby, then make final adjustments of jib trim, main trim and Monty. Success! With this change to the working jib the boat is sitting up more, pointing better and the speed is around 5.4 kn, which is OK for progress and bearable from the point of slamming into the seas.



Picture of working jib a couple of days after the change. At this point I have two sheets on the clew to refine the sheeting angle as the wind frees off.

*Some may think I am crazy, but this is what I live for: facing a difficult task and getting it done. Incidentally, I haven't touched jib trim, mainsail trim or Monty for 12 hours. Winds are steady, 17-22 gusting to 27 kn, the helm is perfectly balanced and we are making good progress in exactly the course we want to go (the 10 degrees we were off before the sail change is too much over 400 NM). I did what **Katie M** needed and now she is looking after me.*

Got to go...the Mexican train set has just flown off the shelf and spilled the dominoes all over the floor.

This email sent to the First Mate on January 18, 2020 hopefully captures some of the drama of the

moment. *Katie M II* had a great sail for this passage and on one day equaled her 24 hour sailing record of 168 NM. I was reunited with my First Mate in Picton and we enjoyed a couple of pleasant months exploring the Marlborough Sounds and Tasman Bay, that is, until our trip was cut short by COVID – but that’s another story!



Katie M II at anchor in Marlborough Sound

About The Author

Martin Minshall

Katie M II - Tuulos Custom 36 Cutter

Martin joined BCA in 2002. Between 2002 and 2011 he took most of the training courses offered, actively participated in Fleet for the two years prior to departure and also did VICE in 2010. In April 2011 he left for San Francisco and then to the Marquesas, Tuamotos, Tahiti and the Society Islands, Suwarrow, American and Western Samoas and Tonga, arriving in NZ that same year. Since then, Katie M II has cruised extensively in NZ and has made 4 trips to Fiji, 2 to Vanuatu, 2 to New Caledonia, and one to Australia, logging 30,000+ bluewater miles. First mate Angela has logged over 17,000nm participating

in most of the highlights in spite of being a somewhat reluctant Bluewater sailor. Katie M II has been at a marina near Wellington NZ since the closure of NZ borders due to Covid. After a 26 month absence from the boat, things are looking up - NZ borders re-opened in May 2022!

Not Much Rhymes with the May Rendezvous

<https://currents.bluewatercruising.org/articles/not-much-rhymes-with-the-may-rendezvous/>



What happened this May in Harbour Montague?
Perhaps I'll describe with a verse, maybe two,
I'm not really sure if that's what I should do,
Because not much rhymes with the May Rendezvous.

Our club members came, with captains and crew,
Fewer than usual but more than a few,
Some were more cautious regarding that "flu",
We heard laughs, but no coughs, at the May Rendezvous.

There was nice sunny weather – we were all surely due!
Our boats had been languishing, it was time to renew,
But that first venture out brings challenges too,
Like cantankerous outboards at the May Rendezvous.

Most could just row without further ado,
But some forgot oars – alas, it is true,
Well mum is the word so we won't say who,
We don't tell on friends at the May Rendezvous.

There's a hole in the dock that two dogs fell through.
They weren't happy campers despite their rescue,
Then a dinghy escaped in the hullabaloo,
Exciting times at the May Rendezvous!

Some of us walked and some drank their brew,
Others joined in for a knotty review.
A few of us paddled while the bald eagles flew,
There was plenty to do at the May Rendezvous.

Dinner was splendid with great food to choose,
Hawaiian leis we did wear while we ate the *pupus*,
By the outfits you'd judge it a tropical cruise,
And if you can't speak French you say *Rendezvooze*.

To the Leavers we bid farewell and adieu,
When they told of their plans for great derring-do.
They're headed offshore for deep waters blue,
It all happened there at the May Rendezvous.

Grass skirts they did sway in the hula dance queue,
The Commodore's hips impressed quite a few,
He wiggled so much his back went askew,
Do you wish you were at the May Rendezvous?

We told Johnny to Leave Her, and Heaved Away too;
Regarding soused sailors, asked, "what shall we do?"
Although a bit out tune, we sang songs on cue,
Thanks for the shanties at the May Rendezvous.

Thin tropical clothes work in Honolulu,
But here we need fire to stop folks turning blue,
Plus crackers and chocolate with marshmallow glue,
Can I please have S'more at the May Rendezvous?

So come Monday morn the parties were through,
Back home to the docks, or perhaps Tuvalu!
My poem ends here, what else can I do
I can't rhyme much with the May Rendezvous.



Hula dancers at the May Rendezvous.

For those who were unable to attend the Rendezvous and those who would like to relive some of the highlights, a collection of photos from BCA members is now available [here](#). Thanks to Barb Peck and Bjarne Hansen for the photos accompanying the poem. Click on the photos for a larger view.



The campfire warmed us up and let us toast marshmallows; thanks to Dee for providing the S'more ingredients!



Lots of lovely faces at the May Rendezvous.



Ed is pleased with his Macademia nuts; Raph and Richard enjoy themselves.



Ken tries to clip Peter's hat; Barb and Bjarne at the BCA sail



The Commodore gives Karen & David Richards their Leavers' package.



Fine dining and hula dancing.



Lots to laugh about!



Bjarne with his lava lava, Ben demonstrating his Rubik's cube skills, and Anne strumming her Uke



Tanya, Jim, Carol and Ken looking swank in their leis.

About The Author

Barb Peck

Hoku Pa'a - Niagara 35

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

Hydrovane - Steering Redundancy

<https://currents.bluewatercruising.org/articles/hydrovane-steering-redundancy/>



This is the second 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 [Hydrovane](#). BCA is grateful for their support.

Autopilot Woes Leaving Fiji

With my husband Will at the helm and me with boat hook in hand, we squeezed *Hydroquest* out from her wedge between neighboring boats in Vuda Point Marina after an early morning customs check out. We'd fallen in love with Fiji and her people, but after ten days of waiting for this good weather window, we were feeling pressure to continue our journey west.

The wind and waves were light in the lee of Viti Levu, so we motored toward Malolo Passage, close on the heels of three other cruising boats we knew we'd see again soon in Vanuatu. We clicked our below

deck autopilot on so we could tend to passage preparation tasks while in protected waters.

Suddenly *Hydroquest* was completely off course, the autopilot veering her 10, 45, then 90 degrees to port! No correction. We throttled back to neutral. Was something affecting the compass? Was there an electrical issue? Twenty minutes of troubleshooting and neither cause nor resolution was evident.



Cruising the Mamanucas in Fiji with Hydrovane

Totally Unfazed...

Other than scratching our heads, our reaction was minimal... no, not because we'd been drinking too much kava! Autopilot trouble just wasn't an issue for us; we rarely relied on the hydraulic autopilot for steering anyway, and certainly never on trade wind passages. For the time being, out came the small Raymarine 1000 Tillerpilot, which we simply hooked on to our Hydrovane's tiller. We continued along – in a straight line.

We hand steered through the Pass, waving goodbye to kids playing on picturesque Mana Island. Out in open water, the wind filled in as expected. Sails were set, Tillerpilot put away, and soon enough we were screaming along at 7 knots on a close reach with Ernie, our Hydrovane wind vane, handling the all-important job of steering with graceful ease.

Game Changer

I think of this story often. For some sailors, heading off on a 470 nm open ocean passage, autopilot issues at the start would be a game changer. If fully dependent on an autopilot, I can only imagine the frustration of having to head back to port – not only to deal with repairing an autopilot in Fiji, but likely never catching up to some cruising friends and definitely being set back to a new time frame.



Mt Yasur eruption (Vanuatu)

In our case, we were able to confidently continue on our way. We blasted across to Port Resolution in 3 days / 3 nights, and there we witnessed the incredible performance of Volcano Mount Yasur, in the company of our cruising friends. An experience not to be missed!

You may be interested in the diagnosis of our hydraulic autopilot problem. Regrettably I cannot tell you – we never bothered to fix it.

‘3 in 1’ Functions of Wind Vane Self-Steering

1. As a Wind Vane to Steer the Boat 24/7 While Sailing



Crossing the Atlantic with Hydrovane self steering wind vane

Ask experienced bluewater sailors which pieces of gear they value most, and ‘wind vane’ will so often be included in the list. A wind vane self steering system is the backbone to enjoyment of offshore passages: reliable steering, quiet, no power consumption, and the windier it gets, the better a wind vane performs (as opposed to an electronic autopilot).

2. As an Emergency Steering System/Rudder



Tiller to steering emergency rudder

Most wind vanes have some form of emergency rudder, whether it's an add-on or part of the unit itself. The Hydrovane specifically is not only a back-up rudder 'ready to go', but is a completely independent secondary steering system for your boat – in case of main rudder loss, quadrant failure or steering cable breakage. Your boat now has two independent steering systems. See the [@hydrovane Instagram](#) for a recent story that highlights this need.

3. Retrofitted as an Electrical Autopilot



Tiller Pilot Retrofit – Beneteau First 405

This third application is often overlooked. The Hydrovane is designed to be connected to a tiller style autopilot for use when motoring or when sailing in very light winds with sloppy seas. Because the Hydrovane rudder is semi balanced, it needs only the smallest (and cheapest) of tiller pilots.

Hydrovane owners, us included, who have done this easy retrofit, report strong preference for the tiller pilot over the expensive below deck autopilots: less noise, less electrical draw, saves the larger unit for a ‘rainy day’ – and a cheap way to have yet another back-up.

Complete steering redundancy is achieved.

[Hydrovane International Marine Inc.](#) is a Vancouver-based company, owned and operated by the Curry family of cruisers. If you are thinking of going offshore, please check us out!

About The Author

Sarah Curry

Hydroquest - Beneteau First 405

What Now? Navigating Life in the Pandemic

<https://currents.bluewatercruising.org/articles/what-now-navigating-life-in-the-pandemic/>



“What happened to you during the pandemic?” one could ask. Who could have predicted that life would take such a crazy twist? March 2020 and news of the pandemic was filtering into our world in the boatyard in Guaymas, Mexico.

We were told to be ready to leave, and then things just went on hold. We could not finish the work we had started on our hull nor start any other projects. We had to be ready to head north with little notice.

This situation held until the end of April. Most of the people in the boatyard had been here for months; many of us had already been sick and recovered. Few people wanted to head north where the news seemed so chaotic compared to life in the boatyard. Things around town did start to tighten up. Only one person per vehicle and only one person from a household was allowed to enter a supermarket.

Fortunately for us we had a decent supply of non-perishables and could pick up what else we needed just up the street at the Oxxo store. As lockdowns started in the US and Canada, boats began arriving at the yard. The influx of people fed fears of more risk of someone bringing the virus and changed the situation there. New arrivals were given very little time to prepare their boats before they had leave the yard, and those of us who had been there all winter were making our plans. Some of the boaters drove north to their homes in either the US or Canada. Some preferred to launch their boats and either take their chances in the Sea Of Cortez or head north either doing the “bash” or via Hawaii. Our boat was not splash-ready; we had a motorhome with us so we left April 27 to begin the drive back to Canada.



Homeward bound via land yacht via Montana; working on the cattle farm in SE BC

Entry into the US went smoothly and driving through the States back to Canada was mostly quite pleasant. We could purchase fuel and supplies as needed and an RV gives you the luxury of stopping when and where you want. Most truck stops in the US are very welcoming to people parking overnight. The trip took us about five days. We crossed into Canada near Creston, BC on May 2. Having the

motorhome allowed us a place to quarantine. We were very fortunate in being able to do the quarantine on a rural piece of property of a family member. We had locally-produced beef and farm-fresh asparagus delivered to our doorstep. The two weeks passed and then we were living and helping out around the farm. We had spent time the previous summer at the same place so we had many ways in which we could contribute to daily chores. The motorhome or “Land Yacht” as we prefer to refer to it was still our living quarters. The house on the farm did of course add much more luxury by way of a full kitchen and shower and laundry as well. We did not have to make too many trips into town and there were lots of side roads to walk for exercise. Sometimes you could almost forget the pandemic.



Creston Flats, Spring

2020

The summer passed, and although we were fortunate in the options we had of where to live during the early stages of the pandemic, it did not pass without some very harsh events. First there was the death of one of our sailing crew who had spent a month with us travelling from Victoria to Cabo San Lucas. Kevin was the youngest by far of our crew and had planned to continue sailing with us (along with Les, our fourth crew member) for part of the trip south.

Our hopes were still that we would be able to head south to our boat in Guaymas again in the fall of 2020. We did know people who were flying to return to their boats, but we had large items such as a 20

foot spinnaker pole, a new genoa and numerous other items that made flying unattractive for us. As summer turned closer to fall it became apparent that heading south was not likely to happen for us. If we did fly down to check on the boat and do what we could without the materials we needed, we were still very concerned about issues returning to Canada.

With a further hiccup of a health emergency, reality was setting in hard that we needed a place to winter in BC. The motorhome was too old to be allowed into a commercial campground. We purchased a newer and larger motorhome and started looking for a spot to rent for the winter. There was not a single lot available; two places agreed to put us on their waiting list. Somehow the prospect of spending the winter parking a motorhome on the street until we got told to move along was not appealing. A friend told us about a cooperative-type place where you could buy a share and thereby have an RV lot. We checked it out and decided that was our best option.



Qualicum Bay, home and a lovely view!

The plus side of this place in Qualicum Bay is that the location is beautiful. Steps from the ocean is not the same as being on your boat, but it certainly calms some of the anxiety a sailor feels when separated from their vessel. Normally, the various government bodies do not allow year round living in these campgrounds but with COVID other options were severely limited so the rules were modified.

Even beautiful Vancouver Island has its weather woes. This certainly was not how we had anticipated spending winter after sailing our boat to Mexico. We were fortunate that it did not snow more, but the amount of rain was hard to take after two winters of almost none. Spring did come at last and along with it came sunshine and hot weather. We spent time away in July in Vancouver, and then August was spent in the Kootenays visiting family. The larger motorhome went with us to the Kootenays. Being a “land yacht” it of course came with the same trials of travel as cruising often does.

Our second summer since the pandemic passed and, as fall progressed, there was finally an opening of the Canada-US border for driving. We packed up our van and headed south on November 15th, 2021. We caught what I believe was the last ferry to the mainland that day. The rain and the wind were definitely something to be reckoned with. We were very fortunate that although our drive to Seattle was slowed by the big storm, we were not impacted by it as so many others were. There was a stop in Seattle to visit family and do some shopping for boat supplies and, again, we headed south. The drive was not uneventful with one breakdown. It was not lost on us that the person who came to our rescue after many refused, including a tow company, was a man very much down on his luck but trying hard to climb back out. He put a great deal of effort into getting us operational again. We happily paid him for his work. He told us he was on his way north to the next state to do some tile laying. If not for our predicament he likely did not have enough cash to buy gas to get himself and his tools to the job. Certainly the accommodation of the RV was missed during the repairs but the actual driving time was reduced.



Working on and in the boat in Guaymas

November 22nd we drove into the boatyard In Guaymas Mexico and began sorting out what had and had not survived the 20 months, including two hot summers, of our absence. The length of time away had taken a big toll on the boat in many ways. The warm and dry weather was so welcoming to us. We set about trying to ready the boat to splash and cruise the Sea of Cortez. Finding supplies to work with, figuring out what stores sold what and how to locate them, hiring help for the jobs we could not do on our own, and trying once again to learn the language all proved extra hurdles to maneuver. We had brought a lot of items with us for completing our projects and paid heavily at the border into Mexico in taxes. We had planned to splash in February but projects took longer than expected. We decided to stop worrying about a deadline and enjoy the weather and surroundings. There were many people coming and going from the boatyard – old friends to catch up with new acquaintances as well. Six months passed quickly and once again it was time to head north.

We likely have another month of work to do to get splash-ready when we return in the fall. Having sold most of what we owned to live aboard and having really felt at home on the boat, it has been difficult to have to leave our vessel behind and live on land for the summers. Many of the sailing community we met have chosen to attain either long term visas or temporary or permanent resident status in Mexico. For us, that is definitely something we are considering. Despite knowing that Mexico has summer temperatures

that we would find hard to tolerate, there would be comfort in knowing that we did not have to leave our floating home.

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). From 1980 until 2005 we sailed a 24 foot Bayliner Buccaneer. 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 go offshore and in 2011 finally found the boat we wanted. In 2014 we closed our business in Nelson, relocated to Nanaimo, lived aboard and worked readying our boat for offshore. In October 2018, we left Victoria and headed down the US coast to the Sea of Cortez. After spending summer at home, winter 2019-2020 was spent in Guaymas on the hard. Due to COVID, we drove back to Canada in April 2020. When the Canada/USA border opened to allow entry by vehicle in November 2021, we drove back to Guaymas where we worked throughout the winter on Ricky T. The long time away had only increased the to do list. Back in Canada in May 2022, our plan is to return to the boat in the fall and complete readying for the big splash. Where we go next is somewhat dependent on world climate post pandemic. As French Polynesia is still unsettled due to COVID, we will likely spend at least one more winter in the Sea of Cortez.

Update re BCA Name Tags

<https://currents.bluewatercruising.org/news/update-re-bca-name-tags/>



Ahoy, BCA Members! The Board of Directors has reviewed the cost of the BCA name tag and a slight adjustment needs to be made to account for the current cost of production and taxes. The cost of each name tag will increase from \$10 to \$12 effective **September 1, 2022**.

If you have been postponing the purchase of a name tag to replace the one you lost or if you need to update your boat name, now is a good time to place an order!

To purchase a new name tag for yourself (and your partner), click [here](#). (Please remember to log in to access the member price.) If you need assistance, please contact the [BCA Administrator](#).

About The Author

Leslie Hansen

Saracen - Martin 32

Leslie has been sailing with Don for a while now. After meeting him on the water in a kayak taking surfing lessons, they found a common interest in sailing and bought the Martin 32 Saracen. They have been following Plan A the past six years: leave when the boat is ready, sail north, turn around before the fog. So far Plan A has gotten them to Glacier Bay, Haida Gwaii and the mid coast most years.

BCA August Rendezvous at Port Browning

<https://currents.bluewatercruising.org/events/bca-august-rendezvous-at-port-browning/>



Mark your calendars for the BCA August Rendezvous, hosted by the Vancouver Chapter at Port Browning Marina, North Pender Island, from Friday, July 29 to Monday, August 1, 2022.

Join in the celebrations and festivities, as this Rendezvous promises to be one of the best yet, with “dreamers” becoming “doers” as they head offshore to new adventures. Leaver packages will be presented by the Commodore at a ceremony on Sunday evening.

Other Rendezvous activities include:

- Tours of the winery and cidery
- Saturday Happy Hour
- Sunday roll call and catered breakfast
- Sunday pot luck supper; and
- Sea shanties with the Bluewater Shanty Singers.

Rendezvous attendees are asked to RSVP to [Sally Holland](#) in advance of the weekend so that organizers know how many people plan to attend the Marina's catered Sunday morning breakfast.

When you arrive, whether you anchor out or tie up on the docks, please check in and register with the Host Boat, *Arahura II*, or the Committee Boat, *Ragtime*, where you will receive your Goodie Bag, containing the BCA's Liability Waiver Form. We require this form to be submitted for everyone on board, along with a registration fee of \$10 per person (kids under 12 are free).

While there is lots of space for anchoring out, the Port Browning Marina has arranged a specially reduced moorage rate on the docks for BCA boats. To take advantage of this, please make your reservations at www.portbrowning.ca. There is a two-night minimum and you pay at time of booking.

Currents Bluewater Cruising

The Bluewater Cruising Association

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