



Photo Contest Winner

Rae Simpson

*Mustang Sally autumn stern
tie in Princess Cove on Wallace
Island in Canada's Gulf Islands.*



Currents

October 2023

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Valuable V.I.C.E

<https://currents.bluewatercruising.org/articles/valuable-v-i-c-e/>



After a pause during COVID, [Vancouver Island Cruising Experience](#) (V.I.C.E.) has made a strong recovery thanks to excellent leadership and favorable conditions. Usually, the sailing experience departs from and returns to an agreed-upon location in Barclay Sound. This year Ucluelet was chosen for its moorage availability, with fellow BCA participant boats able to meet in close proximity, allowing an opportunity to share each other's preparation for the adventure. Ucluelet also offers reasonable access for final provisioning and dining options, be it a restaurant or a BBQ at the marina.

Getting to the departure point for V.I.C.E. can be an adventure in itself. It is common in July for WNW winds to build in the Strait of Juan de Fuca. The prudent sailor, with sufficient time available, plans to do the passage a day or two earlier than the expected arrival day in Barclay Sound, anticipating that the common headwinds will abate, providing a more favorable day for passage. The transit from Victoria to Barclay Sound can be a long day for a cruising sailboat. This can be rendered more manageable by getting through Race Passage, timing for favorable current, and stopping before or in Sooke Basin, inside Whiffen Spit. Additionally, a night over in the Port Renfrew area is more attractive now since the opening of the Pacific Gateway Marina. In calm conditions, and especially when SW rollers aren't entering Port

San Juan, reasonable anchorage is an option on the NW side of the bay in Thrasher Cove. Having done both, I know my crew preferred the marina option!



Looking out from our anchorage in Port San Juan (opposite Port Renfrew)

Benefits of V.I.C.E.

The actual V.I.C.E. trip entails about 3 days where the fleet sails directly out into the Pacific, out of sight of land, to get a sense of their level of preparedness for the subsequent voyage south. Confirmation that safety strategies so often learned in Fleet are fully employed, is paramount. This might even include a group decision to delay departure by a day or two for a better weather window. Inter-boat communication can also be practiced offshore. Generally, participating boats will sail to an agreed upon lat/long position on the deep blue, then back to Vancouver Island. This year (2023) provided a mix of wind conditions that meant various sail configurations could be tried out and validated.

A direct out and back course is an option or, as *Corra Jane* and *Dreamer* showed this year, a triangular course can be taken. If the triangle course includes Tofino on the return, be prepared for pretty strong current right on the docks! The beauty of the usual Barclay Sound return is a reentry into a vast, interesting playground of channels and anchorages where one can easily spend a week just winding down from the offshore experience.



Exodus anchored in Effingham Bay.

It is often said that circumnavigating Vancouver Island is a good warm-up for the offshore voyage south. Although I highly recommend the experience of sailing down the West Coast of Vancouver Island, (every one of my 6 passages has been a delight) I don't consider it a substitute for the preparation that sailing well out of sight of land provides. During the circumnavigation of the Island you're usually coming into a protected anchorage every night. You miss finding out whether a 3-hour watch rotation works for your boat better than a 4-hour watch, as described by Irma and Ben on ***Malaya***. I had the good fortune of chatting with Irma and Ben, on the far beach of Effingham Island, after their VICE trip this year. It was clear they were "pumped" about their accomplishment; and so they should be!



Left: Tall trees on Meares Island (Gary and Tina Sagert joined us on Exodus in July); Right: Entrance to the cave on Effingham Island, Barclay Sound

Syntropy, like the other participants, saw a wealth of marine life and *Swadeshi* was able to confirm the value of their Hydrovane. This is the time to find out whether equipment needs to be adjusted before the big departure or if it works as intended. Most forgiving this year was the favorable sea state with no reports of sea sickness. (See [The 2023 VICE Experience](#).)

Sadly, Scott and Janette Brown, who so skillfully led the organization of this year's V.I.C.E. rally, weren't able to take part in the actual event. Their planning and leadership testify to the tremendous value of volunteerism within BCA. Bravo Zulu! Thank you for your wonderful contribution, Scott and Janette!



Scott and Janette Brown receiving their Leavers Package from BCA Vice Commodore Ralph Lapp, May 2023

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!)

A Toast to the BCA Fleet of 2023!

<https://currents.bluewatercruising.org/articles/a-toast-to-the-bca-fleet-of-2023/>



It is now October and the vast majority of the Fleet of 2023 has safely and successfully travelled south with a few members moving into and around the Mediterranean and Asia.

During August it was fun to watch seven BCA boats head out the Strait of Juan de Fuca, turn left at Cape Flattery and set their sails for Southern California and Mexico. Watching their steady southbound passage on the [BCA Fleet Map](#) was of particular interest this year as Campbell and I were signed up as crew aboard *Counting Stars*, heading south with Denis and Rosario on their first leg to San Francisco in September. What was even more poignant was that our former boat, *Camdeboo*, newly outfitted and upgraded by her owners, Werner and Sarah, would be joining this parade of BCA boats a few weeks later.



Watching some of the southbound Fleet of 2023 on the BCA Fleet Map

As we prepared ourselves for this passage, I was not without anxious thoughts and butterflies in my tummy. This despite having made the northbound trip from San Diego in 2005, the southbound “hop” directly from Victoria to French Polynesia in 2006, and knowing that Denis and Rosario had worked long and hard to prepare *Counting Stars* (and themselves) for this passage and that they had done everything they could to ensure a safe and speedy journey.

I find these long passages challenging, in spite of or perhaps because of previous experience, when things didn’t quite work out as forecast or as modeled by PredictWind, GRIB files etc. I had my seasickness meds at hand and expected to feel miserable for a few days before finding my sea-legs and becoming accustomed to the motion of the boat, which is when life begins to look much brighter and the nights less stressful.

But enough about me and my pre-departure anxiety! It’s time to toast the Fleet of 2023.

Ever since BCA was established in 1978 (that was forty-five year ago!), it has helped aspiring offshore mariners prepare themselves and their boats for cruising beyond protected coastal waters. The Chapter Fleet groups, of course, play a big part, as do the education and mentoring programs, and on-the-water opportunities offered by all three chapters. All this hard work culminates with the presentation of “leaver” or “bon voyage” packages to departing BCA members at Rendezvous, end-of-year BBQs and other gatherings.

This year, much of the work (researching, sourcing and assembling the packages) was done by Vancouver Chapter member, Patty Kennedy, herself a leaver. She and her husband, Doug, appropriately were the first to receive a package at the May Rendezvous. Thanks Patty for the time and energy you put into

making the Leaver Packages happen this year! Fourteen members received these “graduation gifts” over the spring and summer; it was wonderful to be present for a number of the celebrations and add my best wishes to the congratulatory cheers and applause around me. It was also inspiring to hear the leavers talk about how joining BCA helped them prepare themselves and their boats for the adventure ahead. Their comments were a great affirmation that BCA’s vision of “mentoring, supporting and realizing cruising dreams” is alive and well!



Leaver package presentations, from left to right: Adam Wilkins (w/ VI Vice Commodore Scott Crawshaw), Sarah and Werner Kurz, Patty and Doug Kennedy (w/ Scott); Jaclyn and Mark Jeffrey (w/ Scott); Marina Steele and Rob Boekh (w/ Scott and Daragh Nagle); Denis Heinrichs and Rosario Passos; Karen and Glen Upton (w/ BCA Commodore David Mitchell); Shawna and Jason Poitras (w/ Scott)

Many cruisers remain members of BCA while exploring the world and are happy to share their adventures, either by giving permission to BCA to list their cruising blog on our website (check them out [here](#) in the lower right rail) and/or by [writing articles](#) for *Currents* (an easy way to reduce membership dues). Those of us who remain at home thus have the opportunity to follow along and share in the joys and inevitable frustrations that come with passage making and living aboard, while also offering support and encouragement as needed.

And so, Godspeed, fair winds and following seas to everyone who has set sail this year, including:

Mediterranean

- Marina Steel and Rob Boeckh and family, *Andromeda*
- Jennifer and Adam Wilkins, *Circle Game*
- Natalie and Peter Hunt and family, [June](#)
- Debbie and Rob Warren, *Northern Star I*

Asia

- Heather and Egbert Jager, *Roundabout II*

Pacific West Coast

- Aaron Sugrue and Linda Lafontaine, *Aquila of Vancouver*
- Vici and John Kortbeek, Judy Townsend and Frank Kortbeek, *Bear North*
- Sarah Beukema and Werner Kurz, *Camdeboo*
- Rosario Passos and Denis Heinrichs, *Counting Stars*
- Shawna and Jason Poitras, [Elu](#)
- Oreola Donini and Darren Bos, *Leeway*
- Irma and Ben Deacon, *Malaya*
- Karen and Glen Upton, *Next I*
- Jaclyn and Mark Jeffrey, [Raicilla](#)
- Chad and Lori Bremner, *Wayward*
- Janette and Scott Brown, *Whalesong*



The crew of Counting Stars (Denis, Rosario, Jennifer and Campbell) celebrate an iconic moment – sailing (motoring!) under the Golden Gate Bridge

As for us? In the end, all my worrying about wind and weather and seasickness was for naught. Our passage from Port Angeles to SanFran took 5 1/2 days and, from all reports, was one of the most benign this season. We had three days of flat calm and, with negligible winds, pretty much motored the entire distance. Notwithstanding that, the last leg was sporty to say the least and it was a tired crew that finally dropped anchor in 20+ knots of wind just before midnight in Drakes Bay. A few hours later, somewhat rejuvenated, we passed under the Golden Gate Bridge; a memorable moment for all aboard, complete with a bottle of champagne thanks to our BCA friends, Connie and Peter. Cruising life couldn't be better!

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.

Tips and Tricks

<https://currents.bluewatercruising.org/articles/tips-and-tricks/>



In my travels to Alaska, Mexico, and two return trips to Hawaii, I have learned a few tricks that aren't generally covered by the [excellent courses offered by BCA](#). Most are minor things, but they just might make your journey more pleasant. Some of you may already know them, but the review can still be helpful. So, here are my tips and tricks.

Steering in Reverse

Backing up in any sailboat is often difficult, especially in narrow areas around marinas (those of you who have given up and installed bow thrusters can skip this!). As you are backing up, keep a close eye on the bow of the boat and how it is moving in relation to a fixed object. This will quickly tell you if the boat is going straight, or turning as you intend. It is easy to over correct the steering, and the comparison to a fixed point will help prevent that. I tend to watch the bow way more than the stern. Knowing where your rudder is centered also helps.

Similarly, know in which direction your prop walk pushes the boat. Most turn to port. When reversing, if you want to turn to port, put the engine in gear at low speed and let the prop walk do the work of turning for you. Of course, move the rudder as well if needed. If you want to move to starboard, turn to starboard, engage the transmission, accelerate the engine quickly to give the boat some speed, and shift back to neutral. You can then coast and let the rudder do its thing. Prop walk only occurs when the prop is turning.

Handling Sails

Dropping a main sail while going downwind can be a challenge. I failed miserably one time while reaching down from Tofino. I have now learned a better method: drop the halyard down a couple of feet, and then tighten up the reefing lines. This will pull the sail back away from the stays, spreaders, or lazy jacks (or whatever else the main battens might get stuck on), and allow the sail slides to drop down a bit. Loosen the halyard a couple more feet, and again tighten the reefing lines. Moving back and forth like this will bring your main down in almost any conditions. Interesting point: I have a line on the luff that is supposed to help bring down the main, but it is practically useless in any breeze.



Top: Diagram of the forces involved in prop walk and how they relate to the direction of the prop rotation (permission to use this diagram given on Oct 12, 2023 by coastalboating.net; Bottom: dropping the mainsail downwind can be a challenge.

In the Galley

Working in the galley can be rough, especially if the wind is up. If you have a gimballed stove (this is a must in my opinion), make a cutting board that fits over half of the stove top. With the cutting board in place, you have a safe, gimballed place to put things down so they won't slide away, while still making

use of one side of the stove. On my boat, the board stayed in place on it's own, but on another ship we added a screw to the bottom, which would catch on the grill and keep the board steadier.

Slicing and dicing for cooking is best done with a cutting board, but not while standing up in the galley. Take your knife, onion (or whatever), cutting board, and a couple of bowls and go find a comfy place on the lee of the ship. I like to sit in the cockpit in fair weather, as it gives great views and you can toss the food waste over the side. Put the cutting board in your lap and slice away carefully. The bowls are to put the onion bits and skins in. Job done! Much easier than trying to steady yourself over a moving galley.

If you have several crew, I think it is best to have just one person dealing with food. Although it might seem more fair to share the cooking load, with a small pantry and fridge it is better if one person knows where everything is, what leftovers need to be used, where that half-slice of lime was put away, etc. With two or more people, finding things becomes frustrating, and food waste is increased. The designated cook can be compensated with fewer watches or other unpleasant chores.



Chopping vegetables more safely by sitting on the leeward side of the boat

If the oven is rarely used, it becomes a great place to store rarely used cooking utensils like bread pans. You will need to find a temporary storage spot for when you do use the oven.

If you have a water maker, use a 4 to 10 litre water jug that is easy to pour from for drinking water. Refill it each time you start the water maker and you will always have a good supply of tasty clean water to drink. Tank water sometimes gets a taste to it.

When storing fresh food, consider boxes, containers, or bags labelled 'Week 1', 'Week 2', etc. For a three week voyage, put one-third of your food stores in each box. This makes it easier to manage your supplies.

For all food items, try to remove all the Styrofoam and other packaging before you leave. All that packaging becomes a lot of waste, and sometimes ends up rather smelly. And of course you wouldn't throw it overboard!

Plastic wrap and non-organic garbage can be shoved into an empty milk jug. It is amazing how much can be stored this way. One four-litre container might last you an entire three-week voyage. Just keep shoving it in, and use the cap to seal in the smells.

Additional Thoughts

If you have a fixed crew schedule, consider some sort of dog watch (e.g., a short 2-hour shift in the afternoon to off-set the rotation) so that crew are not working the same watch times every day. Having single-handed to and from Hawaii, I think some boats might consider not having watches scheduled 24/7, especially with 2-person crews. Rule 5 of the [International Collision Regulations](#) states:

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

However, getting a good sleep might just be safer than standing watch until exhausted, although I suggest an AIS should be installed, which can be set to provide an alarm if an AIS-transmitting vessel is nearby.

When trying to sleep in a bunk while the boat is on a heel, grab some pillows and put them along the lee side so that you are almost sleeping on the wall of the cabin, so to speak.



A cozy sleeping nest

I have fortunately never had to deal with this, but in case of fire, I installed a fire extinguisher in the cockpit lazarette. I figure that if something is on fire, I might need to leave the salon to get air, and then I can retrieve the extinguisher and plan an attack. Also, chemical fire extinguishers are great, but don't forget that you have an infinite supply of water around you as well. Once fibreglass gets burning, it can take a lot to cool it off, and ocean water will work great for this.

Fishing breaks up the day and provides you with fresh protein while on passage. There are lots of articles on how to fish offshore, but here are several points not often mentioned. First, whenever you are fishing, have a bucket of sea water handy. When a fish strikes, pour the water over the boat where you will land the fish. Scales and blood will stick like glue to a bit of hot, dry fiberglass, but not so much to a wetted surface. Second, an ounce of alcohol (tequila, gin, and vodka all work great) poured into the gills will kill a fish instantly, and prevent the mess created by striking it over the head. Third, trying to reel in a tuna (with hand line or rod) while sailing along at 6 + knots is a chore. Reducing sail is an option, but try starting your engine and running it in reverse to slow the boat down to 1 or 2 knots. Obviously, don't power up enough that you actually go backwards. Note that this method will put a bit more strain on your rigging – about the same as having 3 or 4 more knots of wind in the sails.

Do you have tips of your own? Please use the comments to add yours, or to embellish mine.

About The Author

Brian Short

Carpe Ventus - Beneteau Oceanis 45

Brian got the offshore bug while crewing in the 1986 Vic-Maui race. After raising three daughters, and a career as an electrical engineer, retirement beckoned. He planned a two-year cruise off to Mexico, Hawaii and home to Nanaimo, and is currently in Mexico with many miles ahead. Life aboard Carpe Ventus is fabulous but missing partner Glenda, who joins on occasion during the journey.

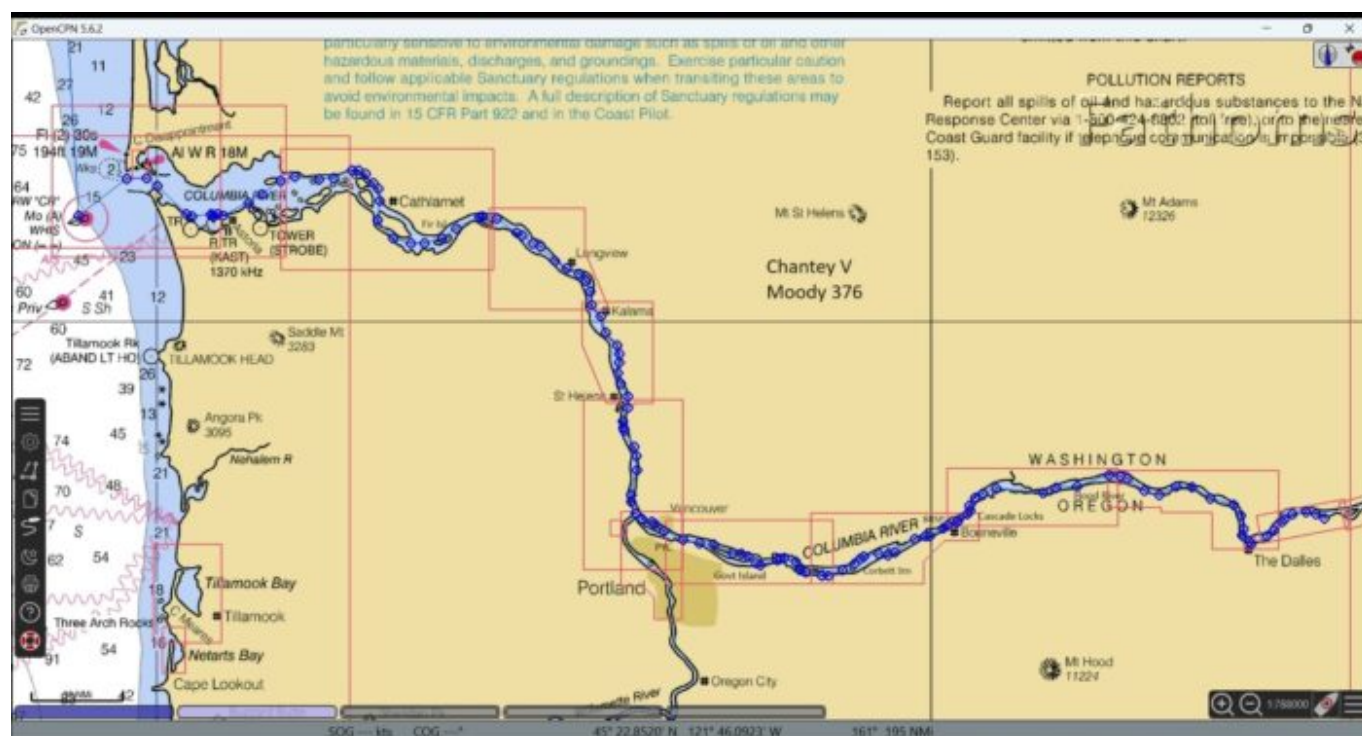
Columbia River Cruise on Chantey V - Part 1

<https://currents.bluewatercruising.org/articles/columbia-river-cruise-on-chantey-v-part-1/>



Another Fine Plan is Born

I've been to Astoria, Oregon – the mouth of the mighty Columbia River – many times, but had never passed under the bridge upriver. This is the location of the notorious Columbia River Bar, which has the unenviable reputation as the graveyard of the Pacific, as more than two thousand ships have been lost in the area since 1792. We were intrigued by the thought of watching massive ocean-going ships pass under the huge Astoria – Megler Bridge on their way to Vancouver, Washington and Portland, Oregon some one hundred miles inland. The river is navigable to commercial and recreational traffic for another three hundred and fifty miles through a series of locks all the way to Lewiston, Idaho. We resolved to check it out!



Columbia River Astoria to The Dalles

Another motivation for the trip was that when we purchased *Chantey V* in 2007, it had Corbett, Oregon as the hailing port on it's stern. I was curious to visit the local waters where *Chantey V* had sailed for her first two decades after being built, near another famous river – the Hamble in Hampshire, England. We also have friends, Steve and Vickey Austin, that live in the city of Hood River, on a tributary of the Columbia. They accompanied us on their Waquiez 38, *Tango* on our voyage to Alaska back in 2019, along with Michael and Anne Hartshorne on *Nimue*. Michael and Anne were about to resume their world circumnavigation and decided a buddy boat trip down the coast together would make a great restart of their voyage.

Getting to Astoria, which is about 200 NM distant from Victoria, BC involves an offshore section off the coast of Washington (WA) to get there. This section is very unforgiving of any shortcomings in terms of crew and equipment. With this in mind, the spring haul out was especially thorough, checking steering and rudder, through hulls, standing and running rigging, as well as engine and other machinery. All was well and *Chantey V* had never looked better.

Getting Under Way

We departed our berth at the Royal Victoria Yacht Club on July 1st into a moderate breeze of 10 – 15 knots out of the west. The crew comprised my wife Cate, her brother John and of course ship's dog Bridey the Sheltie. The forecast was for 10-20 knot westerlies and as we passed Trial Island at 7 am it was all that and more! In fact, it gradually increased, and by eleven we had a double reefed main and genoa and were just barely able to lay Port Angeles some 40 NM to the southwest. The seas increased in proportion to the wind, now in the mid twenties, with gusts above thirty! I regretted not postponing the passage a day but fortunately it was a relatively short distance.

Once we got into US waters, we used the new smartphone app process called CBP Roam to check in with US Customs and it worked very well. It provides for an interview via video phone call with the Customs officer if needed, and it was a relief that this requirement was waived, given the rowdy conditions on board. We were given our clearance number and carried on. The next challenge was getting a berth in Port Angeles. There was no response to either radio or cell phone as we approached. I made a radio call to *Nimue* on Channel 16 and thank goodness they were standing by. They gave us directions and were able to catch lines as we came alongside in fierce 25 knot winds even in the marina! *Nimue* also had a rough passage from Port Townsend earlier in the day, which included losing their mast mounted radar dome during a snap tack. It was great to be back on dry land and our troubles were soon forgotten as we enjoyed a beer and bite in downtown Port Angeles.



Bridey, Daragh, Cate, and John

What a difference a day makes! We made an early departure in light winds, bound for Neah Bay some 60 NM distant, at the entrance to the Strait of Juan de Fuca. The only hazard was the flotilla of fishing boats of all sizes, out to take advantage of the benign conditions. We were happy to motor the entire distance, which has prevailing westerlies and can be an ordeal. The last 10 NM or so had enormous residual swells from the day before, which had us pitching extremely high. This led to some hard slamming of the hull, with consequences to be realized later.

We obtained berths in the mainly commercial fishing port of Neah Bay. This is operated by the Makah First Nation. A walking tour of the town included a stop for coffee, where we planned the next leg of the trip. Now 150 NM from Astoria to the south, this was a good distance for an over-nighter, with a daylight departure and arrival for the low slack water at the Columbia Bar, which was predicted for 10 am the following day. The wind forecast was for the usual northwesterly flow in the 10 – 15 knot range, which proved a bit light for sailing. Nevertheless, the direction was right and it would be sufficient for sailing the hours of darkness, which lowers the risk of getting an errant crab pot caught in the propeller. *Nimue* made better time and was waiting for us at the sea marker entrance to Astoria. The channel is 12 NM long, with the critical part of the bar at Clatsop Spit, about half way, so we had to endure over an hour of ebb to get to it on time. It worked out well and the bar was like a mill pond as we crossed, much to the chagrin of John, who was expecting the advertised excitement!

After securing a couple of berths at the Astoria West Boat Basin, we decided to tour the city. There is a wonderful restored 1913 tram that runs 12 miles along the waterfront, with volunteers providing guidance and narration of this town, steeped in history. We chose one of the many restaurants and booked for dinner later. Astoria has a terrific museum dedicated to the Coastguard, Bar Pilots and the history of the port, which is a must see for visitors.

Heading Up the River

There was no point leaving early due to the ebb, so we had a leisurely start to the day. John and I walked to the excellent chandlery at Englund Marine. We secured 16 ft of sanitation hose and some fittings. The severe pounding we got near Neah Bay had collapsed the discharge hose and we had the unenviable task of replacing it. Now, at least, we had the necessary parts. We set out at noon to catch as much of the flood as possible. The Columbia is tidal for the first 90 miles or so and the ebb can add another 3 knots to the typical 2 knot downstream flow of the river. There was a good breeze out of the west, which allowed us to periodically deploy a headsail when the wind angle cooperated. We had a nominal destination of Cathlamet, but given *Nimue's* draft of 7 ft, we became anxious of a possible grounding at the entrance at less than half tide. We pressed on, checking a number of riverside anchoring locations before settling for a spot behind Fir Island. This area is called Cape Horn and the fierce winds as we approached made us realize why! Happily, it was perfectly calm in the lee of the Island and soon we were having a pleasant walk ashore with Bridey.

Setting out early next day, we were indifferent to the ebb, as the flood did not begin until much later and would not be that strong in any case. It was 30 miles to our stop at St. Helens and we needed to get on with it. The river was still very wide and huge ships as well as many tugs with barges were plying their way up and down. We passed large dredging operations. These machines work continuously to maintain the 40 ft depth required by the ship traffic all the way to Portland. The riverside scenery is interesting, with small towns interlaced with industrial activity along the way. There is an east-west railway running along both riverbanks, with a surprising amount of traffic, mostly containers with the occasional passenger train.

We arrived at the St Helens docks in six hours and secured ourselves. These municipal docks are unmanned and we were able to see that there was space available ahead of time by viewing the city's webcam online. The docking fee, with the option of buying an electrical connection for the night, was

paid on a dockside vending machine. Once ashore, we heard live music wafting through the riverside park, which gave the town a festive atmosphere. We toured the town and settled into a sidewalk pub for a few pints. Later we had dinner aboard whilst the *Nimue* crew took in the latest Indiana Jones movie at the beautifully restored theatre in the town.

With just 40 NM left to go to get to Portland, the shoreline gradually became more industrial as we passed the junction with the Willamette River, which leads into downtown Portland. The railway swing bridge opened for us after a 10-minute wait, and then on to the I5 freeway bridge, whose 66 ft clearance was nerve-wracking for *Nimue's* 63 ft air draft! It even looked too close for *Chantey V*, even though our mast is only 54 ft tall. We stayed on the Columbia, bound for the Portland Yacht Club, which is behind Hayden Island. This is a reciprocal club to our RVYC and we received a warm welcome at this beautifully appointed facility.



Railway swing bridge opens at Portland

This welcome included an offer to drive us for a provisioning run to the grocery store next day. This allowed John and myself to have the boat to ourselves for a few hours to tackle that hose replacement – not a job for the faint of heart. Suffice it to say we got it done! Later the same day, I toured Hayden Island on our electric scooter. This is our latest solution for transport to and from the boat. It's very effective and folds up to a smaller package than a folding bike. It can go up to 20 kph an hour, with a range in excess of 30 kph and can be recharged readily with the boat's inverter.

We took an Uber to downtown Portland on Sunday and had an enjoyable walk around the city. The waterfront is lovely and we found an eclectic retro café for lunch. Alas, there was also much evidence of

urban decay, homelessness and open drug use, which sadly is a scourge in many large cities nowadays. We arrived back to the PYC in time to catch lines for ***Tango*** with Steve Austin on board. Steve had sailed down from Hood River to cruise in company with us for the run upriver.

A story to be continued another day.

[Editors Note: See next month's issue for Part 2 of Chantey V's Columbia River Cruise.]

About The Author

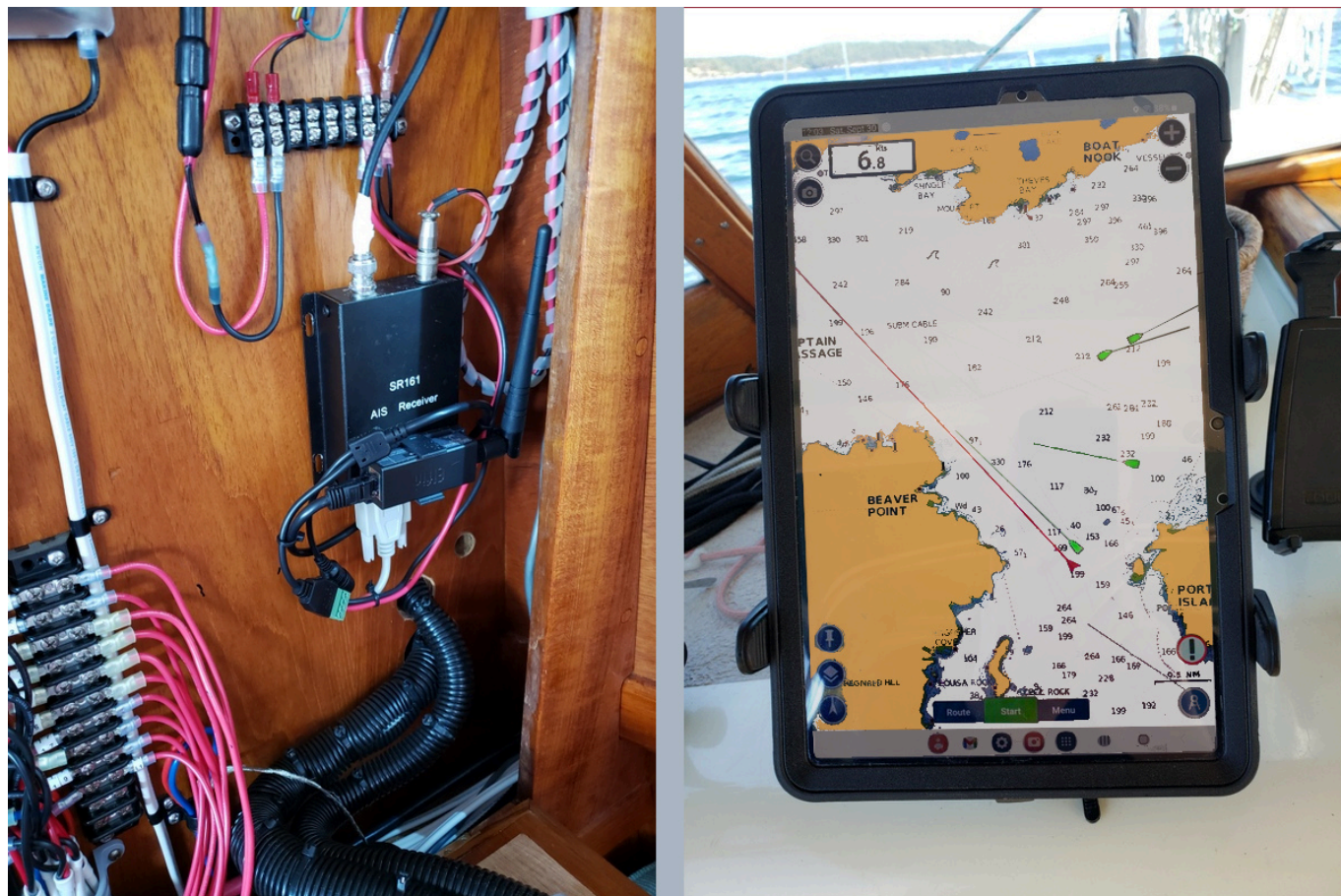
Daragh Nagle

Chantey V - Moody 376 Sloop

Daragh Nagle began his offshore cruising dream on the sail training tall ship Asgard in Ireland. Many years and 2 boats later he set out on his 5-year Pan American cruise with his wife Cate O'Neill and together they have sailed more than 25,000 miles and to over 30 countries on Chantey V, their Moody 376 centre cockpit sloop. Since returning in 2016 they have explored the Pacific North West including SE Alaska, Haida Gwaii, the Central Coast and the Columbia River. Daragh has been a member of BCA since 2004 and recently retired from 7 years co-coordinating the BCA Vancouver Island Fleet.

AIS Installation: Bridging Technology Generations

<https://currents.bluewatercruising.org/articles/ais-installation-bridging-technology-generations/>



This article describes our experience connecting an older-model AIS receiver to a modern Android-based tablet. With only a minimum investment (less than \$40), crew on *Inceptus* can now view AIS targets on their Navionics charting app.

Chris Stask (*Inceptus*) provided the impetus for this article, volunteering his boat as a test subject and taking photos as we progressed. Bjarne Hansen (*Hoku Pa'a*) crafted this article and assembled the wires.

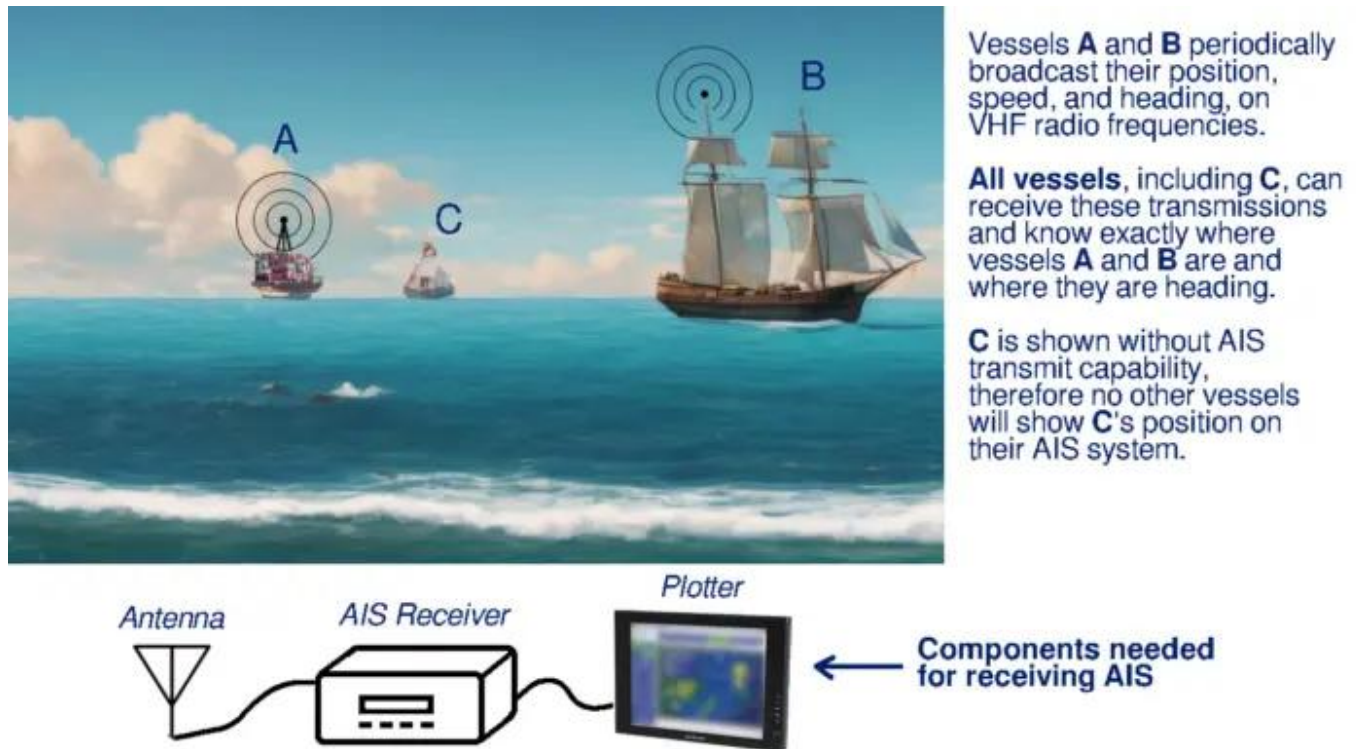
Unless a boat is factory-fresh, it will likely sport multiple generations of electronics, from the 1980s all the way to tablets and phones from this decade. This is challenging, since new gear often doesn't speak the same language as older gear. How does one avoid the financial and environmental costs of discarding old but functioning gear, while still satisfying a desire for new bells and whistles? Here's how we met the challenge of getting an AIS receiver from 2004 to talk to 2023 software, using communications protocols from the 1960s and 1997.

AIS Overview

Those familiar with AIS can skip to the next section – otherwise, the following is a brief refresher about

the Automatic Identification System.

AIS uses two VHF digital radio channels to periodically broadcast vessel data such as position, speed, and heading. Equipped with a suitable receiver, one can monitor AIS-transmitting vessels over distances of several miles or more, and this radio-based system transmits through fog and around land obstacles. Further, some shore stations use AIS to broadcast virtual nav-aids, without needing to have a physical object in the water. The following diagram illustrates how AIS functions. More details can be found at AllAboutAIS.com or in [“Tips For Installing AIS On Your Boat”](#).



AIS Overview showing interaction between three ships

Though the AIS receiver is shown as separate from the other components, technological advances have produced combination devices, such as Standard Horizon's GX2400GPS VHF radio with internal AIS Receiver and GPS. At about \$650 (summer 2023). It is a very cost-effective way of obtaining AIS receive capability.

An AIS transceiver enables you to transmit your boat's data to other vessels, while also receiving information from other boats. Why doesn't every boat have a transceiver? There are many valid reasons: cost is one; another is waiting for technology to further advance, or avoiding the hassle of obtaining an MMSI number. Some folks even want to preserve their anonymity on the water.

What Pieces Are Needed?

For AIS receiving capability you need an antenna, a receiver, and a plotter:

- An antenna can be constructed inexpensively (see: [“Build Your Own Inexpensive, Easy, High-](#)

[Performance VHF/AIS Antenna](#)”), or you can use a spare marine VHF antenna.

- A receiver can be picked up at low cost from boat owners who are replacing their receive-only units with transceivers. We obtained a free Smart Radio SR-161 receiver from a fellow sailor who had installed a new transceiver (thanks *Cookie Cutter!*). The SR-161 is an older piece of kit – launched in 2004 – but it is well-designed, has good performance, and should last decades if treated well.
- Instead of a dedicated plotter, many mariners employ a less-expensive tablet or smart-phone. A program such as the Navionics Boating app, together with the mobile device’s built-in GPS, provides a stand-alone plotter. Navionics recently added the ability to display AIS targets, but the challenge remains of getting the AIS data into the device, since tablets and phones do not come with a built-in AIS receiver.



The Three Elements of an AIS Receiving System: Antenna, Receiver, Plotter

Connecting The Pieces

The multitude of interface standards can make it challenging to share data between components. Step one is to determine the physical connection and protocol that each device uses, and then figure out which translator or bridge device might be needed. Physical connection methods include RS-232, RS-422, CAN-bus, Ethernet, and WiFi. The language spoken (protocol) on each physical link also varies: common ones include NMEA-0183, NMEA-2000, NMEA OneNet, SignalK, SeaTalk and other proprietary protocols.

Navionics, with a valid annual subscription, now supports AIS display from receivers and transceivers connected to a mobile device (full details are available on the [Navionics website](#)). However, most phones and tablets have limited physical inputs; USB is possible with some but not all devices. How then, do you share data with your device? WiFi is popular – for example, many radar manufacturers now offer units that can cast the radar plot onto the tablet or phone’s screen. This is the approach taken by Navionics.

Legacy AIS receivers that lack WiFi can work with Navionics by using an appropriate bridge device to send AIS data over WiFi. The SR-161 has an RS-232 serial port, so we needed a serial-to-WiFi converter. The SR-161’s data format is NMEA-0183 sentences, which Navionics accepts as-is, so no protocol translator was needed.

Serial-to-WiFi bridges range widely in cost, depending on their features and whether they are made for the boating industry. The Digital Yacht WLN10, for example, is a basic bridge that costs about \$270. It would likely have been suitable, but we found a less expensive solution.



The Elfin EW10A Serial RS-232 to WiFi Converter

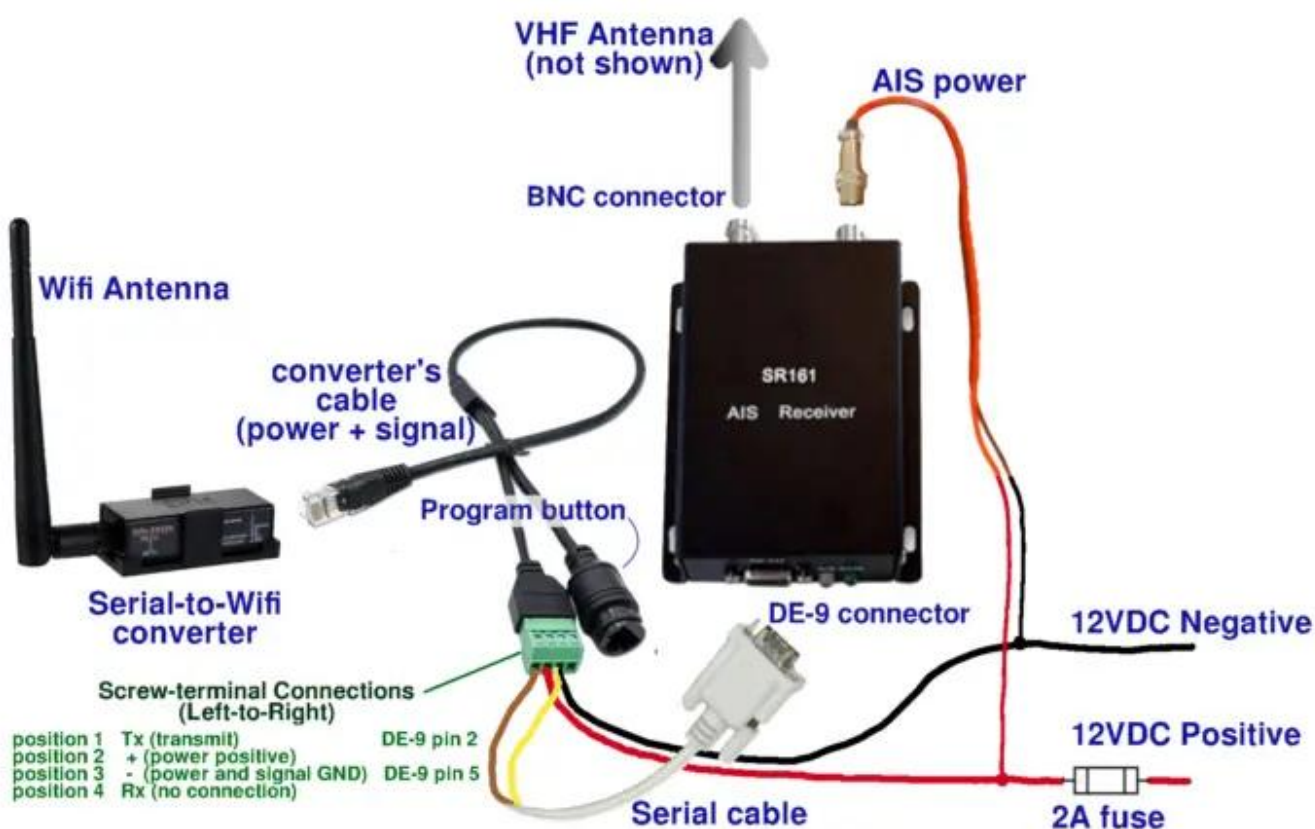
We selected the Elfin EW10A, which is widely used to remotely administer computer devices, and is available on [Amazon](#) for about \$27. Three steps are involved in getting the device to work: hooking it up, configuring the bridge, and configuring Navionics.

Installing the Device

The SR-161 shares information via a DE-9 serial port. The user manual states that the DE-9 male plug uses pin 2 for AIS data output, pin 3 for an optional GPS data input (echoed to pin 2), and pin 5 for signal ground. To make the data connection, we cut the end from a spare RS-232 cable to obtain a female DE-9 socket with a few inches of cable attached. We then used a multi-meter to determine which colour of wire corresponded to each pin.

RS-232 Cable Pinout and Wire Colour	Pin	Colour	Function

	2	Brown	AIS Data Out
	5	Yellow	Signal Ground (shared with the – wire from the power supply)



Wiring Connections between SR-161 and EW10A

The Elfin EW10A comes with a cable that ends in a 4-position screw terminal block: two pins are used for power, and two are for serial data. We connected the brown wire to the converter's screw terminal labelled 'Tx' (indicating that data on this pin will be transmitted on the WiFi channel), and the yellow wire to the negative (–) screw terminal. The DE-9 socket is then plugged into the SR-161.

For the power connection, it is fine to feed both the AIS receiver and the serial converter from the same circuit, which should be protected by an appropriate fuse or circuit breaker. We measured current consumption of less than 0.2A and chose a 2A fuse. The EW10A accepts power in the range of 5 to 18 VDC. The power supply positive wire was attached to the converter's screw terminal labelled '+', and the negative supply wire was attached to the terminal labelled '–'. The SR-161 was similarly attached to

the power supply, using it's red (+) and black (-) wires.

The final connection is for a VHF antenna. For maximum range, it should be mounted outside and up high, away from other transmitting antennas (it is safe to mount it close to receive-only antennas, like GPS). A splitter can connect both voice VHF and AIS systems to a single antenna, but I advocate using a separate antenna for two reasons. First, splitters reduce signal strength (lowering range for both AIS and voice) and second, having two antennas provides you with a backup antenna in the event that the primary one is lost.

At this point, we powered up the system as a preliminary test. The SR-161's red LED blinks when receiving AIS signals; the green LED flashes each time an AIS message is successfully decoded and sent to the serial port.



The

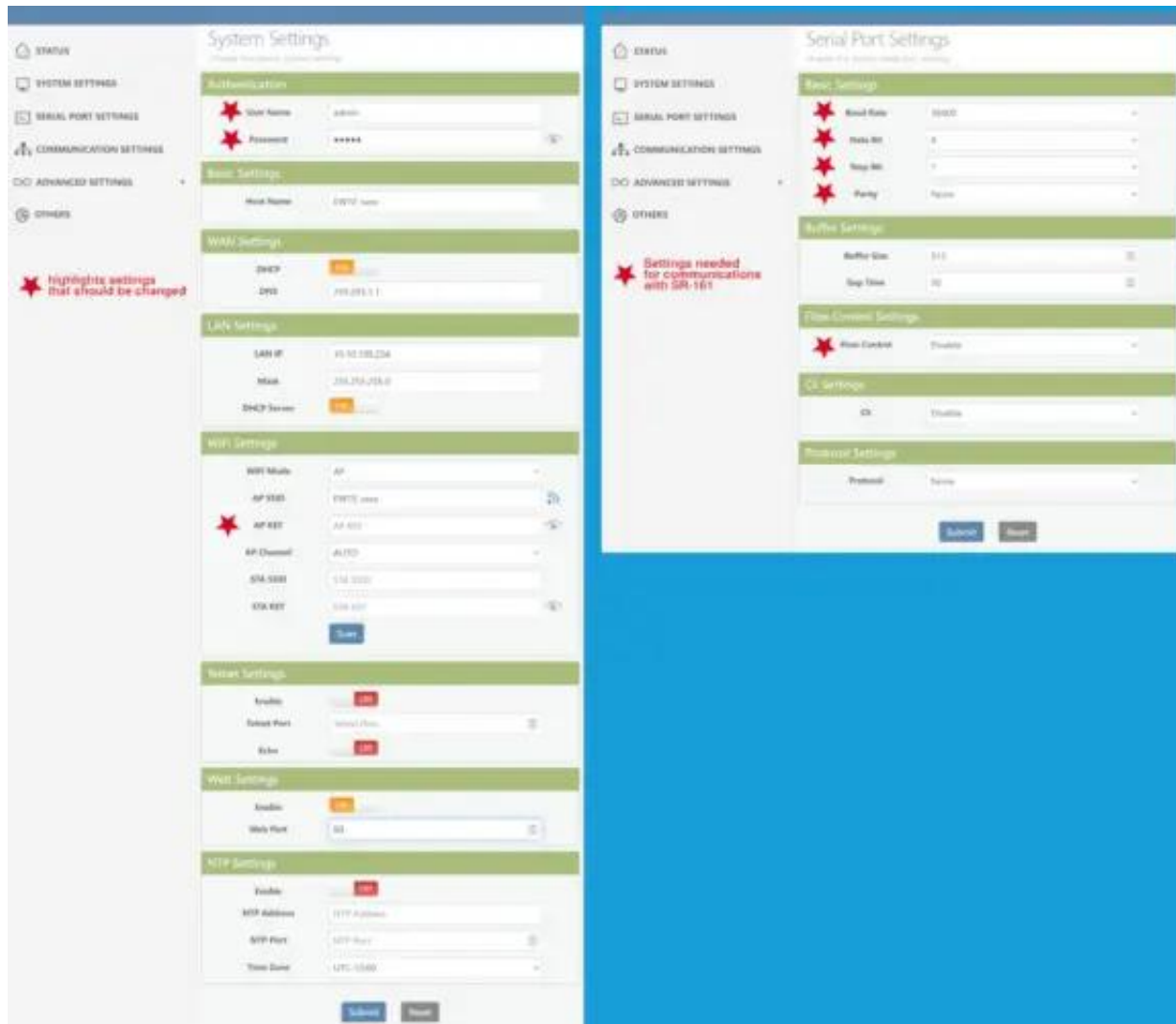
AIS receiver and WiFi converter installed

Configuring the Bridge

When the EW10A converter is powered up, it presents itself as a WiFi Access Point (AP), to which a laptop, tablet, or phone can connect. Using your device's WiFi settings, search for and connect to the converter, which by default has the identifier EW10_XXXX. During the connection process, your device may prompt that internet connectivity is unavailable. This message is expected and may be ignored since the converter does not have any connection to the internet.

Once your device has connected to the EW10A, you can use the converter's built-in web interface for configuration, or you can download a configuration program from the manufacturer. We found the web interface easy to use, and we have described that approach here.

To access the web interface, open a browser (e.g. Safari, Firefox, or Chrome), and type the converter's IP address (default is 10.10.100.254) into the browser's address bar and press return. This should open a prompt for a username and password (default is admin / admin), which leads to the pages for configuring the converter's System, Serial, and Communication settings (examples are shown below).



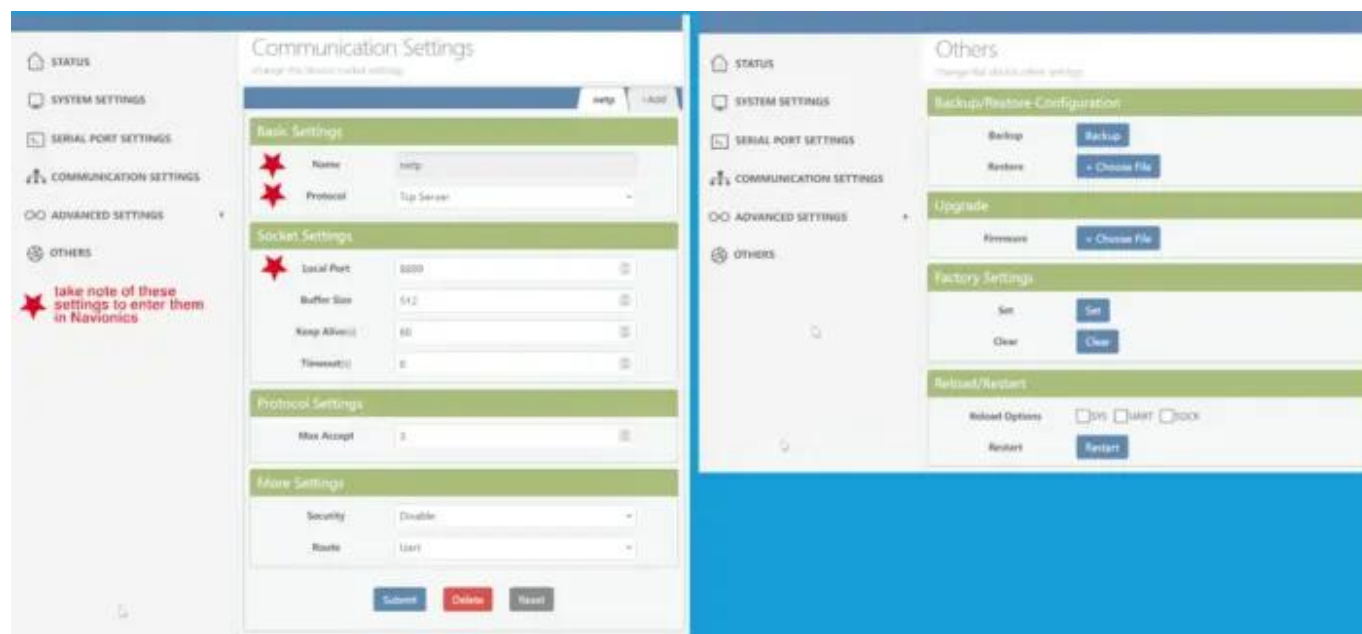
Screenshot showing our initial test settings for System and Serial settings. Red stars indicate the fields that you will most likely want to change.

System

These settings affect the WiFi interface and what functions are available. At minimum, the User Name and Password, and possibly the WiFi AP Key (Password), should be changed to keep others from re-configuring your converter. If the WiFi Channel chosen by the converter conflicts with something else on board (e.g. WiFi Radar), it can also be changed here.

Serial

These settings affect the serial interface with the AIS receiver. For an SR-161, change the Baud rate to 38400, 8 data bits, no parity bit, 1 stop bit, and Flow Control to Disable.



Communication and Other Settings pages

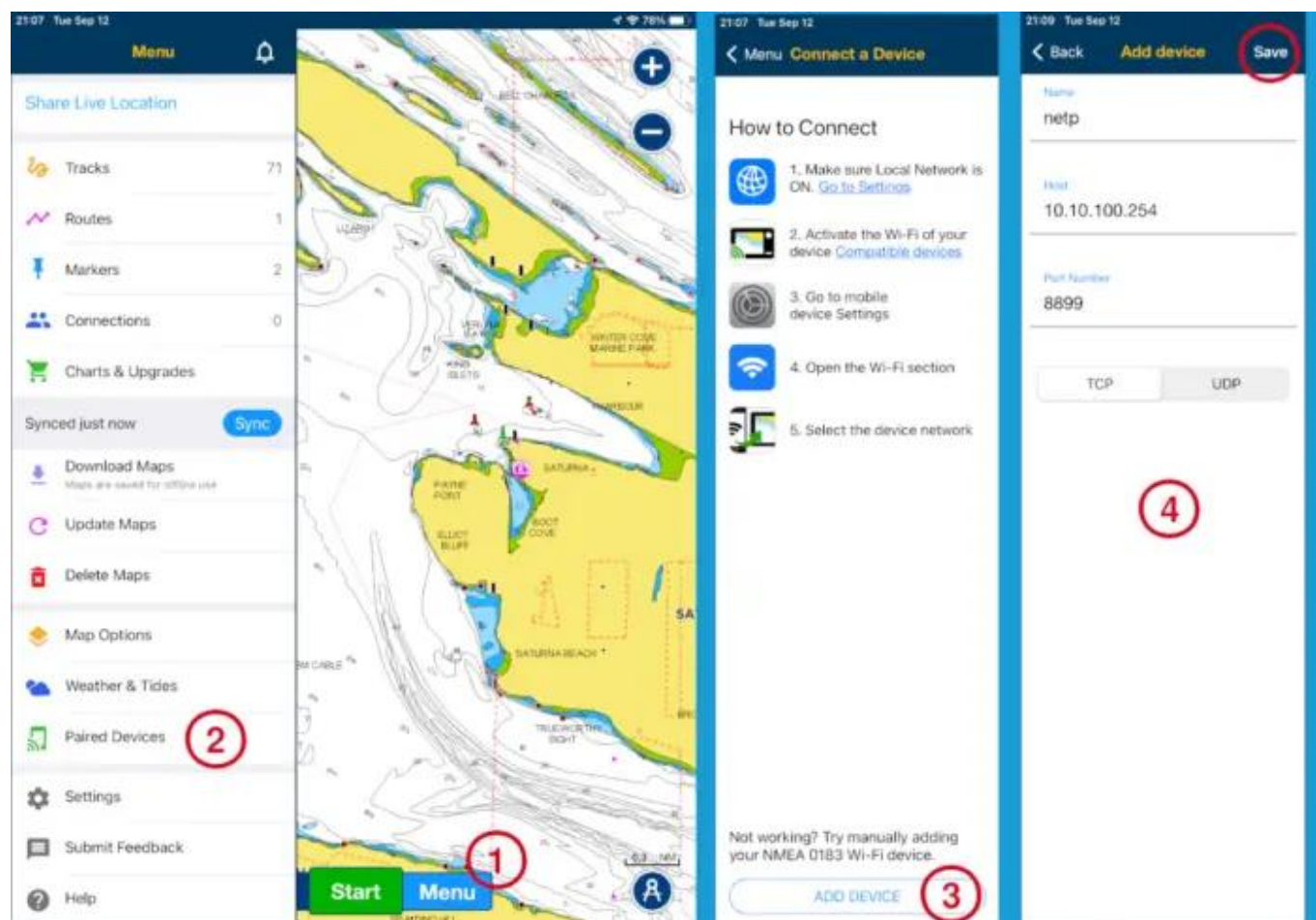
Communication

These settings affect how AIS data is presented to the connected laptop/phone/tablet. Navionics works with either TCP or UDP; we chose TCP Server. Note the Name and Local Port number, as they need to be entered in the Navionics configuration.

After adjusting the needed settings, go to the 'Others' page, and click on the 'Restart' button to reload all the new settings. If you have changed the AP name or IP address, or added a WiFi password, you will need to reconnect with the converter using the new credentials.

Configuring Navionics

If you haven't already done so, connect your device running Navionics to the converter's WiFi AP. Open Navionics, then click on 'Menu' ? 'Paired Devices' ? 'Add Device'. In the resulting dialog, enter the Name, Host IP, Port Number, and connection Type (TCP or UDP) that you had previously set up. Click on 'Save' to complete the process.



Configuring Navionics to accept AIS data. Red circles denote relevant menus and screens.

That's it! Your Navionics app should now display AIS targets as they come within range.

About The Author

Barb Peck & Bjarne Hansen

Hoku Pa'a - Niagara 35

From 2004-2006 Barb and Bjarne sailed the South Pacific on Freya, their 30' Hunter-Vogel. Upon returning to Victoria they participated in the VI Watch and supported fleet members preparing to go offshore. After some wonderful local cruising they headed south again in 2015 on Hoku Pa'a, their Niagara 35. Once damage from an unfortunate encounter with Hurricane Newton was repaired, Barb and Bjarne continued their exploration of Mexico. Plans for French Polynesia were revised in response to the global pandemic; they sailed Hoku Pa'a back to Canada via the old clipper route and are looking forward to reconnecting with the beauty of BC.

Book Review: The Essential Galley Companion

<https://currents.bluewatercruising.org/articles/book-review-the-essential-galley-companion/>



We're in Tod Inlet and about to leave the beautiful wilderness behind, along with the underwater creatures, eagles, whales, dolphins, and even a few other similarly wilderness-addicted fellow sailors who shared some spaces with us.

Luckily this time, my re-entry into Civilization will be much easier than usual. That's because I'm looking forward to shopping – not for clothes, but for getting into full-on grocery shopping. In central Victoria I'll be able to search for some hard-to-find ingredients not available in Northern BC. Then I will be able to try out recipes from the *The Essential Galley Companion*. Amanda Swan Neal has tested all of the recipes in her new book over the course of her 345,000+ offshore miles with family and later on with **Mahina** Expeditions. I estimate that there are over 1000 recipes in this collection. To it she has brought her incredible intelligence, her savvy and her well-researched knowledge to tickle and delight every palate. With this book, Amanda will keep us all healthy and vibrantly alive – even while we might be encountering less-than-optimal conditions at sea. To that end she's also included an excellent chapter on sea-sickness. Amanda has numerous tips for stretching or diminishing the recipes to feed from two people to a crowd.

She tells us how to keep provisions fresh, how to arrange a large or a small galley, how to shop in foreign lands (she has visited 80 countries) and she tells us not only how to cook some standard cuisine, but also

unfamiliar local food bought cheaply at a market in a distant land. I substituted salmon for whitefish in the West Coast Seafood Stew (page 241) and it earned raves. In Polynesia, you can find out how to make Coconut Creamed Taro Leaf. Further along, you might even try making the Fijian Curried Octopus.

For the more practical and frugal cook, she includes tips for making your own peanut and tartar sauce, dressings such as Miso or Thai, and she includes ten different spice mixes. Do get the paperback version of this book (all 390 packed pages for only \$31 CAD on Amazon). There are a few blank pages for you to attach some of your old standbys.

Favourite aspects of this book are the personal accounts she includes – her youthful experiences sailing with her family, and her stories on passage as a competitive sailor in an all-woman Whitbred Team and on Sydney-Hobart Races. She also generously includes recipes from some of the many boats she and ***Mahina*** have travelled with.

This book and its priceless knowledge should really be devoured before you set out. Displaying even more wisdom, you should internalize Amanda's precepts before you even buy your boat. However, if you're like me and you love your good old boat – and after all ***Traversay*** has been our home for 23 years – this book will make you look forward to introducing some new 'licks' to that old repertoire you have been playing for too many years!

Feature photo is of Amanda Swan Neal in Norway. She gave permission to use the photo by email to the author on September 24, 2023.

About The Author

Mary Anne Unrau

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

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

In 2013 Mary Anne and Laurence sailed from St. Katharines Marina, London in late March and voyaged to Victoria, British Columbia in October via south English ports, the Irish Sea, the Hebrides, Iceland, Greenland, the Northwest Passage and Alaska.

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

Building the BC Marine Trail Network

<https://currents.bluewatercruising.org/articles/building-the-bc-marine-trail-network/>



On September 19, 2023, I had the pleasure of presenting [An Overview of the Work of BC Marine Trails](#) (BCMT) to a very welcoming contingent of the Bluewater Cruising Association at the Royal Victoria Yacht Club. I was asked to share a summary of BCMT's work with the membership through *Currents*. Building on comments and questions from participants during and after the presentation, here is my report.

BC Marine Trails' vision is to link the entire BC coastline through marine routes and land sites for sustainable water-based public recreation.

Historical Context of the BC Marine Trails Network Association

During my presentation, I was asked about the origins of BC Marine Trails. I was embarrassed to say that I did not know the earlier details, but am happy to have this chance to give a more precise answer now and to share an interesting connection. Peter McGee, author of *Kayak Routes of the Pacific Northwest Coast*, had originally proposed the creation of a BC Marine Trail from Washington to Alaska in the 1990s. This early version of our BC Marine Trails Association established its first trail campsite and composting toilet at Blackberry Point on Valdez Island, and set up a rest stop and toilet at Musgrave Point on Saltspring Island. I learned from a participant that some of the association's earlier meetings had apparently been held at the Royal Victoria Yacht Club, with strong support from the boating community and the Outdoor Recreation Council of BC. Unfortunately, the original group was unable to maintain its

momentum for this daunting task and the association folded. Thankfully, in 2007, a renewed interest in the vision led to the formation of the BC Marine Trails Network Association, with Stephanie Meinke as the first president. Dedicated, enthusiastic volunteers began the massive task of identifying not a linear Washington-Alaska route, but rather a connected network of approximately 3,100 potential sites along BC's 27,000 km of coastline.

Current Context of BC Marine Trails

From 2016 to present, our current president, Paul Grey, the Board, and countless volunteers have worked tirelessly to further BC Marine Trails' vision for creating a public network of marine trails in the province. In our strategic plan for achieving this vision, we use an approach that focuses on three foundational pillars: First Nations Engagement; Protecting our Coast (Stewardship); and Developing Safe, Contiguous Trails. BCMT now has over 1,000 members, and our [BC Marine Trails Map](#) currently lists over 1,400 sites, with more sites being approved each year, thanks to ongoing collaboration with First Nations' communities, BC Parks, Recreation Sites and Trails BC, and other land partners. It's an exciting time for BC Marine Trails!

During my presentation, I shared a brief overview of our three pillars, and the importance of each in furthering our vision. It is important to note that our three pillars are woven into all of our collaborative work as an association, as volunteers, and as marine recreationists. Many of the Bluewater Cruising Association members I spoke with pointed out that we share a common appreciation and respect for the coast. As you read through the pillars of our organization, I hope that much of what we are doing will resonate with you and perhaps get you thinking about ways that our volunteers and associations might work together for marine recreation in B.C.

BC Marine Trails' Three Pillars

1. [First Nations Engagement](#) reminds us that our focus is to respectfully engage with First Nations through citizen-based reconciliation. BCMT shares its advanced ArcGIS mapping system data with each Nation within the boundaries of their traditional territory. We are also currently working with a small number of First Nations territories on developing respectful visitor guidelines and public education. This collaborative work is then shared with other communities.



As BCMT works to build relationships with First Nations communities, our focus is on reconciliation and respect.

Impact to date:

- Currently, we have engaged at varying levels with 40 of 74 Coastal First Nations. At least 525 coastal sites have been approved to display on our maps, many with links to information about the First Nations territories. Example: [Ahousat Stewardship Fee](#).
- Our collaborative work with First Nations is helping to protect sensitive traditional sites, and to educate the public on respectful visitation in First Nations territories. Example: [Visiting the Mamalillikula Territory](#).
- Building relationships between First Nations peoples and BCMT's paddling/boater community is focused on reconciliation and mutual respect, in which we acknowledge our shared interests of safety, protection, and education.

2. [Protecting our Coast](#) is where we focus on three programs aimed at protecting the coast and educating the public: our well-researched Marine Code of Conduct, our new Coastal Caretakers initiative, and our ongoing Collaborative Cleanups. We know that pristine beaches are regenerative, and that all who visit coastal sites can contribute in some way.

Impact to date:

- Since April 2023, our new [Coastal Caretakers](#) program has already engaged over 60 businesses and individuals who gave VOICE to over 300 coastal sites by submitting a [Site Condition Report](#) (SCR-Survey 123 app), showing their actions: Visiting, Observing, Interacting, Caretaking, and Exchanging data with BCMT.
- Our [Marine Code of Conduct](#) is a big part of our public education. We offer stickers to outdoor recreation companies to help reinforce three principal behaviours with people new to coastal exploration: the importance of removing fire pits, defecating below high tide, and leaving sites cleaner than you found them.
- In 2023, BCMT volunteers worked on three [collaborative cleanups](#). In a cleanup with Surfrider and Ahousaht First Nation, we removed 16 super sacks of marine debris from Vargas Island. Over four days in the spring and fall, we held two other cleanups with several paddling clubs, to pull and burn vast quantities of invasive English Ivy and Himalayan Blackberry on Gerald Island; we also did a collaborative cleanup with Rugged Coast.



Anyone can join our Coastal Caretakers Program and help give voice to BC's coastal sites.

3. [Developing Safe, Contiguous Trails](#) is BC Marine Trails' third foundation, and also the spark that shaped our vision. We have developed an advanced mapping system that is connected to a public

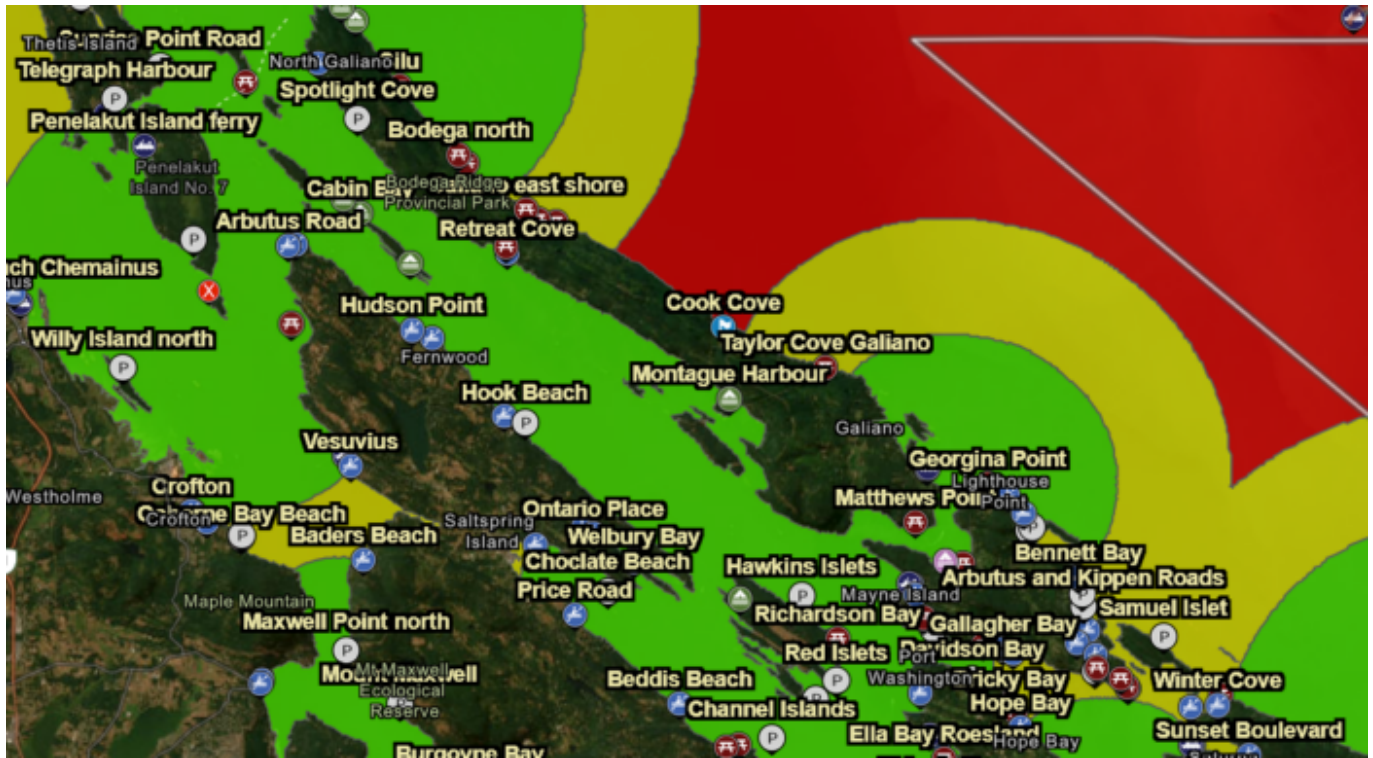
database, with over 1,400 coastal sites displayed. Using heat maps, we can visually display sites that are positioned too far apart from each other to be considered safe for non-motorized marine travel. Before a site is listed on the public BCMT map, there is a thorough site assessment and owner or manager consultation process. This process takes time and requires ongoing, respectful relationships.



BCMT has helped to build tent pads and composting outhouses or green thrones at many sites.

Impact to date:

- We are working respectfully with First Nations territories to gain sites and close gaps in marine trails along the entire BC coast.
- Our safety criterion was recently supported by the Canadian Coast Guard.
- As part of the Trans Canada Trail project, we have worked closely with the Sea Kayaking Association of BC (SKABC) on the Sea-to-Sky Marine Trail, which now includes Apodaca Provincial Park on Bowen Island.
- More site assessments were completed over the summer and will soon be available on our BCMT map for recreational use. Regenerative tourism represents a sustainable way of traveling and discovering new places.
- BC Marine Trails has partnered with BC Backroads Maps, and a BCMT layer is now available on their app.



Our BC Marine Trails Map is used to identify coastal sites and also to ensure safe distances between sites.

How can you support BC Marine Trails?

BC Marine Trails has over a thousand members supporting our vision to see the entire British Columbia coastline linked through marine routes and land sites for sustainable water-based public recreation. It's a huge vision and we can only keep moving toward it with ongoing support from our valued volunteers, funders, and advocates. If you would like to add your enthusiasm and energy to achieving this vision, here are just a few ways to get involved:

- [Join us as a BCMT member](#) to gain greater access to coastal site photos, articles, and updated information on our BCMT map. Membership costs are \$30/individual, \$45/family, and \$100/organization.
- [Join us as a Coastal Caretaker](#) and add your VOICE to the coastal sites you visit. For example, some of you mentioned how you have been finding and removing debris on a beach. We love to receive reports and photos about remote sites that we can then share with site owners and managers.
- [Volunteer](#) with us and share your passion for the coast.
- Learn more about our efforts to promote respectful visitation of First Nations territories by reviewing our recent [Story Map collaboration with the Mamalilikulla First Nation](#) and checking our [BC Marine Trails Map](#) for First Nations territory visitor information.
- Of course, we are always grateful when someone chooses to [Make a Donation](#) to further the work of BC Marine Trails. We are a registered charity and financial support is always appreciated, as it helps us make our vision a reality.



Those who love the coast share a common desire to protect and preserve it for future generations. How can you help?

About The Author

Karina Younk

- Nimbus Telkwa Sport

Karina Younk is the Stewardship Chair with BC Marine Trails. After retiring from a fulfilling career in education, Karina was inspired to focus her energy and kayaking experience into contributing to the vision of the BC Marine Trails. Since 2003, Karina has had the privilege and pleasure of kayaking with friends to explore many areas of BC's amazing coastline. Some of the most memorable trips include: circumnavigating Moresby Island in Haida Gwaii, paddling from Bella Bella to Port Hardy, exploring the islands of the Central Coast, and many sections of Vancouver Island's rugged coastline.

Karina invites BCA members to consider how our shared love and appreciation of BC's pristine coastline might become a connection point for future collaborations and would love to hear from BCA members. Her email is kyounk@bcmarinetrails.org.

Currents Photo Contest 2023

<https://currents.bluewatercruising.org/articles/currents-photo-contest-2023/>



I am happy to announce that the popular *Currents* Cover Photo Contest is happening again this year. Our monthly [“PDF” publication](#) needs the best photos of your boats to grace its covers for 2024!

In addition to the chance to show off beautiful boats and great photography skills, winners will receive *Currents* credits towards their membership fees. So, if you are a BCA member in good standing, please submit the best, recent photos of your vessel.

A panel of judges, drawn from the *Currents* team and representing each chapter, will select the 12 winning shots that will make the monthly covers of *Currents* in 2024.

Now that many BCA members are offshore enjoying bluewater cruising, we look forward to seeing some of those exotic places, but photos taken in any location are welcome.

The process for submitting and some of the rules have changed this year, so please [read the instructions carefully!](#)

Contest Rules and Instructions

It is important that you follow these rules and instructions for submission or we will not be able to include your photo in the contest:

- You must be a BCA member in good standing
- Deadline for submissions: **November 30, 2023**
- You can submit up to **three photos**
 - There will be 12 different winners; no individual will have more than one of their three photos selected
- Photo requirements:
 - Orientation: **Portrait** (longest side in vertical direction)
 - Resolution: **900×1200 pixels** or higher resolution
 - Format: **JPEG**
- How to submit your photo(s):
 - Click on this [link](#) to access the contest site (to see full link, see below)
 - You will be prompted to provide a title, your name and your email address for each photo you upload
 - Please do not email your photo to *Currents*

Winners will:

- Receive notification mid-December that their photo has been chosen
- 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.
 - If they do not do this step, we will not be able to use their photo

Contest results will be announced in the January issue of *Currents*.

So, dig into your photo archives or go out and take a great shot of your boat! We are really looking forward to seeing your entries!

Link to upload submissions: <https://pollunit.com/en/polls/kexj0pnkekzyx8ts0ypnra>

Thanks to Bjarne Hansen for the photo.

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.

In Memoriam: William Joseph (Bill) Sassaman

<https://currents.bluewatercruising.org/news/in-memoriam-william-joseph-bill-sassaman/>



William Joseph (Bill) Sassaman

December 24, 1942 – October 1, 2023

Bill was born in Easton, Pennsylvania, the first of four children. His parents, Carl and Marguerite Sassaman, were both teachers with wanderlust, and they moved the family to different parts of the US just about every year. By the time he graduated from high school, Bill had lived in 18 towns, from Pennsylvania to California, from Nebraska to New Mexico. I think it inspired a sense of adventure in him!

After graduating from the University of New Hampshire in 1969 with a degree in Forestry, he and his first wife, Virginia, along with their 4-year-old son, Scott, and infant daughter, Heather, headed for Alaska, where Bill planned to be a forester and bush pilot (he had his private pilot's licence). On the way, they detoured to Nanaimo to visit a university friend, also a forester. That friend gave Bill the best piece of advice ever: "Why go to Alaska? Stay here. BC has everything you're looking for!" Bill got a job with MacMillan Bloedel that day and was granted landed immigrant status the next day.

He worked for MacBlo for a year before the family moved to Argenta in southeastern BC, to teach and

houseparent at the Argenta Friends School (Quakers). In 1971, Bill and Virginia separated and he returned to New Hampshire to earn a master's degree in Forestry Mensuration. The family reunited briefly in NH before he became the single father of two. He enrolled 3-year-old Heather in the Newmarket (NH) Day Care Center, where he met me, the head teacher of the three-year-old class and single mother of 5-year-old Caitlyn. In 1973, Bill and I fell in love and soon formed a family with our three children.

Bill's next educational venture was at Virginia Polytech, working on a doctorate in Forestry Mensuration. After a year, he knew it was time to forego the Ph.D. and return to Canada. We arrived at the Peace Arch Crossing on July 15, 1974. Bill worked again as a forester in Gold River and Tahsis before we went in search of our homesteading dream, which, as it turned out, we found in Argenta. We became Canadian citizens in 1978.

Bill, our teenagers, and I moved to Victoria in 1983. It was the first time Bill had lived in a city and he knew that he needed a way to get out of town. After decades of climbing mountains, skiing downhill and cross-country, and playing basketball, Bill discovered sailing! He had to convince me that moving onto a boat and sailing oceans was an excellent plan. It took a lot of convincing but he was persuasive. We joined Bluewater Cruising Association in 1986 and bought an offshore-capable 34' ketch, *Emrys*. We moved aboard in 1987, to learn how to live in such a small space, pare down items that we didn't need, and to build a cruising fund. From 1990 to 1993, we cruised the U.S. west coast, the Sea of Cortes, and then made long passages to French Polynesia, Hawaii, and back to BC. It was an adventure of a lifetime and I am so grateful that he was so persuasive!

Our post-cruise plan had been to sell the boat, buy a house, and get another dog. Instead, we agreed that we loved living in a small, mobile space and opted to remain liveaboards. We sold the ketch, bought a 52' sloop on which we lived and ran charters along the BC coast, before buying our present boat, *Alia*, in 2002. It was also in 2002 that we rejoined BCA, after a hiatus of eight years.

Bill and I have lived aboard in Victoria, the Lower Mainland, and since 2012, in Cowichan Bay. It was during our 8-year on-and-off life at anchor in False Creek that Bill became passionately concerned about the rights of liveboard boaters. Eventually that concern would lead him to form the BC Nautical Residents Association with other like-minded liveaboards at the Wharf Street Docks in Victoria's Inner Harbour.

Over the course of his life, Bill was a forester, teacher, logger, wild fire fighter, backhoe operator, car salesman, charter captain, realtor, and small business owner. He enjoyed learning new skills in each profession or job. A pacifist, Bill was first an attendee of the Argenta Friends Meeting and for the past twelve years, of the Cowichan Valley Friends Meeting.

In the final weeks of his "journey with cancer," he liked to say that he had lived the best 80 years of his life "so far" and had no regrets. I know that I have no regrets about our 50 years together of love, friendship, and adventure.

Our family will hold a celebration of life for Bill in the late spring or early summer of 2024.

About The Author

Donna Sassaman**Alia - Spencer 44**

Donna and Bill Sassaman were members of Bluewater Cruising Association from 1986 to 1994, and then rejoined in 2002. They began living aboard in 1987 and had many cruising adventures, both offshore and coastal. Donna has served in various positions, including Currents editor (twice), VI Chapter Secretary, BCA Board Secretary, and since 2009, as Team Coordinator for the annual BCA Member Directory.

Vancouver Island Fleet Reports - September and October 2023

<https://currents.bluewatercruising.org/news/vancouver-island-fleet-reports-september-and-october-2023/>

Welcome to B.C.A. V.I. FLEET AND WEATHER

**FLEET COORDINATORS:
CAMPBELL GOOD & BILL EISENHAUER**

WEATHER COORDINATOR: MAX SHAW



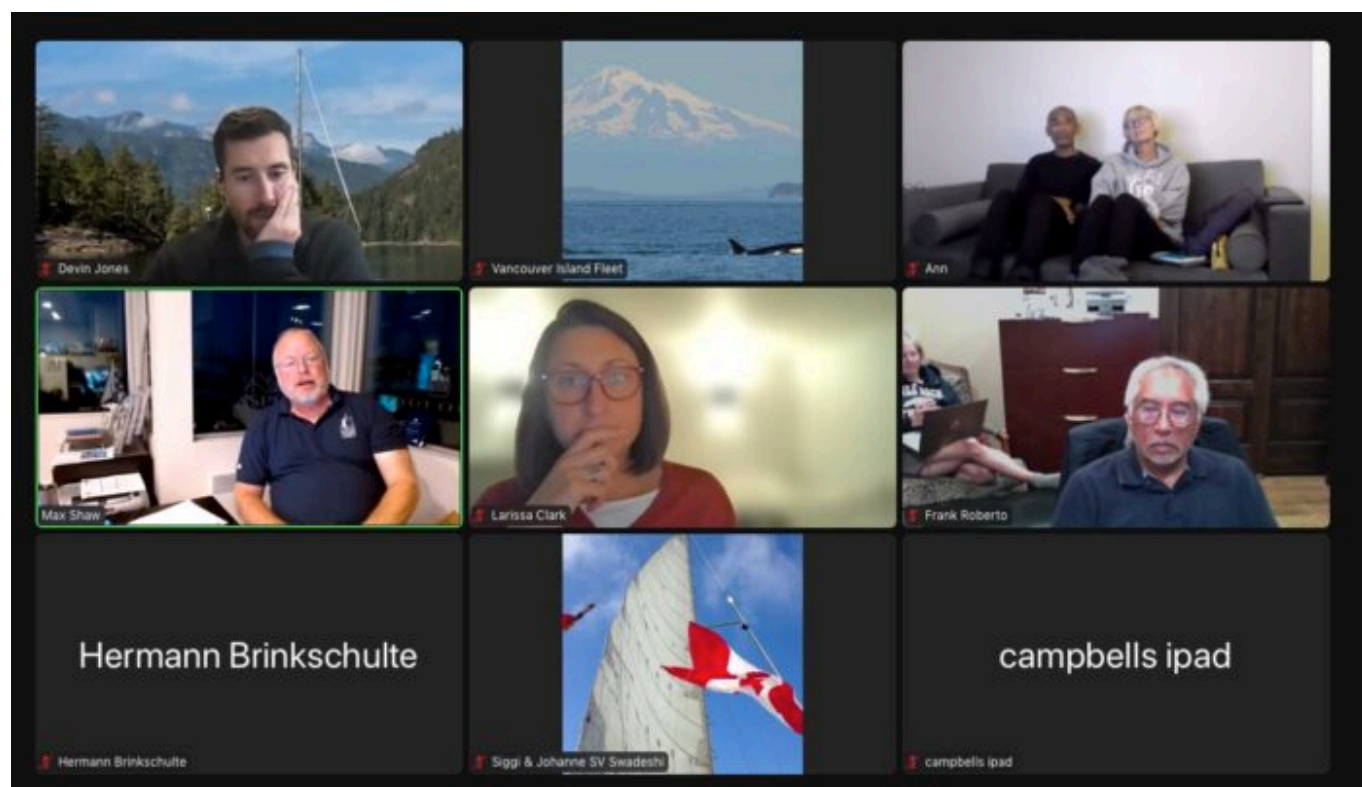
The Vancouver Island chapter decided to continue offering a hybrid Fleet in 2023-24 and this has allowed us to invite Calgary chapter members to participate as well. So far, nine boats have registered this year, including one from Calgary.

Our first meeting was at RVYC on Sept 27, with 4 in-person and 4 virtual boats. We did a round the table introduction and then rated a list of topics of interest to the Fleet which will help with planning the rest of the year's meetings. Scott Crawshaw, VI Vice Commodore, presented the first unit of the Weather curriculum to those interested in attending.



Flush side-cutters leave a “clean” cut unlike angled cutters.

The second meeting was on Oct 18 with 9 boats. To get the Show & Tell portion of the meeting off to a good start, Fleet Coordinator Campbell Good shared his nifty side-cutters which make a clean or flush cut that won't scratch your skin unlike standard cutters. This was followed by Tony Gooch's ever popular Heavy Weather Sailing presentation, with guest attendee and former VI Fleet member Ben Deacon joining us from Mexico. Ben and Irma used a Jordan Series drogue last month off the Oregon coast during heavy weather they experienced heading south. Hearing first hand about the deployment and retrieval of the drogue added immensely to Tony's presentation.



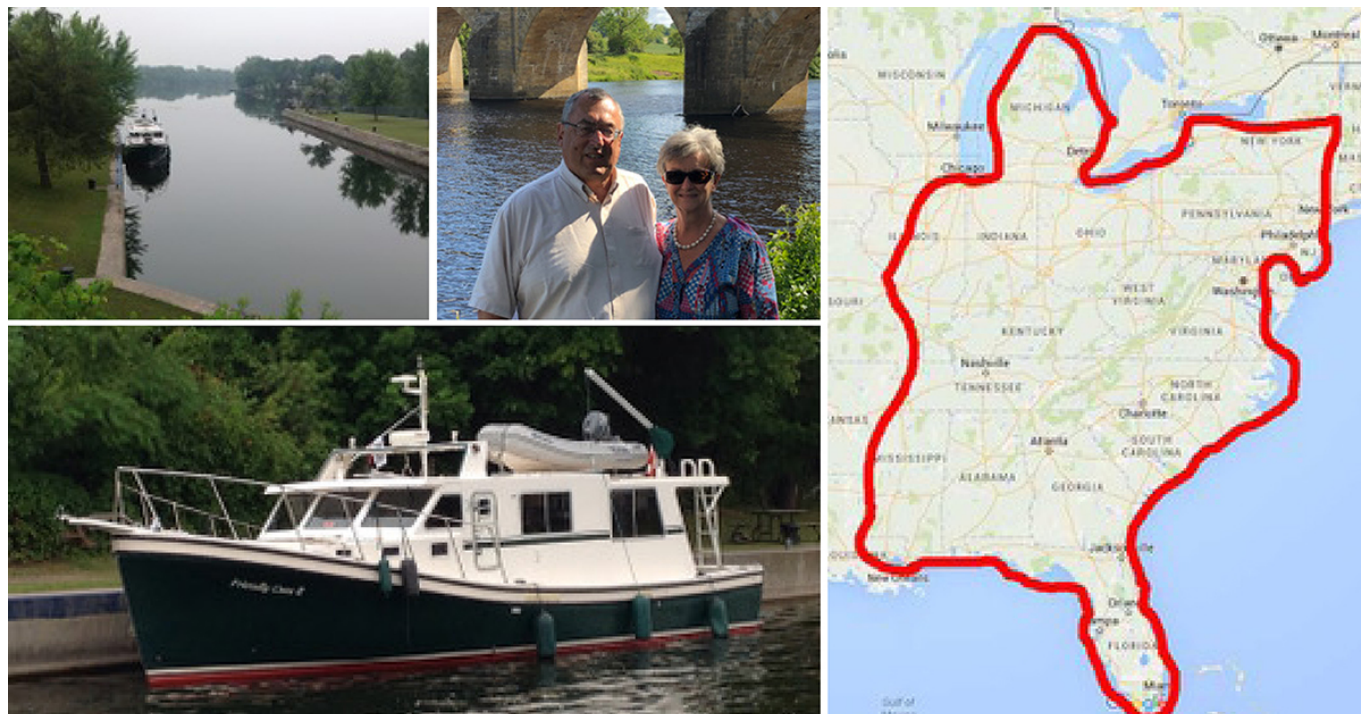
VI's online Weather Group with Max Shaw, facilitator

VI also has a separate Weather group that meets from October through to February on the fourth Wednesday of the month. Hosted by Max Shaw, the first Weather meeting was on Oct 25 with 6 boats attending.

The next Fleet meeting is November 15. VI and Calgary chapter members who are interested in joining either the Fleet or the Weather groups are still welcome to register [online](#). General information about Fleet can be [here](#).

Vancouver Hybrid Club Night - A Great Loop Adventure

<https://currents.bluewatercruising.org/events/vancouver-hybrid-club-night-a-great-loop-adventure/>



The Great Loop (also called America's Great Loop) is a 6,000 mile continuous waterway involving the eastern third of the United States, including Lower Canada and Florida.

Bill and Caroline Ehmann, generally known as retired J-36 sailors, then bought a Provincial 42' Lobster boat named ***Friendly Cove*** in Smith Falls, south of Ottawa in March 2014. Their Great Loop Adventure started on the Rideau Canal at the end of July 2014. They completed the first half of the Loop, travelling on the Canadian canals, the Great Lakes, the Great American rivers, and the Gulf of Mexico, ending up in the centre of Florida by the end of November 2014.

After a brief return to Victoria for Christmas, they returned to Florida in early March 2015. The Loop took them up to New York state via the Intercoastal Waterway. There was a brief blue water experience off the shores of New Jersey. Then up the Hudson River, the Erie Canal and finally ending the trip in Cleveland at the end of May.

This presentation will cover the highlights of their adventures on the Great Loop and the unique aspects of inland water navigation. Come to hear about cruising areas which are largely unknown to Canadians, and even Americans, accessed through rivers, canals, lakes and ninety-five locks and often six feet of water below the water line!

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

Hybrid Meeting Format

In-Person Attendees:

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

Virtual Attendees:

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

Zoom meeting invitation:

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

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

About The Author

Heather Marshall

Mischief - Catalina 27

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

VI South Hybrid Club Night - Six Years at Sea With a Family of Four

<https://currents.bluewatercruising.org/events/vi-south-hybrid-club-night-six-years-at-sea-with-a-family-of-four/>



Darryl & Janet Lapaire will share the second part of their incredible multi-year journey from Europe to Victoria – with two kids.

In this presentation, they'll continue talking about their amazing journey from Europe with this presentation specifically discussing the Mediterranean and their Atlantic crossing and arrival in Barbados. They'll share stories and photos from their travels and will leave time for questions from those who might be interested in more details or specifics.

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

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

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

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

Hybrid Meeting Format

In-Person Attendees:

- For those attending in-person, the format will be very much the same as “normal”
- Doors open at 7:00 and meeting starts at 7:30pm
- 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.

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- 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 the VI Chapter is unable to deliver the Club Night via Zoom.

VI Mid-Island Club Night - Sailing to Haida Gwaii

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-sailing-to-haida-gwaii/>



Together, Glen Wilson and Cheryl Crowther sailed to Haida Gwaii in the summer of 2023, exploring the northern BC coast along the way. They had a wonderful adventure and loved the experience. There were unexpected boat repairs, a couple of docking misadventures, some amazing anchorages and a couple of long passages.

They look forward to sharing their adventures with you. All BCA members and non-members welcome to attend; please note this presentation will not be available via Zoom.

Presenter

Glen has been a member of BCA for 18 years and has served on the VI Watch in several positions including Vice Commodore. He spent time sailing his own boat in the Mediterranean and then completed a circumnavigation. Glen has been a locally based sailor for 40 years. Cheryl is relatively new to sailing but she is an accomplished boater, having travelled extensively in local waters and having travelled to

Alaska twice.

VI Mid-Island Club Night - The Voyage of an Unlikely Sailor

<https://currents.bluewatercruising.org/events/vi-mid-island-club-night-the-voyage-of-an-unlikely-sailor/>



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 in 2009 everything 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***, a Pacific Seacraft Crealock 37.

Eager to get back to New Zealand where she had spent 6 years of her young adulthood, Cathy agreed to try her hand at sailing offshore. What better way to return to the South Pacific 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.

BCA members and non-members are all welcome to attend the first VI Mid-Island club night of the season; please note it will not be available via Zoom.

Whale and Boater Safety Survey

<https://currents.bluewatercruising.org/news/whale-and-boater-safety-survey/>



The poster features a blue background with white text and icons. At the top, it says "We really need your help. Are You a Recreational Boater in BC? PLEASE do our survey." Below this, there are six icons representing different types of recreational boaters: a kayak/canoe, a person with binoculars, a jet skier, a sailboat, a motorboat, and a paddleboarder. Each icon is labeled with a question: "Kayaker or Canoeer?", "Passenger?", "Jet skier?", "Sailor?", "Motor boater?", and "Paddle boarder?". At the bottom, it says "Help whale and boater safety and enter the draw for big prizes!" and includes a QR code. The URL "www.surveymonkey.com/r/whalesafeboating" is also present. Logos for MERS, Partners, cetus, Canada, and OCEAN WISE are at the bottom.

We really need your help.
Are You a Recreational Boater in BC?
PLEASE do our survey.

Kayaker or Canoeer? Passenger? Jet skier? Sailor? Motor boater? Paddle boarder?

Help whale and boater safety and
enter the draw for big prizes!

www.surveymonkey.com/r/whalesafeboating

MERS Partners: cetus Canada OCEAN WISE

Help whale and boater safety – and maybe win a big prize!

The [Marine Education Research Society](#) (MERS) is conducting an online survey for those who boat in British Columbia, be it with motor, sail, or paddle.

The insights you provide via the survey will help the future of education about boater safety and marine mammals. This includes the development of an online course.

The survey can be found [here](#). Answers are confidential.

It is important to get as many boaters as possible to participate in the survey in order to understand what information about laws and best practices around marine mammals is reaching recreational boaters, and what the limiting factors might be. The survey is open until the end of **February, 2024**, so spread the word!

Out of gratitude for taking the time to do the survey, which will take roughly 5-10 minutes to complete, there will be a draw for 4 BIG prizes.

Prizes

Those who participate in this survey can choose to be entered into the prize draw. There will be four winners, one winner for each of the following prizes:

- Gift card to Steveston Marine & Hardware (\$500; online or in-store)
- Kelp Canvas from The Marine Detective (Value: \$300)
- Gift card to Mountain Equipment Co-op MEC (\$250; online or in-store)
- Marine Mammal Boater Pack. Includes “Marine Mammals of BC” book, Whale Warning Flag, and Marina Bag from Puddle Jump Bags. Locally made in Sointula, BC (Value: \$280).

Partners

The partners in this project are: [Ocean Wise Marine Mammal Research Program](#), [Cetus Research & Conservation Society](#), and the Government of Canada (funding support).

About The Author

Jackie Hildering

-

Jackie Hildering is a Education / Communications Director and Humpback Researcher with the Marine Education and Research Society, based in the Territory of the Kwakwa?ka?’wakw (the Kwak?wala-speaking Peoples).

Diesel Engine Maintenance & Servicing (Revised Dates)

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



Learn to treat your engine well. Ben Gartside, a lifetime mechanical technician and President of [Gartside Marine Engines](https://www.gartside-marine.co.uk/), 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 at Shoal Centre, with practical demonstrations at the Gartside Marine workshop on Harbour Road in Sidney, each afternoon. Participants are encouraged to bring a bag lunch due to tight timelines and the need to move from one location to another.

Instructor

Ben Gartside is a lifetime mechanical technician and President of Gartside Marine Engines, and engine installation and repair facility for pleasure boats, and light commercial water craft. Ben's specialty is small marine diesel engines and inboard installations.

About The Author

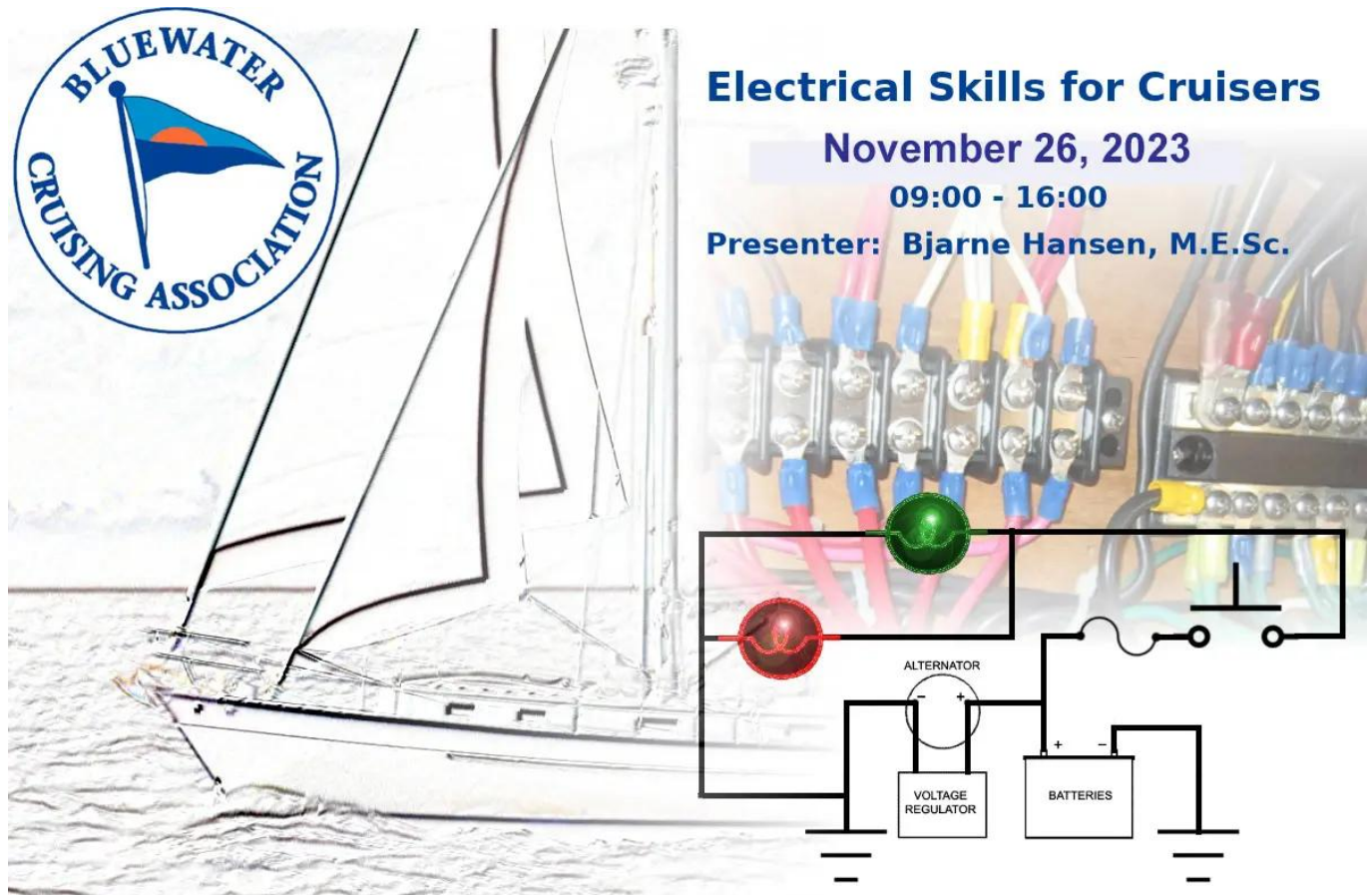
Brent Alley

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.

Electrical Skills for Cruisers

<https://currents.bluewatercruising.org/events/electrical-skills-for-cruisers-8/>



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 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

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Rigging Inspection and Maintenance

<https://currents.bluewatercruising.org/events/rigging-inspection-and-maintenance/>



Ever look up and wonder at all that gear? This course is intended for those who want to gain a better understanding of standing and running rigging, including proper inspection and maintenance. Brent Jacobi and Serge Dupuis of [Blackline Marine](#) will explain the basic principals of rigging inspection & maintenance and offshore cruising preparation.

Going Aloft Safely

- Dockside
- Underway
- 2nd safety line
- Bosun's chair
- Tool pouch
- Messenger line

Standing Rigging

- Have you dropped and inspected your mast lately? Ever?
- Where to get it checked – professional riggers – tuning?
- How to check?
- How often to check?
 - rings vs cotter pins, clevis pins, toggles, connections
 - swage fittings, blue dye vs microscope for cracks
 - rigging tape or alternates
 - Duralac anti-corrosive jointing compound
 - spreaders and chafe guards/caps, shrouds, tangs
 - mast cap and attachments
 - keel-stepped vs deck-stepped mast
 - halyard sheaves and axle pins
 - chainplates, stanchions, lifelines
 - windex, anchor light, antennas
 - radar mount, steaming light, and other accessories

Running Rigging

- Types, strength
- Maintenance (washing/rinsing)
- When to replace
- Typical messenger lines and securing methods
- Wear points, lines crossed
- Jib car inspection and maintenance
- Systems for cockpit adjustable jib cars
- Winter/off-season maintenance

Instructors

Brent Jacobi and Serge Dupuis have a lifetime of sailing and over 25 years of industry experience. They are highly experienced and knowledgeable rigging specialists. Brent currently manages both the Rigging and the Metal Fabrication divisions of [Blackline Marine](#).

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.

Electrical Skills for Cruisers

<https://currents.bluewatercruising.org/events/electrical-skills-for-cruisers-7/>



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The course will focus on how to fix common electrical problems with hands-on exercises to reinforce learning and improve your skills. Bjarne is 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. BCA members since 2003, Bjarne and Barb cruised the South Pacific for two years in 2004 – 2006 and spent winters 2015 – 2019 sailing in Mexico.

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.

Intermediate Marine Weather

<https://currents.bluewatercruising.org/events/intermediate-marine-weather-2/>



Forecasting weather conditions are major aspects of cruising under sail and power.

This intermediate course begins with (and includes) the ½ day [Basic Marine Weather](#). It shows how weather satellites and technology have transformed forecasting to show cruisers the best way to combine their own observations with technology, is aimed at the cruiser who aspires to head offshore. Building on the lessons learned, this intermediate course focuses on:

- Anti-Cyclones
- Swell & Sea Waves
- Surface Water Circulation
- Upper Air Charts & Satellite Imagery
- Gap & Promontory Winds
- Tropical & Sub-Tropical Weather

- Tropical Cyclone Formation & Avoidance
- Voyage Planning

Note: Participants registering for this course *should not* register for **Basic Marine Weather** as the course fee for **Intermediate Marine Weather** covers both.

Instructor

Scott Crawshaw has sailed for over 40 years and has over 50,000 miles of ocean water experience. This includes skippering the Royal Canadian Navy's Tall Ship, *HMCS Oriole* and four years of offshore sailing with his family aboard *Peregrinata*. His qualifications include a Transport Canada Master Mariner, unlimited tonnage; a Navy Surface Command Qualification, unlimited tonnage; an ISPA instructor, a CYA Yachtmaster, and a CRYA Ocean Yachtmaster Instructor.

He has sailed extensively in the Pacific, twice to Australia and five times to and from Hawaii. He has participated in a number of international yacht races including four Victoria to Maui International Yacht Races where he was the winning skipper of the 2000 race and is the corrected time record holder. In addition, he has competed in numerous Swiftsure races and a Van-Isle 360. From 2002-2006 he cruised with his wife and two daughters down the coast of the Americas and across the South Pacific, including the Galapagos, to Australia.

Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria, with his wife Sonia, and, recently retired from the RCN, has become a full time grandpa.

About The Author

Brent Alley

Pegasus II - Nordic 44

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

Basic Marine Weather

<https://currents.bluewatercruising.org/events/basic-marine-weather-3/>



If you are a cruiser who will be sailing in local or coastal waters, have access to VHF radio broadcasts (and/or the internet) and are interested in knowing about the weather in your local area, then this half-day course is for you. Build your confidence. Learn how to look at the environment around you, combine that with the weather report, and apply it to your immediate situation.

If this sounds like a tall order for a 3-hour course, that's because you've probably never taken a course from Scott Crawshaw before. He not only knows his stuff, he knows how to teach it.

Course participants will be introduced to the fundamentals of weather, which include:

- Air Circulation Patterns
- Pressure, Temperature and Moisture
- Air Masses; Fronts and Cyclogenesis
- Fog, Clouds and Precipitation
- Interpreting Weather Maps; and
- Sources of Local Weather

Note: Please do *not* register for this course if you have already signed up for or intend to take Scott's [Intermediate Weather Course](#) as **Basic Marine Weather** is included as part of that course.

Instructor

Scott Crawshaw has sailed for over 40 years and has over 50,000 miles of ocean water experience. This includes skippering the Royal Canadian Navy's Tall Ship, *HMCS Oriole* and four years of offshore sailing with his family aboard *Peregrinata*. His qualifications include a Transport Canada Master Mariner, unlimited tonnage; a Navy Surface Command Qualification, unlimited tonnage; an ISPA instructor, a CYA Yachtmaster, and a CRYA Ocean Yachtmaster Instructor.

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Scott has a degree in Physics and Physical Oceanography from Royal Roads Military College. He lives in Victoria with his wife Sonia where he divides his time between being a navigation and ship handling instructor in a world class bridge simulator and a full-time grandpa.

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.

Rigging Essentials

<https://currents.bluewatercruising.org/events/rigging-essentials-for-smooth-sailing-3/>



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.

Currents Bluewater Cruising

The Bluewater Cruising Association

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