



Photo Contest Winner

**Larissa Clark & Duncan
Copeland**

*Freeranger - Beneteau 50
Celebration*

Eden (8) and Skye (6) Copeland working on their balance on a paddle board 'zot' around the north bay in Mopelia, also known as Maupihā'a, a tiny westernmost remote atoll in the Society Islands, famous among cruisers for its challenging but rewarding lagoon entrance, pristine nature (especially coconut crabs!), and kind hospitality of the last remaining local family living there year round.

A magical place if ever there was one.



Currents

June 2026

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The Tradition Continues: Peterson Cup Cruising Rally 2026

<https://currents.bluewatercruising.org/article/the-tradition-continues-peterson-cup-cruising-rally-2026/>



The Peterson Cruising Cup Rally (PCCR) has been bringing BCA members together since 2001–2002, when Lex Peterson began waving at BCA boats heading toward the midsummer rendezvous. Lex was known for sailing his Hobie Cat through anchorages, tapping on hulls, and chatting with likely cruisers.

Back then, BCA cruisers often found themselves gathering naturally in the same anchorages — no docks, no rigid schedules, just boats coming together. Then, the next day, a friendly race would happen. Eventually an award, the Peterson Cup, was needed. After that came potlucks, stories of adventure, and the inevitable towing or repair project. Around the campfire or cockpit, someone would pull out a guitar and a singalong would begin.

And that is how the spirit and structure of the PCCR gradually evolved into what it is today — a blend of cruising, camaraderie, shared experiences, the freedom to participate in one's own way and a way to reconnect with what matters most — practical skills, good judgement, friendship and a greater respect for the ocean.

The PCCR has always been less about competition and more about community, adventure, and participation. It is about being out on the water, learning from the sea, enjoying the present moment, and supporting one another along the way. Every skipper makes their own decisions, and every skipper can offer leadership, support, or assistance when needed. That is the essence of bluewater cruising and the lessons learned during rally week can be applied anywhere in the world.



Left: Peter McMartin with theme t-shirt; Right: Salish Sea sea life; photos provided by Ken Christie

This year's rally takes place on August 8-14, starting from Mark Bay, Nanaimo and ending in the vicinity of Port Browning, Pender Island just in time for the [BCA August Rendezvous](#). Unlike traditional yacht club racing from dock to dock, the PCCR is designed to encourage participation, flexibility, and shared experiences. Boats may come and go along the route as schedules allow, and both sail and power vessels are welcome.

The overarching goal is to encourage seamanship, awareness, curiosity, and stewardship.

The waters we sail through are rich with marine life, history, and the enduring presence of coastal communities who have cared for these lands and waters for generations. These days, we are also more aware of changing climates and the increasing influence of media and technology in our lives. Thus the 2026 PCCR theme which embraces all of the above: ***Sea of Knowledge Above and Below.***

Along the way, we hope to include opportunities to learn more about the marine environment on our doorstep. We may invite knowledge keepers and organizations such as [Ocean Wise](#) or the [Marine Education and Research Society](#) (MERS) to join us or meet up with participants during the event. The ever-popular Sea Creature Bingo Cards may also make a re-appearance. Let us know in the comments what you think about these ideas.

Online registration is recommended to assist with the planning process; a link to the event registration page can be found [here](#). Fees are \$10 per participating boat to help cover costs. Please note that as the Peterson Cup Cruising Rally is a Bluewater Cruising Association event, all participants will be required to sign a waiver.

Most importantly, if you are thinking of attending, please come prepared to share stories, food, music, friendship, and a memorable time on the water. If you would like to know more or have any questions please [contact Ken Christie](#), the 2026 PCCR organizer.

Featured photo: Left: Clam Bay sunrise with Sea Fever, (Denise Logan); Top right: PCCR 2025 group (Connie Morahan); Middle right: PCCR enjoying the sunset (Kevin Swanson); Bottom right: Shannon and Doran Jones, winners of the Petersen Cup (Connie Morahan)

About The Author

Ken Christie

Blue Rose -

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

The Role of Wind Power on Cruising Sailboats

<https://currents.bluewatercruising.org/article/the-role-of-wind-power-on-cruising-sailboats/>



If you're a cruiser who has ever stared sadly at your battery monitor thinking, "Please sir, I want some more" like some cruising *Oliver Twist*, then renewable energy is your best friend. Solar panels are the cool, quiet, hardworking kid in class — everyone loves them. But wind generators? They're like that strange uncle who shows up unannounced, eats the steaks from the freezer, makes a racket, and then cleans the kitchen and washes the floor while you're asleep. Let's dive into whether you really want this noisy relative aboard, or if you're better off sticking with solar and calling it a day.

Cost Per Watt: Wind vs. Solar (Spoiler: Solar Wins the Wallet War)

Let's talk money, because nothing kills a dream faster than an empty bank account. A decent marine wind generator (say 400–500W rated) will set you back \$1,800–\$3,500, plus another \$500–\$1,000 to mount it. That's roughly \$5–\$9 per rated watt. (Pricing varies by supplier, and finding a used unit can save you a bunch. But still, ouch.)

Solar? In 2025–2026 prices, good marine-grade panels are \$1–\$2 per watt, and a full install lands around \$2–\$3 per watt. For the same cash as one wind genny, you could plaster your bimini, arch and lifelines with 800–1,500W of silent sunshine power. And in real life, that solar will pump out way more amp-hours on a sunny day than the wind turbine ever does, even in a howling breeze. Wind is like paying premium for a cat that only catches mice when it feels like it. Solar is the reliable feline that always shows up with the goods.

A real-life cruiser tale: Last year, a screaming deal popped up in the local WhatsApp for-sale group chat — a gently used Silentwind wind generator at a price that made our heart skip. Temptation level: maximum. The numbers said “more solar,” but we were maxed out on real estate and the Caribbean trades whispered “you’ll thank me later.” About 1/3 of the boats here have wind generators. We went for the wind genny, mounted it up, and holy amps, Batman — it’s been a game-changer in the windy Caribbean! That steady boost at night and through cloudy spells? Pure gold when the sun’s playing hide-and-seek in puffy tropical clouds. It’s enough to cover our Starlink use (which wasn’t in the energy budget a few short years ago). Batteries stay topped up, and we’ve got zero regrets. Sometimes that quirky uncle is exactly the family member you need on board.

Where Wind Power Works Best: The Trade Winds

Wind generators come alive in their special sweet spot: consistent, reliable breeze with a side of cloudy days. Enter the trade winds — those glorious easterlies between 10°–30° latitude (Caribbean milk run, Pacific puddle jump, South Atlantic dash). Here, where 15–25 knots blow like clockwork, day and night, wind power actually earns its keep. A solid 400W turbine can churn out 5–10 amps around the clock (120–240 Ah/day) or more, laughing at cloudy spells or midnight anchor watches while solar is napping.

High-latitude spots like Patagonia, Scandinavia, or New Zealand can also give wind the edge — overcast skies starve solar, but gales keep the blades spinning like they’re auditioning for promotion to a wind farm. And when you’re beating to windward or reaching hard? Apparent wind goes through the roof, and power output cubes with speed.



A catamaran with two wind generators — port and starboard.

Where Wind Power Disappoints: Pretty Much Everywhere Else

In most cruising grounds, wind generators are like that friend who promises to help move furniture but only shows up to drink the beer after you're done.

Sheltered anchorages in the Pacific Northwest, Mediterranean, Bahamas, US East Coast, or anywhere with light/variable winds? Output drops to "meh" below 10 knots. Downwind passages (hello, trade wind oceans) kill apparent wind, so the turbine basically sulks until you're at anchor and the apparent wind comes back up. And modern boats are floating solar farms — arches, biminis, davits, lifelines all covered in panels. And a wind genny and pole can shade part of your array, stealing more energy than it gives.

Then there's the noise. Even the "quiet" ones hum, whine, or flutter in gusts, turning peaceful sundowners into "Did someone bring a swarm of angry bees?" Vibration rattles the rigging if you don't get isolated mounts, and neighbors in marinas and tight anchorages give you the side-eye. But you will rapidly become deaf to the noise, sometimes even using the pitch to estimate the wind speed and amp output.

Noise Levels: Which Brands Won't Make You the Anchorage Pariah?

Noise is the make-or-break for many cruisers. Here's the lowdown on a few popular models we see here in the marina in Panama:

- D400 (Eclectic Energy): Often crowned the “strong silent type.” Basically background wind noise. You'll barely notice it unless you're trying to sleep right under the pole.
- Silentwind: Lives up to the name. Carbon fiber blades mean mostly a low, soothing rotor hum. Many call it the quietest in the fleet — perfect if you value your eardrums and neighborly relations.
- MarineKinetix MK4+ Marine Wind Generator: similar to the Silentwind. Looks like a good budget option.
- Superwind 350: Surprisingly hushed for its size. Sounds more like leaves rustling than a blender. Great if you want power without the drama. Startlingly expensive.
- Rutland 913 (Marlec): The six-blade wonder often wins quiet contests. Small rotor, low-wind focus — almost polite.
- Air Breeze (Primus): Stock version? Fluttery and loud in gusts — like a flock of startled birds. Upgrade to Silent-X carbon blades, though, and it transforms into a much better-behaved crew member.
- Ampair 100: Quiet little brother to the Rutland – small, unobtrusive, rarely complains.
- Chinese AliExpress units: We have met some cruisers that have had great luck with them, some that found the quality so poor they were disposable. Buyer beware.

Bottom line: If you're going wind, pick one with fancy (blue) blades. All units dial up the noise in a breeze. Try to choose ‘quiet’ as a default characteristic. Otherwise, you risk becoming “that boat” everyone talks about on the morning net.

Maintenance

Unlike solar, wind generators have moving parts and can require maintenance. Most decent alternator shops can handle it, it's just bearings, brushes and windings like an alternator. If a wind generator suddenly starts getting noisy, it's likely bearings need replacing. Most go many years without as much as a second glance.



Wind generator setup on the stern of a sloop. Note safety string with loop hanging from the back. A bit hard to see in the distance down the dock, but about 35% of the boats here in Panama have a wind generator.

Safety Considerations: The Spinning Blades of Doom (With a Side of Ouch)

Let's be real: those blades spin fast enough to make coleslaw out of anything that gets too close. The poster child for "don't do this" is a [2023 incident](#) on *Good as Gold*, a Montevideo 43 in the Whitsundays previously owned by BCA members Malcolm and Dina. New owner Duncan Veal, in 30+ knots, tried to stop the genny by yanking a cord (manual says use a boat hook). Hand slipped, blades said "hello," and suddenly he's got a shattered arm bone, deep cuts, a broken blade, and a one-way ticket to surgery. Months off sailing. Moral of the story: blades don't negotiate. Always switch off, use appropriate tools, mount high and out of reach, and treat it like a table saw with wings. Complacency + user error = a very very bad day.

When to Add a Wind Generator (The Short List)

Go for it if:

- You've already maxed out your boat's solar power potential. You're full. No more room for panels. Really. Not even a little one.
- You're doing serious trade-wind miles that will offer a reasonable apparent wind (Atlantic circle, Pacific crossing — wind is your night-shift worker).
- You've got a power generation /consumption mismatch (watermaker, fridge, Starlink, radar, etc. all want a bit more than you're making) and you've already maxed solar real estate.
- You cruise cloudy/high-latitude zones where solar takes frequent siestas but the wind rarely rests.
- You love redundancy — wind plus solar is like having two alarm clocks.

When Not to Add One (The Even Shorter List)

Skip it if:

- You've got room for more (or better, or more efficient) solar panels.
- You're in a sunny/light-wind paradise (PNW, Mediterranean, Bahamas — wind is just an expensive ornament).
- Silence and not losing fingers are top command priorities.
- You're coastal/weekend cruising — engine or shore power has your back.

For most of us, 600–800W solar handles daily life without firing up the diesel. Wind is the cherry on top, not the cake. On *Avant*, we also like the idea of a backup to our solar. Hybrid systems are the smart play in our view, especially in windy Panama.



The G.O.A.T. (greatest of all time) mount for a wind vane, the mizzen of a ketch or yawl (up high and in clear air).

Final Thoughts

Wind generators aren't dead, they're just niche players. In the trades or windy latitudes, a good one (Silentwind, D400, Superwind) can feel like cheating: free amps while you sleep. Everywhere else? They're often noisy, expensive decorations with a side of potential danger.

Do your energy audit, max out solar, double check that you really have maxed out solar, then decide if wind power's cost and quirks are worth it. If you do add one (like we did on *Avant*), mount it high, respect the blades, and maybe get used to apologizing to the neighbors in advance. That's the secret to true energy independence — without losing a finger or your sanity. Fair winds, quiet nights (mostly), and may your batteries always be full!

What power generation scheme are you using?

About The Author

Rob Murray

Avant -

Rob Murray and Debra Zhou are doers currently on the Caribbean coast of Panama aboard Avant, their Beneteau First 435.

Welcome to VICE 2026 — BCA's Vancouver Island Cruising Experience

<https://currents.bluewatercruising.org/article/welcome-to-vice-2026-bcas-vancouver-island-cruising-experience/>



If you're dreaming of sailing offshore, the Vancouver Island Cruising Experience (VICE) is your chance to put that dream into motion. Think of VICE as a final exam before you cast off for the big blue. It's an opportunity to test both your boat's readiness and your own confidence for offshore passage making.

What is VICE?

VICE is designed for cruisers — especially Dreamers — who are preparing to become Doers. It's a great opportunity to gain real offshore experience in the company of others before setting off on your own journey.

The goal is to gather a fleet of BCA boats on the West Coast of Vancouver Island — ideally in Ucluelet — and wait for a suitable weather window before heading offshore for 2 to 3 days. This is not a race or a test of endurance, but a shared experience that allows you to:

- Test your boat's offshore systems (Radar, AIS, HF/SSB, Starlink, etc.)
- Practice onboard communication and navigation
- Get into the rhythm of cooking, sleeping, and standing watch at sea
- Build confidence in a real but controlled offshore setting



Ed and Tanya aboard **Kohana** in Mexico

Your VICE Coordinators

Ed Choromanski and Tanya Van Ginkel are thrilled to once again serve as this year's VICE coordinators. Having participated in VICE in both 2013 and 2025, Tanya and Ed will be taking part in the experience themselves aboard **Seadra**, their Down Easter 41, and working alongside you every step of the way. Their goal is to help ensure your offshore trial is safe, informative, and enjoyable.

The Plan (so far!)

- Departure Location: [Port Alberni Yacht Club](#) (48°53.567'N, 125°07.071'W)
 - Located in Barkley Sound on the east side of Fleming Island, the club offers both moorage and anchorage in a beautiful protected bay. Depending on the number of participating

boats, reservations for dock space will be coordinated by Ed and Tanya.

- Target Gathering Date
 - July 22, 2026, conveniently timed with the upcoming full moon.
- Choosing a Weather Window
 - Comfort levels vary among crews, but VICE is not intended to test storm readiness. The goal is to depart in average offshore conditions, generally no stronger than 20–25 knots.
- Pre-Departure Briefing at Port Alberni Yacht Club
 - Radio communications (VHF, SSB, AIS, Starlink email, radar, call signs, etc.)
 - Roll-call schedules and position reporting
 - Boat tours and crew introductions (knowing the voices behind the radio makes a significant difference once offshore)
 - Latest weather reports
- Route Planning
 - The group will agree on a route and offshore waypoint that
 - Keeps vessels within 150 nautical miles
 - Remains north of 48°N
 - Meets typical insurance requirements
 - Ideally, boats will sail offshore on a close reach and return on a broad reach
- Traffic Control Notification
 - Victoria Vessel Traffic (VHF Channel 11) and Tofino Traffic will be notified of our departure plans and the number of participating vessels.
- Fleet Communication
 - A dedicated VHF channel will be assigned for 24-hour fleet communication. Regular roll-call times will be established and vessel positions will be monitored throughout the voyage. Boats equipped with HF/SSB or Starlink will help extend communication range and support fleet coordination.
- Coast Guard Contact
 - If vessels move beyond VHF range from one another, updates may be relayed through the Coast Guard as needed.
- Fleet Directory
 - Before departure, participants will receive a fleet roster including boat names, crew names, and contact information so everyone knows who's out there and how to reach them.

Want to Join VICE 2026?

Whether you plan to take your own boat offshore or hope to crew aboard another vessel, Ed and Tanya would love to hear from you. To sign up:

- Email [Ed and Tanya](#)
- Include your boat name, number of crew, and contact information
- If you're looking to crew rather than bring a boat, please let them know

You can also find excellent resources on the BCA website, including:

- Articles from past participants published in **Currents** ([2024](#), [2023](#), [2017](#), etc); use the “search”

function to find other articles

- A comprehensive [PowerPoint presentation](#) (PDF) by Mike Nolan (updated by Don Hutchison in 2016) about VICE
- Online [VICE group pages](#) / document library (click on the “join group” icon if you aren’t already a member of the VICE group)

Reflections on VICE 2025



VICE 2025 Participants Kevin and Leanne Towers, Syntropy

“We really enjoyed the VICE experience, especially the time spent with you and Tanya. The weather could have been better, but that’s all part of the learning experience. Now we know what conditions to avoid! Communication while offshore could also have been better, but that taught us an important lesson—that relying only on VHF doesn’t work well once you’re offshore. Since then, we’ve removed our SSB and installed Starlink. We’ll also remember to activate it before leaving shore!” — *Kevin and Leanne Towers, Syntropy*

“Yes, we learned the same lesson ourselves: Starlink must be activated while still within internet range in order for the offshore plan to function properly. (And Starlink seems to change their plans almost as quickly as the wind changes direction!)” — *Ed Choromanski, Seadra*

Stay Connected

If you have questions or would like more information about the Vancouver Island Cruising Experience, feel free to reach out:

? [Vice Coordinators](#)

? HAM: VA7ECH

? MMSI: 316023583

? VHF: Monitoring during the event

About The Author

Ed Choromanski & Tanya Van Ginkel, VICE Coordinators

Seadra -

Ed and Tanya are experienced offshore sailors and co-coordinators of VICE 2025. Together and separately they have sailed extensively along the B.C. coast, down the U.S. coast to Mexico, in the Caribbean, to Hawaii, and also to the Galapagos. Both participated in VICE 2013 and have since completed multiple ocean passages aboard Seadra, their 41' pilothouse cutter. With strong technical skills, safety training, and a shared passion for the sea, Ed and Tanya are dedicated to sharing the knowledge they have gained from their experiences to aid fellow cruisers to prepare for their offshore journeys.

May Rendezvous 2026

<https://currents.bluewatercruising.org/article/may-rendezvous-2026/>



The 2026 Vancouver Island Rendezvous brought another memorable gathering of *Dreamers*, *Doers* and *Doners* to Telegraph Harbour Marina, with 27 boats and 54 members signing in for the event. The Vancouver Chapter was strongly represented with 15 boats and 30 mariners, while the Vancouver Island chapter welcomed 12 boats and 24 attendees. Unfortunately, no members made the journey from Calgary this year — perhaps the inclement weather over the Rockies played a role!

This year's rendezvous also welcomed members of the [Gulf Yacht Club](#), who joined BCA participants for the always-popular Silent Auction and Treasures of the Bilge Sale. In return, BCA members enjoyed an evening of live music organized by the Gulf Yacht Club on Sunday night, adding another layer of camaraderie to the weekend.

Supporting BC Marine Parks

The Silent Auction and Treasures of the Bilge Sale raised an impressive \$1,980 for the [BC Marine Parks](#)

[Forever Society](#). Organizers extended sincere thanks to everyone who participated and to the generous contributors, including:

- [North Sails, Sail Loft Victoria](#) (Sidney)
- [Blackline Marine](#)
- [Raven Marine Services](#)
- [Canoe Cove Marina](#)
- [Trotac Marine](#)
- [Harbour Chandler](#)
- [Gartside Marine Engines](#)
- [Oak Bay Marina](#)
- [Tradewinds Boaters Exchange](#)
- [Port Sidney Marina](#)
- [Telegraph Harbour Marina](#)

Learning and Sharing Experiences

Educational sessions throughout the weekend were well attended and sparked lively discussion. One of the highlights on Saturday was the Composting Toilets panel led by Toryn Sundstrom, Dani Tate-Stratton, and Barrie Letts, with approximately 20 members participating. Drawing on both panel expertise and audience experience, the group explored the pros and cons of composting systems aboard cruising boats. Advantages discussed included significantly reduced odours, less frequent disposal of solid waste, and reduced reliance on pumps and hoses. Challenges included the need to carry composting materials such as coconut husk or peat alternatives and the requirement to dispose of urine frequently. The following day, 11 attendees toured the dual composting toilet installations aboard ***Knot 2 Crazy*** for a firsthand look at the systems in operation.

Continuing the environmental theme, Leslie Hansen gave a Sunday presentation to the Carbon Footprint discussion group on practical and eco-friendly approaches to controlling holding tank odours using hydrogen peroxide.

Conversations About Our Carbon Footprint

On Sunday, Don Chandler led a thoughtful discussion on reducing cruising-related carbon footprints, attended by 17 members. Participants completed an anonymous exercise to estimate their household emissions, revealing an average footprint of 10.6 tonnes per person — notably lower than the Canadian average of approximately 15 tonnes per capita. Air travel emerged as the largest contributor by a significant margin. The discussion also highlighted the broader global challenge: to avoid the most extreme impacts of climate change, worldwide emissions will need to decrease to approximately 4 tonnes per person by 2050.

Potluck Traditions and Leavers' Packages

Saturday evening's potluck dinner was once again a highlight of the weekend, with an incredible variety and abundance of delicious dishes shared among attendees. It never ceases to amaze everyone what

talented cruisers can create from the compact confines of a galley! The evening provided another wonderful opportunity for members to gather, connect, and enjoy each other's company.

One of the most meaningful traditions of the rendezvous continues to be the presentation of Leavers' Packages, recognizing members preparing to embark on new offshore cruising adventures. Commodore David Vincent presented this year's packages to:

- **Salt**— David Mitchell and Trina Holt
- **Uluwatu** — Chris and Adelle Friesen



Top right: David Mitchell and Trina Holt from **Salt**; lower left: Chris Friesen and Adelle Friesen from **Uluwatu**

Guided by the philosophy of “plan, no plan,” David and Trina will begin their journey south with open horizons ahead, while Chris and Adelle intend to follow the surf and favourable winds wherever they may lead. Both crews seem to understand one of offshore sailing's greatest lessons: the best plans are often written lightly, ready to shift with the tides, weather, and opportunities along the way. With attitudes like these, they are sure to have an unforgettable adventure.

Food, Music, and Fellowship

Sunday's optional dinner at the neighbouring Thetis Island Marina Pub attracted approximately 50 attendees and provided another opportunity for members and friends to connect before the weekend wrapped up.



Dinner at the marina restaurant

The rendezvous concluded on Sunday evening with live music from Andy of Tropical Mayhem, shared with members of the Gulf Yacht Club. The mix of classic favourites had many in attendance singing along, dancing and enjoying the final evening together.

Passing the Baton

After two years coordinating the Vancouver Island Rendezvous, Sandra and Barrie announced they will be passing the baton to Vikram Misra as they plan to travel next year. They expressed heartfelt thanks to everyone who contributed to the success of the event — organizers, presenters, volunteers, labourers, and cleaners alike — whose efforts helped create another outstanding rendezvous for the BCA community.

About The Author

K. Barrie Letts

Knot 2 Krazy -

Barrie and Sandra joined BCA Feb 2006, were part of the Fleet of 2007, and have received Coastal 999 and Offshore Awards. They spent 7 of 12 years offshore aboard SV Passat II, cruising the west and east coasts of North and Central America; transiting the Atlantic Ocean and cruising the North Sea, Atlantic, Biscay and Mediterranean coasts of Europe and North Africa. Now they cruise the BC coast aboard Knot 2 Krazy.

Responsible Cruising Resources... Where Can I Find Them?

https://currents.bluewatercruising.org/news_post/responsible-cruising-resources-where-can-i-find-them/



Recently we've had several people ask where the Environmentally and Socially Responsible Cruising resources are posted. Great tools and information are available any time.

Go to the [BCA website](#) and click on Responsible Cruising in the left rail. You will find an overview of the group's work, a link to responsible cruising best practices, and a link to tools and resources.

In the [Tools and Resources](#) section, there are three new resources posted for your information:

- The Fleet presentation by Rick Ellis entitled [Sailing as the Planet Heats Up: The impact of climate change and El Niño on the ocean, sailing and the Pacific Islands](#)
- The Club Night presentation entitled [Cruising as the Planet Heats Up: Preparing for Uncertain Times and the New Mental Game](#)
- In light of the forecast El Niño, drought and marine heat waves, Rick Ellis has compiled a [Heat and Smoke Management Plan for Sailors](#). This is a fairly extensive document which you may want to print and have on board, or print the summary found in Appendix A.

If you're a BCA member, you can [join](#) the Responsible Cruising Group for occasional communications directly from us. You can also [email](#) us at any time.

See you out there on the beautiful wild blue ocean!

About The Author

Environmentally and Socially Responsible Cruising Working Group

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

Vancouver Island Cruising Experience (VICE) 2026

<https://currents.bluewatercruising.org/event/vancouver-island-cruising-experience-vice-2026/>



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VICE Coordinators

Ed Choromanski and Tanya Van Ginkel aboard ***Seadra*** have volunteered to serve as VICE coordinators this year. They will be taking part in the experience and working alongside each participant every step of the way. Their goal is to help ensure an offshore trial is safe, informative, and enjoyable.

VICE 2026 Details

For more information [check out the BCA Online Calendar](#) and/or [contact Ed and Tanya](#) to register for VICE 2026.

Currents Bluewater Cruising

The Bluewater Cruising Association

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