
BLUEWATER
CRUISING ASSOCIATION
Photo Contest Winner
Ian Cameron
Corra Jane - Cal 39
This picture was taken while returning from the Broughtons in August.
A nice downwind sail after bashing up Johnstone Strait a few weeks earlier.
The islands off Port Hardy are worth the long passage up for their quiet anchorages and sparse but friendly docks. Say hi to octogenarian Billy Proctor at his quirky museum.
Currents
June 2025

Table Of Contents

Gibraltar – Around the Town

https://currents.bluewatercruising.org/article/gibraltar-around-the-town/

[*Editor's note: this article is the first half of a longer piece about Gibraltar. Part 2, "The Gibraltar Nature Reserve Park", will be published next month.*]

Land-ho! The Rock of Gibraltar appeared off our starboard bow under a cloudy morning sky. We'd been travelling overnight as crew aboard ***La Magona del Mare***, with many dolphins for company. Our captain, Marike, was heading for Gibraltar (a British Overseas Territory; currency is Pounds rather than Euros) to pick up duty-free boat parts in preparation for continuing onward to the Caribbean.

Bjarne on the bow with the Rock of Gibraltar in the distance; Inset: one of the many dolphins visiting during this passage.

The sail from Almerimar, on the southern coast of Spain and a good place to provision, was downwind. Although that brought the usual annoyances of collapsing sails and rolling, it was an improvement over the headwinds we'd had getting away from Italy. January isn't the most common time for travelling westward in the Mediterranean Sea, but the reward for enduring the cooler, windier weather was uncrowded marinas and anchorages. At about 25 miles from Gibraltar, we began observing (and dodging) large, slow moving cargo ships, seemingly killing time; numerous other large vessels were anchored just east of the Rock. Apparently, a lot of waiting is done before transiting the Strait, no doubt due to a complex mix of weather considerations, trade issues, Customs, and politics.

While Gibraltar was our ultimate destination, we first stopped at the Spanish city connecting Gibraltar to the rest of the continent; at La Línea de la Concepción moorage and provisioning were less expensive. We docked by late afternoon, after 2 nights at sea, at Alcaidesa Marina, with a fabulous view of the famous rock from the cockpit (see lead photo). Gibraltar is an easy walk from the marina, although the border crossing is unusual in that it runs across the middle of an airport runway. As long as no planes are taking off, hordes of tourists and workers traipse across daily. After a few days of cleaning, provisioning, and sightseeing, we motored across the bay to accept delivery of the Hydrovane self-steering, and the Watt and Sea towed generator.

Airport runway separating Gibraltar from Spain, seen from one of the tunnels; Inset: people crossing the runway toward Gibraltar

We found Gibraltar to be fascinating: both visually interesting and steeped in history. Geologically, the surface of Gibraltar is an ancient seabed that formed when dinosaurs were at large; the land gradually rose over the last 200 million years as Africa collided with Europe. Humanity's presence here extends back to the Neanderthals: fossils were discovered 8 years before those in Germany's Neander Valley, but their significance wasn't recognized initially. Perhaps we should be referring to these distant cousins as Gibralthals rather than Neanderthals. Human artifacts from the relatively recent past 600 years or so were more visible to us, and many of them reflect the strategic significance of Gibraltar from a military perspective. Being the tallest hill around, with a commanding view of the bottleneck entrance to the Mediterranean, has made it a desirable location for centuries.

Although there was much to do in preparation for our planned crossing of the Atlantic, we were able to fit in some sightseeing of this very British colonial town.

The Town

While wandering around Gibraltar, one can't miss spying great fortifications from hundreds of years ago amid more modern buildings. Numerous walls and gates were named in honour of royalty, and signs

proclaimed which important person had visited certain buildings. In the commercial tourist area there was a great emphasis on the British connection. Many restaurants announced their Full English Breakfast, and fish and chips were inevitably paired with mushy peas. Never having tried the latter we were curious, but soon learned they are exactly as described. The fish and chips, however, were excellent.

Top Left: seen atop one of the government buildings; Top Right: one of many signs heralding visits by royalty; Bottom Left: bombproof battery; Bottom Right: Prince Edward's Gate cut through Charles V wall in 1790. Over the years additional gates were added to the defensive walls as pedestrian and vehicular traffic increased.

Much of the town is built on slopes – it is very hilly and the winding roads narrow. We observed that Gibraltarians are skilled at parking in very tight spaces and that they often folded the car mirrors in. We suspect that many residents are in good shape as well, given the preponderance of stairs. One interesting stairway, actually a street with steps, was painted with the British Ensign. It commemorated the outcome of a 1967 referendum in which 99.6% of voters chose to remain under British Sovereignty (with self-governance) rather than change to Spanish Sovereignty (but retain British citizenship).

Left: Union Jack steps; Right: one of many stairways providing access to homes

Botanical Gardens

In our meanderings, we happened upon a lovely botanical garden. Among other beautiful and interesting plants, there was a massive Dragon Tree. The size was astonishing, especially when compared to the skinny houseplant we once had. We learned that the sap dries into red crystals called dragon’s blood, hence the name of the tree. As we were reading about how much the berries are enjoyed by gulls, one obliged by providing an excellent demonstration. Inside the Gardens there was a Wildlife Refuge which held animals that had been confiscated by customs – the animals had been intended for exotic pets or other illegal trade. We imagined there was an interesting collection of critters but, regretfully, the refuge was closed that day.

Very large Dragon tree; Inset: Seagull perched amongst what are apparently very tasty berries.

Other Sights Around the Town

Apropos of the military history, there are several gun batteries scattered around Gibraltar, (as well as many cannons). We toured around O'Hara's Battery at Europa point, the southernmost tip of Gibraltar. Several signs provided information about the battery, and the history of the area.

O'Hara's Battery

See next month to learn about castles, Barbary macaques, war tunnels, and impressive natural phenomena.

Europa Point, the southernmost part of Gibraltar.

About The Author

Barb Peck & Bjarne Hansen

Hoku Pa'a -

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 have been reconnecting with the beauty of BC.

Batteries on a Boat

https://currents.bluewatercruising.org/article/batteries-on-a-boat/

Overview

Battery technology can be rather complex, but most boat owners would rather not know too much about how batteries work (or fail to work). Battery discussion can be divided into four major topics: battery construction, installation, application, and charging. I hope this article will help you decide what type is best for your application, and what is needed to maintain them for the longest service life and reliability.

Application discusses what battery configuration is required for the type of boat you have, how it is used, and the kinds of equipment on it.

Construction deals with the battery plates' design, how the electrolyte is contained, the number of cells, and whether the battery is vented or sealed.

Installation considers the requirements for securing the batteries in a suitable location protected from

hazards.

Charging deals with how electrical energy is restored to the battery after being used for powering the various loads.

Applications

System Designs

Batteries lie at the heart of all pleasure craft DC electrical systems, but there is a wide variation in how DC systems are set up, meaning what purpose is assigned to each bank. The vast majority of boats have relatively simple 12 volt systems consisting of banks of one, two or four batteries connected in parallel. In the typical marine system, one bank is used for starting the engine but is also wired to a battery selector switch as position 1. The selector switch may have positions marked 1, 2 or ALL. The other bank of one, two, or more batteries is hooked up to position 2. By selecting ALL, you combine all the batteries. The ABYC standard requires all boats to have a master shut-off switch.

Battery Construction

Unfortunately, batteries are made in so many configurations and types that there is no quick and easy way to tell you about everything. As a guideline for lead-acid batteries, a heavier battery will outlast a lighter one. That’s because it has more lead.

A 12V automotive starting battery is designed to provide a lot of power for the short time it takes to start the engine, but it should only discharge to a 95% charge, or it starts to fail. A deep cycle battery with very thick plates can be used down to a 50% charge without hurting it. Lithium batteries can go down to a 10% charge, but they are a different story (see below).

Most batteries have caps over a reservoir that holds the electrolyte that surrounds the lead plates and allows the battery to charge and discharge when required. This may present problems like allowing the acid (electrolyte) to leak out of the battery when the boat is heeling too much, so gel-cell batteries were designed with gelled electrolytes. Since then, AGM, or absorbed glass mat batteries, were developed to prevent spillage.

Battery Types

All lead/acid batteries are not the same. The basic types are starting or automotive, marine and deep cycle batteries. That last category name has been seriously abused in recent years by marketers of hybrid batteries that are not true deep-cycle, but a cross between a starting battery and a deep cycle. These will have plates that are slightly thicker than starting batteries, but much thinner than real deep cycle batteries. The most important criteria that determine battery type and performance are the thickness and composition of the battery plates, and they are the factors that most affect cost.

Battery service life is primarily determined by how many times it is cycled, and whether it has been designed to withstand frequent and significant discharging. Cycling means each period of discharging and

subsequent recharging. Equally important is how far a battery is discharged before recharging.

Lithium Batteries: If you are considering going to a Lithium-based battery system, I would caution against it. Too many have been exploding and burning boats due to overcharging, getting too hot, or taking an impact that will start thermal runaway. For this reason, most insurance companies are reluctant to insure boats with these batteries installed. However, as of 2025, we are reaching the availability of solid-state lithium batteries, which are reported to be safe and stable.

Starting/Automotive: As its name implies, starting batteries are used to start and run engines, not to run electronics for an extended period. Each application requires different characteristics: engine starting needs very high bursts of amperage for short periods, and electronics use smaller amperage over long periods. Starting or automotive batteries have many very thin (0.40?), highly porous plates to provide the maximum surface area to yield that high burst amperage. The downside of this type of battery construction is that it does not tolerate deep discharging well, and will fail after a relatively small number of deep discharge cycles (about 400 versus 2,000 for deep cycle). Starting batteries are commonly found in outboard and many entry-level boats.

These batteries are also frequently inappropriately labelled as “marine” batteries or auto/marine. Automotive batteries are meant to be constantly charged by an alternator so as to avoid deep discharge. Starting batteries are usually rated by CCA (cold cranking amps) or simply CA (cranking amps).

Outboard boats can get away with using automotive cranking batteries so long as there is no heavy power-demanding equipment. This may include navigation equipment like radios, GPS, fish finder, etc., as these normally use little power. Equipment such as live bait well pumps, trolling motors, spotlights, electric downriggers, video chart recorders and so on, demands deep cycle batteries. However, to avoid annual battery replacement, deep cycle batteries will perform best. When charging is completely reliant on engine alternators, automotive batteries do not tolerate deep discharges (greater than 5%) well.

If you are going to be anchored out and running fridges and other high draw items, you cannot do that on automotive batteries. Get deep cycle batteries and preferably something to charge them like solar panels.

BEWARE: cheap automotive batteries will not run your bilge pumps for very long, particularly after engine failure.

Marine: It seems as if every battery manufacturer today sells “marine” batteries, but some marine batteries are deep cycle, others are hybrids, while others are pure hokum. True marine batteries are designed for dual use of engine starting and house service and are therefore hybrids (not true deep cycle). These will have spongy, porous plates that are significantly thicker than automotive batteries. They will be larger and heavier than auto batteries. A true marine battery will tolerate up to 50% discharge, whereas a deep cycle and industrial battery tolerates up to 80%.

Deep Cycle: These batteries are distinguished by having much thicker plates. High-quality batteries will have solid lead plates versus others made of a lead powder composite. Solid or denser and thicker plates are slower charging but have much longer service life.

Deep cycle batteries withstand greater abuse and thousands of charging cycles (down to 20% remaining)

and have much greater service life than the other two types. They do not, however, have as great cranking or burst power, being designed to provide power over longer periods of time. Obviously, the deep cycle is the preferred battery type for marine use; its one drawback of less cranking power is overcome simply by increasing battery size or the number of batteries.

Golf Cart: These batteries are generally a quasi-deep cycle, similar to marine, and though not as good as batteries with solid plates, they are better than the auto/marine types. Usually set up in banks of six-volt batteries, connected in series to make 12 V, these have a greater number of plates to provide longer periods of use under a constant power demand and deep discharging. T-105, US2200 and GC-4 are common identifiers.

Gel Cells: The primary difference between gel cells and flooded acid batteries is that the electrolyte in gel cells has been gelled by the addition of silica gel, turning the liquid into a thickened mush. Once hailed as the messiah of marine batteries, gel cells have since revealed their weakness to being damaged by heat and overcharging as these batteries cannot be fast charged by ordinary fast chargers and require much slower charging rates. Gel batteries sustain a far lower number of charging cycles than wet cell batteries, 2,000 versus 500 cycles for gel cells. This makes them less than ideal for marine applications. Additionally, they do not hold up well in hot engine rooms. The added cost has not proved worth the meager benefit of not spilling acid. Despite the common misperception, the gel cell electrolyte does evaporate over time.

AGM Batteries: AGM stands for Absorbed Glass Mat, which contains the electrolyte absorbed in a mesh of boron-silicate glass fibres. Thus, there is no fluid electrolyte to leak or spill, nor will they suffer from freeze damage. There are two big advantages of this type. First, it can be charged with conventional chargers without fear of damage from modest overcharging. Second, water loss is reportedly reduced by 99% because hydrogen and oxygen are recombined within the battery. Further, this type has a modestly lower self-discharge rate of 1-3% versus up to 15% with standard lead-acid batteries. The AGM is a true no-maintenance battery. It otherwise has similar characteristics to the standard lead-acid battery. The downside is the cost of around 2-3 times comparable standard batteries. Thus, the AGM’s greatest benefit is for installations where it is hard or impossible to ventilate charging fumes, such as the interiors of sailboats.

Installation Requirements

Dry Location: Batteries should be installed in a dry location and at a sufficient height above the bilge that a hull-flooding incident will not immediately submerge them and short them out. Salt water conducts electrical current well enough that when a battery is under water, it shorts out quickly and very dramatically.

Be Aware of Gases: Batteries generate hydrogen gas while charging; hydrogen gas is highly corrosive to most metals and particularly rubber products. It is also highly explosive and should be vented overboard. Hoses, wiring, fuel and oil lines should never be located ABOVE batteries, as this gas is lighter than air and will rise.

Rugged Container: Regardless of type, it is highly recommended that batteries be mounted in rugged,

covered plastic boxes specially designed for this purpose. Batteries need to be safely held so they don't tip over and spill sulphuric acid into the boat; this acid very damaging to all organic materials (clothing, wood, skin) as well as most metals. The box will also contain the inevitable acid leaks. I was called to an aluminum fishboat to examine an electrical problem and found both 8D batteries had melted their cases and spilled acid in the hull. This boat came very close to burning to the waterline, and there was over $100,000 damage.

Alongside the failed battery, is a picture of me going in the engine room in whatever hazmat gear I could get together at that time.

What this means to the surveyor: the batteries are in a box, which will contain any spilled acid, and they are held down so that a pull equal to the weight of the battery will not move it more than 1 inch. The posts must be protected from a metal object falling on them to prevent a short, and any explosive vapour coming from the battery while charging must have a way to escape outside the hull. Any fuel lines should be kept away from the batteries.

Charging

All batteries will naturally discharge themselves over time at a rate of anywhere from 1% to 15% per month, depending on type. These batteries should not be left uncharged month after month but should be

maintained and charged regularly. The total discharge will damage a battery so that it will never take full charge again.

Most inboard-powered boats are fitted with shore power systems and battery chargers to keep the batteries charged. Up until recently, all battery chargers were the ferro-resonance type capable of "trickle" charging, that is, supplying a very low charge rate sufficient to keep the batteries up to snuff. The problem with those older chargers was that they had a bad tendency to overcharge and boil the entire electrolyte away, which damages and eventually ruins the battery. Overcharging is deadly to gel cells. The introduction of electronic, 3-stage chargers in recent years has been a vast improvement in battery maintenance because these chargers are able to sense when the battery cannot take any more charge and then shut off. Therefore, if you have an old charger and are having premature battery failure problems, you'd best replace the unit. Symptoms of overcharging are hot batteries and unusual fluid loss.

Never use a non-marine designed battery charger in a boat, i.e. one that is designed for automotive use. They are usually cheaper, but they aren't designed to be electronically safe in a marine environment.

There is really no such thing as quick charging when talking about completing a full charge. A quick charge may bring a battery up sufficient charge (75%) to start an engine, but full charging takes much longer at lower amperage to complete the final 25%.

Charging Considerations for Automotive Batteries

If you use an automotive battery to start your boat and run the engine only far enough to get out in the bay then turn it off to drift or sail, your engines alternator will not have time to recharge the amount of power used to start the engine. The battery will be discharged somewhat. When you start the engine to come back into the marina the same thing happens, further discharging the battery.

If you plug into shore power, and have a battery charger, it will top up the battery although it takes a few hours. If you are on a buoy, and don't have solar charging, the battery stays discharged. Do the same the next day and it gets worse. Remember an automotive battery will only take a couple of instances of a dead battery before they are ruined. It would be better to use a larger deep-cycle battery, as they will start your engine as well.

Battery Testing

The problem with any simple method of testing batteries is that it is only good for proving the negative. That is, you can prove that a battery has low power or is bad, but without a load tester, you can't prove the overall condition. If you have wet cell batteries, using the hygrometer is useful under controlled conditions, like before charging, when the electrolyte is well mixed. After charging, the electrolyte tends to concentrate near the top and give false readings. But with sealed batteries, all you can do is test the voltage, which will only tell you the present state of charge, not the likely remaining useful life, or how long the battery can send electric current. You might get a very short burst of 12 V DC, but it soon drops off.

The voltage on a fully charged battery should be about 12.7-12.8 volts. If it's higher, the charger is still

operating. Disconnect the charger and wait an hour to see what is actually in the battery. Batteries will usually fail to start an engine at 12V or less. This is dependent on the age of the battery. A new but depleted battery may only fail to start at a voltage as low as 11.5 volts, and an old battery often won't start an engine at 12.2 V. Using a depleted battery in any mechanical situation puts a lot of strain on all the electrical equipment it powers and will cause things like the alternator to wear out prematurely.

With the engines running, the helm voltmeters are reading through the alternator and are showing the charge rate, not battery state. Read these meters before starting the engines. These meters should then be verified for accuracy by checking the batteries directly with a multimeter.

About The Author

John Gleadle

-

John Gleadle is a certified Master Marine Surveyor, MMS12217G, Private and Commercial who has been involved with the marine industry for 18 years. He operated and owned boats during that time and has sailed his boat from Vancouver to Mexico. He has years of Project Management experience with a design engineering background. The company, Wheeler Maritime International, Inc., is recognized by all major insurance underwriters and the American Marine Insurance Underwriters Association worldwide.
John's previous boat, Spinnaker, was a Corbin 39cc. He is looking for his next sailboat.

Eco Friendly Boat Cleaning

https://currents.bluewatercruising.org/article/eco-friendly-boat-cleaning/

Sometimes the “old-fashioned” way is still the best way. Industry has developed a whole series of cleaning products which, while effective cleaners, are not helping the environment. In fact, some are even toxic. This article will focus on boat cleaning methods and “cleaners” that are easily available and much better for our oceans and lakes.

Boat owners cherish the open water, and maintaining a vessel in an environmentally neutral way aligns with our desire to preserve the ecosystems we sail through. Here are key options for eco-conscious boat maintenance that minimize environmental impact while keeping your boat in top shape.

The Clean Marine Guide to Green Boating, produced by the Georgia Strait Alliance, includes a section about Alternative Cleaners. This section is one of four categories in the chapter entitled “Maintain My Boat”:

- Engine Maintenance
- Completely Exhausted
- Swabbing the Decks

- Alternative Cleaners

The guide focuses on Alternative Cleaners and the benefits of using them, and makes an effort to identify cleaners and methods that avoid the use of phosphates, surfactants, and chlorine.

Why avoid using phosphate-based cleaners on your boat? The answer is simple. Algae growth accelerates when phosphates are discharged into the water; decomposition of dead algae removes oxygen from the water, which in turn harms the fish and wildlife.

The challenge is not just what cleaners you use, but also how to clean your boat to avoid contaminating the ocean around you. A list of cleaning solutions and methods has been developed which both prevent the discharge of toxic greywater and improve cleaning methods. These are identified in the *Clean Marine Guide* noted above, and are summarized here for your convenience.

Substances that are toxic to marine life are present in many commercial cleaning products. Even products marked ‘biodegradable’ can often include harmful ingredients. Biodegradable means that that the formulation breaks down, but doesn’t mean that the chemicals used in it are safe. One example is chlorine bleach. This is a commonly used cleaner that is both dangerous to marine life and a possible risk to people.

Surfactants are also to be avoided. These surface active agents are added to many soaps and detergents to create suds. They attach to the gills of fish, destroying their ability to breathe.

Eco-Friendly Cleaning Products

There are a variety of effective alternative cleaners that readers will recognize as household products, and ingredients that may even be found in your galley. These non-toxic cleaners are inexpensive alternatives that are worth trying. The following table lists those products by task and the project that each one is best suited for.

TASK	**ALTERNATIVE CLEANER**
Decks	1 part vinegar to 8 parts water
Fibreglass	Baking soda and salt (in wet paste)
Aluminum	1 tbsp. cream of tartar in ½ litre of hot water
Brass	Worcestershire sauce, vinegar, and salt solution
Chrome	Vinegar and salt solution
Chrome/metal	Polish with baby oil
Copper	Lemon juice and salt solution
Clear plastic/glass (not Strataglass!)	1 part vinegar to 2 parts water
Mildew	Vinegar and salt solution or tea tree oil
Wood (interior)	Polish with olive oil
Bleaching	Hydrogen peroxide bleach (NOT chlorine bleach)
Scouring	Baking soda and water paste
Washing hair	Baby shampoo (phosphate-free & pH balanced)
Shower cleaning	Wet area and scour with baking soda

Toilet cleaning	Baking soda
Dish washing	Use minimal amounts of dish soap. Choose non-petroleum-based soaps (eg.: Nature Clean)

(Sources: Article in *BC Outdoors Magazine* by Blake Johnston, and the *Clean Marine Guide to Green Boating*)

Cleaning Methods

The idea of 'Seven Tips for Greener Boat Cleaning' came from an article in *BoatUS* magazine. Although the original article lists ten tips, many of them, although labelled green, are not eco-friendly. I therefore present an updated list of tips, reduced to seven by including only the green practices for boat cleaning.

1. Rinse your boat with freshwater after every trip. This will go a long way in keeping your boat clean, and can prolong periods between deeper cleaning.
2. Applying a good boat wax at least once per year will help prevent dirt, bird droppings, and airborne contaminants from adhering to the boat, and help make cleaning easier.
3. Test out the cleaning methods listed above, and find the combinations that work best on your boat and with the water (hard or soft) that you have available to mix with the remedies.
4. Many local marinas have designated wash-down areas and catch basins for boat cleaning when you are on a lift or a stand out of the water. These are designed to contain runoff and direct it into a treatment system.
5. Rather than doing a full boat wash, use a spot cleaner on a disposable or re-usable cloth to remove tough stains. You can then dispose of the cloth ashore rather than rinsing the cleaner into the water.
6. For boats stored in the water in coastal areas, wash your boat on an outgoing tide, allowing runoff to be carried away from shore.
7. Avoid cleaning your boat in full sun. Warmer temperatures make cleaners evaporate faster, and you'll end up using more of your cleaning solution.

Adopting environmentally neutral maintenance strategies is about more than just cleaning: it's a lifestyle choice that honors our connection to the sea. By integrating eco-friendly cleaning products, sustainable antifouling systems, and green mechanical care into your routine, you send a strong message of stewardship to the environment that sustains us.

These choices help preserve the beauty of our waterways while ensuring that every voyage remains as pure as the wind in your sails.

Primary Sources:
BC Boating Association publications
BC Outdoors Magazine
Georgia Strait Alliance – *Clean Marine Guide to Green Boating*

About The Author

Brent Alley

Pegasus II -

Brent has been member of Bluewater Cruising Association since 2014. Since joining BCA he and Barbara have sailed to Desolation Sound, Alaska, Haida Gwaii and most recently to Mexico.

Georgia Strait Alliance Clean Boater Survey (2025)

https://currents.bluewatercruising.org/news_post/clean-boater-survey-2025/

The Georgia Strait Alliance (GSA) is a registered Canadian charitable organization that that has been an advocate for the protection of the Strait for over 30 years.

One of the many activities GSA engages in is an annual Clean Boater Survey to get a baseline of boaters' knowledge on a wide range of topics including clean boating and boating practices. Following a recent Vancouver Club Night presentation, BCA's Environmentally and Socially Responsible Cruising Working Group (ESRC) offered to to help raise the profile of this initiative by sharing the link to this year's survey and encouraging members and friends of BCA to participate.

The survey is enhanced each year to gauge boaters' knowledge on key environmental topics, which assists in determining where boaters are at in their understanding of these environmental concerns. GSA also looks for feedback from those taking the survey with regards to their outreach programs as well as to mitigating potential barriers to being a green boater. Survey questions cover crucial issues, including:

- Safe distancing regulations when boating near marine mammals

- Responsible anchoring practices to protect sensitive habitats
- Laws on oil spills and sewage discharge, and more

Survey results are published at the end of every boating season; the blog from 2023-2024 results can be found here, and the 2022-2023 results are here.

Take few minutes to put your knowledge to the test and complete the multiple-choice, 14 question Clean Boater Survey for a chance to win a prize package containing an orca mug and an orca pin from Owl & Bear Studio!

Whether you're a seasoned mariner or a new navigator, you'll discover valuable insights and tools to become a greener boater. Every participant will receive resources to enhance their understanding and contribute to cleaner, safer waterways.

Help spread the word – share the survey with fellow boaters and make a difference by preserving the Salish Sea and the many creatures who call it home!

You're Invited! The Peterson Cup Cruising Rally Returns

https://currents.bluewatercruising.org/event/youre-invited-the-peterson-cup-cruising-rally-returns/

Come cruising this summer with BCA at the 2025 Peterson Cup Cruising Rally and get closer to nature and the wonders of the Salish Sea.

When: July 26-31, 2025. Meet at the Dinghy Dock Pub on Protection Island at 4 pm on July 26th
Where: The Salish Sea, between Nanaimo and Port Browning.
Cost: $10 per person, maximum 15 boats overall
Contact: Connie Morahan or Peter McMartin

Past Commodore Lex Peterson inspired BCA members to “Do it and get out there while you can”, so join us on this annual rally in local waters for fun, great sailing and a little friendly competition.

BCA members of every age and experience level, on sail or power boats, are invited to enjoy seamanship, friendship and learning on this cruise that reflects our values of Community, Sharing, Adventure, Inspiration and Caring.

Bring your boat, your family or friends, a great attitude, and join this summer rally starting at the Dinghy Dock Pub in Nanaimo Harbour and ending at Port Browning on North Pender Island in time for the BCA August Rendezvous. Each day will bring new experiences as we travel from anchorage to anchorage on an itinerary we’ll develop together based on winds and weather. Come prepared for a variety of activities and a great time. Sign up soon since participation is limited to 15 boats.

Registration is now open, with a registration fee of $10 per person to cover prizes/awards and

administration expenses. Due to BCA having to prepay some expenses and Paypal costs, no refund will be available. Please note that you must be logged on to the BCA website to register for this event.

This year's Peterson Cup is also offering t-shirts for sale which **must to be ordered prior to July 10th** (as part of the registration process) to allow sufficient time for production. Any ordered shirts will be provided to you at the start of the Rally.

More details will be provided as we get closer to the event.

Currents Bluewater Cruising

The Bluewater Cruising Association

PDF generated July 04, 2025 at 8:08 PM