



*Photo Contest Winner*

**Sophia Granchinho**

*Coming into Miles Inlet for the night before rounding Cape Caution and going north.*



# Currents

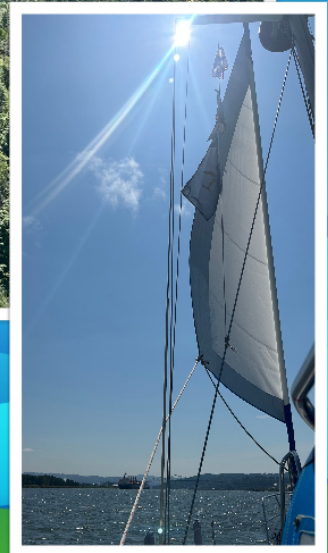
November 2023

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## Columbia River Cruise on Chantey V - Part 2

<https://currents.bluewatercruising.org/articles/columbia-river-cruise-on-chantey-v-part-2/>



*[Editors Note: In [Part 1](#), the crew of **Chantey V** recount their voyage from Victoria, BC to Portland, Oregon buddy boating with the crew of **Nimue**. They have just met up with local friends on **Tango**, and plan to continue traveling up the Columbia River.]*

### The Voyage Upriver Continues

After bidding adieu to crew member John, who flew back to Victoria from the nearby Portland Airport, it was time to move on upriver. The steady 2 knot adverse current kept our engines busy, but we also had many head sailing opportunities when the wind picked up in the afternoons. **Tango** shared some local knowledge, using back eddies on the shoreline, which saved us some time. 17 NM east of Portland, we passed Corbett Station – the original hailing port of **Chantey V**. Alas, all that remains are a few abandoned pilings – apparently the upgrading of the adjacent highway restricted access to the point where the docks were no longer viable. By late afternoon, we docked at Beacon Rock State Park – a most picturesque scene. It was too late in the day to attempt a climb of the wonderful rock formations, but we



resolved that it was a must-do on the return trip. We rounded out the day with a salmon plank BBQ on *Nimue*, followed by socializing until sunset.



Beacon Rock State Park put us within 5 NM of the Bonneville Dam and Locks. Surprisingly, we were advised to allow at least two hours for this short trip and once under way, we realized why. The river flows faster as you approach the dam overflow discharge, and we struggled to make 3 knots against the current. We made it handily for the 9 am lock opening. They employ a system of sliding wall bollards, which simplifies the process of tending lines for the 80 ft rise in the lock. Onward to Hood River and past the disused Cascade Locks, which we noted for a potential stop on the way back. We had a strong westerly wind, which allowed us to sail most of the way. There was a lot of activity on the water in the vicinity of Hood River, which is a Mecca for kite boarding and wind surfing. All this, in addition to the tugs, barges and river cruise ship requires a sharp look out. This part of the Columbia Gorge is famous for its dependable winds and today was no exception. We were fortunate to have Vicky Austen at the dock to catch our lines, with the 20 knot wind gusts upon arrival. Steve and Vicky took us to their beautiful home for dinner and we enjoyed a few days of shore life there. We hiked several trails and visited the very impressive Western Antique Aeroplane and Automobile Museum at the airport. The town itself is charming with coffee shops and interesting stores throughout.



Wind-sports off Hood River

There was one final leg upriver to our final destination of The Dalles, which is situated below another dam and set of locks. The landscape had now changed to desert, with very high temperatures to go with it. We had been advised that further upriver would be more of the same except hotter! There was plenty of room at the city docks and some members of the adjoining Dalles Yacht Club kindly invited us to use their clubhouse while we were there. It was a half hour walk into the city and we soon regretted the decision in the sweltering heat. We resolved we would definitely be taking a taxi back to the boat later! Meanwhile there was plenty of sightseeing in the old city of The Dalles. We visited a veterans museum in the old fire station and later had a fascinating tour of a neon sign museum.

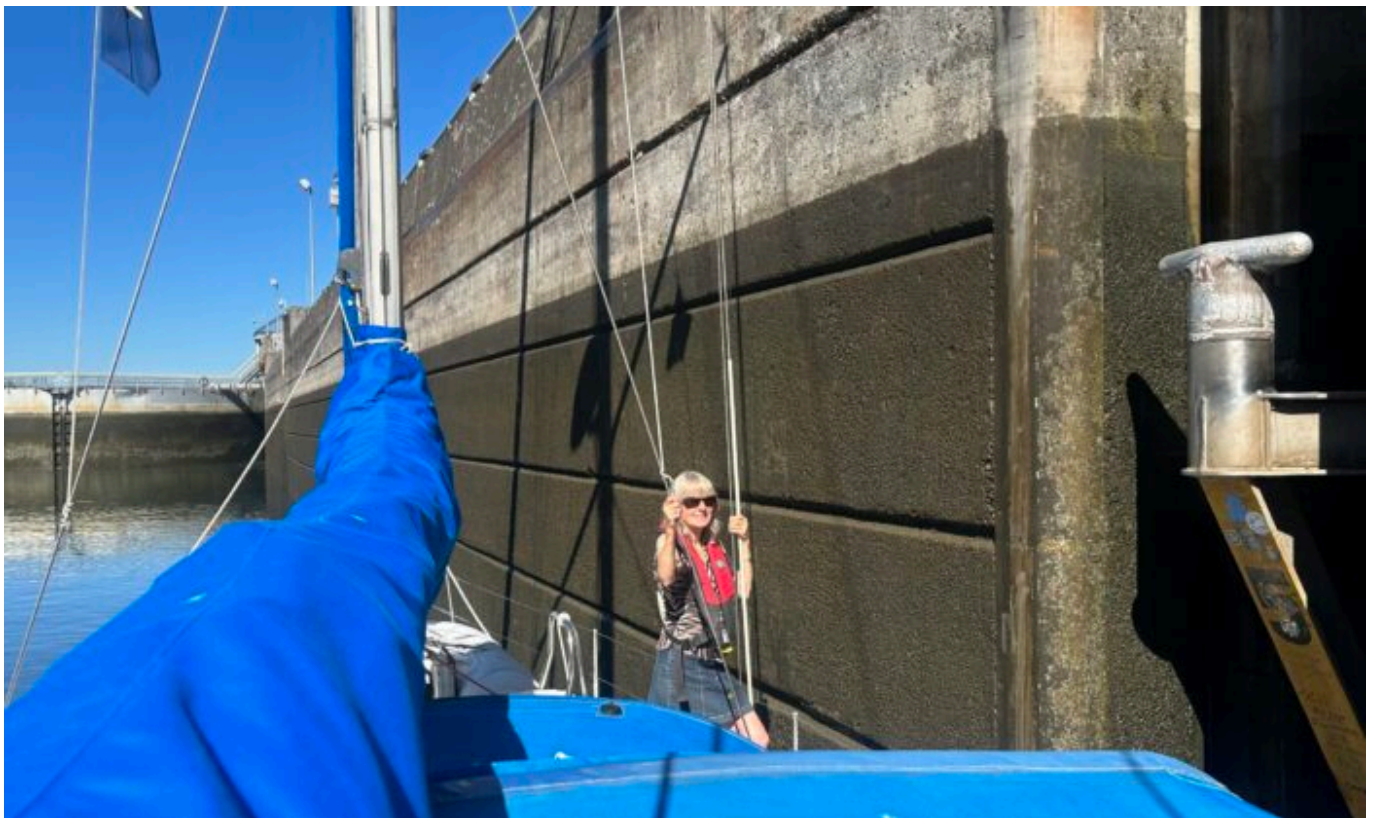
## Homeward Bound from The Dalles

Turning downstream, the current was with us, but we were forced to sail into the prevailing westerlies. Anything above 10 knots and the whitecaps started; conditions got quite rough at 20 knots. These conditions were usually short-lived and often moderated around the next bend in the river. Fortunately, making an early start and getting to our destination by noon each day was an effective strategy. As we were making great progress in the benign conditions, we decided to continue on to Cascade Locks. This worked out well and we got a side tie on the 200 ft of guest docks. This is a great place, with the area surrounding the old locks turned into a museum park. There was a dinghy regatta taking place that weekend, so a very festive atmosphere prevailed. The crews of *Tango* and *Nimue* drove down the next day for a farewell lunch in the town, followed by sundowners on *Chantey V*. *Nimue* had a replacement



radar being shipped in, so would now be a few days behind us. We decided to stay on another day, which turned out just as well when we discovered 2 ft of dodger stitching had failed, requiring a repair. It also gave us time to check out and hike a little of the Pacific Crest Trail and the Bridge of the Gods that pass by Cascade Locks. This famous trail is 2,653 miles long and runs all along the Rocky Mountains from Mexico to Canada.

The down-locking through Bonneville Lock the next day was uneventful and we were back into Beacon Rock State Park quite early. Perfect for our plan to climb the 850 ft high rock before it got too hot. It is steep but quite safe, with a metal railing all the way as it meanders back and forth across the face of the huge rock. We were rewarded with a panoramic view at the top. A highlight was seeing clearly the 5 knot current flowing from the Bonneville Dam. We stayed a couple of nights at the park, discovering new trails and swimming in the fresh water. We then slipped our lines and rejoined the flow downstream. Although the SOG was an excellent 8 knots, we had very low boat speed. I suspect that docking with our stern into the current was a mistake and we likely had caught bits of debris that accumulated around our rudder and prop. Our speed gradually improved and when I dove on the boat at our next stop, everything was clear. A little risky swimming in the 2 knot current, but trailing floating line was a good idea. There was lots of dock space at Government Island, but not much else. We had a nice walk ashore where we saw some deer.



Cate at Bonneville Lock

From there we had a pleasant one hour run down to the Portland Yacht Club (PYC), where we refueled and were given the same slip again. A delicious lunch was served and afterwards we walked down to the nearest grocery store to re-provision for the journey home. My RVYC friend, Doug Taylor Lee, had offered to sign on for the sail home and Cate readily agreed. This would give Cate and Doug's wife Jane

(and Bridey) a couple of days to meander home by road and check out the charms of Tacoma and Port Townsend on the way. The leg from Astoria to the Juan de Fuca Strait is considered an uphill battle, with opposing wind and current all the way. Doug and Jane arrived in time for the Tropical Party at PYC that Saturday night, and a good time was had by all.

## **Be Careful What You Wish For!**

An analysis of the weather forecast on PredictWind indicated that a rare southerly wind would be in effect some 2 days hence. Great! Could we get there in time? With a first light start at 5 am, perhaps we could do the 85 NM directly to Astoria in one day instead of the usual two or three. We decided to go for it. It was an early start, only to waste 20 minutes waiting for the railway bridge to open, which was not helpful. We pressed on, motoring hard all the way and boosted by the long ebb. Alas, the tide turned and it was a slow, final 3 hours into Astoria. Still, we made it before dark and also in time to go ashore for a few pints to celebrate at a waterfront bar.

No rest for the wicked, and another first light departure was called for to make another kind of bar at Clatsop Spit, with slack at 0600. This timing worked out well and we crossed with full main and headsail into a gradually increasing southerly wind. We were delighted to be sailing fast, but not so much with the building sea – another classic case of wind opposing current. We hadn't bargained for the rain either and soon the cockpit was a damp affair, with rain driving over the stern. So much so that the rain hitting the screen of my binnacle-mounted iPad began to give errors. Fortunately, I keep a second iPad as a backup and put it in position – this time with a large zip lock bag over it, which solved the problem. We got in a good 12 hours of sailing before the wind veered and eased, so that we were back to motor sailing by evening and through the night. Dawn had us approaching Neah Bay from the south. We could see that it was shrouded in rain and fog. We decided it had insufficient appeal compared to continuing on home. Arriving at RVYC in Victoria 10 hours later, we were tired but glad to be home safely, for a total leg time of 34 hours. Cate and Jane were most surprised that we had arrived before them!



Homeward Bound WA coast

All in all, it was a great finish to the voyage. We had travelled 750 NM in 15 legs over 24 days. Once again, ***Chantey V*** had taken us safely and efficiently on a memorable voyage. With its offshore section and needed bar crossing planning, I would recommend this as another shakedown cruise option for prospective Bluewater Cruisers.

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## Handy Hints

<https://currents.bluewatercruising.org/articles/handy-hints/>



I thought I'd share some of the little things we've set up on the boat, just before we left, or over the last couple of years.

### Above Deck

*Naida* came with a chain gripper plate: a U-shaped plate with a slot for the chain, and two holes for connecting snubber lines. We used this for several years, while pondering what we really wanted for the snubber attachment. Our concern with the gripper plate was, would it come loose if the boat was heaving? Following [Sailing Totem's](#) lead, we now simply use a long length (~12m) of 3/4" three-strand nylon that we tie to the chain with a rolling hitch, and then a second rolling hitch for backup. This has worked very well for us, in the conditions we've experienced so far. Once or twice when pulling anchor, we've found the backup rolling hitch has come undone, likely because it is not under load. This makes us wonder how useful the backup is. We've yet to put out the full-length snubber, typically we have about half out. We bring the single line over the bow roller with the anchor chain and put it through a 1m length of oversize

hose for chafe protection. We've been in the La Cruz anchorage, where it often blows 25 knots during the afternoon thermal, with wind waves in the order of a 1/2 to 1m, causing the boat to bounce quite a bit. We have found similar conditions in Taiohae Bay on Nuku Hiva, where the trades blow consistently 20 knots and bring the swell into the bay. So far we are quite happy with this arrangement.

We do not have a chain brake on *Naida*, nor a convenient location to put one, as the windlass was installed too far forward. Our solution is to use a Dyneema pendant on one of the bow cleats and loop the pendant through the chain. We use this first, to set the anchor so the load is not on the windlass, then again later after the snubber is in place. We leave the gypsy unlocked, so if the snubber comes loose the load will be taken by the Dyneema pendant. An improvement to this would be to add a rubber snubber to one leg of the pendant to help absorb what would be an enormous shock load if the chain snubber failed in a storm.



Left: Snubber line coming over bow roller and secured on deck. Right: Dyneema pendant used as an alternate to a chain brake.

Our preventer on the boom again follows *Sailing Totem's* approach. We have a Dyneema pendant secured at the end of the boom and led forward on the boom where it is readily accessible on the cabin top. Port and starboard preventers of 1/2" double braid (stretchy) are kept at the ready on the lifelines, led forward to turning blocks at the bow, back through low friction rings mid-ship, and finally through



turning blocks at the cockpit. Since we only have the Genoa winch on the cockpit coaming, we get creative with how we secure the preventer, depending on the sail plan. It is either on the Genoa winch if available, or the cabin top winch (not ideal) or simply on the aft cleat. If using the aft cleat, we let the boom out farther, secure the preventer, then bring in the boom to tension the preventer.



Boom pendant stored on side of boom with short bungee cord. Note: that it comes well forward to allow access on deck even when the boom is out.





Boom pendant tied to preventer line; when underway I can sit securely on the cabin top to tie the preventer on.

In anticipation of hot and rainy weather in French Polynesia, we purchased and installed PortVisors from [Seaworthy Goods](#). The cabin top sides on *Naida* are sloped and the ports angled such that rain water collects on the lower ledge and spills inside the boat; hence, the ports needed to be closed during any rain. We worried the PortVisors would limit airflow and be ankle biters, but neither is an issue. The sloped cabin top means the visors do not encroach on the walking space of the side decks. The visors have been wonderful. The ports still need to be closed if the rain is very heavy (as the drops bouncing on the deck still come in), or if it is very windy, but mostly the ports can stay open and provide ventilation.



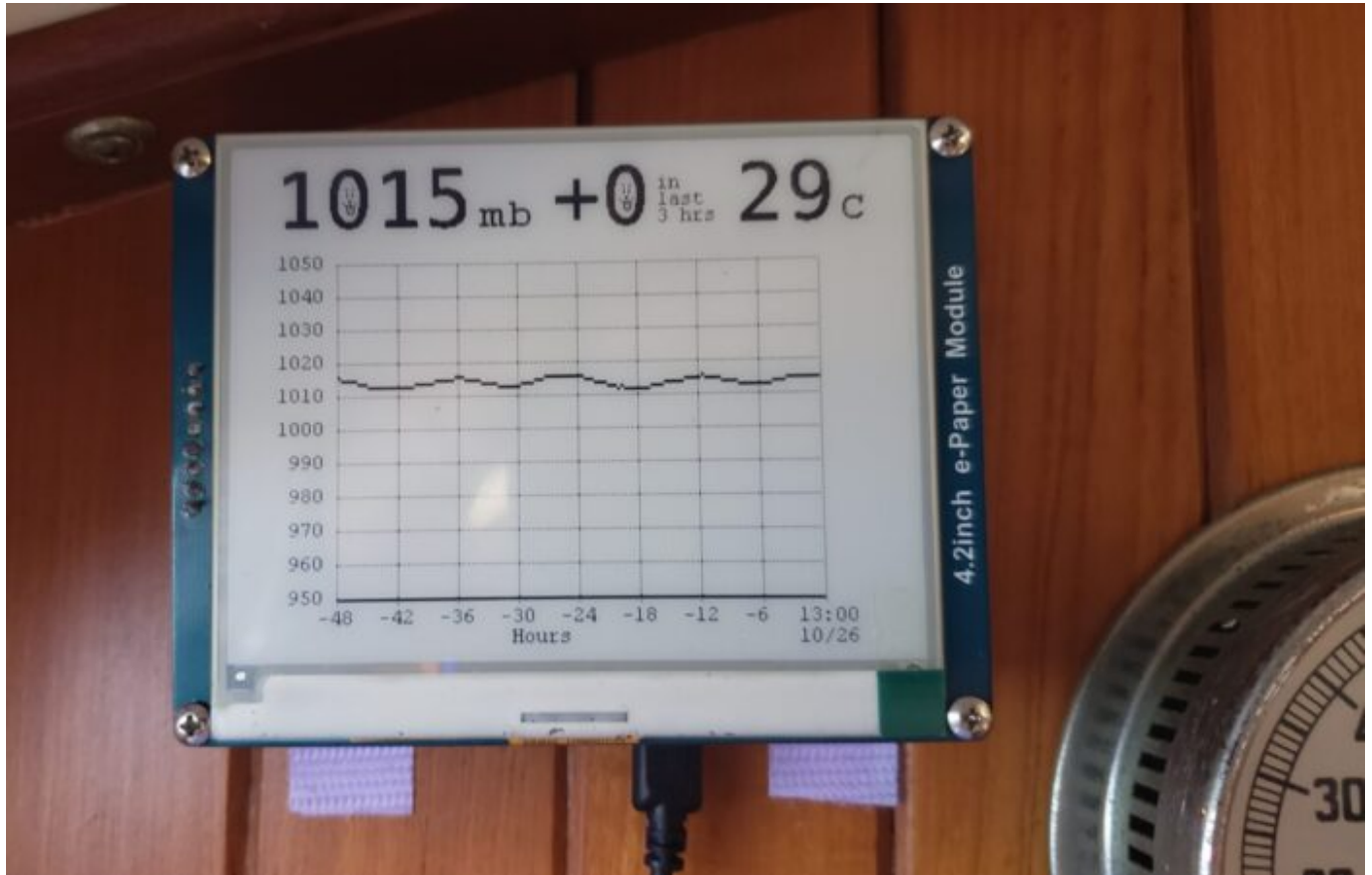
One of the eight PortVisors that allow ventilation even when it is raining.

We replaced the mainsheet fiddle block on the traveler after our first season in Mexico, because the old fiddle block swivel pin failed one day when we were setting out on a day sail. Fortunately it was a non-event but losing control of the boom can result in losing the rig as [Niniwahuni](#) experienced this past spring when they attempted to cross from Mexico to French Polynesia. On inspection we discovered that the swivel pin in our old fiddle block had cracked some time ago and corroded. Since this sort of damage is not detectable **I'd recommend replacing older critical blocks.**

## Technological Hints

In our Fleet weather group, we got discussing logging barometers. Sarah Hannah, *Mandoyn*, showed a logging barometer she made with a pressure sensor, a Teensy 4.0 microprocessor, and e-paper display. The barometer records once a second, averages the data, and updates the display every 20 minutes. Data is shown for the last 48 hours, and the scale covers a range I never want to see, 950 to 1050 mb. She made the design and code available and I made one for *Naida*. One downside to the Teensy 4.0 processor is that there is not a library available to implement the power saving features of the processor, so it needs to be plugged into a USB port nearly continuously. Sarah added code that saves data to allow the unit to resume at the appropriate point in time after a power interruption. I added a small battery pack that will keep it running for about 20 hours if it is unplugged. On passage, we regularly record the barometer but

not at anchor, so we can lose track of the trend. I modified the code to report the trend over the last three hours. Radio nets such as the Pacific Seafarers Net like having the barometric trend reported, so this makes it easy to read off the display when participating in the net. (Sadly my ICOM M802 stopped transmitting, so anyone looking to unload one let me know.)



Logging barometer. Forty-eight hours of pressure readings at a glance; last three hour trend in text on top.

Our Fleet group also spawned a sub-group looking at the Raspberry Pi (RPI) single board computer. This is an inexpensive, compact, and low power computer that can run OpenCPN and other freely available programs (e.g. [OpenPlotter](#)). I've mounted the RPI in the electrical switch panel at our nav table and installed a large monitor on a swing arm. We have OpenCPN and a KIP dashboard (SignalK Instrument Package) running 24/7. We use the anchor alarm feature in OpenCPN, and the graphing of the KIP dashboard to monitor the state of the weather. CM93 charts [*Ed. Note: CM93 is a set of outdated unofficial global vector charts*] are quite accurate in French Polynesia and we love [Bruce Balan's](#) satellite charts. The large monitor swings out so it can be viewed from the cockpit, but more importantly it can be positioned for viewing in the salon for movie night.





Raspberry Pi computer monitor at the nav table showing OpenCPN on the left and a KIP dashboard on the right.

The last item I want to mention is simple but very useful. With a couple of oversize clothespins and a dish towel, Anne has fashioned a pocket on the galley counter to hold water bottles or other items. The pocket is readily adjustable and surprisingly stable. It's great to be able to tuck an open bottle in momentarily, without worry of it tipping over on an expected lurch or roll of the boat. We were close to screwing some saddles onto the counter backsplash and using some bungee cord for this task when Anne had a light-bulb moment and remembered the giant clothespins that had been a boat warming gift when we purchased *Naida*.



Simple and handy pocket for securing items around the galley.

## About The Author

### Ken Buckley

#### Naida -

Anne Trudel & Ken Buckley sail Naida, a 1987 Passport 40. They've sailed the coastal BC waters for 15 years including the Broughtons and Haida Gwaii. Two years ago they headed down the coast to Mexico and spent two seasons sailing the Sea of Cortez. In 2023 they crossed the eastern Pacific from Mexico to French Polynesia. They are looking for adventure, but not too much adventure.

## Aboard the Curve

<https://currents.bluewatercruising.org/articles/aboard-the-curve/>



The *Curve of Time* is an 85' steel hulled motor vessel that was built in the Netherlands in 1959. The ship was designed and used as a North Sea fishing trawler, so she's beamy and safe. She was purchased by Greenpeace in 1984, and brought to Vancouver to be their flagship vessel, protesting whale hunting. They named her *Moby Dick*. In 1997, she was purchased by Due West Charters for use as a research and charter vessel. Being Dutch like the vessel, that owner painted the funnel the colours of the Dutch flag. It looks sharp. He renamed her the *Curve of Time*, so he must have been smitten by M. Wylie Blanchet's book of the same name. Many are, and I'm sure most of you have read her recollections of years spent puttering around the coast with kids in tow. I just read it this July, so it was a lucky fluke to get called in August to work aboard the namesake vessel!





The wheelhouse. Note the old-fashioned telephone cord VHF to the left of the helm, and the “engine order telegraph” gearshift and throttle wheel to the right

The current owner bought her in 2019. He has had time to get to know her and get started on some modifications. (As with all boats, there will always be yet another desirable mod to do or a snag to repair, as well as endless projects to complete!) After the Pandemic restrictions eased, he set about taking up to 12 passengers at a time on charter trips in the Gulf Islands, Desolation Sound, and the Broughtons. The vision behind the venture is to share the coast and make it accessible to those who would otherwise not be able to experience it. There are many people who want to see the beauty of the Salish Sea and the majesty of our more remote coast, but who cannot or do not boat by themselves. Some have health problems and their holiday aboard the *Curve* might be their last hurrah. Some haven't got the financial or technical wherewithal to have their own boat, so they splurge on a 5-day charter. It's a trip of a lifetime for most. British Columbians were in the majority aboard the four charters I worked, with a few folks from Alberta and Ontario.



View of the vessel from the foredeck

The owner's 25 -year-old son and his friend worked aboard for most of the summer. When they had to leave, I hopped on to replace them as paid crew. I worked one week on a 5-day charter in the Broughtons, flat out for 15 hours every day. I then helped the owner reposition the vessel from Port McNeill to Campbell River, working our way down through Johnstone Strait, Discovery Passage, and Seymour Narrows. I say Campbell River as shorthand, as we actually made our base in Gowlland Bay near Quadra Island, anchoring in ample calm water. We'd cross over in the two RIBs (one 17', one 27') to provision and whatnot, get the guests and their luggage, and ferry all and sundry back over to the *Curve*.



The 17' and 27' RIBs getting towed towards Seymour Narrows on a gusty day

I worked three 5-day charters to Desolation Sound, with one day off in-between charters. During the charters, we were 'full on', plenty busy with re-provisioning, re-fuelling, getting propane, topping-up water, swabbing the decks, and making everything shipshape. We'd also have to strip the berths and drop off all the laundry at the laundromat in town, then collect it, bring it back aboard, and re-make all the berths. Talk about boat yoga! I was relieved when HummingBird showed up to join me as crew. At about half my age and super fit, she really helped me get that job – and many others – done lickety-split. She had a great sense of fun and there was many a night when we'd laugh off the day's craziness before we'd fall asleep. We slept up forward on a queen-sized berth, Swedish style – each with our own duvet. It was either that, or have our own separate berths in the crew quarters by the galley, nearer to Chef. That would have been roomier and more comfortable for sure – but it sounded like a den of polar bears down there at night!

It was hard work, long days with no days off, but I adored it. Being on a boat makes me happy. I get a kick out of customer service and met many wonderful people. I enjoyed the variety of duties, as I am a person who gets bored with repetitive work. The diversity of tasks matched my background and experience. I was deckhand, oiler, expedition leader, server, cleaner, host, and general jobsbody! Chef took care of cooking and dishes.



Oiling away

The day would start with going up on deck to breathe in the quiet scenery, then preparing breakfast in the saloon. At 7 am I'd go down to the engine room to turn on the generator – disturbing the peace, to the chagrin of the few early risers! But I was quickly forgiven as I made hot tea and coffee. Breakfast ran from 7 am to 9 am, during which time HummingBird and I took turns ferrying the food up to the saloon and the dirty dishes down to the galley, cleaning the heads, and preparing for the day's activities. We'd lower kayaks, and pump up and wipe the dew off the RIBs. After breakfast it was expedition time.



Depending on passengers' interests and levels of fitness, we'd go kayaking, hiking, fishing, crabbing, swimming to the Teakerne Arm waterfall, exploring in the RIBs, and/or whale watching. We saw plenty of Orcas, Humpbacks, sea lions, seals, sea stars, and jumping-for-joy salmon. I have to admit, it was sweet to get paid to do everything I like to do!



Kayaking in kelp on a misty morning

Lunch time saw us bringing great feasts up from the galley and dirty dishes back down, as well as stowing kayaks and preparing the RIBs for towing. We would grab ourselves a bite to eat while getting things done.

Once lunch was over, it was time to start the original Dutch engine – a slow-turning, (500RPM) 5-cylinder, 250hp de Industrie diesel. She was the belle of the boat, requiring lots of loving attention as start-up involved a 36-step procedure! The crème-de-la-crème moment consisted of pulling the heavy brass lever down, then smartly shifting it right back up to start the pistons hammering in a most enchanting, musical way. Absolutely fabulous! It was as close to a steam engine as a diesel could ever get. The cheat sheet was old and missing half the procedures, so I updated it, listing every step “for Dummies.” (If anyone with a mechanical bent is interested, I would be happy to share the manual with them.)



The 5-cylinder engine

With the engine running, we'd turn on the hydraulics and weigh the heavy-duty Byers anchor. We usually let down 250' of chain, so it took awhile to haul it all up. One of us would be up on the foredeck by the windlass. That person would take the locking knuckle off the chain and operate the hydraulic lever, while the other person was down below guiding the heavy chain into the locker compartment – noisy, splattery work! Every 90' there was a slightly different link, fuller than the others, which identified one shot.

Once underway, we would untie the RIBs, which were rafted alongside, and let their towing lines pay out behind the *Curve*. We'd cruise along at 6 knots through beauty. I'd spend some time up in the wheelhouse, learning the ropes, minding things if the owner had to step out for a bit, and keeping my eye out for whales. Every two hours the engine checks needed to be done, and more oiling to keep the engine purring. Having previous shipboard engine experience (on *Sea Shepherd* in 1985), I was happy to take this on while HummingBird did more of the kayak lifting and guest entertainment.

Before anchoring, we would pull the RIBs back in and tether them either side of the vessel. Depending on the length of the trip, we would either serve the evening meal while underway, or we would set it up and serve it after anchoring. If the evening weather was fine, the guests dined al fresco. A favourite meal was always the crab that they'd caught themselves. After supper it was time to gather round the propane fire pit on the foredeck. It was an opportunity to share and get to know each other more meaningfully. Occasionally, HummingBird would play guitar and sing her great songs.



The fire pit all set up for end of day cosiness

I've been lucky to do a lot of my own boating, but it was really wonderful to take people who can't, or don't boat to some of BC's many stunning nooks and crannies. I enjoyed sharing my love for our coast; as beautiful as all the scenery is, it was doubly so when seen through their eyes, and in the looks on their faces. Some folks had never been on a boat before, or on the hook at night, or seen bio luminescence, or been in such star-studded quiet. They exulted in this unique opportunity, staring out over the gunwales, breathing it all in deeply.

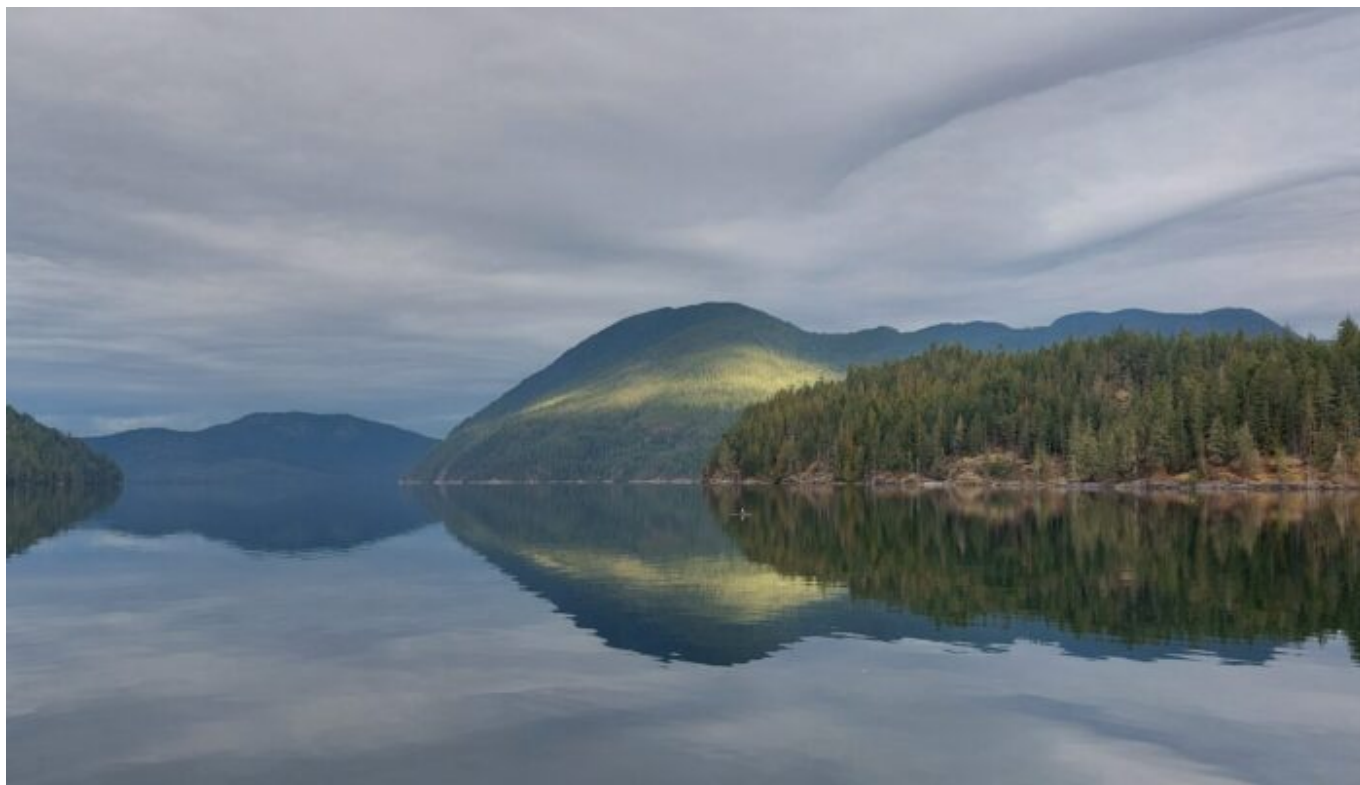


Underway, heading to Port McNeill from the Broughtons

My fourth charter was supposed to be my second-to-last but in a surprising twist became my final gig – a turn of events which was disappointing for my bank account but a blessing for my knees. I must have



done between 60 to 80 flights of stairs a day with all the up and down to the galley, engine room, wheelhouse, fore and aft decks and my berth. My six-decades-old knees were beginning to complain! Rather than go into the details here about how I was made to "walk the plank" (buy me a beer and I will tell you all about it !) I will just say that despite some challenges, both HummingBird and I did our best to ensure the guests on the fourth charter had a great, safe voyage.



Morning beauty, fleeting as ever

In conclusion, I am proud of myself for having taken on learning so much, to the point where I felt I could handle an 85' vessel in a pinch. I gained a lot of confidence in myself. Overall, working aboard the ***Curve of Time*** was a tremendous opportunity and incredible experience. I feel honoured to have met so many fine people and helped non-boaters enjoy our incredibly beautiful BC coast.

## About The Author

**Isabel Bliss**

-

I wanna go sailing!

## Vancouver Island Fleet Report - November 2023

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-november-2/>



The VI Fleet's November focus was Provisioning.

We had a great presentation by Brent Alley and Sonia Crawshaw, with additional input from Barb Lyall and Jennifer Handley. Topics included:

- Who Are You Provisioning For?
- Fair Trade for Food
- Factors to Consider When Stocking the Vessel
- Galley Equipment List
- Gimbaled Stove & Harness
- Review Your Cooking Equipment
- Storage
- Stocking
- Menu Planning
- Inventory
- Supplements
- Cautions
- Foul Weather



- Recipes
- Local Foods

The Show and Tell part of the evening included:

- First hand knowledge of how hard it is to see a man overboard pole and a large fender in “sporty” conditions (Campbell).
- Using a Selma Fid for making soft shackles (Devin).
- First hand experience setting off an expired parachute flare (Shawn and Janis).
- Bonus: Virtually meeting Larissa and Duncan’s West African street cat.

This month’s Weather session may have been the first time that the coordinator ran the group from a boat on passage. Max was aboard *June*, BCA members Peter and Natalie Hunt’s Nautitech catamaran. Using Starlink, Max was able to host the Zoom meeting which included a review of members’ virtual passage from the tropics to New Zealand.

The next Fleet meeting on December 13 will be a panel of returning cruisers.

## Summary



- Keep menus simple and varied
- Be conscious of nutrition
- Celebrate food – with a beverage, and with each other (cruisers and locals alike) –
- Food can be part of the adventure!
- It nourishes our souls and is the element that binds us all!

## About The Author

**Campbell Good, VI Fleet Coordinator**



**AKIRA - Grand Banks 36**

Campbell and his wife, Jennifer Handley, sailed their previous boat, Camdeboo, to the South Pacific in 2006, returning to Victoria in 2011. By then she had 25,000nm under her keel, visited 14 countries and 27 people had come aboard as crew. Campbell has since crewed for and/or mentored other BCA members in the Mediterranean, Mexico and most recently from Victoria to Cabo San Lucas MX. In 2022 Campbell and Jennifer became founding members of a sailing coop that purchased Akira for local cruising. A BCA member since 2003, he became VI Fleet co-coordinator in September 2023.

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## Vancouver Fleet Report - October and November 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-october-and-november-2023/>



The Vancouver Fleet has met twice via Zoom since getting underway in September. Zoom opened early each meeting at 1900 hours to provide an opportunity for informal chat among members.

The October 24 meeting was an interactive 'ask me anything' program presented by Rob Murray. Rob gave us a short chronology of how he and Debra have worked their way down to Panama and gave us an overview of their vessel *Avant*. Then the program opened to questions.

The November 28th meeting featured Rob Dodge who told us about his two trips in *Nanamuk*. The first in 1982-85 took Rob to Mexico, followed by the milk run to New Zealand, then home via Japan. For navigation and communication he had VHF and Ham radios, RDF (radio direction finder), flasher depth sounder, and two plastic sextants. His second trip was a seven year circumnavigation, 1994-2001, via Pacific and Indian oceans, Red Sea, Mediterranean, Atlantic ocean, Caribbean, Panama Canal then up the coast to BC.

A Solstice Potluck Supper, which has been a Fleet tradition since 1996, will happen again on December

19. The Lounge at Spruce Harbour Marina has been reserved for 1800 hours. It will be a great opportunity for Fleet members to meet the rest of the group face-to-face.

## **About The Author**

### **Cameron McLean, Vancouver Fleet Coordinator**

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Cam McLean has been a BCA member since 1987, cruised offshore, and has served as the Vancouver Fleet Coordinators for many years.

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## Online Submission Form Now Fixed

<https://currents.bluewatercruising.org/news/online-submission-form-now-fixed/>



Did you submit an article within the last couple of months but haven't heard back from us?

### The Problem

Recently, we had a few glitches with the online form that authors use to send articles to *Currents*. These problems occurred when the uploaded photos were too large. To make matters worse, if a submission does not work, all that happens is that you are presented with a blank "Submit an Article" form – there is not a specific message to tell you that it did not work. Thus, it might be the case that you thought you sent us an article, but we don't have it.

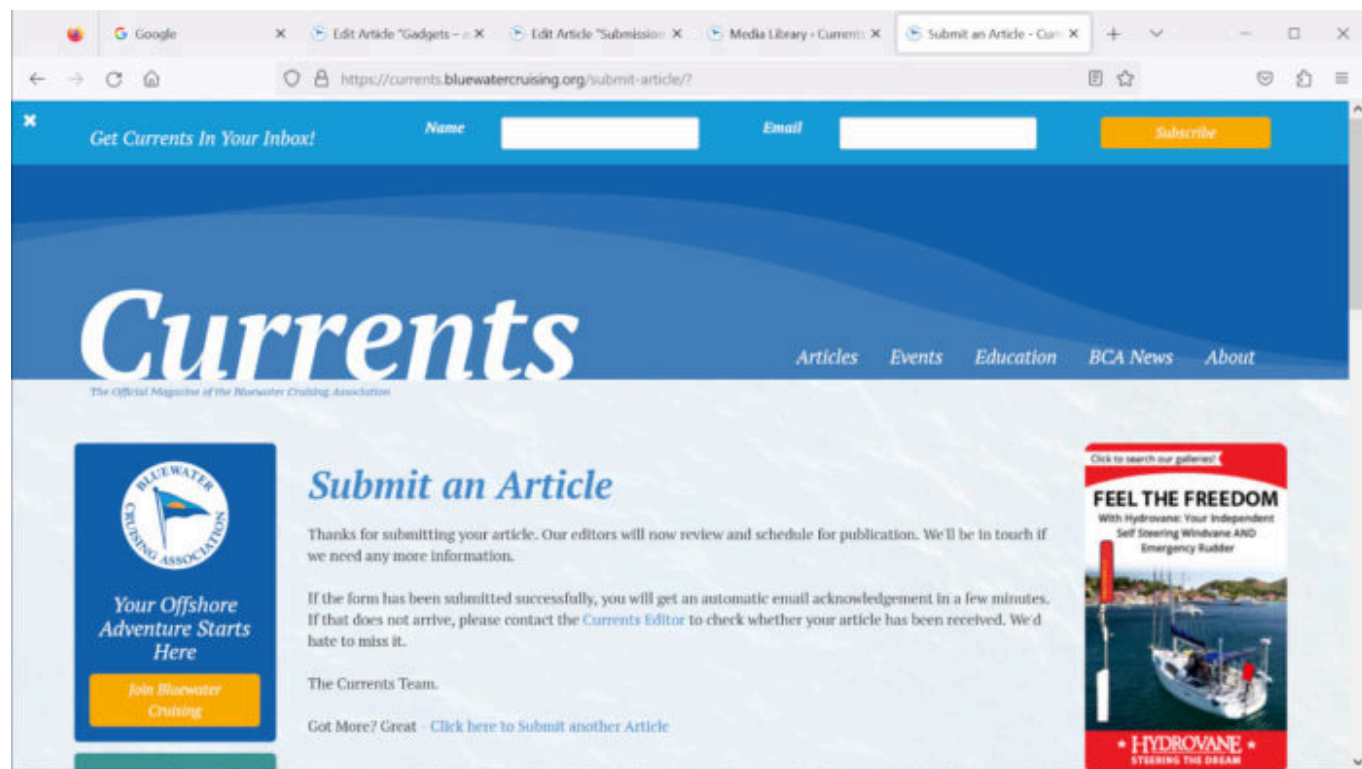
### The Solution

To fix the problem, we have now changed the form to block images that are too large and to tell you if that happens. There is a limit to how many photos you can add, but extras (we love pictures!) can be sent

via email to [currents@bluewatercruising.org](mailto:currents@bluewatercruising.org).

## What Success Looks Like to You

When you upload an article and it works, you will get a message on your screen right away that looks like this:



You should see this message on your screen thanking you if you have successfully uploaded your article.

You will also get an email message that shows you what you have submitted.

## Please Re-send Missing Articles

If you have recently used the “Submit an Article” form but did not get these messages, then we did not see your story and you will need to re-submit it (<https://currents.bluewatercruising.org/submit-article/>). If this is the case, we are very sorry for the inconvenience, but do hope you will share your article with us.

## About The Author

### Barb Peck

#### Hoku Pa'a - Niagara 35

Barb Peck was introduced to sailing as a teenager when she joined the Royal Canadian Sea Cadets. Later, she and partner Bjarne honed their boating skills together, taking courses and gaining experiences on sailboats of gradually increasing sizes. Their first extended cruising was in Ontario's beautiful North

Channel on Summer Fling, a Mirage 26. From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. More recently, they enjoyed cruising in Mexico on Hoku Pa'a, their Niagara 35. Barb is part of the BCA mentor program, has been a participant on several panel presentations through BCA, helped to organize the first Women on Water conference, and is now Managing Editor for Currents.

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## Notice of BCA Annual General Meeting and Awards Recognition (2023)

<https://currents.bluewatercruising.org/news/notice-of-bca-annual-general-meeting-and-awards-recognition-2023/>



### **ANNUAL GENERAL MEETING Wednesday, December 6, 2023**

Notice is hereby given to all BCA members:

#### **Annual General Meeting and Election of Directors**

**Date:** Wednesday, December 6, 2023

**Time:** Meeting opens at 19:00 PST/ 20:00 MST. AGM to begin at 19:30 PST/ 20:30 MST

**Location:** Virtual Meeting via Zoom (details to follow [when you register](#))

**Registration:** [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 2022 AGM, review and approval of year-end Financial Statements for 2023, 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: [BCA 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 this online proxy form](#). This is important so that we can have the necessary quorum of members to conduct the AGM business including the Board elections.

BCA's Board of Directors looks forward to hosting the AGM, which will be followed by the announcement of the 2023 BCA Cruising and Service Awards. Please show your commitment to the Association by making every effort to [attend](#) or [submit your proxy](#).

If you have any questions about the 2023 AGM, please contact [BCA Vice Commodore Ralph Lapp](#).

### **About The Author**

#### **Ralph Lapp**

**Exodus IV - Catalina 470**

Ralph Lapp is the Vice Commodore for BCA. He has crewed from Pearl Harbour to Victoria and Galapagos to the Marquesas, been to Haida Gwaii three times and sailed to Glacier Bay both in Alaska and Knight Inlet (who knew there's a Glacier Bay in Knight Inlet!)

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## VI South Hybrid Club Night: The Voyage of an Unlikely Sailor with Cathy Norrie

<https://currents.bluewatercruising.org/events/vi-south-hybrid-club-night-the-voyage-of-an-unlikely-sailor-with-cathy-norrie/>



Cathy Norrie lived 60 years before she first sailed offshore; before that, sailing for her was all about small boats on a big lake in northern Alberta. When she married Bill Norrie in 2009, all of that changed. No more small boats. No more lake sailing. It was now all about bluewater cruising on big oceans. 2009 was also the year that they bought their first offshore boat. **Terrwyn** was a Pacific Seacraft Crealock 37 and Cathy insisted on being involved in the whole process of choosing, inspecting and buying that beauty, much to the amazement of her husband.

Cathy, a dual citizen of Canada and New Zealand, agreed to try her hand at sailing offshore, eager to get back to New Zealand where she had spent 6 years of her young adulthood. What better way to return to New Zealand than on a romantic cruise in a small boat with her new husband? She soon found out what that really meant... Join Cathy as she shares the reality of what sailing a small boat as part of a short-handed crew on the wide, wide sea is all about.

*Biography: Cathy had her first taste of offshore sailboats at the age of 23, when she lived in New Zealand. Once she married Bill, she was soon immersed in 'everything sailing', joined the Calgary Chapter of Bluewater Cruising Association, joined Fleet and their sailing dreams started to take shape. Casting off at Bamfield, BC in 2011 aboard **Terrwyn**, a Pacific Seacraft Crealock 37, the next five years provided Cathy with an advanced degree in ocean sailing. Cathy and Bill circumnavigated between 2011 and 2016, heading to the South Pacific then westward from New Zealand across the Southern Oceans, then up to the Caribbean, Panama, Hawaii and back to Victoria, with many stops in between.*



**Note: Payment is now required for virtual attendance via Zoom—see below**

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### **Hybrid Meeting Format**

**In-Person Attendees:** For those attending in-person, the format will be very much the same as “normal”. Doors open at 7:00PT and meeting starts at 7:30PT with presentation immediately to follow.

COVID Protocol: COVID protocols have been suspended as per BCA policy available [here](#).

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. ***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 VI Chapter is unable to deliver the Club Night via Zoom. The Zoom room opens at 7 for social time, with the meeting at 7:30 and presentation immediately to follow.*

**Zoom meeting invitation:** [Register by clicking here](#) to 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. If you have any questions, please [contact Dani](#).

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## Sails: Inspection, Maintenance, Design and Repairs

<https://currents.bluewatercruising.org/events/sails-inspection-maintenance-design-and-repairs-3/>



# Evolution Sailmakers

Sails are beautiful! As works of art, craft, and science, sails embody a rich tapestry of history while continuously evolving with the integration of modern materials and techniques. The essence of this beauty and innovation is captured in our informative and hands-on workshop at the EVOLUTION 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.

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## VI Mid-Island Traditional Christmas Potluck

<https://currents.bluewatercruising.org/events/vi-mid-island-traditional-christmas-potluck/>



VI Mid-Island would like to invite all BCA members to join us for our Traditional Christmas Potluck held at the Nanaimo Yacht Club. We provide the turkey, ham and all the fixings – you bring a dish for six.

**RSVPs and registration are required** – \$5 for members and \$10 for non-members (payment is due on registration via the website) and you need to bring a food contribution as well. 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!).

**Photo Credit: Rod Morris**

**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.

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## 2023 BCA AGM and Awards (Zoom)

<https://currents.bluewatercruising.org/events/2023-bca-agm-and-awards-zoom/>



All BCA members in good standing are invited to attend the **Annual General Meeting (AGM)** on **Wednesday December 6, 2023**. 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!



BCA's Board of Directors looks forward to hosting the evening; if you have any questions about the AGM, please contact [Ralph Lapp](#), BCA Vice Commodore.

Image attribution: [Dimitris SiskopoulosCC BY 2.0](#)

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## VI South Holiday Social

<https://currents.bluewatercruising.org/events/vi-south-holiday-social-2/>



VI Members are warmly invited to the BCA VI South Holiday Social on Tuesday, December 12, 2023. **Please note this event is one week earlier than our traditional club night.** [Registration](#) details are below.

Doors will open at 7:00 with official festivities at 7:30pm.

All members are warmly invited to join the BCA VI South chapter in celebrating the holidays at our annual social, which takes the place of our monthly club night at Royal Victoria Yacht Club.

We will have a brief report on the AGM and confirmation of board members, as well as a celebration of some of our members and their cruising achievements and contributions, with a summary of the awards and recognition ceremony.

Of course, there will be plenty of time to socialize with other members and compare notes on this past season, as well as sharing plans for the next.

The VI Watch will be providing appies, with the Chartroom open as normal for a no-host bar.

Festive dress is encouraged!

Please do join us for an evening of fun and friendship while lending your support to those who have won

awards this past year!

There is a \$10 cost per person to attend this members-only event, and [registration is required via the website prior to December 5](#). Please don't forget to sign up and let us know if your plans change and you will no longer be attending.

Our very best wishes for happy holidays and an amazing New Year!

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## Calgary Club Night - Annual Quiz Night

<https://currents.bluewatercruising.org/events/calgary-club-night-annual-quiz-night-2/>



### Ahoy BCA Sailors!

The infamous Calgary Quiz Night and Club Social is next week! The quiz will be by Zoom and in-person. All BCA members are welcome to log in and join a team to test your knowledge of nautical lore.

It's also a holiday potluck so please bring your culinary creations. Wine/Beer/Soda will be available as

usual.

The evening is guaranteed to inform and entertain.

Join us at Shaganappi Community Hall, Tuesday, December 5th.

6:30 pm Social, QUIZ begins at 7:00 pm Alberta time (6pm BC)

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

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**Currents Bluewater Cruising**

**The Bluewater Cruising Association**

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