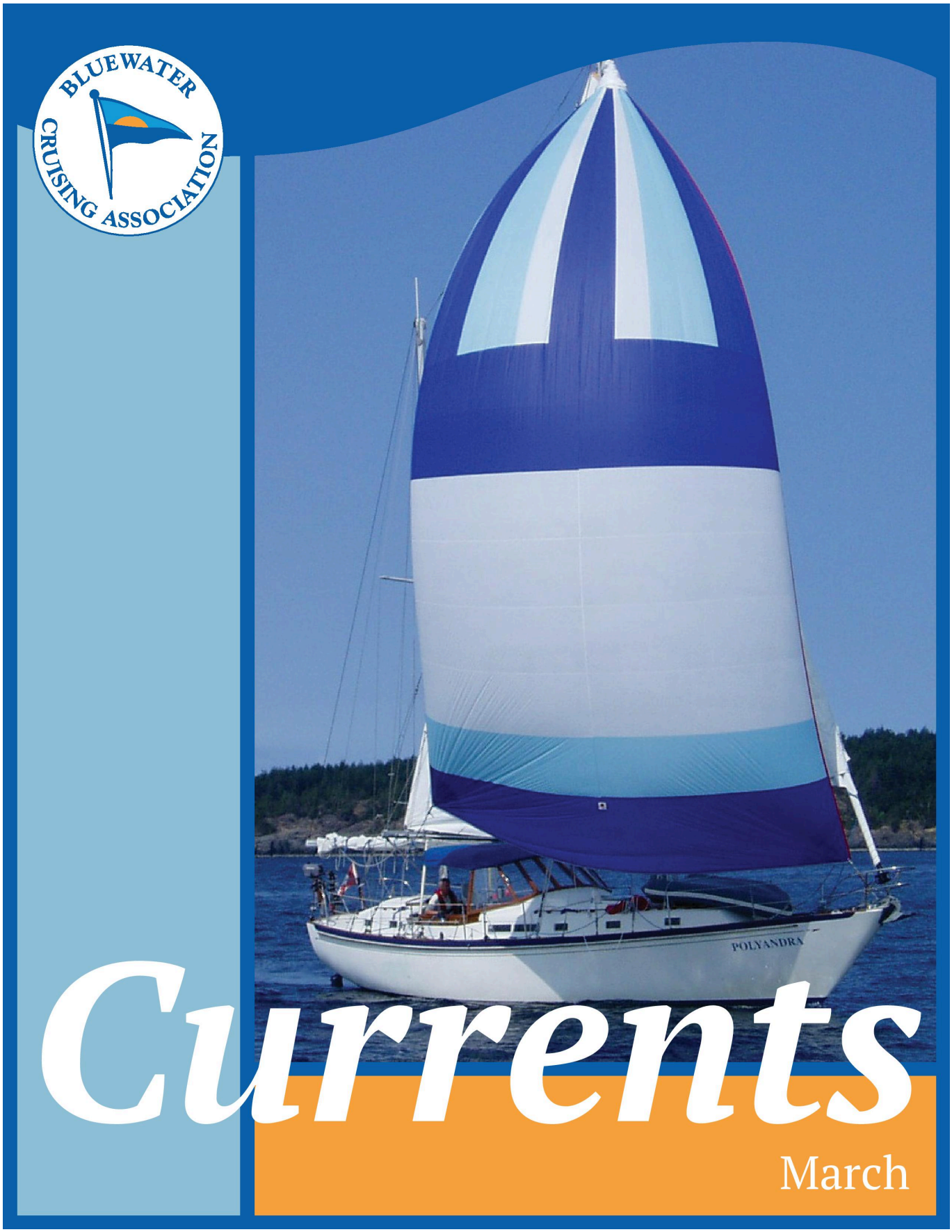
BLUEWATER
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From Whales to Whale Sharks: The Commodore Visits the Fleet

http://currents.bluewatercruising.org/articles/whales-whale-sharks-commodore-visits-fleet/

What initially was an invitation to crew aboard ***Good as Gold*** (with Malcolm MacPhail and Dina Aloi) from La Paz to Cabo last month, very quickly turned into 12 days of BCA gatherings (aka BURPs) and informal meetings. These were with present and past members of the BCA Fleet, who have been cruising in the Sea of Cortez for one or more seasons. Not having been to the Baja before, I did not know what to expect, although having attended Trish and Jim Bowen's presentation at the Victoria Chapter Club Night in February, I had a sense of what our holiday might be like. I had naively believed that I would be sailing from La Paz to Cabo and thus have a complete break from everything related to home (including BCA), as we would be without Wi-Fi and other electronic means of communications. But within 3 days of our arrival, plans changed and word spread quickly that the Commodore was in town. Nine days later, by the time we boarded our flight home, we had connected with or had updates from nearly a dozen boats. And all the sailing had been local – out to the islands and back – but what a great time it had been!

Rob Murray (***Avant***) left a record of our BURP at Villas Mar Y Arena, Puerto San Carlos, Magdalena Bay, Baja

It was a warm and dusty evening when we arrived in La Paz, after 18 hours of travel from Victoria. Not 12 hours later and still feeling a bit disoriented, we were bundled into a 15 passenger van, which headed north and then west to Puerto San Carlos, a small village on Magdalena Bay. The first BURP was underway; we were 10 BCA members – Scott and Tanya (***Kialoa***), Deb and Rob (***Avant***), Karina and Gary (***Sea Rover II***), Malcolm and Dina (***Good as Gold***) and Campbell and me (***Camdeboo***) – plus four other friends and family. After a four hour drive, with only one stop enroute at a "Coffee Star", (complete with a familiar, but slightly different looking logo), we enjoyed a typical (unhurried) Mexican lunch. Eventually, after some confusion, we piled into a couple of pangas for an afternoon on the water, looking for the grey whale mommas and their babies. Unfortunately for us, the winds were up and the seas disturbed, so the whales were also more restless than usual. Thus, we did not have the same experience that many other visitors have at this time of year, when the mommas actually lift their babies towards the pangas, and allow humans to reach out and touch them! Nonetheless, we saw quite a few of these magnificent creatures and their babies, albeit not quite close enough for those really amazing photos, and the afternoon passed quickly.

The start of our whale watching adventure, Puerto San Carlos, Magdalena Bay, Baja

Then suddenly it was late, the sun was dipping low towards the horizon and we were miles out in the bay,

with the wind and waves against us on the homeward journey. To say it was a long, painful bash would be an understatement. Rob pulled out his trusty iPhone GPS and, with 18nm to the wharf, reckoned it would be long after dark when we got back. Those of us sitting on the uncushioned front bench in the bow of the pangas were quickly drenched by the spray and the waves; we became colder and colder as time passed, and a bit of misery and self-pity crept in. The drivers were skilled, however, and our driver only stuffed the bow of the panga once – thank goodness! As we finally entered the lengthy channel to our destination, those sitting aft were prevailed upon to hold up the panga drivers' cell phones, which were then used as nav lights. While not enough perhaps, in our estimation, all the boats coming out saw the weak lights of the iPhones and steered clear. Although we were all wearing life jackets of assorted shapes and sizes, someone commented that our own PDFs probably had more safety gear attached to them than was in each panga. Needless to say, the return was more of an adventure than the afternoon had been! And we did arrive safe and sound, but well after dark, feeling sore, desperate for washrooms and in need of hot showers. There was much to talk and laugh about that evening – especially as the power went out in the middle of dinner – leaving us once again, in the dark, with a few cell phone flashlights strategically placed on empty plastic water bottles for ambiance.

Scott and Tanya ***(Kialoa***), Rob & Deb (***Avant***), Gary, Karina and ship's dog Charlotte (***Sea Rover II)***, Jennifer and Campbell (***Camdeboo***), Dina, Malcolm and daughter Zophia (***Good as Gold***), friends Rick and Julie, and Kaylee. Grey whale skeleton at Puerto San Carlos, Magdalena Bay, Baja.

We left a record of our BURP on the wall of the restaurant the following morning, as many previous visitors have done over the past couple of years, and posed for a group photo in front of an immense grey whale carcass adjacent to Villas Mar Y Arena. Our hospitable hosts, Adolfo and Vito, asked us to tell BCA members who anchor in adjacent Bahia Santa Maria on their way south, that they can be hailed on VHF Channel 18 and food, beer, and boat parts will be happily delivered – no need to navigate the entrance to Magdalena Bay and no need for our cruisers to go hungry or thirsty! **NB: Members of the Fleet of 2015, take note!**

Jennifer and Campbell hoisting Malcolm to retrieve skied halyard, El Candelero

After those brief, action packed 36 hours, the rest of our stay was based in the La Paz area; that's not how it was supposed to be, but being cruisers, we knew our flexibility would go a long way to ease the stress on Malcolm and Dina as they prepped for offshore. And so instead of sailing to Cabo, we enjoyed a leisurely week in the Bay of La Paz, exploring a few of the nearly two dozen anchorages in the beautiful Espiritu Santo archipelago, which became part of UNESCO's World Heritage of Humanity sites in 2005. This allowed us to do some sailing and see something of the Sea of Cortez, and also allowed Malcolm and Campbell to tackle a few things on Malcolm's to-do list, before the puddle jump.

Typical landscape around La Paz Bay – volcanic rock, scrubby vegetation and cacti

The names of the anchorages tripped easily off the tongue: Caleta Los Lobos, Bahia San Gabriel, El Candeloro, Playa Balandra… and they were idyllic: beautiful white, sandy beaches sandwiched between aquamarine crystal clear waters (just warm enough for a swim or snorkeling expedition), a fringe of scrubby vegetation that gave way to seemingly barren hills rising to form a warm, red, rocky backdrop. Of course, the landscape was not barren – there were cacti of varying shapes and sizes to be seen in all directions, and the occasional small herd of wild goats – but to our eyes, accustomed to the rich, damp greens of the Pacific rain forest, it was arid, dry and without much life. If asked, we'd say that Candeloro was our favourite place; the easy walk just before sunset with Scott and Tanya up from the beach, through a cleft in the rock to the dry waterfall and overhanging cave, a small oasis complete with greenery, was the highlight of the day.

Nesting frigates and chicks, Bahia San Gabriel, La Paz

After a week on the water, we understood why Jacques Cousteau labelled this region of the Sea of Cortez the “aquarium of the world” many years ago; during our short stay we saw a variety of sea birds (including a frigate colony), sea lions galore, dolphins, turtles, whales, a myriad of tropical fish species, and, on our final day, we swam with the whale sharks, just off the Magote in La Paz. Possibly not for the faint of heart, or those with a healthy respect for large, underwater creatures (that would be me); I nonetheless plucked up my courage and once in the water was rewarded with a never-to-be forgotten, up-close-and-personal encounter with a whale shark that was about 20 feet long! It was hard to believe that these large, polka-dotted, docile mammals aren’t bothered by small groups of excited snorkelers swimming alongside them, or trying to keep up with their seemingly slow pace. The whale sharks were always faster than us, however, and would disappear into the murky distance with a strong, but effortless flick of the tail. We would then swim back to the panga, clamber out, warm up and go off in search of “one more”.

Jean-Guy and Fran Nadeau (***Gosling***) arriving for a visit at Playa Balendra, La Paz

Our week on the water also gave me an unexpected opportunity to connect with a number of past and present members of BCA over appies, sundowners, walks, and games of bocce ball on the beach. What more could the Commodore have wanted! The number of Canadian-flagged boats just in La Paz was staggering, and the number of "BCA boats" or former BCA boats that we met was also surprising (although given the cruising opportunities, the cost of living, the comfortable environment with lots of English spoken, I shouldn't have been at all surprised). There were many, many conversations about how well BCA prepares its members for cruising, and the value of the mentor, education and Fleet programs. There was also much discussion about how BCA might better serve its Currently Cruising members and offer greater value for membership. And I experienced first hand the challenges with intermittent Wi-Fi and the BCA website, as we helped a couple of cruisers renew their membership. Best of all, I was honoured to present Rob and Deb with their Coastal 999 awards on behalf of Past Commodore, Boudewijn Neijens – the first time, I believe, that cruising awards have been presented overseas!

One of the more interesting get-togethers in La Paz was with a group, representing maybe 12-15 boats, who were planning to leave for French Polynesia within the month. Campbell and I were invited to attend and answer questions about the passage, weather, ports of entry, provisioning, etc. A memorable moment was when one cruiser asked about paper charts and what charts people were carrying. A second cruiser

replied that he had seven to get to New Zealand and the first asked if he could borrow them to make copies. This led to the formation of a chart copying committee, whereupon Malcolm and Dina offered up their portfolio of 98 charts. The offer was not taken. We were left wondering, with the obvious reliance on electronic devices and charting, what would happen if they were hit by lightning… Again we realized that BCA members who take advantage of our programs are, generally speaking, far better prepared than many other cruisers.

La Paz Malecon: Statue of Jacques Cousteau looking out to the Sea of Cortez

Our twelve days in the sun worked their magic; we returned home with a better understanding of why cruisers choose to stay in the Sea of Cortez for multiple seasons, and thinking it would be a great idea for the Commodore to visit BCA members in Mexico every year. Who knows, perhaps ***Camdeboo*** would like to set sail again for warmer climes too.

As for ***Good as Gold***? With the few final tasks taken care of, Malcolm and Dina are, at the time of writing, now 2 days and 300nm south of Cabo San Lucas, enjoying fair winds and sunshine.

The Family Visits Fiji, Part III

http://currents.bluewatercruising.org/articles/the-family-visits-fiji-part-iii/

Sea Whisper's crew continue their Fijian adventure. From relaxing and doing laundry in hot springs, to working hard at a sugar cane plantation, their story will continue to amaze you.

The Feast and the Cabbage Patch

The first day we arrived at Viani Bay, there was a feast at Jack's place. Jack is the local Fijian guide who arranges snorkelling, diving, fishing, and feasts for the yachties! The Fijian women and men at the waterfront village had roasted a pig, and cooked fish, chickens, and vegetables in their 'lovo' ovens.

Fijian women serving the roasted pig baked in the earth oven (lovo)

We headed to the beach for the feast: John, Camie, Blake, and Nolan's first very big Fijian feast – and what a feast it was!

The ‘Cabbage Patch’ is a local famous reef for snorkelling. Off we went the next day with a catamaran full of people with Jack as our guide to the Cabbage Patch – a coral garden profuse with coral cabbages as big as a room. Blake and Nolan were constantly free-diving down the vertical drop-offs to the cabbages, the brilliant corals, and the many species of fish. At the end of it all, we caught a nice ‘walu’ while motoring back to the anchorage. It was a big fish to share and it was delicious on the BBQ.

A Walk on the Wild Side

We decided to go ashore and stretch our legs. After getting vague directions to follow a jungle path to another bay on the other side of the island, we struck out from Viani Bay. We walked and walked through rainforest and coconut plantations when suddenly out of the wilderness appeared a group of indigenous Fijians.

Oh my, we were startled. But after our “Bula, Bula” introduction there were big smiles and gestures to follow them. Three families were living together in what is considered a settlement. They guided us to their primitive dwellings, weaving hut, and plantation. Kids, dogs, adults, cows, and chickens surrounded us. “This is a National Geographic experience,” proclaims Camie. We passed out Sea Whisper pens, and Canada pins. You would have thought they won the lottery – they were so excited and grateful.

Pausing for a photo in the settlement plantation

Two of the children offered to show us the way to the bay across the island. After walking a great

distance, we stopped at another plantation and decided to turn back. Waving goodbyes to the settlement, we struck out on the jungle path back to Sea Whisper. A textbook adventure!

A Jungle Walk to the Hot Springs

Double duty – hot water for laundry and a natural spa for us

At Fawn Harbour on Viti Vanua Island, we did another Sevusevu ceremony with the chief of a traditional village. The next day something different: a journey to the Hot Springs at Fawn Harbour. And where are they? A few inquiries as to the route resulted in “Follow the creek.” This we did. Tripping over boulders in the stream, climbing up the banks of the flowing creek, squeezing through barbed-wire fences, and tramping through plantations, we kept forging ahead. “This can’t possibly be correct,” I shouted ahead to Lionel who was leading the pack. “Just follow the creek,” was his response.” I was dragging up the rear and kept plodding along. About an hour later we came to some hot pools in the middle of the bamboo jungle. What a find! We dumped our laundry in the hot pools. The shampoo and body wash went into high gear and the scrubbing began. In no time we had clean laundry and whistle-clean hair and skin! Then we made our way back to Sea Whisper down the creek bed.

The Final Stop – Split Rock and Savusavu

Rated as one of the best places to snorkel in Fiji, Split Rock is near Jacques Cousteau Resort, a lavish beachfront resort and villa. With masks, flippers, goggles, and ‘Go Pro’, we headed to the coral reefs. Our discovery an array of stunning fish, some small and some big. Oh, oh, I see a shark! I came to the surface and call out “Shark, Shark!” Some of us got to see the white tip as he cruised down below us. And later at the outside barrier reef, we snorkelled and found more wonderful fish, soft and hard corals, and more sharks. The boys were thrilled!

Spectacular colours

At the Jacques Cousteau, we pretended to be tourists and indulged ourselves with exotic fruity drinks with little umbrellas. It’s all that our budget allowed – the price tag for one night is $1,000. I might add the hefty rate includes meals and a kid’s club!

The little town of Savusavu is known as the prettiest town on Vanua Levi. It is set on a peninsula with lovely views across the bay. A great place for yachties to visit and stock up on supplies and provisions and pick out a good restaurant. And indeed we did. ‘Surf and Turf’ is the name of an outstanding family restaurant serving extraordinary local food. The catch of the day ? wahoo in a curry sauce ? was Camie’s favourite and my choice was grilled fish in a black bean sauce. It took forever to eat but I enjoyed every morsel! Our farewell dinner was mixed in with a celebration for Blake and Nolan’s summer birthdays.

The finale of this exquisite meal was cake and homemade delicious ice cream!

The last day was a picnic lunch at Blue Lagoon and then off to the airport and back to Canada. We have had the most exciting, cultural, and adventurous holiday together in the stunningly beautiful cruising waters of Fiji. John, Camie, Blake, and Nolan announced that their holiday was filled every day with many once-in-a lifetime moments. Bula Fiji!

Barbara and Lionel at a Fijian Wedding

On this day, Lionel and I attended a wedding in a village on the other side of Vanua Balavu. How honoured we were to sit with the bride and groom in their wedding costumes. The feast was elaborate; the women cooked for days on end, and even every moment of the ceremonious day, going at it in the back gardens, spread all over the ground with their pots and pans and cutting, chopping fish, lobster, clams, cassava, yams, spinach, beans, and foods we did not recognize. We sat with the bride and groom and indulged ourselves in the finest of feasts. Our wedding gift – a nice tray with a big red and white maple leaf on it, two special pens from Sea Whisper, and a few Fijian dollars.

Diving at Namena Island

Lionel and I discovered a secluded island paradise with some extraordinary diving. It is a marine reserve only 25 miles from Savusavu and offers the best diving in Fiji. The first day we snorkelled and discovered magnificent soft corals and bommies and deep drop offs. But the world class experience came the following two days when we did three scuba dives: Grand Central Station, Rainbow Wall, and The Chimneys! Wow! We discovered patch reefs and coral gardens in glorious colour, illuminating the sea, channels, tunnels, and vertical pillars that were simply alive with schools of fish, sharks, and the micro-critters of the ocean. Taking the Padi scuba course in New Zealand was definitely worth it! What an amazing dive experience, not to be forgotten.

Cutting Sugar Cane and Milking Cows in Vuda, Vanua Levu

The sugar cane train takes the cut cane to the factory

We were fascinated with the sugar cane industry on Vanua Levu. The cane is harvested for six months between June and December. Dusty fields of the tall cane can be seen waving in the hot sun. Walking to an Indo-Fijian village, we were invited to a farm with 40 acres of sugar cane being harvested. And guess who had a chance to hack away at the canes with a big machete? Cane-cutter Lionel! The cane workers, who are mainly Indo-Fijian, begin work at 0600 hours and cut cane until 1500 hours, when they load the truck that takes the cane to the factory. The sugar cane train rattles along on a small track with many cars of cut cane. So picturesque! We ended up getting invited to Brig and Sarusa's home for a curry dinner with dal, rice, mango pickle, and roti, preceded by kava! All in a day of village life in Vuda, Fiji.

Milk the Cows

Milking Abdul’s cow – first time since I was a kid in Deep Cove

I think my story rivals Lionel’s sugar cane. On my early morning walk to the Indo-Fijian village, passing sugar cane and vegetable farms, I met a farmer who had seven cows. Two of these cows were milking cows. “What time do you milk your cows?” I asked. “Seven in the morning,” he answered. When I invited myself to help milk his cows, he took me up on the offer. “Show up tomorrow at 7 and you can milk the cow.’ At 0700 I arrived at his farm, just as he was finishing saying morning prayers. We began to milk the cows. It took me way back to my childhood in Deep Cove, when as a kid, I helped my mom and dad milk the old ‘bossy’. What a hoot! I can still see the astonishment on this Indo-Fijian farmer’s face!

Bula Fiji

With that, we will sign off this adventure in Fiji as Sea Whisper, after some repairs, heads west to Vanuatu. A new adventure awaits us!

Sailing Away: Making Our Dream a Reality

http://currents.bluewatercruising.org/articles/sailing-away-making-dream-reality/

The Beginning

I can't remember the exact moment that the "sailing away" dream was formulated in my head. Having started to sail at an early age, I do remember lying in the small cabin of our 16' day sailor reading an issue of Popular Mechanics about building a sailboat out of plywood. I think it was one of the Glen-L original plans. Maybe it was formulated while at a truck building plant, working a summer job in the mid 70's. I watched one of the owners of the company working diligently to finish off his Westsail 32 kit in pursuit of his dream.

Either way, I do remember the exact moment when I shared that dream with my wife. The dream had been put aside when I got married at an early age, started a career, and children followed soon afterward. Years went by quickly and all of a sudden, I was 40 and the children were 10 and 13. That latent dream jumped into the forefront of my brain one day as I passed a broken-up sailboat hull, deteriorating in the back 40 of a parking lot of a small town. My truck seemed to brake all by itself, and I could hear a voice coming from the direction of the boat. It was calling my name, getting louder and louder. So loud that I exited the truck and headed toward the boat to have a talk with my new friend (demon). The discussion was somewhat one-sided, but I promised my friend that I would return the following week.

The following week I did take Carol for a drive in the country, taking an expectedly unexpected detour. I introduced Carol to the unseaworthy vessel. She looked at me very perplexed, as if to say "you've gone mad." After a few minutes we left to continue our drive, Carol still wondering what could possibly be going through my mind. After a second detour, we found ourselves at a marina in Picton, Ontario. It was a beautiful sight of Bristol sail and power boats, a far cry from what we had witnessed an hour earlier. Then I cleared my throat, swallowed and for the very first time in my life, I verbalized my dream. "Hey Carol, how about we build a boat and sail around the world when I turn 55?" Well, that beat up old piece of junk of a boat must have been silently getting into Carol's head too, because she immediately responded "OKAY."

"Seriously?" I said, giving her that same "you've gone mad" look that she had given me earlier in the day. "Absolutely," she said, reassuring me.

Carol had only sailed twice in her life, with one of those experiences being life threatening, when she got caught in a violent storm in a Hobie 18 on Lake Simcoe in Ontario. Nevertheless, on that day I verbalized my dream for the first time and the two of us made a commitment to it.

Carol started sailing at the age of 40, taking courses on Lake Ontario. She enjoyed being at the tiller of this 24’ Shark. These experiences helped solidify her love for the sport and the cruising life to come.

Maybe being somewhat naive to the grandeur and complexity of the upcoming task was a good thing. Our first step was to find out if Carol actually liked sailing, let alone travel the world in a new home that never sits level. We signed up for some formal sailing courses, which helped to seal the deal and catapult us on a very new journey.

Totally committed now, we thought we should start to share the dream with family. First we let our two young teenagers in on the plan. They seemed interested, but gave us a little bit of a “whatever” attitude, as their social life was much more important at the time. A couple of weeks later, we realized our daughter didn’t get it at all. She arrive home, after spending the afternoon at a friend’s house, saying “Don’t worry about me, Tawna’s mother said she would look after me when you leave to go sailing around the world.” She had a sad look on her face, which reflected her true feelings of being abandoned.

So some explaining was in order. Carol sat down with her, saying, “We will be leaving in 16 years…do the math…you will be 27 years old. Whether we leave or not, we expect you to be out of the house long before then.” As it turns out, our daughter left us six years later at 17 to go off to university, long before we abandoned her. Oh yeah, we met the neighbour that offered her refuge – in the Caribbean 17 years later! Having been inspired by our project, they too abandoned their 28-year old child to go sailing.

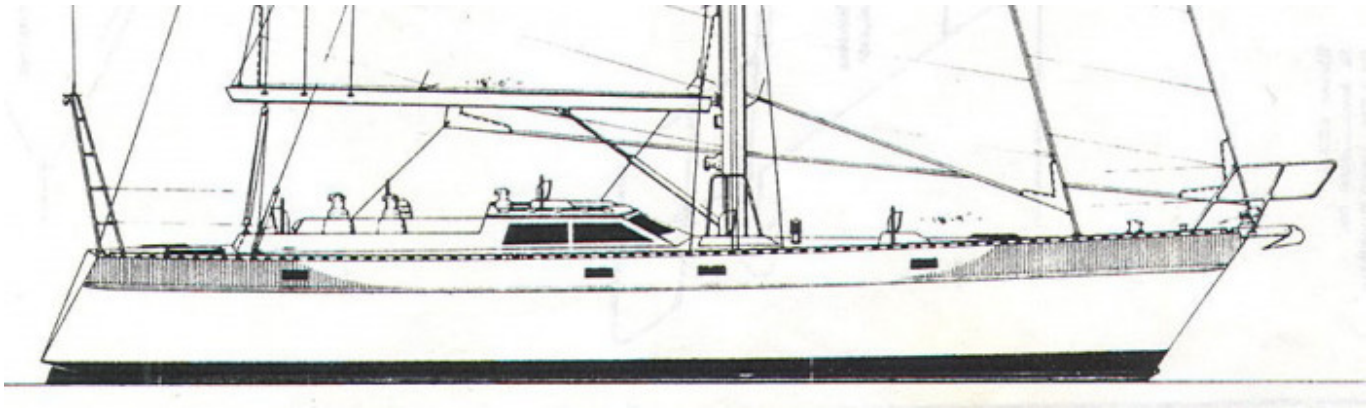
Project is in full gear, and time to find a boat. Over the years, I have presented many seminars on boat design and choosing a boat. These seminars cover the intricacies and details that make up a good cruising boat. When it came time to select our vessel (home), I took an interesting approach. Carol was a complete newbie to this yachting thing, but an equal partner in the project, and it was incredibly important that she would be happy in her new home.

I went skiing for the weekend with our children, and sent Carol on a mission to the Toronto Boat Show. The plan was to let Carol get a feel for things without my influence or interference. She spent the day “kicking tires”, talking to salesmen, and attending seminars on cruising. Back together on Sunday

evening, Carol enlightened us on what she had learned and had decided on a boat design. Her new home would be 45 feet long with a center cockpit, giving us a front yard and a back yard.

“Wow that was quick!” I exclaimed. I guess I should be thankful that the biggest boat at the Toronto Boat Show was 45 feet. Had she gone to the Annapolis Boat Show, our home may have had to be much larger.

The project is really starting to materialize. We have a time frame, an idea of the size and type of boat, and best of all, Carol has come to love sailing as much as I have.



Ted Brewer’s design #218, originally designed for steel construction. Many of Ted’s designs have sailed to every corner of the world.

We scoured through sail magazines and even browsed on the new phenomena known as the internet, trying to decide on a boat or boat design that would best suit our needs through the upcoming years. This vessel was to be capable of taking us anywhere in the world, on a very aggressive schedule. We came across one of the best “blue water” designers of the time, Ted Brewer. Many of his designs had proven themselves by visiting all corners of the world. We chose one of his designs…yes, forty-five feet and center cockpit, meeting Carol’s requirements to a “T”. The original design called for steel hull and deck; however, we commissioned Ted to reconfigure the scantlings to be of aluminum construction.

Model of Voyageur 10.10. Ken and Carol were originally going to paint the boat as per the model, but later decided to leave the aluminum unpainted. The model was displayed in the entrance hall of their previous home, and provided motivation throughout the construction phase of the project.

Now, with preliminary plans in hand, we built a 3’ scale model of the boat. The model helped confirm

our choice of design and proved to be a great motivator throughout the project.

With most decisions finalized, the dollars began to flow out quickly. Final drawings are in hand, a large tent erected to construct the boat in, first order of aluminum delivered and some of the best welding equipment we could get our hands on.

“Well, no turning back now!”

Sidebar

The first step in making your dream a reality is to share it with someone. Verbalizing and sharing may bring some negative reaction. Dealing with the negative reactions confirms your commitment to the dream

Before you get in over your head, you need to test your commitment and keep reaffirming it. Take formal sailing courses in varied and challenging conditions. The seamanship skills learned are important, but you will also build leadership and communication skills. You will also develop the special skills required to live aboard a small vessel.

Going from dream to reality can take anywhere from a couple of years to a dozen or more. It will be important to keep the motivation up throughout this phase. Get involved in sailing organizations, take additional, formal courses related to cruising, or charter a vessel to keep the dream alive.

Ken and Carol Gillstrom set sail from Georgian Bay, Ontario on June 2, 2012. In the following 26 months, they sailed 35,000 miles, covering the east coast of Canada; Caribbean; two Atlantic Ocean crossings visiting the UK and Portugal; Panama Canal Transit; Galapagos, Hawaii and are now in Vancouver. They teach Sail Canada Intermediate and Advanced Cruising courses aboard their 45’ aluminum cutter, ***Voyageur 10.10.*** You can share in their adventures on Facebook (***Voyageur*** Sailing) or on their website.

Seasonal Cruising - the Best of Both Worlds

http://currents.bluewatercruising.org/articles/seasonal-cruising-best-worlds/

Lately I've become interested in people who are cruising part time. Perhaps part of me is dreaming of cruising again. Many people cruise for only part of the year and maybe this is a viable option for my husband, Norm and I, at some point in the future. I've contacted a number of our sailing friends who are still "out there", but for only part of the year. I've asked them questions about how "seasonal cruising" works for them.

Meet Katie and Jim

Jim and Katie on a short but steep hike near Mt Cook in New Zealand.

In 2006, Katie and Jim Thomsen set sail on their new 40' Hallberg- Rassy, ***Tenaya***. They sailed from Holland to the Mediterranean, across the Atlantic to the Caribbean, through the Panama Canal to the Galapagos, and across the South Pacific to New Zealand. After circumnavigating New Zealand, they

sailed to Vanuatu, Australia, Papua New Guinea, Borneo, Singapore, Malaysia and Thailand. They then shipped ***Tenaya*** from Thailand to Turkey, where they are currently cruising. They've sailed 47,000 nautical miles. You can follow their adventures here. Norm and I met Katie and Jim in New Zealand.

An Interview with Katie Thomsen, *s/v Tenaya,* by Beth Cooper

What is your current cruising schedule: time cruising vs time at home?

We have been cruising full-time for nine years and came back home for the winter this year.

What do you like about seasonal cruising? Why does it work for you?

This is the first year we're doing the six-month-on, six-month-off the boat thing. I've never wanted to leave ***Tenaya*** more than a few weeks before, but after so many years, I was ready for a break from her. It's been so nice not to worry, when I hear the wind howling, or a strange noise outside!

Jim trading with Linda from Brooker Island in Papua New Guinea.

What are some of the challenges of this style of cruising from your perspective?

Coming to terms with the busier life on land versus the simple cruising life is hard for me. The price of airline tickets to fly back and forth and sticking to a tighter schedule, are challenges that aren't a problem when we were on the boat full-time. Now we need to maintain a home and a boat, and just bought a new car.

How and where do you store your boat and where do you live when you come home?

As we are always traveling, the boat is in different locations each time we return to California. ***Tenaya*** is on the hard in Istanbul, Turkey now. We're in Mammoth Lakes and are living in a condo we own as rental property. We sold our house here several years ago, when we realized we no longer felt any emotional attachment with it. Mammoth was the last place I called home before we moved to Belgium in 2000, and I'm having a great time being back in the mountains, skiing and hiking.

Jim and Katie at Port Resolution in Vanuatu. These kids have never been on a sailboat!

Do you have suggestions for others who are considering seasonal cruising?

Everyone’s situation is unique. I think it’s common for cruisers, whether they are part-time or full-time, to spend most of their time with other cruisers. I encourage you to wander away from the pack once in a while, to learn about the people and places you are visiting. Introduce yourself to the locals; talk to them. It’s amazing how welcoming people are in other parts of the world!

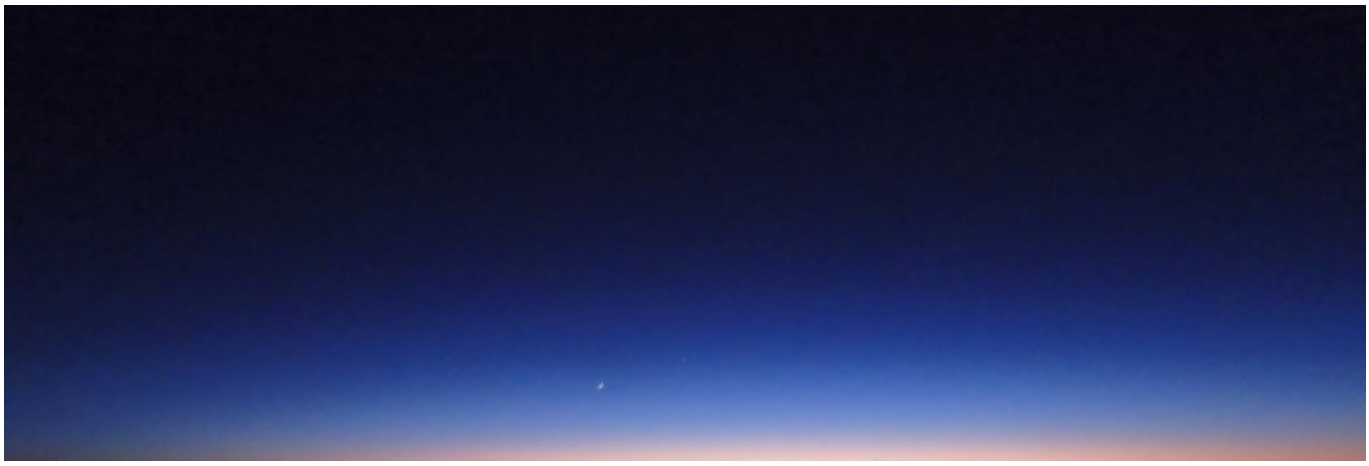
What are your cruising plans for the upcoming year? How long do you plan to continue this style of cruising?

Our plan is to fly back to Istanbul in April and sail down the Turkish coast as far as Bodrum, then through Greece and the Corinth Canal, up to Albania, Montenegro and Croatia. We’ve got reservations at a marina in Venice for the first half of September. Whether we’ll keep ***Tenaya*** in Italy, Slovenia or Montenegro for the winter, we haven’t decided yet. We really don’t know how long we’ll continue spending six months on the boat and six months off. We’ll see how this next year goes.

Evil in the Dark...The Joys of Night Sailing

http://currents.bluewatercruising.org/articles/evil-dark-joys-night-sailing/

The human race seems to have an inherent fear of the dark. This fear is reinforced by books and movies that continually relate darkness with evil. Vampires, zombies, muggers and creepy crawlies all come out after the sun sets. It's no wonder that sailors tend to have an increased level of anxiety when the topic of sailing at night comes up. We fear the unknown! Darkness inhibits one of our critical senses . . . vision, which leads to unknowns and creates fear in all of us.



As the last piece of daylight passes over the horizon, our anxiety level increases, but there is a beauty to the night sky that helps overcome some of that stress.

Reflecting back on a couple of hundred nights that I have spent at sea, brings memories of some of the most amazing experiences I have had.

West of the Galapagos

Seven nights west of the Galapagos, I saw a brilliant green glow on the imperceptible horizon. It appeared to be small and fairly close, but the lack of depth perception was tricking me. Sailing at 6 knots, I was surprised that it took a few minutes to come up on the strange glow. As the boat approached the field of green, it grew larger and extended 100 meters in all directions. Slowing the boat, I cautiously entered this twilight zone, as the hair on the back of my neck stood upright. Was I to be swallowed into the abyss and become a statistic of unexplained losses at sea?

My anxiety quickly turned to delight as I realize there are thousands, no, millions and millions of sea creatures "playing" near the ocean's surface, emitting the green glow. This was either part of a mating ritual or they had been corralled by larger creatures looking for a huge feast. Only half way through my watch, I had to share the experience with Carol, sleeping below. However, just as quickly as I came upon the phenomena, the green glow fell behind in our wake.

Having a mate to keep watch with you will help you stay alert, and an extra set of eyes on the horizon is always an asset.

As it turns out, our vessel emits its own attractive green glow. Our starboard navigation light is very close to the color emitted by the sea creatures, and for the next few nights, we had dozens of small squid that jettisoned themselves up to the navigation light. Their aim was terrible, some trajectories taking them a dozen or so feet in the air, as they made desperate attempts to play with our navigation light. Upon the arrival of daylight, we would spend a half hour or so removing dozens of carcasses from the deck.

Crossing the Atlantic

There was one night while crossing the Atlantic Ocean, that the sky became brilliant as daylight for a few seconds as a large meteor streaked across the sky and ignited as it entered earth’s atmosphere. Then, there are all the other nights, no two being the same. A moonless night with billions of stars randomly scattered across it. Those slivers of silver moons, that over a dozen days build to fiery red balls rising from the horizon. This fiery ball becomes a brilliant white as it levitates overhead, casting your shadow across the cockpit as you read a book by its light. There are also eerie nights of nothing . . . complete darkness, as if your eyes are shut tight. The boat could be meandering in circles, completely unnoticed except for the binnacle compass spinning like an erratic top.

Night sailing is an awe-inspiring experience, but that evil side of darkness does have serpents that love to wreak havoc on your vessel. My documented calculations prove that the odds are pretty good, if something is going to go wrong, it usually happens at night. Squalls, torn sails, chafed lines and broken rudders generally happen in the cloak of darkness.

Sailing at night is a favorite time for me, but I am always relieved as we welcome that brilliant sunrise on the horizon every morning.

Tips for Night Passages

Here are a few notes and tips to help make your night passage serpent free:

- Build confidence by completing your first night passages in familiar waters. Plan to be in areas where hazards are known to you and well-marked. Go out on a clear night with an almost full moon to improve visibility.
- Plan your passages so that you are leaving land and making landfall in daylight. I have a long standing rule to never make landfall in the dark. I did break that rule once, and came close to losing my boat to the serpents. Never again!
- Complete an on-deck inspection of all rigging, sails and related gear thirty minutes before sunset, every night. Carry out remedial action prior to darkness setting in. Tidy up all lines and clean cockpit. It is amazing how many times you will come across a small issue (loose shackle pin or chaffing line) that may cause complete chaos during the upcoming night.
- If shorthanded, consider reducing sail prior to nightfall.
- Ensure that you are “clipped on” to the vessel at all times. The tether/pad eye/jack line system must be designed to keep you on the deck if you stumble. Being dragged through the water at 5 knots will be the second scariest event of your life. The first will be when you cut yourself free in a desperate attempt to prevent drowning and watching your vessel sail off into the darkness.
- Depth perception is inhibited at night. It is difficult to determine whether a vessel or buoy is a hundred meters away or thousands.
- All cabin lights, flashlights and headlamps should have a red setting. Night vision can be severely impaired by ambient lights. It can take tens of minutes to recover your night vision after being subjected to bright white lights. Red light has less impact on your night vision.
- Know what different light colors and flashing sequences mean, enabling you to identify aids to navigation and other vessels.
- Use proper navigation lights so other vessels can identify you. DO NOT use a strobe light as a means of making yourself visible. Strobe lights on the water are used to signify DISTRESS and EMERGENCY (Life raft, COB, etc)
- AIS is a great tool for collision avoidance, however not all vessels are transmitting or receiving a signal. If you want to make yourself visible, use a transceiver.
- Radar will help you see well into the darkness, however small targets can easily be missed. Make sure you scroll up and down through the range selections on a regular basis.
- Update your position on a paper chart more frequently if in coastal waters. If you lose your electronics… you will be lost, with few if any visual references to find your way.
- Set up a formal watch schedule that works for the number of crew you have on the boat. Stick to the schedule. All crew members need equal rest.

- Crew member on watch must understand their duty to be vigilant about KEEPING WATCH, even more so at night. Stray logs or fishing buoys are hard enough to spot during the day, they are virtually invisible at night.
- Keep active during your watch and set up a routine to keep you alert.
- Hand steer for part of the watch. This will let you know how the boat is reacting to the wind and sea conditions. Is it balanced? Do sails need to be trimmed? The visual clues are not available at night, so listen for sound clues – flogging sails, clanging lines…
- Complete a 360 degree visual scan of the horizon every few minutes.
- Plot position and course on the paper chart every couple of hours or watch change.
- Log relevant information in logbook and note weather conditions.
- Run radar as frequently as conditions require.
- Prepare and eat snacks.
- Develop a routine of exercises that can be done safely in cockpit.
- Prepare a warm drink for new crew coming on watch.

BCA Presents: Nigel Calder - April 2015

http://currents.bluewatercruising.org/articles/bca-presents-nigel-calder-april-2015/

Bluewater Cruising Association is delighted to present Nigel Calder, world renowned boat system expert, author, educator and entertaining speaker. He will be coming to western Canada in April 2015. His educational tour, hosted by BCA, will include stops in Vancouver, Victoria, Nanaimo and Calgary. Advanced tickets for the evening talks and registration for the daytime courses are now available for purchase on the BCA website.

Lessons Learned Along the Way – Evening Talks

Don't miss Nigel Calder's highly entertaining evening educational talks as he takes a humourous look at lessons learned over four decades of cruising. He will share stories and provide an overview of what's involved in maintaining critical boat systems and how to cope when they fail. There will be lots of time for your questions and to meet Nigel in person.

Tickets can be purchased in advance and will also be available for cash purchase at the door.

BCA members: $20. **Non-members:** $25. To purchase tickets click here.

Nigel's Evening Talks – Where and When

Vancouver	Saturday, April 11	7:30 pm	HR MacMillan Space Centre
Victoria	Sunday, April 12	7:00 pm	Brentwood Bay Resort
Nanaimo	Monday, April 13	7:00 pm	Beban Park Social Centre
Calgary	Tuesday, April 14	7:30 pm	Royal Canadian Legion

Daytime Diesel Engine & Marine Electrical Seminars

BCA will also be offering Nigel Calder educational seminars in Vancouver and Victoria. The morning seminar will be on Boat Electrical Systems. The afternoon seminar will be on Maintenance of Marine Diesel Engines. Complete details are on the BCA course web pages.

Nigel at work.

BCA members: $60 per seminar. **Non-members:** $75 per seminar.

To register for these seminars click here.

Vancouver Daytime Seminars – Saturday, April 11

A.M. Seminar – Boat Electrical Systems Design, Troubleshooting & New Technology

P.M. Seminar – Marine Diesel Engines and Do It Yourself Maintenance

Victoria Daytime Seminars – Sunday, April 12

A.M. Seminar – Boat Electrical Systems Design, Troubleshooting & New Technology

P.M. Seminar – Marine Diesel Engines and Do It Yourself Maintenance

Nigel Calder on Marine Electrical Systems

http://currents.bluewatercruising.org/events/nigel-calder-on-marine-electrical-systems/

DC systems design, installation, optimization and troubleshooting

Contemporary boats are loaded with more and more electrical gear. Electrical systems are the number one cause of problems on boats that have anything more than a rudimentary electrical system. Typically, these problems are avoidable. Many are the result of inappropriate systems design which is then compounded by poor installation practices. In this seminar we will look at designing a DC system for an offshore cruising boat, which is the most demanding application. Those with less demanding applications will be able to scale back from this blueprint. Topics covered will also include:

- Proper installation practices
- Simple troubleshooting procedures
- Emerging technologies that will radically impact boat electrical systems design and functionality

This seminar requires no prior knowledge. It will help you understand your own electrical systems and to nip many common problems in the bud. It will build your confidence when working on your electrical systems. Over the past three decades Nigel Calder has had a succession of boats with minimal electrical problems. If you follow his advice, you too will be able to create installations that function flawlessly for many years.

Nigel Calder on Diesel Engines

http://currents.bluewatercruising.org/events/nigel-calder-on-diesel-engines-2/

Do-it-yourself Diesel Engine Maintenance, Optimization and Troubleshooting

If properly installed and maintained, modern diesel engines are remarkably reliable. In this seminar we will look at core installation issues that will eliminate many potential problems; basic maintenance; and troubleshooting the most common operating problems. Topics will include:

- A minimum of theory
- Often overlooked critical installation issues
- Core maintenance and how to do it
- Testing cranking and charging circuits
- Techniques for starting recalcitrant engines
- Overheating engines
- Troubleshooting miscellaneous engine problems
- Optimizing engine use to minimize run time and maintenance

This seminar requires no prior knowledge. It will help you to understand your own engine, and to save money by doing your own maintenance and nipping many common problems in the bud.

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Vancouver Club Night: Sailing Adventures in the South Pacific

http://currents.bluewatercruising.org/events/vancouver-club-night-sailing-adventures-south-pacific/

In the early 1980s, after the sexual revolution and before the explosion of the electronic age, the remote islands of Polynesia begged to be explored. For three experienced sailors who dreamed of sailing through the idyllic South Pacific, it was a perfect time to embark on a quest through some of the most amazing cruising destinations in the world.

As New Zealander “Hollywood” Bob Rossiter, Australian Peter Jinks, and Canadian Alan Boreham set off from different points in the world—one in the company of a Hollywood star, one racing aboard a classic wooden yacht, and one on his first high seas adventure—none of them has any idea that a series of unanticipated events will eventually bring them together in the tropical swelter of Pago Pago. Along their journey lined with unexpected moments, the sailors meet a wide array of eclectic characters, including Sharkbite Charlie; Rosie, the three-hundred-pound dancer; and Gunter, the mysterious German chef from South America.

This presentation is based on Alan Boreham’s book “Beer in the Bilges” and it will offer a fascinating glimpse into sailing voyages to the other side of the world where three men join forces and have to rely on their skills, their wit, and, most importantly, on each other as they embark on an unforgettable nautical adventure.

BCA VI Rendezvous: Sailing the Salish Sea

http://currents.bluewatercruising.org/events/bca-vi-rendezvous-sailing-salish-sea/

Come and join us at the BCA V.I. Rendezvous while sailing the Salish Sea!

Mark your calenders for this fun event:

May 16, 17, 18 – Bedwell Harbour – Pender Island

Book your space on the Breakwater Dock at Poet's Cove now: $1/ft, no water, no electricity. You may also phone 1-888-512-7638.

What to expect

Good food, fun activities, camaraderie, meeting new and old friends, informative presentations and visiting each others' boats.

Hosts

Vaughan and Rita Balaam on host vessel ***Baraka Bashad.***

Baraka-Bashad

Please contact Rita to let the hosts know if you are planning on attending:

- rbalaam@sd63.bc.ca
- Phone: 250-661-3865

You will pay the registration fee when you pick up your package at the host vessel.

Photo Gallery - Board Planning Meeting

http://currents.bluewatercruising.org/articles/board-planning-meeting/

The BCA Board of Directors (BOD) held their annual meeting this past Saturday, March 7th, at Spruce Harbour Marina in Vancouver. This annual meeting addressed a number of issues, including:

- Reviewing/updating the strategic priorities set in 2014.
- Establishing an operational plan for 2015 that builds on the achievements and the updated strategies from 2014.
- Aligning the strategic plan's goals/activities with the consolidated budget to ensure that both are in sync.
- Reviewing the 2015 budget.
- Celebrating what had been achieved in the past year.

The strategic planning process was facilitated ably by BCA member Helen Roberts, who provided an agenda that kept the creative juices flowing.

BCA Board of Directors from left to right: Glen Wilson, Boudewijn Neijens, Donna Sassaman, Blair Tweten, Florence Viher, Jennifer Handley and Magnus Murphy.

Congratulations, Debra Zhou and Rob Murray!

http://currents.bluewatercruising.org/news/congratulations-debra-zhou-rob-murray/

During the Commodore's recent visit to La Paz, Mexico, Jennifer Handley had the honour of presenting members Debra Zhou and Rob Murray (***Avant***) with their Coastal 999 awards and "Doner" pins. This award recognizes a coastal (harbour-hopping) voyage outside Canadian territorial waters, where the shortest straight-line charted distance between the starting and ending port is a minimum of 999 nautical miles.

Awards are traditionally presented by the Past Commodore at each Chapter's Christmas Social in December, but Deb and Rob were not able to attend, hence a special presentation in the cockpit of Good as Gold during Happy Hour on February 22. The ceremonial presentations of sailing awards to skipper and crew are a long-standing nautical tradition and a highlight of our December socials. The awards ceremonies provide an opportunity for the Association to recognize the achievements of its members, inspire the "Dreamers" and encourage the "Doers" to continue their membership while cruising. Details and criteria about BCA's sailing and perpetual awards can be found here.

If you are eligible for an award or know another BCA member who is, please contact the Past Commodore, who coordinates the awards process and chairs the Awards Committee.

Chacala BURP

http://currents.bluewatercruising.org/articles/chacala-burp/

Solar Flair with Kathy and Jim aboard dropped anchor in Chacala, Mexico in February while Cam and Marianne were there on vacation.

Cam and Marianne were in Chacala until the end of February and, as usual, were keeping en eye out for BCA boats at anchor in the bay. Experienced BCA burgee spotters, Cam and Marianne easily spotted the BCA burgee flying on ***Solar Flair***, along with the Canadian flag. They waited until the crew of ***Solar Flair*** was on the move and headed to the beach to welcome them. Jim and Kathy were surprised as they pulled their dinghy up on shore to find Cam waiting for them.

Of course, BCA members meeting other BCA members means a BURP! was about to happen.

Crew of ***Solar Flair***, Jim and Kathy, with Vanfleet reps,

While vacationing in Chacala Cam and Marianne always keep an eye out for BCA boats and try to catch them if they come ashore.

2015 Maritime Museum Massive Marine Garage Sale

http://currents.bluewatercruising.org/events/2015-maritime-museum-massive-marine-garage-sale/

Join us for the 12th annual Massive Marine Garage Sale hosted by the Maritime Museum of BC in Victoria. Proceeds will help fund the museum's outreach programs and the move to its new downtown location in 2016.

Participants may rent tables inside the customs building or sell from their vehicles along the cruise ship dock. Small boats may be brought in on trailers.

Set up is from 3pm to 6pm on Friday, April 24th or 6.30 am to 8.45 am Saturday, April 25th

Cost to vendors is $40, but if registered and paid before April 1st, the early bird price is only $25.00.

Bluewater Cruising Association has reserved a group of tables at the front entrance. Contact Chris Stask **before March 31** to reserve your table: inceptus@shaw.ca or 250-656-2718.

Hours for the public are 9am to 1pm, $5 admission; children under 12 are free. Free parking.

Vancouver Island Fleet and Weather Group

http://currents.bluewatercruising.org/news/vancouver-island-fleet-and-weather-group/

Here’s the next activity for the Vancouver Island Fleet group:

- **Wednesday, March 25th** at 18:00h at the Discovery Room, RVY: **Watermakers**. The session will include a group discussion, with a couple of offshore cruisers invited to share their knowledge and experience.
- **Saturday, March 28th** from 10:00h to 13:00h Mainstay Yachtech: **Rig evaluation, maintenance & repair** workshop, hosted by Serge Gabilondo.

Image by Ciacho5 (Own work) [CC BY-SA 3.0], via Wikimedia Commons

Vancouver Fleet

http://currents.bluewatercruising.org/news/vancouver-fleet-2/

The Vancouver Fleet of 2015 held their regular meeting on the **24th of March.** The topics covered included:

- **Seamanship** – anchors and anchoring by Fleet member Alex Brydon.
- **Handling heavy weather** with Fleet member Ken Roberson.
- **Types of windvanes** presented by Will and Sarah Curry of Hydrovane.

Seamanship: Sailors practice furling the main top sail aboard USS Constitution [Public domain], via Wikimedia Commons

There were two extra meetings in March dealing with rigging maintenance and splicing held first at the Scottish Cultural Centre then at the Pro-Tech shop in North Vancouver.

Looking back at February we met on the 24th with BCA member Guy Druce.

Guy's presentation was titled "Electronics – High Tech / Low Tech". He compared his experience as navigator in last year's Vic Maui race on a fairly high-tech boat in contrast to his circumnavigation in a low-tech one. He discussed the electronics and how they worked (and what failed) in the context of racing

and what is needed for long distance cruising.

The topic for the **April meeting on the 28th** will be about the cruising life, presented by a psychologist. The focus is not just being on the water, but the process of getting ready and getting off the dock.

If you have made a last minute decision to leave for offshore this year it would be worthwhile joining the Fleet for the last meetings. In that case just show up at one of the regular meetings or contact Cameron. The dues are $50 per boat and include all members of the crew.

However, if you are not leaving until 2016 or later, wait until the first meeting of the Fleet of 2016, which will be held at the Scottish Cultural Centre on **September 22nd**.

Battery Bank Capacity vs Charge Rate

http://currents.bluewatercruising.org/articles/battery-bank-capacity-vs-charge-rate/

By far the most prevalent battery type commonly used by boat electrical system designers remains lead/acid chemistry based. The chemical reaction, lead sulphate being converted into lead and lead oxide, takes place on the surface of the plates. The amount of exposed surface area, diffusion rates, and the time required for the reaction to complete form the basis for the internal resistance (IR) of the battery, or battery bank. The IR of any battery or bank of batteries is specific to the battery or bank, but some generalizations are necessary to mitigate overcharging, which can have disastrous consequences.

The general rule of thumb is the 25% to 30% of bank capacity will allow for effective replenishment of a flooded lead/acid bank. Therefore, if the battery bank is 300Ah @ 20hr rate, then a 75A to 100A charging source would be considered prudent. AGM (absorbed glass mat) lead/acid batteries have a slightly higher diffusion rate, and can therefore be charged at slightly higher rates, but it is important to have precise voltage regulation with AGM batteries, as they are irrecoverable if overcharged.

Lithium Ion, more specifically Lithium Iron Phosphate technology batteries are not as limited to fractional charge rates as more conventional lead/acid batteries. However, Li Ion batteries have extremely narrow margins for charge voltages, and most importantly charge cut off protocols, so they cannot be charged by conventional charging sources, unless they are explicitly designed to encompass Li Ion battery charging regimes.

Offshore Packages

http://currents.bluewatercruising.org/news/offshore-packages/

All BCA members who are leaving for offshore are entitled to receive an offshore package whether or not they belong to one of the Fleets.

If you are leaving this year and are not a Fleet member, please email Cameron McLean to receive the information necessary to apply for your package.

Canning for Cruisers

http://currents.bluewatercruising.org/events/vancouver-island-south-canning-cruisers/

Six people will join Doner Judy Barefoot for this canning workshop in her kitchen. You will learn about different canners, types of canning and provisioning in general, and you will can 2 kg. of beef which you might use on your boat.

MID-ISLAND SAIL TRAINING (M.I.S.T.)

http://currents.bluewatercruising.org/events/mid-island-sail-training-m-s-t/

The Bluewater Cruising Association Mid-Island Group is proud to host the second annual MIST event in Nanaimo, May 2 & 3

MIST is dedicated to the development of traditional sailing skills by practice in the “great water laboratory” at our doorsteps rather than by theory in a classroom setting. This is an excellent hands-on training experience on its own or in addition to V.I.C.E.

On Saturday, May 2 (starting at 9:00) we are privileged to have Tony Gooch (solo-circumnavigator 2002-2003) as our special guest and mentor. Tony will focus on heavy weather: equipping the boat before you leave, what to do when heavy weather is forecast and techniques to employ as a storm develops. Other topics will include: non-electronic wind and boat speed determination, weather prediction and examples of gear failure (bring broken gear of interest for display and discussion). We will moor at the Newcastle Island Provincial Park docks to encourage boat visits/inspections and conversation.

Lunch is on your own but there will be ample time to socialize on Saturday evening when we hold our usual BURP (**BCA U**nofficial **R**endezvous **P**otluck) at Rob and Grace Dodge’s place on Protection Island. If you are new to potlucks; bring one dish with enough food to feed at least everyone in your crew.

On Sunday, May 3, we will sail out to the Strait of Georgia. Underway, we will evaluate and test equipment and techniques for dealing with high winds. We hope to deploy drogues and sea anchors and to test reefing techniques. We will discuss best sailing strategies when weather becomes really ugly. The exact agenda depends on the weather but may include: MOB procedures, heaving to, mast climbing, windvanes, dead reckoning, VHF radio nets, etc.

MIST is a free event, but it will be **limited to ten BCA boats**. Advance registration is required. There is no crew limit per boat. Boat-less sailors who wish to participate as crew can also register and we may be able to find a host boat and accommodation. Skippers are encouraged to bring a mentor along with them. Request one when registering or search under RESOURCES/MENTORS on the BCA website.

Please register on the BCA website or contact Rob Dodge 250-753-1245 nanamuk@hotmail.com
Suggested moorage: Newcastle Island dock or mooring buoys, or anchoring in Mark Bay.

Offshore Medical Preparedness, First Aid and Medical Emergencies at Sea

http://currents.bluewatercruising.org/events/offshore-medical-preparedness-first-aid-medical-emergencies-sea/

Learn from two experienced nautical doctors the medical preparations and skills that every offshore sailor will need before setting off beyond the reach of 911 call centres.

Morning – Doctor Gunton

- Ÿ Common Marine Hazards
- Ÿ Prevention Measures
- Ÿ Chronic Conditions
- Ÿ Acute Conditions
- Ÿ First Aid Kits
- Ÿ Pharmaceutical Drugs
- Ÿ First Aid Techniques

Afternoon – Doctor Robb

- Ÿ Common Marine Hazards
- Ÿ Appropriate Emergency Responses
- Ÿ Demonstration of Suturing Wounds
- Ÿ Demonstration of Medical Casting (time permitting)

Your Presenters

Dr. Pat Gunton is a GP/Hospitalist with more than 40 years experience. Dr. Gunton and her husband, John Gunton, own a 42’ sailboat **“Endless Summer”** which they call home during our fleeting local summers. They have sailed extensively in the Pacific Northwest.

Dr. David Robb is a Victoria physician with considerable ER experience. He is also a veteran Bluewater cruiser with more than a decade of offshore sailing experience. Dr. Robb has served the BCA as Fleet coordinator and moderator during the years 2010-2012. He is recently back from cruising in South East Asia aboard **“Gavia Arctica”** a Formosa 46’.

Contact

- Guy Gauvin
- guygauvin62@gmail.com
- 250-468-7536

Lessons Learned Along the Way

http://currents.bluewatercruising.org/events/lessons-learned-along-the-way-3/

Nigel Calder takes a look at lessons learned over four decades of boating including being run down in the North Sea, building and living aboard canal boats in England, and a succession of cruising boats named ‘Nada’ that he and his family have sailed around the Caribbean and northern Europe. In the process, Nigel will provide an overview of what’s involved in maintaining critical boat systems and how to cope when they fail. This presentation goes beyond mechanical breakdowns and maintenance to include Nigel’s personal experiences dealing with officialdom, chart accuracy (or lack thereof), anchoring, pests, seasickness and medical emergencies.

Come hear Nigel poke fun at himself as he recounts how he (and his family) learned from those mishaps and misadventures that ultimately led to him becoming the technical expert he is today.

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Lessons Learned Along the Way

http://currents.bluewatercruising.org/events/lessons-learned-along-the-way-2/

Nigel Calder takes a look at lessons learned over four decades of boating including being run down in the North Sea, building and living aboard canal boats in England, and a succession of cruising boats named ‘Nada’ that he and his family have sailed around the Caribbean and northern Europe. In the process, Nigel will provide an overview of what’s involved in maintaining critical boat systems and how to cope when they fail. This presentation goes beyond mechanical breakdowns and maintenance to include Nigel’s personal experiences dealing with officialdom, chart accuracy (or lack thereof), anchoring, pests, seasickness and medical emergencies.

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Lessons Learned Along the Way

http://currents.bluewatercruising.org/events/lessons-learned-along-the-way-4/

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In Memoriam - Ruth Clements

http://currents.bluewatercruising.org/news/in-memoriam-ruth-clements/

August 31, 1953 – January 28, 2015: Ruth Clements, born in Chemainus, BC, was a founding member of Bluewater Cruising Association.

She passed away on January 28, 2015, after a lengthy battle with cancer. She was a Doner, having sailed from England to BC in the 1970s with her partner, Ted Long, aboard Salal, a 31-foot Golden Hind sloop. It had no engine or any high-tech equipment and Ted loved to tell the story about their voyage. Ruth served as BCA Secretary from 1980-1984, and in our archives is a binder of the typewritten minutes she meticulously kept. When Ted passed away in 2001, she inherited Salal and for awhile lived aboard at Granville Island, where she had a shop called Sandpipers. She was a master seamstress, and Sandpipers specialized in designing, sewing and repairing all things boat related. Ruth was our BCA burgee supplier for many years. When she sold the shop, she moved back to Vancouver Island.

She will be sadly missed by all her friends. A celebration of her life will be held in late April in Cedar, BC and Currents will carry an announcement with the date and time and other details as soon as they come available.

Currents

The Bluewater Cruising Association

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