



Photo Contest Winner

**Brent Alley & Barbara
Lyall**

Pegasus II - Nordic 44

*Sailing up Stephens Passage
toward Juneau on a single sail.
We were in a 28 knot wind with a
following sea, but the full impact
of the wind wasn't apparent until
we turned around to pull the
Genoa in.*



Currents

September 2026

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How to Cancel a Mexican TIP

<https://currents.bluewatercruising.org/article/how-to-cancel-a-mexican-tip/>

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PERMISO DE IMPORTACION TEMPORAL DE EMBARCACION
TRAMITE VIA INTERNET

SAT
Servicio de Administración Tributaria

Nombre de Aduana: TILIHANA, B.C. CLAVE: 40 INICIO DE VIGENCIA: 15/JUN/2014 FECHA VENCIMIENTO: 15/JUN/2024

DATOS DEL VEHICULO
MARCA: OTROS
MODELO: 1990
VIN: [REDACTED]

DATOS DEL PROPIETARIO
APELL. PAT: [REDACTED] APELL. MAT: [REDACTED]
NOMBRE(S) O RAZON SOCIAL: TU PA 456657995

DATOS DEL IMPORTADOR
APELL. PAT: [REDACTED] APELL. MAT: [REDACTED]
NOMBRE(S): [REDACTED]
DIRECCION/ADDRESS: Ciudad MORENO VALLEY
Estado CALIFORNIA
CP: 92255 ESTADOS UNIDOS

FORMA DE GARANTIA: NO APLICA
TURISTA
NO INMIGRANTE

20220779

OTR / 40
15/JUN/2014 / 15/JUN/2024
20220779

Periodo para el cómputo de días
Del 15/JUN/2014 Al 15/JUN/2024

ADUANA MEXICO
IMPORTADOR

100 AÑOS DEL EJERCITO MEXICANO

20220779

1150

FIRMA No. EMPLEADO Y SELLO

Yes, it was a Covid buy, but 40 years in the planning. We found what we thought was the perfect boat. The only problem was it was in Los Angeles. With Covid travel restrictions in place it became an un-seen purchase – very scary. After much grief and expense the boat arrived in Victoria.

A few years later I heard about this Mexican Temporary Importation Permit (TIP) during one of the BCA fleet meetings. They said if your boat had a TIP applied to it that was not cancelled when the boat left Mexico, you were in for a “world of hurt”. Apparently, if you have the original TIP document in hand, you can cancel it when applying for a new TIP. Having looked through all our boat documentation (old receipts and emails, etc.), I did not find any TIP document. I also knew that one of the boat owners lived in San Diego and there was a high likelihood that the boat had been in Mexico. This was confirmed when I found an old Mexican chart stuffed deep in a locker.

So the next step was to see if my boat had a TIP. I found a web site (1) where I could enter the hull ID. Sure enough, our boat had an outstanding TIP applied to it. Nowhere on the boat was the original TIP document. Damn!

So I turned to the fount of all knowledge (Google) and found an article that said if you send an email to this address with proof that the boat is no longer in Mexico, they will cancel the TIP. Four months went by without a word from them – not even an acknowledgement that anything was being done.

At this point I figured it was time to start paying someone to do this. We were planning to leave for Mexico and this had to get cancelled. So I contacted BC Connection Yacht Management Services (2). They responded within an hour. They said the online database was not always accurate and it would cost me \$50 US for a report. Two days later they confirmed that the TIP was still active.

They then gave me two options: 1) If the boat is in the USA, get a CBP form 1300 signed and stamped and pay 215 USD. 2) Get an international departure paper and pay 1500 USD. I went for option 1.

BC Connection sent me very detailed instructions on how to fill out the CBP Form 1300, even going so far as to proofing the form before and after visiting the CBP office.

We then set sail for Port Angeles to visit the CBP office there – remember, the boat had to be in the USA. The form 1300 is a transit form that stated we were leaving Port Angeles, USA and heading to Ensenada, MX the next day. We were really only going to be in Port Angeles for a day, then head back to Victoria to wait for September.

I was a little worried about what the form was stating versus what we were actually doing, and how the CBP officials were going to deal with this. When we crossed the border, I checked in with the CBP Roam app. When they called us to confirm, the conversation went something like this:

CBP: “What’s the purpose of your trip?”

Me: “I’m coming to see you guys”.

CBP: “Why?”

Me: “Well it’s a bit of a long story, I have this thing called a TIP on my boat...”

CBP: “Oh, you need a Form 1300 signed”

I got the feeling I wasn’t the only boat to do this. Anyways, they signed and stamped the form the next day without even looking at the boat.

After getting BC Connection to confirm the form was correct, I mailed the original to them in San Diego which they received the next week. I sent them the 215USD and the TIP was cancelled the next day.

I may find out that I could have done this myself in Ensenada when we arrive with our own Form 1300, but it was worth not having to worry about it. We have enough things to worry about getting ourselves and the boat ready to leave.

It was a fairly painless process and not that expensive. Hopefully this helps out future boaters...

(1) Mexican TIP database:

https://portalsat.plataforma.sat.gob.mx/aduanas_cpitv_internet/index.aspx?ref=gettingfr.ee#

(2) BC Connection: <https://www.bcconnection.com.mx/>

About The Author

Kevin Towers**Syntropy -**

Member since 2020. Cruised locally including a VI circumnavigation. Headed for Mexico in Sept 2026.

Fatu Hiva Is Beautiful. It Is Also Wild — And So Are Its Risks.

<https://currents.bluewatercruising.org/article/fatu-hiva-is-beautiful-it-is-also-wild-and-so-are-its-risks/>



Fatu Hiva rises out of the South Pacific like something out of a dream: green spires wrapped in cloud; the Bay of Virgins cutting a near-perfect crescent into black volcanic rock; waterfalls dropping straight into the anchorage. It is, by wide consensus among the cruisers who make it this far into the Marquesas, one of the most beautiful landfalls on earth. Every one of us who has dropped anchor there has photos to prove it, and stories to match.

What fewer of us think about, on our way back out to sea, is what it means to actually live on Fatu Hiva. There is no hospital. There is no ambulance you can call for a fast response. When something goes seriously wrong, “remote and wild” stops being a romantic description and becomes a logistical, and sometimes medical, emergency.

Earlier this year, it became exactly that for one Fatu Hiva family.



Looking down at Hanavave, where Poi Reva and his family live

Many cruisers who have passed through Fatu Hiva will know Poi Reva, who guides visitors around the island by 4×4, sharing its valleys, its history, and its people with anyone who turns up by boat. Late one afternoon, Poi's nine-year-old son was in the water with a group of children at the small harbour, playing as the local kids do most afternoons. A shark came in fast. The other children got out in time — his son was a few seconds too slow.

The shark took his right leg first. He fought it off with his left foot, and the shark released one leg only to take hold of the other. His older brother reached him before anyone else could. Poi got him into the car and drove to the first aid station.

That's where the geography of Fatu Hiva turned an already terrible afternoon into something worse. The medical helicopter that could have reached them couldn't fly at night. So the family went by speedboat instead — four hours across open water to Hiva Oa, arriving at 10:30pm to firefighters and a waiting clinic. The next day, a helicopter to Nuku Hiva, where a surgeon took over. He had lost a great deal of blood. From there, on to Tahiti.

The young boy survived. He is going to need a long road of care ahead: a nerve graft, months of rehabilitation, and — just as real, though less visible — the psychological work of a nine-year-old coming to

terms with what happened to him in a place he'd swum his whole life. Poi says his son has changed since the attack, and that he's not easy to reach right now. He used to live for football. That, too, is part of what he's lost, at least for now. He is walking again, though hampered by the damage. Back at school, with a long recovery ahead for him.

A friend of the family has set up a GoFundMe to help with his ongoing treatment and rehabilitation: <https://gofund.me/27789d1ef>

This is where I'd ask BCA members to pause for a moment before deciding this isn't their story. Most of us who cruise in remote areas arrive as guests in places that are extraordinarily generous to us. Guides like Poi who share their island, families who sell us fruit or invite us to a meal, communities with none of the safety net we take for granted at home. We take the beauty. We post the photos. It's also worth asking what we leave behind.



Left: A view of the mountains surrounding Hanavave; Right: The harbour where the attack took place.

Nobody is asking for pity for Fatu Hiva, and nobody there wants to be treated as a charity case rather than as the people who make this cruising ground what it is. What this family is asking for is straightforward: help with the real cost of a child's recovery, from people who came through their island and were welcomed there. That doesn't require reframing the Marquesas as a place of danger — it's a place of both

extraordinary beauty and real vulnerability, and those two things sit side by side for the people who live there year-round, long after our anchor is up.

If you've anchored anywhere remote, or in the Bay of Virgins, taken a tour, bought fruit from a roadside stand, or simply been moved by how far out of their way local people went to make you feel welcome, this is a chance to return a small part of that. Consider making a donation, and consider sharing this with others in the fleet who've been there too.

About The Author

Darrell and David Farrow

SV Endless Song -

Darrell and David are fast tracking their sailing experience. Starting in August 2021, they took up sailing in a C&C 27, Mystic, and enjoyed it so much that they and have now progressed to preparing their second boat, Endless Song to head offshore, summer 2025.

August Rendezvous 2026

<https://currents.bluewatercruising.org/article/august-rendezvous-2026/>



The Bluewater Cruising Association's August Rendezvous (August 14-16) at Port Browning, Pender Island, was a resounding success. We were blessed with sunshine, clear skies, and perfect temps, although the water lovers among us might have preferred it to be slightly warmer! A potluck appetizer get-together on the dock beside **Catherine**, the host boat, gave us the perfect location to meet and greet as members arrived in their boats and dinghies to join the fun.



Port Browning BCA Rendezvous welcome appetizer party!

Saturday started out under the tents where the pancake breakfast was well underway with lots of help from volunteer flippers and mixers Cindy, Jacqueline, James, Dick, Cheryl, and Anne. Lots of fruit was brought to share, making for a delicious breakfast.



Left: Pancakes are almost ready! Right: Some of the pancake preparation team, awaiting the hungry crowds.

With appetites satisfied, it was time to tackle the art of making soft shackles. We had an enthusiastic group anxious to get started. Dick and Anne, both amateurs at this skill, did their best to help the group learn to make their own soft shackles with the help of a few in the group who already knew – and with assistance from a few YouTube videos, which many found helpful. “How to tie a soft shackle” by Yachting Monthly and “How to make an easy Dyneema soft shackle with quick release lanyard by Knotty Knots” walked you through the process slowly. Dick and I found the above videos to be the most helpful. There are many more videos to choose from if a little extra help is needed.

Materials needed were: 1 metre of 3/16 Dyneema line, a 1/4 inch, 4mm fid, a marking pen, a measuring tape, and Marlow tape. Almost everyone participated and was rewarded with their own soft shackle to use on their boat. We ordered the Dyneema line 3/16 from Binnacle at \$1.70 per/foot and the fids were \$18.74 each from [Amazon](https://www.amazon.com). You can use a Bic pen with the pen part removed as a fid, however, it is a little on the big side and doesn’t work as well as a proper fid. The Marlow tape was bought locally from Record Marine.

After a short break, it was time to head down to the beach to meet up for the blindfolded dinghy race, where six dinghies anxiously awaited the start. A few were a little too eager and had to be called back to

the beach before the countdown could begin! A few dinghies were obviously handicapped by large outboards attached, but they were ready and game for the event. It was hilarious to watch from the beach as dinghies headed in the wrong direction, or into each other, or pointed to the direction they wanted their oarsman to row, forgetting of course that he/she could not see! All but one managed to finish the race, as a rather large outboard and a dog aboard made it extremely difficult for them to make any progress past the first mark. Ultimately, they decided it was easier to come back to the beach rather than to keep going and risk disaster. In spite of having difficulty at the end, like remembering the instructions for the finish of the race, the rest of the dinghies managed to finish! Most importantly, it made for great fun whether watching or participating.



Top: Challengers in the Blindfold Dinghy race; Bottom: On your mark...!

The Potluck dinner was FABULOUS, with so many scrumptious food dishes to choose from. This was followed by Commodore David Vincent presenting an Offshore package to Judson Berry and Leah Walker on *Sputnik*.



Commodore David Vincent presents leavers package to Judson Berry & Leah Walker.

Next up was the Peterson Cup, which was awarded this year to James and Tami Catherwood, on the Calgary Chapter's **Symoon**, who found ways to get to or near all the anchorages under sail. Sadly, they were unable to attend, but here is a picture of them during the Peterson Cup Event.



Left: Peterson Cup winners James and Tami Catherwood; Right: Ken Christie ready to present the Peterson cup.

Prizes were then presented to the winners of the Blindfolded Dinghy Race: first place, Heidi and Glen Priestley on ***Borboleta***, second place, Kevin and Leanne Towers on ***Syntropy***, and third place, Victor and Kevin on ***Shearwave***. All winners received auto-inflatable life rings courtesy of [Rekord Marine Vancouver](#), who kindly donated these prizes for our event. Thank you, Rekord Marine! This was followed by a lucky draw for prizes donated by [Evolution Sails](#): 5 large catch-all bags made of sail cloth, and two sets of sail ties, items greatly appreciated by BCA sailors.



Top: Blindfold dinghy race winners: Kevin and Leeanne, Heidi and Glen, and Victor and Kevin, with prizes donated by Rekord Marine; Bottom: Lucky draw winners with prizes donated by Evolution Sails.

Following the lucky draw, Anne had a few more giveaways left over from the sale of **Full & By**. An explanation and reciting of the “Tuit” poem all had received in their boat registration package was given before the evening ended with a sing-along by our musicians, Jay and Anita Bigland, Blake Williams, and Tim and Pam Holley.



We are ready to sing!

The second pancake breakfast was very successful, as our techniques were perfected. All helpers from the first round of pancake making, the day before, pitched in again, and in no time the pancakes were distributed to an eager bunch of hungry sailors.



Left: Our cooks, Cheryl and Cindy; Right: Enjoying breakfast – yummy!

The Group then gathered up on the hillside for the traditional group photo.

Sadly, tides and currents often dictate the leaving, as do marina checkout times, so by 11:00, well wishers gathered and waved farewells to most of our BCA mates.

There were still a few of us wanting to do the dinghy raft up lunch in spite of still being full of pancakes, so we delayed until 14:00 and then headed out to raft up to a mooring on the north side of the inlet just outside of the Marina entrance. Eight boats rafted up to the potluck lunch afloat. Somehow the lunch and the participants managed to pass the food from boat to boat and, miraculously, the food dishes and the dinghy occupants were able to stay dry.



Dinghy raft up lunch.

A boat tour/visit on ***Firecat***, a beautiful Lagoon 42, home to Eric and Patricia Scott, Vancouver Chapter, was enjoyed by those of us left at the Marina following our raft-up lunch. The Scott's provided us with a great tour as well as the details of their solar array install, which provides over 3,000 watts of solar for all the power needed for their family to live comfortably untied from shore.

Final Thoughts

Given our late start coordinating this event and the change of date from the 3-day August long weekend to a mid-August 2-day weekend, we had a remarkable 48 attendees from 25 boats. About 15 boats stayed in the marina with 10 anchored out.

We all had a great time, ate great food, and enjoyed catching up with old friends and new. As Port Browning Marina is no longer accepting bookings for holiday weekends, next year's August Rendezvous will carry on with the mid-August date and will be held over 3 days, August 14-17, 2027, at Port Browning, Pender Island.

About The Author

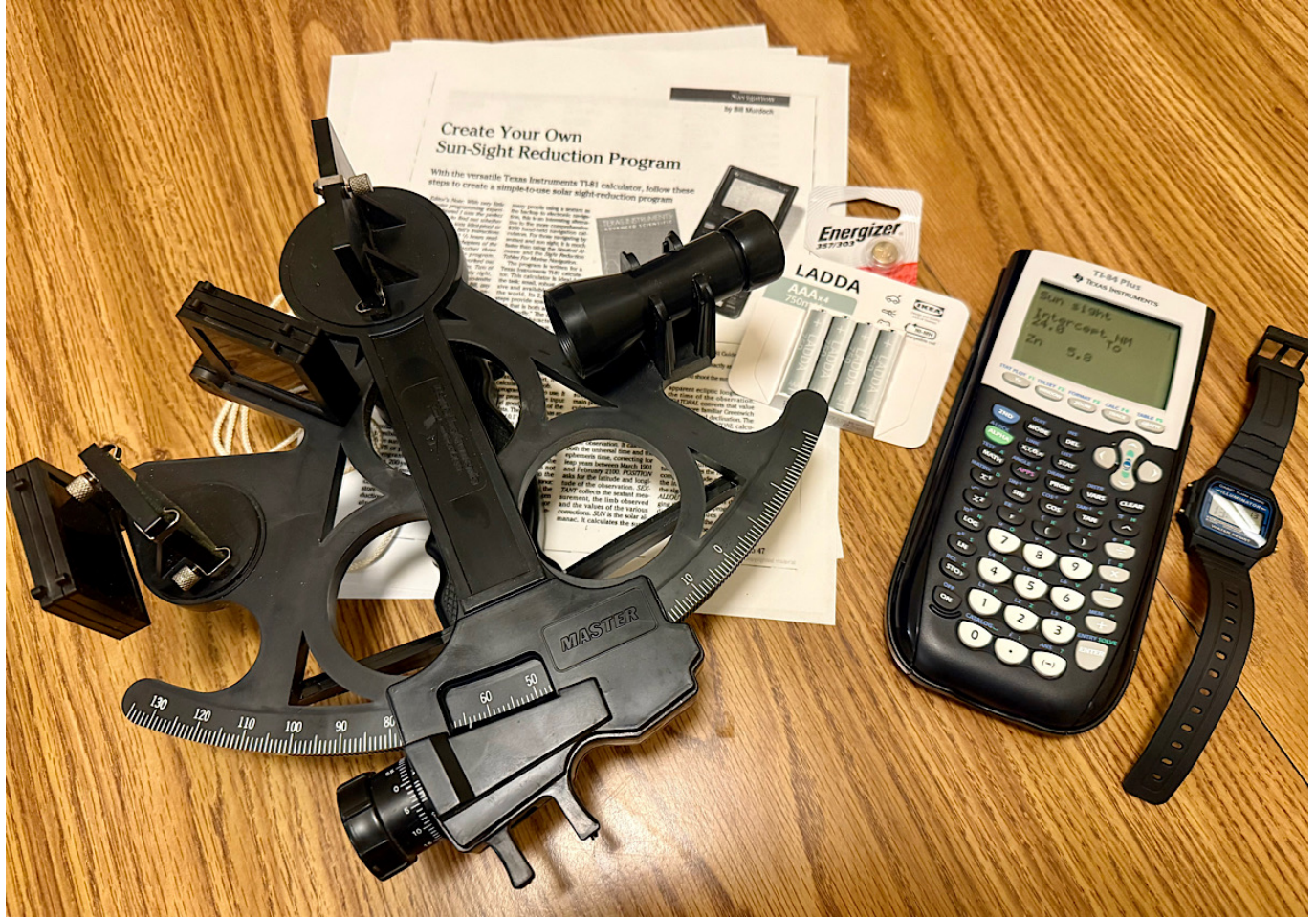
Anne Woodson

-

Anne and Dick have been Bluewater Cruising Association members for 30 years. They sailed to Mexico on their beloved Full & By in 2010, spent ten wonderful years there, and then Dick and crew sailed her home via the Marquesas and Hawaii 6 years ago. The plan was to sail home slowly. Anne was to join the boat in the Marquesas, possibly spending three years in French Polynesia, however COVID happened and the plan changed. Once home, Anne & Dick realized it was their turn to give back to BCA. Anne became the Vancouver Chapter Secretary, a position she held until June of 2026. Both Dick & Anne did a few Club night slide shows and they both continued to sail Full & By locally until the spring of 2026. Full & By has found a lovely new home and a new name, but she is good hands and will sail on to experience many more adventures, as will Dick and Anne.

Sun Sights Without the Almanac

<https://currents.bluewatercruising.org/article/sun-sights-without-the-almanac/>



Celestial navigation has always carried a certain air of virtuous suffering. The *Nautical Almanac*, the sight reduction tables, the interpolation, and the quiet dread of dropping a sign somewhere between “GHA” and “intercept” have persuaded more than a few navigators that the sextant serves best as cabin decoration—preferably somewhere it can’t fall on your foot at 0300.

I have always liked celestial navigation. I also have enough self-awareness to know that liking something and being competent at it after several years of not doing it are quite different things. Celestial navigation is one of those skills that seems easy and perfectly obvious while you are practising it and strangely difficult and foreign when you pull the books out again years later.

Which is why I have become rather fond of an elderly graphing calculator.

A Short History of Letting the Calculator Do the Hard Part

In March 1996, *Cruising World* published a practical set of TI-81 programs for sun-sight reduction. Using Van Flandern-Pulkkinen solar formulas – as arranged by B. Emerson of Her Majesty’s *Nautical Almanac*

Office – a genius named Murdoch shoehorned the process into a calculator with a laughably small storage capacity so that it worked. You can still find the [original article here](#).

There were others: The Merlin II© was a celestial navigation computer system programmed into compact pocket calculators like the Sharp EL-512 that was sold during the 1980s and 1990s. It was designed for navigators to calculate sight reductions, sun, moon, and star sights rapidly. David Burch's Starpath School of Navigation in Seattle still sells their TI-89 titanium based 'StarPilot-89 Navigation Calculator' (and it is a far, far more capable program) but it is pricey at ~\$380 USD.

Those early programs proved the point: once the astronomical heavy lifting lives inside a calculator, the navigator's life improves and the muttering decreases.

SUNSIGHT is my modern cheapskate's take on the idea. Written independently for the plain TI-84 Plus, it uses Jean Meeus' more modern and accurate medium-precision algorithms (Meeus' medium precision Sun algorithms are accurate to a few arcseconds, far better than any sextant's practical accuracy), a better ?T model, improved refraction and parallax, and simple menus with better input error filters, none of which would have fitted comfortably into Murdoch's tiny TI-81-constrained program. SUNSIGHT computes the Sun's GHA and declination internally using Meeus' algorithms, so no almanac or external tables are required.

I wish I could tell you it was an easy program to write, but my aged liberal arts degree and perfect lack of programming education were not conducive to a rapid development process, and the arcane nature of spherical trigonometry combined with TI's idiosyncratic TI-BASIC language were tough to beat. The exercise would not have been possible (for me, at least) without access to the modern plethora of online tools and programming aids that are easily accessed, information from the internet, and AI assistance. The exercise left me even more in awe of Murdoch's work, which was completed in isolation with books mail-ordered to his local library from the British Library. SUNSIGHT does not reproduce Murdoch's TI-81 source code; it is an independent implementation using different astronomical calculations and a new program structure. Any errors are mine alone. All in all, the exercise was probably better for my brain than a few more Wordle puzzles, though.

You give the SUNSIGHT program the date, UTC time, assumed position, sextant altitude, limb, index error, pressure, temperature, and height of eye. It gives you intercept and azimuth—without requiring you to remember which column you were in.

The program is free, and available [here](#).

And the best part? You don't have to type it in by hand (the original Murdoch program had to be laboriously entered by hand, a 3 ½ hour exercise in tedium). Download it and transfer it to the calculator in a couple of minutes using the free 'TI Connect CE' software. That alone removes a major barrier for the rest of us who are not keen on entering hundreds of lines of code.

Why the TI-84 Plus?

The TI-84 Plus was chosen deliberately. It is widely available second-hand, cheap, rugged (enough) for

boat life, and runs on ordinary AAA batteries for a very long time. It is technologically outdated by modern computing standards, but it remains heavily used in schools, because teachers know the TI-84 Plus series inside and out. Lesson plans, guidebooks, and curricula written decades ago are built around it. It has no Wi-Fi, no Bluetooth, no operating system updates to speak of, and no interest in phoning home. Once the program is loaded, it is a self-contained computational engine that does not depend on satellites, cellular networks, reference tables, or the boat's electrical system. In an age when almost every other navigation tool is networked or rechargeable, that independence is a feature, not a limitation. This program was developed and tested only on the TI-84 Plus, so look for one of those.

Independent Failure Modes

This is the quiet strength of the system. The failure modes of a sextant, a quartz watch, and a battery-powered calculator are almost completely independent of the failure modes of GNSS, GPS, chart plotters, laptops, and phones. A software glitch, a flat house battery, or deliberate GPS disruption will not stop a sextant, a watch, and a SUNSIGHT-programmed TI-84 Plus from producing a usable line of position from a sun sight. That separation of failure modes is exactly what a backup is supposed to provide.

When the chart plotter starts showing positions that make no sense, or the GPS simply drops out, a method that never asks the satellites for anything becomes disproportionately valuable. This is not a replacement for the chart plotter. It is what you reach for when the electronics fail—lightning, total GPS loss, GPS jamming in a conflict-adjacent area, a blank blue screen in mid-ocean, or simply the desire for an independent check (or something to do on watch) on a passage.

Skills get rusty; a program that streamlines and reduces the procedural load is a practical answer for ordinary sailors who do not live in the almanac every day (and who would rather not discover just how badly their skills have faded in a rising sea).

Why This is Useful for Ordinary (Rusty) Sailors

Most of us do not practice celestial navigation every week. The procedures fade. The almanac feels foreign. Getting the annually-updated edition is a pain. Traditional sight reduction is powerful, but slow and unforgiving when you are out of practice. A simple arithmetic slip after a long absence can produce a confidently wrong answer, and there is nothing quite like the sinking feeling of realizing your carefully plotted fix puts you in the middle of the wrong ocean.

Here is a comparison of the times needed using the traditional method versus those of SUNSIGHT:

- Almanac look-ups & interpolation: 5–10+ minutes vs. None needed
- Corrections by hand: Several minutes vs. Built-in
- Sight reduction: 5–15 minutes vs. Instant
- Risk of arithmetic error: Real vs. Much lower
- Typical time after the sight 15–30+ minutes vs. 2–4 minutes

Because the time and effort to reduce the sights is so quick and easy, you can take and reduce multiple sights and toss out outliers.

The calculator does not make you a better navigator. It simply removes most of the places where rusty skills can produce friction, frustration, and wrong answers. For dummies like me, that is a genuine improvement.

Sun-run-Sun and the Useful Noon (or Near-Noon) Sight

A single sun sight gives you a line of position. Two or three sights taken a few hours apart and advanced for the distance run give you a running fix. This “Sun-run-Sun” method remains one of the easiest and most practical techniques available to a small-boat navigator. The sun is hard to misidentify (it is the really, really bright one in the sky), it is available for most of the day, and it requires no star identification skills or precomputation. It doesn’t fade in the dawn twilight, and the horizon under it is usually pretty solid all day.

Near noon, when the Sun’s azimuth is close to north or south, the resulting LOP lies roughly east-west and gives you a useful latitude check.

Earlier and later sights produce differently oriented (more north-south) LOPs, giving you a better crossing angle for the running fix.

Position comes from the running fix: the crossing of the advanced morning and afternoon (or advanced morning and noon) lines. Nothing exotic, just the classic Sun-run-Sun method, made faster and far less tedious by the calculator and far less likely to end in the creative exercise of your sailor’s vocabulary.

What You Need

- A sextant (a functional second-hand Davis plastic or antique EBBCO sextant is a perfectly serviceable, low-cost unit)
- A watch set to UTC (a classic Casio F-91W or the newer F-105W with the improved illuminator is ideal—cheap, accurate, and runs for ~10 years on a battery). You must establish a rate for the watch. (To rate a watch for celestial navigation, you measure how many seconds it gains or loses each day against an accurate time standard so you can correct it for use with your sights. Note when last synced to a known time source and what the error is per day when you store it so you can correct for it when you pull it out to use it in anger.)
- A SUNSIGHT-programmed TI-84 Plus

Step-by-step

1. Take the Sun sight. Note exact UTC time, Hs, limb, and index error.
2. Open SUNSIGHT.
3. Enter UTC date and time.
4. Enter assumed latitude and longitude (your DR position).
5. Enter sextant altitude (Hs), limb, index error, height of eye, temperature and pressure.
6. Read intercept (toward/away) and azimuth (Zn).
7. Plot the line of position.

Repeat later, advance the earlier sight for the distance run, and you have a Sun-run-Sun running fix. The process takes longer to describe than to do.

Acquiring the Kit

Used TI-84 Plus calculators turn up regularly on Facebook Marketplace, school surplus sales, and online classifieds. Look for working keys, make sure the device has never suffered leaking batteries or severe impact damage, and confirm that it has a clear, readable screen: cosmetic perfection is optional. The calculator does not care if it looks like it survived high school. Even new, they're relatively inexpensive. They are widely available new and are often on sale in back-to-school seasonal sales.

The same places are good sources for inexpensive plastic sextants. Check that they work smoothly, have intact mirrors and shades, and no obvious signs of having been dropped or otherwise abused.

Batteries: Prefer non-rechargeable lithium cells (Energizer Ultimate Lithium or similar) or low-self-discharge NiMH (IKEA Ladda or Eneloop-style) over alkaline cells. Ordinary alkaline batteries are a classic source of spontaneous chemistry experiments that lead to corroded battery compartments and subsequent sadness.

Storage: Keep the calculator and watch in a Ziploc bag in a sealed box or dry bag with spare batteries and desiccant. For extra protection, wrap it in a couple of layers of aluminum foil or place it inside a metal tin, creating a simple Faraday cage. Store it away from the boat's main lightning paths. Power it up occasionally to confirm the program is still there and that you still remember which button does what. Replace or recharge the batteries every year or two (do the 4 AAAs separately from the silver-oxide cell so you don't inadvertently clear the program from memory). Write the service dates on a bit of masking tape on the package.

The Bottom Line

Traditional celestial navigation is a fine skill. It is also easy to let slide, and the paper-based methods punish rust with relentless efficiency. Murdoch's 1996 *Cruising World* calculator approach —and SUNSIGHT, which revisits the same idea with an independent modern implementation — offer a low-cost, low-friction way to keep the capability alive.

The TI-84 Plus was chosen because it is cheap, widely available, long-lived on readily available batteries, and independent of networked systems that can all fail together. Its failure modes do not overlap with those of GPS or the boat's other electronics. In an era when satellite navigation is increasingly subject to jamming and disruption, that independence has practical value.

Download the program from GitHub, load it onto a second-hand TI-84 Plus via the free 'TI Connect CE' software, team it with a cheap Casio watch and a plastic sextant, and you have a self-contained backup that does not require the *Nautical Almanac*.

It will not make you infallible. It will not impress the crowd at the yacht club bar. It will, however, let a rusty navigator produce a usable Sun line of position in a few minutes instead of half an hour of careful

(or not-so-careful) arithmetic. Maybe without cursing (much).

For dummies like me, that is worth having in the nav drawer.

Disclaimer:

This software is an educational and backup navigation tool, not a substitute for experience, education, judgment or common sense. While I have tested it extensively against the U.S. Naval Observatory's *Celestial Navigation Data for Assumed Position and Time* and other authoritative sources, and it generally behaves itself and delivers accurate results, I cannot guarantee perfection (just ask Debra). A correct calculation will not save you from bad sights, a watch that has wandered off UTC, a rubbish DR, or classic "I typed 52° instead of 25°"-type errors. "Garbage in, garbage out" remains undefeated. Test it yourself. Keep and use other independent means of finding out where you are. And remember: this program will not make you taller or better looking, alleviate hangover symptoms, or prevent you from hitting something solid if you ignore the results. Use at your own risk, preferably while (reasonably) sober.

About The Author**Rob Murray**

Avant -

Rob Murray and Debra Zhou are doers currently on the Caribbean coast of Panama aboard Avant, their Beneteau First 435.

Inspiring Offshore Dreams with Music

<https://currents.bluewatercruising.org/article/inspiring-offshore-dreams-with-music/>



After the summer rendezvous, I (Anita) commented that sing-a-longs lacked printed out words, except for the non-nautical songs that we used. Copyright issues were cited as a problem for not having printed words of nautical songs. I decided that if I could write our own Bluewater-themed song, we could print it and not have to worry about copyright restrictions. So, while on watch returning home from that rendezvous, I wrote a song. My daughter took those words of mine and sent it through AI to put it to music.

I have shared it with some Bluewater Cruising Association (BCA) members but would like everyone to be able to access it, so Jay has posted it on our [YouTube channel](#).

The words I chose were because I have heard over and over about people who have postponed their offshore sailing, stating reasons like needing to work a few more years to build the sailing kitty, or because of aging parents or grandchildren. The window of time to follow their dream never happened, and now they regret it as they are too old. There is a small window of opportunity to follow your dream. Don't put it off. I hope that my song will be an inspiration to all dreamers, to get out there now and live

your dream. The song states the values of our BCA club, and how the club helps us to learn, through its excellent educational component. I hope this song can encourage more of those members dreaming and wanting to learn how to fulfill their cruising dreams.

I presented the song at the Montague rendezvous, with the help of Heather Marshall's sound system. Thank you Heather. I presented this as my gift to Bluewater Cruising Association. Please feel free to use and share this inspirational song for the purposes of promoting BCA and helping people to realize their cruising dreams.

The chords are shown in the image and all of the lyrics are written below.

Verse	Chorus
<i>C</i> <i>Am</i> There's so much world out there to explore	<i>F</i> <i>G</i> <i>C</i> Sail that warm tropical breeze
<i>C</i> <i>F</i> <i>G</i> You think that you have time galore	<i>F</i> <i>G</i> <i>Am</i> Why stay here in the winter and freeze
<i>Am</i> <i>F</i> But you're not getting any younger	<i>F</i> <i>G</i> <i>C</i> <i>Am</i> Haul up the anchor and sail today
<i>F</i> <i>Dm</i> <i>G</i> <i>C</i> Better sail now and feed your hunger	<i>Dm</i> <i>G</i> <i>C</i> Haul up the jib and sail away
Ohhh...	

Chords for the 1st verse and chorus for the song "Sail Away"

Sail Away

There's so much world out there to explore
You think that you have time galore
But you're not getting any younger
Better sail now and feed your hunger

Ohhh....

[Chorus]

Sail that warm tropical breeze
Why stay here in the winter and freeze
Haul up the anchor and sail today
Haul up the jib and sail away

[Verse 2]

Don't live to regret and do not bail
Grab your chance today and just set sail
Don't put it off for another day
Don't lose that window to sail away

Ohhh....

[Repeat Chorus]

[Verse 3]

Bluewater Club will help you to be
All you can and ready for the sea
Learn from others who've done it before
Don't waste your years here on the shore

Ohhh....

[Repeat Chorus]

[Instrumental Solo]

[Verse 4]

Build up your courage and set sail now
Bluewater Cruising will teach you how
No more excuses just seize the day
Hoist up the jib and sail away.

Ohhh....

[Repeat Chorus]

Oooo.....

[Repeat Chorus]

Haul up the anchor and sail today...

Haul up the jib and sail away!

About The Author

Jay and Anita Bigland

Karina C -

Jay and Anita Bigland have been sailing the British Columbia coast for 35 years in various power and sail boats. Jay retired from a 33 year career as a teacher in 2007. After joining Bluewater Cruising Association in 2007 they sailed their Spencer 35 to Mexico and enjoyed 5 seasons on the Pacific coast of Mexico. In 2015 they returned to Canada and enjoy the British Columbia coast on their beloved Karina C.

An Invitation to Join the Vancouver Island Fleet of 2026/27

https://currents.bluewatercruising.org/news_post/an-invitation-to-join-the-vancouver-island-fleet-of-2026-27/



We are happy to announce that the first meeting of the VI Fleet of 2026/27 is **Saturday October 3**. Fleet membership is very beneficial if you are planning to go offshore in the next couple of years or if you are curious about how you might take that big step. The earlier you get started on the prep, the less busy you'll be in the final countdown to casting off.

Objectives of Fleet

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. But, perhaps the most important objective of the Fleet is to get to know other members who are going offshore or who already are offshore – people you will meet in foreign ports, people who will happily help each other out in times of difficulty, people who you will become long-time friends with.

How is Fleet Structured on Vancouver Island?

This year the VI Fleet will focus on organizing in-person social get-togethers once a month – dates and time to be decided at the first meeting. We plan to book some boat visits in the spring.

For those who are interested, the first VI Fleet social meeting will be in Victoria on Saturday, October 3, 1400-1700h (address to be forwarded to those who RSVP). This will be an opportunity to talk about what your offshore preparation priorities are so we can plan our Fleet activities for the season, followed by coffee/tea and goodies. Opportunities for social times like this are essential and help make the Fleet special. They provide an opportunity to get together with like-minded people sharing ideas, learning together and getting to know one another.

There is no charge to attend VI Fleet this year.

Please RSVP to VI Fleet Coordinator [Campbell Good](#) if you would like to attend, if you have any questions about the Fleet or want to know how you can get involved.

About The Author

Campbell Good, VI Fleet Coordinator

AKIRA -

Campbell has extensive offshore experience, sailing to the South Pacific in 2006, returning to Victoria in 2011, aboard his previous boat CAMDEBOO. He has since crewed for and/or mentored other BCA members in the Mediterranean, Mexico and most recently from Victoria to Cabo San Lucas MX. A BCA member since 2003, Campbell became VI Fleet co-coordinator in September 2023.

Vancouver Fleet 2026/27 Invites You to Join

https://currents.bluewatercruising.org/news_post/vancouver-fleet-2026-27-invites-you-to-join/



To all members of BCA! You are invited to join the Vancouver Fleet of 2027, which runs from September 2026 through June 2027. Depending on interest, we may host hybrid meetings, with both Zoom and in-person available at each session. Meetings will be on the last Wednesday of every month, except for December.

The first meeting will be at Spruce Harbour Marina on September 30. Please note that this is a change from the usual location and that subsequent meetings will be at the Scottish Cultural Centre. The meeting will include introductions, a little about your vessel (or dream vessel), your experience and your goals. We'll also explore the subjects that would be most valuable to you throughout the 2026/2027 sessions.

Fleet is an opportunity to build both relationships and knowledge. Whether you are interested in exploring coastal waters or heading offshore, having a community to learn with and reach out to, enriches the experience and helps build confidence.

Mark your calendars, bring your enthusiasm and take advantage of the opportunity to listen, learn and share.

How to Join

BCA members can join the Vancouver Fleet by registering and paying the Fleet fee of \$50 on the BCA website – click [here](#) (you will need to sign in). The single fee covers the boat and all crew. If you are part of another BCA Chapter and would like to join us remotely, send me, Rhonda Schuller (fleet coordinator) an [email](#). Zoom will be available.

If you are not a BCA member, consider joining our association! Not only will you be able to join a fleet group, you will get other benefits such as member-pricing on educational courses. We'd love to welcome you aboard!

Date, Time and Location

- September 30, 2026, at 1930h (first meeting)
- Spruce Harbour Marina, 1015 Ironwork Passage. Parking lot (pay parking) is on Leyme Mills Road.

About The Author

Rhonda Schuller

Brine -

Rhonda lives aboard her 39ft Hans Christian, Brine, at Spruce Harbour Marina. In 2017 she crewed aboard Shamata, a Discovery 47' Sloop, sailing from Mexico into the South Pacific. She later rejoined Shamata in Tahiti, crewing back home to Vancouver. Rhonda started sailing on a 35ft Panda. During COVID she circumnavigated Vancouver Island with a friend. A few years later she upgraded to BRINE, which she often single hands. Rhonda has been an active member of Bluewater Cruising Association and has worked to support Fleet, Education and other programs over the years. She brings a wealth of knowledge, experience and common sense to Fleet.

BCA Cruising, Perpetual And Service Awards Open For Nominations And Applications

https://currents.bluewatercruising.org/news_post/bca-cruising-perpetual-and-service-awards-open-for-nominations-and-applications-2/



It is time once again to recognize our members' significant cruising achievements and our long-serving volunteers. Ever since the first awards were presented in November 1978, BCA has taken time to acknowledge our members who made it out onto the deep blue seas and the watchkeepers who helped along the way.

Think about your own sailing / crewing / volunteering experience this past year and what your BCA friends have been up to:

- Are you a BCA Dreamer who has cast off in the past few years to become a Doer?
- Have you completed a coastal 999 NM harbour-hop voyage, to Mexico, perhaps?
- Have you just returned from offshore or completed an offshore passage?
- Did you participate in an offshore race to Hawaii, for example, or the 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 those questions, now is the time to act. Your own cruising accomplishments deserve recognition and celebration, and the greatest compliment you can pay to a fellow BCA member is to put them forward as a nominee.

Nomination / Application Process

If you think you are eligible for an award, or know someone who is, contact David Mitchell, BCA [Past Commodore](#). Include the following information in your email:

- Award being applied for
- Name(s) of the nominees
- Boat name (if applicable)
- Qualifying details

A short description of the BCA awards can be found in the 2026 Member Directory, pg 10. More detailed information, including qualifying criteria and the nomination process, can be found on the [BCA website](#).

Nomination Deadlines

Deadline for Cruising and Service award nominations is **Oct 18, 2026**, to allow time for production and delivery of the physical awards. Deadline for Perpetual award nominations is **Nov 7, 2026**.

Award Presentations

Awards will be announced at the AGM/Awards ceremony in December and presented at the Chapter December club meetings. We look forward to celebrating your accomplishments and adventures!



About The Author

David Mitchell

Salt -

David is a dreamer who is planning to begin his offshore adventures in 2024. However, he is no stranger to the sea. His career in the Royal Canadian Navy reached 34 years in March 2021. Upon retirement, David and his partner in life and adventure, Trina Holt, plan on cruising the world. Time will not be rushed for this couple as they, likely, make their way through the many local spots and up to Alaska. Eventually, SALT will carry David and Trina south and onward with the winds.

David's volunteerism within BCA started quite quickly. He had committed himself to the position of Vancouver Island Vice Commodore prior to the end of his first year as a BCA member. After cutting his teeth in the VI Chapter he took on the role of Bluewater Cruising Association's Commodore, where he sits today. David often states, "It is never too early to take on a position within BCA. In fact, it enhances the experience and increases your level of preparedness for offshore sailing."

David and Trina are extremely happy living on SALT, which they purchased in February of 2020.

Vancouver Hybrid Club Night: Emission Impossible

<https://currents.bluewatercruising.org/event/vancouver-hybrid-club-night-emission-impossible/>



We are seeing more and more electric cars on our streets. Why not throw out the stinky diesel in our boats and sail cleanly and quietly?

We will look at motors and batteries, (re-)learn the physics of electricity, design electric boat powertrains and check out electric boats on the market. We will find out that it can definitely work but we'll also have to discuss some challenges for the typical Pacific Northwest boater, especially as charging the batteries is involved. Will breakthrough inventions – which are in the news every day – overcome those challenges?

The answer to the question “is our next boat going electric” is ... “it depends”. You will understand why, what, how and when. And, as physics are the same for boats and cars, you may even learn something for your next car purchase.

Presenter

Andreas Truckenbrodt lives in Nanaimo, is a member of the Vancouver Rowing Club and the Gulf Yacht Club and the secretary for the Council of BC Yacht Clubs. He was responsible for electric, hybrid and hydrogen fuel cell cars at Mercedes-Benz.

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

Hybrid Meeting Format

In-Person Attendees (Check-in and pay cash at the door):

- **Doors open:** 7:00 pm, meeting starts at 7:30 pm.
- **Cost:** \$5/Members, \$10/Non-Members.

Virtual Attendees via ZOOM:

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.

- **Virtual doors open:** 7:00 and meeting starts at 7:30.
- **Cost:** Members – \$5.00 per connected device; Non-Members, \$10 per connected device, payable online (see link above).
- **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 Vancouver Chapter is unable to deliver the Club Night via Zoom.

About The Author

Heather Marshall

Mischief -

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 Mid Island Club Night: Terror to Tranquility - Sailing in Patagonia

<https://currents.bluewatercruising.org/event/vi-mid-island-club-night-terror-to-tranquility-sailing-in-patagonia/>



Set sail with Karina McQueen and Gary Peacock as they share the somewhat unexpected journey that took them far beyond their original dream of reaching New Zealand and deep into the wild beauty of Patagonia and Tierra del Fuego. What began as a single sailing season in Chile stretched into 6 ½ years aboard ***Sea Rover II***, where each day balanced challenge with breathtaking reward.

Don't miss this captivating account of resilience, discovery, and the awe-inspiring landscapes at the bottom of the world.

Presenters

BCA members Karina McQueen and Gary Peacock set sail from Vancouver aboard ***Sea Rover II*** in 2014. For the next three years, they explored the Sea of Cortez and the Mexican Riviera before making their

way to Valdivia, Chile via the Galapagos and Easter Island in 2018. Over the following 6½ years, they cruised extensively along the Chilean coast, before sailing ***Sea Rover II*** back to Mexico, where she is currently in Chiapas.

About The Author

Karina McQueen & Gary Peacock

Sea Rover II -

Karina McQueen and Gary Peacock on s/v Sea Rover II left Vancouver in 2014. They spent the next 3 years exploring the Sea of Cortez and Mexican Riviera before sailing to Valdivia, Chile via the Galapagos and Easter Island in 2018. They are currently experiencing the trials and tribulations (and cold) of high latitude sailing.

BCA Fall Rendezvous

<https://currents.bluewatercruising.org/event/bca-fall-rendezvous/>



Fall is here again and so is the BCA Fall Rendezvous at Montague Harbour hosted by the Calgary Chapter!

The 2026 Fall Rendezvous features the famous Foil Dinner Cook Off BBQ, a scavenger hunt & hike in the park and a bocci tournament. All BCA members are welcome to attend for all or part of the weekend (\$15 per person).

Friday September 18

Gather in Montague Harbour, launch your dinghy and visit some old friends or find some new ones. Please fly your BCA burgee and welcome all boarders.

We will meet on the dock for an icebreaker / happy hour with appetizers. BYOB.

Saturday September 19

0945: Role call from **Up Next** on Channel 68. If already in use look for Doug Cole, Rendezvous host and Calgary Vice Commodore on Channel 69.

1030: Please meet ashore by the public dock at the campground for the scavenger hunt and hike. Clues will be cryptic with a maritime theme. Fantastic prizes for participation.

1600: We will begin gathering ashore at the picnic area above the public dock. In the spirit of truth and reconciliation we will acknowledge the original First Nations of the Salish Sea. The BBQs will be lit around 16h30. We will contact participants after registration to coordinate the dinner menu.

Sunday September 20

1030: Please meet at the field by the parking lot (NW corner of the park, end of Montague Park Road) for a bocci tournament.

Sunday Afternoon: Depart at your leisure. Fair Winds and following seas!

[Registration](#) is now open on the BCA website.

VI South Hybrid Club Night: Sailing Home from Croatia

<https://currents.bluewatercruising.org/event/vi-south-hybrid-club-night-sailing-home-from-croatia/>



Jason and Roberta Bowman had a plan to take a year off work and go sailing. They called it their freedom 50 for a year. Life took a bit of a turn for them and they saw the opportunity about 5 years earlier. So they decided to go to Europe, buy a boat, and sail it home, a bit of an undertaking, but they did it.

Join Jason and Roberta as they share their two-year journey home with us, traveling 17,000 nautical miles from Split, Croatia to Vancouver, Canada, throughout the Med, across the Atlantic Ocean, throughout the Caribbean, through the Panama Canal, down to the Galápagos Islands, north to the USA, and then hopping up the coast, and finally reaching Vancouver.

Please join us for Vancouver Island's first club night of the 2026–2027 season; we look forward to seeing everyone after the summer break!

Hybrid Meeting Format

In-Person Attendees (Check-in and Pay **Cash** at the door):

- Doors open: 7:00 pm, meeting starts at 7:30 pm, presentation to follow
- Cost: \$5/Members, \$10/Non-Members

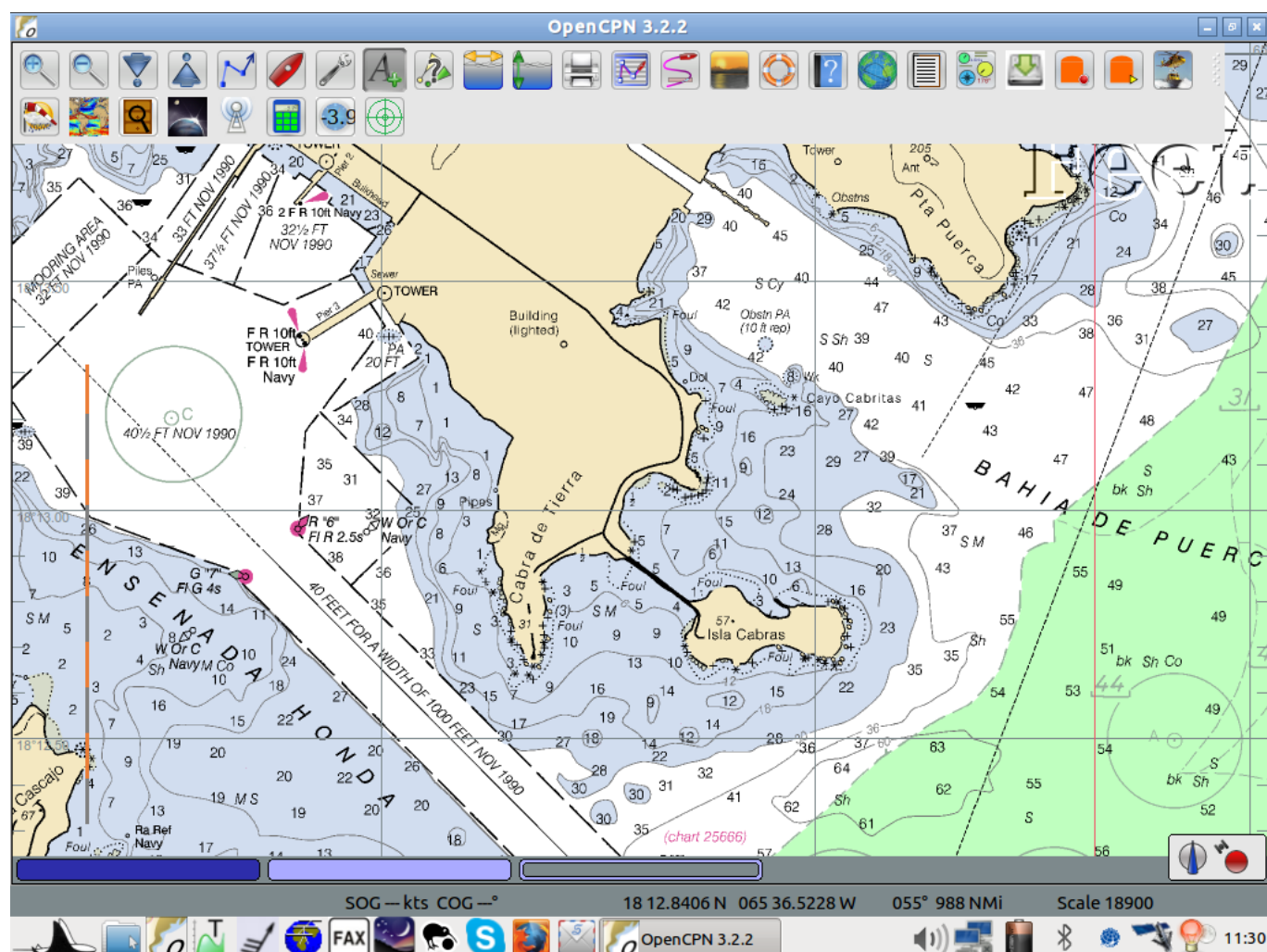
Virtual Attendees: via ZOOM

- After you register, you will receive the Zoom meeting invitation by email. If you don't receive it in a few minutes, please check your SPAM/JUNK folder. If you still don't see it, please [contact us](#).
- Members – \$5 per connected device (if signed in)
- Non-Members – \$10 per connected device.
- If you have any questions, please [contact us](#).

Note to Zoom Attendees: Due to the small cost of virtual tickets, and an equal or greater cost to BCA of issuing refunds, no refunds will be issued unless VI Chapter is unable to deliver the Club Night via Zoom. The Zoom room opens at 7 pm for social time, with the meeting at 7:30 pm and the presentation to follow.

OpenCPN & MB Tile Maps Setup

<https://currents.bluewatercruising.org/event/opencpn-mb-tile-maps-setup/>



Our presenter, Rob Murray has been cruising *Avant* (a Beneteau First 435) for 11 years down the Pacific coast from BC to the Caribbean side of Panama and has taught OpenCPN seminars in the USA, Mexico, El Salvador and Panama. Hundreds of graduates are successfully using the software he helped them get started with to navigate.

We will install OpenCPN and configure it with:

- Charts
- Satellite Charts
- Teach you how and where to get charts
- Teach you how to set the unit up for use aboard ship or at home for navigation and route planning
- Participants will leave with a functioning OpenCPN installation on their PC or MAC ready for use

You will need:

- A PC or Mac computer (PC preferred), a power bar and/or extension cord
- If you have a USB-GPS, bring that as well
- If you don't have one and want to get one, the GlobalSat BU-353N USB GPS Receiver is well reviewed and works for PC or MAC, and is available on Amazon

Attendees are required to bring excellent snacks to share with the presenter and each other!

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About The Author

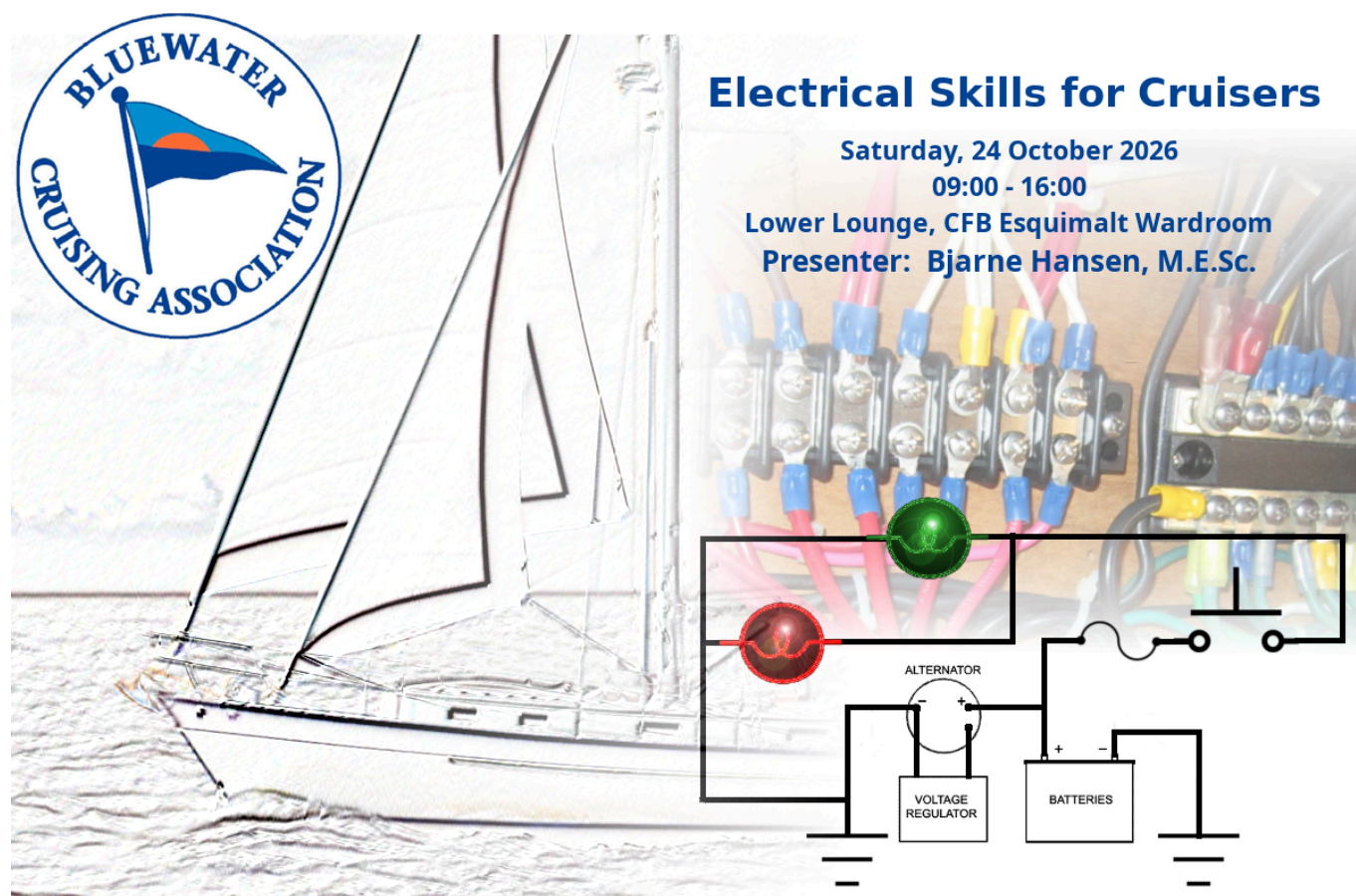
Kit Griffin

SWAN -

Christopher "Kit" Griffin is a retired adventure equipment consultant and photographer living in Vancouver, Canada. He's lived in Australia for most of his life, however his childhood was spent on Vancouver Island as his grandfather (and father) worked for Cable and Wireless until the Cable Station closed in 1959. Kit credits his family and Bamfield for a deep affection for the ocean, diving, and sailing. At the start of 2020 Kit bought SWAN, a Pacific Seacraft 34, in Tahiti which he'll be sailing back to Canada in April 2022 COVID-19 permitting. In the meantime, Kit volunteers for Bluewater Cruising Association in Vancouver Education Watch and sails a Catalina 28 locally.

Electrical Skills for Cruisers

<https://currents.bluewatercruising.org/event/electrical-skills-for-cruisers-12/>



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

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

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

Course Information

This course is intended for any cruising member, not just the skipper, who wants to learn more about electricity and electronics in the boating environment. A non-intimidating lecture with lots of examples will be followed by practical exercises to help reinforce the materials and improve skills.

Prerequisites and Materials

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

About the Instructor

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

About The Author

Brent Alley

Pegasus II -

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.

Power Generation & Storage Systems

<https://currents.bluewatercruising.org/event/power-generation-storage-systems/>



This 3 hour seminar course is for any cruising crew, not just skippers, wanting to learn more about marine systems for electrical power generation and storage.

It focuses on safety, theory, and best-practices to help you understand, select, and troubleshoot the major electrical generation and storage components seen on sailboats. The lecture portion uses slides as well as several show-and-tell items to present the material in a non-intimidating manner with lots of examples.

Particular topics

This seminar will include such topics as solar panels and charge controllers, lead-acid and lithium batteries, alternators, power budgets, measuring instruments, and troubleshooting approaches.

About the Instructor

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

About The Author

Brent Alley

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Currents Bluewater Cruising

The Bluewater Cruising Association

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