
BLUEWATER
CRUISING ASSOCIATION
Photo Contest Winner
Jennifer Handley
A festival of colour enjoyed from Counting Stars' front deck while moored in Lund, BC.
Currents
October 2021

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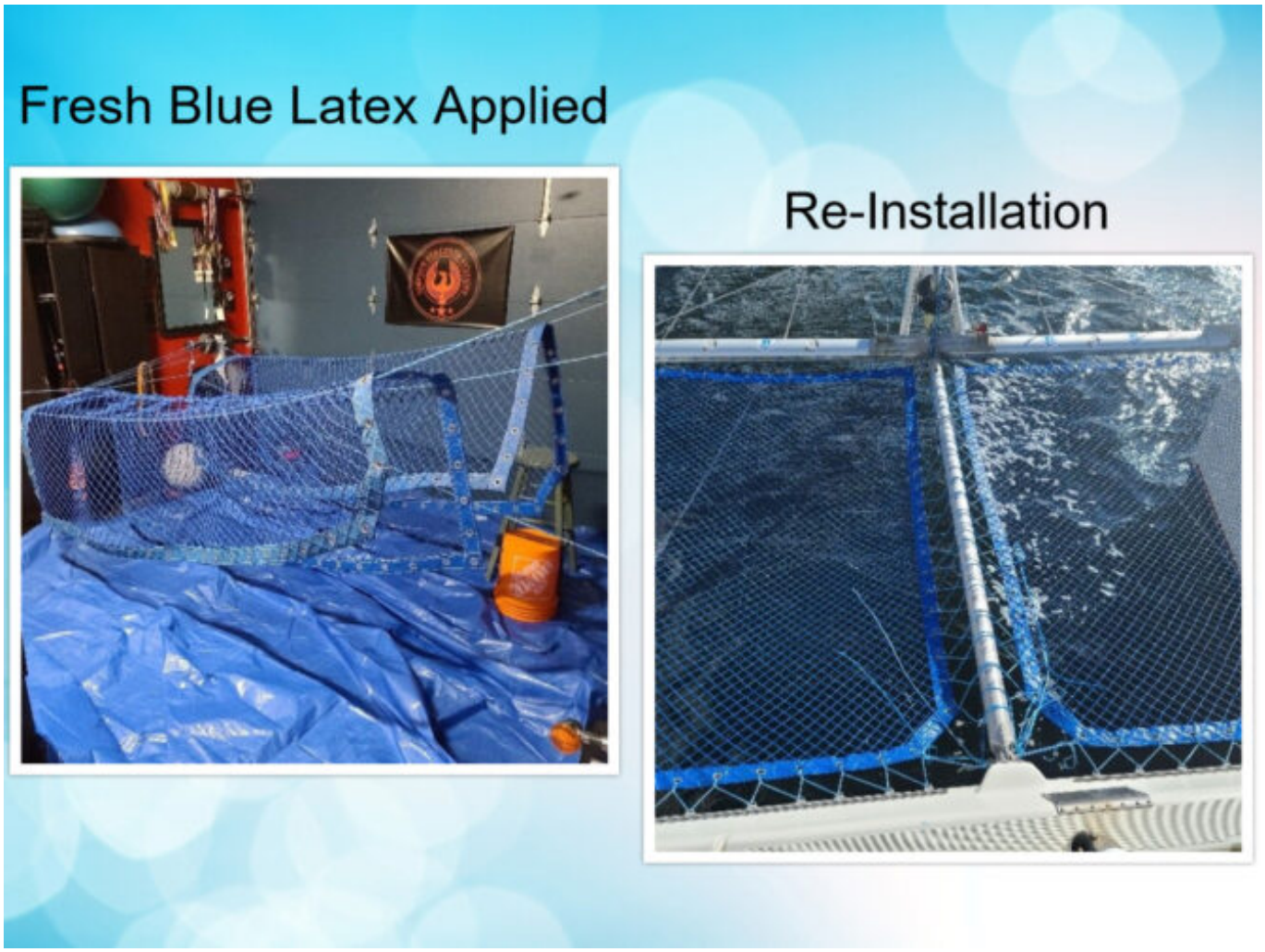
Boat Slaves

https://currents.bluewatercruising.org/articles/boat-slaves/

2021 – A perfect spring for tackling refit jobs on ***Mustang Sally,*** while we wait and hope for COVID-19 to wind down. Alas, navigating the shoals and reefs of boat maintenance in the time of COVID was challenging. Three months later (mid-August 2021), we are nearly, almost, just about ready to start our summer sailing. But – oh the twists and turns on the refit course. I said to myself at the start, "This won't take long, just a bit of work, and presto, boating nirvana will re-emerge." Twelve weeks later and still counting. Most boaters understand. Even so, we do our best to pretend it is all just a 'piece of cake.'

First up was a 'repair and refit' (R&R) on the tramp. Early spring, my partner, Sharon and I removed and repainted it with a nice bright blue latex; replaced all the slides and a few of the rivets; then re-installed it, trying out some slippery new Dyneema line. Each side is one continuous line. The tramp is looking much refreshed and much safer.



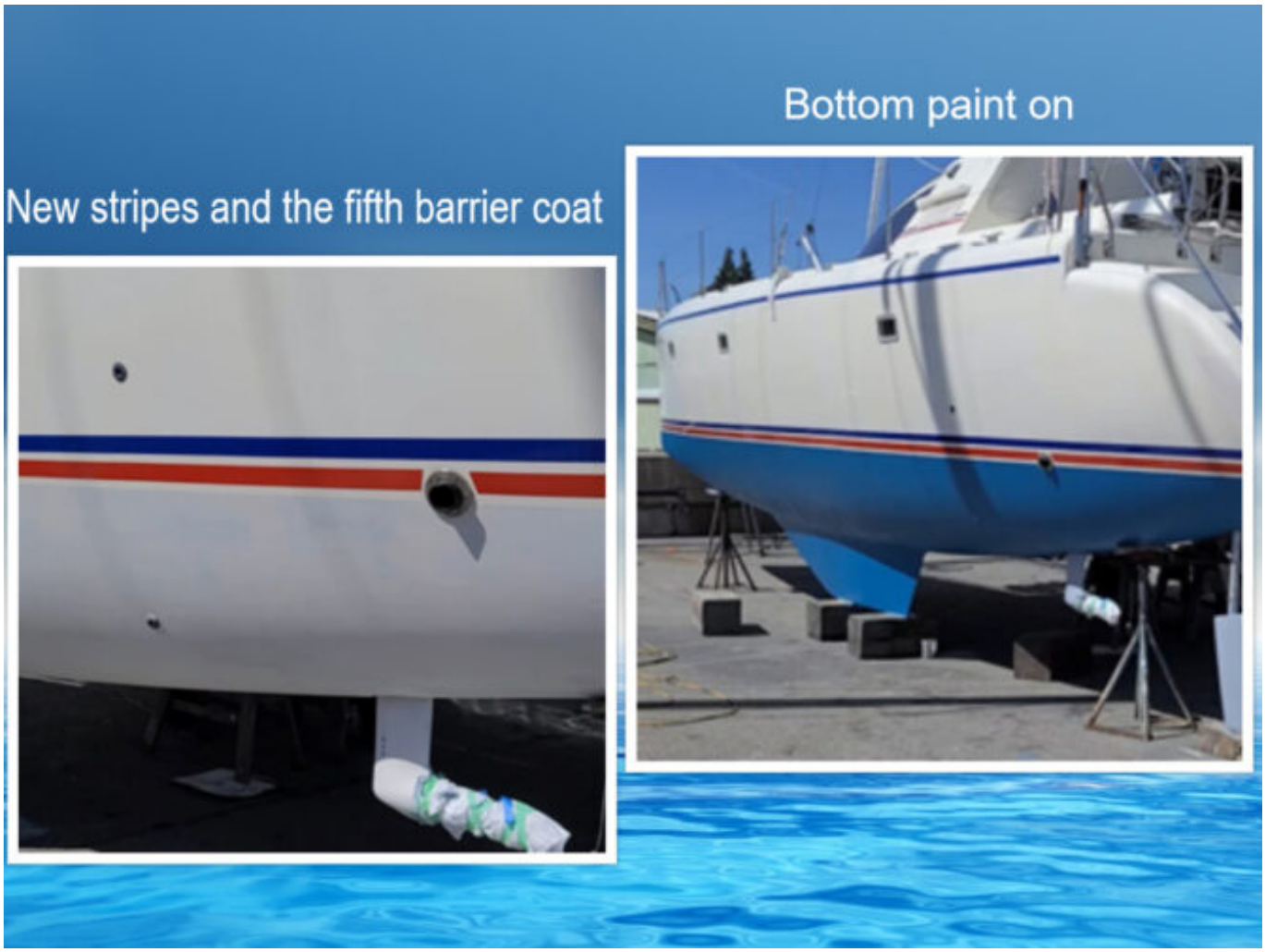
2021 was the year I planned to remove 22 years of accumulated bottom paint. I may have put the Interlux CSC ablative paint on thicker than necessary, or perhaps ablative is just a buzz word that applies to 10 knot plus vessels. Regardless, the existing paint was getting ugly with caking and cracking – due time to fix it. I booked a haul-out for late April at Steveston Marine in Richmond, BC.

Sanding old bottom paint is my favorite activity – said nobody ever! I read about a soda blasting technique, which media from the eastern USA were raving about; it seemed a good idea and an escape from sanding. I just had to throw money at it, and presto, bottom paint gone. Somehow between Marine Blast and me, soda blast became sand blast. That stripped the bottom paint off just fine. Along with the bottom paint came 90% of the previous barrier coat and 20% of the Gelcoat. Did I mention the hundred or so tiny holes in the Gelcoat?

It was nothing to do with the blast, but a half dozen blisters emerged at the secondary joint where the mini-keels joined the hull. These swelled up as the sun heated the hulls, but were otherwise invisible. The hulls are vacuum bagged, closed cell foam so a little water won't hurt them. It seemed like the resin did not get sucked into 100% of the gaps in the foam. Then, over time, water wormed its way into a few of those gaps.

OK, head down, get going, grind or drill, mix and fill, sand and fair. Repeat ad nauseum. Half a dozen of the small Gelcoat holes leaked a stinky, clear fluid. These were flared out, dried out, filled and faired. The big blisters were ground out, vacuumed, dried out, filled with epoxy, and faired. Respect to Ron Tomas who helped with materials, tools, and technical advice.

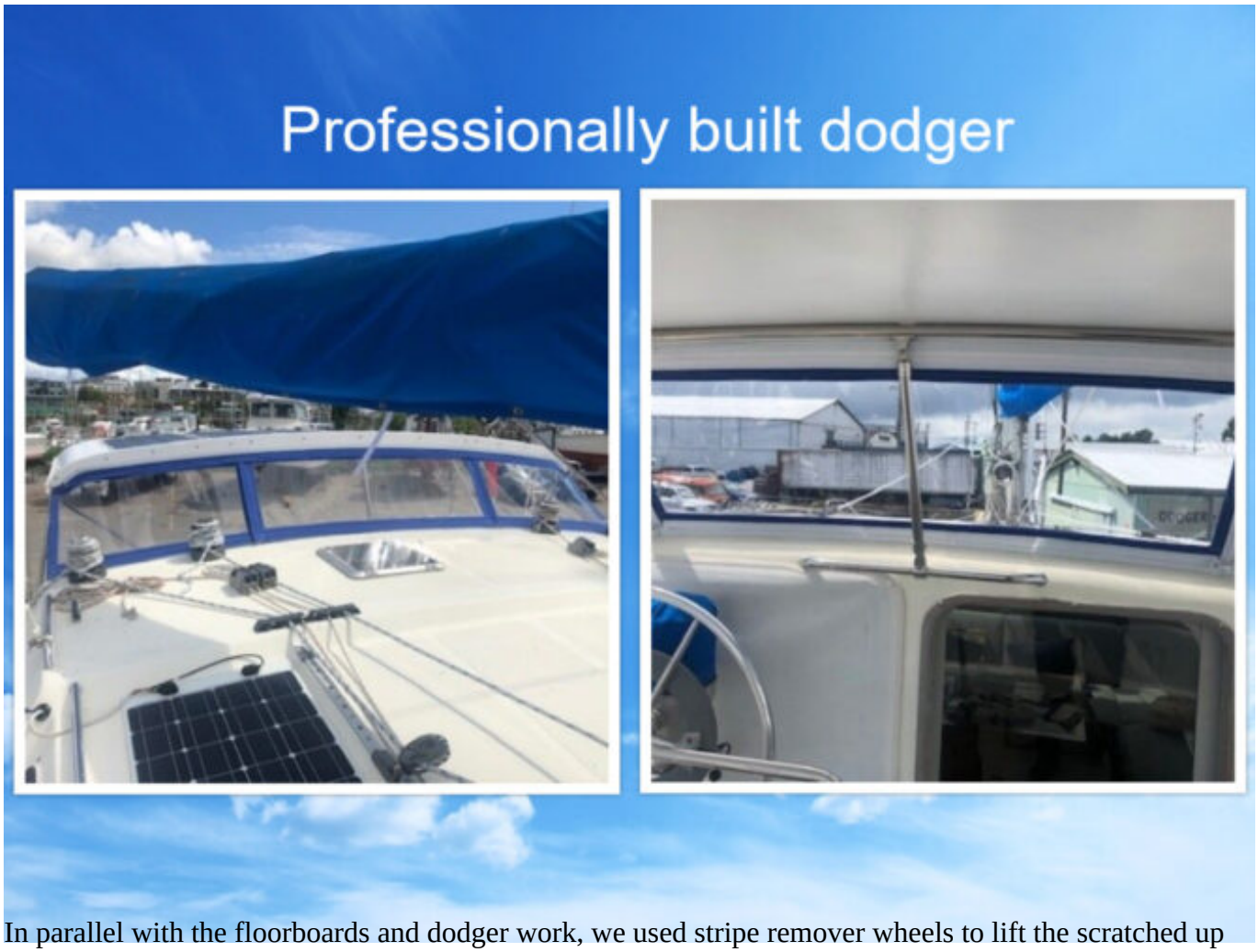
After two weeks, things were looking pretty good, so we applied the first barrier coat, which revealed minor flaws in my fairing. Back to filling and fairing. This was now four weeks on the hard.



I looked enviously at the 42-foot, classic full keel sailboat next to us in the yard. The owner found a sander willing to take on the job of removing his bottom paint. The sander worked hard in full coveralls and whole face dusk mask for a week. I didn't see much residual damage like what occurred on ***Mustang Sally***.

Meanwhile, Sharon attacked ***Mustang Sally***'s tired old floor coverings. The tiles that we laid down 22 years ago were fading and beginning to lift and warp at the edges. An upgrade was needed. Sharon spent days with a Fein tool, chisel, and scraper, ripping off the stubborn old tiles – a tough, dirty job carried out with dust mask, gloves, and glasses at the start of a heat wave. It was impossible not to gouge the floorboards a little. Why not do some more filling and fairing on the floorboards?

We had installed a hardtop, built by Tim Postie a year or two back, and did a quick and dirty job adapting the old dodger to the new hardtop. Over the winter, Sharon tried to modify the old dodger to fit properly. I thought it was fine – but Sharon was just not happy with the results. Lucky for us, Master Craft Boat Coverings' shop was right next door to the boat. Frank managed to build an awesome new dodger for us within our steadily lengthening time at Strait Marine.



In parallel with the floorboards and dodger work, we used stripe remover wheels to lift the scratched up and faded old lower vinyl hull stripes. We laid down fresh bright red and blue stripes. Under those stripes, we put on a total of five Interprotec epoxy barrier coats. Those will seal the hull watertight for the next 20 years or so. We also changed the oil in the legs, replaced all zincs, inspected the rudder shafts and did the obligatory topside wash and wax. Back in the water – our two weeks haul-out had lasted 6 weeks.

Finally splashing Mustang Sally

There was just enough time to sail back across the Salish Sea to our Ladysmith Raven Point marina, to strip the old floor tiles out of the salon, then sail the boat down to Canoe Cove for our appointment with 3C Yacht Services. 3C had agreed to install the replacement faux mahogany and holly vinyl floor from Plasteak. After specifying an *epoxy* filler for floor fairing, the turkeys used a zinc based product that dissolved in water! I have experience with that product, and it turns to mush in high humidity situations in a year or two. No amount of persuading and showing them the manufactures specs could make them redo it right. Reluctantly, I stopped work. We headed back to our Raven Point moorage with a disgustingly ugly plywood and resin floor, covered with a poorly installed water-soluble filler and a bad taste in our mouths.

Ugly salon floor

Our salon windows were crazed from the sun and showing spots and scratches from 32 years of use, much of that in the tropics. Last fall (2020), I lined up Plexi-Klass of Victoria to supply and cut the acrylic glass windows, but the rains had begun so we delayed until this spring. Then COVID travel restriction made our supplier inaccessible. As soon as restrictions were eased, we shelved the floor project and tackled our windows. Vic at Plexi-Klass cut acrylic for the side and smaller front windows and hatches. He could heat and bend the small windows, but the big front window had compound curves that were beyond his capabilities.

Four of five windows were removed and re-installed. Arduous work. The Fein tool could break the old

Sika bonds, but wedges, chisels and a machete were required to reach the bonds where the Fein tool couldn't reach. We then meticulously scraped and cleaned the tenacious old Sika off by mechanical means.

To install the big, curved acrylic side windows, we used ropes, weights, suction cups and Sika 295 UV (polyurethane) to glue and bend those windows to match the boat's curves. The ropes and weights were left on for 3 weeks to ensure that the curves in the acrylic were permanent.

Window tricks

Brian at Gilcrest Glass Bending in Cobble Hill took on the complex manufacture of the front window. Brian is a perfectionist; he works mainly with tempered glass and sometimes with plastics. He manufactured much of the special glass that Waterline Yachts used in their magnificent line of steel boats. He also supplied complex windows for another cat we know – ***Sarabi***. We waited patiently as Brian meticulously built a custom jig, and developed and debugged heating techniques and procedures to create a replacement.

Back at our marina (Raven Point in Ladysmith) we met an enterprising young couple who had moved west from Quebec. Stefane has lots of floor installation expertise and agreed to correct 3C's errors and complete the floor installation. His work was outstanding.

3C's errors corrected

Last winter, Sharon had methodically manufactured a sail stack. The sail stack would make it easier to raise and lower the mainsail. We completed the first cut installation while waiting on the front window. It will need some minor modifications, but it makes lowering and raising the big mainsail a breeze. Ease of use is going to be the priority as we continue to enjoy sailing through our eighth decade.

Finally, we get the call from Brian: the front window was now finished to his high standard. We brought it back and rough fitted it. Perfect! An awesome improvement over the old window. Brian eliminated the visual distortion at the major bend in the window. Of course, now the rain starts. A scramble ensued as we rushed to catch the drips and slow the leaks from the unsealed window. The next day brought too much wind to prime or safely maneuver the window. Day 3 installation went well.

Hooray, boat slavery is done (mostly) for this year, and we will squeeze in some boating nirvana before and after Sharon's knee replacement voyage. Oh – oh. Crap! Now the toilet needs an R & R.

About The Author

Rae Simpson

Mustang Sally - Pro Kennex Catamaran 43

Rae is a long time BCA member, joining sometime in the last century. Rae and his sweetheart – Sharon – sailed Mustang Sally south down the three Americas, then west across the South Pacific. In 2017 they sailed in the Broughtons and Haida Gwaii. They continue to enjoy mostly local cruising, occasional racing and writing from exotic north east Pacific locations.

Review of Watt and Sea Cruising 600

https://currents.bluewatercruising.org/articles/review-of-watt-and-sea-cruising-600/

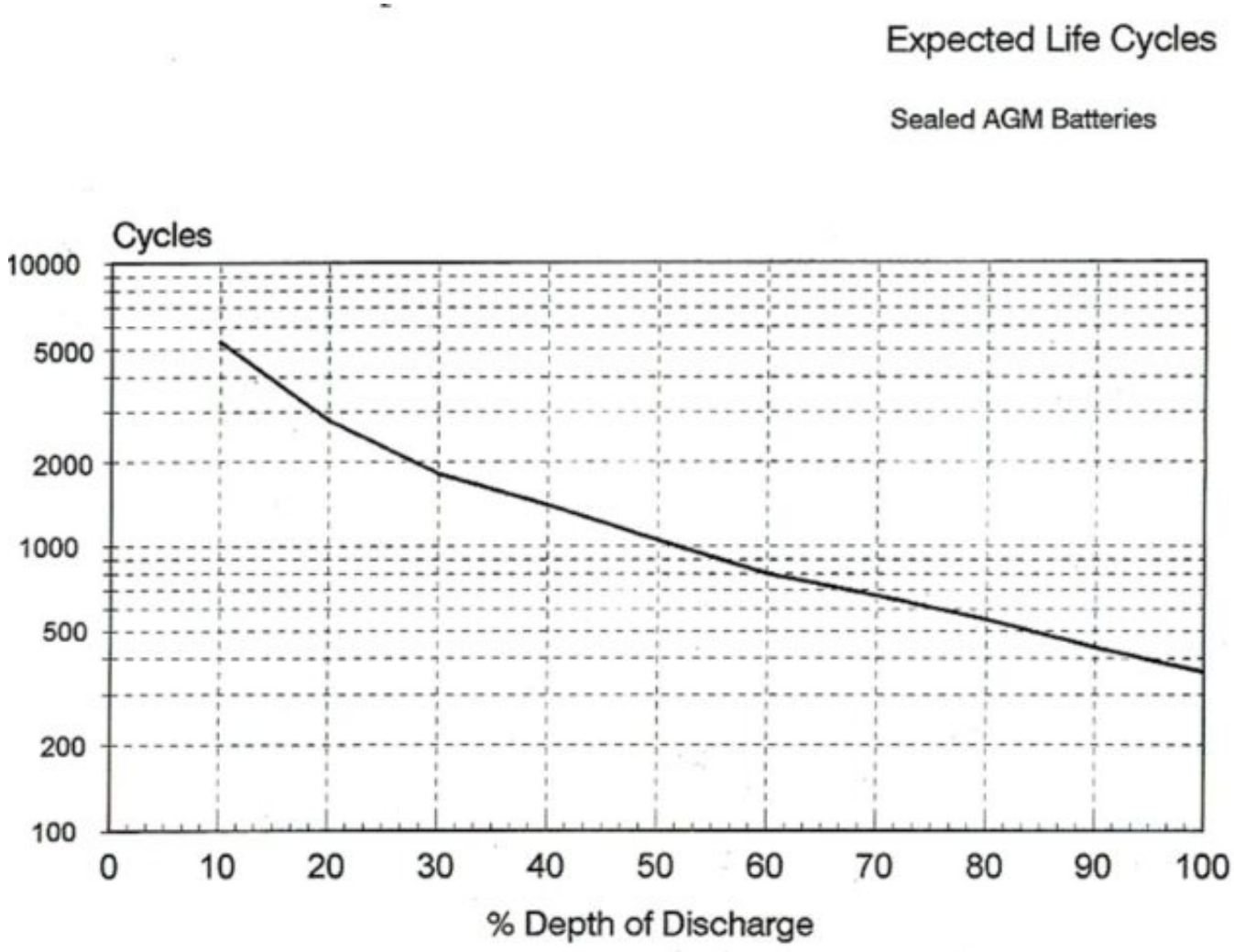
Over the past few years we have covered nearly 20,000 nautical miles as a couple, and we thought it was time to share what we have learned. We hope you find these articles interesting and informative. This article focuses on power requirements and generation on passage, as well as how we addressed our own demands by installing a Watt and Sea Cruising 600 hydrogenerator on ***Gargoyle***.

Gargoyle is a Beneteau Oceanis 50, well equipped for life at sea but she relies on electricity to drive her many systems. These include a deep freeze, refrigerator, cockpit secondary refrigerator, a Spectra watermaker, electric flush toilets, laptops, phones, tablets and a full suite of navigational electronics, as well as an autopilot. All these systems require electricity. During the day our 1,500 watt solar array can keep up with that demand without an issue in virtually all situations; however, once the sun sets we are reliant fully on the power we have managed to store in our batteries, and that is when the demand of a passage reaches a point where an addition to solar is required.

Your first question may be why is this an issue on a passage, but not at anchor? On passage, in addition to the usual load of appliances, we are also running all our instruments and most critically, our autopilot. These instruments utilize approximately 10 amps, increasing our demand from ~20 to 25 amps at anchor to ~30 to 35 amps while underway.

Power on ***Gargoyle*** comes from our house bank of four AGM 8D batteries, which has a capacity of ~1,000 amp hours. While that may sound like a lot, one must also factor in the depth of discharge impact on AGMs. The lifespan of batteries, as shown below, is dependent on the Depth of Discharge (DOD) and the difference between discharging AGMs 50% vs. only 25% can mean years of life. With a house bank

of AGMs costing $5,000 or more, this is a substantial cost factor on a cruising boat's budget. We have decided that a depth of discharge of ~25% is our target to increase longevity.



AGM battery life cycles vs. depth of discharge

Over the last two years, 60 nights at sea have shown us that on a typical passage we reach the 75% remaining charge target by 0300h, and then we would need to run our engine about three hours to keep our batteries above that state of discharge. Our engine has a secondary alternator specifically dedicated to charging our house bank. This alternator delivers approximately 40 amps to our batteries; however, running our diesel on passage costs us money, interrupts our sleep, adds hours to our engine and most importantly, burns fuel we would prefer to use to make miles when conditions demand. It is not uncommon to have hours or even days of no winds on a long passage and rather than spend days waiting for wind, we prefer to motor across those dead zones, such as the Intertropical Convergence Zone or ITCZ, which we encountered on our passage to the Galapagos and will again cross on the way to the Marquesas.

To illustrate, let us look at our upcoming passage to the Marquesas, a 3,500 nautical mile trip. At our average cruising speed of seven knots, this passage will take 21 days or 500 hours. ***Gargoyle*** holds 124 gallons of diesel. Using a conservative fuel burn rate of 1.5 gallons/hour means we can motor for

approximately 83 hours. This gives us a range under power of around 600 NM or a power generation capability of over 3,300 AH. Breaking down our trip to the Marquesas and running the engine for three hours a day for power, we would consume over 80% of our fuel just to generate electricity, leaving us with only an approximate 120 NM of motoring range. That is simply not enough. Our solution? We opted to go for a Watt and Sea Hydrogenerator.

How does the Watt and Sea address our power issue? It generates electricity by using the force of the water to turn a propeller in the same manner as the wind spins a wind vane. The faster you go, the amount of electricity you generate grows exponentially, as illustrated below. At six knots, it generates 150 watts or 12 amps and at our projected average speed of seven knots, 242 watts or 20 amps. Note that to generate our Watt and Sea's rated 600 watts of output, we would need to be sailing at 12 knots. While we regularly see nine knots plus (440 watts / 37 amps), for the sake of this discussion we base everything on a conservative seven knot average. Our calculations are based on the standard 240 mm propeller; we also have the 200 mm aboard, but have not deployed this propeller.

Watt & amp – sea output curve

If you have been following along here with the math, you will observe that at seven knots we are only generating a bit more than half of what we are consuming, or 20 amps against a demand of 30 to 35 amps. That is OK as that rate keeps us well above our target Depth of Discharge of no more than 25%. In the real world, we have been seeing a DOD closer to 20% before our old friend the sun really kicks in so our solar panels supply our demand plus quickly top off our house bank. In cruising the Pacific and Caribbean, we usually have a full house bank by 1300h and we do not start to draw against it until shortly before sunset. At that point, the Watt and Sea is dropped back into the water and it takes over as we cruise through the night.

You may ask how can you tell how much power you are outputting? On the newer models, the power converter has a Bluetooth connection that provides this data to an app on your smartphone or tablet. Ours is a secondhand unit and the older models operate in a more visually pleasing manner. The converter has an LED that glows in different colors to indicate power output. Green is on, purple is zero to 60 watts, dark blue is 120 watts, light blue is 240 watts and then it brightens to pure white as power output increases. Our converter is mounted under our sink in the aft head and the glow lights up the drain in the sink beautifully, providing a welcome night light when using the head on watch. You can upgrade the older converter to the Bluetooth functionality as well, but we just feel that this is way cooler.

Now down to the details. It is important to know that a Watt and Sea is not an inexpensive option. With a price of 6,000 USD for the unit, brackets and shipping as well as an installation cost of ~$500, this is a solution best suited for serious passage makers. It is also not a static power generation system, meaning that when you are at anchor, you will need another option such as solar or wind. As I have said, our choice for a primary power supply was solar, but you may be interested in why we did not use a wind-based solution to meet both needs.

Wind power, like hydro, is dependent on speed. Unfortunately, when sailing we are not able to get the required output to feed our house bank. Using a popular model of wind generator, I calculated the output that would be produced cruising at seven knots. First, to get ***Gargoyle*** moving at seven knots consistently on a broad reach, our preferred point of trade wind sailing, we need an apparent wind speed of around 13 knots. At this apparent wind speed, the wind generator would get an output of approximately 5 amps or roughly 1/3rd the output of the Watt and Sea. Even with two mounted on our arch, we still would not be at the same level as the Watt and Sea.

Other options we considered were to switch to lithium ion batteries, or to install a generator. The generator was an easy “no” for us as the last thing we want to do is to burn more diesel. The lithium ion option, however, is a bit more complicated.

Having an ability to manage a much greater depth of discharge, coupled with fast recharge times, a large bank of lithium ion batteries would have been a viable option when paired with our large solar array. That said, we have another three years of expected life in our AGMs. Couple that with the high initial cost of a lithium ion installation, as well as the environmental and social impacts of their production, and we felt it made sense for us to wait for our next battery replacement cycle and re-evaluate at that time.

Considerations

When considering a Watt and Sea you should keep the following in mind:

- **Installation:** Installation goes a bit beyond basic DIY levels. A hydrogenerator creates significant drag against the stern of the boat, producing ~300kg of force on the stern. This amount of pressure requires that a custom backing plate be made for your boat. Our mounting bracket is bolted through two custom-machined aluminum plates that we have attached to the stern. Professional installation and manufacturing of the plate cost us ~$500. The electrical installation is relatively straightforward and well documented.
- **In Use:** Our Watt and Sea has the long shaft and is a bit bulky to handle. It really needs two

people to mount and dismount, especially when you consider a slip would result in dropping the unit into the water. Ours was purchased second hand and has a custom mounting bracket that allows for other stern mount options such as an emergency rudder. On ***Gargoyle*** it takes us approximately 30 minutes to rig the unit prior to a passage and another 30 minutes to de-rig and stow after passage. A large duffel/storage bag would be a good option to add to protect the unit if stored in a lazarette. Note that it is also best to have two people manage it when retracting or deploying in the water.

- **Noise/Vibration:** In operation, it does make a bit of noise. We call ours The Witcher, as it makes a supernatural moaning noise as the boat speeds up. We are split on the annoyance factor. Kevin does not notice it when sleeping in the aft cabin and finds it soothing, like road noise on a road trip. Carla on the other hand does find the sound a bit irritating. So although, like a wind generator, there is noise, both agree it is a whole lot better than listening to the Yanmar run at 1,600 rpm.
- **Drag:** That 300 kg of added drag mentioned above does impact speed, reducing it by ¼ of a knot. Due to this, we always pull ours up when motoring, as well during daylight hours, to reduce wear on the unit, save fuel and increase speed. One-quarter of a knot does not sound like much, but on longer passages it adds up. During our trip to the Marquesas, pulling up the Watt and Sea during daylight hours means we will arrive ~10 hours earlier than if we left it deployed. I do not know about you, but at the end of a passage there is nothing better than cutting 10 hours off the trip!

You can watch our review of the Watt and Sea below:

The Bottom Line

After our recent 1,000 NM crossing from the Turks and Caicos to Panama, we give the Watt and Sea Cruising 600 two enthusiastic thumbs up. If you are planning for long passages offshore, a hydrogenerator is a great option.

About The Author

Kevin and Carla Nash

Gargoyle - Beneteau Oceanis 50

Kevin and Carla Nash are currently cruising the waters of Southern California and he Channel Islands on their way to Panama aboard their Beneteau Oceanis 50, Gargoyle. They’re supported by their trusty Devon Rexes, Sam and Dean. Follow their continuing adventures on Instagram at sv_gargoyle or on Facebook at sv_gargoyle.

Currents Cover Photo Contest 2021

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

The *Currents* Cover Photo Contest did not happen in 2020, but the popular contest is back this year! Our monthly “PDF” publication needs the best photos of your boats to grace its covers for 2022!

So, here’s the scoop:

If you are a BCA member in good standing, we ask you to submit the best photos of your boat to the *Currents* Editor and then the *Currents* team will select the 12 best shots that will make the monthly cover of *Currents* in 2022.

Contest Rules

It is important that you follow these rules and guidelines for submission because if you don’t, we may not be able to use your photo. For example: we cannot use photos in landscape orientation for the cover of *Currents,* so, it is extremely important that you submit **portrait only photos**. See the rules and guidelines below:

- Deadline for submission of photos: **November 30, 2021**

- You can submit more than one photo
- Photo submission guidelines:
    - Orientation: **Portrait** (vertical)
    - Resolution: Minimum **900×1200 pixels** or higher resolution
    - File format: **.jpg**
- Winners will receive *Currents* credits towards their membership fees
- Winners will be asked to provide a brief description of the boat and where the photo was taken. They will also be asked to give permission to publish that information as well as their name.

So, dig into your photo archives or go out and take a great shot of your boat and keep those submissions coming! I am really looking forward to seeing the entries come in!

Photo Attribution: *(*License: CC0*)*

About The Author

Rosario Passos

Counting Stars - Whitby 42 Ketch

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

BCA Member Directory Survey: An Opportunity to Have Your Say

https://currents.bluewatercruising.org/news/bca-member-directory-survey-an-opportunity-to-have-your-say/

Heads up, BCA members!

Coming to your inbox within the next couple of days will be a short survey about the 2021 BCA Member Directory. The Board of Directors wants to know how you use the Directory, what you find most valuable, what you find least valuable and what's missing.

The survey consists of approximately 12 questions and should take only 5 or 6 minutes to complete. Given that BCA is a member-driven and member-focused organization, the Board and Directory coordination team really hope that you will take advantage of this opportunity to provide feedback before preparations get underway for the 2022 edition. There will even be a few random draws for BCA burgees for those who take the time to complete the survey.

If, by Monday November 1, you have ***not*** received an email from BCA Commodore David Mitchell inviting you to have your say, please contact Jennifer Handley, who will forward David's invitation and the survey link to you.

Deadline for submission of the survey is **Saturday, November 6, 2021**.

Thanks for your participation!

About The Author

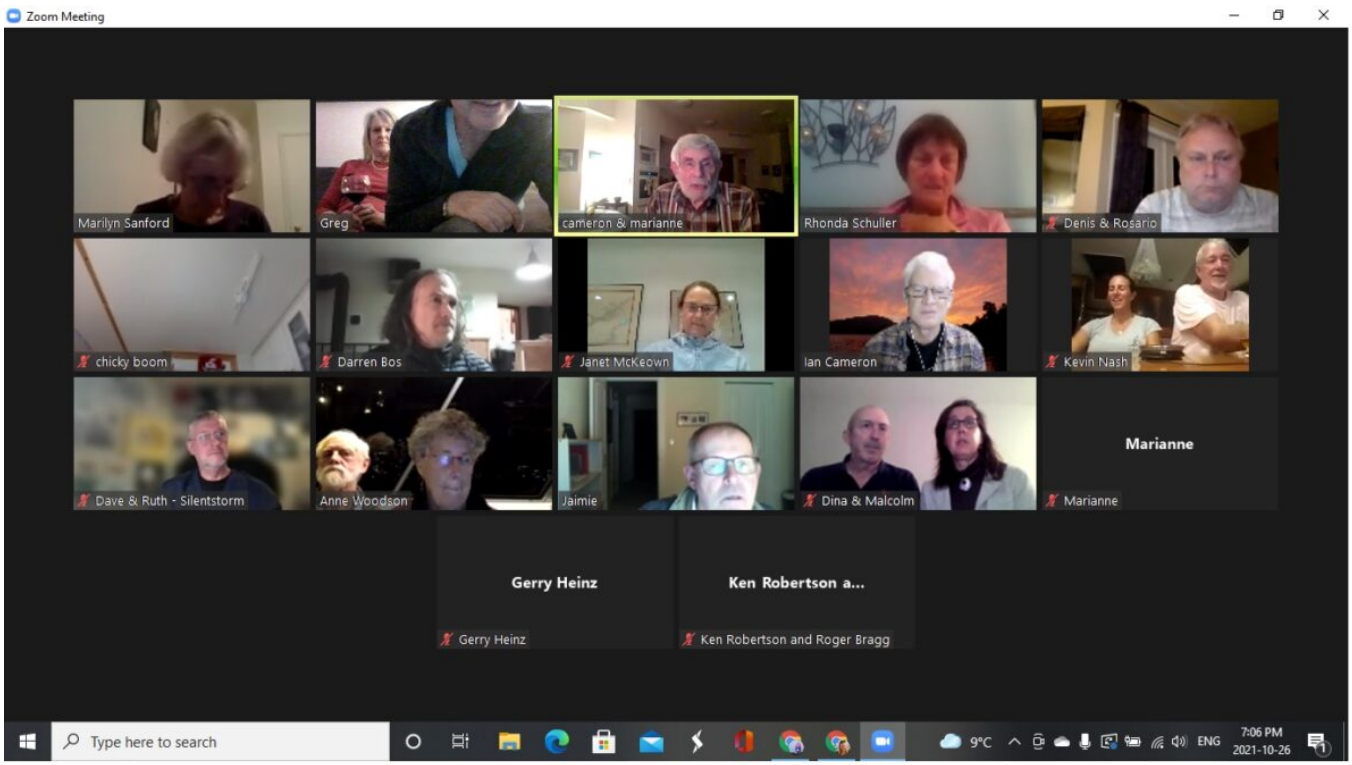
Donna Sassaman

Alia - Spencer 44

Long-time BCA members, Donna and her husband, Bill, cruised to Mexico, French Polynesia, and Hawaii from 1990 to 1993. She has served as Currents editor; Vancouver Island Chapter's Communications Watchkeeper and Secretary; BCA Board Secretary; and has coordinated the annual member directory since 2009.

Vancouver Fleet Report - October 2021

https://currents.bluewatercruising.org/news/vancouver-fleet-report-october-2021/



The second meeting of the Vancouver Fleet of 2022 was held via Zoom at 1900 hours on October 26, 2021.

Show and Tell covered bug prevention techniques, solar panel fusing and the use of carbon foam batteries.

The program for the evening was a panel discussion that included four ‘Doners’:

- ***Full & By***: Anne Woodson, Dick Towson, Ken Robertson and Roger Bragg
- ***Gargoyle***: Kevin and Carla Nash
- ***Good as Gold***: Dina Aloy and Malcolm McPhail
- ***Shamata***: Jean Baillargeon and Helen Roberts

The four panelists answered the following three questions:

1. What was the best decision you made?
2. What went wrong?
3. What would you have done differently?

As they answered the questions, panelists shared insightful information based on their experience. These panels are always a highlight of the Fleet meetings as ‘Dreamers’ eagerly hope to learn from the

experiences of ‘Doners’. It truly encapsulates the essence of BCA! Thanks you to all who participated!

Vancouver Fleet Weather Group

The Fleet 2022 weather group has met a couple of times, and the group is now in the midst of planning their first virtual trip. Darren Bos led an excellent presentation on Open CPN and passage planning. This presentation was very timely, as it supported the group’s work on the planning of their respective virtual passages.

The next Vancouver Fleet meeting will be on **November 30 at 1900h** and the program for the evening will be *Earning While Cruising.*

About The Author

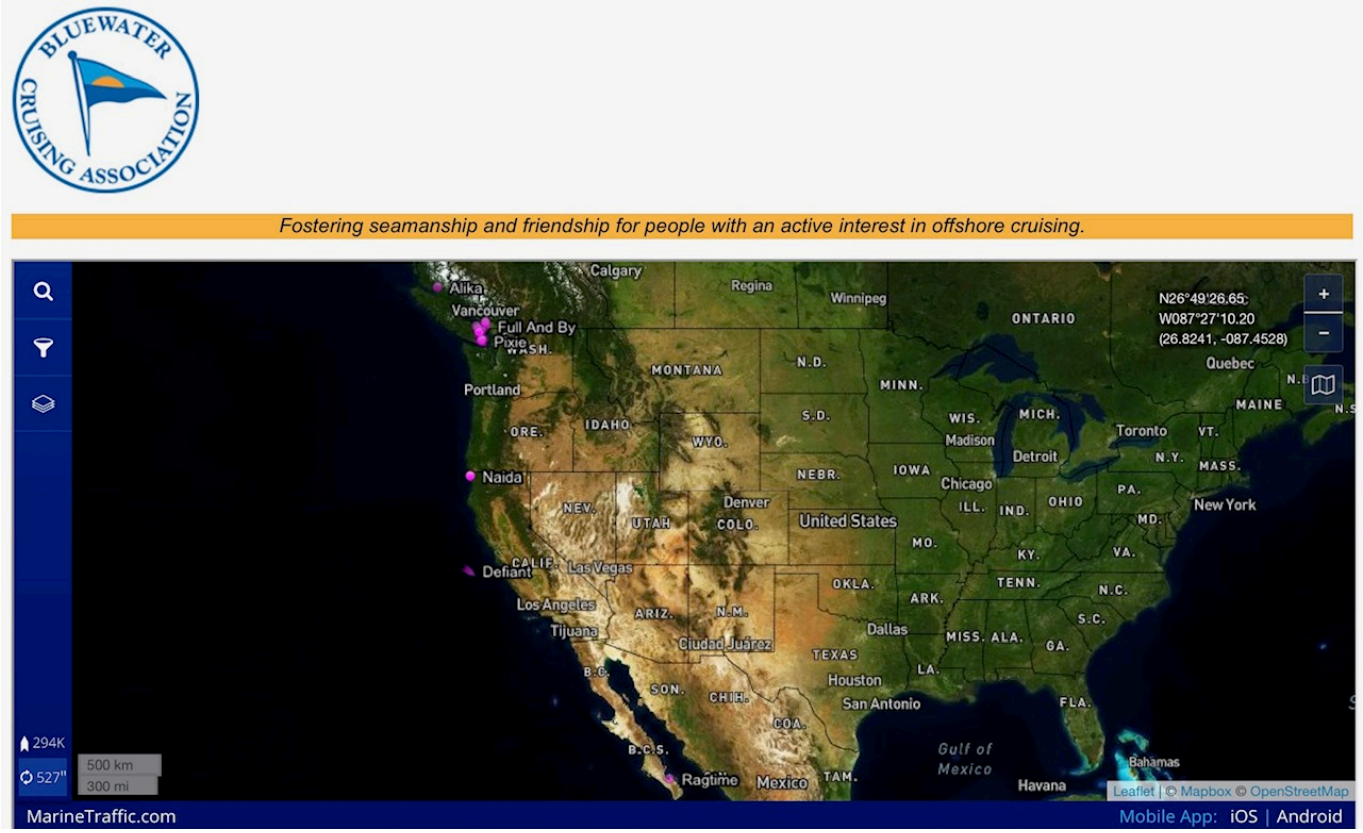
Cameron and Marianne McLean, Vancouver Fleet Coordinators

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: October 2021

https://currents.bluewatercruising.org/news/vancouver-island-fleet-report-october-2021/



On September 29, the B.C.A. V.I. Fleet & Weather groups got a good start on the year though our numbers are still a little hard to settle as we had Zoom visitors from Vancouver and Calgary at this session. Best guess is somewhere around 18 V.I. folks so it looks like we are on our way to a well-attended year.

The first half of the night was devoted to introductions and Daragh highlighting for show-&-tell the new Fleet map on the website.

After a short break Scott Crawshaw did his usual fabulous job introducing Basic Weather to the group and Max Shaw laid out the plan for the year in Weather.

We have had a good response to our survey and the priorities of the group will soon become clear. We have a panel of returned cruisers set to go on October 13 and Dr. Catherine Ascah will be presenting her medical wisdom to the group on November 10.

About The Author

Al Kitchen - VI Fleet Coordinator

Wyndspree - Huntingford 53 Ketch

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

Vancouver Virtual Club Night: Wild-er Alaska

https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-wild-er-alaska/

When most people think about visiting Alaska on their boat, they think of seeing the Inside Passage. This presentation is about another Alaska, to the West and to the North – wilder, grander and with more wildlife than the Alaska with which you might be more familiar. It is this Alaska that we'll be talking about in this presentation.

Larry Roberts and Mary Anne Unrau have been sailing all over the world aboard ***Traversay III***, their Waterline 43 cutter. Since they first launched her 21 years ago, they have sailed 120,000+ miles, crossed every meridian, sailed south to Antarctica, north to Spitzbergen, squeezed through the ice in the Northwest Passage and sailed to Townsville, Australia non-stop from Victoria, so they could do some scuba diving and continue to explore the islands around Australia. Their Pacific circuit took them out to the Coral Sea and over to New Zealand before heading across to Valdivia and Puerto Natales, Chile, before heading home to Victoria via Honolulu. Mary Anne is the author of a book about their voyages: Around the World with Traversay III**.**

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

About The Author

Heather Marshall

Mischief - Catalina 27

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

Electrical Skills for Cruisers

https://currents.bluewatercruising.org/events/electrical-skills-for-cruisers-4/

Spend a day with electrical engineer, Bjarne Hansen, in an interactive session about all things boat electrical.

Bjarne is a popular instructor who's taught sell-out courses in the past. He has the remarkable ability to both do and teach. Learn about the theory behind electricity, how to safely use electrical equipment, repair techniques, avoid problems, troubleshoot, and how to stay safe when mucking about with electricity.

The course will focus on how to fix common electrical problems with hands-on exercises to reinforce learning and improve your skills. Bjarne is very knowledgeable, approachable, and an easy-to-understand instructor.

Course Information

This course is intended for any cruising member, not just the skipper, who wants to learn more about

electricity and electronics in the boating environment. A non-intimidating lecture with lots of examples will be followed by practical exercises to help reinforce the materials and improve skills.

Prerequisites and Materials

An interest in electricity and boats. Some practical exercises will employ basic tools that you can purchase prior to the course, or you may already have; a list of these will be provided before the course. A limited number of loaner tools will be available.

About the Instructor

Bjarne Hansen trained as an electrical engineer and early in his career worked with radar, radio, and other airfield equipment in the RCAF. More recently, he has been designing medical equipment at a local engineering firm. A BCA member since 2003, Bjarne cruised the South Pacific for two years in 2004 – 2006 and spent winters 2015 – 2019 sailing with Barb in Mexico.

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.

Survey Your Dream Boat Before You Buy It

https://currents.bluewatercruising.org/events/survey-your-dream-boat-before-you-buy-it/

Join us for a one-hour Zoom presentation as Sarah White and Mark Gilbert of Yacht Associates International show us the common problems found by surveyors and what you might encounter when purchasing a boat. They will discuss maintenance tips to prevent some of these issues from occurring and help you keep the value in the vessel.

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 Maintenance and Servicing

https://currents.bluewatercruising.org/events/diesel-maintenance-and-servicing-2/

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.

Currents Bluewater Cruising

The Bluewater Cruising Association

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