



Photo Contest Winner

Michael Terides

Wanuskewin, a CS36T, just outside of Bahia Tortugas Mexico while participating in the 28th BaHa Haha Rally from San Diego to Cabo San Lucas.

Motor was on the blink and I received an honorary mention for anchoring with a hip tied dinghy. Fun!

A low-angle photograph of a sailboat's mast and sail against a bright sun, creating a lens flare effect. The sail is white with a blue and red logo. The mast is dark and has various rigging lines. The sun is a bright white circle with rays extending outwards.

Currents

March 2023

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Destination: Ocean Falls

<https://currents.bluewatercruising.org/articles/destination-ocean-falls/>



Why go to Ocean Falls? I have a history with the place, having moved there as a small boy in 1959 and lived there until 1962. My memories are a little fuzzy, but I do have a few and I was interested in revisiting some of them.

My father went to Ocean Falls to work in the pulp and paper mill as a new recruit and was later transferred to Campbell River as a junior steam engineer. He often walked the mile from home in Anderson Valley to the mill each shift, day or night, and then walked home after the shift. Black bears and grizzly were a common enough sight that I'm sure made him uneasy sometimes. The rain was always part of life in Ocean Falls and that meant he often arrived home soaked to the bone.

My mother has fond memories of a simpler time with an easy social life with neighbours and friends. She had four kids to keep life busy and she liked her home and the little town. By the time I was six, I roamed around freely, usually with my younger brother, and would be gone for hours at a time. The rule was that we stay within hailing distance and come home before it started to get dark.

In August 2021, Cheryl and I chose Ocean Falls as our sailing destination and we gave ourselves a month to get there. She has 25 years of power boating experience and I have been a sailor for 38 years. Our boat was new to us, a 2005 Island Packet 445, purchased in April. We also had Dax along as our crew, a 10-pound Shih Tzu.



The two of us at the beginning of the trip

Heading North

We set off from Cowichan Bay on August 2 and anchored in Maple Bay that first night. On the following day, motoring and sailing brought us to Pirates Cove on DeCourcy Island, which allowed us to get through Dodd Narrows at slack current the next morning. Heading north, we ducked behind a freighter in Northumberland Channel that was loaded with BC #1 fir. An overnight slip was obtained at the Nanaimo Yacht Club reciprocal dock.

The following morning, we managed to get in a good day of sailing as we crossed Georgia Strait en route to Jedediah Island, which is tucked in behind Lasqueti Island. This place is a gem and is one of our favorite islands to hike and explore. We anchored in Deep Bay with 55' of depth and plenty of chain. There is a herd of feral sheep that has survived for many years since the old homestead was abandoned, and a small herd of mountain goats. The sheep are a common sight when wandering the trails, but we were fortunate

to encounter the goats near the shore as well.



Cheryl and Dax in the dinghy at Jedediah Island

Before heading out I try to be very diligent about checking the weather forecasts, using Predict Wind; I also check the local conditions on the Weather Network for a local flavour. The forecast for the Strait of Georgia North was for light winds from the southwest at 6 to 10 knots. We were heading towards Campbell River and we were able to sail along at 3 to 5 knots for several hours before arriving at the southern tip of Quadra Island. We motored very slowly for about an hour, waiting for the current change before entering Discovery Passage in front of Campbell River. The flow through this area is 6 knots at full ebb and even under power the entry into the Discovery Marina is a bit challenging. It's easy to be swept past as one turns broadside to the current to enter through the breakwater, so we approached at an angle and made the final turn at the last moment.

After visits with friends and family, we replenished our stores and headed north. Our 0500h departure had us motoring toward Seymour Narrows in the dark and against the flood. The current in the narrows frequently exceeds 15 knots, so was not to be taken lightly. By the time we arrived, an hour later, the sky was brightening and we were ready to pass through with the slack.

Ripple Rock

In doing so, we crossed over the famed [Ripple Rock](#), which was dynamited from below the sea bed on April 5, 1958. There had been more than a year of underground tunneling, followed by drilling blast holes up into the rock from below. These were loaded with explosives and upon detonation the rock was removed as a hazard to navigation. Even today, this event is said to be the largest non-nuclear, peace-time explosion ever and was quite a sensation. Prior to the explosion, Ripple Rock had been a major hazard to navigation, with less than three meters clearance over the rock. There had been numerous ships sunk in the narrows, resulting in the loss of more than 100 lives. Today, there are 14 meters of water over what remains of the rock.

Traveling north in the ebb flow early in the day avoids the wind-over-current condition that has made Johnston Strait so infamous. We were able to travel at speeds as high as nine knots on flat seas and ducked into Port Neville before the afternoon winds had really filled in. During the summer, these winds often blow down the strait at 15 to 20 knots and if you are caught in the Strait with an afternoon ebb tide, conditions can be horrendous.

We decided to focus on reaching our destination and so continued north, passing the Broughton Archipelago, Telegraph Cove, Alert Bay and Malcolm Island before arriving at Port McNeill. Our slip was at a mostly empty marina. COVID was keeping many BC boaters at home and the US boaters were not permitted to cruise BC waters. We spent a couple of days provisioning and exploring the town before heading out.

Our next stop was Alexander Bay on Nigei Island where we planned to sit out a blow. The bay is deep, but we were able to anchor in 60' near its head and with a 5:1 scope – we had 200' of chain and 100' of anchor rope deployed. The wind howled overhead, buffeting the boat, but we held firm and were quite comfortable. A tree near the shore blew over with a great crash and splash, startling us out of our sleep on the second night.



Rough path

through the trees at Alexander Bay on Nigei Island

We explored the shoreline with Dax sniffing along and, quite by accident, stumbled onto a paddle nailed to a tree, which marked the head of a trail. We wandered along a rough path that was occasionally marked with flotsam to keep us on track and arrived at another bay on the opposite side of the Island. It was such a lovely walk that we hiked across four times during our two-day stay.

Sea Otters

We also encountered a lone sea otter who swam around us at a distance a few times during our stay. Sea otters were nearly extinct a few years ago, but have been successfully reintroduced and now flourish on the north island coastal areas. Before the sea otter fur trade began in earnest in the 1800s the global population was estimated in excess of 150,000, but by the time an international treaty was signed in 1911 to protect them, there were only 2000 remaining, primarily in Alaska. A program to reintroduce sea otters on the BC north coast began in 1969 and an original group of 89 were released. At first, there were concerns as the initial population dropped, but now there are more than 7000 individuals. Males often travel alone, but the females follow and a lone male has been established as far south as Race Rocks off Victoria.

I am very diligent about drawing a detailed course on our electronic chart plotter. I admit that I do not bother to do this around the southern Gulf Islands since I've memorized almost every hazard, but in any passage making, I never fail. I mark a waypoint near every hazard, even if we are passing on a straight course. That way, I know to look out for the hazard and if my crew is on watch, she also knows that when we are approaching a waypoint, there is a nearby hazard to avoid. The course is really a reference line and we do not follow it exactly, particularly when we're under sail. I also detail the entrance into our next anchorage to within a few feet. I find that entering an unfamiliar bay is stressful enough without the additional pressure to navigate on the fly.

Queen Charlotte Strait

Queen Charlotte Strait is a notorious stretch of water to cross and it did not disappoint. We set out from Alexander Bay early to make the 40-mile crossing in placid conditions, heading north towards Fury Cove, located at the south end of Fitzhugh Sound. It was a beautiful sunny day and there were a lot of seabirds of all kinds in the air and on the water. We also encountered humpback whales working their way south early in the passage. In the afternoon, a breeze set in from the north and increased to 15 knots on the nose. Still later, the current switched to an outflow. Although not strong, the wind over current in open water made for very uncomfortable conditions and we were very happy to complete the seven-hour crossing.

We followed our charted course through the narrow twisting channels to arrive in Fury Cove. There is a small provincial park on part of the Cove, with a cabin and a small trail around the peninsula. There was a midden and a sandy isthmus that allowed views to Queen Charlotte Strait beyond. We found it funny that we were the only boat around, but Parks had signs posted along the beach indicating the area was closed due to COVID.

Kwakume Inlet

In the morning, we headed north through Fitzhugh Sound towards a new destination called Kwakume Inlet. The entrance is hard to spot and is very narrow, with a fair current flowing through it. As we worked our way into a small bay at the head, we found anchorage with a couple of other boats. The residents of Ocean Falls had discovered this delightful jewel of a place many years before and developed a trail up a steep grade and into a lake. There was a beautiful fresh water beach, with silky soft sand and a quarter of a mile long. The water was lovely and good for swimming.



Entering

Kwakume Inlet before Ocean Falls

We enjoyed this spot for a couple of nights and in the morning before leaving, I took Dax for a last walk up to the lake. There, we discovered several wolf tracks in the sand along the shore. We were definitely in wild country.

We headed out to make the short passage to Ocean Falls. Conditions were good, although there was a bit of misty rain limiting visibility. As we turned northwest and entered Fisher Channel, we passed the *Northwest Expedition*, BC Ferries' replacement vessel for the *Queen of the North*. We turned north into Cousins Inlet and headed up the last few miles to Ocean Falls.

Ocean Falls

[Ocean Falls](#) started with the purchase of a square mile of land at the head of Cousins Inlet in 1906. The hydro dam was completed to create Link Lake in 1912 and the mill started producing pulp and paper. Homes were built in the town site for a population of 250 and by 1950 the population had increased to 3500, including those residing in Martin Valley. In the early 70s, the Crown Zellerbach Company concluded the old mill was past its prime and not worth the cost to retool. However, the provincial government of the day decided to buy the mill for \$1.0 million in 1973 to save jobs by continuing

operations, but after losing money every year until 1980, the mill was finally closed for good. By 1990 only 70 permanent residents remained.

Most of the buildings in the old town have decayed and many were bulldozed. The old hotel and a large apartment building remain as concrete hulks against the skyline. A few commercial buildings are still in use, along with some of the industrial buildings and a few homes. When we walked through the town, we saw several buildings collapsing inwards as the decay took over.

Some 30 years ago a fisherman from Kodiak, Alaska, named Herb Carpenter showed up in Ocean Falls with his three trawlers, looking for a place to settle. He thought the little town still had potential and he stayed. He sold his boats and leased the old shops building. He stripped out the workings, clearing the way for a small boat storage business for the seasonal residents. His wife ran a little gift and novelty shop in the corner and he allowed 'Nearly Normal Norm', as he was called, to run a very eclectic museum on the second floor. The boat docks were in desperate disrepair, so he applied for a federal government infrastructure grant and was able to oversee a complete rebuild.

The docks are now in good condition with water, power, and room for six to eight cruising boats in addition to the recreational fishing boats. The old bank in the middle of town has been converted to a home with rooms for rent on the second floor. The owner also runs an ice cream shack and laundry service, and we took advantage of both. There is a small post office open part-time, but the stores are all gone. The locals have arranged to have an old van loaded with supplies put onto the ferry each week in Bella Coola. These are unloaded and the van is sent back for the next week's run. An open barge also comes in once every week or so to deliver additional supplies.

When we arrived, there were five other cruising boats and plenty of hands for the lines. We invited a couple of the neighbours to come by for apples and drinks. One couple had been coming to the north coast every year for the past 20 years and Ocean Falls was a favorite stop. The other couple had crossed from Haida Gwaii and were working their way back south to their base in Squamish. We traded tales and had a few drinks with a promise to share a dinner the following evening.

The following day no one left the dock. The wind was howling and rain and fog prevented any visibility. Later in the afternoon, we were able to walk the mile to Anderson Valley, where the majority of the homes are still in use. Some had full time residents and others had been purchased as cabins for fishing and hunting in season. If the homes are not heated for even one season the moisture seeps into the structure, whereupon mold and rot take over, and the building is soon uninhabitable. We found my childhood home, which I knew had been lived in only five years earlier. It had been sold and someone had started to make improvements but, the story goes, that one of the workers left a door open and a bear came in, apparently attracted by lunch scraps. The place was abandoned and was sadly beyond hope.

The next morning, we hiked the trail up to the lake and the old dam and wandered around what remained of the town. We happened upon Herb at the old warehouse and had a visit; he explained that he was in town for his last time and making final arrangements for the sale of his boat storage business.



The old dam in Ocean Falls

We also met 'Bear' on the dock, a local man who guided tourists who came to fish salmon or the big rainbow trout from the lake. He was just back from a successful lake trip.

The dam was built to run the generators that powered the saw mill and paper mill, and it is still in place with two of the generators continuing to make power. A bitcoin operation was attracted by the power supply and moved into one of the old buildings. Also, a huge tank farm was built as a fish hatchery for raising the small salmon to go to fish farms. With the additional workers, the town has grown from a low of 28 to now having 51 full time residents.

Ocean Falls is no tourist mecca but it was a very interesting place nonetheless. We enjoyed it and I picture us stopping again another season.

The Return Trip

From Ocean Falls, we headed down Gunboat Passage, a narrow twisting waterway, to Shearwater, one of the few places on the north coast that has good supplies, fuel and water. There, we replenished our food and alcohol, washed our sheets and towels, and visited the chandlery. We were also able to go for a long hike up over the hills on old logging roads. We enjoyed an evening dinner out at the local pub before

leaving.

In the early morning we headed south along Lama Passage in heavy fog. There is always the concern that we might run into the ever present logs or even whole trees floating in the fog. We didn't see much of anything, but as the fog lifted, we came upon a deer swimming across the channel. An unusual sight to be sure, but not unheard of. We also saw many bald eagles perched in the trees near the points, looking for a dining opportunity. Sightings of humpback whales and Orcas are very common in this area. Seals were seen everywhere, but sea otters were a special treat.



Beach with an island at Calvert Island

Our next stop was the Hakai Institute on Calvert Island. This is a research facility that was established in 2009 with the purchase of the Hakai Beach Resort, primarily a fishing resort. Their purpose was to facilitate scientific research in the area to guide environmental stewardship. Researchers, often senior university students, are able to live in the facility and manage various field research projects.

The bay in front of the Hakai Institute is well protected and is a good anchorage. The Institute has several well-maintained trails leading off to five separate, spectacular beaches as well as a trail up through the trees to the barren hill tops. Visitors are welcome, but there are no services available. It is an amazing place to explore and we thoroughly recommend this stop.



The wooden trail bridge courtesy of the Hakai Institute on Calvert Island

The wooden

From Calvert Island we traveled south along the mainland coast. The fog was thick and we saw only glimpses of the shoreline. We had to avoid a commercial fishing vessel as it emerged from the fog quite suddenly, close on the bow. Along this stretch of coast there are numerous opportunities to duck into safe anchorages for the night or to wait out weather. We stopped for the evening at Blunden Harbour, behind Robinson Island, and upon reflection, we decided that we will travel along the east shore of Queen Charlotte Sound in future trips to the North Coast, avoiding the open crossing.

Broughton Archipelago

The following day we sailed south to Wells Passage and entered the Broughton Archipelago under sail. Once in the channel, we dropped sail and motored north to Mackenzie Sound. We entered some narrow channels leading onto a remote anchorage called Turnbull Cove. This was a very beautiful place, but quite remote so we were surprised to find three other vessels already anchored there. The bay is very deep, making anchoring near the trees and backing into a shore tie the best choice. We stayed two nights and discovered a trail up a steep grade, which led to a beautiful lake with a rough dock. We ended up hiking the mile long trail a couple of times to enjoy the wild beauty of the place.



The rough dock on the lake above Turnbull Cove

Motoring back through the channels, we entered Penphrase Passage on our way to Laura Cove – a tiny anchorage that found us all alone. This spot was a great place and was tucked around a peninsula just a few feet away from Penphrase Passage, but it felt very remote. We used the Dreamspeaker cruising guide, *The Broughtons: And Vancouver Island–Kelsey Bay to Port Hardy*, to research our destinations in this area and the location sounded intriguing. We anchored and tied to a tree on shore as recommended, but the following morning we were a little taken aback to look over the stern and find the bottom only a foot or so under the rudder with the bow still in deep water at low tide.

In the morning we moved the short distance to Echo Bay Marina which had been a popular stop before the COVID pandemic. The local First Nations purchased it during COVID. The resort and marina were pretty quiet, as all of them were, and the restaurant was not operating. The fuel docks and store were open, but there was no potable water. We did our laundry and visited a few fellow boaters during our brief stay.

From Echo Bay, we walked a half hour over a rough trail that arrived at Billy Proctor's Museum. Billy is a Broughton character who has lived in the area for many years and has a lot of stories to tell. His museum is filled with relics from the old fishing and logging days. More recently, he has built a replica

cedar loggers' hut in the form that was used by hand loggers in the day. He has co-authored several books about the fishing and logging industries, which are available to purchase in a little gift shop beside the museum.

Quest for Water

From Echo Bay we travelled southeast through Retreat Passage, crossing Knight Inlet to a small bay south of Leone Island. In the morning, we decided to head north to Port McNeill to re-provision and fill our water tanks. Unbeknown to us, there was a water advisory in Port McNeill because of flooding in the reservoir, which contaminated the drinking water. So, we were not able to take water, but were able to re-provision, do more laundry and visit several shops. We also took the opportunity to take an hour and a half walk along the waterfront and a beautiful trail through the forest that wandered near the shore. We enjoyed a nice dinner at the local pub in the evening.

Before leaving, we stocked up on bottled water and put buckets of water beside our electric heads for flushing, just in case we ran our tank dry.

Just as we arrived in Port McNeill, the Canadian Government lifted COVID restrictions to allow American boaters to visit Canada. The following day, US boats began to arrive and a day later the docks were all full. In talking to one of the captains, we learned that he had been waiting in Friday Harbour and headed north for a non-stop passage the moment the news was officially announced.

We did some asking around and discovered that Alert Bay on Cormorant Island had potable water and they confirmed they would allow us to fill our tank. As we arrived at the Bay, we radioed the marina manager and were told there were no open slips, but we were invited to tie at the float plane docks as long as we kept an eye out for incoming flights. It was a bit unsettling but all went well.

Continuing Homeward

From Alert Bay, we started our passage south on Johnstone Strait. We did a long day, with a delayed start getting water, and were quite late arriving at Helmcken Island, east of Kelsey Bay. We were starting to lose the light as we arrived and found that things had changed since my earlier visits. The shores were well marked with warning signs indicating this was private property, was video monitored, and there was no access. We checked a couple of possible anchorages and settled on Billy Goat Bay. The Bay is tiny and already had five boats at anchor, so we found ourselves dropping the hook among the bull kelp as full darkness engulfed us.

We had a crew member who had been on board for a solid 14 hours and was pretty anxious to visit a beach. I lowered the dinghy and we set off in complete blackness to a small islet that we had passed which appeared to have a beach to land on. As we approached, I heard the bellow of protest from a female sea lion who was lounging just above the water's edge, unseen in the darkness. Apparently, she was the parent of a young sea lion I noticed as I rowed close to a rocky outcrop. I quickly made new plans to land on another islet across the channel. The landing spot had angular boulders up to the tree line, but it had to do. Dax hopped out on his own, scurried up to the tree line and was back in the dinghy before I had a chance to secure us. On the row back to the boat, I could hear the female sea lion bellowing and fin-

slapping a warning on the water in the darkness. Also, there was a bull sea lion not far away, who was bellowing his thoughts. Dax and I were very happy to clamber back aboard.

We left Billy Goat Bay at 0530h, with just enough light to work our way out of the narrow channel and into Johnstone Strait, to catch a favorable current which would carry us all the way to Seymour Narrows. We enjoyed a beautiful morning and arrived ahead of schedule, so we stopped at Plumper Bay to wait for the slack. We also needed a place to get Dax off the boat to do dog things. When the slack came, we passed through the narrows without incident and motored against the building current to Discovery Marina in Campbell River.

The Broughtons and the North Coast were behind us. It had been a wonderful trip, with plenty of adventure and discovery. There was an abundance of fond memories and we had seen some incredible country. Both of us felt that this was a trip we would like to do again.

About The Author

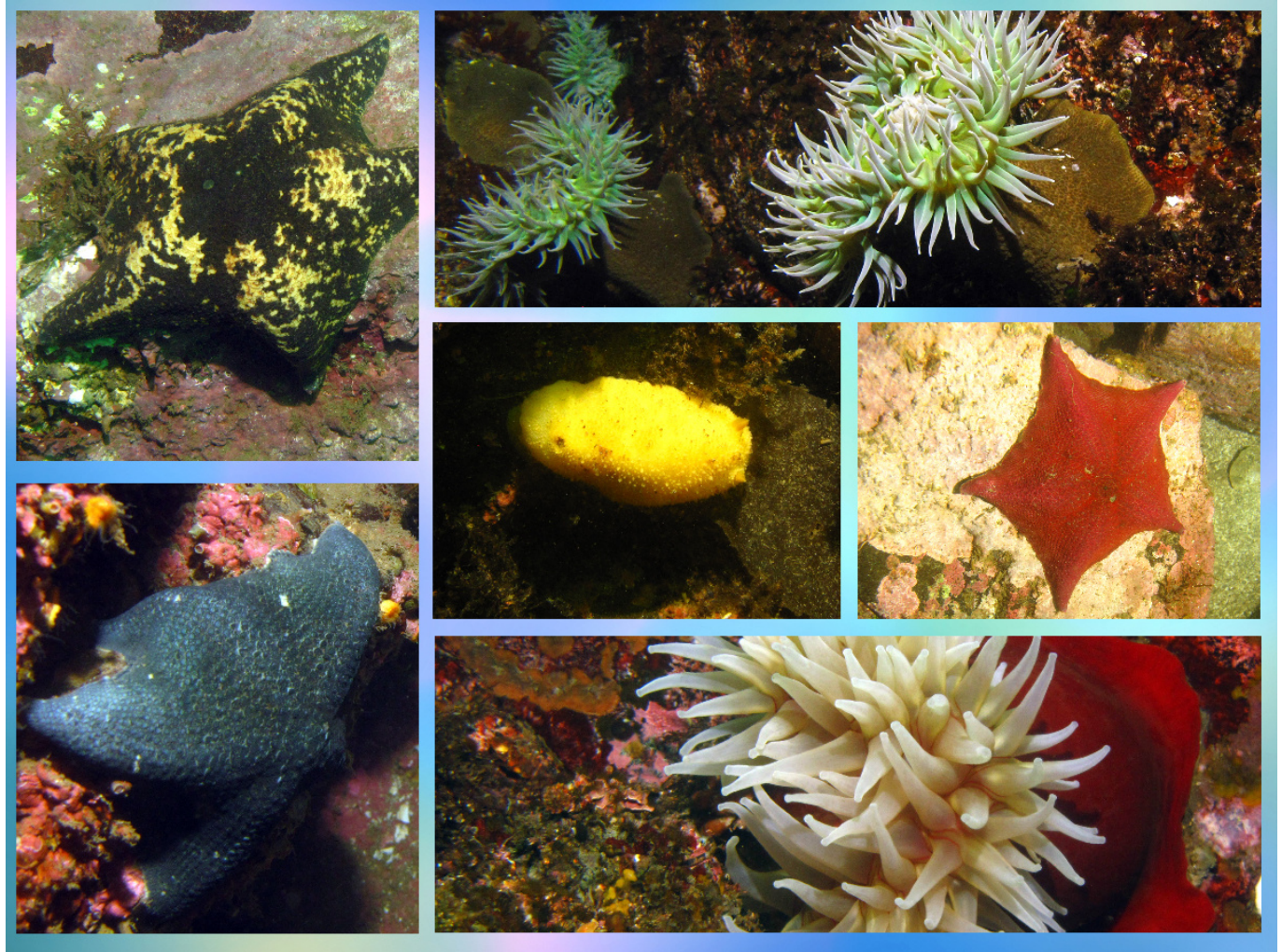
Glen Wilson

Indigo Wave - Island Packet 445

Glen Wilson has been a sailor for forty years. He has sailed the Pacific Northwest extensively and in 2020, completed a world circumnavigation. He has been a member of BCA since 2004 and has served as Vice Commodore for the Vancouver Island Chapter. .

The Joy of the Wilderness

<https://currents.bluewatercruising.org/articles/the-joy-of-the-wilderness/>



Leaving our dock after New Year's has become a habit and in January-February we've headed out on the Strait of Juan de Fuca for Canada's Pacific Rim National Park. With Washington State on our port-side, we pass Sheringham Point and Port Renfrew to starboard – finally leaving the ameliorating influence of Washington behind and braving the open Pacific and the enormous winter waves. These serve to remind us of how the wonderfully exciting offshore days also carried awful seasickness. Even so, being out here is a reward in itself.

We are not the only people who love the Pacific Rim. This area has become a favoured Wilderness Playground in the summer months. In fact, over 7500 people tackle the rigorous West Coast Trail (a 75-85 km walk from Port Renfrew to Bamfield) every year between May 1 and September 30. It is sited as #1 of Top 10 Hikes in the world by Besthike.com. The presence of old growth forest and spectacular scenery draws folks despite the chance of miserable weather. The beautiful scenery brings folks to the trail even though 80-100 people are seriously injured every year, and even overrides the possibility of meeting up with bears and cougars. For such an amazing destination, the inexpensive cost of of less than CAD \$400 (fees and services) seems improbable in our busy and expensive world.

We on *Traversay III* are even luckier than these wilderness campers. Owning a boat and only paying for food and fuel, we luxuriate on *Traversay III* instead of enduring a wet tent and a crowded campground.

We've passed the West Coast Trail (WCT) many times but have never stopped, or even been tempted. On our outbound trip we leave the WCT a long way to starboard, pass the lonely Cape Beale lighthouse and head into Barkley Sound to anchor in Effingham Bay. We've had to navigate in total darkness for the last 2 hours. This always arouses some anxiety on my part, but in 30 years of sailing with Larry, we have often headed into lonely anchorages in the dark. The reward for this passing nervous discomfort comes next morning when you wake to find that you are in a lonely anchorage in fantastic surroundings. In winter, even the Park Rangers are not in evidence. We're alone for the entire time.



Traversay III in Effingham Bay

Our first trips to Barkley Sound were a result of taking Dr. Andy Lamb's Marine Identification Courses in the 1990s. He organized all-inclusive dive tours to the area. That is when we became comfortable with getting into the cold water, taking a camera down and photographing the amazing underwater creatures. These days we don't see as many rockfish as shown in our dive log of 1992. We ourselves are innocent of fishing (except in our freezer) but it seems fish and even crabs are victims of overfishing.



Anemones and bat sea stars

Even without fish to photograph, Larry can still take beautiful photos of bat stars and anemones. The old camera got ‘flooded’ on our last scuba dive. Larry’s busy fixing it by writing computer code to get our spare camera to communicate with the flash.

Hopefully, the accompanying images will not be the final photos in our dive portfolio. We come here because some of the animals we see are only present at this extreme coastline.

About The Author

Mary Anne Unrau

Traversay III - Waterline 43', Cutter-rigged steel hull

Mary Anne has sailed 114,800 miles. Together with her husband Laurence, Mary Anne has crossed every meridian and reached latitudes from 65 S on the Antarctic Peninsula to 80 N at the northwest tip of Spitsbergen. Ports of Call have included such diverse spots as Pitcairn, South Georgia, Hamburg, Darwin and the Northwest Passage with lots of places between.

In 2013 Mary Anne and Laurence sailed from St. Katharines Marina, London in late March and voyaged

to Victoria, British Columbia in October via south English ports, the Irish Sea, the Hebrides, Iceland, Greenland, the Northwest Passage and Alaska.

Their most recent voyage started and ended from with a departure from the Causeway Marina, Victoria in mid-April 2014 in a North Pacific circuit with stops in Mexico, Hawaii, King Cove Alaska and a return to Victoria heading south from a Canadian landfall in Prince Rupert.

Small Boat Storage in Tadoussac

<https://currents.bluewatercruising.org/articles/small-boat-storage-in-tadoussac/>



In the summer of 2011, we travelled up the St. Lawrence in our sailboat, *Traversay III*. On our way to Quebec City, we were welcomed into the marina at Tadoussac in the Saguenay Fjord. It was early in the season and the docks had just been secured.

We spent a few days there, seeing the sights and going to the Whale Museum to hear about the efforts to conserve Saguenay's whale population. The beautiful hotel offers delightful meals in which you're surrounded by colourful wall murals showing the life of the early settlers and their native companions.



Tadoussac Hotel and dinning room mural.

The first trading centre (later consolidated with the Hudson's Bay Company) is still intact. Visitors can view the pelts and trading articles on exhibit. Interesting bilingual videos describe the life of pioneer Samuel De Champlain, early Quebec politics, the fur traders and early commerce.



Trading center building.

In September 2022 we returned by vehicle and I spent an interesting half hour talking to the marina employees. We were able to confirm the story we had heard about winter boat storage. What follows is a fascinating tale.

Everyone familiar with small boats knows the process in their area for removing those boats from the water for inspection and maintenance. Those acquainted with cold eastern Canadian winters know that this procedure, along with serious winterizing, must be done every autumn in those parts of the country; the steps must then be undone in the spring.

Tadoussac, Quebec however has a new twist on this process.

Every boat in this picturesque marina must either leave or come out of the water at precisely 1622h on October 11. At low tide, boaters must be careful to mind that shoal at the left! But no problem – 1622h is high tide.

Here's what happens:

- A few days before October 11, the parking lot (in the photo below) beside the whale museum is

closed to cars and that electronic parking meter is removed. Those boat cradles massed behind the cars are arranged about the parking lot with room for boats to maneuver between them (if there were water).



Museum parking lot in Summer.

- The secret to this parking lot is that it is below the high tide mark and is only dry because of the gates in one corner that keep it so.



Gate at the edge of the parking lot holding back the high water.

- At low tide (1000h) on October 11, the day with the highest tides, the gates are opened and, as the day progresses, the basin slowly fills with water.
- An hour or so before high tide at 1622h, the boats all make their way in a defined order around the corner from the marina and through the gates. Each finds its way to its cradle and ties off to await the falling tide during which it is carefully tended to settle into its cradle just so. The gates are then closed at the next low tide and stay closed until springtime when everyone floats back out for the next summer.

About The Author

Larry Roberts

Traversay III - Waterline 43', Cutter-rigged steel hull

Over the years, Larry has sailed 139,500 miles. Together with his wife Mary Anne, Larry has crossed every meridian and reached latitudes from 65 S on the Antarctic Peninsula to 80 N at the northwest tip of Spitsbergen. Ports of Call have included such diverse spots as Pitcairn, South Georgia, Hamburg, Darwin and the Northwest Passage with lots of places between.

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La Paz: Reflecting on Changes

<https://currents.bluewatercruising.org/articles/la-paz-reflecting-on-changes/>



We first arrived in La Paz on our Beneteau Idylle *Marathon* in late 2009. The town and the very large anchorage off El Magote sand barrier peninsula (referred to as the Magote by cruisers), were quiet and peaceful. Finding a spot in a marina was easy and anchorages in the nearby islands were uncrowded and scenically spectacular. We kept our boat there for almost ten years before leaving for the South Pacific in early 2019.

Cruisers often get stuck in La Paz and we understand why. Those who have been there for a long time also speak of the “La Paz bungee cord”, which brings cruisers back to La Paz after they have sailed away for short or long periods of time. We met many of those people, including other Canadians, who had either circumnavigated or sailed to New Zealand, and who, when thinking about where they should move their boat at the conclusion of their long-distance long-term cruising, chose La Paz.

La Paz offers the tranquility of a medium-sized Mexican town with modest prices, great food, very nice friendly people, and access to everything that a cruiser might need. This includes marinas, boat yards with haul out and storage facilities, chandleries, marine technicians, mechanics and convenient access to the

amazing cruising available in the Sea of Cortez. Getting to La Paz by air is easy because of its proximity to the airport in San Jose del Cabo. The latter serves Cabo San Lucas, a mega-tourist resort that generates a huge number of flight options from nearly anywhere in North America. Several flights per day from Vancouver are possible, including non-stop options via WestJet and Air Canada. But La Paz was a peaceful haven compared to Cabo San Lucas, which most boaters refer to as “a zoo”.

In 2009, tourism in La Paz was primarily domestic and focused on the marine environment. In Cabo, jet ski and quad bike tours exemplified the motorized focus of tourism in both land and sea environments. In La Paz, swimming with the whale sharks was a big draw, along with SCUBA diving and snorkeling – both are quieter and less impactful activities. The nighttime draw in Cabo was very loud bars, including those that surrounded the marina, while in La Paz, quiet dining on the Malecon or nearby was popular.



Malecon in La Paz

The bungee cord brought us back to La Paz in 2022 and we were surprised by the changes that we saw in the town and on the water. Tourism remains mostly domestic, but volume has increased significantly. The Malecon is now lined with bars, and the one or two tour boats for snorkeling, or swimming with sea lions or whale sharks, are now a steady stream of pangas going out to the islands for much of the day and every day. The marinas are chockablock full and it is nearly impossible to secure long term moorage or even short-term transient moorage. The Magote is a very large anchorage located close to the downtown core

of La Paz but with some tricky currents and sandbars; it is now jammed with an incredible number of anchored boats.



Anchorage El Magote in La Paz

Worse yet, nearby anchorages in the islands fill up on weekends with mega yachts, each of which exercises their mega sound system until the early morning hours. Around noon the jet skis are deployed and compete with the sound systems that apparently need to be turned up so that everyone can hear the music.

So what happened to La Paz? Perhaps several things. Tourism continues to grow everywhere, and the number of people keen to experience an alternative to the industrial-scale tourism in Cabo San Lucas are choosing La Paz instead. The number of international tourists enjoying La Paz has increased significantly, as has the amount of domestic tourists. Higher numbers bring increased diversity of interests – the quantity of bars and restaurants catering to diverse interests has expanded with the number of tourists.

Costs have also increased. Land-based accommodation costs have skyrocketed as has the price of a marina slip. We are paying three times what we paid for our slip in 2009 and about double what we were paying in that marina in 2019 when we left for the South Pacific. The cost now is about three times what we would pay for a 40' slip in the Vancouver Rowing Club.

Some of the marinas are full of charter boats that were moved to Mexico when the Caribbean shut down to charter boating during the Pandemic. Catamarans are apparently the big draw in the charter fleet and each of them takes up two slips. We are in Marina Costa Baja, an excellent marina, where in the past there was a small cruising community of boats that is now reduced to a handful. The space has been taken up by charter boats – particularly cats, day-trip adventure boats supporting marine tourism, and a large fleet of sport fishers. These clients seem to be preferred to cruisers because they don't ask for much. We were told we had to leave at the end of our initial 6-month contract that we signed in March of 2022. We were super lucky that the excellent manager of the marina did some juggling and found us a new spot, jammed into a slip next to a large and very beamy sport fisher – and the 10% discount for a 6-month moorage contract is no longer available because the waiting list to get into the marina is so long.

Lastly, the number of digital nomads living on boats has increased, along with young families who have discovered that living on a boat in Mexico is wonderful. Some are able to work from their boat and others are on a kind of sabbatical from the daily grind back home. We met a young couple from the Vancouver area, expecting their first child, who had arranged for a mid-wife to visit their boat at anchor when the time came. All went well.

The Sea of Cortez in and around La Paz remains as beautiful and enjoyable as ever. Nearby anchorages during the week are great and the essence of La Paz remains wonderful – but the bungee cord may no longer be fully operational.

About The Author

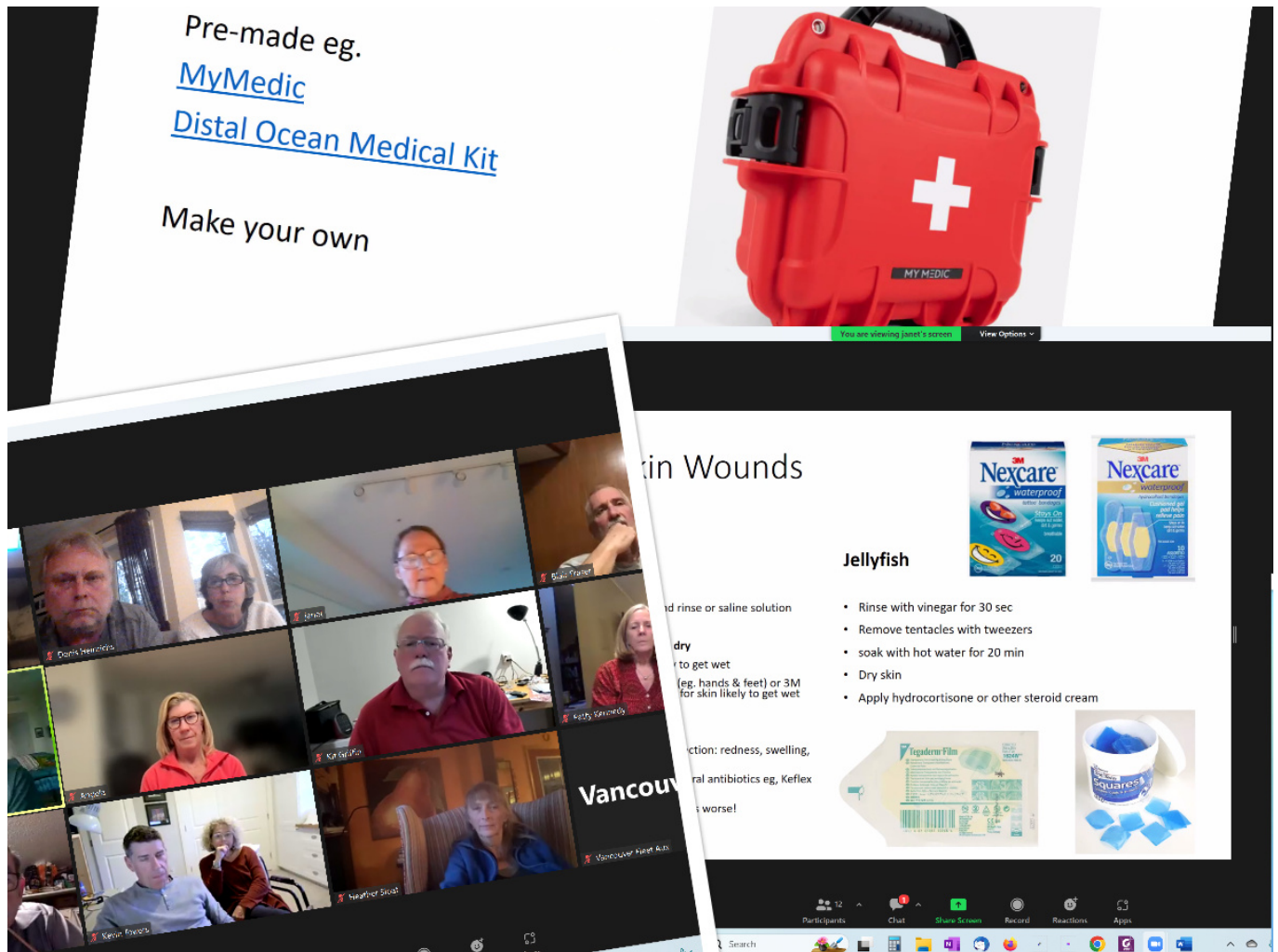
Nello and Sheridan Angerilli

Marathon - Beneteau Idylle 1150

Nello and Sheridan Angerilli of Marathon, crossed from Mexico to French Polynesia in March-April, 2019. They are very grateful for what they learned through being members of BCA. They are waiting in Vancouver to return to Papeete in order to continue sailing east, hopefully this year.

Vancouver Fleet Report - March 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-march-2023/>



The March meeting of the Vancouver Fleet of 2023 was a Zoom meeting at 1930h on Tuesday, March 28, featuring Dr. Janet McKeown on Medical First Aid Offshore. As usual, the virtual meeting opened at 1900h to give Fleet members some time for informal chat.

New BCA members Blair and Sharon Frazer introduced themselves. They live aboard a Kelly Peterson 44 at Shelter Island Marina.

Show and Tell

Mark Jeffrey gave us the email address of a local machinist and showed us his new boat-sized guitar. Patty Kennedy showed her pulse and oxygen reading device for her medical kit. Patty also got her Ham radio license. Kit Griffin talked about [Evolution Sails](#) and having his sails cleaned. Denis Heinrichs and Rosario Passos showed the group their offshore medical kit, which they got last year for free from another BCA member. A few items need to be refreshed, but it is a very complete kit to handle offshore medical

emergencies.

Dr. Janet McKeown went over some of the kinds of medical emergencies that can happen while sailing offshore, and reviewed the items that should be in a medical kit to be able to respond to those emergencies. While some of these medical issues can be quite simple, such as small cuts, abrasions and bruises, some more complex situations might arise. It is good to have a medical kit prepared to respond to more serious injuries, such as sprains, fractures and lacerations. She also shared a list of recommended medical supplies, including prescription medications, that should be part of an offshore medical kit.



Up to the present, the Vancouver Fleet meetings have been hosted in Zoom only, rather than being hosted in a hybrid format, such as the meetings being held by the Vancouver Chapter. The number of Vancouver Fleet members wishing to attend in person has been insufficient to warrant a hybrid meeting.

It is hoped that events such as the Solstice potluck meeting held on December 18, 2022 and the upcoming June barbecue that will be held at Spruce Harbour Marina on June 27, in addition to the extra Zoom time before and after meetings, enable adequate interaction between Fleet members.

The next meeting of the Vancouver fleet will be on April 25. The program is yet to be determined.

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.

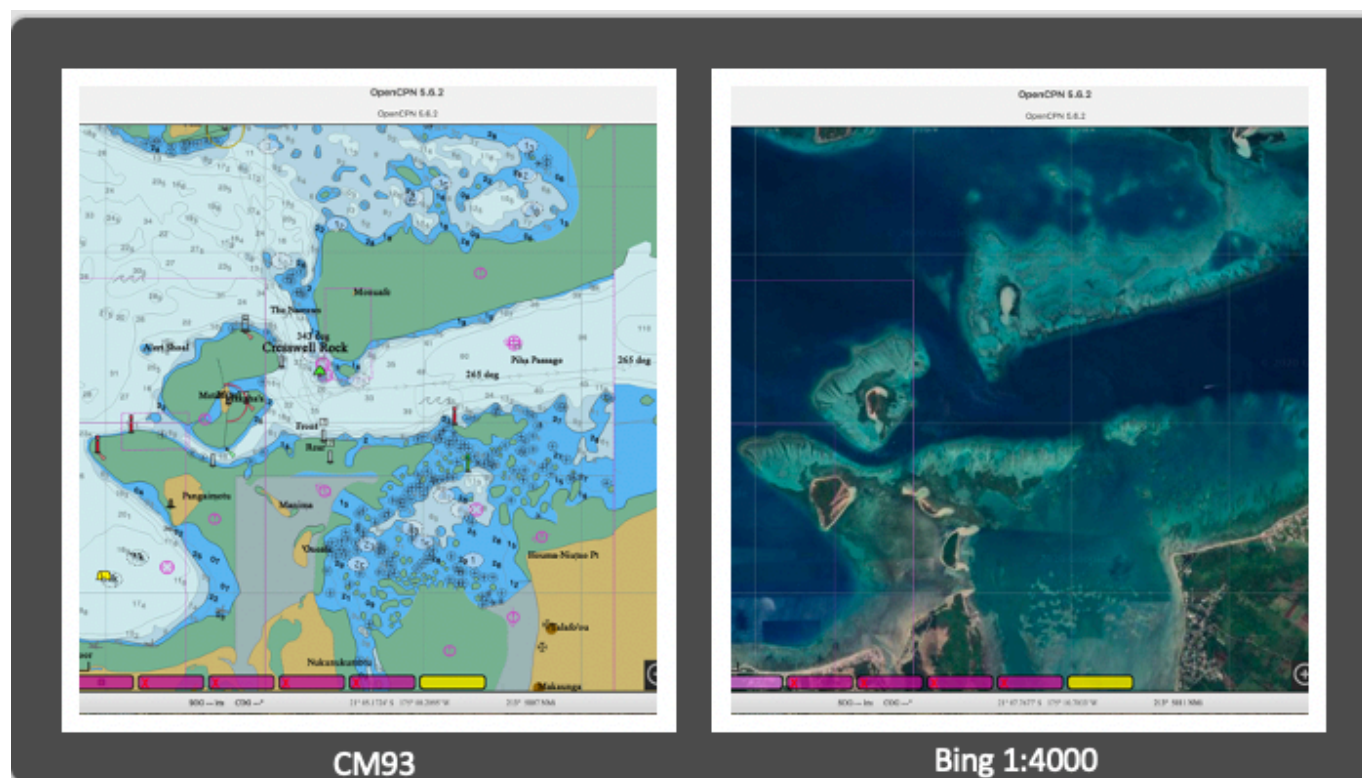
Vancouver Island Fleet Report - March 2023

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-march-2023/>



The 2022-23 Fleet season is winding down and Wednesday night, March 15 was the second last evening of the season. One of our new V.I. Fleet Coordinators, Campbell Good joined Daragh Nagle and I to lead our in-person V.I. Fleet Group of 14 sailors in a workshop addressing the use of MBTiles with Open CPN.

I started out by demonstrating how to access MBTiles from “The Chart Locker” (a web site created by Bruce Balan) and incorporate them into the groups of assets available to use with Open CPN. This library of Google Map and Bing satellite imagery and other navigational assets for questionably charted areas of the world can provide offshore mariners with helpful views to plan their travels while avoiding common hazards. Daragh then took on the heavy lifting by guiding Windows users down the path of creating these Tiles yourself for areas of specific interest to you by accessing the layers of satellite imagery available on-line. (Mac users are not yet able to perform these tasks with their operating systems)



This was after Daragh had scoured the bilge for his classic goodies for Show & Tell including everything from why your beer cans should be stored upside-down to his powered winch handle.

Our next (and last) regular meeting will be on April 19 and will start with David Mitchell's Show & Tell peek at his boom brake. We then immerse ourselves in a discussion regarding insurance led by Sean Thompson from Dolphin Insurance and follow up with Daragh's look at paperwork and bureaucratic concerns while offshore.

The year will wrap up on the following weekend with the Fleet Rendezvous, April 21-23 at Port Browning, where such adventures as heaving-to, life raft deployment, mast climbing, and boat visits will keep us all engaged, I'm sure.

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.

Vancouver Club Night - Six Years at Sea as a Family of Four (Part 1)

<https://currents.bluewatercruising.org/events/vancouver-club-night-six-years-at-sea-as-a-family-of-four-part-1/>



Darryl & Janet Lapaire share the first part of their incredible multi-year journey from the Med to Victoria—with two kids.

In this presentation, they'll share their motivations for going—why they sold everything and took off. Of course, making the decision to go is only part of the journey and they'll also talk about what it's like to go cruising with next to no experience on the water.

They will talk a bit about the process of selecting and buying a boat overseas, and their experiences sailing through the Eastern Mediterranean. The talk will touch on their thoughts about how to make the dream a reality, and provide some insights into sailing in the Schengen Zone.

As for the Lapaire family, they are a family of 4 who sold it all to go cruising. They spent 6 years between July 2015 and November 2022 sailing from the Eastern Med to the Caribbean, through Panama and then on to the South Pacific.

They were caught out by COVID in French Polynesia and stayed there for 2 years before deciding to head north back to Canada via Alaska. They now call Victoria home and still live aboard their boat spending winters in Victoria Harbour and summers at anchor.

They are actively planning their next adventure, looking forward to heading south to Mexico and onwards

from there.

Note: Payment is now required for virtual attendance via Zoom – see below.

Hybrid Meeting Format

In-Person Attendees:

- For those attending in-person, the format will be very much the same as “normal”
- Doors open at 7:00 and meeting starts at 7:30.
- Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

Virtual club nights (via Zoom) have enabled BCA to continue our monthly meetings and presentations throughout the pandemic, with an added bonus of expanding our community to members and non-members across the globe. With the return to in-person meetings BCA has continued to provide a virtual component to our club nights as it has significant benefits to our membership. This however comes at a cost for the purchase of cameras, audio equipment and the lost revenue due to a decrease of in-person attendance used to off-set venue costs.

Zoom meeting invitation:

- Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation.
- Please note that you must be signed in to the BCA website to get the member price.
- Cost: Members – \$5.00 per connected device; Non-Members, \$10 per connected device.

Note: Due to the small cost of virtual tickets, and an equal or greater cost, to BCA, of issuing refunds, no refunds will be issued unless Vancouver Chapter is unable to deliver the Club Night via Zoom.

About The Author

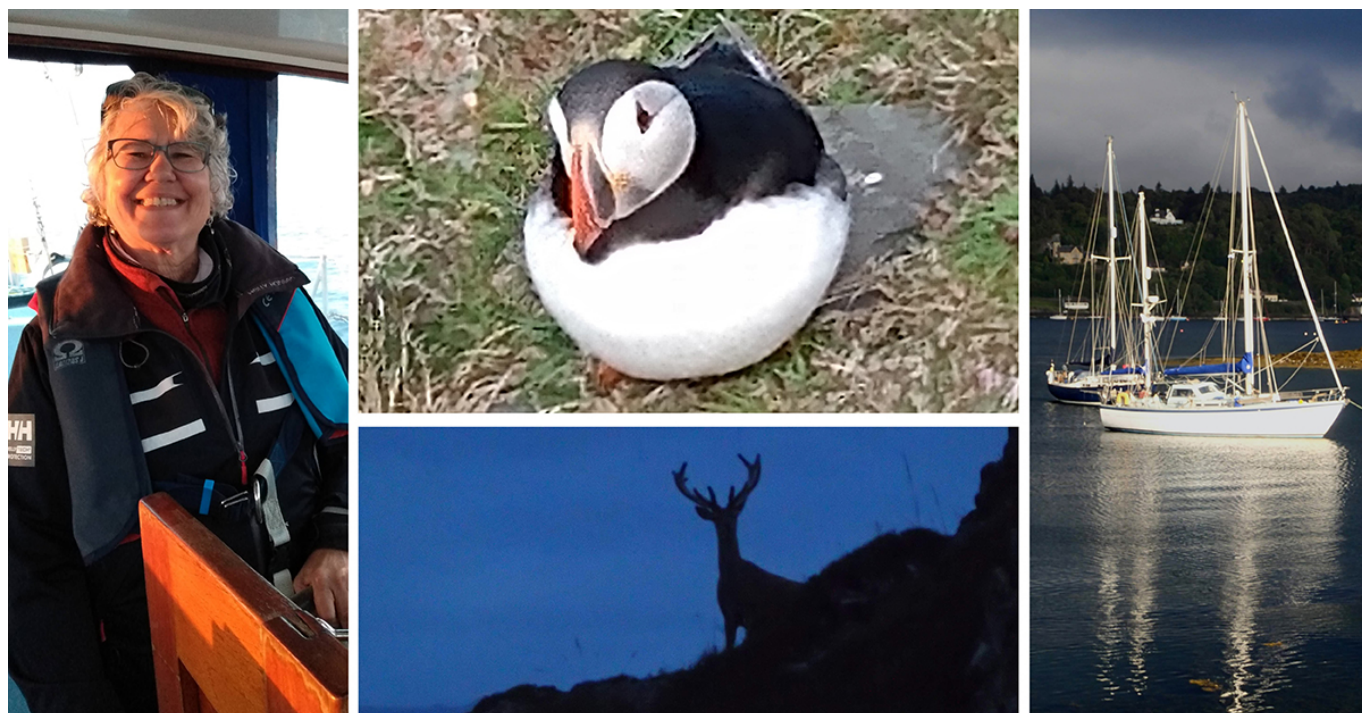
Heather Marshall

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.

VI South Club Night: An Island Too Far—2022 Scottish Islands Cruise

<https://currents.bluewatercruising.org/events/vi-south-april-club-night-an-island-too-far-2022-scottish-islands-cruise/>



VI South invites you to the April hybrid club night about a cruise to the Scottish Islands!

What started out as a cruise to the Danish Faroe Islands from Inverness, Scotland, via the Orkneys, was not to be... Weather, the great arbitrator, served up adverse winds and seas dictating a change to Plan “B”. Over a five week period our speakers diverted to the Shetland Islands, transited the Caledonian Canal, and sampled the Hebrides. Not bad as far as second choices go.

Join Barrie and Sandra Letts as they share their adventure aboard *Kealoha V*, their friends Mike and Cate’s classic Moody 42, with a few added pictures from their earlier visit to the area in 2015, aboard *Passat II* (see June 2015 postings on svpassatii.blogspot.com).

This presentation will not offer up photos of sunny beaches with scanty bathing costumes. However, if rugged scenery, surprising history, rare wildlife, and single malt pique your interest, join us in welcoming Barrie and Sandra Letts on Tuesday April 18 for what promises to be the recount of an excellent adventure.

Hybrid Meeting Format

In-Person Attendees:

For those attending in-person, the format will be very much the same as “normal”. Doors to the Royal Victoria Yacht Club Maine Lounge open at 7:00 and meeting starts at 7:30, with presentation immediately to follow.

Covid Protocol: COVID protocols have been suspended as per BCA policy available [here](#). Please remember to respect those members and guests who may choose to wear a mask to BCA events at this time.

Cost: \$5/Members, \$10/Non-Members

Virtual Attendees:

Virtual club nights (via Zoom) have enabled BCA to continue our monthly meetings and presentations throughout the pandemic, with an added bonus of expanding our community to members and non-members across the globe. With the return to in-person meetings BCA has continued to provide a virtual component to our club nights as it has significant benefits to our membership. This however comes at a cost for the purchase of cameras, audio equipment and the lost revenue due to a decrease of in-person attendance used to off-set venue costs.

Cost: Members—\$5.00 per connected device; Non-Members, \$10 per connected device

Zoom meeting invitation: Click [here](#) to register for and purchase your virtual meeting ticket and receive the Zoom meeting invitation.

Please note that you must be signed in to the BCA website to get the member price. We are not able to provide a reimbursement for those that do not sign in.

Calgary Club Night - Seven Years at Sea: An Honest Conversation about Cruising

<https://currents.bluewatercruising.org/events/calgary-club-night-seven-years-at-sea-an-honest-conversation-about-cruising/>



Considering the cruising lifestyle, but:

- curious about kids
- perplexed by provisioning
- wondering about weather
- reflecting on your relationship, or
- contemplating other questions?

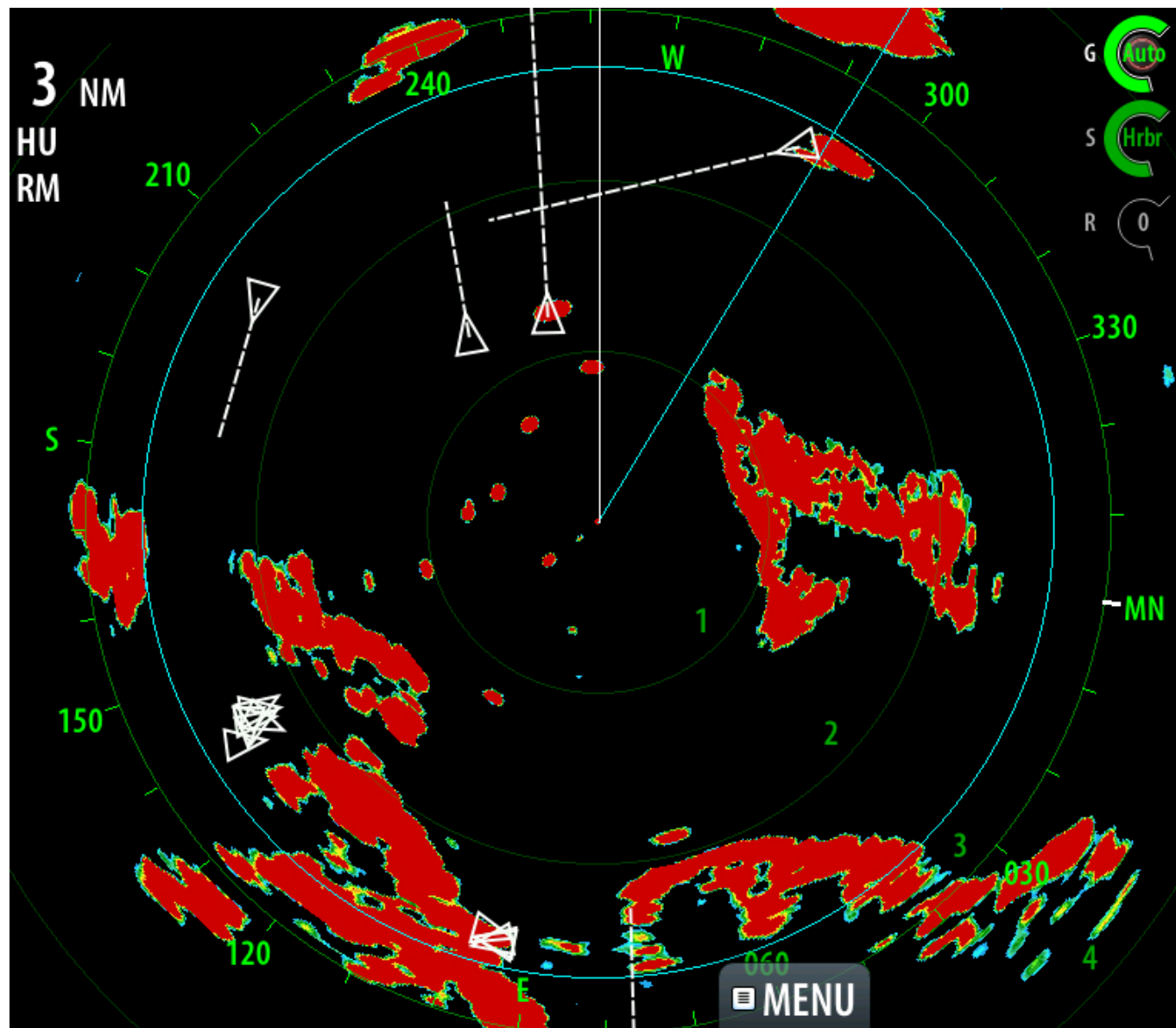
Then come chat with BCA member Elizabeth Brown-Shaw as she shares wisdom gained during a 7 1/2 year, 36,000 nm trip around the Pacific with her family. Follow her journey from career professional to cruising mom, and learn how she approached passage-making, family relationships, baby wearing, questions of identity and purpose, and everything in between. She will educate and entertain with stories and insights, while leaving plenty of time for questions.

NOTE: This Club Night is via Zoom only. BCA members will have received Zoom details via email. If

you didn't receive an email or if you are not a BCA member but would like to attend, please email [Calgary Communications](#) for the Zoom invite.

Advanced Marine Radar

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



The Advanced Marine Radar seminar is offered on ZOOM for those who have taken Basic Marine Radar with Kevin Monahan and wish to increase their practical and technological knowledge. The Basic Marine Radar seminar is a pre-requisite for this course.

Purpose & Benefits

This seminar style course will focus 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

When: Saturday, April 1, 0930-1200, and Sunday, April 2, 0930-1200

Format: Online Zoom seminar with extensive visuals and simulations

Contact: vieducation@bluewatercruising.org

Instructor

Kevin Monahan is a retired Canadian Coast Guard officer with more than 20 years experience navigating the British Columbia coast as a patrol vessel captain. He has also worked on fishing boats, ferries and coastal transports. Kevin was Superintendent of the Canadian Coast Guard's office of Boating Safety (Pacific Region) from 2001 to 2005 before joining Transport Canada Marine Safety National Headquarters.

Retiring from the public service in 2012, Kevin now splits his time between publishing (*Ports and Passes*, *The Radar Book*, etc.) and teaching nautical subjects to commercial and recreational mariners.

In 2013 he was awarded the Queen Elizabeth Diamond Jubilee Medal.

Please note:

- Registration fee does not include *The Radar Book*.
- For couples' registration, it is expected that the partner will use the same computer or device
- To obtain member pricing, please login to your BCA account before signing up for the course.

About The Author

Brent Alley

Pegasus II - Nordic 44

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

Basic Diesel Engines

<https://currents.bluewatercruising.org/events/basic-diesel-engines-3/>



This course is intended for those who own and maintain their own vessels, or those who want to gain a better understanding of diesel engines, including proper operation and maintenance. No prior experience or knowledge of diesel engines is necessary. The instructor will explain the operating principles of a marine diesel engine, including the operation, servicing and troubleshooting related to:

- Lubrication
- Cooling
- Fuel
- Electrical
- Stuffing Boxes

Instructor David West is a highly experienced and knowledgeable diesel mechanic and instructor. He comes highly recommended by students who have attended his courses.

Please Note:

An Intermediate Diesel Engines course is scheduled for Sunday, April 16.

It is recommended that you take both courses if you do not regularly work on a diesel engine or if you plan to attend the one-day practical course with a diesel engine scheduled for April 22 or 23.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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

Intermediate Diesel Engines

<https://currents.bluewatercruising.org/events/intermediate-diesel-engines-2/>



This course is intended for those who own and maintain their own boat, or those who want to gain a better understanding of diesel engines, including proper operation and maintenance. Attendance at a Basic Diesel Engine course or a good basic knowledge of diesel engines is a mandatory prerequisite. Course topics include:

- Review of fuel, cooling and lubrication systems
- Electrical system: batteries, alternators, AC chargers and inverters
- Battery servicing
- Various charging systems
- Drives: straight drive, v-drive, sail drives
- Shaft seals

The desk work includes samples of the Diesel Engine parts; handouts include diagrams of the Diesel Engine internals and related.

David West is a highly experienced and knowledgeable diesel mechanic and instructor. He comes highly

recommended by students who have attended his courses.

Please Note: A Basic Diesel Engines course, also taught by David West, is scheduled for Saturday, April 15. It is highly recommended that you take both courses if you are not experienced or do not regularly work on your diesel engine or if you are planning to attend the one-day advanced, practical course with a diesel engine scheduled for April 22 or 23.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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Advanced Diesel (Practical Class #1)

<https://currents.bluewatercruising.org/events/advanced-diesel-class-1/>



A one-day, hands-on “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

David West is a highly experienced and knowledgeable diesel mechanic and sailing instructor, whose courses get rave reviews from participants.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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Advanced Diesel (Practical Class #2)

<https://currents.bluewatercruising.org/events/advanced-diesel-class-2-2/>



A one-day, hands-on “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

David West is a highly experienced and knowledgeable diesel mechanic and sailing instructor, whose courses get rave reviews from participants.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

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Docking Theory & Practice

<https://currents.bluewatercruising.org/events/docking-theory-practice/>



Do you find some docking conditions challenging? Whether you are a single-handed sailor, an inexperienced crew or a confident helmsman, you will grow new skills and turn your boat handling and communication from stress to success. Learn the theory and interaction of propellers, keels, and rudders and how to manage docking in wind and current. This unique, three-part course for sailors and powerboaters includes classroom theory, practice-on-your-own time, and a follow-up class.

Part 1: Saturday April 15, 1:00pm – 5:00 pm, at Esquimalt Recreation Centre, Senior Centre Room

The first classroom session will review the principles of docking and provide best practices, tips and techniques to get your boat on and off the dock efficiently and safely.

Topics include:

- setting up docking procedures and roles that lead to consistent and effective teamwork and success
- communication systems that work
- effective use of engine power and why confidence is so important to docking

- docking with just one line – the mid-ship line – how to set it up and use it
- fenders – getting the right size and position to assist procedures
- maneuvering and backing down in tight spaces – effective combination of rudder and power
- safety while docking

Participants will complete a worksheet that translates the general information to specific application on their boat. We will then review and discuss the key challenges associated with docking each participant's boat. Based on the worksheet, and discussion, participants will develop a practice plan for their boat. The practice plan will address the key challenges and outline what to practice to build skill and confidence.

Part 2: April 16 – May 12

Practice on your boat – four weeks to apply the worksheet and practice plan from the classroom and hone procedures that work for your boat. Since the weather will hopefully be good during this time, but fewer boats on the water than during the summer, there will likely be good opportunities to practice at places like Sidney Spit as well as your own dock. Rick will be available for consultation during this time.

Part 3: Saturday May 13, 1:00pm – 5:00 pm, at Esquimalt Recreation Centre, Senior Centre Room

The second classroom session will review your practice and what you learned about your boat and yourself, what worked and what didn't, and include a discussion of how to solve outstanding problems.

Instructor

Rick Ellis, who also delivers BCA's very popular *Psychology of Voyaging* workshops, lends his years of boating experience and professional facilitation expertise to help you develop your docking skills. Rick's unique approach to this topic, which combines classroom theory with hands-on experience and personal consultation, generated rave reviews from participants when he first "launched" the course in 2015.

About The Author

Brent Alley

Pegasus II - Nordic 44

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

Currents Bluewater Cruising

The Bluewater Cruising Association

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