



Photo Contest Winner

Shawn Wright

View of SV Cambria in Effingham Bay in June, taken from aboard Callisto. We happened to meet up with the crew of Cambria as they completed their circuit around Vancouver Island in preparation for their voyage to Mexico.

While we waited for some weather to pass, we enjoyed a hike across the island with them, and hung out in their comfortable salon.



Currents

September 2023

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Naida's Passage to French Polynesia - Part 2

<https://currents.bluewatercruising.org/articles/naidas-passage-to-french-polynesia-part-2/>



*[Editors Note: This is the second half of a two-part article. The first part of **Naida's** story can be found [here](#) and describes some of Ken and Anne's preparations for departure, aspects of the passage and several challenges they dealt with.]*

Communication

Prior to arriving in La Cruz in April, we were unaware of the Pacific Voyagers Net aka PacVoyNet. I'm not sure how many years this net has been running, but it originates in the La Cruz sailing community and, like in previous years, was being organized by Dee Dee Christensen and Brent Heaton. The net is conducted by cruisers actually doing the crossing and consists of email and SSB check-ins. The check-in information is compiled by the net controllers and emailed back out to everyone signed up on the distribution list. In this way we all hear daily how everyone is doing, what the weather is like, and if anyone has troubles. Dee Dee and Brent also collect passage plans from everyone that wishes to submit them. Mike Danielson, who was instrumental in helping vessels this year, made use of the information in

these passage plans in doing so. While you may have sailing friends or family ashore for your emergency contacts, having someone like Mike, who is connected with the PacVoyNet, the US Coast Guard, and the Mexican Navy, is a huge asset when you need help. When the vessel *Niniwahuni* was dis-masted this year, Mike helped them organize the removal of Shauna and their three kids to a tanker that diverted to their location. Mike knew where the boats participating in the PacVoyNet were and was able to contact them and arrange to get fuel dropped off to help skipper Travis make his way back to the Revillagigedos and ultimately Banderas Bay.



Anne chatting on the SSB with fellow boaters making the crossing.

While on passage, the SSB portion of the PacVoyNet was a great opportunity to chat with other passage makers each evening. We also ended up scheduling a frequency and time each day when we chatted with the two other boats that were a day behind us on the crossing and also had SSB radios. One was Jeanne Socrates, solo sailing *Nereida* to French Polynesia, where she planned to stop and visit this time, versus her previous multiple non-stop passages around the world! Jeanne was an inspiration as she was always upbeat when we chatted, no matter what issue she might have had to deal with. She also always seemed more rested than us, which led to a discussion of watch keeping. Once we were no longer seeing any vessels on AIS, we took to napping in the cockpit on overnight watches. If all was calm, we set radar and AIS alarms, then set a timer for 20 minutes and napped repeatedly. This definitely helped us to feel more rested. In case you're curious, our watch rotation was 0600h-1200h, 1200h-1800h, 1800h-2200h, 2200h-0200h, 0200h-0600h. Having an odd number of watches each day means that we are not doing the same watch every day. The longer watches during daylight are easy to do and allow the off-watch person a longer sleep. In practice though, neither of us slept very long during the day.

Things that Worked Well

Many things did work well. We replaced our chart plotter and radar before leaving Mexico and both performed very well. The refrigeration worked great. The Hydrovane was wonderful on passage. The running rigging was fine. It's reassuring that some of the things we put money and effort into paid off.

The radar was very useful for watching the squalls develop as we made our way through the ITCZ. Our first squall was the most exciting. Around 3 am, I saw two systems developing ahead of us, one to port and one to starboard. I thought we might manage to go right between them. No such luck – they continued to grow and grow and finally merged right in front of us, a few miles ahead and about 12 miles across. Oh well, we had to go through. The main was reefed and I rolled in a bit more Genoa and waited. In our fleet weather course, we learned about these squalls and I tried to remember the phrase – I decided it was “wind before rain, there will be pain”, meaning that if we felt the wind build before the rain started, then the wind would continue to build as the system moves through. I wasn't quite sure, but it sounded good to me in the wee hours of the morning. It turned out I had that wrong and it is the other way around. I should have remembered something like “wind before rain, not so much pain”. Fortunately, there were no strong winds. As the rain settled in, the wind died and I had to start the engine. It sure did rain though, for hours and of biblical proportions; there was thunder and lightning, lots of it, most of it well off in the distance except once when I nearly jumped out of my skin, the thunder was so close. I never did disconnect any antennas or turn off electronics. I did put our cell phones in a cookie tin when the lightning started. The electronics in the ditch bag are stored in a Faraday bag so I didn't worry about those.

That was the first rain our boat had endured in about two years and was the only significant rain squall we encountered on the passage. We found some leaks that weren't there before. It rained right through the dodger and Bimini. I was soaked in no time, but it was warm at first. It continued to rain until 15 minutes before my watch ended. When Anne awoke, just before six am, I had come below to get out of my shorts and t-shirt as I was starting to feel cold. She was surprised I was wet, she had slept soundly through the rain.

Crossing the Equator

We crossed the equator on day 15 around 1400h. This was our first time ever across the equator, so we left our pollywog status behind and became shellbacks. In preparation, we showered and put on some clean clothes and carefully watched the GPS. At the critical time Anne read a short ode to Neptune, we poured some rum into the sea, and followed that with a toast. Anne made fresh pizza for lunch and we prepared some other snacks, put on some music and had a little party in the cockpit to celebrate.



Celebrating crossing the equator. A nip for Neptune and some for the new shellbacks, along with some fresh pizza.

The frozen meals we prepared before departure afforded us good dinners and lunches on those days we didn't want to be in the galley. Surprisingly, Anne managed to spend a fair amount of time in the galley despite the conditions and despite the prepared meals. One of the drivers of that was using up the fresh food that we brought. We laughed at the irony of packing fresh produce, but what we actually ate was whatever was on its last legs. The items that were still at their peak were saved, those starting to go off were eaten. Anne also kept us supplied with fresh baking, usually done early in the day before the boat warmed up.



Roasted veggie bowls: some fresh veggies lasted a few weeks. Brownies cooling in the cockpit, and fresh sourdough ciabatta buns.

Reflections

We have been in French Polynesia for 2 months now, exploring the Marquesas in between boat repairs. We've made use of Tahiti Crew and their agents to bring parts in; it takes a week or two between order and arrival for items a North American vendor has in stock and ships promptly. Tahiti Crew help with the customs clearance and forward the items by air to whichever island we happen to be on, assuming it has an airport. Shipping to French Polynesia may not be cheap but it is convenient.

We have just received our temporary residency cards, or *Carte de Sejour*. Our plans are to explore the Tuamotos for a couple of months before making our way back to the Marquesas in October. At the end of November we will put the boat on the hard in the yard on Hiva Oa and return home for a few months for family commitments. On our return in the spring, we hope to make our way west ahead of next year's arriving fleet. How much we explore will depend on the state of the boat and our (mostly mine) mood. We started our cruising with no specific timeline or final location. We committed to regularly (at least once per year) asking ourselves three questions: are we healthy; can we afford it; and, are we having fun? I've said to Anne more than once over the last few weeks that my answers to two of those questions are dubious. I'm feeling a little burned out from the passage and the effort to repair things here. I'm not

alone; others we speak to mention oscillating between the thrill of being here and being fed up with life aboard a cruising boat. We thought we were prepared, that we had what we needed to fix any issues, and that we had the consumables. We were wrong. Fortunately, it is pretty easy to get stuff shipped in, it just takes time and money. As one cruiser said: “I fixed that with the plastic tool” (credit card).

So, did we enjoy the journey? Our son introduced us to the concept of type two fun; type one is fun while you are doing it, type two is fun on reflection but not so much during. Now, with a little distance, we can say our passage was fun, but mostly type two. We are thrilled to be in the Marquesas. I am a bit envious of others that are moving through quickly and will be in New Zealand by November. They might later say they wished they had more time, but on the other hand they can also feel they accomplished their goal and now have ready access to boat parts and services. In the meantime, we continue to enjoy paradise. The views are spectacular, the water is warm, the Marquesan people and other cruisers are friendly, and the pamplemousses are delicious.

About The Author

Ken Buckley

Naida -

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

Cruising the Marquesas Aboard Naida - Part 2

<https://currents.bluewatercruising.org/articles/cruising-the-marquesas-aboard-naida-part-2/>



[Editor's note: this is the second part of a 2-part article. To see the first section about arriving at the Marquesas, provisioning, and cruising the south islands, look [here](#).]

Cruising the North Islands – Ua Pou and Nuku Hiva

We sailed north 90 NM from Tahuata to Ua Pou overnight, arriving to see the spectacular spires on Ua Pou in the morning sunlight. Seasoned French Polynesia cruisers had recommended the more sheltered anchorage in Hakahetau over that in Hakahau, the capital of Ua Pou. They'd also given us a contact telephone number for Franco, who provides a taxi service to Hakahau and nearby sites. We shared the cab fare with another cruising couple whom we'd met a week earlier in Tahuata. We noted Marquesans jogging and doing fitness during our afternoon return drive. Our driver told us that there's a strong emphasis on fitness in Ua Pou which the local government has instilled in youths by supporting youth sports and hiring and training older youth to coach children. He was proud of the positive impact it has had on the island. One highlight in Hakahetau was the visit to Manfred's, the German chocolatier who makes chocolate from local cacao fruit. We were we able to restock our dark chocolate for the next several months!



The view from our anchorage in Hakahetau on Ua Pou. This is the anchorage with the German chocolatier and Tipiero French restaurant open Thursdays for lunch.

With an afternoon sail we crossed over to Taiohae, the capital of the Marquesas, on Nuku Hiva. We had boat parts that were waiting for us and access to a chandlery, industrial shops, and hardware stores was convenient for completing our boat projects. (N.B.: The chandlery is run by Cécile who, with her husband, arrived here from France aboard their sailboat 15 years ago and is keen to share information about the island's bays, hikes and villages.) The anchorage in Taiohae is exposed to swell, and a stern anchor helped make it more comfortable. As the largest town in the Marquesas, there is a bakery, several grocery stores, and also several places to eat out. The covered area at the concrete dinghy dock, which is part of an eatery used by locals, fisherman and cruisers during the day, provides a convenient gathering place in the afternoon for cruisers to congregate for happy hour. We were on Nuku Hiva in July when they have a month-long festival that includes several pop-up restaurants serving food daily along with entertainment. We were treated to a few musicians with guitars and ukulele singing and harmonizing Marquesan tunes. Marquesan singing is heavenly! We also attended several events that featured traditional Marquesan dancing and drumming.



Left: July parade with traditional Marquesan attire in Taiohae; Right: The whole family dressed up for the parade. Note the green fronds on the stroller and the baby in costume as well.

When we were ready and had a weather window we proceeded counter-clockwise around the island. Our first stop was Controllers Bay just a couple of hours from Taiohae but much more sheltered and comfortable. This bay and the village of Taipivai (Ty-pee-vy) are famous as the place where Herman Melville was held captive by the natives after jumping ship. The account is described in his book *Typee*. We took the dinghy into town to meet up with friends who had rented a car and driven over. The town is a short distance up the river and to get there by dinghy one has to negotiate a very narrow and very shallow river entrance with ocean swell. To add to the excitement, a local woman and her children were in the water with fishing nets across the mouth of the river and energetically gestured to us to indicate the way around their nets. After a couple of days there we headed farther around to Anaho Bay on the north side.



Picturesque cliffs in Anaho Bay

Anaho does not have road access so it's an opportunity to experience smaller community living. There are opportunities for beach combing and wonderful hikes, including the 90-minute hike along a footpath over the col to the neighbouring village of Hatiheu. The village has a renowned eatery, Chez Yvonne, and several archeological sites that attest to the extensive size of villages from several hundred years ago, before European explorers brought disease and strife which decimated the local population. Much effort has gone into restoring these sites and the Marquesan people are proud to share their history and culture. Anaho Bay also has a 'pension' where locals and tourists come by water taxi from neighbouring Hatiheu to stay for a week or several weeks. One can arrange ahead to eat the daily meal, although insect repellent is recommended as the tables are set on grass at the edge of the beach with many nonos – tiny black flies that inject an anesthetic when biting, leaving the person unaware that they are being bitten until the welts surface in the next 1 to 2 days. We only needed to experience that once to know to avoid any sand activities without a good dose of insect repellent! Anaho was also the calmest anchorage we experienced and was the chosen place to finish the task of mounting our rigid solar panels.



Left: Well-fed cruisers after enjoying Taheina's Marquesan meal. A truly international group; Right: The raised stone platform (pae-pae) would have been the location of a chief's place. After his passing, a tiki was erected and a banyan tree planted in commemoration

Hakatea Bay, aka Daniel's Bay, on the south side also provided several days of fun activities ashore that included walking to the falls along the river valley bordered to the north by jagged peaks, eating some of the island's best grilled tuna at Kua & Teiki's home, and snorkeling in the bay. There are extensive coral bommies on the southeast side of the bay where we snorkeled and saw tropical fish, turtles and manta rays. All of the Marquesan Islands have sheep grazing in the wild, and many wild chickens around all the villages. This makes for soothing distant pastoral sounds of braying sheep and crowing roosters while at anchor on the boat. The highlight of Hakatea was meeting up with the crew of *Alma Feroz*, whom we had not seen since La Paz Mexico over 18 months ago. They had spent hurricane season in Chiapas and made their way down to Panama before crossing the South Pacific. It was wonderful to get caught up and spend time with them on Nuku Hiva.

There are a couple more northern islands, Ua Huka and Eiao, and we look forward to exploring those in the austral spring when we are back in the Marquesas. Our plans are to head to the Tuamotus in the next few days.

Cruising Connections

Although we haven't found any morning radio nets in the anchorages, we met boaters in many anchorages and often crossed paths again on shore, arranging hikes and generally connecting either on land or on the water. Because of our timing we've connected with boaters cruising more slowly who have also applied for a *Carte de Séjour*, or European Union citizens who can stay for several years.

The villages in the Marquesas are small. The two largest are Taiohae, the capital of the Marquesas on Nuku Hiva, and Atuona on Hiva Oa, which is the main village for the south islands. Each have populations of around 3,000. All other villages are several hundred people at the most. Spending 5 to 6 days in one place one usually has repeat encounters with locals. One fellow whom we'd met at a singalong at the holiday parade in Taiohae, saw us about a week later when we'd ducked into an overhang during a momentary downpour. We recognized each other and said *Kaoha*. He was shooting the breeze with a couple of buddies. Once the rain abated and we looked to continue our trek back to the dinghy dock, he offered us a ride in his truck. We thanked him and declined, saying it was the only exercise we get!

As in any remote village, you can find a diversity of items in the local shop, not unlike a general store in small towns. For instance, the marina in Atuona is a 45 minute walk around the bay from the main town. We were pleasantly surprised to find some produce, baguette, baking and refrigerated foods in the gas station at the fuel dock adjacent to the dinghy dock, saving us boaters the long trek into town in the hot sun.



Left: Extensive foundations on the hike to Vaipo Falls in Hakatea are a testament to the sizeable populations that dwelled in the valley; Right: A local Marquesan sharing info on preparing chitons harvested overnight at low tide. We each tried one with a little squeeze of lime. They were tasty.

We've been delighted with cruising the Marquesas – being awed by the mountainous landscape and volcanic spires, meeting the Marquesan people and learning about their history and culture, and getting to know a truly international group of cruisers who have made the trek across the eastern Pacific. It has been a good place to provide distractions from completing the boat repairs that were needed after our 25-day passage.

About The Author

Anne Trudel

Naida -

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

Extreme Outfitting - Avant Style

<https://currents.bluewatercruising.org/articles/extreme-outfitting-avant-style/>



To outfit is to “select and procure a set of equipment for a particular purpose” and cruisers relentlessly pore over lists, read books, peruse internet posts and quiz their peers to find the right selection of gear to outfit their vessel to enable safe and comfortable cruising. Anchor gear, dinghies and their associated accoutrements, navigation tools, sails, engine spares, safety equipment, lines, bedding and galley gear – the list(s) seem endless. From the shackle for the eye of the bower anchor to the lure trailed behind in search of fish, research is done, choices are made and gear is procured and stored aboard. Space is always at a premium, so many try to follow the maxim that anything aboard should be good for at least two purposes.

Here is a list of some items that we have found valuable aboard *Avant* that don’t appear on most outfitting lists. Some do, but most do not, have multiple uses, yet they are small and valuable enough in their own niche-use that they justify the expense and space they use to us.

Most are inexpensive (several less than a dollar, most less than five) and many can be found in our favourite chandlery, the dollar store.

Protect Your Body

Cycling/Sport glasses (with interchangeable lenses)

When sailing in high winds or squalls, it's darned uncomfortable on the eyes. When you venture forth on deck, the wind and salt spray make your eyes tear up, seeing is difficult, and keeping your eyes open painful, no matter what the time of day or night. Some styles of sunglasses help, but when it's overcast or dark, they're not optimal. Cycling glasses can be found with interchangeable lenses, allowing use in any light level and do a pretty good job of limiting the wind and spray. In extreme conditions a diving mask is better.

Eye shades

When sleeping off-watch in the daytime, it always seems the gyrations of the vessel swing a beam of bright sun over your eyes, making rest an impossibility. These beams of sunshine defy the ability of any curtains to subdue them. A set of eye shades eliminate the problem. (As a side note, would-be cruisers should engage in a strict training program of day-sleeping, as this is an important skill best mastered before it's needed. An extended regime of afternoon naps is recommended pre-departure.)

Ear plugs

You may have read of cruisers seeking out the errant wine bottle or jam jar clanking while the boat is underway, stacking provisions so they're silent, moving things around to achieve a quiet ship while under way. While it's worthwhile to seek a quiet ship, you will never actually achieve it, and wasting your off-watch sleep time re-stowing noisemakers only ensures you don't get enough sleep. Ear plugs are very useful as an aid to sleep. Buy a few packets, as while they are reusable, they are not indefinitely so.

Lip balm

In hot and sunny conditions underway, with a steady wind, your lips will suffer. Get some lip balm. Also useful for treating zippers so they don't stick.

Hand creams

Even if you wear sailing gloves, your hands will suffer on passage, as well as after weighing anchor and doing a million other tasks aboard. A dab of hand cream offers some mild relief. Get a few pocket sized ones (one for each crew member) and a big bottle to refill from.



Small but useful items to help with sleep and to protect the body.

Measure

Rangefinder

Laser rangefinders are useful for one purpose, to measure distance – distance to shore, to a marker, to another anchored boat – all very useful to determine if you're dragging at anchor. Unlike radar, they don't have a 'spin up time' and work nearly instantly. They also don't use ship's power, relying on an internal battery (so they can also be used from a dinghy or when ashore). There are two broad categories: the ones made for golfers (which usually have a maximum range of ~600 yards/meters); and those made for hunters (which often have ranges up to or over a mile). The hunter ones are better due to their longer range. They frequently go on sale in the fall (deer season), and are often found advantageously priced on sale or clearance in big box outdoor stores or Canadian Tire. They usually take an unusual battery so grab a spare while you're there.

Measuring tape

A sewing measuring tape is very useful aboard. Where a metal tape is hard or impossible to use, this can measure the distance. Also great for measuring circumferences (no more $C=2\pi R$ calculations) or lengths

along an irregular surface. No, you can't use the one out of the sewing kit in the engine room or bilge – blow the cash and grab another one for the toolbox.



Laser rangefinder and a flexible measuring tape.

Deal With Pests

Mosquito coils and mosquito coil holder

Mosquito coils are useful in reducing the clouds of mosquitoes some anchorages seem to have. However, the coils can be messy and inconvenient to use with the folding tin support they are supplied with. You light the coil, put it in the holder and put it on an aluminum pie plate or similar and five minutes later it's knocked over by the breeze or a crew member, spilling the ash everywhere and threatening to burn a hole in what it has come to rest on. Camping outlets and dollar stores often have 'mosquito coil holders'.

These are tin containers, like old school movie film cans with one open side, which hold the burning coil between two layers of fiberglass screen and capture the ash in a tidy fashion. The containers come with a little string and clip, so can be hung up from their side and kept out of the way. As a bonus, you can break a coil into pieces and light multiple ends to make a denser cloud of mosquito-repelling smoke.

Rat and mouse traps

Channel your inner Boy Scout and be prepared. Grab a mouse and a rat trap (one of each should do) and put them in a zip lock bag aboard. Should you have unwanted crew joining the ship's complement, you're ready to deal with it / them, and not faced with an urgent shopping trip in an unfamiliar port. You don't want to use poison as a dead rodent decomposing in an inaccessible spot is very off-putting. (As a side note, we have met a few cruisers who have faced this issue. None was prepared with traps aboard. The rule that you never have the tool or spare you need at hand, but you're prepared for the emergencies that never happen, may apply here.)

Mothballs

Mothballs smell awful. No one likes the smell of them, including mice or rats. If faced with vermin aboard, break open your store of mothballs and slip them into the hidden spaces the rat or mouse is suspected to be hiding in, and give it time to vacate (best to get off the boat to allow them personal space). Just make sure you can get the smelly things out after the rat is gone (attach a ribbon of masking tape or similar to be able to get them out of the hidey-holes you slip them into).

Permethrin

Permethrin is an insect repellent you apply to clothing. It's a synthetic rendering of chrysanthemum essence, and is widely considered harmless to humans and dogs, but is toxic to cats. If you're going to be in a buggy place for long, you can apply it to some light lounging pants and a lightweight hoodie you slip on before 'Mozzie-hour'. Keep the treated clothes in separate plastic bag. An application lasts a few weeks and will survive gentle washing (albeit with reduced potency). It is widely available in outdoor stores like Cabela's, but not in Canada (although you can purchase permethrin-treated clothing).



Various ways to deal with pests. Top left is mosquito coil holder in use.

More Useful Stuff

Crayons

Astonishingly useful, amazingly cheap. Used to mark parts, crayons come in many colours, so you can use light ones to mark dark parts and vice versa. They will mark damp or oily parts. They can be used to wax screws before driving them. The wax can be used as a resist to prevent glues, epoxies or other sticky stuff from sticking where it's not desired. Crayons are also useful for morale-building art projects.

White board

A smallish white board can be useful for passage or local notes (noting community events, radio nets, hailing channels/frequencies, MMSI numbers, instructions or information for the watch, etc.) Make more permanent notes with a Sharpie™ or other permanent marker (can be erased with alcohol if needed) and more temporary ones with a regular white board marker (wipes off with just about anything). Mount near the nav station, in the galley, or in the cockpit where it's easy to reference. If you want a less permanent mounting, double sided foam tape can serve well and be removed later with alcohol or a similar solvent.

Bunk bag(s)

On many boats, off-watch crew ‘hot bunk’ to different berths and sleeping places when off watch, depending on the tack you’re sailing on and what other berths are occupied. Grab a few ‘bunk bags’, one for each crew member and put their personal supply of earplugs, eye shades, lip balm, hand cream, dry socks and any other useful off-watch bunk items in it. When they come below to turn in, they grab their bunk bag, head to the available berth and have all they need to settle in at hand, saving them roaming around to find the stuff they need. It is similar to the business class amenities kit airlines provide. After all, you want your crew to feel they’re travelling business class, don’t you?



Top: Bunk bag for crew to contain their personal items, making getting to bed easier; Bottom: A whiteboard with markers is a handy way to keep notes.

Motion detector solar lights

Small, cheap motion detector lights, solar powered, are available at hardware stores, on eBay or Amazon. We use these on *Avant*, and have attached a small stick to the mount screw holes. The stick can be fastened to our mast steps or mast with a Velcro wrap, or slipped behind a handhold, etc. You will be able to find a place for them aboard your vessel with a small amount of cognitive exertion. We put these up when at the dock or at anchor for convenience and security, and find them very handy. When somebody

comes close by, a nice bright light comes on. If the person is a friend, they can see what they're doing, and if the person is unknown, the light alerts us and spotlights them. When we're on passage, we slip the lights in between the towels in the linen cupboard.



Left: Solar light (sensor and light/bottom side); Right: Motion detector solar light (solar panel/top side)

In the Galley

The pineapple slicer/corer

We love pineapple. It's widely available and cheap in warmer climes. We like it straight up, grilled on the BBQ, and in stir fries or sweet and sour dishes. In Costa Rica, it was the only food we could seem to afford, everything else being crazy expensive. But it's messy to cut up and get ready to eat. It seems you could render a deer with less mess in the galley. The sticky sweet drippings get everywhere and are a fly magnet. Enter the pineapple slicer/corer! You lop the top off the pineapple and drill out the fruit like using a giant auger, removing the core and meat with this in a single long spiral. The skin of the pineapple remains intact, the juices are captured inside, and there's no mess in the galley. There are expensive brand name versions available, but we have found the dollar store versions serve well. We consider its concept a modern industrial design miracle and it has earned its space in the galley drawer. By the time you add this unique single-use item to your provisioning, you're surely near the end of the list.



Pineapple slicer/corer

What unusual or uncommonly mentioned items have you found useful aboard your vessel? Please chime in in the comments with your extras for the provisioning list!

About The Author

Rob Murray

Avant - Beneteau First 435 Sloop

Rob Murray and Debra Zhou are doers currently in El Salvador, Central America.

Vancouver Fleet Report September 2023

<https://currents.bluewatercruising.org/news/vancouver-fleet-report-september-2023/>



The first meeting of the Vancouver Fleet was a Zoom meeting on September 26.

Greg and Lori Bernard were guest presenters, talking about 21 things they learned on their trip to Mexico, emphasizing the joy of the experience together with lots of do's and don'ts. There was a lot of interest and many questions.

Zoom opened early at 1900h to provide an opportunity for informal chat among members. It was an occasion for new Fleet members to meet up with others. There was a considerable amount of discussion.

The next online meeting will be at 1930h on Tuesday, October 24; Zoom will open at 1900h for an informal chat. The program will be decided by the new Program Committee.

About The Author

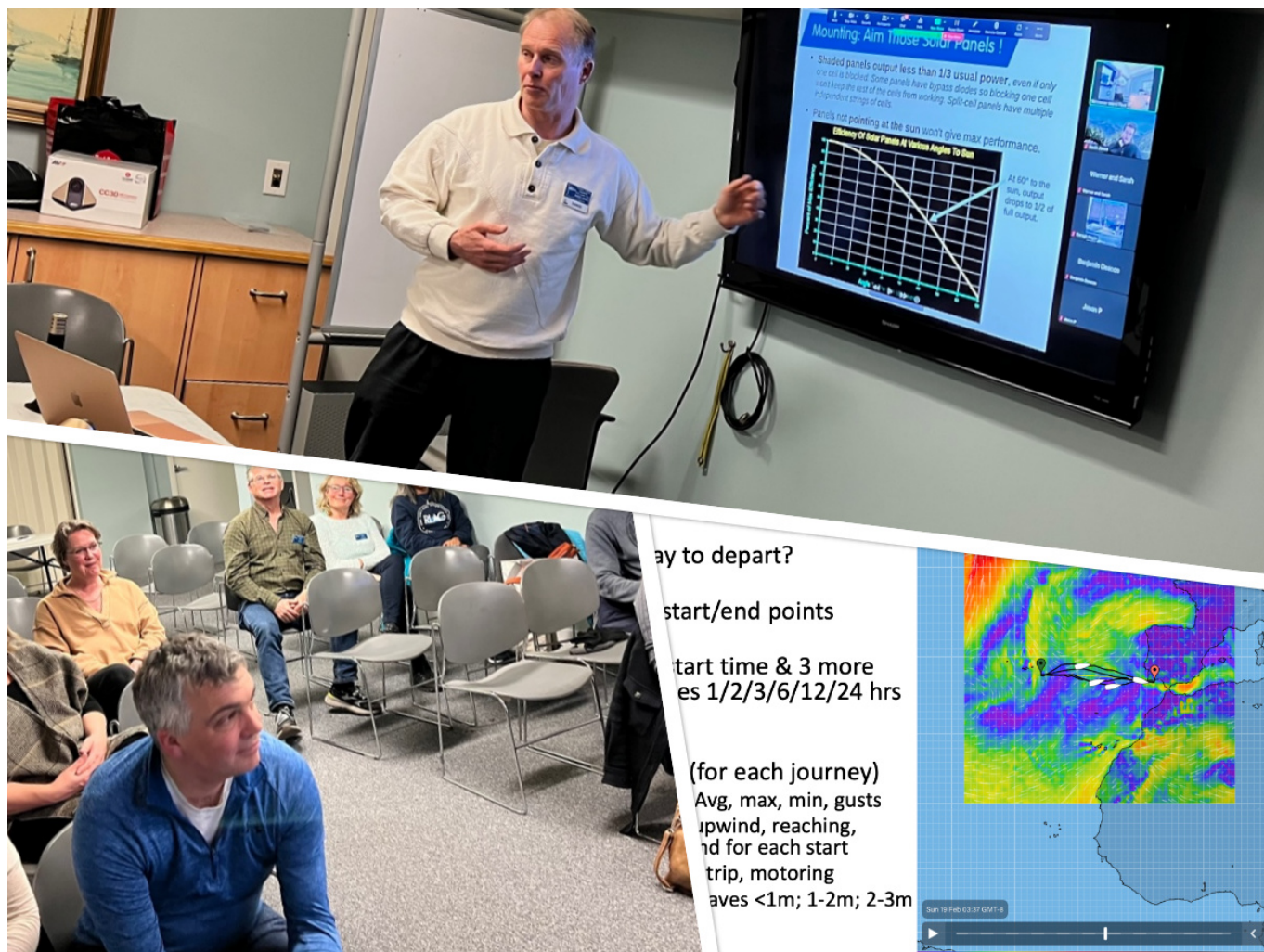
Cameron McLean, Vancouver Fleet Coordinator

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

Going Offshore? Join Your BCA Chapter's Fleet Group!

<https://currents.bluewatercruising.org/news/going-offshore-join-your-bca-chapters-fleet-group/>



In September each year a number of Bluewater Cruising Association members get together to form the [Fleets](#) – one on Vancouver Island, one in Calgary and one on the Lower Mainland. The Fleets are for people who are planning to leave for offshore in the following year or soon thereafter. They meet monthly or more often depending on the program they set up for the year. The members themselves decide the program based on their needs and interests.

Goals of the Fleets

One of the objectives of the Fleet is to increase the participants' basic knowledge of whatever is necessary to prepare them for safe and comfortable voyages. Examples of sessions presented in years past, as well as topics covered, include:

- Presentations and panels of BCA members who have recently returned from offshore
- Use of Pactor Modems for Email and Weather Files

- Mast Climbing
- Ham and SSB
- Storm Tactics and Safety at Sea
- Heavy Weather Sailing
- Psychology of Cruising
- Rigging and Rigging repair
- Sail Selection and Sail Repair; and,
- Medical Problems Offshore

Each year's Fleet works with the Chapter Education Watchkeeper to set up sessions such as these.

Some Fleet programs include Weather Groups, where members research and present weather topics and plan virtual voyages based on weather patterns. It's a great way to learn to read weather information and apply the knowledge to a specific journey.

Perhaps the most important objective of the Fleet is to get to know the people who will be sharing their offshore adventure – people with whom they will be meeting in foreign ports, people who will happily help each other out in times of difficulty, people who will become long-time friends. With this in mind, the Fleets have a number of social events during the year with no specific program other than getting to know one another better.

Fleet Schedules

Throughout the year, the regular meetings of the fleets are held as follows:

- **Vancouver Fleet:** meet on the last Tuesday of each month
- **Vancouver Island Fleet:** meet on the third Wednesday of each month (*except* in September)
- **Calgary Fleet:** meeting schedule TBD

Fleet Fees

The fleet fees range between \$50-\$60 per boat, per year, depending on the Chapter. This fee covers the boat and all crew, so all crew is welcome to attend the meetings! Fleet fees are payable [online](#) (*you must login to access the page*).

Vancouver Fleet

The first meeting of the Vancouver Fleet of 2024 will be a Zoom meeting at 1930 hours on Tuesday, September 26. This meeting will feature the crew of *Palomita*, Greg and Lori Bernard, with their program: *21 Things We Learned Sailing to Mexico*. In the future we will attempt to set up hybrid Zoom in-person meetings at the Scottish Cultural Centre.

A notice about joining the Vancouver Fleet of 2024 will be sent to all members of the Fleet of 2023 with a questionnaire and registration form. A similar message will be sent to all BCA Vancouver members.

These will be sent out some time in early September.

If you would like to join the Vancouver Fleet of 2024, fill out the questionnaire and registration form, and pay the Fleet dues of \$50 on the website. This fee covers the boat and all crew.

Vancouver Island Fleet

The first meeting of the VI Fleet of 2024 will take place on Wednesday, September 27, at Royal Victoria Yacht Club in the Chatham Room starting at 1830h. This meeting will be a hybrid meetings for those who can't make it to RVYC.

The VI Fleet also forms a **weather group** each year. This year, the group will meet virtually on the fourth Wednesdays of the month at 1830h from October until the end of February.

For More Information Contact

- **VI Fleet:** [Bill Eisenhauer and Campbell Good](#)
- **Vancouver Fleet:** [Cam McLean](#)
- **Calgary Fleet:** [Fleet Watchkeeper](#)

About The Author

Cameron and Marianne McLean, Vancouver Fleet Coordinators

Mayknot - Seabird 37

Cam and Marianne McLean have been BCA members since 1987, cruised offshore, and have served as the Vancouver Fleet Coordinators for many years.

Call for Nominations for BCA Cruising, Perpetual and Service Awards (2023)

<https://currents.bluewatercruising.org/news/call-for-nominations-for-bca-cruising-perpetual-and-service-awards-2023/>



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.

Detailed information about BCA's many cruising and perpetual awards, application criteria, and the nomination process can be found in this [Currents article](#), on the [BCA website](#) and in the 2023 Member Directory, pp 15-17.

Nomination / Application Process

Think about your own sailing / crewing / volunteering experience this past year and what your BCA

friends have been up to:

- Have you recently returned from offshore or completed an offshore passage on your own boat?
- Have you or any of your fellow BCA members completed an offshore passage as crew members aboard someone else's boat? Perhaps you participated in an offshore race to Hawaii, for example, or the boat's return to the Pacific Northwest?
- 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 these questions, please email [Past Commodore, Leslie Hansen](#) to apply for and/or nominate yourself and/or another member for an award. The greatest compliment you can pay to a fellow BCA member is to put them forward as a nominee. If you have any questions, please do not hesitate to contact Leslie.

The application deadline is **October 15, 2023**.

About The Author

Jennifer Handley

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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.

BC Marine Trails Auction

<https://currents.bluewatercruising.org/news/bc-marine-trails-auction/>



BC MARINE TRAILS

At the Vancouver Island Club night we had the opportunity to learn about [BC Marine Trails](#) (BCMT). We've asked the presenter, Karina Younk to write an article for us so that other BCA members can learn about this non-profit organization that is working to help secure long term public access to the BC Coast. As stated on their website, their "mission is to work with First Nations and stakeholders to build, protect and promote a public network of marine trails allowing recreational navigation of the BC coastline with minimal impact on the environment."

While we are waiting for that article, we wanted to share a more time-sensitive piece of information: BCMT is holding a silent auction to raise funds for their conservation and stewardship efforts. The auction runs from October 4 – 31. As you might expect from a group that has many kayakers, most of the items are related to paddling and spending time in the environments that all of us B.C. boaters love.

You can find the auction here: <https://www.bcmarinetrails.org/online-silent-auction-october-4th-to-31st/>

Vancouver Club Night - Change of Plans: South to the Ice

<https://currents.bluewatercruising.org/events/vancouver-club-night-change-of-plans-south-to-the-ice/>



In the spirit of a true sailing experience, plans change....

Unfortunately Barrie and Sandra Letts are not available to present their cruise to the Scottish Islands for Wednesday's club night. Instead we will be taking a hard turn to starboard and heading south to Antarctica.

South to the Ice

**Larry Roberts and Mary Anne Unrau
on Traversay III**

The huge continent of South America seems like a narrowing triangle that is reaching down towards the mysterious and wild land beneath it ... the white continent of ice ... Antarctica.

It seemed to call to us. Taking our triumvirate of Traversay III, Larry and Mary Anne to the Antarctic

Peninsula brought us to the apex of life's adventures. It took years of building sailing skills, engineering skills, planning, mustering our courage and strengthening our endurance to make the trip happen. We then branched out to see the Falklands, South Georgia, and communities along both coasts. We caught more of the flavour of South America by spending winters north in Valdivia Chile and Buenos Aires Argentina.

Moments of terror and trepidation came with these sojourns. On Drake Passage we watched a huge cruise ship crest beside us on a wave before totally disappearing in the ensuing trough. But there were also sublime moments. A blue whale surfaced beside us – twice as long as Traversay – so long that its dark rubbery back appeared to be flat. We heard it take a breath. Then it eased itself back into the water with a swish of its incongruously small tail.

Spectacular Antarctica was almost eclipsed by South Georgia. It is one of the world's most populous breeding grounds for sea-going mammals and birds. We felt fortunate to be among the few humans to see it. The intense and constant sound of thousands of baby fur seals calling for their mothers is unforgettable.

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.

Vancouver Club Night - Sailing Magic Carpet

<https://currents.bluewatercruising.org/events/vancouver-club-night-sailing-magic-carpet/>



Join the Vancouver Chapter in person or via Zoom for an evening of stories about a small sailboat in Northern Europe.

“After several seasons in the Mediterranean, we were longing for some cooler weather, so we began a huge journey North. After traversing Europe via its rivers and canals in our small sailboat, we emerged in The Netherlands where a whole new adventure began. From the Netherlands we sailed across the North Sea to Northern Denmark, where we entered the Limfjord — a series of saltwater bays and channels that traverse the entire country. We spent two weeks exploring rural Denmark from the water before emerging onto the other side and sailing across to Sweden. There, we were greeted with some of the most magical sailing grounds either of us have ever experienced.”

Maya is a musician, artist, filmmaker and sailor. She is the driving force behind the [Sailing Magic Carpet YouTube channel](#). A writer at heart, Maya enjoys turning real life adventures into a story that will draw you in. You can catch Maya playing her violin in beautiful anchorages, clambering along beaches with a camera slung over her shoulder, or writing down new video ideas in a weather worn notebook.

Aladino is a boatbuilder of confusing origin. Let's say he's Swiss, though you could also say he's Italian, and he speaks 5 languages so he's more or less at home anywhere in the world. He's a

professionally certified boatbuilder, and although he loves the boatshed in his heart Aladino prefers to be out on the water. He is an extremely talented sailor, freediver, and spearfisher.

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

Hybrid Meeting Format

In-Person Attendees:

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About The Author

Heather Marshall

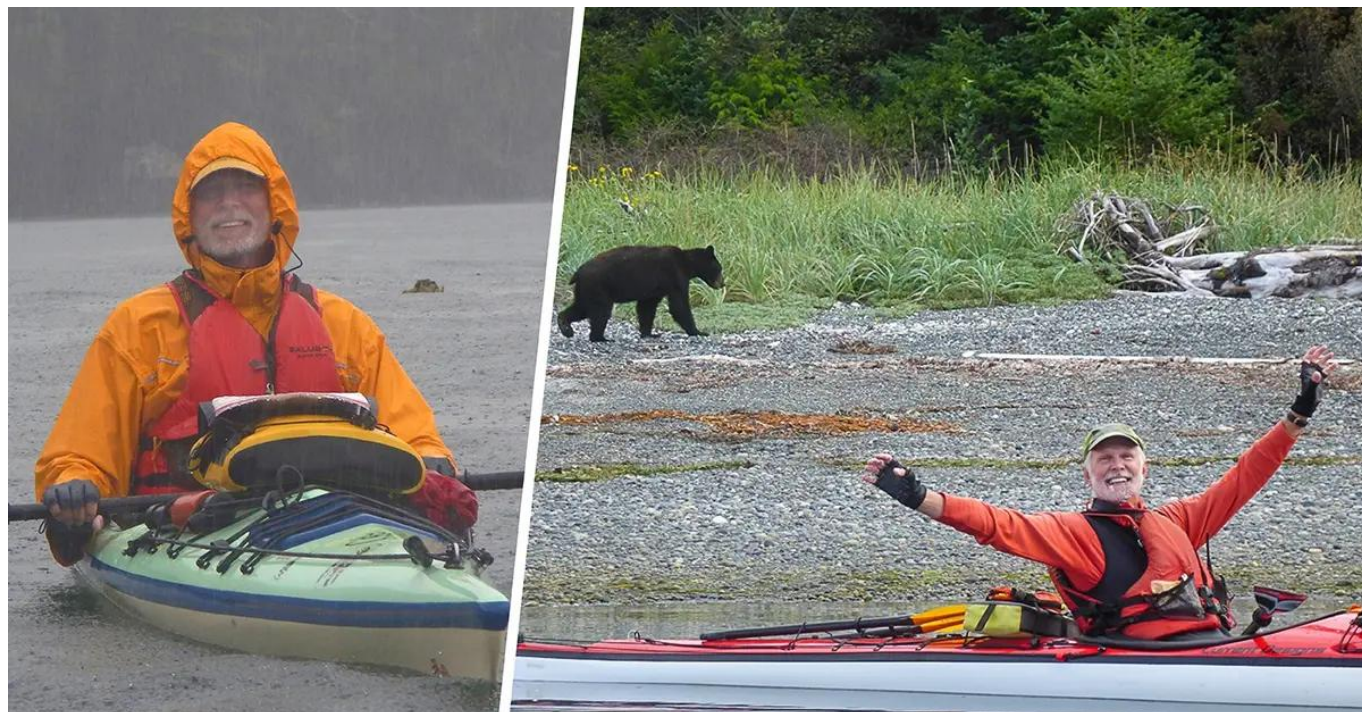
Mischief - Catalina 27

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

Heather single-hands 'Mischief' to destinations in the Salish Sea.

VI South Club Night: BC Marine Trail's Coastal Caretakers

<https://currents.bluewatercruising.org/events/vi-south-club-night-bc-marine-trails-coastal-caretakers/>



Please join VI South for our first Club Night of the season!

Fred Pishalski is the Vancouver Island Regional Manager (volunteer position) for BC Marine Trails (BCMT). He is also on BCMT's Trail Development Committee, plus the South Island Sea Kayaking Association (SISKA) liaison to BCMTs. SISKA is Canada's largest kayak club and is based in Victoria. Fred does volunteer work for them as well.

Fred first went to the Broken Islands in 1986. Since then, he has paddled all over Vancouver Island, the central coast and to Haida Gwaii. He has also done trips to Mexico's Baja and other countries. As an active SISKA member, he is usually out paddling every week all year in local waters.

[BC Marine Trails](#) is a non-profit organization working together to help secure long-term public access to the BC coast. Our mission is to work with First Nations and stakeholders to build, protect and promote a public network of marine trails. This will allow safe recreational navigation of the BC coastline with minimal impact on the environment. We value the incredibly diverse environment of the BC coast. Our initiatives include shoreline cleanups, invasive species removals, site maintenance and more.

Coastal Caretakers are BCMT members who clean up beaches wherever they go, report for us and inspire others to take charge. We think of Coastal Caretakers as people who give voice to the coastal sites they explore. Their input and shared data extends our ability to advocate for safe marine recreation and continued access to the places we all love.

Call for Volunteers

We are looking for additional BCA members to help us run our hybrid Zoom evenings and will be hosting a training session for anyone interested in joining this group of volunteers immediately preceding September's Club Night (in-person at RVYC, 5:30pm). Please [email us](#) with any questions.

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 7:30, with the presentation immediately to follow.

Cost: \$5/Members, \$10/Non-Members

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

Cost: Members—\$5.00 per connected device; Non-Members, \$10 per connected device

Zoom meeting invitation: [Please register via the website](#) to purchase your virtual meeting ticket and receive the Zoom meeting invitation. Please note that you must be signed in to the BCA website to get the member price. We are not able to provide a reimbursement for those who do not sign in. If you have questions or challenges, [please email us](#).

Calgary Club Night - South East Asia: A Sailing Odyssey

<https://currents.bluewatercruising.org/events/calgary-club-night-south-east-asia-a-sailing-odyssey/>



BCA members and friends are invited to attend the first Calgary club night of the season – either in person or via Zoom – on Tuesday October 3.

After three long years absence due to COVID, Calgary members Pam and Ted Simper return to Brisbane, Australia to prepare *Roundabout II* for the next leg of their circumnavigation – across the Indian Ocean to South Africa. After a costly refit, delays and Australian bureaucracy they finally head out.

However, life and reality rear their ugly heads and force them to make a most difficult decision – to sell their beloved *Roundabout* and bring a lifelong dream to an end. Join them on their last voyage up the east

coast of Australia, across Indonesia to Singapore and Malaysia, through the process of selling their boat and a bonus sail into Thailand.

Presentation will begin at 7 pm Alberta and 6 pm in BC. Beer, wine, bubbly (\$3 per beverage) and pizza (\$3 per slice) will be available.

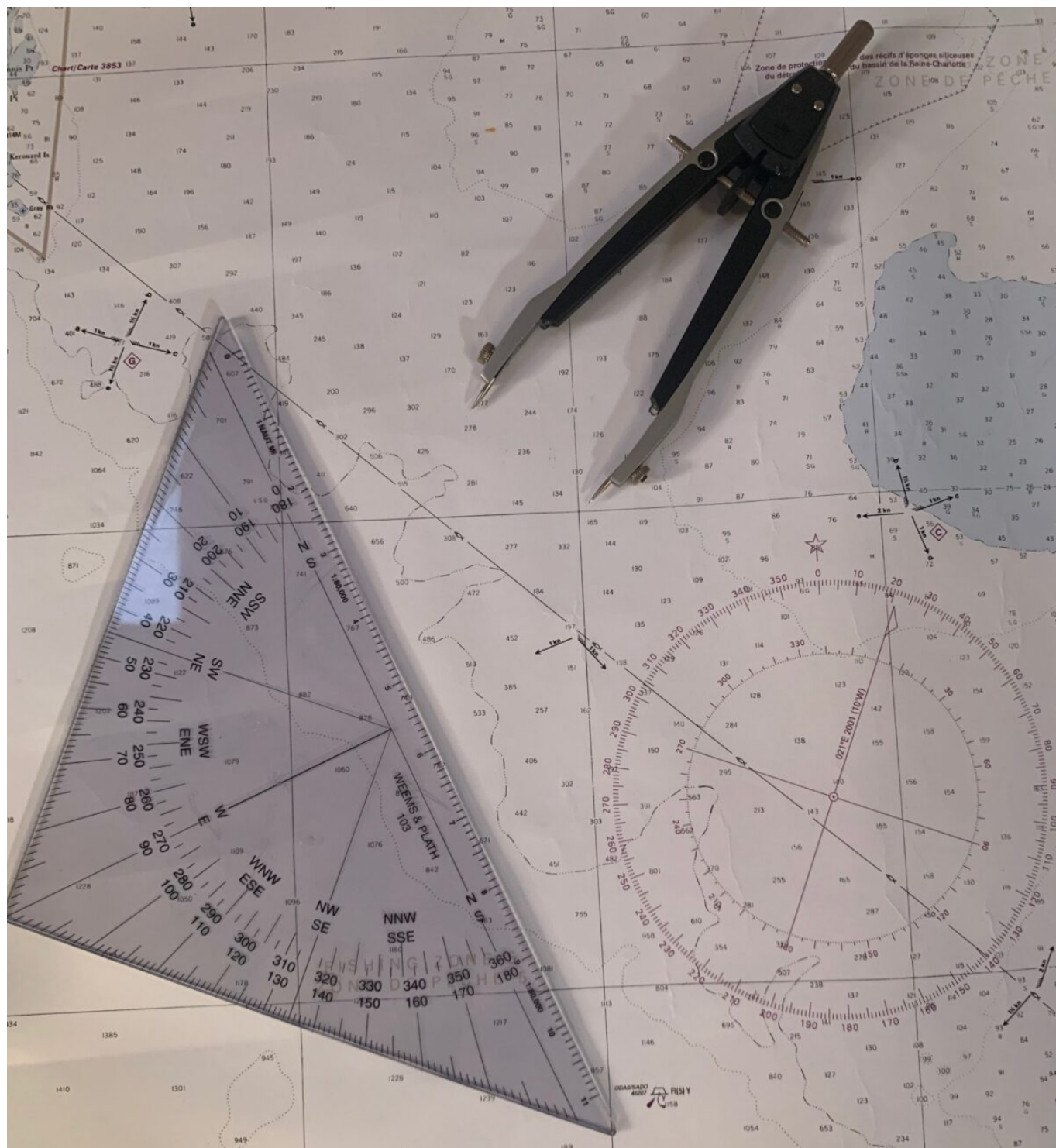
About The Author

John and Vici Kortbeek

Bear North - Hans Christian 48T

John and Vici enjoy sailing the West Coast. They share Bear North, a Hans Christian 48T with brother and sister in law, Frank and Judy. Over the last few years, they have ventured north to to the Alaska Border and Haida Gwaii. In 2021 they circumnavigated Vancouver Island. With retirement approaching the plan is to head north in summer 2023 and then reverse course towards Mexico. John has been Calgary Chapter Vice Commodore since 2020.

<https://currents.bluewatercruising.org/events/offshore-navigation-zoom/>



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This **online** (Zoom) marine navigation course will help you develop confidence in your ability to sail safely and comfortably for long periods at sea. Consisting of nine, two-hour sessions, the ON course covers:

- Trip planning and advanced preparation
- Offshore navigational processes, tasks, and responsibilities
- Charts and electronic equipment
- Typical offshore weather patterns
- Charts and GRIB overlays
- Emergency navigation
- Preparation for landfall and arrival

There will be an open book exam after completion of the course. The format is planning and executing a cruise; the passing grade is 80%.

The course is offered by the Calgary Chapter in conjunction with Canadian Power and Sail Squadron, instructor is Steve Colleaux, Calgary Education Watchkeeper. All BCA members and friends of BCA welcome to register!

The Psychology of Voyaging

<https://currents.bluewatercruising.org/events/the-psychology-of-voyaging-3/>



Back by popular demand!

As we pursue the challenge to explore the oceans and cultures of the world, inevitably we explore ourselves through our responses to the situations we encounter. Part of preparing for voyaging is preparing ourselves psychologically, and part of voyaging is becoming the adventurer we dream to be. In this course, you will:

- Address what motivates you and your cruising partner(s) to take this challenge on
- Recognize how you tend to make decisions
- Understand your learning styles, identify your personal strengths
- Explore communications and partnership aboard
- Kick your fears and anxieties out of the shadows; and
- Bust some cruising myths

The Psychology of Cruising is one of BCA's signature courses. It's always a sell-out, so if you're serious about going offshore, register ASAP.

About the Facilitator

Rick Ellis is a BCA lifetime member who brings his years of boating experience and professional facilitation expertise to this popular, must-do course.

About The Author

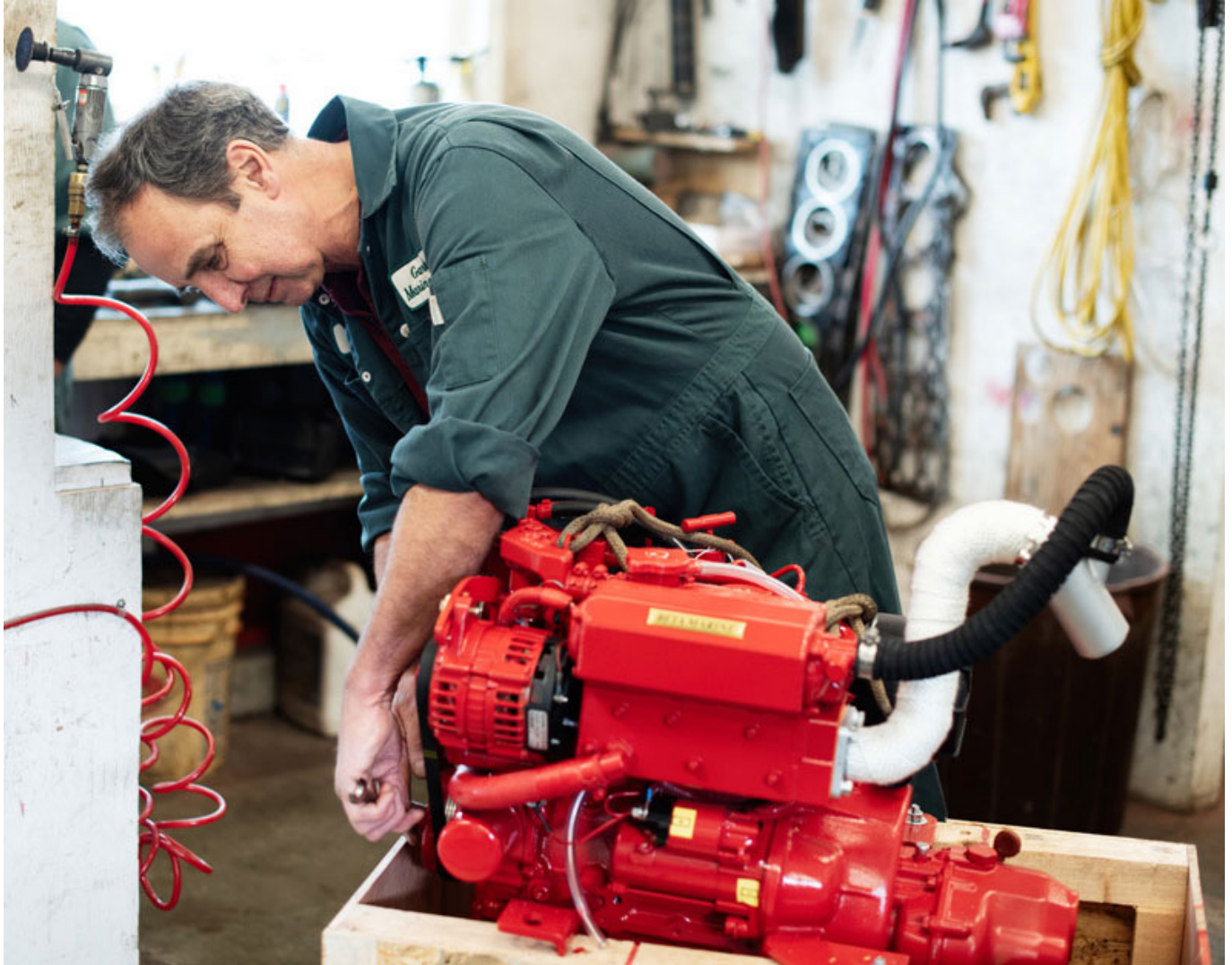
Brent Alley

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.

Diesel Engine Maintenance & Servicing

<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](#), 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

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Basic and Intermediate Diesel Operation and Maintenance

<https://currents.bluewatercruising.org/events/basic-and-intermediate-diesel-operation-and-maintenance/>



This **two-day course** is intended for those who own and maintain their own vessels or those who want to gain a better understanding of diesel engines, including proper operation and maintenance. No prior experience or knowledge of diesel engines is necessary. The instructor will explain the operating principles of a marine diesel engine, including the operation, servicing and troubleshooting related to:

Day 1

- Lubrication / Cooling
- Fuel
- Electrical
- Stuffing boxes / Shaft seals / Bearings

Day 2

- Review of fuels, cooling and lubrication systems
- Electrical system: batteries, alternators, AC chargers and inverters

- Battery servicing
- Various charging systems
- Drives: straight drive, v-drive, sail drives
- Shaft seals and proper installation/inspection

Note: If you plan on attending David West's one-day Advanced Diesel course offered Oct 14 and again on Oct 15, it is recommended that you first take this course especially if you do not regularly work on diesel engines.

Instructor

David West is a well-experienced and knowledgeable diesel mechanic and instructor. He comes highly recommended by those who have attended his courses.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

Advanced Diesel (Class #1)

<https://currents.bluewatercruising.org/events/advanced-diesel-practical-class-1/>



A **one-day, hands-on** “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Basic and Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

David West is a highly experienced and knowledgeable diesel mechanic and sailing instructor, whose courses get rave reviews from participants.

About The Author

Ken Christie

Blue Rose - DeKleer Bros. 30 Sloop

Ken Christie has been a BCA member since 2010. He served as the Bluewater Cruising Association's Vancouver Education Watchkeeper, has taken quite a number of special BCA courses, and organized four years of themed Peterson Cup Cruising Rallies. When not cruising BC waters, Ken's 30' Fraser sloop, Blue Rose, lies ready under the Burrard Street Bridge.

Advanced Diesel (Class #2)

<https://currents.bluewatercruising.org/events/advanced-diesel-class-2-3/>



A **one-day, hands-on** “you’re-going-to-get-dirty” course for boat owners who already have a good basic knowledge of the operation and maintenance of diesel engines. In this small class, participants will work on an operational diesel engine on a stand, in a private garage, changing key components such as the alternator, starter and injectors. Please bring a bag lunch to the course and dress in appropriate work clothing.

Prerequisites

Participants must have completed the BCA Basic & Intermediate Diesel course or have a very good knowledge of the operation and maintenance of diesel engines.

About the Instructor

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Sail Selection, Maintenance and Repair

<https://currents.bluewatercruising.org/events/sail-selection-maintenance-and-repair/>



Paul Betts of [Leitch & McBride Sailmakers](#) is offering this two day workshop on sail selection, maintenance and repair.

Selecting the right sails for your offshore passages is only the beginning; proper sail maintenance is easy and takes little time, but it can make a big difference in the life and performance of your sails.

This one day course will be split into a theory session in the morning at Mary Winspear Centre with the practical, hands-on afternoon session in the sailmaker's loft. Participants are encouraged to bring a bag lunch due to tight timelines and the need to move locations.

Instructor

Paul Betts is the owner, designer and senior sailmaker at Leitch and McBride Sailmakers which has been designing and building custom sails in Sidney, BC since 1975. He notes that "it is best not to have to undertake sail repairs while underway".

About The Author

Brent Alley

Pegasus II - Nordic 44

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

Currents Bluewater Cruising

The Bluewater Cruising Association

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