



Photo Contest Winner

*Stefanie and Torsten
Schulz*

*Serenity! Alone, but far from
lonely in Princess Louisa Inlet
on April 30, 2021.*



Currents

November 2022

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Returning to Cruising 20 Years Later

<https://currents.bluewatercruising.org/articles/returning-to-cruising-20-years-later/>



Our First Offshore Adventure

It was 1995. We had spent 3 years building our sailboat *Synchronicity*, a Fraser 41, in our backyard. That day she was delivered by truck to North Vancouver, B.C. and launched in Mosquito Creek Marina. What a day it was! With the girls tucked away sleeping in the v-berth, Dave and I sat on the settee looking at each other. Silently, I thought, “What have we done?”



Launch of *Synchronicity*, 1995

We had sold all of our possessions, including our house, and now moved onto a sailboat with our two young girls, ages 3 and 8. Were we crazy for doing these things? Neither set of our parents ever voiced disapproval of our plans to sail the world. Not that we needed their endorsement, since we were well into our 30s. But does seeking approval from our elders ever go away? Looking back, we decided to accept their quietness as approval for our own sake.

Fast forward to 1998. We had lived aboard in North Vancouver through three dark, wet winters, and it was finally time to wave goodbye to our friends and family. The emotions I had were excitement mixed with fear and anxiety about not knowing what it would be like to sail offshore.

We decided to do a straight shot to San Diego. We received a decent forecast and went for it. My confidence built as I took my turn on watches with Dave. By the time we arrived in San Diego, 9 days out from Vancouver, I was elated. I had managed my seasickness and been a part of our first sailing voyage from Vancouver to San Diego! That was just the first of many passages that took us all around the world. Four years later we returned to Vancouver, sailing under Lion's Gate Bridge, feeling elated that we had circumnavigated the globe and curious to see what would be next for our family.



Dave, Jess, Leah and Mary in Mo'orea, French Polynesia

Heading Off Again, Years Later

Time hop once more with me. It's now 24 years later, and here we are setting sail once again. This time it's just Dave and me. Our daughters are both married and have their own lives. Leah, age 35 has her own boat (one foot bigger than her parents', she'll proudly tell you) and is raising our grandson with her husband aboard. Jess has a thriving baking business and just got married. This time, Dave and I will be doing this trip without them, taking family and friends as crew from time to time.

People ask how it will be different. I ask myself that question too. Now 61, I feel less confident to sail on a big adventure than I did 24 years ago. Even after 37,000 nautical miles and a lifetime of cruising memories, I struggle with those demons: my inner critics. As a life/career coach, I know them only too well. My inner critics have been screaming into my ears: I'm not fit enough, I don't know how to sail, I'm not strong enough, what if I mess up, what if I can't do this. But then I think, "Dave is depending on me," and work on hushing those inner voices.

As we neared our jump off date in early September, my anxiety was over the top. My cousin Val was coming with us on the first leg to San Diego. She was excited – I just felt dread. I woke up most nights with heightened anxiety. My brain felt scrambled, wondering: can I do this, what will it be like without our girls beside us all the way, am I up for it, can I REALLY do this again, am I too old. The doubts crept in once again.

I sought the advice of my friend and personal coach, Pam. She sent me texts saying, “You’ve got this.” Searching for the confidence, I kept wondering why is it as we get older we lose our confidence? Does everyone go through this? Daughter Leah helped me get in touch with what I liked about cruising – the people, dolphins, sunsets, stars and visiting new places and cultures. I weakly held onto those thoughts.



Dolphins on the bow

Our to-do list was never ending. Dave was busy with boat projects and retiring from a construction career of over 40 years. With help from Val and another friend, I got the boat provisioned. We had set Sept 5, 2022 for leaving and the date was closing in.

Sept 5 arrived. We left amidst tearful goodbyes with our girls, their husbands, our grandson, and a few close friends. The first few days we motored and cleared into the US. That was the easy part.

The first night passage was up the Strait of Juan de Fuca and around Cape Flattery. Val kept watch with me. She struggled with seasickness. The motion was all too familiar. Juan de Fuca (we like to call it Juan de Pukey) didn't disappoint. Washing machine-like waves coming from all directions, hurtled *Synchronicity* around. We learned later the cross-swells were the remnants of typhoon Merbok. While Val puked, I maintained my 3 hour watches, looking at the amazing starlit night, remembering one of the reasons I really do like sailing. As we started down the Washington coast, the swells became a little more

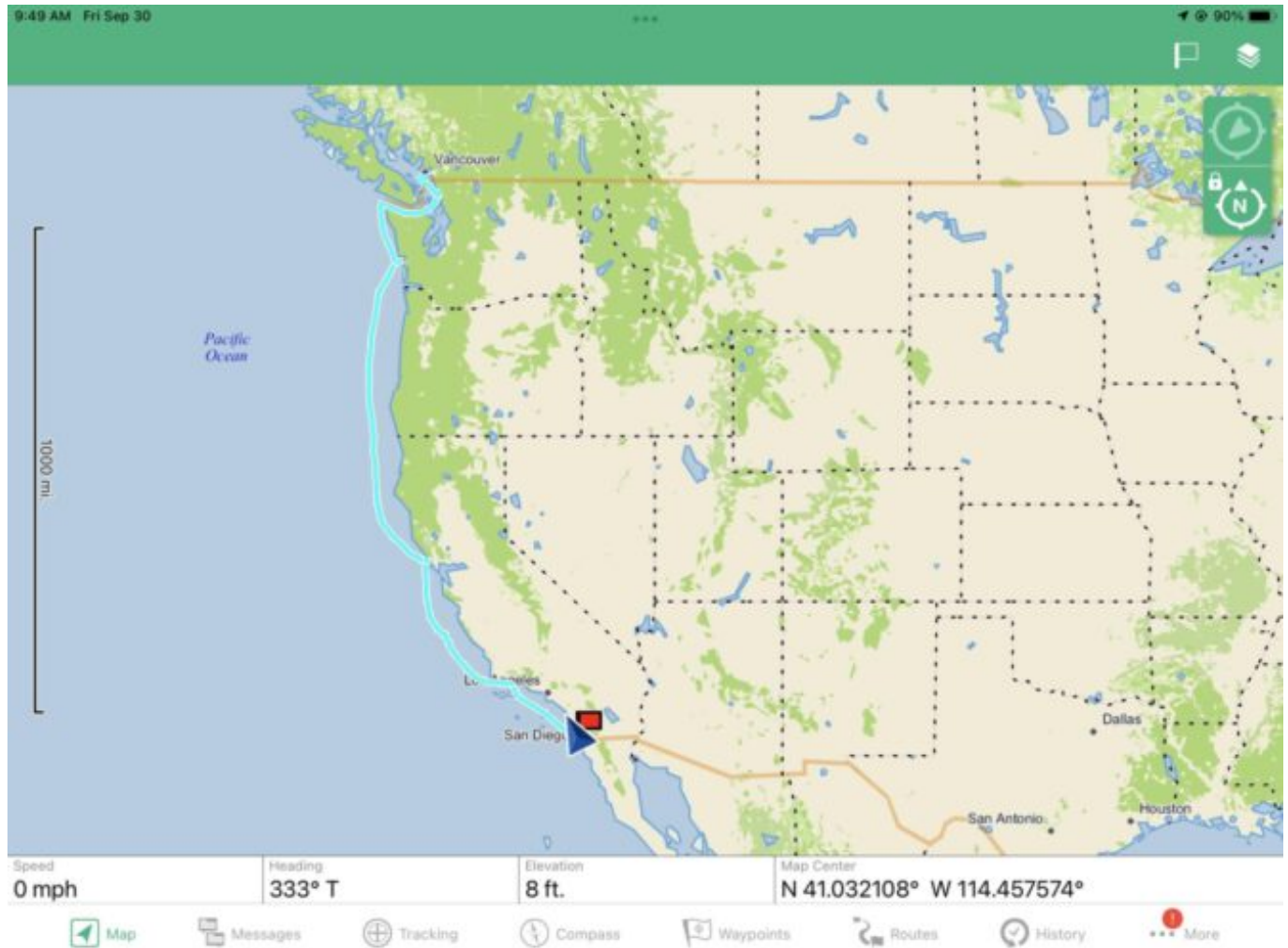
regular and my body slowly got used to it. Sturgeron was and still is my best friend at sea. The seasick meds worked. Phew!

With the weather not improving and the winds increasing, Captain Dave decided we should stop at Gray's Harbor in Washington, a small fishing port. We spent a few days there waiting for improved weather.

Back out sailing, a few days passed and my anxiety slowly reduced. Then off the coast of Oregon, the winds once again built. This time both our autopilot and Monitor Windvane self-steering systems failed. The Windvane, which Dave rebuilt, had too much flex in it and would not steer a course. The new, heavy-duty autopilot, which had steered us so far started to make screeching and grinding noises, until it finally quit working altogether. Of course, it was the middle of the night.

If ever there was a time I should fall apart, it was now in the dark of night when I was faced with hand-steering. Our compass light was out as well so we literally had only the stars to guide us. My tears appeared as Dave woke me for my watch and explained the circumstances. "I don't know if I can do this," I said to him, knowing there was no choice but to suck it up and take the watch. Val was still struggling with seasickness, so it was up to me.

Blinking back my tears, I heard the voice of my coach Pam once again, "You've got this," she whispered in my ear. I dug deep that night to steer in winds from 25-30 knots, gusting 35. And then a wonderful thing happened. As the waves crashed, the self-steering sat useless, our crew was immobilized with seasickness, and it all started to get really intense, this Grandma's confidence came back! Not all of it, but enough to hand steer my two night watches, safely guiding *Synchronicity* and her crew through until Dave took his watch at 6:00 a.m. Enough to know I was going to be OK. "It's like riding a bike," I heard in my head. And indeed, I felt that I could do this again.



First leg: Vancouver, BC to Chula Vista, CA

The rest of the trip to San Diego went without too many glitches. We chose to stop in Bodega Bay, the Channel Islands and Catalina. On Sept 29, 24 years later, we landed once again at Chula Vista Marina, just before light gave way to darkness.

A small sense of warmth came over me, a knowing that I can and will do this. As we prepare for what's next on our adventure, my inner critics are still there, but quieted by a tiny all-knowing of what I am capable of!



Chula Vista Marina

About The Author

Mary Kruger

Synchronicity - Fraser 41

Dave and Mary did a world circumnavigation with their two daughters, visiting 37 countries from 1998-2002. Now 20 years later they have set sail again, this time without their girls, for ports in North and South America.

Communication on Cruising Boats: Starlink or Not?

<https://currents.bluewatercruising.org/articles/communication-on-cruising-boats-starlink-or-not/>



For long-time cruisers, one of the most important features besides the boat, is being able to communicate: getting actual weather updates, downloading GRIB files, managing affairs and appointments back home, and staying in touch with family and friends.

Some Communication Options

IridiumGo

The IridiumGo requires a monthly subscription of at least US\$ 104.95 to have sufficient data available to download GRIB files; a great by-product is the ability to make satellite phone calls. However, your satphone calls are different than your day-to-day phone conversations and need some adjustment for both parties. Internet usage is advertised as one of the features, and it works if you bookmark pages such as a news page, or one Environment Canada specific forecast area e.g., Strait of Georgia – south of Nanaimo, in advance. Other than that, IridiumGo is very slow to search and open a page. Email works great until

your parents send you a message with a picture attached that plugs your entire inbox.

Pro: download GRIB files with very few dead spots on the planet

Con: even with unlimited data there's no true internet access

InReach

We use InReach on board *FortitudeX* as a backup communication device, to set tracks for family and friends, and for our website. It is very limited for weather information and not able to download GRIB files. It is great for short message (160 characters) to cell phones or email addresses. We always inform our shore contacts of our departure and arrival: a great safety feature.

Pro: a great backup device

Con: not operational for comprehensive weather information

Starlink

The established system of IridiumGo got a serious competitor with Starlink. The system became available recently (May 2022) as an RV version (same as the regular one, but not restricted by an actual home address) and immediately got hijacked by the cruising community. A lot has been said and is still being discussed on several social media channels and you can pick any opinion that suits your needs.

What We Use

For our travel south, we have an IridiumGo and InReach and we bought two AT&T Phone and 15 GB data plans when we checked in to the US in Port Angels on August 03, 2022. We did not activate our IridiumGo and solely relied on cell phone hot spots to get weather information. Staying in touch with our families in Germany meant we needed to up one cell phone plan to unlimited data. The downside is that the unlimited plan does not include hot spot capability. Overall, we were very happy with our two AT&T data plans and they worked well going south along the entire coast (we always stayed no more than 20 miles offshore).

Our Experience with Starlink

We decided to give Starlink a go, having met and talked to quite a few cruisers with the system already in place. The installation is really plug and play, except that Elon Musk needed his own designed ethernet cable (of course) with a 90-degree plug, which makes fishing the cable through the boat difficult. It takes less than 10 minutes after the router and the dishy (yes, that's what they call the satellite dish) are connected and for the dishy to align to the satellites.



90-degree angle

Ethernet cable with

I opted for an easy installation set-up with a fishing rod holder 1.5” tube (dishy slides in) and a few stainless-steel rail clamps, including a 1” tube to connect it to the Bimini frame.



1.5" tube

Dishy in stowed position in



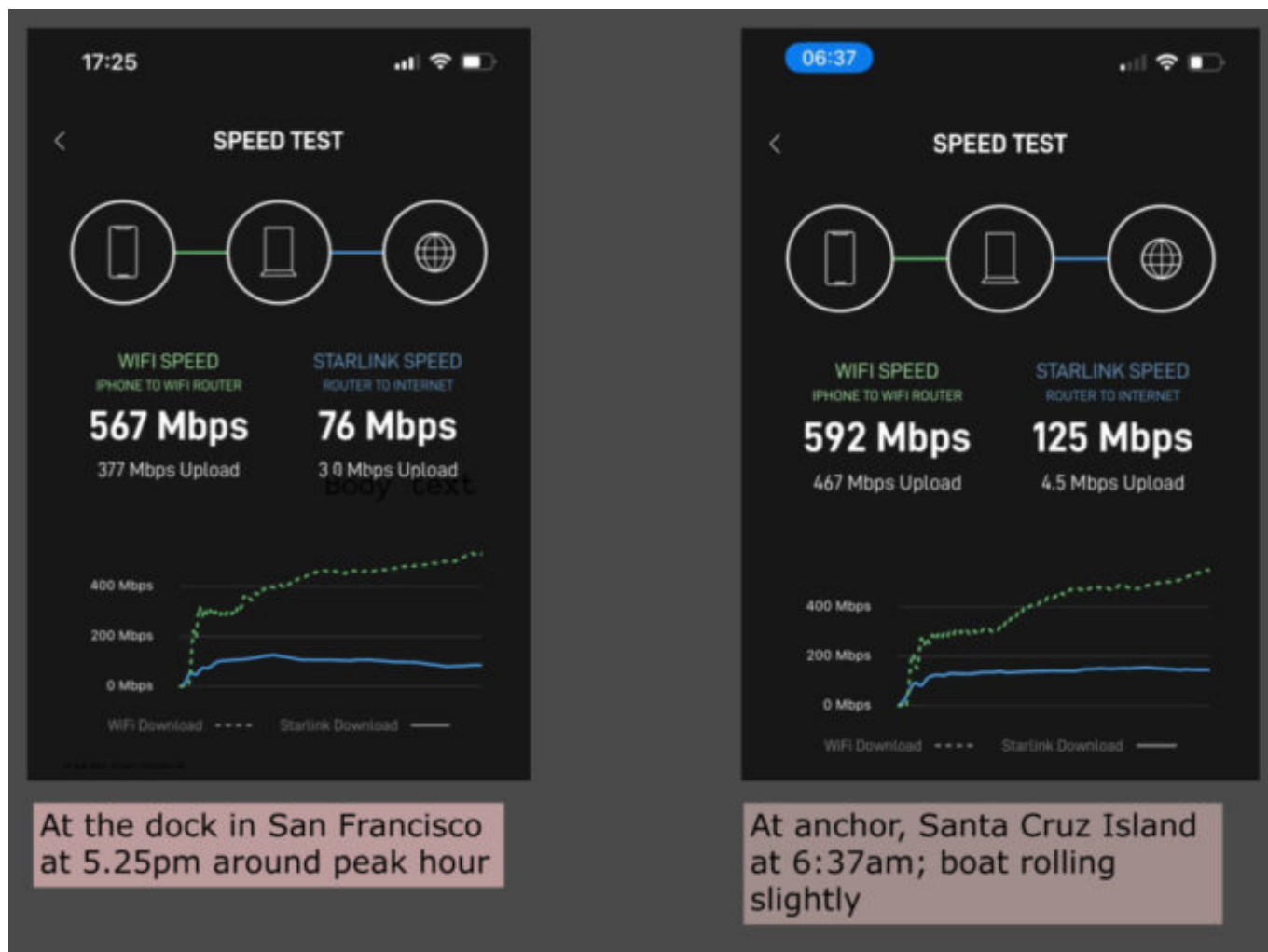
1” pipe connected to Bimini frame

Having had the Starlink system on the boat for 3 weeks now, we truly love it and have found only a few downsides with it – see below. For the price of the unlimited IridiumGo, you can have full Internet access on board with Starlink.

Pro: able to have unlimited Internet access in remote areas at great speed.

Cons:

- system requires 110 Volt;
- area might be geo-fenced to 12 miles off shore (for now);
- it does not qualify as a long range, two way communication device for cruising rallies;
- currently, coverage stops at the 57 degrees latitude; coverage for areas beyond are forecast to be included for Q1, 2023;
- difficult or not usable while underway;
- depends on sea stage; and,
- rumours have it that the system is only allowed to be active for a maximum of 2 months out of the country – time will tell.



Internet access in remote areas at great speed

System Comparison

Iridium

	GO! Basic	GO! Plus	GO! Unlimited
\$/mo	US\$ 59.95	US\$ 104.95	US\$ 139.95
Data/mo	5 mins data	150 bundled mins	

Sailing to Prince Rupert in Winter During a Pandemic - Part 3

<https://currents.bluewatercruising.org/articles/sailing-to-prince-rupert-in-winter-during-a-pandemic-part-3/>



*This is the last part of this journey, as Ken relays his observations of the voyage from Vancouver to Prince Rupert during winter weather and a pandemic. He's travelling on **Prairie Dust** with Josh, and helping this less-experienced sailor to become a more-experienced one. In [Part 2 of this story](#), they made it to Klem Tu. Along the way, Ken is using the opportunity to assist coastal peoples affected by the pandemic and other traumatic experiences.*

Dec 8, 2021 KlemTu to Butedale

08:10 We departed KlemTu. Up Graham Reach, I was standing on the bow among spectacular scenery, with alternating light snow squalls and blue sky. Past Work Island, there was blue sky everywhere. The empty Butedale Passage tells of what's to come.

14:15. Ta Da! A great arrival at Butedale, but there was no one home to welcome the cruisers.

Abandoned buildings were dusted with snowflakes. The dock was big, new and icy with moss. There were security cameras on the upper new BBQ decks, and a promise of cameras on the hiking trails. A constant flow of clean fresh water came down the hose beside the dock. ‘Skipper in Training’, Josh, tastes the water. “Fill the tanks!” he orders. Yahoo!

Above the dock and to the south are old houses and the really large, decaying, cannery building. This cove once had hundreds of people living and working here. They came from all over, young boys and woman, then hippies grabbing work in unusual places – far away from the Vietnam War or the violence of antiwar Toronto protests and violent police services. The cannery, one of dozens, closed in the 1970’s. Now there are only snowflakes falling on brown sunlit driftwood.

The area is full of possibilities. Ken sent a WiFi note to his sailing friend Anthea H. She knows many local real estate people who could continue developing this place into a world class Eco Tourist destination with a Forest Therapy center. She said she would only support “local” investors – Josh declines. But for now, a sign states they are out of funds and asks that visitors don’t vandalize things. It could be a great commune: the giant lake with quality drinking water, and Hydro generators for constant electrical power. There are plateaus for farming, and fast access to the open Pacific food fishing. It would make a great BCA rendezvous site with the all-new dock, ramp, and lounging deck, and pleasant picnic areas.

“Ken, thanks for showing me the ‘no-jump docking’ method,” said Josh. It was another learning moment: we do not jump off a moving vessel onto a green, mossy, ice covered dock. We say “nope” and toss a line down past the low railing. Then it is easy to see the benefits of using the boat hook to whip it around the railing, and yank it back up, tie it off to the cleat. I told Josh: “Don’t hold the *Dusty* with a fragile boat hook when snagging a line is quicker. Take time to practice that.” So, as a result, we didn’t jump onto the dock, we didn’t get muddy and dinner was spectacular. Josh says that when he wins the lottery, I will be the captain and chef on his 100 ft yacht.

The snow fell as I cooked another three course meal: cashews on the salad, fried chicken and layers of pizza. Josh got the smoky, hesitant Dickinson heater to run for the night. We ignored the diesel fuel that the Dickinson stove pump had spilled into the bilge, for the time being. Josh stepped outside: as a curious navigator, he was again checking the stars. “Hey, Ken, come look up into the clear sky now, the moon and two planets are all lined up.” This alone, in the special voyage, made it worthwhile. We thought of Josh’s loving grandmother guiding the stars from somewhere. Here, a good sleep in a warm, rare Spencer 44 – with free hot water from the engine.

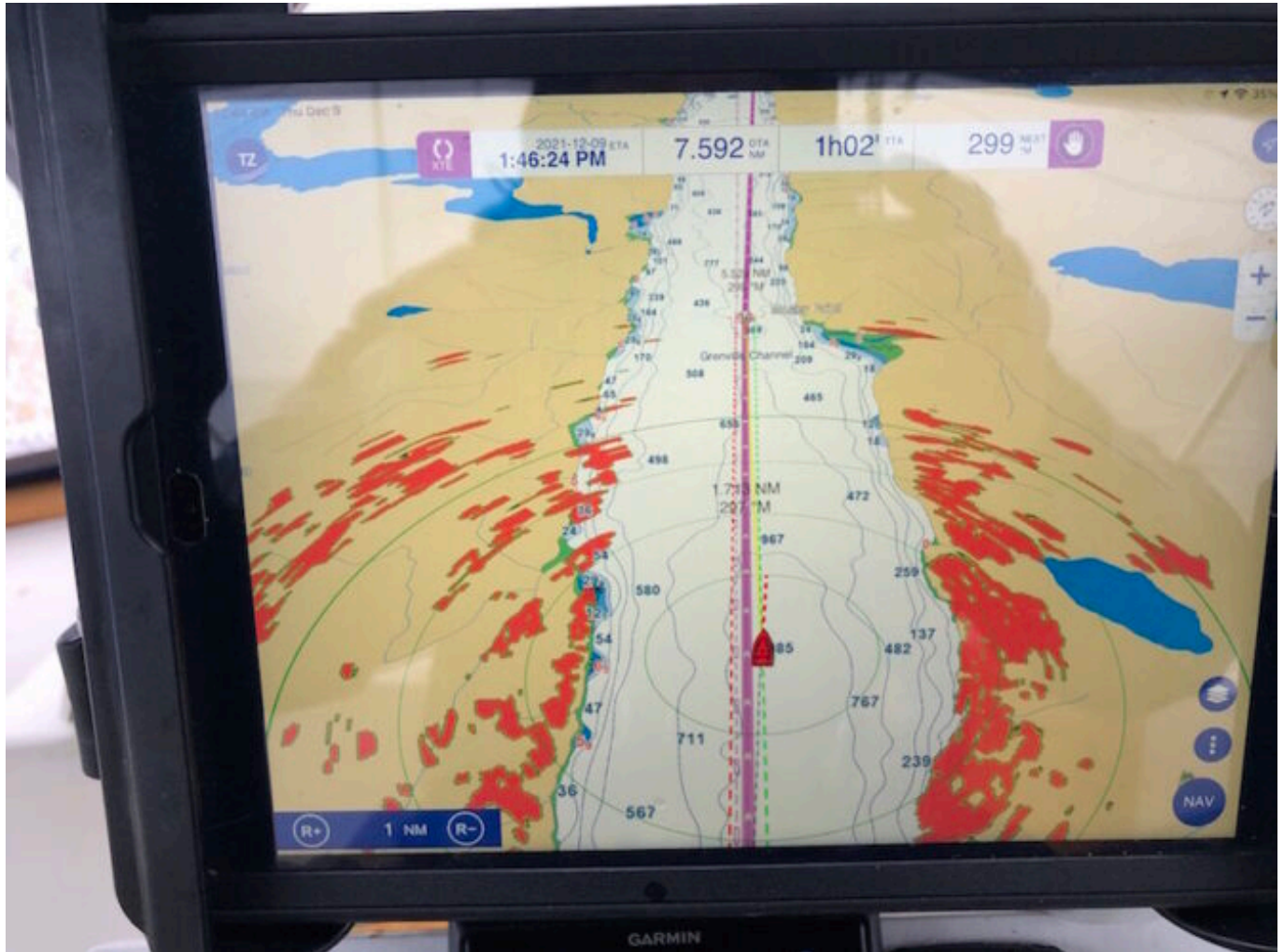
Dec 9, Butedale to Nettle Basin

07:50. As we departed, there was snow, blue sky, and heavy fog. The windows were useless, the heater was out, but the windlass, chain, anchor and kelleets were all good – that windlass repair worked. There were no other sail boats, just a water taxi, and Tug-Barge.

09:30 Motoring again along Fraser Reach, McKay Reach; we had blue sky and snow squalls. That morning, we passed some of the camping spots of two kayakers, who paddled from Alaska to Victoria. Lucy Graham and Mathilde Gorden cleaned up beaches along the way and documented plastic waste.

They also gave talks to school children. As one of their supporters, I told them to call if needed; fortunately, I never had to sail for a rescue. They are back in Brisbane now. You can read about their journey [here](#) and watch their film: “*Changing Tides*”.

Golly, more squalls and edges of rain and snow, but Some blue sky was showing over to the south and east. No winds there for us, and in the snowstorm squall, we couldn't see out the windshield; we had to leave it partly unzipped. I went up to the bow and watched for logs and fish boats. Radar in a snowstorm? “Whatever is good, Josh”, I mumbled.



Radar overlay showing squalls.

Along the way, I pointed out many locations I've traversed. We had views of snow-covered mountain tops until the clouds wafted through. Looking way up Douglas Channel to starboard is the village of Kitimat, with the People of the Snow just a few hours' motor to the east. The village has practical training in technologies and construction. I hired a young woman from there in the past, to assist in renovations in Vancouver, and she was excellent. Kitimat has a Yacht Club and there are great Hot Springs up that way, too. The First Nations community at the mouth of Douglas Channel, Hartley Bay, can only be reached by water or air and is isolating – so no visitors allowed. The Trauma Package had to work it's way around on that one.

12:42 So, then passing Sainty Point – maybe it’s spelled Sanity Point? Were we going beyond Sanity? The blue sky was framed by snow squalls, and there were beautiful colours of sun on the snow-covered mountains – no clear-cuts up there. Four miles along the Grenville Channel, the snowstorms and fog got serious; unzipping the windshield just barely allowed the view of the mountain sides to shoreline, and the odd logs.



Beyond Sainty Point fog.

We were at Lowe Inlet and the currents under us were as Josh predicted – he’s an excellent navigator. Moon was in the first quarter, very important. The Grenville Channel is a three anchors event in this weather. To the east is a mountain called “Countess of Dufferin Range”. There was snow all over her skirts, and more on our deck.

14:02 In Nettle Basin there were tiny icebergs from Varney Falls and Lowe Lake. A great summer escape place. “Yes, please drop anchor here, facing into that river of icebergs. They will clean off those False Creek barnacles”, I said to Josh. There were beautiful ripples on the water, very poetic and calming. I added: “I will just wander on the bow to take a few pics and nature movies before cooking dinner, OK?” Promises, and sanity are good themes for the day. I encouraged Josh to join me: “Wow, Josh, turn down the Sublime Music, come on outside, see those little icebergs. Yes, that waterfall is from a really big lake on the mainland. Woo, free electricity – just like Butedale. But this is a Provincial Park.”

Then for the evening entertainment, it was baroque jazz and rebuilding the Dickinson fuel supply and

making it burn a clean flame. Josh dipped his hand down inside to wipe soot out and get the stove lit. Again, a messy bilge down below, but it had to stay there for now; at least there was no salt water mixing into the bilge on this Spencer 44. I cooked up a rich spaghetti sauce, with veggies, salads and a choice of wine. Then, outside under the now clear night sky, we stood on deck, the moon crest aligned with the planets, and a good energy steered the stars. Blessings from Grandmother again.

Dec 10, Lowe to Kumealon Cove

07:10. It was dark, and there was heavy snow, but the current was favourable, so we departed Lowe. The Channel was empty as usual. Ice was building on the halyards and sheets. “Nice artistic icicle photos though, eh Josh?” I joked. Nav lights were on, and there were no other cruising boats in sight.



Icicles on the lines.

Dusty was heading south, avoiding the shallows of Whittling Bank, James Point. After a long motor, we turned north past Tom Isle light. With fog, cloud, and snow still falling, the deck was white. By 1100h we'd seen only one tug and big container-loaded barge heading south. Foggy Grenville Channel was almost over, but it was too late for Chatham Sound, and Lucy's Campsite at Oona River is too small, so we headed for Kumealon Cove.

By 1300h we headed calmly into the tiny, shallow Kumealon Cove. All this was now pretty easy for the new owner, but nature provided an anchoring lesson. There are sharp steep mountain passes around us. We could have whorl winds, katabatic and anabatic winds, too. “Here, now, idle in slowly” I said to Josh. The navigator chose the north end, at 21 ft, and we let out 100 ft of rode with two kelleets. We had a nice view. It seemed the south wind had set the anchor. As we watched, *Dusty* drifted too much north, into the sandy shallows. We re-anchored in the middle of the Cove (35 ft depth). Then the south wind doubled and tripled; that really set the anchor, pulling *Dusty* north, but not into the shallows, or eastern shoreline trees. That was close. We swang there for a while and I did the usual watch on the bow. Josh was getting nervous. Bingo, it happens! The wind just doubled but now from the north, 180 degrees! *Dusty* blew sideways, then aligned; the anchor flipped and the chain whipped. We pulled hard south, dug in and let out more chain – damn, the separator jammed against the wheel! Josh did not like a loud bang sound, but it was just the normal “anchor in wind” sounds. Quick, time for the quiet presence and regulating statements of trauma recovery. We were holding and maintaining a safe circle of reach. I monitored things at shoreline, and on my Smart Phone, while Josh monitored on the ship’s chart plotter. In an hour, things eased off.



Kumelon morning deck snow and mountain view.

Guests arrived: a white fish boat spotlighted us, but tucked in near the Grenville Channel side. We were good: there was pizza in the oven with triple bacon and peppers, and salad with trimmings. A choice of wine.

Time to take that Dickinson stove apart as usual, I scooped my tuque out of the diesel-filled bilge, and then washed dishes and floors. The winds did not bother us, and that windlass gypsy repair was working. Epictetus noted, “it is not events that disturb people, it is their judgment concerning them”.

Dec 11, Kumealon to Prince Rupert

09:05. We actually had a great night’s sleep. With a push of the windlass button, the anchor came up.

Kellets were stowed under the dinette seats, and so the *Dusty* blew on northward.

11:55. The north end of Grenville Channel had big freighters at anchor. There was some wavy chop and all around there were separate stormy squalls. “You’ve got quite the spectacular place for Sunday afternoon sailing here, Josh”, I muttered.

12 :22. “Josh you’re late for work!”, I remarked. He replied that his buddies up in the cranes would recognize him on the fore deck when we motored under them. Meanwhile, I could see Oona River. I remembered that Lucy and Mathilde camped on that public dock, and on Kitson Island, and they gave a school lecture on plastic waste, way up there at Lax-KwALA AMS village. Good thing the winds of Chatham Sound were low, the jib was still floppy, so we rolled it in, and motored on past the speeding water buses. Beautiful sky and hills; the snowy mountain sides made for lovely sunrises. The weather got better. Four squalls and defining blue sky: quite nice actually – for Chatham Sound. No rain, no snow falling, and icicles were all melted.



Chattham squalls.

As I motored to the shipping container docks, just like one is not supposed to, the crane operators began phoning and Josh stood on the bow waving. A tugboat began a turn towards *Dusty*. They sure have funny greetings. Motoring on past, along the suburbs and various docks, we arrived in Prince Rupert at 1308h.

“Josh, this is your new home, in the solid, city-operated Cow Bay Marina. No city BS here?” I joked... “Well, there is the Wheel House Brewery and Opa Sushi, Breakers Pub, and Fukasaku sustainable seafood dinner tables” I continued.



Dusty at Cow Bay snowy dock.

Dinner that night was at Josh’s parents. Josh’s dad came strolling down the dock to greet him home, all safe, prayers answered.

We drove to a new house in the suburbs, where we enjoyed a spectacular dinner and some amazing artwork. After, I was on the phone to friends, apologizing for not making it to Terrace to bring the Trauma Recovery Program to the Women’s Center. It would be mailed. I was being called directly home, so I planned to fly from the airport on Dodge Island, where those [Gumboot Girls](#) (see the memoirs compiled by Jane Wilde) built Hippie cabins in the 60’s.

Dec 12, Prince Rupert to Burnaby

07:30. The final breakfast coffee in the *Prairie Dust* galley. My old suitcase, and sailor duffel bag were

on the dock. A dog and her owners rowed past – just another Canadian trio commuting in a snowstorm. The snow had blown off now; we hiked to the chain link gate where another sailor was climbing the barbed wire. The magnetic lock was NOT working well and the pass fobs didn't work! We phoned the City. We were told the computers were frozen. Where? – in someone's remote-work living room. No time for the live-a-boards to go get their drill or side grinder. I needed to catch the only flight out. I shoved my baggage over the eight-foot wires and scrambled up over the fence after Josh. No city BS here... Off to catch the ferry to Dodge Isle and then the WestJet flight. "Nice shiny truck you have, Josh, and it is really good in this deep snow – we are obviously still on the voyage!" I said.



Dodge ferry.

At the Ferry terminal bus, the waiting room was full of chatty, waiting people. I stood with the young guy holding three Smart phones. We talked investment property for fishing camps, and wilderness forest therapy. He fixes and adjusts software programs for all the city computers and cameras. He showed the live view from that tower on Dodge Island, and on his other screen, some views from the other towers and office hallways. At my suggestion, he checked the camera at Cow Bay Marina to see if old Freddy made it over the gate or has just used his side grinder. This was keeping the young man busy. I nodded at the smiling women travelers. We would all be on that same 1000h airplane. But why were we still waiting?

Oh, the boys who plow the runway had a Saturday party... and there are no shovels for the passengers to clear it so the Vancouver flight will be late. “Yes, ma’am, pardon?” I said, “it is the old Rupert clown show – but now we call it Resilience”. It’s 940h; and the bus started to load. I gave way to the lady: “You go first. Oh, you own a condo in Cow Bay, where your Mom wore Gum Boots and built a Hippie Cabin? You are amazing and very resilient, nice to meet you.” I said.

Flying south, leaving behind the runway that was still being cleared by yellow snowblowers. Looking down, the Grenville Channel looked quite small, as did Denman Island; Porlier was just a splash now. BCA Education Watchkeeper, Kitt, picked me up at YVR and I had to apologize for still not having time to assist with the BCA Education Dept. But that [course](#) from Kevin Monahan on using radar was really useful. Kitt was returning to Fiji in April, and I agreed that running a BCA Education Watch in the pandemic was difficult and required a special talent. Now, I had survived comfortably on the *Dusty* voyage because of childhood skills, remaining present, and from listening to and learning from the BCA courses.

But for the time being, it was home to Burnaby, where three grandchildren, ages 2-4, were over-running the house while their parents worked through Christmas. A different kind of passage, still requiring presence, had obviously started, although this one with way more rights – so by 2035h look out!

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.

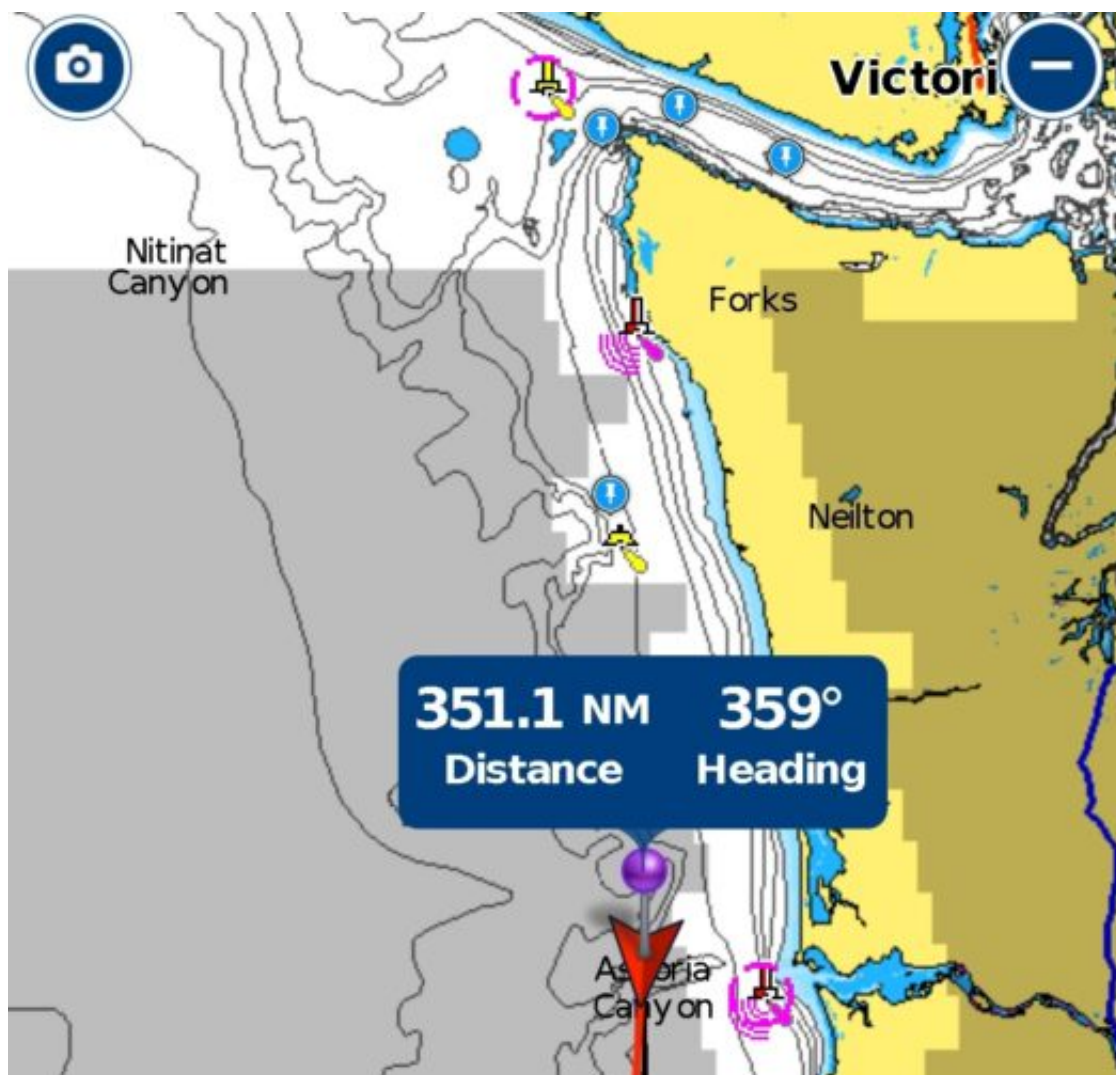
To Mexico: 10 Things Learned in 1500 Miles

<https://currents.bluewatercruising.org/articles/to-mexico-10-things-learned-in-1500-miles/>



It is a long way to Mexico from where we started. Figuratively and literally, we really are a long way from home.

We've dreamed of sailing southward for almost 2 decades: an open-ended voyage with no particular destination other than south. We've been prepping almost as long as we've been dreaming: over 30 thousand nautical miles of cruising between Seattle and Juneau; over 5 years of crewing on a race boat; sailing in every season; going out in gale force winds just to see what it's like (BTW – it can be fun!); four circumnavigations of Vancouver Island, one of which was non-stop from Shearwater to Victoria down the outside; a couple of trips to the Gulf of California to crew on a friend's boat and...oh yeah...lots of boat work!



The big left turn:

on our way south.

We made the big left turn at the end of August and have had a great time making our way south since then. We are currently sitting in a place called Little Scorpion Anchorage on Santa Cruz Island. It's very beautiful here, but to call it an anchorage is a bit of an overstatement. It is a shallow spot on the side of an island. We hope the wind doesn't blow from the northeast because we'll have to leave – even if it's 0200h. The weather isn't particularly nice, so we're both below putting away at something. My something is a list of things we've learned so far.

1. **Love where you are.** You can think of every place you stop as a destination or a transit point. If you choose to think of places as transit points, you will never arrive anywhere and will always be looking ahead instead of living where you are.
2. **Plan ahead.** I know this is somewhat contrary to the last point, but it is necessary. The most obvious things you'll need to prepare for (worry about?) are clearing into Mexico and finding places to stay. The first is easy – have all documents and receipts on board both physically and electronically. The second will require some forethought. Marinas in Mexico are currently oversubscribed. Like many things wrong with the world, this is partly the fault of COVID and might change as cruisers start leaving Mexico for the South Pacific in greater numbers than they have in the past 2 years. As of right now though, slips are being reserved months in advance. The

two most critical places that this will affect you are clearing in at Ensenada, and summer storage if you plan to leave the boat in Mexico for hurricane season. Book these events well in advance.

3. **The West Coast of the U.S. is beautiful.** This is a good thing as anyone doing the usual “leave B.C. in early September and start down the Baja in early November” will be spending two months on the American west coast. The highlights for us have been the towns, with Santa Rosa Island being a standout exception. We had extended stays in San Francisco and Monterey and had a hard time leaving both.
4. **It takes a while to feel comfortable in a place.** For us, the first five days in a new town are the hardest, and most exciting. After six days, it starts to feel like home. On a trip like this, the “feels like home” sensation is a welcome relief from the untethered feeling of moving constantly.
5. **OMG...it is expensive here!** Think Canadian numbers on a price tag denominated in American dollars and you’ll still be low. We spent \$50 CAD on two iced coffees and one ham and cheese sandwich in Santa Barbara. Nothing is cheaper here, except maybe diesel if you pick the right spot. Do not wait until you’ve left to do or buy things for your boat. Set your budgetary expectations accordingly for the trip down and try to have fun without going broke.
6. **It’s really cold!** You’ll need warm clothes. A full enclosure will be most welcome too. We had dinner on a friend’s boat last night; I wore thin wool socks, pants, deck shoes, a t-shirt and light fleece. We ate below to stay warm and I wasn’t over-dressed. The aft side curtains of our enclosure have not been removed since we were in Georgia Strait, and the windward forward side curtain is usually secured too. The reason it’s so cold is that the water temperature is Broughton-esque until Point Conception, where it warms up to a balmy 19 degrees Celsius – still chilly. I get a kick out of local sailors down here talking about how cold it is up north...they have no idea!



Staying warm below decks.

7. **Sail your boat in tough conditions as much as possible.** If you’re afraid of sailing southeast down Johnstone Strait in a 35kt northwesterly with the sun shining and the current with you, you will be very afraid off of Cape Mendocino in 35kts in the fog at 0200h. One of the best things we did to prepare ourselves for this voyage was our three-day non-stop trip down Vancouver Island’s west coast. The west coast of Vancouver Island is a great training ground, because there are so many bail-out options if things don’t go your way. We had heavy winds for the 12 hours between

Brooks Peninsula and Estevan Point – conditions that were similar to those we've seen three or four times since we left Canada. Experiencing these winds close to home in familiar waters helped boost our confidence when we encountered them in a more committing location.

8. **Do as much night sailing as you can** – overnights are preferable and multi-nights are better yet. You can do this by taking part in one of Bluewater Cruising's [Vancouver Island Sailing Experience \(VICE\)](#) adventures. We accrued our experience on our own, but there is comfort in doing something intimidating with others. Even if you plan to day-hop down the coast, having the confidence to sail overnight is an essential skill that will allow you to make passage decisions based on conditions instead of time.
9. **Figure out how to sail downwind efficiently in everything between 8kts and 40kts.** If you don't have a whisker pole, consider getting one. Make sure that you have an easy to use and strong preventer system rigged from the end of your boom. We also have a four-part tackle to pull the boom down to the rail – it really helps keep the noise down when reaching in lighter winds and in roly anchorages.
10. **This one goes with number 9 – get an asymmetrical spinnaker or some other light wind sail.** We've been out since May 1, have sailed from home to Juneau to SoCal, and have put an estimated 800NM on our spinnaker. We use a sock to control it and never fly it without having the main up – we learned the latter the hard way...many times. We take the spinnaker down at a set cut-off windspeed to avoid any debate. If you're curious about using a spinnaker in the ocean short-handed, take a look at [Sailing Florence Around the World](#) on YouTube for some ideas.
11. **Bonus point.** Make sure you love spending time with your partner. This lifestyle will not fix a problematic relationship.

The trip is nothing like I expected, but exactly what I expected at the same time. The biggest mental hurdle to get over has been the commitment involved. We've spent two months a year aboard for the last 20 years and I thought this voyage would be an extended version of that. It's not. Turning left at Flattery is a hard maneuver to reverse. Giving up our moorage in Vancouver is even harder to reverse. We changed everything about our lives to make this happen – most of which is impossible to undo. In for penny, in for a pound!

Day to day, the hardest part for us so far has been sleeping in roly anchorages. Unfortunately, the coolest places seem to have the rolliest anchorages. However, this is the adventure we were looking for. It's beautiful, challenging, inspiring, and occasionally a little scary. It will define this part of our lives. Now, it's only 750NM to go before the next big left turn!

About The Author

Greg and Lori Bernard

Palomita - Sabre 42CB (centerboard)

Greg and Lori have been spending the summers aboard for the last 20 years, sailing between home in Port Moody and the Central Coast of B.C. They left this May for their offshore adventure, first sailing to Juneau, Alaska before heading south to the West Coast of Mexico. Their boat, Palomita, is a performance cruiser that draws 5' with the board up and sails to weather like she was on a string with the board down. You can follow their adventures on their YouTube channel, Sailing Palomita.

New Administrator Joins the BCA Ranks!

<https://currents.bluewatercruising.org/articles/new-administrator-joins-the-bca-ranks/>



Happy fall, [Bluewater Cruising Association](https://www.bluewatercruising.org/) shipmates!

Over the summer and into the early fall, BCA has been scouring through employment applications and conducting interviews for the position of our BCA Administrator. Many of the applications came directly from within the BCA membership, demonstrating the regard that our members feel for our great community. I thank all of you who took the interest and time to apply for this most valuable position.

I am so very happy to announce and welcome the new Bluewater Cruising Association Administrator, Amanda Lance. Amanda joins us with many talents and will serve the BCA well.

Amanda Lance is honoured to join our community as BCA's administrator. She understands that BCA is an invaluable resource for fostering seamanship and friendship, and she is truly invested in our collective and individual success.

Before joining us, she had enjoyed nearly two decades in supply chain management as a project manager

and trusted senior advisor in the public sector.

Her core values include:

- Compassion – toward humans, animals, and the environment
- Empowerment – encouraging all to live up to their potential and continually improve
- Open-mindedness – always willing to learn more and seek to understand from others' perspectives
- Service – reliable, accountable, and engaged member of our community

Amanda has previously been a BCA member but is now taking a hiatus while she focuses on her animal massage and acupuncture business. When she is not working with animals, you'll find her exploring the Pacific Northwest on her Catalina 27, *Innisfree*, with her husband Derek and two Chow dogs: Baker and Shasta.

Amanda fully embraces BCA's mission statement, vision, and core values. She declared that she is inspired by the dreams of our members, and how we all work together as a community to support each person's unique ideas and individual pursuits. She respects the dedication that it takes to volunteer on the Board and watches, and how everyone comes together to share knowledge and help each other reach their goals. She has expressed admiration and deep gratitude for being a member of our community.

Please join me in thanking Amanda Lance for stepping up her involvement within our family and taking on the extremely important position of the Bluewater Cruising Association Administrator.

About The Author

David Mitchell

Salt - Island Packet 40

David is a dreamer who is planning to begin his offshore adventures in 2024. However, he is no stranger to the sea. His career in the Royal Canadian Navy reached 34 years in March 2021. Upon retirement, David and his partner in life and adventure, Trina Holt, plan on cruising the world. Time will not be rushed for this couple as they, likely, make their way through the many local spots and up to Alaska. Eventually, SALT will carry David and Trina south and onward with the winds.

David's volunteerism within BCA started quite quickly. He had committed himself to the position of Vancouver Island Vice Commodore prior to the end of his first year as a BCA member. After cutting his teeth in the VI Chapter he took on the role of Bluewater Cruising Association's Commodore, where he sits today. David often states, "It is never too early to take on a position within BCA. In fact, it enhances the experience and increases your level of preparedness for offshore sailing."

David and Trina are extremely happy living on SALT, which they purchased in February of 2020.

Notice of BCA Annual General Meeting and Awards Recognition (December 8, 2022)

<https://currents.bluewatercruising.org/news/notice-of-bca-annual-general-meeting-and-awards-recognition-december-8-2022/>



ANNUAL GENERAL MEETING & AWARDS CEREMONY

Notice is hereby given to all BCA members:

Annual General Meeting and Election of Directors

Date: Thursday, December 8, 2022

Time: Meeting will open at 19:00 PST (20:00 MST); AGM to commence at 19:30 PST (20:30 MST)

Place: Virtual meeting via Zoom (details to follow)

Attendance: Please [register](#) in advance if you plan to attend the AGM.

Agenda

The business of the AGM will include the adoption of the Minutes of the 2021 AGM, review and approval of year-end Financial Statements for 2022, as well as operations reports.

There will also be elections to the offices of:

- Commodore
- Vice Commodore
- Secretary
- Treasurer

Members interested in any of these positions are invited to submit their names to the Chair of the Nominations Committee, [Past Commodore Leslie Hansen](#). You can see the [current Board of Directors](#) and learn about the responsibilities of officers in the [BCA's Bylaws and Constitution](#), Part 7 – Duties of Officers.

In addition, the Calgary Chapter, Vancouver Island Chapter and Vancouver Chapter will each present a candidate for election to the office of Chapter Vice Commodore for their chapter.

Voting and Proxies

Voting may be done in person at the online meeting or by proxy. If you cannot attend the AGM, please [complete and submit the online proxy form](#) (you will be prompted to log in). This is important so that we can have the necessary quorum of members to conduct the AGM.

BCA's Board of Directors looks forward to hosting the evening, following which the 2022 BCA Cruising and Service awards will be announced; please show your commitment to the association by making every effort to attend and/or register your vote.

If you have any questions about the AGM, please contact [Barrie Letts, BCA Vice Commodore](#).

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.

BCA Annual General Meeting (2022) - Please Register or Submit Your Proxy

<https://currents.bluewatercruising.org/events/bca-annual-general-meeting-2022/>



All BCA members in good standing are invited to attend the **Annual General Meeting (AGM)** on **Thursday December 8, 2022**. Hosted by BCA's Commodore, David Mitchell, the meeting will be held via Zoom, starting at 1930h PST / 2030h MST. (Zoom room will open at 1900h PST.)

Please demonstrate your commitment to BCA and its future by either [registering](#) to attend the AGM (at which point you will receive the Zoom link) or by [submitting a proxy](#) if you are unable to attend. Details about the agenda and board elections can be found [here](#).

The AGM and election of officers for 2022 will be followed by an All-Chapters Awards Ceremony recognizing members' cruising achievements and service to BCA. Please join us for what will be a fun and celebratory evening!

If you have any questions about the AGM, please contact [Barrie Letts](#), BCA Vice Commodore.

About The Author

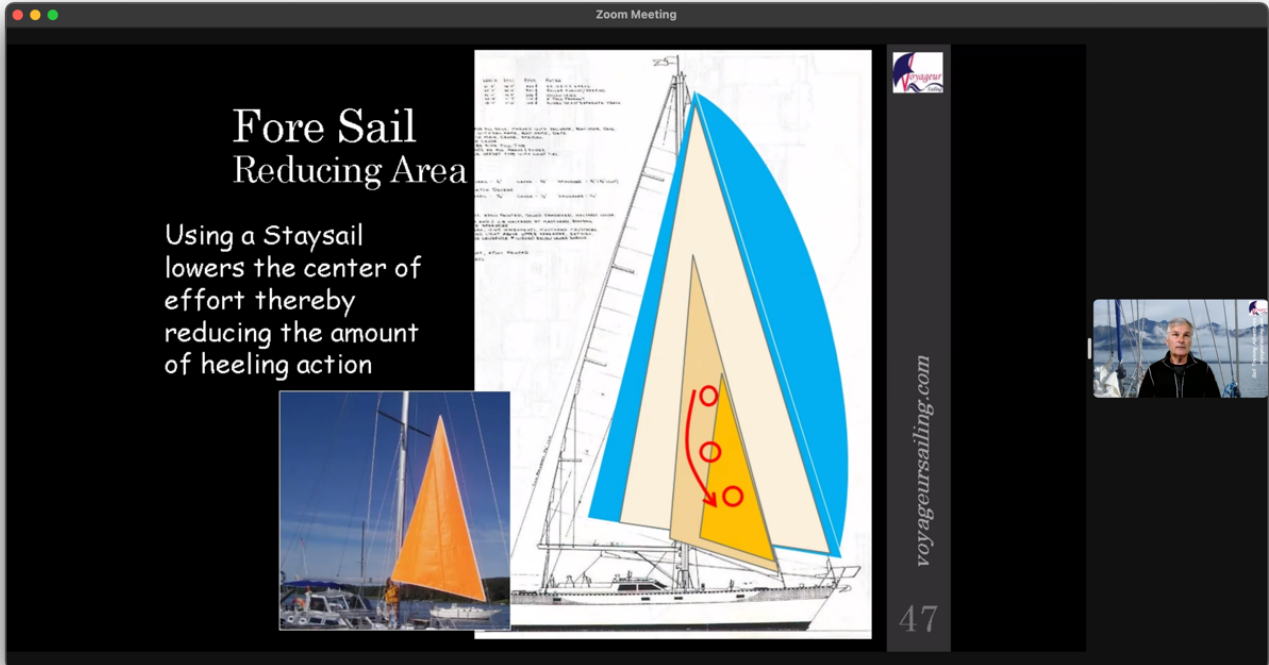
K. Barrie Letts

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.

Vancouver Fleet Report - September and October 2022

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-september-october/>



The first meeting of the Vancouver Fleet was a Zoom meeting on September 27. The crew of *Naida*, Anne Trudel and Ken Buckley, described their coast hopping trip to Mexico last summer. There were 13 boats in attendance, representing 20 people.

The October meeting of the Fleet featured **Heavy Weather Sailing** presented by Ken Gillstrom. It was advertised as storm tactics but he prefers the heavy weather description because we cruisers simply don't go out in storms. There were 16 boats in attendance, representing perhaps 30 people.

Still in October, several Fleet members attended an OpenCPN meeting led by Rob Murray from *Avant*.

Fleet registrations now include 15 boats. We have volunteers for programs, offshore packages, dock visits, VICE, coffee, hybrid set up and secretary.

At this stage the combined program and hybrid set up committees have decided that we should go ahead with a **Zoom only meeting for November**. I am hoping that an in person solstice potluck supper on December 20 will serve as a good chance to meet other Fleet members.

The November meeting of the Fleet of 2023 will be a **Zoom meeting at 1930h on Tuesday, November 29**. A panel discussion on Hull Preparation and Maintenance is planned for the evening. Haul out procedures and facilities will also be discussed.

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 - November 2022

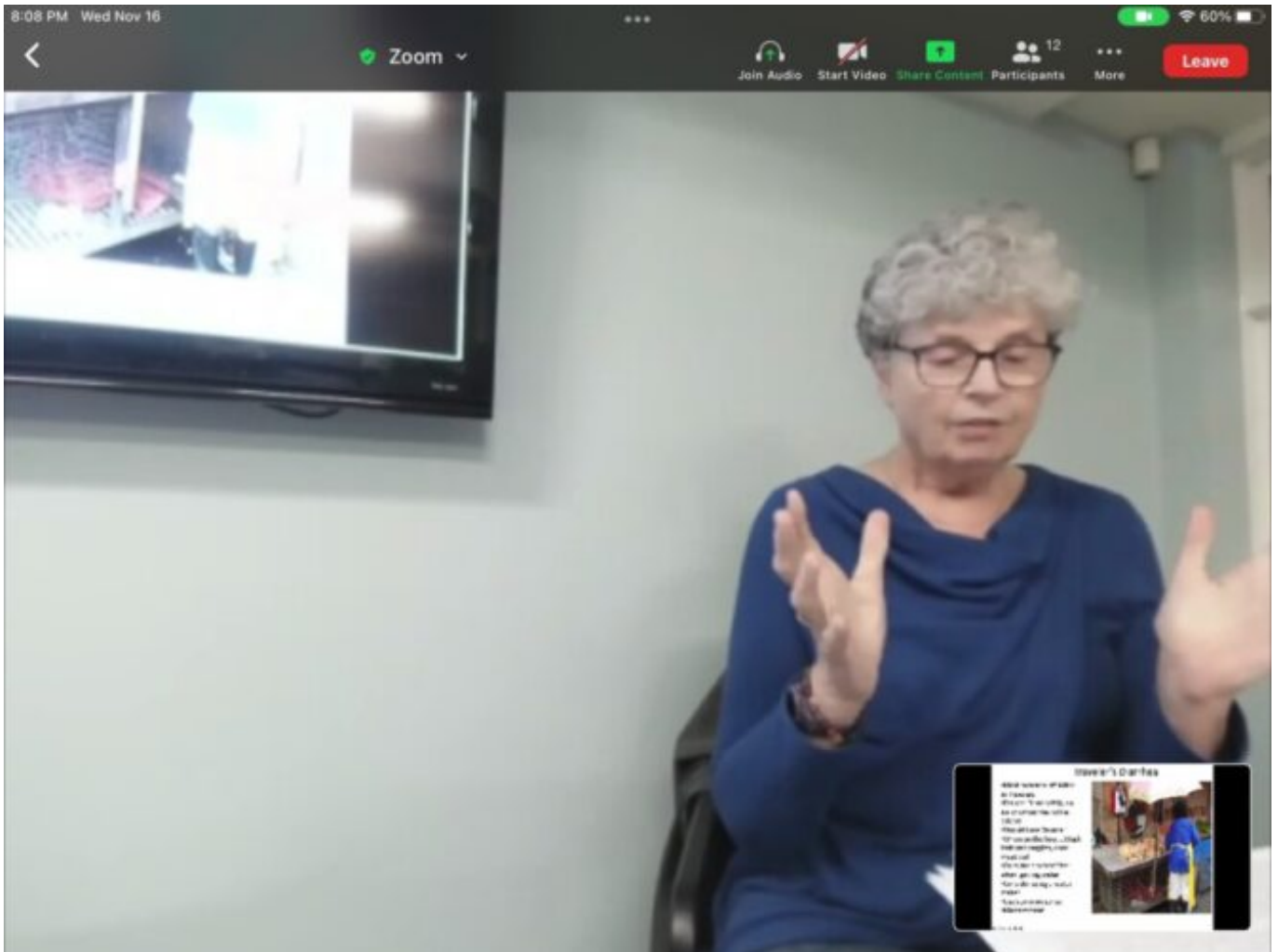
<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-november-2022/>



The Vancouver Island Fleet meeting on November 16 was reasonably attended with 15 folks at the Royal Victoria Yacht Club and 11 computers on the Zoom platform.

Dr. Catherine Ascah followed our usual announcements, education news and Show and Tell from Brent Alley. Brent's gems included a trusty handheld wind speed indicator and some great tools to make the perfect Latte including an infra-red temperature gauge to ensure the milk is the correct temperature for the mix. This device is also very handy as a maintenance tool to spot potential mechanical trouble sources before they break down completely.

Catherine always provides a vast array of reference information for cruisers to review and tuck away to assist them when the need arises as well as the best current medical information regarding travel medicine and preventative procedures to minimize these medical risks.



Dr. Devin Jones (one of our current enthusiastic fleet members) followed Catherine to present his detailed look at preventative measures and emergency responses from the dental perspective.

The Vancouver Island Fleet group is very grateful for the privilege of having these two well informed professionals inform our cruisers as they prepare for their dream journeys.

Next month Tony Gooch addresses Heavy Weather Sailing followed by a quick look at Offshore Sail Trim by Daragh and Al.

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.

Rigging Essentials for Smooth Sailing

<https://currents.bluewatercruising.org/events/rigging-essentials-for-smooth-sailing-2/>



Steve, owner of [Steve White Rigging](#), shares years of experience in this evening presentation. He will cover preparing your vessel for leaving, maintenance and repairs. As well, he will take an in-depth look at standing and running rigging and winches. This will include a discussion on rigging options and applications.

Steve has been on the coast sailing, inspecting, recommending and installing rigging for 40 years. His easy manner and deep experience will make this an informative course that gives you the breathing room to ask questions and delve into detail. During this evening presentation, Steve will cover how to prepare for a long cruise including, inspections (what to look for and how to be proactive), upgrades needed to ensure smooth sailing, and repair supplies that are essential to handle the unexpected. He will also address maintenance on your rigging including furling, standing and running rigging, as well as winches. Though we all try to prevent the unexpected, Steve will also guide you in repair techniques on the fly.

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 Marine Engine Servicing & Maintenance

<https://currents.bluewatercruising.org/events/diesel-marine-engine-servicing-maintenance/>



Learn to treat your engine well. Ben Gartside, a lifetime mechanical technician and President of [Gartside Marine Engines](#), is offering a two-day workshop on diesel engine maintenance and servicing. Topics include:

- Regular maintenance requirements
- Cooling system, exhaust and ventilation
- Fuel system
- Electrical system
- Transmission and stern gear

Classroom work will be held each morning with practical demonstrations at the Gartside Marine workshop on Harbour Road in Sidney each afternoon.

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.

Sails: Inspection, Maintenance, Design and Repairs

<https://currents.bluewatercruising.org/events/sails-inspection-maintenance-design-and-repairs-2/>



Evolution Sailmakers

Sails are beautiful! As works of art, craft, and science, they are rich in history yet evolving with modern materials and our understanding of fluid dynamics. This is an informative and hands-on workshop presented by the knowledgeable staff in the [Evolution Sails Vancouver](#) sail loft.

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.

Vancouver Club Night - December Potluck Social

<https://currents.bluewatercruising.org/events/vancouver-club-night-december-potluck-social/>



All BCA members are invited to join BCA's Vancouver chapter in celebrating the holidays at our December Social Potluck, which will take place during our December 14th Club Night.

The evening will include recognition of award recipients from 2021 and 2022 which will provide attendees with an in-person opportunity to celebrate the cruising accomplishments of some of our BCA members, and contributions to BCA.

Never fear, the evening will have plenty of time to socialize with your fellow BCA members, to compare notes from last season, and share plans for the next. If you are a relatively new member, this is your opportunity to meet your fellow BCA members.

We all know how potlucks work: please come with a dish large enough to serve yourself plus several other people, and then enjoy each other's tasty culinary offerings. Club night fees will be waived for the evening. And, finally, beverages will be available for purchase at THE BAR!

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: Haida Gwaii—Gwaii Haanas | A World Away

<https://currents.bluewatercruising.org/events/vi-south-club-night-haida-gwaii-gwaii-haanas-a-world-away/>



Welcome aboard *Wind Chaser*, Guy and Valerie’s 1990 Island Packet 35, as they navigate the Broughtons, the North Coast and cross Hecate Strait to Queen Charlotte City. From there we will visit several Haida cultural sites on Moresby Island as we wind our way south through intimidating narrows to Rose Harbour (a whaling station until 1943) and ultimately SGang Gwaay (aka Ninstints), the crown jewel of Gwaii Haanas. To miss SGang Gwaay would have immediately rendered us “persona non grata” at home.

We will discuss our return route, the choices we made and the weather we encountered along the way.

Guy Gauvin has sailed across the Equator (Huahine, FP, to Hilo, Hawaii), to San Diego and he has also done the Baha Ha-Ha. Guy and his wife, Valerie, have circumnavigated Vancouver Island twice and motor/sailed as far as north as Khutzeymateen Inlet, (north of Prince Rupert) to view grizzly bears, but Haida Gwaii somehow always eluded them, until the summer of 2022 that is.

Please join us for VI South’s November club night as we learn about Guy and Valerie’s bucket list trip. This was not a highly planned adventure, and Guy and Valerie relied heavily on the recommendations of experienced members of the Schooner Cove Yacht Club to quickly cobble together an itinerary that would take them to Haida Gwaii safely, and once there, give them enough time to explore Moresby Island and do justice to the uniqueness of Gwaii Haanas.

Hybrid Meeting Format

Doors/Zoom Room Opens: 7pm PST

Brief Meeting: 7:30pm PST

Presentation immediately to follow

In-Person Attendees: For those attending in-person, the format will be very much the same as “normal” as we continue our return to the Royal Victoria Yacht Club’s main lounge. We will continue to follow all BC and Royal Victoria Yacht Club mandates and regulations in regards to COVID.

BCA’s current COVID-19 Protocols for in-person, inside events are as follows:

- BCA Covid-19 Protocols are suspended until further notice.
- All BCA participants are welcome to wear face masks at BCA events to protect the health and safety of self and other participants.
- BCA Board of Directors will continue to review BCA COVID-19 Protocols each month until it is satisfied that prior protocols can be suspended permanently.
- Concerns regarding protocols may be addressed to your local Chapter Vice Commodore.

Virtual Attendees: BCA members will receive Zoom details via email. If you don’t receive an email or would like access information, please email the [VI Communications Watchkeeper](#).

Calgary Club Night - Annual Quiz Night

<https://currents.bluewatercruising.org/events/calgary-club-night-annual-quiz-night/>



<https://commons.wikimedia.org/w/index.php?search=barrel&title>

Scuttlebutt!

Yes! It is time for the Annual Calgary BCA Quiz Night featuring a fun evening filled with nautical facts, trivia and lore. A hybrid meeting so all are welcome. Delicious Pizza and beverages will be served at the Shaganappi Club. Please join us on this festive occasion.

Masks are welcome but not mandatory.

Please contact [Calgary Communications](#) for Zoom details should you wish to attend online.

Image attribution: [Oak-wine-barrel-at-toneleria-nacional-chile](#) by [Gerard Prins](#), [CC BY-SA 3.0](#), via [Wikimedia Commons](#).

VI Mid-Island Christmas Pot Luck

<https://currents.bluewatercruising.org/events/vi-mid-island-christmas-pot-luck/>



Due to the popularity of this annual event, Rob and Grace Dodge are moving their traditional VI Mid-Island Christmas Pot Luck to the Nanaimo Yacht Club, so that more members can attend. The whole VI Mid-Island Watch will be there to serve you!

The main course will be provided (turkey, ham and the fixin's) but attendees are asked to bring one of either an appy, salad, hot veg or dessert. No need to bring mass quantities – for each person registering, enough for 6 persons is all that is required. Please email midislandrep@bluewatercruising.org with your planned contribution.

The bar will be open as usual and tea and coffee will be available.

We look forward to welcoming you to a purely social event (though we are sure that some Bluewater conversations will happen!).

For further information and to register, [click here](#). RSVP deadline is December 2, 2022.

VI Mid-Island Club Night - Heart and Soul at Sea

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-heart-and-soul-at-sea/>



Join First Mate, Margaret Cormie and David Vanderhoek, Captain who will present their offshore passages aboard *Heart and Soul*, their Sceptre 43, with stops meant to whet your appetite for offshore sailing. They did many Pacific passages, criss-crossing from South America to many Pacific Islands, including Easter Island and The Marquesas, then north to Hawaii and home.

Margaret and David will also describe their five years of preparation for going off-shore, joining BCA

Fleet, doing two VICE trips, and taking various courses such as Celestial Navigation, Radar, Safety at Sea as well as Spanish lessons.

Presenters

Dave has been sailing all his life. Margaret had sailed occasionally before they married in 2008 and, when they decided to go offshore, it didn't take Margaret long to join Dave's enthusiasm!

With the easing of COVID restrictions, BCA VI Mid-Island Group is getting back to in-person club nights at Nanaimo Yacht Club. Note that this club night will NOT be available via Zoom but this presentation may be repeated later in the season in a hybrid (Zoom and in-person) format. We will continue to follow all BC and Nanaimo Yacht Club COVID policies. As this is an indoor event, we recommend a protective mask when not eating or drinking. The full BCA COVID policy may be accessed [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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