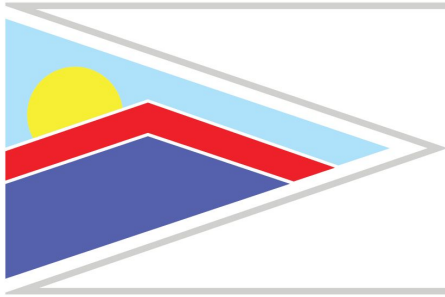


BCNRA



**British Columbia  
Nautical Residents  
Association**

## **Life Afloat**

*The Official Publication of the  
BC Nautical Residents Association*

Number 1, Volume 2  
Fall 2019



*Julie May entering Silva Bay*



## Who We Are...

The Life Afloat is a quarterly publication of the BC Nautical Residents Association.

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Judy Brooks, Cowichan Bay  
Donna Sassaman, Cowichan Bay

The BC Nautical Residents Association was founded in 2010 by a group of liveaboard boaters to encourage responsible living aboard and to find solutions to issues faced by people who live on the water. We are a not-for-profit, volunteer-led organization focused on mediated and cooperative solutions and education for both the liveaboard and non-liveaboard alike.

An individual may not, on their own, be able to effect change in their community, but a united group of people can. The BCNRA's voice is strengthened through building our membership.

The BCNRA's mission statement is to:

- Preserve and support the tradition of living aboard one's vessel
- Promote environmental awareness among liveaboards
- Establish effective communications between liveaboards and non-liveaboards
- Resolve issues of concern to liveaboards
- Serve as a voice for liveaboards regarding activities that affect BC waterways

The BCNRA provides:

- A forum for exchanging information and tips and tools
- Directors who will work with you to find solutions to issues in your area
- A website that is constantly updated with news and views
- A quarterly newsletter, with contributions by members all along the BC coast
- An Annual General Meeting, where you meet other members, elect the Board of Directors, and get an update of what the BCNRA has been involved with over the past year

Membership is open to all BC liveaboards: fresh or salt water, tidal or non-tidal, sail, power, or float home.

Code of Ethics:

The Directorship of the BC Nautical Residents Association believes in the rights of all and in the events of conflict, that peaceful resolution is possible.

Subsequently, our directors are required to abide by our code of ethics, which can be found at:

<http://bcnr.org/about-us/directors-code-of-conduct-and-ethics/>

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## Life Afloat Issues and Deadlines

Issue	Months	Deadline
Fall	October/Nov/Dec	September 1
Winter	Jan/Feb/March	December 1
Spring	April/May/June	March 1
Summer	July/August/September	June 1

### Mailbox – Comments from readers

*Amanda Glickman, Papa Rumba*

*The periodical is designed by and for liveaboard sailors and those who support the passion to live on their vessels afloat. The Mailbox column is intended as a space to share what is happening in your community, corrections and updates to information we put here in print. At BCNR, we foster an environment of respect and courtesy. Please be respectful to readers and those you may name in your comments. The Editors reserve the right to edit or exclude material deemed inappropriate.*

## From the Editors' Desk

*Amanda Glickman, Papa Rumba & Donna Sassaman, Alia*

Summer's over and fall is here, along with the second issue of *Life Afloat!* What did you do on your summer vacation? Did you go cruising and where did you get to? Or did you have projects and commitments that kept you at the dock?

The editorial team's summer was busy. Amanda and her husband Barry hosted two pig roasts in August – one a fundraiser for the local Lovefest Festival and the second a rendezvous for Bluewater Cruising Association members. Donna and her husband Bill were fully ensconced in 'Plan B' mode, thanks to their old and reliable anchor windlass finally packing it in, as well as appointments and family commitments.

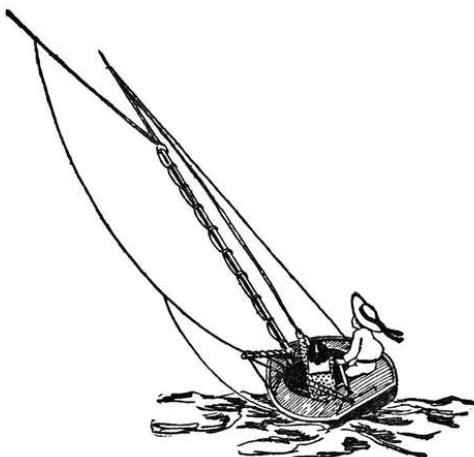
On the subject of rendezvous, what do you think of the idea of a BCNRA rendezvous in 2020? Would you attend? Please let the directors know by emailing [feedback@bcnr.org](mailto:feedback@bcnr.org) this month – absolutely no commitment required on your part at this stage; we're curious about the level of interest among the membership. Thanks!

This publication is by and for our members. So, please submit articles! You'll find the submission guidelines on page 5.

One topic we'd like to explore in the next issue is winter aboard. How have you made your boat or floathome comfortable during the winter months; e.g., heating system, insulation, floor covering, and/or window treatment? Do you stay aboard all winter or are you a snowbird for all or part of the season? In what activities are you engaged during the cold and dark part of the year that you aren't during the warmer months?

The deadline for the winter issue of *Life Afloat* is **December 1st**. We look forward to receiving your stories, articles, and photos!

Fair winds,  
Amanda, Editor  
Donna, Assistant Editor



### **Photos Wanted!!**

In search of stories and photos for *Life Afloat!* If you have stories, experience, knowledge, updates, or any hints and tricks to living aboard, we would love to hear from you!! Only have photos? We'd love to see them! Especially pertaining to the nautical history of this coast and how it pertains to those of us who love to live on the water.

Please send any materials to your Editors at [feedback@bcnr.org](mailto:feedback@bcnr.org).

## Submission Guidelines – Text and Photos

Please email your articles and photos as separate attachments to the editors at [feedback@bcnr.org](mailto:feedback@bcnr.org). Following the guidelines for text and photos (described below) will make the editorial team’s job easier. Thanks!

### Text Guidelines:

1. Please do not format your story. Simple text in Word is easiest to edit. That means: single-spaced; no indentations at the beginning of paragraphs; no hard returns, except at the end of a paragraph; and no fancy word art.

2. Please include a short ‘bio’: your name (and partner’s name, if applicable); boat name and type (e.g., Ballerina, Canoe Cove 41; Tap Dancer, Beneteau 33; Home Sweet Home, float home); your home port; and how long you’ve lived aboard (full or part time). We’d also appreciate an author photo!

### Photo Guidelines:

Photographs enhance stories and provide detail in technical articles. We like photos!

1. Featured image (the ‘cover’ photo for the article) should be in a 4:3 ratio – ideally 1200x900 pixels – and minimum 800x600.

2. Author images should be square, ideally 600x600, and minimum 400x400 pixels.

3. Images within the article should be square or landscape format, not portrait, and a minimum 800 pixel width.

4. Jpeg (.jpg or .jpeg) is the preferred format for all photo submissions.

5. Please send images as separate attachments (i.e., not embedded in your article). In your article, include instructions about where to place the images. For example:

After thoroughly researching our options, we chose a float home. Liz and I envisioned a garden afloat! Insert image: Float home with garden deck.jpg

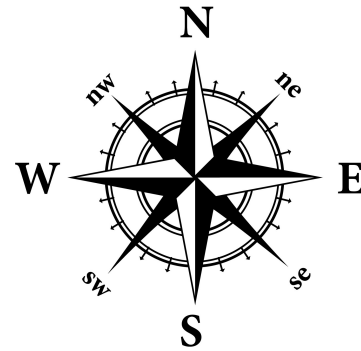
6. Please include a brief, descriptive caption for each image (who, what, where, when). For example:

After thoroughly researching our options, we chose a float home. Liz and I envisioned a garden afloat! Insert image: Float home with garden deck.jpg. Caption: Liz and Rob’s garden comprises six large containers for herbs, salad greens, squashes, root crops, and flowers.

Thank you and fair winds,

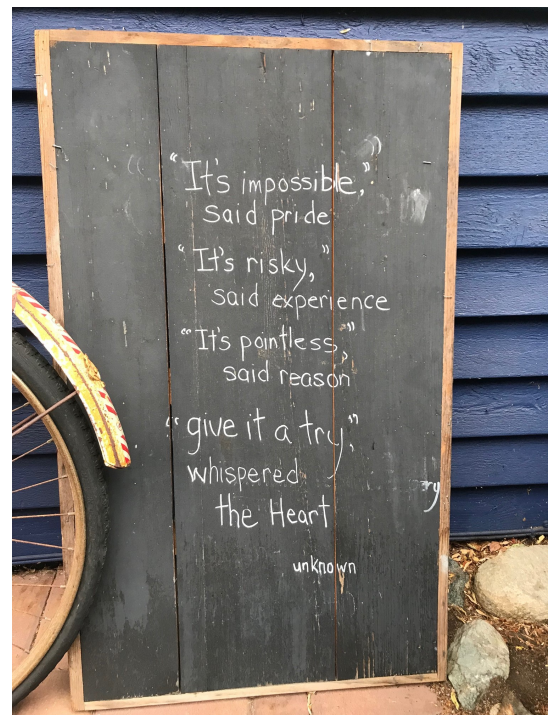
Amanda, Editor

Donna, Assistant Editor



Got a story to tell? Please share with us!

They say the best way of learning is from experience... here's a chance to share all those tidbits of knowledge you've gained over the years, living aboard, messing with boats, fixing and playing. Our main goal is to share knowledge, experience and current events. Photos appreciated along with a short biographical so we all know who you are!!



## The Isle

*Adam Bishop, Petrel*

A strong Southeast wind was blowing in a clear blue sky when word came that vessels were on offer for labor. A soul had passed, leaving two commercial fishing boats abandoned and anchored off a remote island. Family from afar wanted the mess removed from 25 years of life spent in solitude with no bills attached. The only assets were the two old boats and a score of refuse to be disposed.

The procrastinators procrastinated while the deliberators deliberated but a couple of desperados jumped into action and sped out in an old Boston whaler rip-off with an ancient Yamaha 60-hp, two-stroke Enduro, surfing down the waves.

We hauled all the refuse upon her decks and roof from the island squat and hand-hauled the 66-lb anchor with sweat pouring and hearts pumping. The wind was too strong to get her home that late evening so we set off on a rolling downwind course to secure her at a safe location, praying the ol' Yammie would not fail us at this critical moment. Bashing back to windward after the madness of the impulsive move, concerns set in, but the ol' Yammie stayed true and we made home port – beaten, dirty, and exhausted – to collapse into bed.

Beneath all the rifled-through belongings and a score of accumulated garbage were many treasures for sea dwellers, useless to land folk. But the true treasure was a shiny 6-cylinder Ford commercial diesel, which was rumored to be functional. The clean oil was a good omen.

A solo 4:30 a.m. start the next day in my little ex-navy launch with its 4-cylinder Ford engine of the same vintage brought me alongside in a couple hours, strapping on and pushing us home before the winds got back up again.

Now the real work could begin. The disposal of a truckload of refuse and pumping out of hundreds of gallons of water to see what madness I had really brought back. Once a commercial salmon troller, this old double-ended wooden boat had been meticulously fibreglassed over, all the gear was aboard, and under the filth and grime, a silk purse began to appear from the sow's ear.

Some car batteries were attached and the motor sprang to life in the first seconds of cranking and settled down to a quiet healthy purr. Good vibes, man.

Two bundles of shingles, remnants of a previous build, were just enough to cover the flaking paint on her cabin sides and add character and insulation. A festering fish hold was cleaned out and became a useful garage for sea objects. And once all the interior woodwork was re-stapled into place, the ol' gal took on a new appearance.

A young female sailor stepped aboard (my daughter) and took an instant liking, so out came the shop vac and paints and a new owner who wanted to take the project to the next level and make a cozy cabin for herself for the summer. With bright light from the numerous windows and standing head room for a 6-foot girl, it made all the previous efforts worthwhile. The rotten boom was replaced with a new one found while beachcombing and once all the deck gear was removed and decks cleaned, we strung a hammock under a new tarpaulin, for lounging in cool shady comfort on those hot summer days.

Gravel ballast was replaced with potable water storage and other heavy items for mooring vessels and as the paints went on, a once dirty unwanted liability became a pleasant human habitable asset.

The transmission needs to be fixed but a replacement will turn up (a Borg Warner velvet drive) as just about every item needed for this ol' gal has come forth miraculously thus far without any need of funds. A once proud fish hunter / prawn puller, she is grateful to have been saved and we are grateful for the opportunity to have saved her.

Living upon an island where land prices are too high for working people to afford, *The Isle* is truly a little island of her own and can travel to and fro if need be, providing valuable sea estate and living quarters to those who would otherwise be homeless. She's another *Ark* in mini-form; 36 feet of safe haven from the imposition of economic slavery. She's another gift of the sea, a place where a free soul can be. And in time, with some more work, she can feed a few families in times of economic downturn.

Authors Bio: Adam Bishop, Petrel

Adam lives aboard the *Ark* on Gorge Harbour, Cortes Island. A long time sailor with a love of writing, he can be seen sailing his cutter, *Petrel*, on those leisurely afternoons when there is but a breath of air.



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## Library - Books for Liveboards

*Amanda Glickman, Papa Rumba*

### **The Voyager's Handbook**

A well thought out reference for living on a mobile platform in the ocean with limited space.

Recommended by: Amanda

### **Living Aboard: The Ultimate Guide to Life on a Boat**

This is on my reading list...

Recommended by: Amanda

### **The Essentials of Living Aboard a Boat: The Definitive Guide for Liveboards**

Mark Nicholas

A fun book to read written by a lawyer on the East Coast of the US. Full of good bits of information

Recommended by: Amanda

### **How Boat Things Work: An Essential Guide**

An awesome intro book, full of diagrams.

Charlie Wing

### **Boatowner's Mechanical and Electrical Manual**

The definitive guide for the "do-it-yourself" boat owner.

Nigel Calder

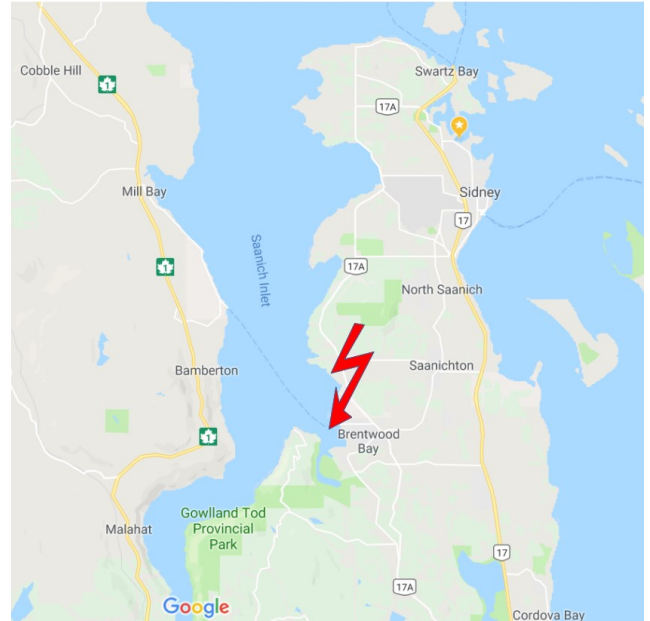
## On the Coast - Brentwood Bay

Ken Lund, *Full Circle*

*Editor's Note: The "On the Coast" column looks at what is happening in different communities along the BC coast. Please let Ken know if there are or have been issues in your community and how you are dealing or have dealt with them. You can reach Ken at [ken\\_lund@bcnr.org](mailto:ken_lund@bcnr.org).*

In late 2017 the District of Central Saanich entertained a proposal to limit the amount of boats that could anchor in Brentwood Bay. There had been complaints from upland owners about the number of boats that were anchored or moored in the bay and the number of boats that were of concern for being in a neglected condition. There was also concern raised about water quality in Brentwood Bay and some had attributed this to liveaboard boaters.

A group calling themselves the Brentwood Bay Open Moorage Advisory Committee (BBOMAC) was tasked with advising the Central Saanich council of the Brentwood Bay Management Plan and to promote and foster community awareness of the plan. This Advisory Committee comprised primarily upland owners around Brentwood Bay and none of the boaters or liveaboards in the bay was aware of its existence until a few months after it was created and decisions had already been made. The objective was to manage Brentwood Bay in a way that ensures all residents (liveaboards and on land) can enjoy the bay as well as any visitors to the area. The BBOMAC was headed by Ruth Malli working for Central Saanich in Special Projects. Ruth Malli had earlier worked for Ladysmith for several years and had tried but was unsuccessful in removing liveaboard boaters in an area of Ladysmith. They had attempted to remove the boaters through a municipal bylaw.



The BBOMAC proposed securing an area of the seabed from the Province of BC by means of a Licence of Occupation (LOO). It appears the group was following the model used by Bowen Island. The area proposed was about 73 hectares, a substantial amount of Brentwood Bay used by boats on moorings or at anchor. The proposal was that all vessels and moorings within the boundaries of the proposed LOO would need to register, comply with certain conditions, have proof of Protection and Indemnity Insurance, and pay an annual fee to the district to remain anchored or moored within the boundaries of the proposed LOO. The plan would have existing boats paying \$200 per month to use their own mooring that they had already paid for to have installed.


One boater estimated there were 92 boats in Brentwood Bay either at anchor or on a mooring at the time of the proposal. Another report listed 120 moorings in the bay, 40 with no boats on them and 80 with boats attached. The Central Saanich plan would be for 40 moorings placed inside the LOO and that if the number of applications was greater than the moorings that consideration would be given to longer term occupants. It was reported that only 10 boats were full time liveaboards at the time. This plan would effectively have about 52 boats removed from the Bay. At a public meeting in late 2017, verbal assurance was given that the existing liveaboards would be given priority for moorings. As there were several conditions that needed to be met to have an application approved, they would still be at the mercy of the District to be considered to stay in Brentwood Bay.



The proposal met with strong resistance from some of the boaters in Brentwood Bay who would be affected by these changes. A number of them organized to protest the actions. These boaters came together as a community and held a number of meetings to discuss their path forward. They formed the Brentwood Bay Marine Community Society.

Communication between the District and the concerned boaters seemed to be lacking at first. The boaters soon made their concerns known with the District that they were opposed to the LOO. After the district submitted their LOO to the Province of BC, the boaters submitted their own competing LOO to the Province. This community of boaters went on to perform a number of actions to improve Brentwood Bay. They have supplied garbage bins ashore for use by their boaters, responded to a number of incidents where another boat was in distress, performed water quality testing, cleaned up the beaches nearby, and taken washed-up debris to the landfill.

The District had been looking at having a contractor supply the services of overseeing the LOO and mooring area and collecting mooring fees. The Brentwood Bay Marine Community continues to act in an environmentally-friendly manner, and as responsible boaters, and to date the LOO for Brentwood Bay has not been obtained.

	<p><u>Author's Bio</u> - Ken Lund, <i>Full Circle</i></p> <p>Ken was born in British Columbia and has spent the majority of his life either on or near the waters surrounding Vancouver Island. He now calls Nanaimo home. Ken has been a part time liveaboard first with the 54' <i>Viking 1</i>, a converted fishboat that he operated as Viking Adventure Tours along the coast for several years and currently the <i>Full Circle</i>, a 34' cutter-rigged sloop. Ken has been a director with BCNRA since 2012 and cares about all of the many liveaboard boaters on this coast.</p>
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<p style="text-align: center;"><b>Coast Guard issues warning on charging phone batteries after California boat fire</b></p> <p>The fire that took 34 lives aboard a dive ship may have been associated with charging of cell phone batteries. The story can be found at:</p> <p><a href="https://www.usatoday.com/story/news/nation/2019/09/12/coast-guard-warns-charging-phone-batteries-amid-california-boat-fire/2297964001/?fbclid=IwAR0BzBh9uHV389H0NRvvQB2D_9r4NemGmUprnvEy_zU1wyTK3Ry9qSvIL-Q">https://www.usatoday.com/story/news/nation/2019/09/12/coast-guard-warns-charging-phone-batteries-amid-california-boat-fire/2297964001/?fbclid=IwAR0BzBh9uHV389H0NRvvQB2D_9r4NemGmUprnvEy_zU1wyTK3Ry9qSvIL-Q</a></p>
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<p>What is 'In the News' in your area? Please share your news items by emailing them to <a href="mailto:feedback@bcnr.org">feedback@bcnr.org</a>. Thank you!</p>
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## ***Julie May, Summer 2019***

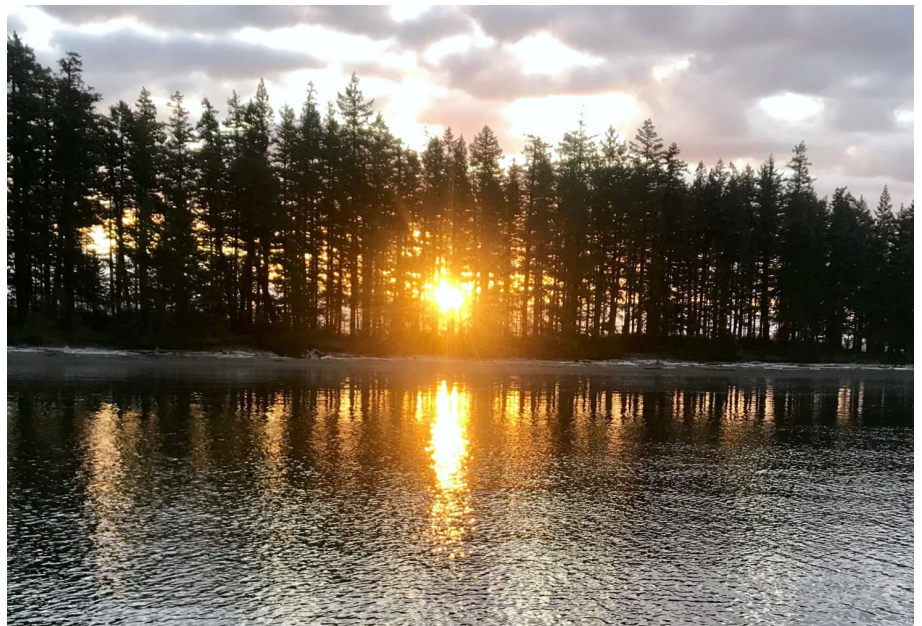
*By Rick Schnurr aboard the **Julie May***

Living aboard a boat creates a unique headspace in the minds of the crew. This past spring, in May, we decided to move our more-or-less permanent moorage from Canoe Cove in North Saanich to Cowichan Bay Marina in – of course – Cowichan Bay. To make a longer story short, we were feeling the need for some kind of dramatic change. So dramatic in fact, that at one point we were considering moving ashore to an off-grid Gulf Island. However, sanity prevailed, and we opted to move **Julie May** to a new community. In effect, **Julie May** now had a new ‘home’. And it’s this mindset of ‘home’ that becomes unique to those of us who live aboard, because when we actually think about the subject, no matter where the boat is located, as long as we are aboard, we are always home.

While tied up in the marina, life takes on a more normal appearance, with regular trips to the grocery store, doctor’s office, hairdresser, visits with friends, and generally more ‘normal’ activities – routines we associate with being at ‘home’. This is why we love to desert the marina and our shore-side routines for two or three months in the summer to go exploring the BC coast in **Julie May**. There is a completely different feel and rhythm to our lives when we are away from our ties to shore and living from moment to moment on the boat. Then our attention is taken up with engine sounds, equipment functioning (properly), weather reports, tide changes, locating favourable anchorages, wildlife interaction, exploring the shoreline by canoe, hiking, cooking, looking forward to happy hour, reading new books, and talking together. Our focus and attention is directed both inward and outward in the moment and space in which we exist. While there is a lot to see and experience, there is so much less to be distracted by.

In past summers of exploring the coast, we have often had goals to guide our direction and progress. In this summer of 2019, it evolved that the crew of **Julie May** really had only one goal on the horizon, and that was to meet up with kids and grandkids on Quadra Island in mid-August. That left all the rest of our time to ... just do what we decided to do each morning. That became an expansive experience of freedom and allowed us to do stuff and experience things we had not ever considered. It resulted in far less traveling (fuel saving) and far more in-depth experiencing of those places we were in and people we were with. It also gave us the opportunity to change plans on a whim and do something else completely different.

We took on guests in Lund and introduced them to the beauty of Isobel Bay in Okeover Inlet, where we made fabulous meals, read, talked a lot, laughed a lot, swam in the warm water, and ate more fabulous meals. After returning our guests to Lund and partaking in one more of Nancy’s Bakery cinnamon buns, we nestled into Roscoe Bay, gloried in the sun, and swam in Black Lake for days. We were grateful for the respect that other boaters had for each other in Roscoe Bay, as there were upward of thirty-plus anchored boats in there but each able to



*Sunrise at Rebecca Spit*



*Driftwood Sasquatch, Quadra Island*

experience its own bit of paradise. Upon leaving Roscoe Bay, Refuge Cove became a pit stop to provision and do laundry. But what a huge contrast to Roscoe Bay! Refuge Cove was a welter of activity with boats and airplanes coming and going from dawn till dark. There was a constant multi-boat lineup for the fuel dock and the beer sales at the general store would have made any shopkeeper smile. We could and did anchor out in the bay, making multiple trips to the dock in the dinghy for propane, groceries, and laundry.

For twenty-five years, Jude and I had lived on Quadra Island and I had a lot of experience with the waters around Cortes Island and Desolation Sound. For that very reason, we have avoided cruising there in past years during the busy summer months. However, this summer, with the advantage of our morning-to-morning decision-making routine, we

allowed ourselves the opportunity to re-explore some of those places I had loved so much in years past.

A favourite memory of mine was Mansons Landing on the west side of Cortes Island. We would sail there with my kids and the Kask family back in the '80s to play on the beach and walk to Haig Lake for a swim. This year we 'discovered' the Friday farmers market and the Mansons Organic Food Co-op. A beautiful woodland trail led from the government wharf in the bay to the town centre of Mansons. The trail was built by Cortes Island school children. If you felt the need to go to market by road, you would not get more than 50 metres away from the parking lot before a local would offer you a ride. This was much appreciated as I was walking back to the wharf loaded down with backpack and bags of groceries. No need to go anywhere else in the Desolation Sound area to provision. The anchorage and paddling are lovely as well.

Near to Mansons Landing live our friends Amanda and Barry Glickman on the south shore of Gorge Harbour. So, a visit to Amanda and Barry was a must. While taking in their amazing off-grid life, they told us about having volunteered to provide a pig roast at the annual Cortes Island Love Fest to be held at the Linnaea Farm School. I thought, "Love Fest? Cortes Island? Linnaea?" Amazing! I thought all those folks were dyed-in-the-wool vegan vegetarians. Amanda was worried that they were not going to have enough help to pull off this event. Well, we weren't committed to anything else in the near future, so we decided to come back to Gorge Harbour a week later and help out. It sounded like fun and would undoubtedly be interesting. So, after a few days of anchoring off Shark Spit on Marina Island, encountering dolphins harassing humpback whales near Quartz Bay, listening to humpback whales



*Barry and Don serve the pig at Love Fest*

breathing outside of Carrington Bay (one of our most favourite anchorages), an all day journey up towards Church House to find enough wifi to be able to download library and Kobo books and communicate with the kids, followed by a glorious two nights' stay in Francis Bay, we returned to the Gorge and The Pig.



*Observing whales around the Discovery Islands*

Well, let me tell you if you have never had the experience of preparing and roasting a seventy-five pound pig, your life is not complete. The pig had been brining in the Glickman's bathtub for about a week (be sure to ask which tub if you ever find yourself an overnight guest). The day before we were to be serving pig at the Love Fest, nine people gathered to prep the pig. We rubbed the body cavity with spices, stuffed sausage and pepperoni into three chickens which Amanda then sutured into the body of the pig. Don and Barry injected the pig with a huge syringe full of apple juice and other spices. Once prepped, the pig was skewered on a seven-foot-long steel rod and held in place with S/S gear clamps. A procession ensued with the skewered and spiced pig carried from the house down to a barge tied to the dock on which there was a very large barbecue. A fire had been started with maple, alder, and fir firewood and the pig was placed above the fire.

As we were to be serving pig to Love Fest Cortesians at noon the following day, this meant that we would be cooking the pig on the BBQ all night long, rotating it on the spit every fifteen minutes. Needless to say, this process required a bit of beer. All went well through the night and by 7:00 AM the pig was done. Now all we had to do was transport the whole operation to Linnaea Farm. By skiff and pickup truck to Linnaea, we transported 75 pounds of well done pig, four gallons of potato salad, half a Rubbermaid tote of coleslaw, a



*Yum, Chanterelle mushroom burgers!*

couple gallons of bean salad, two large jugs of iced tea, and three large strawberry/rhubarb pies with whipped cream. The Love Fest was a hoot. If you ever want to go back and experience the '60s and '70s, be sure to find yourself on Cortes Island during one of these events. And, oh yes, we had just the right amount of food. Everyone was fed – they were enthusiastic pig eaters! – and we had no leftovers to bring home.

Following our pig roast adventure, we again cruised up the east side of Cortes Island. There are many humpback whales in the waters around Read, Cortes, Marina, and Quadra Islands. Adjacent to Quartz Bay, we



encountered a large group of very active dolphins. As we got closer, we realized that there were also two humpback whales, possibly a mother and calf, who were literally being harassed by the dolphins. The dolphins would swim, jump, dive, and splash all around the whales, and then charge off at high speed only to return as quickly and take up harassing the whales again. A nearby whale-watching boat operator said it may have been fun for the dolphins but was more like us being swarmed by annoying flies to the whales. As the day wore on, we had to leave this scene and thread our way into Von Donop Inlet, where we anchored in peace and harmony for two nights. A beautiful trail leads to a 5-kilometre hike to Von Donop Lagoon.

*Three of the four grandchildren having fun at Rebecca Spit, Quadra Island.*

Along the trail we found Chanterelle mushrooms, which went very well with the burgers at dinner.

As I had referred to earlier, the only focus our summer had at the beginning of our cruise was a meeting-up with our kids and grandkids on Quadra Island in mid-August. Anchoring at Rebecca Spit and mooring at Taku Resort in Drew Harbour, we were able to have a full serving of four 2- to 5-year-olds. It's always a treat to



*On the way 'home', Julie May anchored in Anderson Bay.*

experience the Toronto kids and the Piers Island family together. Taku Resort was an excellent venue for kids to play in the old seiner skiff on the grass and also have easy access to **Julie May**, where they all love to explore the toys and treasures Grandma has stored away for them. Taku also has excellent access to provisioning, restaurants, kayak and bike rentals, and sketchy wifi.

Now, we are anchored in Anderson Bay on Texada Island while we wait for the westerly winds to die down enough in north Georgia Strait to make the crossing to Nanaimo a relatively smooth one. This has become another beautiful location to call ‘home’ for a couple of days before we are back in our winter home in Cowichan Bay and once again enjoying the good company of all our dock mates.

Do you live aboard your boat? We on **Julie May** certainly hope that you also enjoy your ‘home’, wherever it happens to be, as much as we enjoy ours.

‘Our true home is in  
the present moment.  
To live in the present  
moment is a miracle.’

~ Tich Nhat Hanh

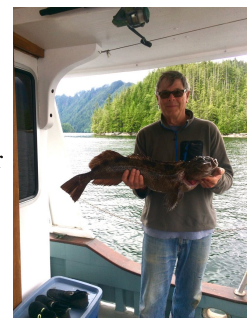
Author Bio: Rick Schnurr, **Julie May**

Rick Schnurr began his ‘life afloat’ at the age of 9 months, when he spent summers in his grandfather’s float house on a lake in north Idaho.

Rick has lived aboard for eleven years on the ex-fish boat/troller, **Julie May**, with Jude Brooks. Prior to living on **Julie May**, Rick and Jude lived in a float house in Gowlland Harbour on Quadra Island for about five years.

Currently, they moor **Julie May** in a marina in Cowichan Bay. Rick and Jude travel weekly to Piers Island to look after their grandchildren, Cade and Veda.

Rick has been a BCNR director, and Jude the chairperson, since 2010.




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## Liveaboard News from Elsewhere

*Amanda Glickman, **Papa Rumba***

It's a global community and there are liveaboards across the world! We often fight the same fight, enjoy the same oceans, and share the love of the water. I invite readers to share what they learn across the world from other liveaboards and for liveaboards elsewhere to tell us their stories.

## Composting Toilets

By Donna Sassaman *Alia*, Cowichan Bay

Years ago, when Bill and I lived aboard in Vancouver, we socialised with one of my co-workers and her husband, who were also liveaboards. One evening, over wine and appies, they told us the terrible tale of their holding tank blowing up and spewing effluent all over their aft cabin. Yuck!

The possibility of our own holding tank exploding was the stuff of nightmares. We'd been intrigued for some time by composting toilets, although the price was daunting – approximately \$1,000 at the time. But our friends' tale of woe spurred us on to serious investigation. We found two reliable composting toilets on the market: Nature's Head and Air Head.

As luck would have it, the captain of a boat headed offshore with eight people aboard decided his composting toilet wouldn't keep up with the demand, having imagined trying to empty it in tumultuous conditions mid-ocean, and installed a conventional marine toilet. He advertised his very clean, used Nature's Head in the Bluewater Cruising Association's 'Tradewinds' for \$400. We became the proud owners of a composting toilet!

Composting toilets eliminate the need for holding tanks, through-hulls, and other problematic plumbing. There are two chambers, one for feces and the other for urine. The separation of the two reduces the odour to near-zero. Given that the two of us use the toilet daily, 'we' (read 'Bill'!) empty the toilet monthly. The process is: Remove and empty the urine container, unlock the toilet from the floor, and empty the contents of the composting chamber into a heavy garbage bag. Once the toilet is empty, Bill locks it back into place and adds sufficient coco-peat to cover the bottom of the chamber up to the stirring mechanism. The whole process takes less than 10 minutes. The urine container needs to be emptied every few days.



*The Nature's Head's size allows it to fit into Alia's forward head with room to spare.*



*Opening the toilet to clean it is a straightforward process.*

What do we do with the waste, you ask? Good question. The urine – being sterile – goes directly into the ocean. The composted solid waste has been going to the landfill. It's not an ideal way to dispose of it and both of us have checked into alternatives, such as whether it can be used on gardens and orchards. (Answer: It's not recommended.) So, as part of my research for this article, I did some internet and phone searches and learned that Coast Environmental at 9401 Trans Canada Highway in Chemainus will accept composted human waste. BCNRA members on Vancouver Island may wish to check with the Coast Environmental office in their area regarding composting facilities.

We were fortunate to find a used composting toilet for half the price of a new one. But what if the price of a new toilet –

currently in the neighbourhood of \$1300 – is beyond your budget? You can build your own for a fraction of the cost of a commercial toilet and there are websites you can visit that will provide DIY information. Check out [www.cruisersforum.com](http://www.cruisersforum.com), ‘My 2 Dollar DIY Composting Head’, for inspiration.

Next month, it’s off to Coast Environmental with our bag of compost. Are we happy with our composting toilet? Yes! Would we go back to a conventional marine head and holding tank? Never!

Now we’re thinking about installing a composting toilet in our Class B motorhome. That 2 dollar DIY project looks quite feasible....

#### Author’s Bio - Donna Sassaman, *Alia*

After some resistance, Donna Sassaman embraced the cruising life and set sail with husband Bill for distant shores from 1990 to 1993. The Sassamans have lived aboard for 32 years, half of those years aboard S/V *Alia*, a customised Spencer 44 sloop. Their home port is Cowichan Bay, BC. Donna has served as BCNRA Board Secretary since 2010.




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### **Resources and Websites**

#### **Bluewater Cruising Association, [www.bluewatercruising.org](http://www.bluewatercruising.org)**

An organisation dedicated to helping cruisers to prepare for offshore sailing. The organisation’s online publication, Currents, is available to the public.

Recommended by: Donna

#### **Online Tide and Current Predictions**

<https://tides.mobilegeographics.com/>

Recommended by: Rick

#### **Wind Alert**

<https://www.windalert.com/>

Recommended by: Rick

#### **Windy**

[windy.com](http://windy.com)

Real time weather watching.

Recommended by: Amanda



## Musings – Observations from a Longtime Liveaboard

*Brent Swain, Easy Street*

Sitting in this hotel, I can't help but notice that a huge portion of the staff are people living on boats locally. The hotel being chronically short of staff this time of year, as in most years, I seriously wonder if it would be able to continue doing business without liveaboards. As it is, some of the liveaboards are being worked to exhaustion, due to there being no one else to relieve them. Without the ability to live on their boats at anchor, most could not afford to be here on the wages they are being paid.

Hotel work is not the only work they do around here. They do everything from landscaping, to tree planting, construction, diving, logging, commercial sea food industry, etc. – the list goes on. Logging camps give preference to people who arrive on their own boats, providing their own transport and accommodation, etc. and who are there because they want to be, not for purely economic reasons, unlike those they have to fly in and have to fly out every ten days, for a 'city fix'.

Without liveaboards, much of the work around here would have nobody to do it. Many of the liveaboards are young and full of energy, the kind of workers desperately needed around here. Most are extremely self-reliant, resourceful, and capable of doing many jobs, as well as being quick learners, assets to any business, or economy.

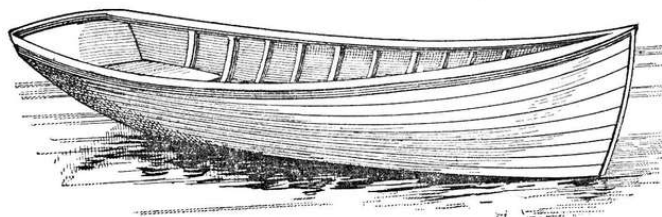
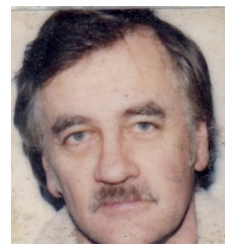
When they began trying to harass the liveaboards out of Nanaimo, a friend pointed out that this action would lead to the closure of waterfront businesses, as it was liveaboards who kept them going through the winter. Now many of those businesses are boarded up.

This makes a strong argument for living aboard being a charter right to pursue a livelihood for both the liveaboard and the employer. Without the option of living on one's boat, the charter right of both liveaboard and employer would be compromised. Combine this with freedom of association, mobility rights, life, liberty, and security of the person and I don't think anti-liveaboard laws stand a chance against a charter challenge, at least not in terms of fairness and respect for charter rights.

How it is ruled will be a test of the credibility of our legal industry.

### Author's Bio - Brent Swain, *Easy Street*

Brent Swain is a retired steel boat designer with more than three dozen boats, mostly 36-footers, to his credit. He wrote a book on the method he developed to 'fold' boats. For further information about Brent Swain boats, check out <http://groups.yahoo.com/group/origamiboats>. Brent has lived aboard since 1971 and made nine singlehanded Pacific crossings. He has cruised mostly full time since his mid-20s.



## Boats and Babies

*Kris Samuels, Fantasea*

Our decision to have a baby was one of many reasons why my wife and I decided to abandon life aboard our sailboat and move to land... Not that we believe having a baby is impossible on a boat but after being through the experience, I can tell you that land is much easier. Plus there is the added bonus of more space for musical instruments!

Our son Griffin was born March of this year. In the following months, there really wasn't much time for boating. At the 5-6 month mark, everything started to get a little easier, which allowed us to give the boat a try. We were a little anxious about how he would be on the boat. Would he get seasick? Would he be scared or turn into an uncontrollable crying monster (months 1-4 LOL)? Where do you find such a small lifejacket? What's it going to be like getting into the dinghy?



*Griffin settled into boat life quite happily*

To our surprise, Griffin had no issues being on the boat. He didn't get seasick and seemed to take great interest in his new environment. He liked to watch the water moving along, stare up at the sails and stare up at the cabin roof as the sun reflections danced on it. The motor noise and vibration was a fantastic tool to aid with sleep. Excursions in the dinghy to explore, go hiking or hang out on the beach were welcome and successful adventures.

We did find an infant lifejacket but it was questionable on how effective it would be, especially in any kind of sea state. After further research we also found out that CCG doesn't certify any lifejackets under 20lbs. We decided to review worst-case scenarios to see if we could find improvements to questions such as: If I



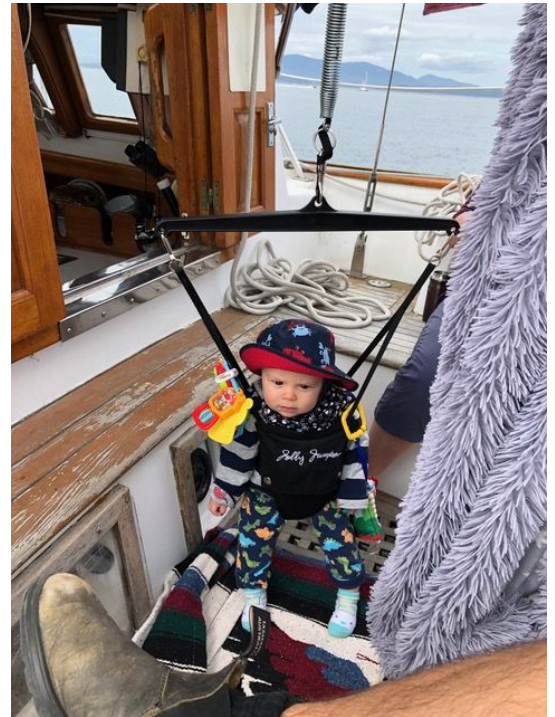
*The family explores the beach*

have the baby in an ergo carrier with my lifejacket on, would the baby's head stay above water if I fell in? As you can imagine, there are lots of questions like that!

Although the few trips we've taken so far have been largely successful, they did come with some interesting challenges such as:

- The baby requires a lot of stuff which, of course, can be difficult in a small space. The size of a car seat alone is a pain in the ‘a’. Count on double the amount of garbage!
- Changing a baby while heeled over can be interesting!
- Crying in a small space can be a challenge for anyone.
- Splitting your attention is sometimes difficult – managing a baby is a full-time job and so is operating a boat.
- Although you get to do some off-boat excursions, they certainly aren’t the same as the ones you took before you had a baby. A lot more work goes into planning a day hike!
- You’re much more aware of where the shade is, because baby isn’t supposed to be in the sun for the first while.
- Some of the friends who used to hang out with you - don’t (LOL).

We plan to continue cruising and look forward to Griffin getting older and more excited about being on the boat. For now it’s kind of nice that he can’t move around much because as soon as he gets mobile, it’s a whole new game!



*Griffin takes his turn on watch*



*Question: How cute can one baby be?  
Answer: Too extremely cute for words!*

Author's Bio: Kris Samuels, *Fantasea*

Kris lived aboard his 46’ sailboat *Fantasea* for 10 years. He served as one of the directors for BCNR from 2011 to 2017. Although he’s now become a landlubber, he’s a strong supporter of the liveaboard lifestyle. You may encounter him dressed as a pirate and singing sea shanties.



## Galley Goodies

Donna Sassaman, *Alia*

*Early this year, Bill and I adopted a mostly-vegetarian diet (a.k.a. 'flexitarian') for both health and environmental reasons. While we've eliminated beef and pork, and greatly reduced our poultry intake, locally harvested seafood remains a part of our diet.*

*I introduced the following recipe to our good friends who live above our marina. It's now one of their favourites and we will get together for prawn or crab linguine whenever the traps have been generous.*

### Quick and Easy Seafood Alfredo Linguine

Serves 4 to 6

10 minutes prep time, 10 minutes cooking time

#### Ingredients

- ½ cup butter
- 1 small onion, diced
- ½ pound mushrooms, sliced (opt.)
- 1 clove garlic, minced
- 1 cup heavy cream
- 1½ cups grated Parmesan and/or other cheese such as Gruyère
- ¼ cup chopped fresh parsley or 1 Tbsp. dried parsley
- 1 pound shelled and deveined prawns, or shelled crab, or a combination of shellfish and/or mild firm fish
- 8 – 10 oz. dried linguine noodles



#### Directions

1. Cook the linguine according to package directions. Drain and keep warm.
2. Meanwhile, melt the butter in a medium saucepan over medium-low heat.
3. Add the diced onion and sliced mushrooms if using. Cook until the onions are almost soft and the mushrooms are beginning to brown.
4. Add the garlic and sauté until soft.
5. Add the cream to the saucepan and simmer over low heat for five minutes.
6. Stir in the cheese and shellfish/fish and stir constantly until the cheese has melted and the fish is cooked through, approximately 3 minutes. (Note: if the seafood is cooked, add at the last minute and simply heat through.)
7. Stir in the parsley and serve the sauce over cooked linguine noodles.
8. Enjoy!

#### Notes

1. If you're in a hurry, use a jar of Alfredo sauce! I've used 'Classico' brand occasionally and it's very tasty.
2. For additional colour, include veggies, such as red pepper strips and/or broccoli flowerets, with the onions and mushrooms during the sautéing step.

## Buy, Sell, Trade

*Have something to sell? Looking for something? Advertising free of charge for BCNR members. Ads will be run for one issue only but can be renewed upon request.*

**For Sale:** Kruisin' Kool air conditioner for boats. Water cooled, 120V. Includes submersible circulation pump. All components stainless steel and housed in a hard sided Samsonite suitcase. Factory refurbished. \$250. Email: [svpaparumba@gmail.com](mailto:svpaparumba@gmail.com).

**For Sale:** I have ZTE wireless hub that would work with TELUS or Rogers. I'm asking \$100. Buyer would have to sign up with TELUS or Rogers for data account. Currently, TELUS is offering 250 gig of wireless data for \$75/month. Buying the hub from TELUS would be about \$300. Email: [rick.schnurr@gmail.com](mailto:rick.schnurr@gmail.com)

**For Sale:** 1977 GMC Royale motorhome. Has 20,000 miles on a rebuilt engine and transmission. Comfortable and reliable 26' RV in very good condition. Asking \$19,500 CDN. Email [dlsassaman@gmail.com](mailto:dlsassaman@gmail.com) for details or to view.

