



Photo Contest Winner

Denis Heinrichs

*Counting Stars at anchor in
Prideaux Haven, in Desolation
Sound on a beautiful summer
morning.*



Currents

September 2021

Table Of Contents

Currents Cover Photo Contest 2021	3
Nominations for BCA Cruising, Service and Perpetual Awards Due October 25, 2021	5
The South of France	9
Chartering: Electrical Considerations	19
BCA Fleet Map	22
BCA Thanksgiving Rendezvous	25
Vancouver Virtual Club Night - Mexico to Galapagos to Panama	27
VI South Virtual Club Night - Marine Conservation in Action	29
Getting the Best Sailing Photography	31
Beyond Cruising	32

Currents Cover Photo Contest 2021

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



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

So, here’s the scoop:

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

Contest Rules

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

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

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

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

Photo Attribution: ([License: CC0](#))

About The Author

Rosario Passos

Counting Stars - Whitby 42 Ketch

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

Nominations for BCA Cruising, Service and Perpetual Awards Due October 25, 2021

<https://currents.bluewatercruising.org/articles/nominations-for-bca-cruising-service-and-perpetual-awards-due-october-25-2021/>



Since 1978, the Bluewater Cruising Association has recognized its members' achievements at annual awards ceremonies that take place in December in each Chapter. These celebratory occasions inspire the “dreamers” among us, encourage the “do-ers”, and remind the “doners” of their own bluewater experiences.

A summary of BCA's many sailing and perpetual awards, the nomination process and application criteria is below (and in the 2021 Member Directory, pp 15-17); further information, including lists of previous award recipients, can be found on the [BCA website](#).

If you are eligible for an award this year, or know someone who is, please speak up! The greatest compliment you can pay to a fellow BCA member is to put them forward as a nominee.

Nomination / Application Process

Think about your own sailing / crewing / volunteering experience this past year:

- Have you just returned from offshore or completed an offshore passage? Are you or any of your crew members eligible for a cruising award (see list below)?
- Are you retiring from a Chapter Watch or the Board of Directors after a minimum of three consecutive years of service?
- Do you know someone who is eligible for a cruising or service award or deserves special recognition with a perpetual award?

If your answer is “yes” to any or all of those questions, please email [Past Commodore, Leslie Hansen](#) to apply for and/or nominate another member for an award. All applications must be received prior to **October 25, 2021**.

Cruising Awards

The Cruising Awards honour the sailing achievements of Bluewater Cruising Association skippers and their crews and/or their safe return to home port:

- Coastal 999 Award – for members who complete a minimum 999nm coastal (harbour-hopping) voyage as measured in a straight line outside Canadian territorial waters
- Offshore Crew Award – for members who complete a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters as crew on a non-commercial vessel
- Offshore Skipper’s Award – for members who skipper a non-commercial vessel belonging to someone else for a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters
- Owner’s Offshore Award – for members who complete a minimum 999nm non-stop offshore passage as measured in a straight line outside Canadian territorial waters on their own boat
- Cape Horn Award – for members who have rounded Cape Horn on their own boat
- Circumnavigation Award – for members who successfully circumnavigated on their own boat

Service Awards

The Service Awards recognize individuals who have served as Watchkeepers at the Chapter or Board of Director level, for an extended period of time, and those who are particularly deserving of recognition due to their unflagging volunteer contributions, often carried out quietly behind the scenes.

- Service Award – for “retiring” Watchkeepers who have served more than three years on the Watch and/or Board of Directors
- Rudi Seifert Keeper of the Light Award – for significant contributions to BCA that reflect and support the spirit, vision and/or values of the Association



BCA Perpetual Awards

Perpetual Awards

The Perpetual Awards acknowledge unique sailing, organizational and sometimes humorous achievements and / or actions that are worthy of recognition; they are awarded from time to time:

- Antares Pacific High Finders' Award – awarded annually to the member who logs the longest time to complete the Hawaii-Victoria passage in either direction
- Ben Rusi Seamanship Award – awarded to an individual or couple for acts of seamanship demonstrating levels of courage, determination, citizenship and discipline
- Doug Mitchell Memorial Single Hander's Award – awarded to an individual who has made a significant single-handed voyage
- Hill-Padwick Bent Mast Award – awarded for the “boo boo of the year” as determined by popular vote during Awards night
- Peter Doherty Goodwill Ambassador Award – awarded to an individual or couple who exemplify, while cruising, an outstanding commitment to furthering the cruising lifestyle of camaraderie and providing assistance
- Ted Long Award – awarded to an individual for outstanding personal contributions to BCA

Note: Due to the Covid-19 Pandemic, the Peterson Cup Cruising Rally was not held in 2021 and thus the Peterson Cup will not be awarded this year.

Questions / Concerns?

If you have any questions about BCA's awards and/or the nomination process, please do not hesitate to contact [Leslie](#). Please remember that:

- Applicants for Cruising awards will be required to provide detail about the qualifying voyage(s), including dates.
- Nominations for Service or Perpetual awards will be required to include details about nature of service to BCA, including dates, and/or address specific award criteria.
- Applicants for all awards must be BCA members in good standing at the time the award was earned and at the time of nomination.
- All nominations must be received by October 25, 2021.

About The Author

Jennifer Handley

-

Jennifer Handley and 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.

The South of France

<https://currents.bluewatercruising.org/articles/the-south-of-france/>



After a 3 month delay in the UK due to COVID, and another month spent motoring through the inland waterways of France, we finally made it to the Med. The last lock on the Rhone River spat us out into the man-made harbour of Port Saint Louis and back into the reality of boats everywhere. In the shadow of a large cruise ship, we demonstrated our lack of familiarity with Med-Mooring. Despite the challenges from having lines that were too short and wind on the beam, we eventually stern-tied to the wall with no damage other than to our pride. Unfortunately, it was Sunday afternoon and the marina office was closed, so we couldn't enjoy the showers we had promised ourselves, but we were so very excited to have the boat floating in saltwater again.



Med mooring

Mast Up!

Port Saint Louis served as an excellent re-provision stop, because both a good grocery store and a gas station were within sight and you could walk your groceries back to the boat with the shopping cart (funny what gets you excited when you are cruising). There were also several large, full facility yards nearby and we were booked in for a Monday afternoon mast re-step, so we wasted little time getting started on putting the mast back together.

The next morning, we traveled down the channel to Navy Services (the yard booked to do the work). The yard provided all services, even having a small chandlery, but mooring options were severely limited. Eventually we squeezed ourselves up to the stone wall next to the crane. The heat was relentless. With no options to swim, we kept cooling ourselves with short showers down below. The spreaders went back on, followed by the stays. The timber mast supports and strapping were loosened and by 3 pm we were ready for the lift. The yard guys spoke very little English and their rapid-fire French only added to the confusion; however, they knew their business. We had worried that at 100 Euros for 30 minutes of crane time, followed by 50 Euros for each subsequent 15 minute block, it would easily take us to a couple hundred Euros. Not so. After only 20 minutes, Mel and I were racing to attach the backstays as the crane was being disconnected from the mast.

Cruising the Med

And so, we were a sailboat again and it felt good! We were also in the south of France – home of the superyachts for the rich and famous and every other type of boat for the rest. We headed east out of Port Saint Louis into a light headwind and rolled out the sails to test stay tension and sail set. Our destination was an island off Marseille.



Swift underway

There is a certain mayhem to boat life in the South of France and whenever we neared a popular anchorage or cruising area, the amount of boat traffic would increase substantially. By the time we approached that first anchorage, the boat was pitching and rolling from boat wakes. There were monohulls, RIBs, big yachts, and catamarans – and when I say RIBs, I’m talking about a size range that includes bigger than our Moody 44. We selected a spot with a bit of room between boats to drop the hook. Turns out that in France a “bit of room” is an invitation to squeeze another boat or two in next to you. We just smiled and waved and started chain-drinking bottles of French wines in the cockpit – as you do in France.



Finally at anchor

There was a lot of excitement on *Swift* that first evening. The water was crystal clear and warm. Pippa and Isla were in with masks exploring within five minutes. The landscape was a jumble of boulders and exposed rock outcroppings with patches of arid vegetation. There was a spectacular sunset. We stayed up late in the warm Mediterranean breeze watching for shooting stars.



Happy kids

at anchor

Despite having been on the boat for five months and having already had some amazing adventures, somehow it felt like we had finally transitioned to an offshore cruising boat – we were at anchor (for only the second time), we were self-sufficient, and we were in a warm tropical climate.

*Beautiful views*

An unfortunate westerly swell chased us out of that picturesque anchorage after the first night and back into a marina – much to our chagrin. We especially weren't keen to spend 50 Euros for the privilege, but the kids made friends and stayed up late playing tag and socializing, making the most of their French immersion schooling. The next morning, we left early to make the most of the forecasted westerly winds. The stretch of coast between Marseille and Toulon is renowned for its spectacular beauty and we slipped east past magnificent cliffs and rocky islands. The water was an impressive deep blue and we saw tuna feeding on the surface. The winds increased steadily to 20+ knots and we flew downwind surrounded by other sailboats. We rounded the final point going 8.5 knots despite the reefed sails. We furled in the sails and motored into the bay, stunned by the number of boats – notable to us was that sailboats far outnumbered the power boats. We anchored in sand at six meters and we were immediately surrounded by jet skis and motorized surfboards – when did those become a thing and where did they come from?



Hyères sunset

The next morning the winds had abated and we motored 3 miles to Porquerolles Islands (I'm pretty sure that after a month and a half in France I've got the pronunciation spot on). We were early enough to select a nice spot to drop the anchor. Within 15 minutes our first neighbour arrived and anchored a few meters away. Our next neighbour was there 5 minutes later, and after motoring past us flat out a couple of times, they threw out their anchor just in front of us. Not sure if we were supposed to step into their cockpit for a visit but, come on guys, where was the social distancing? At least both boats, and many of the rest that anchored within swing distance, put their fenders out so if they were to bump into us there would be no harm done, right? And so, there we sat. A beautiful bay in one of the most popular cruising grounds in the South of France. Fancy boats all around us, the water was warm and clear, the wakes from the passing RIBs were nauseating, and everyone seemed to be having a great time.



No social distancing here

Clothing Optional

The locals appeared to have embraced suntanning, a surprise to us from Canada. We were so obviously foreigners with our sunshirts, hats, and pasty white sun-screened faces. I was even a nice shade of pink after foolishly leaving my shirt off for a bit too long, although Mel had recently mentioned how much she was loving the French rosé so perhaps I was just trying to impress my wife. We were unpleasantly surprised when the woman on the boat next to us, who had been sun tanning on this coast since the 1970s, stripped down to the briefest of briefs and launched herself onto a doughnut inflatable tied to the back of her boat. The inflatable disappeared under her and she drifted spread-eagled down our starboard side so we thought it was probably for the best if we all cuddled up together for lunch and faced out to port. “Clothing optional” seemed to be normal for both genders. A rather unfortunate snorkeling experience, when an older gentleman swam past, having just freed willy, left us wondering if perhaps we were in the wrong bay. We had heard that there was a legislated nudist island in the area where the beach wasn’t just clothing optional but rather clothing not allowed. Of course, with the COVID rules in France, I suppose we may have been able to use our masks for either the anonymity they offered or perhaps for alternative covering opportunities to sneak across the beach and get to town. However, having just provisioned, we decided there was no need to discover for ourselves if we were on the right (or wrong) island so we stayed on the boat.



Hammock fun

The southern Mediterranean coast of France was a pleasant surprise. We feared exorbitant marina fees and paying for anchorages. In reality there were lots of free anchorages and often they were stunning. We were there in mid-August and it was very busy; however, we could always find a good spot to anchor for the night. We only went to two marinas and both were 50 Euros for a 13 meter sailboat stern-tied. Marina facilities were good and power and water were included. We did not go out for dinner, but restaurants and bars were accessible in many locations despite it being the summer of COVID 2020. People were friendly. Weather forecasting was good. Did I mention that the water was warm and clear? We could have spent longer, but it was time to go and take some good winds further east to Sardinia – another story for another time.

About The Author

Melanie and Morgan Finley

Swift - Moody 44

Morgan and Melanie along with their crew, Isla (12) and Pippa (9) are traveling the European canals. They bought the boat in the UK and had a slow start with Covid-19 lockdowns. They share pictures on Instagram @sailing.swift and they have a blog which they update from time to time:

<https://www.sailblogs.com/member/sailingswift/>

Chartering: Electrical Considerations

<https://currents.bluewatercruising.org/articles/the-electrical-of-chartering/>



Chartering is a great way to see different parts of the world by boat; it is also an excellent opportunity to visit local waters on a larger boat with your extended family. We work with several chartering companies and, over the years, have put together some things to consider before you let go the lines.

Review The Boat

The check-out is usually done the morning that you arrive at the boat; however, it might be a good idea to have the charter company send you an equipment list a few weeks ahead of time. This will allow you to familiarize yourself with the electrical and electronic components on board. As with most boats, the largest power draw is the refrigeration. An average boat fridge draws 50 – 75 amp-hours per day at 12 VDC. If you are motoring every day, then the batteries will have a chance to recharge; however, if you want to anchor or simply sail, then a larger battery bank will be helpful.

Keep your beverages in a separate cooler and not in the fridge. This will greatly reduce the number of times the fridge door is opened and will cause less power drain on the batteries running the fridge.

Battery Capacity and Charging System – Know Before You Go!

Once you have determined the amount of battery capacity you have on board, it is time to look at how those batteries will be charged. What size charger do you have onboard? Your charger converts AC to DC power and allows the battery to be recharged when there is an AC power source. The charger can either be powered while connected to shore power, or if the onboard generator is running. Knowing the size of the charger and your battery bank capacity will allow you to determine how long the charger has to run to recharge the house batteries.

For instance, if your charter boat has a 40 amp charger, the house batteries are 400 amp-hours (e.g. 4 golf-carts wired for 12 VDC bank), and you don't discharge the batteries below 50% of capacity, how long will it take to recharge the house batteries? The charger will run at full capacity, i.e. 40 amps, only while in bulk mode. With a lead-acid battery (e.g. flooded, AGM, or gel), the bulk mode is approximately between 0% to 80% of capacity. Considering that your batteries are being recharged at 50% of capacity, you have 30% of capacity to get to 80%. Within this 30% of bulk charging, the 40 amp charger will work at full capacity. Doing a little math, 30% of 400 amp-hours, is 120 amp-hours of batteries to recharge. The 40 amp charger will take at least 3 hours to recharge those batteries to 80%.

Another way to recharge the batteries is with an alternator. What size is the alternator? Remember that unless the alternator has an external regulator, you will generally get about two-thirds of the rated alternator output as a charge. For instance, a 120 amp alternator with an internal regulator will output about 80 amps at full throttle. The slower the engine speed, the lower the alternator output. Running the engine at near idle to recharge the engine might only give one-third of maximum rated output. This is why running the engine at idle, while at anchorage, is quite time-consuming as well as being very hard on engine wear and tear.

Familiarize Yourself With All Of The Systems And Ask Questions

Before you leave the dock, there are a number of things to look for. Inspect the shore power cord – are there signs of wear? Next, take a look at the batteries, is there corrosion on the battery posts, is the wiring organized and labelled. A quick peek behind the main panel is also a good test – it should be neat and tidy. These are all good indicators of the care the boat has received. Familiarize yourself with the operation of the battery monitor, gauges, navigation, anchor lights, and refrigerator. Turn on the inverter and test a few appliances and outlets. You will maximize your time away without running a charger or the alternator if you are selective of what is on at the same time and manage your DC power draw.

Ask if the refrigerator is AC, DC or both? Does it run all the time or just when you are motoring? Also, is the boat equipped with LED lights or halogen bulbs? If they are LED then you can afford to leave them on longer. Where are the spare fuses? Also, locate the tool chest and open it. We have spoken to a number of charter clients who go to get tools and they have been misplaced or lost.

When there is a problem, it is quite simple to call the charter company. However, it may take some time before they can get to you. Preparing ahead of time can be the difference between a good vacation and a fantastic vacation.

[Cover image: Pixabay license](#)

About The Author

Melissa “Missy” Gervais**As You Wish - Bayliner Avanti 34**

Missy is a local cruiser in the Pacific Northwest and writes a blog called missygoesboating.com that looks at “everything cool for women who boat”. She also writes for a number of boating magazines and has a feature column called “Missy Recommends” with Waggoner on-line. She has been working with Jeff Cote at Pacific Yacht Systems for the past seven years.

BCA Fleet Map

<https://currents.bluewatercruising.org/news/bca-fleet-map/>

Currently Cruising

CALLISTO	12	Brenda & Warren Robinson	La Paz
CAT I	10	Stewart & Sallyanne Calver	Mazatlan
A-TRAIN	10	Gwen & Russ Hobbs	U.S.A. - Southern California - Pacific
AKITSUSHIMA III	11	Norio & Jo-Anne Matsushita	Hawaii
ARDMACHEREE	05	Bill & Kathy Clark	Kerikeri, New Zealand
AUGUST MOON	11	Doreen Thibault & Russ Alfreds	Mexico
BORBOLETA	11	Glen Priestley	
CHINOOK	01	Kenneth Garfinkel	Manzanillo, Mexico
CALLISTO	02	Richard & Selma Scott	Rio Dulce, Guatemala
CAT I	11	Allison Evans	
CATS-PAW IV	06	Ann & Barry Lange	Durban, South Africa
CHANTY V	11	Cathryn O'Neill	
CHAVELITA	05	Frank & Eibeth Winnat	La Paz, Mexico
CHINOOK	01	Deborah Searle & Brian Taylor	Cochin, India
CURAR	07	Geoff Goodall & Linda Erdman	Puerto Montt, Chile
DAYDREAM	04	Wayne Wilson & Susan Leader	Herey Bay, Australia
DEFIANT	12	Debbie & Lynn Greenstreet	Mazatlan
DOLPHIN TALES	08	Nancy Kettles & Mike Northup	Southern California
DULCINEA	12	David & Janet Hutchinson	Cape Town, South Africa
EGRESS II	04	Dr. John & Norma Thomson	Sarawak, Borneo
ELEAN DONAN	06	Ian & Nes Sutherland	Indianatown, Florida
EMILY B	06	Jennifer Jacobs	
FAIR PASSAGE	12	Susan Connolly & Blake Hoffer	Windward Islands
FAIRWYN	09	Stephen & Nancy Carlman	Marina di Ragusa, Sicily
FLOWER	12	Elena & Meg Aiklen	Los Angeles
FORTUITOUS	04	Ralph & Cheryl Kullberg	Rio Dulce, Guatemala
FULL & BY	10	Anne Woodson & Dick Towson	Mazatlan
GOSLING	08	Frances & Jean-Guy Nadeau	Bahia Del Sol, El Salvador
GOSSY DREAM	12	Graciela Orlando-Waller	
HEART AND SOUL	11	Margaret Cormie	
HOMERS ODYSSEY	04	David Vanderhoek	en route to Canada
HYDROQUEST	12	Stan & Lynn Homer	Rio Dulce, Guatemala
I YAM WHAT I YAM	11	Sandi Fratano	
JBOAT	10	Bill Robulack	San Blas Islands
JCARAN	10	Bill Robulack	Windward Islands
JCARAN	04	Marilyn & Brian Woodward	San Blas Islands
JSEA	09	John Cuzner	Nadi, en route Australia
KARINA C	10	Anita & Jay Bigland	San Carlos Mexico
KATIE G	10	Ian Shepherd & Ellen Gallant	Baja
KATIE G	11	Karen Thomas	
KATIE M II	11	Chuck Gauthier	Mazatlan
KARMA	11	Martin & Angela Minshall	Opua, New Zealand
KUAN YIN I	11	Robert Carey	en route Tahiti
KUYMA	11	Mitsuaki & John D. Blair	San Jose, Mexico
L'ANGE I	11	Stephane & Stephen Miller	en route to Chesapeake
LATE STARTER	11	Charlotte Brown	
MAESTRA DEL MAR	05	Rodney Felton	Puerto Vallarta
MARATHON	09	Sheridan & Nello Angerilli	
MARULLI	12	Maria Juliana Garcia Benuelli	
MARULLI	12	Robert Schwetke	en route Cape Verde/Atlantic
MATARUA	03	Peter & Joyce Shackleton	Guaymas
MERKAVA	10	Mark Aisbett	Australia
MOKEN	12	Chris & Sandra Teretick	Subic Bay, Philippines
MUSIC	11	Doreen & Wayne Fofonoff	Mazatlan
NAIDA	08	Barb & John van Tongeren	Baja
NARAMA	09	Heidi Krajewsky	Galapagos Islands
NARAMA	09	Stephen Anstee	

To update or change
Currently Cruising information,
please notify Les Erskine
at 604-940-3737 or
email erskine@shaw.ca
or the website at:
www.bluewatercruising.org.



NAUTIMOMENTS	11	Carole & Ken Downes	Bahia Del Sol, El Salvador
NAVIGO	11	Camelia & Bob Bayers	Mexico
NIGHT SKY	11	Peggy & Neil Bewick	Puerto Vallarta
NUAGE	05	David & Carol Smith	Bahia Caraquez, Ecuador
NYON	11	Kyra Crouzet & Rick Forbes	La Paz (planning to cross)
OPTICAL ILLUSION	08	Bill & Janet Jackson	Huatulco
OTTER II	04	Bruce Gordon & Phyllis Hanes	Mazatlan
PAIKEA MIST	09	Glora & Michael Hansmann	Fiji & Tonga
PASSAT II	10	Sandra & Barrie Letts	Rio Dulce
PRECIOUS METAL	08	Ivor Villani & Pamela Bendall	Mazatlan
QUICKSTAR	07	Diana Young & Peter Bruckman	Nadi, Fiji
ROUNDABOUT II	12	Pamela & Ted Simper	La Paz
SARAH-JEAN II	10	Beth & Norm Cooper	Opua, New Zealand
SCOT-FREE II	04	Gerard & Donna Beauregard	Au Chalong, Thailand
SCREAM	08	Darusha Wehm	
SEA ELF	05	Steph Enns	Opua, New Zealand
SEA ELF	05	Steph Enns	
SEA OTTER	10	Heather & Jonas Marshall	St. Lucia, Windward Islands
SEA REACH	11	Geraldine & John Gullfoyle	La Paz, Mexico
SEA TURTLE IV	12	Judy & Jordan Mills	Neiafu, Tonga
SEA WHISPER	11	Barbara Erickson	
SEABEAR V	12	Gary Wessel & Colleen Kelly	Mazatlan
SEQUITER	09	Edi Gelin & Michael Walsh	St. Augustine, Florida
SHAMAN I	10	Marilyn & Will Inman	La Paz, Mexico
SILK PURSE	12	Kirk Patterson	Hawaii
SIRI	09	Jerry & Tove Brown	Fiji
SNOWAWAY	04	Richard Vanappelen	
SONSIE	12	Jim Merritt & Isabel Bliss	Colon, Panama
SURGIAMO	02	Ken & Lima Wright	Honolulu, Hawaii
TA-B	07	Jane & Russell Poulston	Marmaris, Turkey
TAGISH	09	Brian Veizna & Dorothy Medlowell	Salih Adasi, Turkey
TAGISH	09	Brian Veizna & Dorothy Medlowell	Richard's Bay, South Africa
TAHNOO	11	William Burr & Brenda McNair	Mazatlan
TIDES END	00	Reg & Gail Russell	Rio Dulce Guatemala
TILICEM I	09	Heidi & Russell Mead	en route to New York
TOKITE	06	Linda Rice & David Friesen	Townsville, Australia
TRANQUILA	12	Alida & Douglas Ion	St Augustine, Florida
TWEETYBIRD	12	Vera & Jiff Sehan	Baja
USTUPU	11	Sylvie Chellette	Hilo, Hawaii

VAKASA	12	Kathy & Tony Silver	San Diego
VAN KEDISH	08	Marian & Richard Leighton	Bodrum, Turkey
WARREN PEACE	07	Linda & Steve Warren	San Salvador
WAY SHE GOES II	11	Wayne & Sheila Recker	Guaymas, Mexico
WEST BY NORTH	03	Gerry & Val Lowdon	East Africa
WINTERLUDE	12	Glenda Langstaff	
WINTERLUDE	12	Glenda Langstaff	
ZEEBA	09	Margaret & Julius Kerestesi	Guaymas, Mexico
ZINDER ZORG	09	Edi Gelin & Michael Walsh	Harlingen, Netherlands
ZWERVER II	12	Jonathan & Thea Avis	San Diego

Temporarily Aground (Boats without crew aboard)

ANGEL V	06	David & Valerie Allen	Marmaris, Turkey
BELLEZA	08	Brenda Lawson	
COY MISTRESS	00	Dawn Hagen	Fajardo PR
GAVIA ARCTICA	02	David & Mary Robb	Indianatown, Florida
ICICLE I	00	Chifford & Ruth Friesen	Pangkor, Malaysia
INTREPID II	11	Relly & Carol Arnold	Krabi, Thailand
KNOT IN VEIN	10	Wendy & Nicholas Morrison	San Carlos, Mexico
KOMARA	04	Larry & Julie Koop	Rodney Bay, St. Lucia
SEA WINGS	99	Paul Deacon	Rio Dulce
SHANNON	11	Carolyn Daley & Kathy Mullholland	Chaguaramas
TAONUI	11	Coryn & Tony Gooch	La Paz, Mexico
TERRWYN	10	Catherine & William Norrie	Oban, Scotland
TIN SOLDIER	07	Glen & Marilyn Middleton	Auckland, New Zealand
WANDERER I	11	Sibylle Frohns & Steve Kooler	Lumut, Malaysia

Ocean Crossings 2012

DULCINEA	12	David & Janet Hutchinson	Cape Town, South Africa
COOKIE CUTTER	02	Pete McMartin & Connie Morahan	Japan to Uluelulu
NAIDA	08	Barb & John van Tongeren	Australia
NARAMA	09	Heidi Krajewsky & Stephen Anstee	Galapagos to Australia
SARAH-JEAN II	10	Beth & Norm Cooper	La Paz to Bora Bora
SEA TURTLE IV	12	Judy & Jordan Mills	en route Marquesas
SILK PURSE	12	Kirk Patterson	VCR to Hawaii
TAGISH	09	Brian Veizna & Dorothy Medlowell	Reunion Island, Africa

Welcome Home

COOKIE CUTTER	02	Pete McMartin & Connie Morahan	
CAMDEBOO	06	Campbell Good & Jennifer Handley	
HORIZONS	01	Bob Mitchinson	

Keen eyed visitors to our [BCA website](http://www.bluewatercruising.org) will have noticed a new item on the homepage menu called 'Fleet Search':

The screenshot shows the Bluewater Cruising Association website. At the top left is the logo. The navigation menu on the left includes: Home, About us, COVID19 & Cruising, Online Magazine, FAQ, Member Search, **Fleet Search** (highlighted in red), Chapters & Groups, Community blogs, Education, and Resources. The main content area features a video player with a still image of yellow gourds. Below the video is the heading "Welcome to our Bluewater Cruising Community!" followed by a mission statement and a link to the "BCA Fleet Map". To the right is a "SIGN IN" form with fields for "ipassos" and a password, a "Remember Me" checkbox, and a "Sign In" button. Below the sign-in form is a "CALENDAR" section with a "MORE" link and a list of events including "Vancouver 2021 - Electrics, Engines & Passage Preparation" and "Calgary Club Night: Cruising the Eastern Caribbean - 7 years of Discovery".

This will lead you to a sub menu where you will find the new [BCA Fleet Map](#), which shows the last reported position of boats registered with the BCA Fleet, and a guide to the options available to report your boat's position. See the pink dots and boat names on the map below:

The screenshot shows the BCA Fleet Map interface. At the top left is the Bluewater Cruising Association logo. Below it is the tagline "Fostering seamanship and friendship for people with an active interest in offshore cruising." The main content is a map of the United States and Canada. The map is titled "United States" and shows various states and provinces. Pink dots are scattered across the map, representing boat locations. The map includes a search bar, a scale bar (0 to 500 km), and a coordinate display (N26°49'26.65, W087°27'10.20). The map is powered by Mapbox and OpenStreetMap. The bottom of the page shows the MarineTraffic.com logo and mobile app information for iOS and Android.

The BCA Fleet Map is based on each boat having an MMSI number and a free account in the MarineTraffic database. It utilizes the services of MarineTraffic who are a leader in the field of AIS vessel tracking. We have been testing this since early summer and have had some 15 BCA boats registered so far, with positions ranging between BC's northern mid-coast and La Paz, Mexico. While simply broadcasting one's position with a typical Class B AIS is the easiest way to report position, it is also possible for non-AIS equipped boats to participate using the On Course app on your iPhone or Android smartphone.

To join, once you have chosen your preferred position reporting option, send a note with your boat name and MMSI number to vifleet@bluewatercruising.org and you will be added to the BCA Fleet Map. All current BCA member's boats are eligible, whether cruising locally or offshore.

We believe that this will help BCA boats offshore connect with each other as well as feeding the dreams of cruisers back home. Many members will recall the Currently Cruising pages which formed the centrefold of the printed Currents magazine – our goal is for this BCA Fleet Map to restore some of that information. We hope you will enjoy this new feature – let us know what you think!

About The Author

Daragh Nagle

Chantey V - Moody 376 Sloop

BCA Thanksgiving Rendezvous

<https://currents.bluewatercruising.org/events/bca-thanksgiving-rendezvous-2/>



Current, prospective and past members of Bluewater Cruising Association, including family and guests, are all welcome to attend BCA's second (and final) on-the-water event of 2021 on Thanksgiving Weekend, October 9-11. This year, the Fleet will meet at Montague Harbour, Galiano Island where anchorage and mooring buoys are plentiful. Please fly your BCA burgees with pride from your starboard yardarms.

Hosted by the Calgary Chapter and Rendezvous Watchkeepers Aidan & Elaine, *Xiomara*, the weekend will be a laid-back opportunity to reconnect with BCA friends, enjoy catching up on summer experiences, discuss boat maintenance projects for the winter and share cruising dreams for 2022.



<https://www.allrecipes.com/recipe/106584/campfire-foil-packs/>

Highlight of the weekend will be the **Great Foil Cook-Off** on Sunday afternoon. Sailors will bring their own foil dinner masterpieces for the BBQ; amazing prizes provided by the Calgary Chapter will be given for the best appy, main course and dessert. Recipes will be collected Calgary Vice Commodore, John Kortbeek, for sharing with all participants.

Although there is no registration fee for the Rendezvous, due to the ongoing pandemic it is of particular importance that you do indeed register if you plan to attend. To do so, please take a moment to click on the information and registration link below and sign up for a fun, safe weekend.

Vancouver Virtual Club Night - Mexico to Galapagos to Panama

<https://currents.bluewatercruising.org/events/vancouver-virtual-club-night-mexico-to-galapagos-to-panama/>



Author and sailor Andrew Gunson and his first mate, Janet, are bound for the Panama Canal and the Caribbean Sea. Their adventure commences in Chiapas, Mexico, only to then take on a 1000-nautical mile, open ocean passage to the remote Galápagos Islands of Ecuador.

Join the crew of the *Maiatla II* as they discover deserted volcanic isles, free-roaming giant tortoises and iguanas, with the ghost of Darwin lurking in the shadows. Swim with dolphins, pilot whales, hammerhead sharks and playful Antarctic penguins. Sailing before boisterous trade winds and romantic moonlight swims in exotic anchorages are done as a matter of course for this lifelong cruising couple. Cast off and set sail with the Gunsons as they live out their dreams!

A Slow Boat to Panamá: México to the Galápagos Islands and Panamá, by Andrew W. Gunson, is the fourth book in his Naked Canadian Cruising Series.

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

About The Author

Heather Marshall

Mischief - Catalina 27

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

VI South Virtual Club Night - Marine Conservation in Action

<https://currents.bluewatercruising.org/events/vi-south-virtual-club-night-marine-conservation-in-action/>



Marine Conservation in Action – From Direct Action in the Southern Ocean to Investigative Research in Hong Kong with Dr. Teale Phelps Bondaroff

[Dr. Teale Phelps Bondaroff](#) is a Saanich-based researcher and community organizer with a PhD in politics and international studies from the University of Cambridge. Teale is an expert on illegal fishing and works as the Director of Research for [OceansAsia](#), a marine conservation organization based out of Hong Kong that focused on illegal fishing.

In this talk, Teale will take you on a journey, beginning with his graduate research and ending with his current marine conservation work. Teale’s PhD research studied the anti-whaling strategy of the Sea Shepherd Conservation Society, and his fieldwork included four months sailing onboard the **Bob Barker** as it confronted Japanese whaling vessels in the Southern Ocean.

Teale will introduce listeners to a number of key marine conservation issues – including wildlife crime in sea cucumber, shark, seahorse, and other fisheries, organized crime and illegal fishing, and marine plastic pollution.

This will be a Virtual Club Night, on the Zoom platform. All BCA members will receive an invitation with links to the Zoom meeting and login details. If you are not a member (or if you did not receive the email)

and would like to attend please email Dani, [VI Communications Watchkeeper](#), for details.

About The Author

Dani Tate-Stratton

Easy Rider - Ranger 29

Dani and her husband Toryn live in Victoria and when they aren't redoing the interior of their sailboat, coastal cruise the Gulf Islands. Future cruising dreams include spending time in Europe, perhaps on the rivers and canals. In the meantime, they're learning as much as they can and very much enjoying listening to the Doers and Doners who generously share their fabulous stories.

Getting the Best Sailing Photography

<https://currents.bluewatercruising.org/events/getting-the-best-sailing-photography/>



[Vivian Vuong](#) is a full-time liveaboard on her Compass 47, *Ultima*. She has worked on two documentary movies which taught her the art of photography through cinematography.

During this two hour webinar, Vivian will share her insights on how to get the best shots underway and in a variety of conditions. Whether you are using your phone, camera, or drone, you will learn the basics of photography to help you apply the techniques to any device.

Beyond Cruising

<https://currents.bluewatercruising.org/events/beyond-cruising/>



You completed your voyage ... or your cruising was interrupted by Covid (or something else) ... or you can't seem to get your legs under your voyaging plans.

Perhaps you feel disoriented, lost or you can't seem to move forward. Or maybe you can't quite figure out what will be as satisfying or rewarding as all things sailing which has kept you going and motivated you for how long? What will give you purpose now?

Want to understand what the heck is happening and how to move forward? Not to worry, you are not alone! Those discombobulated feelings are normal and part of the transition process.

Better than that, this newly developed, two-part, interactive workshop will give you a better understanding of yourself and you'll walk away with at least one action step to clarify your way forward.

Format

The first session of **Beyond Cruising** takes place on Wednesday October 20 via Zoom (1830h – 2100h); the second session on Saturday October 30 (0900h – 1300h) will be in person. Course attendees will be expected to observe COVID19 protocols in order to protect participants and the instructor. For details, click [here](#).

Instructor

Stefa Katamay ([Next in Life Consulting](#)) is a Certified Retirement Options and Executive Coach who went through her own journey of discovery after leaving cruising behind and now helps people answer the question, “What’s next in your life?”.

Credit: Photo by [SOULSANA](#) on [Unsplash](#)

About The Author

Stefa Katamay

Mazu - Tayana 37

Stefa Katamay and her husband Jürgen Harding bought Mazu, their Tayana37, in 2014 when they joined BCA. Every year they ventured further from their home dock in Sidney to build their skills. In 2017 they threw off the dock lines to head south. The plan is to let the plan evolve after getting to Mexico.

Currents Bluewater Cruising

The Bluewater Cruising Association

PDF generated October 08, 2021 at 6:54 PM