



Photo Contest Winner

Anne Woodson

Full & By heading home... two days out of Hawaii in 17-20 knots of wind. This was the last leg of her 8075 nautical mile sailing adventure around the Pacific.



Currents

March 2022

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One Lives in the Hope of Becoming a Memory

<https://currents.bluewatercruising.org/articles/one-lives-in-the-hope-of-becoming-a-memory/>



As many of you know, we recently added a [Watt and Sea Hydrogenerator](#) to *Gargoyle* in the hopes of allowing us to power our hungry beast across oceans while leaving as small an ecological footprint as possible. What you may not know is that this Watt and Sea comes with more than just a few miles on it. It also comes with a memory.

It was 2016 and we had just purchased *Gargoyle* with plans to sail her around the world. We knew she was a sound design but the voices of some that doubt a Beneteau's ability to sail the world safely lead to nagging concerns. One day while discussing needed upgrades to *Gargoyle*, First Yachts, our Beneteau

team in Vancouver, mentioned that our sister ship, *Turnagain*, was here in Vancouver. Her owner could provide us with tips in preparing for offshore sailing and calm our nerves.

Turnagain's owner, Travis McGregor, turned out to be exactly what we needed. Travis had visited the Beneteau factory during the build of his yacht and happily shared pictures of our two boats as they were built side by side. *Turnagain* is hull #11 while *Gargoyle* is #12. Once Travis had taken delivery of *Turnagain*, he quickly pressed her into service as a family cruiser but also, more importantly to us, as an offshore racer. *Turnagain* competed in many offshore races with Travis at her helm, including several Vic Maui races including a division win in 2018. This hard use and Travis' tips about the parts that were prone to break in the demanding race were enough to assure us of our Beneteau's readiness for our big adventure. It was also these tips that helped cement our friendship.

It was the first week of the 2018 Vic Maui and *Turnagain* was once again at sea and racing. Early in the morning my phone rang, and I was surprised to see that it was First Yachts. This team of experts kept both *Gargoyle* and *Turnagain* in prime shape. They were a bit out of breath as they explained that Travis had contacted them and that once again, as in the 2016 race, he was experiencing issues with his quadrant. That was not unexpected as one of Travis' key pieces of advice for us was to ALWAYS have a spare quadrant aboard as they were the only thing with which he had experienced consistent issues. Even though we had no plans to push *Gargoyle* as hard as Travis did when racing, we had taken that advice and had a spare quadrant, just in case. Funny enough though, Travis did NOT have one on *Turnagain* and he had contacted First Yachts to see if he could borrow ours as his was showing cracks and signs of failure. Shortly after, a courier was dispatched to our boat and our quadrant was off to the rescue. We joked after the race: why carry spares when you can just have a sister ship store them for you?



Looking towards Morro Rock, an ancient volcanic mound at the end of Morro Rock Beach

After this we often exchanged texts and emails. When Travis was in the Galapagos we took note of all his stops, vowing to one day repeat this trip. As we sailed down the coast of California and posted pictures of the journey to social media, we received a text from Travis to stop in his favorite California port, Morro Bay. We did just that and it turned out to be our favorite as well.

It was November 2019, and we were leaving the US and preparing to tackle the coast of Mexico. We had acquired Expedition software as our weather routing solution and, while we had mastered the basics, we were relying on an expert, Travis, to provide us with an online tutorial. We emailed Travis to arrange a day and time for him to guide us novice navigators and continued our preparations. Uncharacteristically, we received no answering email. We continued south but still no word from Travis. This was quite uncharacteristic for Travis as he always had time for a friend. We assumed he must be offshore sailing and that we would hear from him eventually. Sadly, that was not to be. On November 10th, as we were preparing to depart San Diego for the Pacific coast of Mexico, Travis had died in a diving accident off his beloved BC coast.

Gone But Still Helping

But that is not where our story with Travis ends. As we anchored off another of Travis' favorites, San Cristobal, Galapagos, we were discussing a need to add more passage power to *Gargoyle* – exactly the type of scenario where a year prior we would have reached out to Travis for his advice. Instead, we called the team at First Yachts, and there he was again for us, ready to help. You see, Travis had decided it was time to upgrade his well-used *Turnagain* and he had ordered one of the first new Oceanis 51.1s, fully equipped for racing. In preparation, he had removed the Watt and Sea 600 and left it in storage, ready to be mounted on his new Beneteau. That never happened but the Watt and Sea was there in storage, just waiting for her owner. We would still have to navigate the travails of international shipping but with the funds from our purchase going to Travis' estate, this was an easy decision for us. Shortly after, we departed the Galapagos for Panama. A month later, the Watt and Sea joined us.



Watt

and Sea in action on *Gargoyle*

It is said that no one is truly gone while their name is still spoken. And in the quiet of those long night watches, when the memories of those that we miss come to visit, we will again hear his words in the whispering of the sea.

“One lives in the hope of becoming a memory.” Antonio Porchia

Photo Attribution: Drew Hill (North Sails), with permission

About The Author

Kevin and Carla Nash

Gargoyle - Beneteau Oceanis 50

Kevin and Carla Nash are currently cruising the waters of Costa Rica as they prepare for a March 2022 departure to French Polynesia aboard their Beneteau Oceanis 50, Gargoyle. They're supported by their trusty Devon Rexes, Sam and Dean. Follow their continuing adventures on Instagram and Facebook at

Currents

The Official Magazine of the Bluewater Cruising Association

sv_gargoyle, their weekly YouTube channel Sailing Gargoyle or www.sailinggargoyle.com.

Messages from the Atlantic (Postcards from Passat II)

<https://currents.bluewatercruising.org/articles/messages-from-the-atlantic-postcards-from-passat-ii/>



*Editor's introduction: the following is a collection of SSB messages from **Passat II**. They describe some of the adventures of Barrie and Sandra Letts whilst voyaging from Bermuda to the UK in 2014.*

Underway to Bermuda, April 2014

At 4/27/2014 5:40 PM (UTC) our position was 30°03.90'N 079°13.43'W

No wind and "Susie" [calm] seas. Motoring with the sails up, just for show. Making only 3.7 kn as that is the most economical from a fuel consumption point of view.

We have crossed the strongest part of the Gulf Stream current, so do not have to worry so much about steep wind-against-current waves. Ha ha.

If the weatherman is correct, we should have low winds for up to two more days, then the hoped-for 15 kn from the NW to take us the rest of the way. We all know how accurate they are. With our luck, we will get the winds, but they will come from the east, on the nose, but we live in hope.

The sun is out in full force so we are working on our tans and reading our books.

Sandra baked Brownies, so morale is high, as is the sugar high.

All is well with us and we hope the same for you all.

Wishing you fair winds and calm seas.

Barrie, Sandra & Alex



Land ho! Bermuda

Offshore Wining, May 2014

At 5/1/2014 2:51 PM (UTC) our position was 31°26.05'N 072°03.42'W

Normally we are a dry boat underway. To promote high moral (read prevent mutiny) it was decided to permit one adult beverage a day with dinner. I reluctantly (ha ha) agreed to join in “just to be sociable”.

Those who know me well will confirm that I do not think red wine (or mustard) should be allowed on a boat. The spill/stain ratio is just too high. The Admiral likes red wine so guess what? Those that answered “you have red wine” would be correct.

The Admiral has a favorite blanket on board. It is (was – foreshadowing) white with colored fish on it.

In spite of using travel mugs with their lids on, and on anti-slip mats, two of the three mugs went flying. The lid on the mug with white wine stayed on, caused a minor mess on my shirt and shorts, and cleaned up in seconds. The lid on the mug with red wine flew off, distributing its nearly full contents on my aforementioned white shirt, Alex’s shirt and shorts and the Admiral’s favorite blanket. After considerable time and effort, the stains persist.

Please bear witness that up until this very moment, I have not even breathed an “I told you so” – a restraint I do not normally display.

Do we still have red wine on board? Sigh! Will it be served while we are underway? I await the jury’s decision.

Wishing you all fair winds and calm seas.

Wining in paradise.

Barrie, Sandra & Alex



Recommended protective gear for dining with red wine

En-route Horta to Falmouth, June 2014

At 6/10/2014 3:50 AM (UTC) our position was 41°13.37'N 025°55.08'W

“Humans plan and the Gods laugh.” Old saying, but true today as ever.

The predicted winds for this passage were not to exceed 30 kn. Yesterday we experienced gusts in the low 40s. The seas were choppy and the rhumb line was straight downwind. Can you say *mal de mer*? We were both so doped up on anti-sea sick medication we were zombies. Sigh! On the plus side, we were going up to 9 kn down the back of the swells, with only the triple reefed main drawing wind.

Did I mention that it was totally overcast, rainy and cold. We were in long underwear and full wet gear. Shades of Pacific NW sailing in spring.

Tonight the winds and seas have settled down and conditions are pleasant, but still overcast, with intermittent showers.

Speaking of Gods laughing.... During the height of the weather, I decided it would be nice to have a lemon

tea, with honey. Going downwind the boat was not heeled over, but was bucking like a wild pony. I was wedged into the galley in a classic three point stance: feet placed wide apart and braced against bulkheads, bum wedged between stairs and counter, leaving my hands free. By some miracle, I managed to boil the water, make the tea and stir in the honey without spilling a drop! It was too hot to drink. Never mind, I thought, I will wait until it cools. I set the wide bottom, tight-lidded cup on the counter, on an anti-skid pad, next to the bulkhead, braced fore and aft by anti-skid cutting boards. This left only the interior nominally “uphill” side open. I then sat opposite, at the Nav station, to play Solitaire on my tablet.

Having lost several games, I decided it was time to taste my tea. At that very moment, a rogue wave hit. The nominally uphill side became the decidedly downhill side. The cup took flight, hitting the companionway ladder, losing its lid and distributing honey-laden tea across my drying wet gear and the entire galley sole. After the clean up, I decided it was not my day to have tea. If I really needed a taste, I need only chew on my wet gear!

On the plus side, I won my next two games of Solitaire.

All is well with us and we hope with you.

Wishing you fair winds and calm seas.

Barrie



Sunbathing North Atlantic style

From the North Atlantic June 2014

At 12/06/2014 03:55 (UTC) our position was 43°29.07'N 021°15.22'W

The North American boater faces a number of challenges coming to Europe, including:

- fixed concrete docks (sometimes rafted 4 deep);
- 230 V / 50 Hz electrical power vs 115 V / 60 Hz;
- butane “GAZ” vs propane; and,
- the Schengen Agreement.

All were known to us before we left, other than the excessive rafting in busy ports. The Schengen Agreement is worthy of a separate Postcard (rant), which I may do at another time.

Between a Dock and a Hard Place

It is hard to imagine poor little *Passat II* put against a fixed concrete dock, with a 3 ft tide range, swell surge and 3 larger boats rafted to it, but this is exactly what happened at our first stop, Horta, Azores. The

constant movement and excessive pressure causes the concrete to embed particles of grit in the fenders, resulting in them becoming “sandpaper” against the hull – that is if the fenders do not pop first. Not to mention the mud tracked across your boat by some less thoughtful boaters. Of all the North American boats in the harbor, we were the most prepared. In Mexico I bought a 2 x 10 board, to which I bonded three plastic cutting boards as wear surfaces. This is hung by ropes from the lifelines, between the concrete and the fenders. The board prevents the grit from getting on the fenders. I use two 10” regular fenders with a 4” flat fender between them. The flat fender prevents the regular fenders from being squashed to the point of popping. So far it has worked.

Adapting to European Electrical Power

I thought that I would be able to buy a transformer, at a reasonable price, to address the electrical issue. Ha! For about \$1,000 CAD, plus installation, you can get a transformer to convert from 230V to 115V, but it will not change the Hz from 50 to 60. Many battery chargers and appliances will not work with 50 Hz. Those that do are not as efficient. The handout supplied by MAY [Mid Atlantic Yacht Services] recommended that you check your battery charger to see if it accepted 50 Hz. Glory be! My battery charger not only accepts 50 Hz, it accepts 230V. All I needed to do was flip a switch and change a fuse. Now, how to provide a 230V connection to the charger? I consulted (over an adult beverage) a Canadian boater, who happened to be an electrician. It turns out my wiring can handle it. All I needed to do was shut off the breakers to the plugs to prevent damage if someone plugged in a 115V appliance, and get a European 230V plug for my extension cord. For about \$8 CAD I got the plug and fuse and sacrificed my 15 amp to a 30 amp pig tail to convert to European power. Now we can keep the batteries charged, then use our 150 Watt 12 V DC converter to produce 115 V AC for our electronics (computer, etc). The only challenge remaining will be to provide wiring for a 230V heater, but that is a problem for another day.



30 amp pig tail adapter was needed to convert to European power

Butane Gaz vs Propane

Propane appliances will work with butane, losing some efficiency. I had heard that you could buy an adapter so that the North American propane bottles could be filled with butane. The adaptors were not available in Horta. However, they must exist as the supplier of Gaz in Horta can fill propane tanks. Hopefully this is common. If not we will have to find an adapter or convert to Gaz. Sigh!

All is well with us and we hope with you.

Wishing you fair winds and calm seas.

Barrie

From Portland, UK, July 2014

At 02/07/2014 05:19 (UTC) our position was 50°35.39'N 002°27.48'W

Happy Canada Day!

Our Canada Day was an exercise in futility.

This was supposed to be the day we traveled from Portland to Poole. We awoke to a brisk breeze (10 kn building to 15, with gusts to 20 as the day progressed), but it was on the nose. The current on the east side of the Bay was favorable so we tacked back and forth, along the coast, for most of the morning.

At mid day it was obvious that we would not make St Alban's Head before the turn of the tide at about 1400h. This headland has a wicked current and races that extend out for 5 miles, so getting there at the right time is critical. So we started the Iron Genny and motor sailed along the coast. As we reached Lulworth Cove, we were approached by a Range Safety boat. They advised that the firing range just ahead was active. We had to turn and go 3.5 miles off the shore to avoid "friendly fire". We opted to anchor at Lulworth Cove. The Cove is tiny and has a narrow entrance. As we came close, we noted one boat already at anchor and the wind-against-current 4 ft seas would be on the beam as we entered. That, and the Cruising Guide's notice that the anchorage was unsuitable if the winds shifted south, convinced us to move on.

We motor sailed out the 3.5 miles and set a course to round St Alban's Head. We were now going straight into the wind and steep 4 to 6 ft seas. Progress eventually slowed to less than 1 kn. Did the math, no way to make the turn of the current. Headed back to Portland. What took us 8 hours outbound, took 2 hours inbound, as we surfed our way downwind at 7 to 8 kn.

Anchored in the outer harbour, had a stiff drink.

On a positive note, we did get to sail most of the day.

Wishing you all fair winds and calm seas.

Barrie

From Poole, UK, July 2014

At 03/07/2014 06:46 (UTC) our position was 50°41.79'N 001°59.16'W

We had a great passage from Portland to Poole, with speeds up to 9 kn in favorable current.

Anchored off Brownsea Island. Had a great walk around the Island. Reminded us of Sidney Island, with the remains of a tiny village and pottery factory (rather than the brick factory on Sidney). As at Sidney Island, the main surviving structure is the dock.

In addition, Brownsea Island has a castle, a church and a surviving village. To top it off, it is the site of the first Scout camp, which was one of the reasons we stopped here. There is a monument at the site and a modern Scout camping area nearby.

Next up is Yarmouth on the Isle of Wight.

Wishing you fair winds and calm seas.

Barrie



Passat's hard working crew members – Cap Horn and Tow Gen

Threading a Needle on the Way to Yarmouth, UK, July 2014

At 04/07/2014 06:37 (UTC) our position was 50°42.53'N 001°30.35'W

Happy Independence Day to all our American friends.

WOW, what a day on the water, yesterday!

We had SW winds and an easterly current. We flew along the rhumb line, averaging over 8 kn from the entrance of Poole Harbour to the Needles Channel, off the Isle of White.

Now the Needles Channel is an interesting piece of water. Narrow (1/2 to 1 NM wide), with the Shingles Shallows on port, creating breakers and the rocks of the “needles” to starboard. With the turn into the channel, we were downwind; the wind dropped as we entered the lee of the Isle. We shared this space with no less than a dozen sailboats, one freighter, several power boats and two fishing charter boats camped at the choke point. All the sail boats were gybing their way back and forth. We barely maintained

steerage through the water, but the current carried us forward at 5 to 6 kn. We reduced sail to just the main to make it easier to manage the constant gybing. No reduction in speed. In fact we were keeping pace with some 65 footers, with full crew, racing alongside us. I guess our full keel was doing all the work, with the current acting as our propellant.

The skies were blue, the sun was warm. Other than the freighter squeezing us closer to Warden Ledge Race than we would have liked, it was the most fun on the water I have had in a long time. Not so much for Sandra. She expressed a decided preference to the boredom of an offshore passage.

We picked up an outer mooring buoy in Yarmouth and treated ourselves to a great late pub lunch of curried pork.

Shortly, we slip the mooring and head for Portsmouth.

All is well with us and we hope with you.

Wishing you fair winds and calm seas.

Barrie



Passat II keeping ahead of fully crewed race boats off the Needles

From Portsmouth, UK, July 2014

At 05/07/2014 05:24 (UTC) our position was 50°47.52'N 001°07.06'W

Portland; 12 hours; Iceland Low slowly SE; 7 later to 8 SW; Moderate; 998 Falling Quickly; Change.

Sounds like a code out of a Bond movie, but it is a British Marine Weather report.

This one means: Portland Area. There is a low off Iceland moving SE at less than 15 kn; winds/seas Beaufort Scale 7 going to 8 within 12 hours (near gale to gale within 12 hours) wind 28 going to 40, seas 4 going to 8 ft from SW; visibility 2 to 5 miles; air pressure 998 and falling at 3.6 to 6 hPa/hr; barometer indicates change.

It took us a long time to understand, even with the help of our cruising guides and the notes provided on the back of our Imray Charts. It is like learning a new language.

Speaking of language: apparently, we are the ones who have an accent and unusual idioms. What's with that, eh?

We had a great sail from Yarmouth to Portsmouth, downwind in 10 to 15 kn of wind and with 2 to 3 kn of favorable current. We put out just the foresail and were making about 5 kn. We passed a Hunter 36 with the same sail configuration and only boats flying spinnakers passed us. *Passat II* seems to do well in these conditions.

Here, sail boats outnumber power boats on the water by about 15 to 1 (Power boats are fewer and seem to stay on the dock). In Canada I'd say the sail to power boat ratio on the water is close to 1 to 1 and in the US (particularly Florida) there are 2 to 3 power boats on the water for every sail boat. This may be due to fuel prices, but I think it is also a cultural thing. I am sure there is a sociologist (or even psychologist) that could make a life's work out of this, given adequate government funding.

The British actually sail their boats. We see them sailing in conditions that would have Americans and Canadians turning on the *Iron Jenny*. Again, economics or culture?

Lastly, the boats here are, on average, smaller. *Passat II* has moved from the runt of the litter to slightly above average in length, and definitely bigger than average in weight.

Made it safely to the marina before the wind and rain arrived.

Will be tied to the dock for the next 3 days, as we visit the sights with son James and daughter (in-law) Maria. We are very much looking forward to seeing them.

Also, hope to find time to update the blog.

Wishing you all fair winds and calm seas.

Barrie

From Eastbourne, UK July 2014

At 11/07/2014 09:17 (UTC) our position was 50°47.50'N 000°19.56'E

We had a great time in Portsmouth and Brighton and arrived here in Eastbourne last night.

Portsmouth has the greatest Naval museums I have ever seen. We took in **Victory** (Nelson's ship), **Mary Rose** (King Henry VIII warship), **Warrior** (the first iron hulled sailing battleship with steam auxiliary power), the first British sub and a WWII sub, and more.

In Brighton I discovered that you can get propane in England (but not Europe). It is called Calor Gas. You rent the bottle and exchange your empty one for full ones at suppliers throughout the UK. The fittings look the same as the NA fittings, but are not. So we spent most of one day tracking down a source for an adapter. Mission accomplished: we can now stay supplied with propane while in the UK. We also got the fittings to convert to Camping Gaz, which is available in most of Europe. Camping Gaz is not good in cold weather as it does not vaporize in low temperatures. We decided to stick with propane for now as we are wintering in the UK.

Our trip from Brighton to Eastbourne yesterday was the wettest and coolest so far. In fact it got down to 12° C last night.

Today is rainy and cool so we are taking it easy.

All is well with us and we hope with you.

Wishing you all fair winds and calm seas.

Barrie

About The Author

K. Barrie Letts

Nearchus - Saturna 37 Sloop

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 SV Nearchus.

Currents Cover Photo Contest: 2021 Winners

<https://currents.bluewatercruising.org/articles/currents-cover-photo-contest-2021-winners/>



Once again, the highly anticipated results of the *Currents* Cover Photo Contest are in! Over the last two weeks of November and the first week of December 2021 we received 90 amazing photo submissions to vie for the chance to grace the covers of *Currents* during 2022. These are great submission numbers, so thank you all for your keen participation and enthusiasm.

After much thoughtful deliberation by the BCA Communications team, the winning photos were selected and are [posted in this photo album](#) for all to enjoy.

We would like to thank everyone who submitted photos for the contest. There were some awesome submissions, and really, they were all winners in our eyes! Having said that, we had to choose 12 for the PDF covers of *Currents* in 2022. So, without further ado, the winners are (in no particular order):

- Angela Minshall, *Katie M II*
- Anne Woodson, *Full and By*
- Brent Alley, *Pegasus II*
- Catherine Norrie, *Pixie*
- Hans Forssander, *Mayaluga*
- Ian Cameron, *Cora Jane*
- Jason Bowman, *Dobro Dani*
- Karina McQueen, *Sea Rover II*
- Melanie Finley, *Swift of Southampton*
- Nick Ward, *Ty Dewi*
- Shawn Wright, *Callisto*
- Stefanie Schulz, *Fortitude X*

Winners of the 2021 *Currents* Cover Photo Contest will receive a \$10.00 *Currents* credit to be applied to their membership dues.

I will sign off with a great big “thank you” to the *Currents* judging panel, who stepped up to the plate and helped select the best photos based on the given criteria. It was no easy task! **Thank you so much.**

Image attribution: CC BY – by [Sean MacEntee](#)

About The Author

Rosario Passos

Counting Stars - Whitby 42 Ketch

Rosario is a dreamer who wants to sail the South Pacific.... so far she sails the local waters of the Salish Sea to get as much experience as possible.

It Is Important to Indulge Your VICE

<https://currents.bluewatercruising.org/articles/it-is-important-to-indulge-your-vice/>



VICE, or Vancouver Island Cruising Experience, is one of BCA's signature events. It is a short offshore trip typically from the west coast of Vancouver Island, and it is a chance to see what it is like to make a passage. VICE is more about getting yourself ready than getting your boat ready and that might be far more important than many of us realize.

Three boats did VICE in 2021, *Naida*, *Cambria*, and *Vórtice*. By chance, we each came from a different BCA chapter. We all had slightly different learning opportunities during VICE.

Getting Ready to Go

Organizing for VICE was relaxed, we had a few zoom calls and put up a couple of Google sheets to collect info on boats and crew. More people signed up as crew than there were crewing opportunities, but some connections were made for future sailing.

Our planning sessions were focussed on picking a location and date to meet on the west coast. Two of the boats that did VICE went around Vancouver Island first so that put our timing into early to mid August. This also gave time for another boat to complete some major repairs but sadly they could not finish in

time. Our planning also addressed what boats and/or crew would attend, and that our passage would be a couple of days. When we met on the west coast, we would make the final departure date decision and pick a waypoint to head towards, both decisions being based on the weather at the time. It should be noted that VICE is not a course with an instructor but rather an opportunity for experience. No one was going to evaluate whether a boat or crew were competent to do VICE. That being said, we were doing it as a group to have the support of each other.

When we met in Ucluelet, we made the final decision on how long we wanted to be on passage (~48 hrs, long enough for two overnights), when we would leave, and what waypoint to head towards, all based on the wind forecast, and we agreed to anchor in Joe's Bay in the Broken Group on our return. Importantly, we also discussed what we would do if the wind did not materialize, and whether we would stay together if one boat was slower than another. We decided that we were not going to just motor for 48 hours and set a decision time of midnight on the first night; if the wind wasn't good for sailing we'd turn around. I felt it was good that we set expectations ahead of time.

We each arrived early in Ucluelet giving us the opportunity to enjoy some happy hours getting to know each other and learning how each planned to do things on passage. We discussed boat systems, sails, stowage, cooking, and told tall tales. Pretty much a normal get together of sailors.

We made plans for how we would stow the dinghy, where we would sleep, what shifts we would keep, and what meals we would have. Each boat had slightly different ideas based on what they knew about their boat and themselves. No one plan is right for everyone or every boat. That is the point of VICE, to experiment and experience.

We were also fortunate to meet up with *Fortitude X* in Ucluelet who joined us for some of our socializing and were a great send off crew when the fleet departed.

Underway

We had an uncomfortable sea state on leaving Ucluelet, but we had wind and we were off. The first night was beautiful and clear with the sky full of stars and the phosphorescence streaming out beside and behind the boat. At times over the passage we had no wind and roly seas making for flopping noisy sails – an opportunity to learn how to deal with this, and we had long hours of motoring. We had fog and silly fish boats that sat 30 – 60 nm out from Ukee in the dark and fog for us to try and find on radar and dodge. For some reason, they appear to think AIS is unnecessary. Truth be told, though it is part of the learning because our subsequent experience heading down the coast to Mexico is that the fish boats act the same everywhere.



Naida – not sinking – just being swallowed by the swell.

We monitored VHF 16 & 69 and planned to check in roughly every 3 hours via Iridium GO! text message. As it happened, we stayed in VHF range the whole time and there was some conversation on the VHF radio but most communication happened over Iridium GO! text message. We were unsure if the off-watch person would be disturbed by radio chatter. *Naida* and *Cambria* have HF radios and Ken has a ham license so also checked into the Great Northern Boaters Net regularly.

Lessons Learned

Naida had two things happen on passage; the shackle on the sail outhaul came apart and the alternator output cable broke off the alternator. These both ended up being minor and were good reminders that it is easy to overlook little things like the shackle that is hidden in the stack-pack and somehow didn't get seized the last time the sail went on. The broken alternator cable was the last straw in a persistent vibration problem with the alternator mount and prompted a stopover in Sidney on the way home to install a different alternator and stiffer mount. This issue though also highlighted one of the great things about cruisers – I had a spare cable lug but not a crimper – *Vórtice* had a crimper on board – problem solved.



The setting sun on the return trip.

While going out a hundred-ish miles is not far offshore it is far enough to raise some anxiety. The crew of *Naida* are fortunate to have had a Hawaii-Victoria crossing under our belt. We were students then, not in any position of responsibility. That trip was the opportunity to experience a passage with knowledgeable instructors who made the decisions. Our responsibility on that passage was to look after ourselves, and experience life aboard during passage making. In VICE though, we were now responsible for crew, craft, and mission. We made the decisions and lived with the consequences. It is good to get used to this gradually. I can't imagine setting out on a first passage of any significance without this experience. After all, you don't know what you don't know. When we left to go down the coast in September we bungee boated (as Sailing Totem calls it) with another BCA boat. They had not done VICE nor had any other offshore passage experience. They are highly experienced sailors though, I'd say they are better sailors than we are. However, they discovered that one of them gets sea-sick in the open ocean (despite never having had a problem before, even when circumnavigating Vancouver Island) and the other can't sleep while the boat is underway. Whatever the cause, wouldn't it be better to learn this early and find solutions before having severed your home ties and turned left at Cape Flattery?

Musings

I'll confess I didn't place a high priority on doing VICE in previous years and only offered to organize it

this year because we were going to be on the outside of Vancouver Island anyway and figured we'd probably do a practice run out and back, even by ourselves. Having now spent 3 months working our way down the coast to the tip of the Baja peninsula I would suggest one consider VICE mandatory before heading off and the sooner you do it in your preparations the better. We did the Hawaii crossing before investing anything in offshore cruising and it was necessary but not sufficient. Doing VICE was the next step and in hindsight we should have tried to do it earlier. In the context of preparing yourself and your boat don't think of only doing it once, just before you leave for your offshore adventure, do it many times. The key is in the name, Vancouver Island Cruising EXPERIENCE. Get that experience early in your preparations when making changes, or different decisions, is easy. Don't wait until you've invested so much, and each day takes you further from home, that changes are hard to make. We are having a blast and are glad we are here, but the truth is it is not always fun or easy so the more you can sort out ahead of time the better. Rick Ellis taught us in the Psychology of Cruising that we will experience a grieving period when we leave behind a world of jobs, home, and family that we have mastered, to start an adventure where we are beginners. The only way to get over being a beginner is to get experience.

For us, the Hawaii crossing, going to Haida Gwaii, going around Vancouver Island, and doing VICE made it much easier in September to turn left at Cape Flattery.

About The Author

Anne Trudel and Ken Buckley

NAIDA - Passport 40 Sloop

Anne Trudel & Ken Buckley sail Naida, a 1987 Passport 40. They've sailed the coastal BC waters for 15 years including the Broughtons and Haida Gwaii. They headed down the coast to Mexico in 2021 looking for adventure, but not too much adventure.

Mentorship Program

<https://currents.bluewatercruising.org/articles/mentorship-program/>

The screenshot shows the Bluewater Cruising Association website. At the top left is the logo, a circular emblem with a blue flag and the text 'BLUEWATER CRUISING ASSOCIATION'. To the right of the logo is the tagline: 'Fostering seamanship and friendship for people with an active interest in offshore cruising.' Below the tagline is a navigation bar with 'PRINT PAGE' and 'SIGN OUT' links, and social media icons for Facebook and Twitter. On the left side, there is a 'COMMUNITY' sidebar with a search box and a list of menu items: Home, About us, COVID19 & Cruising, Volunteer Centre, Online Magazine, FAQ, Member Search, and BCA Fleet Map. The main content area is titled 'Mentor Program' and contains the following text:

What is the Mentor Program?

The mentorship program is a three-part program to assist BCA members with their offshore preparations. This can be a very rewarding experience, both for the mentors and for the members they connect with.

The first part is **welcoming new members**, where a mentor helps orient a new member to BCA with respect to meetings, education, the website and our by-laws. This first mentor does not need to be a DONER, but is someone who has been with BCA for longer than two years and knows their way around. If you are a current member and are interested in being a mentor, we have material available to assist you in welcoming the new member.

The second part is **accessing advice and expertise** from a mentor who has relevant experience. Topics that a mentor can assist with may include cruising areas, weather issues, technical (gear), dealing with the bureaucracy, local customs, lessons learned, etc. The mentor would be a DONER and they could be assigned to a DREAMER or a DOER.

The third part is **being a member of Fleet**, where a DREAMER would be guided by the Fleet Coordinator(s), as well as by other Fleet members. There is nothing stopping a DREAMER from having a mentor while part of Fleet.

How do I access a Mentor for advice, or how do I become a Mentor?

Each Chapter maintains a list of their own mentors and will reach out to new members to ask if they wish to be assigned to a mentor.

If you are a BCA member and would like to

- find a mentor to guide you or

On the right side of the page, there is a 'MY PROFILE' section with links to Profile Home, Manage Profile, Create Resumé/CV, Groups, Favorites, Messages, Connections, Membership Info, and Refer a Friend. Below that is a 'CALENDAR' section with a 'MORE' link and a list of events: 2022-03-29 Vancouver 2022 - Marine Weather Routing: The How and Why of Marine Weather; 2022-04-06 Vancouver Virtual Club Night - Speaking for Giants, A Presentation on Humpback Whales; and 2022-04-09 to 2022-04-10 VI Mid-Island 2022 - Advanced.

Good news for all those that are new members and those that are preparing to go offshore! BCA is working to reinvigorate the mentorship program with a new look. The new program will be individually led by each Chapter and will have three levels of mentorship to include:

1. welcoming new members
2. providing advice and expertise
3. support through Fleet groups

Becoming a Mentor

To be a mentor at the welcoming level, we are looking for people who have been members for two or more years, who are comfortable with the organization (club nights, events, education, etc.). Your role would be to contact a new member and orient them to BCA with respect to meetings, education, the website and our by-laws.

If you are comfortable transitioning to the advice and expertise level then the mentorship role can carry on, otherwise, a new mentor can be assigned (preferably a *Doner*).

The Fleet groups are the ultimate level in mentorship, where *Dreamers* are guided by the Fleet Coordinator(s) and other Fleet members.

A [new web page](#) has been posted and can be accessed via the home page, by selecting “*Resources*” on the left banner, and then “*Mentor Program*”.

If you are a BCA member and would like to find a mentor to guide you, or are available to be a mentor to others, contact your Chapter Vice Commodore or Chapter Membership Watchkeeper. You can find the contact information on the BCA website in ‘*Chapters & Groups*’.

About The Author

Scott Crawshaw

-

Scott and Sonia have been members of BCA since 2001. They went offshore from 2002-2006 with their two daughters, Alexandria and Katrina. Scott is currently the Vice Commodore for the VI

Lightning

<https://currents.bluewatercruising.org/articles/lightning/>



Lightning strikes fear into every sailor's heart. You never feel more powerless than you do when you hear and see a thundercloud filled with lightning bearing down on your vessel. A ground strike, where two electrically charged regions equalize, one in the atmosphere and one in the water or on the ground, causes the instantaneous release of an average of one gigajoule of energy. The heat and current can melt metal, cause wood to explode, and will without failure strike fear in the heart of all living things nearby. While (apparently) 90% of people struck by lightning survive (at least according to [Wikipedia](#)), it still seems like something one should avoid.

Short of burying your boat in a pit, there is no sure-fire way to eliminate the risk of a lightning strike, but here I discuss some of the ways you can reduce the risk and reduce the potential damage in the event of a strike.

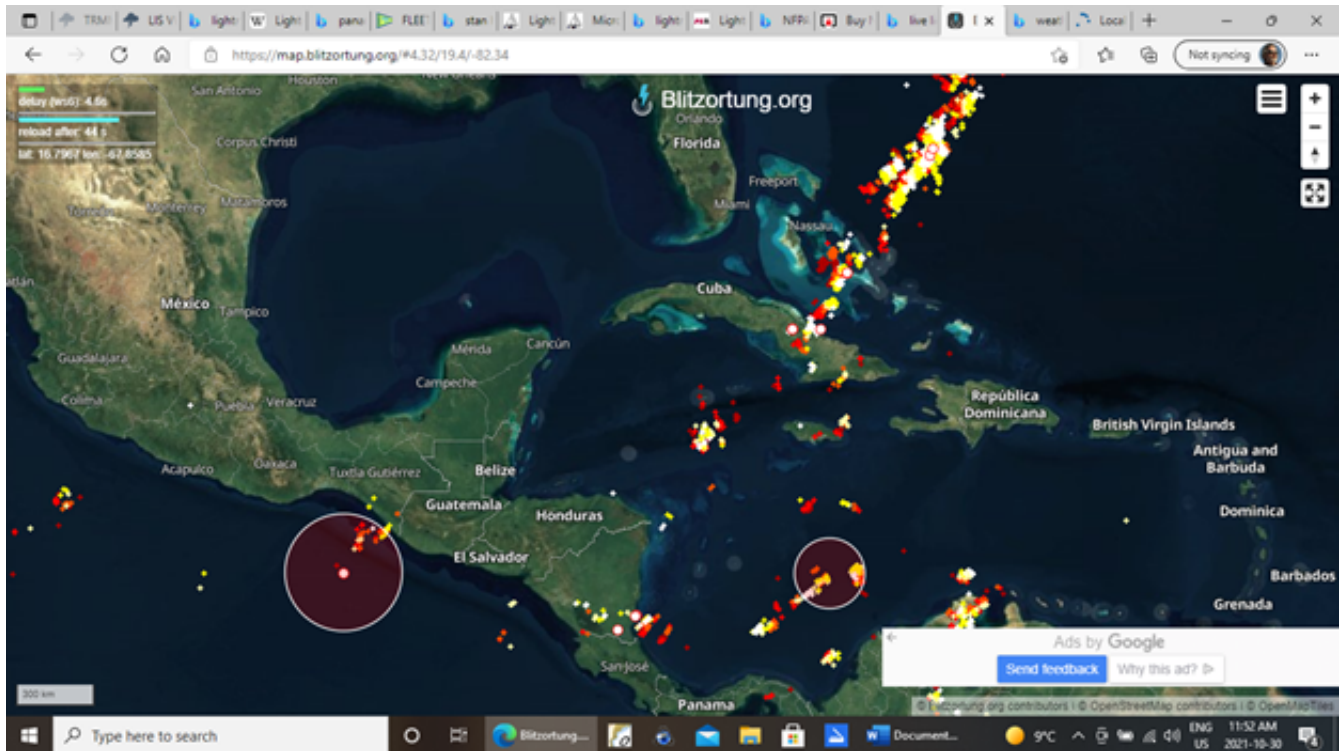
So, what can you do? It is all about preparation and awareness.

How Can You Know It's Coming?

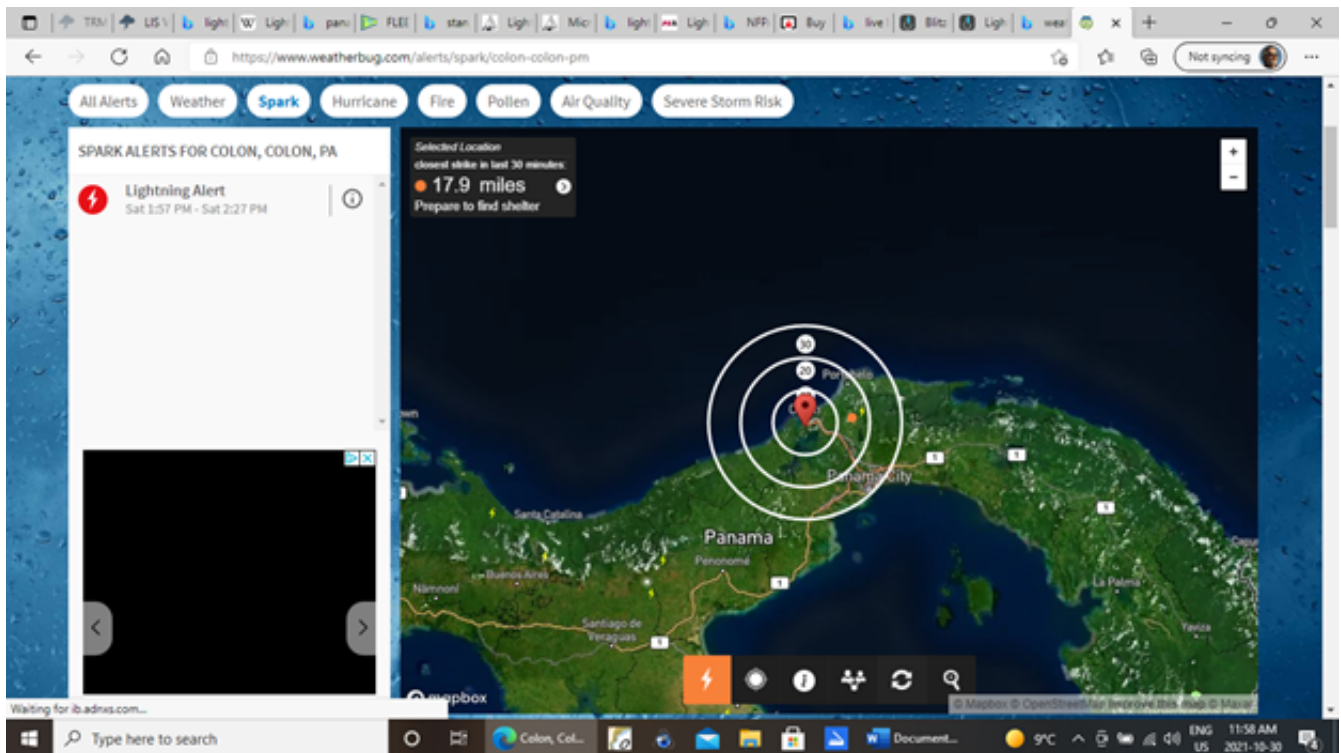
There are real time lightning tracking services available. A notable free one is [Blitzortung.org](#).

Currents

The Official Magazine of the Bluewater Cruising Association



There are also commercial websites like [WeatherBug](#) that track lightning and integrate lightning reports with other weather data. Weatherbug also has an App you can load on a smartphone that can be configured to give you 'alerts' (as long as you're connected to the Internet).



You can also get hand held or portable lightning detectors like the [Accurite 2020](#). These work by detecting the Electro Magnetic Pulse (EMP) of lightning strikes. Typically they have a range of ~25

miles, and will tell you if the lightning is getting closer or further away. We don't have one, and we can usually see and or hear a vigorous lightning storm when it's within 25 miles, so we're not planning on getting one.

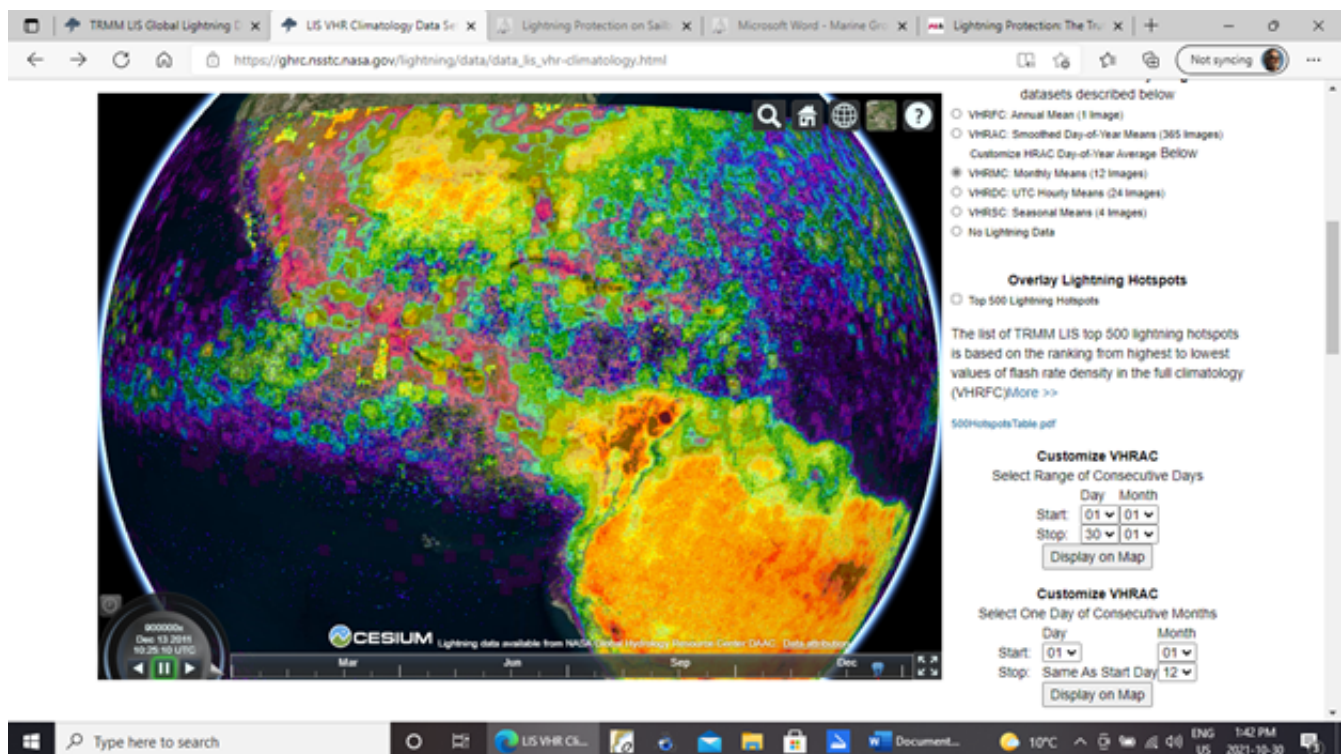
These systems are all ground-based (as opposed to satellite based) detection systems and offer good short term warning for lightning events.

For long term safety, you can try to be in places with less lightning.

Where Can You Hide?

Well, you really can't 'hide' per se, but you can seek shelter. According to Boat US insurance claims, catamarans are struck twice as frequently as mono-hulls of similar length, so if you're in a mono-hull, getting close to a catamaran offers you some comfort in knowing that the catamaran is more likely to be the target of any lightning strike. Lightning also prefers taller targets, so getting close to a taller (larger) boat would also be in your favour. This is also true of buildings, trees and landforms in general, so moving the boat anywhere there is taller 'stuff' will offer some protection.

You can also try to cruise (or lay up your boat) in areas where there is less lightning, like the strategy cruisers use to avoid hurricanes. While lightning (unlike hurricane tracks) is not on pilot charts, and is only sporadically mentioned in cruising guides and pilot books (and then only anecdotally without any real scale of comparison), there is data available from satellites gathered over years and [freely available on the Internet.](https://ghrc.nsstc.nasa.gov/lightning/data/data_ls_vhr-climatology.html)



For 16 years, the Lightning Imaging Sensor (LIS) on the Tropical Rainfall Measuring Mission (TRMM) satellite gathered data on lightning strikes and the data is available to use on the internet. The data circles

the globe from about 40 north to 40 south. While the geographic precision of the data isn't great, it is certainly more than enough to paint a picture of where lightning is terrible and where it is just bad. The TRMM satellite has been retired and the new Geostationary Operational Environmental Satellite (GOES) series satellites have even more sensitive Geostationary Lightning Mapper (GLM) instruments (since about 2017 or so), but the data is derived over a shorter period and has yet to be collated in a readily available fashion.

According to the website:

“The TRMM LIS 0.1 Degree Very High Resolution Gridded Climatology data collection consists of a set of gridded climatologies constructed from individual observations made by the Lightning Imaging Sensor (LIS) on the Tropical Rainfall Measuring Mission (TRMM) satellite (data also at GHRC). Complex algorithms are used to estimate total flash rate density (number of flashes per square kilometer per year) based on the flashes observed by the instrument and the amount of time it viewed a given area.

This Very High Resolution (VHR) Gridded Lightning Climatology Collection consists of five lightning climatologies (links to data products provided below): the full climatological mean (VHRFC), monthly (VHRMC), diurnal (VHRDC), annual cycle (VHRAC), and seasonal (VHRSC). These gridded climatologies include annual mean flash rate density, mean diurnal cycle of flash rate density, and the mean annual cycle of flash rate density with daily, monthly, or seasonal resolution.”

Retrieved from [GHRC](#) on March 20, 2022

What that means is you can see when and where in a given region the lightning is better or worse, where it is absolutely terrible (the 500 hot spots), and what time of year it really begins to ‘heat up’.

What Can You Do To Prepare?

The primary preparation is ensuring your vessel is properly ‘grounded’. Grounding has two purposes:

1. to ensure the electric potential of the vessel is the same as the surrounding sea, so its not more attractive to lightning than the open ocean
2. to ensure there is a path to ground for a lightning strike should one occur

Proper lightning grounding should be done as follows (according to [Stan Honey](#), an electrical engineer and sailor geek extraordinaire):

“Lightning Grounds

Connect a 4 AWG battery cable from the base of your aluminum mast to the nearest keel bolt from external ballast. If you have internal ballast, you should install a lightning ground plate. One

square foot is recommended for use in salt water; fresh water requires much more. Do not rely on a thru-hull or a sintered bronze radio ground (e.g. Dynaplate) for use as a lightning ground. For additional comfort, also run a 6 AWG wire from your keel bolt or ground plate to the upper shroud chainplates, and to your headstay chainplate. Don't bother with the backstay if it is interrupted with antenna insulators. Have each of the cables that are used for lightning ground wires lead as directly as possible to the same keel bolt, with any necessary bends being smooth and gradual. Given that you have grounded your mast solidly to the ocean, your mast will be at exactly the same electric potential as the ocean."

Retrieved from <https://www.kp44.org/ftp/MarineGroundingSystems.pdf> on March 20, 2022

If you can't find cable as specified, try to find thicker cable (i.e. lower number). Having your mast at the same potential as the surrounding ocean theoretically makes it no more likely a target than the surrounding ocean.

Because you're likely to be mixing copper, aluminum and stainless steel in the wiring for this grounding, be sure to use plenty of dielectric gel and keep the connections 'clean' with regular inspection. They will likely be in the bilge, where moisture will further complicate cleanliness and hasten their demise (see [this article in Practical Sailor](#) for more on this)

Aboard *Avant*, we go a step further when we lay the boat up and use jumper cables to increase the grounding.

If in the water, we buy a set of cheap but thick jumper cables. Separate into two wires. Remove one clamp from each wire, strip back a couple or six inches of insulation and 'fray' the end (or keep the clamp and clamp it to a 1'x1' metal plate) to make a better ground connection with the water. Attach remaining clamp to a top shroud or other bit of metal that connects to near the masthead and throw the frayed/plated end in the water. One cable port, one cable starboard.

Of course, when your boat is hauled out, the grounding system stops working because the keel and/or grounding plate is no longer in the water (and in most yards is insulated from the ground by blocks of wood). If we lay up on the hard, we separate the two cables and attach one to the top shrouds and jack-stands on the port side, the other to the same points on starboard.

Here is a photo of a boat that was struck by lightning on the hard. You can see the hole in the hull and the trail the lightning burned in the bottom paint from the exit point in the hull to the jack stand and hence to ground. By providing better grounding and a more direct alternate path for the charge we hope to avoid this kind of damage.



In either case, the cables will be trash at the end of the season, as they are not designed for continuous outdoor use. Brushing clamps with wax, Vaseline or any other topical protectant helps them rust less and look better longer. Even if you *think* your boat might be/is well grounded, these jumper cable tricks will ensure/increase it.

While most experts say the bottle brush style ‘lightning dissipaters’ such as the ‘Lightning Master™’ by Forespar designed to go at the top of the mast don’t work, we have one on *Avant*. I picked it up on a sale table for less than \$10, and I can attest that it does keep birds off the masthead, and so far, we haven’t been struck by lightning. (For more reading on them, you can see this article in [Practical Sailor](#))

What Can You Do To Try To Mitigate Damage?

Aboard *Avant*, when we hear a storm approaching, we gather up all portable and easily de-mounted electronics (hand-held VHF and GPS units, EPIRBs, LED flashlights, cell phones, tablets, computers, radios, etc.) and place them in the oven as a kind of faraday cage. We disconnect all antennas and power connections from easily unplugged items like Chartplotters, AIS, VHF, etc. and leave them disconnected and just hanging loose to disrupt possible paths for lightning.

We also ensure all aboard stay away from the mast and rigging and any chance of forming part of the

‘path to ground’ of a strike.

When we lay up for the season, we do the same, and we also wrap portable items first in paper towel and then in a double layer of aluminum foil to make it a double faraday cage.

When we store electronic spares aboard, we wrap them in paper towel and then in a double layer of aluminum foil before they go in the spares locker.

In areas where lightning is endemic, we pray more frequently and sleep with a bible under our pillow.

There is no way to make any vessel ‘lightning proof’. But you can take steps to avoid more lightning prone areas, and to mitigate the effect of a strike.

[Cover Image: By analogicus, Pixabay License](#)

About The Author

Rob Murray

Avant - Beneteau First 435 Sloop

Rob Murray and Debra Zhou are doers currently in El Salvador, Central America.

Expired Flares Disposal Opportunities

<https://currents.bluewatercruising.org/news/expired-flares-disposal-opportunities-2/>



What can you do with your expired flares?

[Canadian Power and Sail Squadrons](#), in cooperation with Transport Canada and CIL Dealers, are providing some opportunities for boaters to drop off their expired flares at no charge.

March 26, 2022 – Vancouver Island (Victoria)

Flares can be dropped off at **Trotac Marine**: [370 Gorge Rd E, Victoria, BC V8T 2W2](#)

April 30, 2022

Flares can be dropped off at the following Lower Mainland and Vancouver Island locations:

Lower Mainland

- **Inlet Marine:** [4-850 Barnet Hwy, Port Moody, BC V3H 1V6](#)
- **Steveston Marine and Hardware:** [19700 Langley Bypass #201, Langley, BC V3A 7B1](#)

Vancouver Island (Nanaimo)

- **Cabela's:** [6902 North, Island Hwy N, Nanaimo, BC V9V 1P6](#)

May 14, 2022 – Lower Mainland

Flares can be dropped off at the following **Steveston Marine and Hardware** locations:

- [8331 River Rd Richmond BC V6X 1Y1](#)
- [1667 W 5th Ave, Vancouver, BC V6J 1N5](#)

May 21, 2022 – Vancouver Island (Duncan)

Flares can be dropped off at Lakes Marine Supply: [5968 Trans Canada Hwy Duncan, BC, V9L 6C8](#)

May 28, 2022 – Sunshine Coast

Flares can be dropped off at Bitter End Boat Exchange: [1044 Seamount Way, Gibsons, BC V0N 1V7](#)

Please check your current flares, make sure you have the correct ones for your boat size, and bring any which have expired. They expire four years from the date of manufacture, which is stamped on each flare.

About The Author

Rosario Passos

Counting Stars - Whitby 42 Ketch

Rosario is a dreamer who wants to sail the South Pacific.... so far she sails the local waters of the Salish Sea to get as much experience as possible.

Applications for BCA Offshore Packages Due

<https://currents.bluewatercruising.org/news/applications-for-bca-offshore-packages-due/>



BCA Offshore Packages

Not only are members of the Vancouver Fleet busy preparing themselves and their boats for offshore, but a small committee within that group is researching, sourcing and assembling “leaver” packages for BCA members who plan to cast off their lines in 2022. This package is a farewell presentation from BCA given to all members in good standing who are leaving for offshore whether or not they are a member of the Calgary, Vancouver or Vancouver Island Fleet.

If you are heading south or departing for offshore from a foreign port this year and have not yet “applied” for your package, please email Vancouver Fleet Coordinator [Cameron McLean](#) and provide him with the following details about your plans:

- Boat name
- Skipper and crew names
- Call signs
- Leaving date
- Date/location for presentation, ie May Rendezvous, August Rendezvous, June BBQ, Club Night
- Offshore email address (not Winlink or SailMail)

Deadline for the offshore package application is **April 30, 2022**, but the committee would prefer to receive your application sooner rather than later. Requests received after April 30 are not guaranteed a

package.

Congratulations to all BCA members who are counting down the days to their departure! May fair winds and following seas be yours; and please stay in touch with your BCA friends.

About The Author

Jennifer Handley

-

Jennifer and her husband, Campbell Good, sailed Camdeboo to the South Pacific in 2006 with their two daughters, a niece, nephew and Jennifer's brother. By the time Camdeboo returned to Victoria in 2011, she had 25,000nm under her keel, visited 14 countries and 27 people had come aboard as crew. Jennifer served as BCA Commodore 2014-2016 and Past Commodore from 2017-2019.

In Memory of Lynn Greentree (s/v *Dolphin Tales*)

<https://currents.bluewatercruising.org/news/in-memory-of-lynn-greentree-s-v-dolphin-tales/>



After a courageous journey of riding and racing on the waves of life, from the highest peaks to the flattest and most calm waters, [Lynn's](#) journey finally came to an end. Lynn rejoins his parents and his three brothers.

Lynn leaves behind his wife and best friend Debbie, children Christa (& Scott), Dean (& Robyn); stepchildren Adam (& Marcia) and Kristi (& Heather); and grandchildren; Lily and Zachary, Keith and Nolen, Caelan, Keinan and Kenslie, Jo and Jake; favourite nephew Gerry; sisters Phyllis and Paulette; numerous nephews and nieces; and our adopted family neighbours Pam, David, Doug, Sarah and kids.

Lynn and Debbie joined Bluewater Cruising Association in 2005 and participated in Fleet, Weather and various other courses before heading offshore on *Dolphin Tales*. Sailing wherever and whenever he could, it was very much his special love, and his line was "if you want to spend time with me, get on the boat". Lynn and Debbie have made numerous friends from the sailing community and thank them for their support.

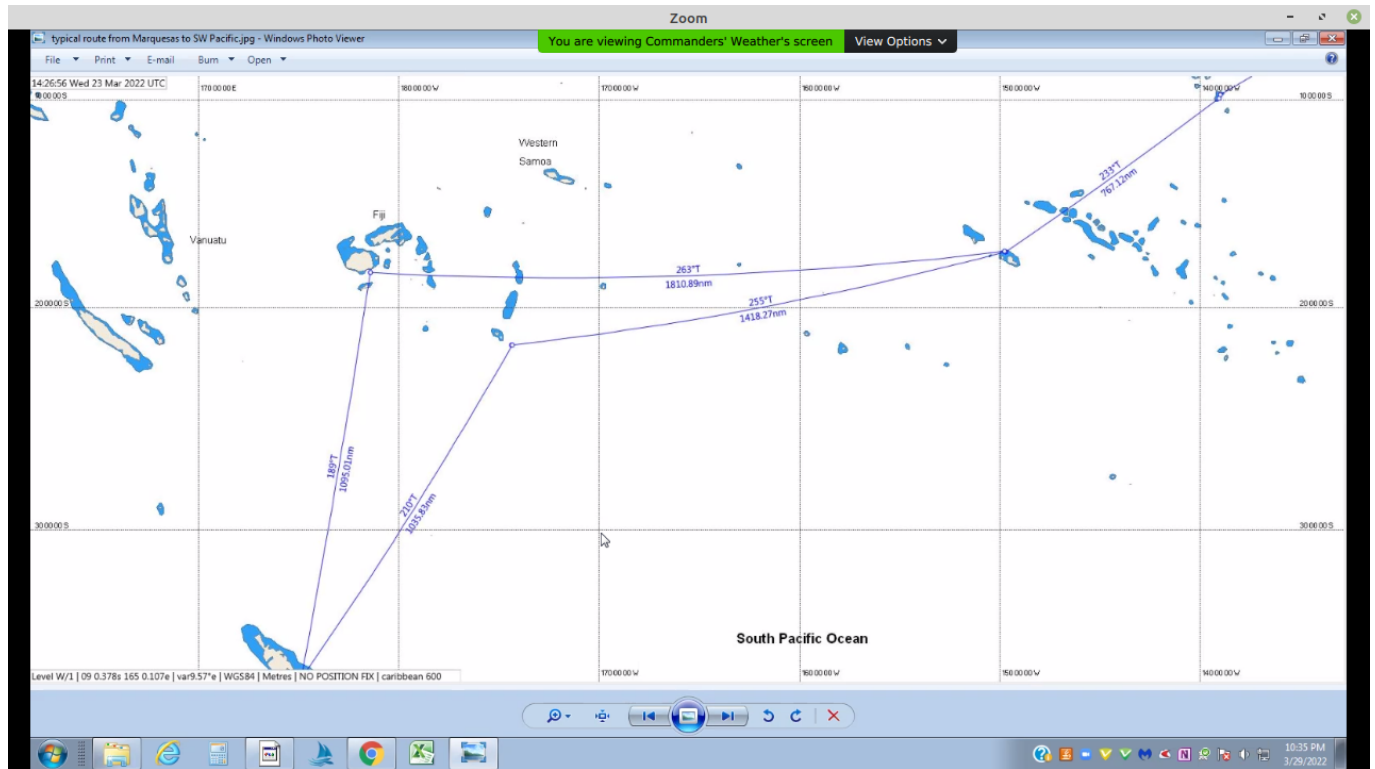
About The Author

Debbie Greentree

Dolphin Tales - Beneteau 361

Vancouver Fleet Report - March 2022

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-march-2022/>



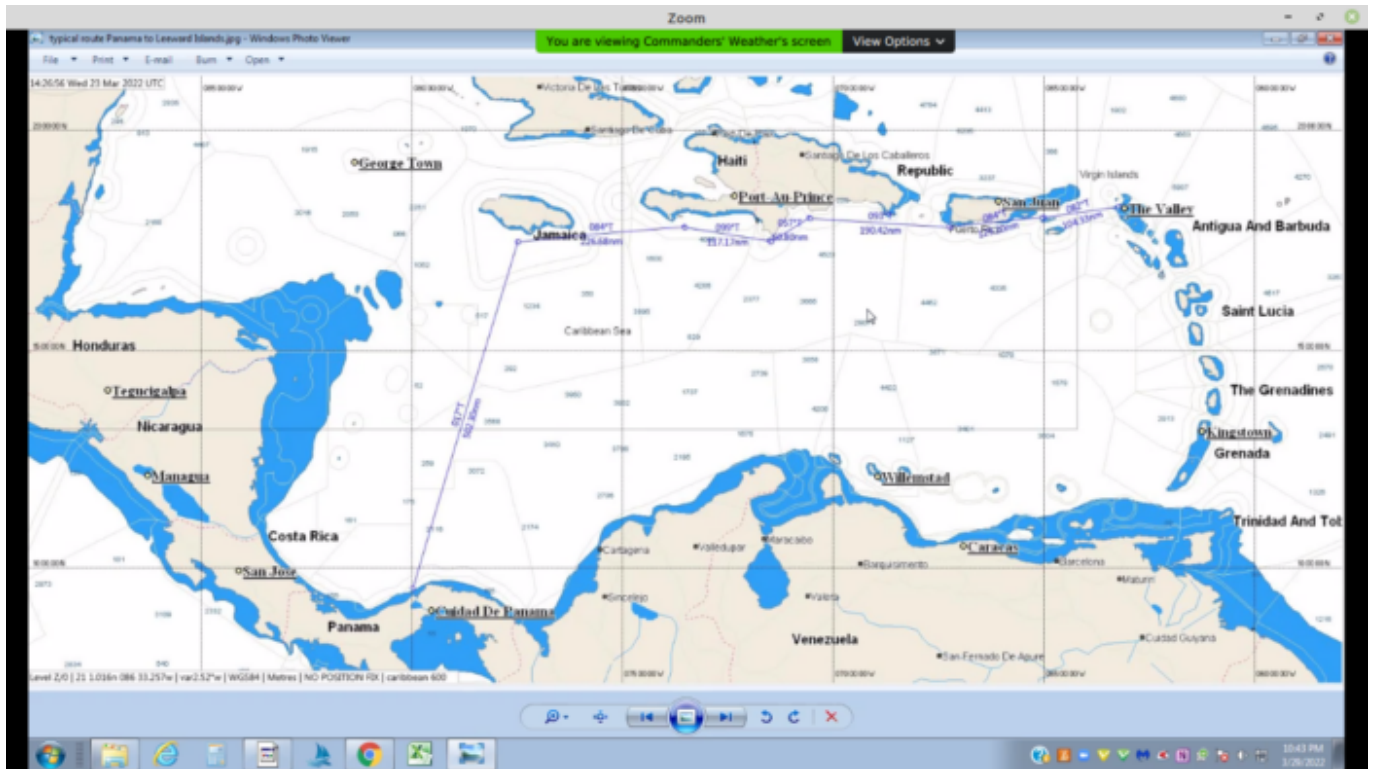
The March meeting of the Vancouver Fleet of 2022 was held by Zoom on the March 29.

Show and Tell featured the following:

- a USB-like FOB device to download OpenCPN charts onto.
- a glow powder that can be added to polyurethane to create a strip on companionway stairs to provide a visible glow, available on Amazon

We learned the details about a BCIT offering of a 1 day workshop (6 hours) course on diesel and outboard maintenance on April 10. Anyone interested can contact the Vancouver Rowing Club to see if there is room.

The program for the fleet meeting covered Weather Routing Services presented by Oliver of [Commander's Weather Corporation](#). Oliver explained the types of services they offer and how they work and showed a few examples of typical weather routings they do for their clients.



The April meeting will take place on April 26 and will cover Sail Maintenance, featuring Allison from Hasse Sails in Port Townsend and Nicole from Evolution Sails. They will both give advice about sail repair, sail maintenance and probably a bit about sail design.

Plans for [VICE 2022](#) (Vancouver Island Cruising Experience) are under way. BCA members who wish to register for VICE 2022 can sign up on the BCA website. If you are curious to learn more about VICE, have a look at [this excellent write up on VICE 2021](#) just published in Currents.

Information about this year's leavers has been received. Offshore packages are given to all BCA members who are leaving this year. If you are leaving this year and haven't sent in your information, please do it soon. The deadline to register to get your leaver package is **April 30**. All BCA members received an earlier email covering the details needed for your application.

About The Author

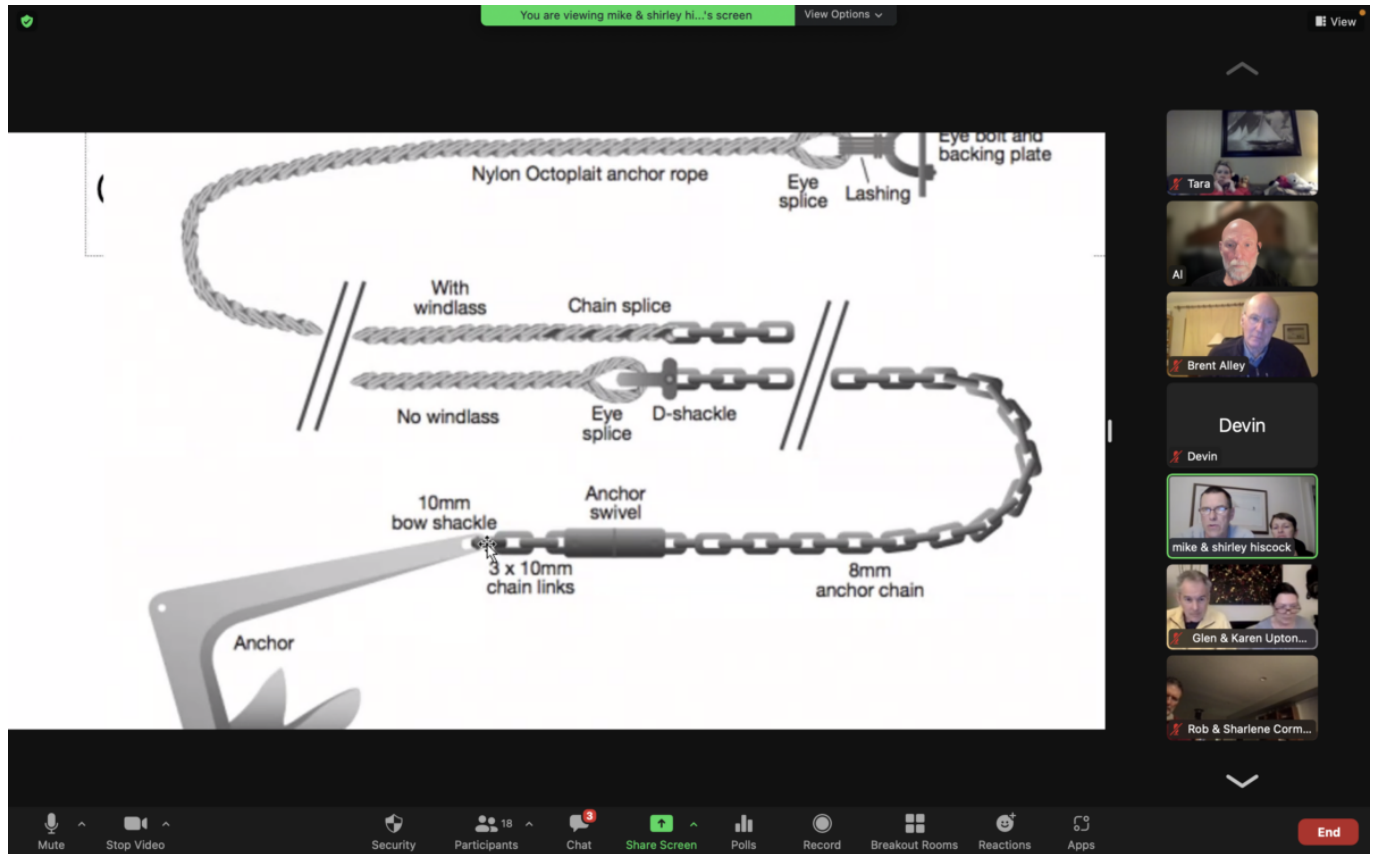
Cameron and Marianne McLean, Vancouver Fleet Coordinators

Mayknot - Seabird 37

Cam and Marianne McLean have been BCA members since 1987, cruised offshore, and have served as the Vancouver Fleet Coordinators for many years.

Vancouver Island Fleet Report - March 2022

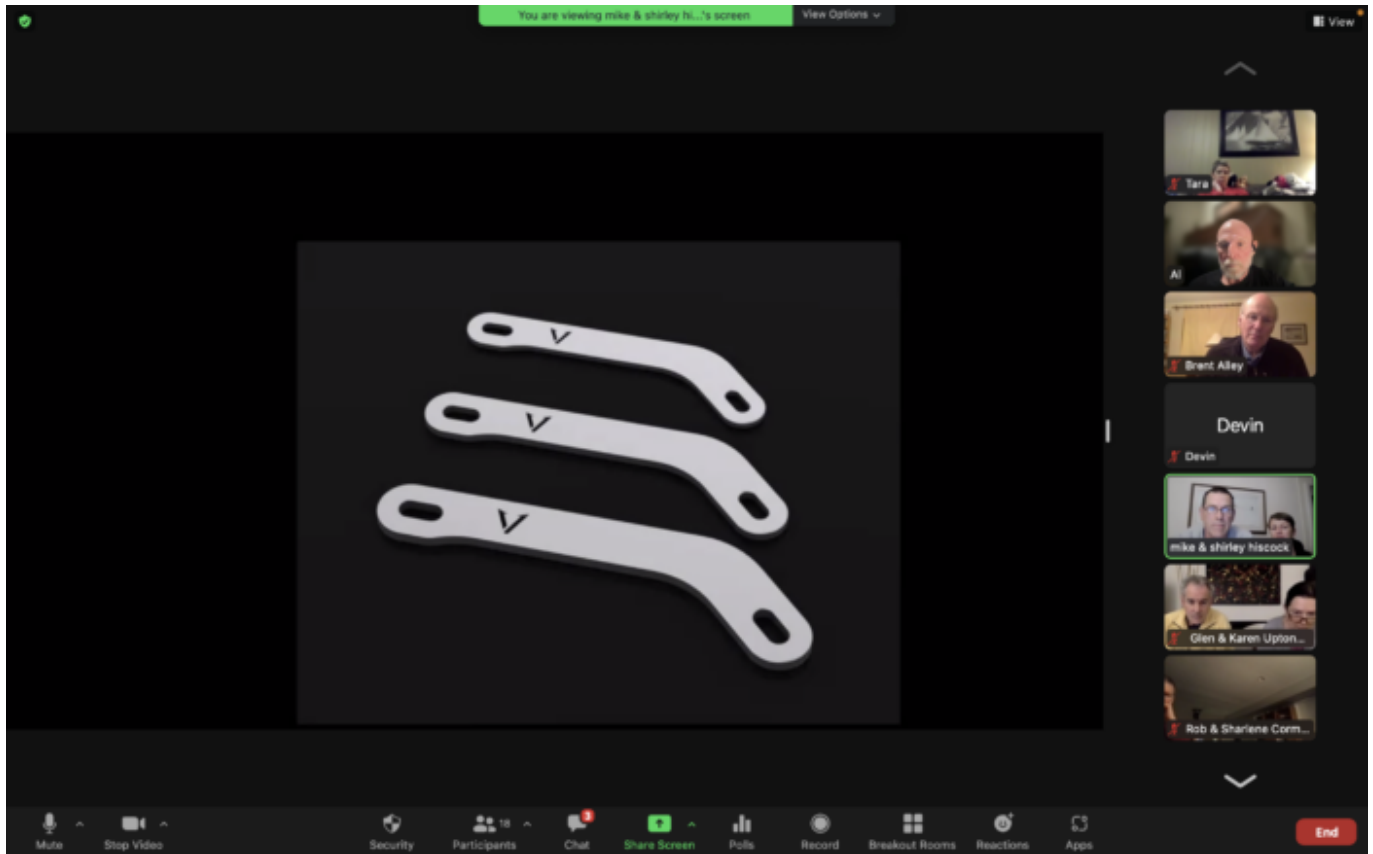
<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-march-2022/>



The V.I. Fleet welcomed another new member on Wednesday March 9 as Carl Homer was able to join our group virtually from Mid-Island. The introductory announcements covered Leaver’s packages, the BCA Fleet Map, the V.I. Fleet rendezvous, Vancouver Island Cruising Experience (VICE): the Vancouver Island circumnavigation shake-down cruise, and upcoming Education opportunities.

Mike and Shirley Hiscock enlightened the gang regarding three items they had discovered in their offshore preparations:

- an electrical line tracer for chasing down where that elusive wire goes when you can only find one end of it
- a solution to help avoid crevice corrosion due (in part) to side loading on an anchor swivel
- a “Boomerang” device to ensure your anchor aligns into your bow roller correctly



Our last Show and Tell in April will feature Marina Steele & Rob Boeckh.

Philip and Michele Cook, Brent Alley and Barbara Lyall then presented their discussion regarding Provisioning with information on water sanitation and supply, cleansing of foods, galley set-up and safety, and unwanted critter avoidance.

Prior to adjourning the meeting, we held several Zoom polls to determine the group's familiarity with Open CPN in preparation for the April meeting and held a group discussion regarding progress for the upcoming cruising season.

About The Author

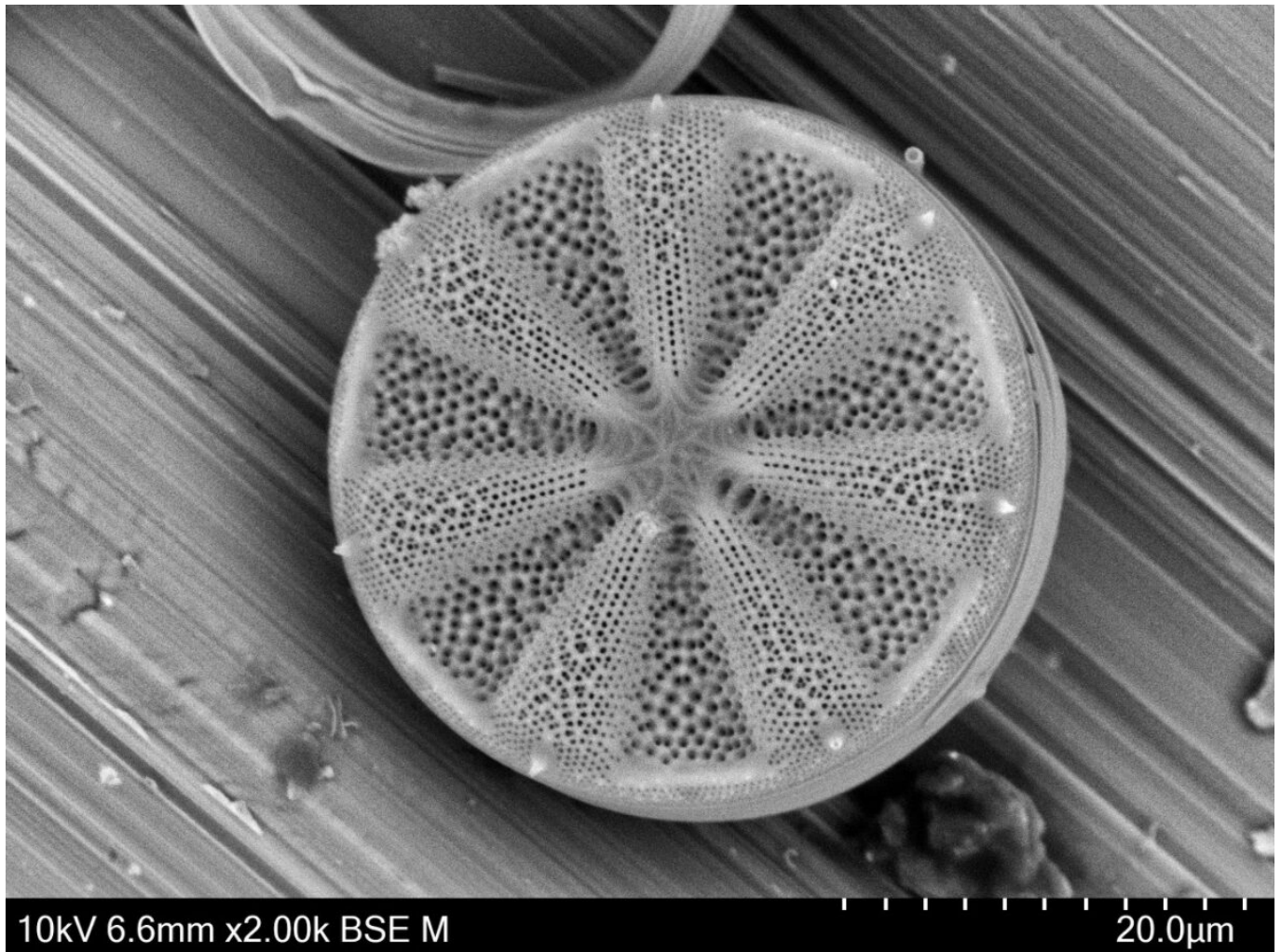
Al Kitchen - VI Fleet Coordinator

Wyndspree - Huntingford 53 Ketch

Al Kitchen has been a BCA member since 2005. Al and his wife Gaye lived aboard Wyndspree (53? ketch) from 1996 until 2007 and cruised the BC coast throughout this time. Between 2006 and the present, Al crewed on different boats with fellow Bluewater members, including voyages from Victoria, BC to San Francisco; Gladstone, Australia to Fiji; New Zealand to Victoria, B.C.; and San Jose del Cabo to Hilo, HI. Al is now co-coordinating the V.I. Fleet group with Daragh Nagle.

VI Virtual Club Night - Taking A Closer Look

<https://currents.bluewatercruising.org/events/vi-virtual-club-night-taking-a-closer-look/>



An introduction to Bottomology, the study of bottoms! Have you ever wondered what the sea floor is like when you anchor somewhere? With a GoPro and an underwater drone, footage of many of the popular anchoring places in the Salish Sea shows you where to go swimming off your boat, and where you might want to think twice.

Join Elaine Humphrey in her lab at UVic with a scanning electron microscope in real time and take a closer look at eelgrass and the microbiome that live there. Who knew that diatoms keep 50% of the world alive! She will also take a closer look at what we see as we hike any of the walks on the islands where we anchor.

Elaine trained as a marine biologist. During her PhD in Biological Oceanography, she was introduced to electron microscopy. When she can put the two together, awesome! Elaine is currently the lab manager of the Advanced Microcopy Facility at the University of Victoria.

A BCA member since 1988, Elaine has shared her love of marine biology at many VI Rendezvous,

introducing members of all ages to the wonders of marine life and bottomology.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email) and would like to attend please email Peter, [VI Speakers Watchkeeper](#), for details.



Elaine Humphrey in action at a VI Rendezvous.

About The Author

Kathryn Swangard

-

Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

Vancouver Virtual Club Night - Speaking for Giants

<https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-speaking-for-giants/>

Speaking for Giants

Presentation on Humpback Whales

and the work of the Marine Education & Research Society

Wednesday - April 6th



Photo: Moonstar trap-feeding
Jackie Hildering, MERS
Marine Mammal License MML-42

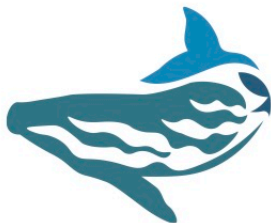


Includes essential boater information about entanglement & how to avoid collision.

Jackie Hildering of the **Marine Education & Research Society** will discuss their Humpback entanglement and feeding strategy research and how to reduce risks to whales and boaters.

Promises to be informative AND entertaining.

www.mersociety.org



MARINE EDUCATION & RESEARCH SOCIETY



On April 6th, we'll be immersed in knowledge about Humpback Whales and how the fortuitous increase

in the number of these giants off our coast is a game changer for boaters. Presenter is Jackie Hildering is a researcher with the [Marine Education and Research Society](#) (MERS). MERS is based on NE Vancouver Island with education efforts being coast-wide.

In addition to sharing research on Humpback feeding strategies and rate of entanglement, Jackie will discuss how the return of these giants from the brink of extinction makes increased boater awareness essential to reduce the risk of collision and increase knowledge of what to do if entanglement is witnessed.

As an educator, cold-water diver and underwater photographer, Jackie is known as “The Marine Detective” with on-camera experience including work with PBS, the BBC and Animal Planet. She has been referenced as the standup comic of marine conservation so this webinar should be as entertaining as it is informative.

Please note that this club night will take place one week earlier than usual, on the first Wednesday of the month, instead of the usual second Wednesday.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email) and would like to attend, please email Heather Marshall, [Vancouver Speakers Watchkeeper](#), for details.

About The Author

Heather Marshall

Mischief - Catalina 27

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

Kiteboarding while Cruising

<https://currents.bluewatercruising.org/events/vancouver-2022-kiteboarding-while-cruising/>



Could kiting and cruising be for you?

Join BCA member, David Johnston, for a discussion and a hands on look at the all the equipment for kiteboarding, safety issues and how best to incorporate this sport with your bluewater cruising lifestyle. Explore this fun sport and see if it could become part of your cruising or recreational lifestyle. David may also bring an SUP, in case some have not seen these great cruising additions.

Please note that participants will not be going in the water as this is not a “kiting teaching lesson”, so no need for water clothes.

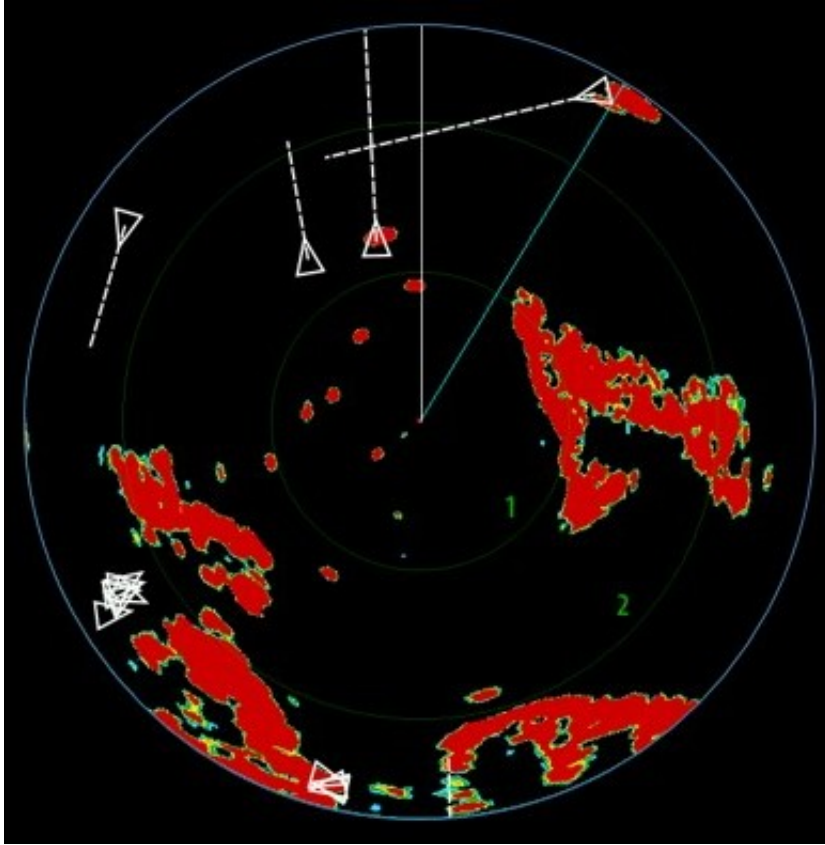
David and his wife, Carol, have been BCA members since 1978. David initially packed along a surfboard in 1983, then a windsurfer from 1983 to 2004 to enjoy over the 60,000nm they travelled. Now David wishes he had only taken kiteboarding gear for every one of those miles. Since 2004, it’s only been kiting for him.



Kiteboarding by David Johnston

Advanced Marine Radar

<https://currents.bluewatercruising.org/events/advanced-marine-radar-2/>



The Advanced Radar course is for those who have taken Basic Radar with Kevin Monahan and wish to increase their practical and technological knowledge. Please note that [Basic Radar](#) is a prerequisite for this course.

This online Zoom course, with extensive visuals and simulations, focuses on:

- Advanced collision avoidance techniques and radar plotting
- Vectors and their use in collision avoidance
- The use of ARPA (Automatic Radar Plotting Aid) for collision avoidance
- Advanced navigation techniques, especially for navigation in remote areas where electronic charts are not dependable
- The strengths and weaknesses of modern solid-state radar, Doppler radar and broadband radar

About the Instructor

Kevin Monahan is an experienced captain, retired Canadian Coast Guard officer, and author of [The Radar Book: Effective Navigation and Collision Avoidance](#).

About The Author

Kathryn Swangard

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Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

Marine Weather Routing: The How and Why of Marine Weather

<https://currents.bluewatercruising.org/events/marine-weather-routing-the-how-and-why-of-marine-weather/>



Oliver Lucia, [Commander's Weather](#) co-owner, has provided weather forecasting for marine clients from cruisers to racers. Although weather data may be easily available, this online seminar will explain the unique value a weather router provides in the analysis of that data.

Watch how Commander's helps clients understand the how and why of their unique weather situations. Learn how a weather routing service helps — the data and analysis they provide — and the kinds of decisions they rely on for an accurate understanding of weather.

About the Presenter

Oliver Lucia has over 17 years forecasting experience, including marine, public works, utilities and ski clients. He has a Bachelor of Science degree in Meteorology and has been keenly interested in weather since childhood.

This will be a Virtual Presentation, on the Zoom platform. All attendees will receive an invitation with links to the Zoom meeting and login details. If you need more information please e-mail [Vancouver Education](#) for details.

About The Author

Kit Griffin

SWAN - Pacific Seacraft 34

Christopher "Kit" Griffin is a retired adventure equipment consultant and photographer living in Vancouver, Canada. He's lived in Australia for most of his life, however his childhood was spent on Vancouver Island as his grandfather (and father) worked for Cable and Wireless until the Cable Station closed in 1959. Kit credits his family and Bamfield for a deep affection for the ocean, diving, and sailing. At the start of 2020 Kit bought SWAN, a Pacific Seacraft 34, in Tahiti which he'll be sailing back to Canada in April 2022 COVID-19 permitting. In the meantime, Kit volunteers for Bluewater Cruising Association in Vancouver Education Watch and sails a Catalina 28 locally.

Diesel Engine Course @BCIT

<https://currents.bluewatercruising.org/news/diesel-engine-course-bcit/>



The Vancouver Rowing Club's (VRC) Yachting section is offering an intensive one day course on Marine Diesel & Outboard Maintenance on **Sunday, April 10** at BCIT's Annacis Island Campus in Delta, starting at 0930h.

The workshop, taught by BCIT instructor Steve Jubb, will cover Diesel engine fundamentals, engine support systems, coolant, lubrication, fuel systems, charging and starting.

The afternoon Outboard session will include carburetor basics, lower unit info and service, impeller and carburetor basics and impeller and starter cord replacement.

Cost for this six hour course is \$99.00 (excluding tax). Course is limited to 16 participants (yes, it's in-person)!

To sign up, call the VRC Office at (604)687-3400.

About The Author

Ian Cameron

Cora Jane - Cal 39

I got the bug as a teenager learning to sail in my dad's homemade dingy. In my twenties, I crewed on a Nicholson 35 in the Asian leg of a round the world voyage. Recently, we've swapped our 1990 Cal 39 for yacht holidays in Nova Scotia, Greece, Turkey, Australia and New Zealand. My dream is to sail Corra Jane to the South Pacific.

Mid-Island Sail Training (MIST) 2022

<https://currents.bluewatercruising.org/events/mid-island-sail-training-mist-2022/>



After a pandemic-enforced hiatus of two years, Bluewater Cruising Association’s Mid-Island Group (Vancouver Island Chapter) is pleased to announce that the 2022 on-the-water Mid-Island Sail Training (MIST) event will happen in Nanaimo (Newcastle Island Marine Park) on April 29 – May 1, 2022.

MIST is dedicated to helping members become more competent, self-sufficient sailors focusing on more traditional skills by practicing in the “great water laboratory” at our doorstep, rather than by theory or reliance on the latest technology to save the day.

Event content is driven by the attendees, kick-started with a tentative agenda. The intent is to create a ‘hands on’ event that is relevant, valuable and thought-provoking, as well as fun. Participants are asked to please arrive on Friday afternoon and join in the “at the dock/on your boat” and “on the water” exercises over the course of the two days.

MIST is also a weekend of camaraderie and fun, but, due to ongoing concerns about COVID-19, will be respectful of everyone’s personal space and adhere to any BC public health orders and/or guidelines as

they apply to the event. All participants are required to be vaccinated.

Course Topics

- MOB including actually getting someone back on board
- Heaving lines – how to get a line to someone in the water, the dock or on another boat
- Towing and being towed
- Traditional navigation
- Lightening strikes – safety issues and what happens when the lights are out?
- Deck layouts, chafe, lines, blocks, etc.
- Heavy weather issues, including heaving to, drogues (setting and recovery)

The program always seems to evolve based on the interests and needs of the participants so don't be afraid to request any non-electronic training you may want.

Course and Registration Information

MIST is limited to 22 people who must be BCA members in good standing. Advance registration is mandatory – please email or phone MIST Co-ordinator [Rob Dodge](#). For additional information, including a more detailed course outline for each day, please click [here](#).

About The Author

Kathryn Swangard

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Kate and her husband Michael joined BCA in 2003 to take advantage of their offshore education courses before heading off on their 5+ year journey around the Mediterranean, Atlantic and Caribbean. Kate currently leads the Mid-Island Group within Vancouver Island Chapter, organizing club nights and education courses.

Currents Bluewater Cruising

The Bluewater Cruising Association

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