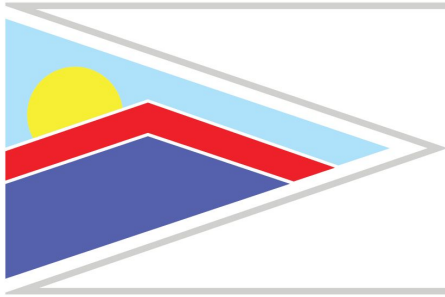


BCNRA



# British Columbia Nautical Residents Association

## Life Afloat

*The Official Publication of the  
BC Nautical Residents Association*

Number 2, Volume 1  
Winter 2020



*Maddie anchored in Granite Bay, Quadra Island*



## Who We Are...

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

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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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<b>Life Afloat Issues and Deadlines</b>		
<b>Issue</b>	<b>Months</b>	<b>Deadline</b>
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*

Happy 2020, and if you are a '0-ist' as opposed to a '1-ist', happy new decade as well! We wish you a great year of community and cruising.

Our cover photo features the *Maddie*, anchored in Granite Bay, Quadra Island while on a winter cruise. She is a warm and dry boat according to her captain, Angi Lungo. On page 8, you can read how Angi made her warm and dry; it's quite an inspiring and impressive DIY project story.

Our 'Letters to the Editor' staff\* reports feeling like the Maytag repairperson! So, please send your comments about what you read in Life Afloat to [feedback@bcnr.org](mailto:feedback@bcnr.org)! For example, what do you think about mooring buoys in the bays and coves of our coast? (See his letter to the BC Minister responsible, page 18, for Rick Schnurr's take on the matter.)

This publication is about liveaboards, for liveaboards, by liveaboards. We welcome your submissions, whether about a community issue, a project to make your boat more livable, a favourite recipe that can be produced in a small galley with limited equipment, or anything else that would be of interest to your fellow liveaboards. And please submit photos: ones that illustrate your article, ones that would make good cover photos, and/or ones that make good fillers! You'll find the submission guidelines on page 5 and on the BCNRA website: <http://bcnr.org/newsletters/submit-a-story/>.

The deadline for the spring issue of Life Afloat is March 1st. Thanks in advance for your contributions!

Just one more note... if you "mouse over" in the PDF version you'll notice that you can click hyperlinks to webpages.

Fair winds,  
Amanda, Editor  
Donna, Assistant Editor

(\*Okay, it's really just the two of us...)

### 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!!

### 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



## The Seal Hunt

Adam Bishop, *Petrel*

It was one of those late summer evenings, when the sun had not yet been shadowed by the western mountains and everything in its light was illuminated in shades of red and gold.

The trees dipped their branches into the emerald green sea on a full moon high tide and the same moon glowed bright over the eastern coastal range.

All was calm.

In the distance heavy breathing echoed across the water and fins approached; it was Orca.

All summer our dock had been refuge to a young orphaned seal, being a safe place to rest and sleep at night and often in the early morning I would disturb him or her when jumping down from the deck. There would be some panicked splashing and the seal would swim off and begin its day as we began ours.

The breathing became heavier and fins more pronounced as two Orcas approached. I felt anxiety for our little seal friend.

A pod of dolphins had been on the run from these transient Orcas. The Orcas had been hunting them up the coast. We had heard of an event in Heriot Bay where the Orcas had chased them through the pylons of the docks there. They were on the run and had been and gone.

The week before, the dolphins had sought refuge in our harbour, playing all around us, fishing in the shallows; a superb display of working together for the common good.



*Dorsal fins*



*The hunters have arrived and they're hungry*

The Orcas were now in our little corner and had found something but it was giving them a chase.

Working together, one dive at a time, each Orca would surface and tire their prey. Whatever was running was being worn down. Eventually the poor creature on the run was exhausted and the Orca flipped the full grown seal high in the air with their tails and swatted the life out of it on the surface for all to see.

It was a magnificent display of nature right in front of our floating home, but I

had sadness in my heart for our seal friend who had fought so gallantly for life.

The feasting ended, the sun slipped behind the peaks, and soon all was still and silent again.

Next morning as I jumped onto the dock, I was delighted to hear splashing. Our little friend was well after all! It must have kept well hidden during the previous evenings hunt.

Summer turned to fall and our little seal moved on. I miss him or her and hope he or she has found a mate and a new family they will create. So is the way of our world.



*A hunting Orca up front and personal*

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.



## Keeping Cozier and Ending Fibreglass Sweat

By Angi Lungu, *Maddie*

Every owner of an uninsulated fibreglass boat understands the sweat: the constant drip of condensation mimicking the famous dripping water torture while it moulds all of your compartments and rusts all of your tools.

While looking into options regarding keeping my boat floating should I ever hit a shipping container during a passage, I decided that enough spray foam could not only potentially keep my boat afloat, it could keep it warm and dry in the Pacific Northwest and Alaskan winters. The whole process took me roughly two weeks at a leisurely pace and the difference is night and day. Besides being a lot warmer, my boat no longer sweats! My tools don't rust, my mattress stays dry, everything moulds much less and that feeling of constant damp is significantly reduced, which also makes it so much warmer inside.

I opted to use the two-part spray foam kits, which cost \$1/board foot roughly. There are also companies that will come in and spray foam. I have been told – but have not tried – that you can often get a better deal if they are already coming out with all of their gear to do a boat (a commercial fishing boat, for example) and you ask if they can spray yours as well when they are done. A 650 board foot kit did my whole 31' boat, although I wish that the foam were thicker in places, and recommend that people use an 800 or 1000 board foot kit and get a good 1"-2" thickness everywhere for a boat the same size. Most of my hull ended up with at least 1", but the layer on the ceiling is very thin and I will probably add more foam (some day). In the meantime, regardless of the thickness, even a thin layer of foam stops the sweat.

Something to keep in mind is that the kits go a bit farther in warmer weather and, like most other chemicals, prefer to be used in warm (but not necessarily hot) weather. It's also very important to keep both components at roughly the same temperature if possible so that they discharge evenly.

When shopping for foam, it is very important that you purchase 'closed-cell' foam, which will not absorb water. The open-cell foam is cheaper but absorbs moisture. I used medium-density foam, but many friends have used high-density foam, which has the advantage of being able to store your screwdrivers in until you panel over it, should you wish to do that. There are many options for foam available, including less toxic ones and of course with a little research of density advantages, brand, R value, and price, every boater will decide which they would prefer to use.

Before starting to foam, depending how much of your interior you've stripped out, it would be a good time to glass in some more furring strips if you wanted to expand your interior and make sure you mark them all once you start foaming. Also a good idea is to mount any backing plates you want to add to hardware and check on all of your deck leaks so that you won't have to peel back the foam to reseal them. If some are forgotten, the foam is quite resilient, but the water will make little paths in it and drain. If you realize that you have forgotten some leaks, then I have found that spray-on rubber ('Leak Seal', for example) works quite well for at least a season if not longer, which I find to be reasonable for the effort of using a simple spray can.

I won't elaborate on disassembling and reassembling the interior because I believe that this will be a vastly different process for every boater. My interior is very bare bones and simple, so the whole process from when I started taking things out to when I put everything back in, like I said, took me roughly two weeks; accounting for rebuilding a few things that I had wanted to change, for the fact that I had a power drill, but used a handsaw and for the fact that the painting process could have been faster, which I will go into below.



Clean and sand the surfaces thoroughly and cover absolutely everything you don't want foam on with a tarp, because it sticks to everything and goes absolutely everywhere! A friend also suggested greasing surfaces or coating them with wax to keep the foam from sticking to them. Wear a respirator, gloves, safety glasses (these are particularly important) and clothes that were gifted to you, you never liked, and were looking for a polite way to throw out.

Once you start spraying, keep in mind that the foam does keep expanding for a while after application and that you can't stop for very long (theoretically 30 seconds) without the applicator nozzle clogging up, so be prepared to just keep going until you're done. If it does get clogged, fortunately the kits do usually come with multiple nozzles and since the foam is only cured inside the nozzle where it mixes, you can stop and store the leftover foam until you are ready to begin again and then switch out the nozzle. This does open up the possibility of doing sections of your boat at a time without buying multiple kits if you can't find a friend's unused boat or dock to store your things on, though doing your boat in sections is much more time-consuming.

Also, keep in mind that after you foam and paint, you will want to air out the boat for at least a few days before you sleep on it again. So it's a very good time to take out the deck hammocks, visit those relatives who miss you, or do that camping trip you've been sort of thinking about but opted to go sailing instead.

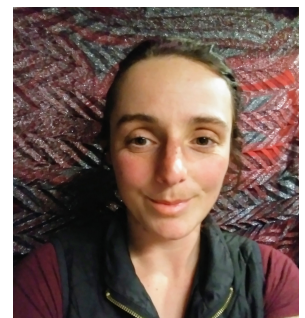
The two-part kits are fire retardant, unlike the cans of foam, so there is no danger of setting yourself on fire. When filling in small gaps afterwards with cans of foam, however, it is a good idea to keep a bucket of water handy and important to have good ventilation. A good friend set his cabin on fire using cans of foam, but mentioned that he had used many spray cans in a row and walked on the foam with his rubber soles. He thinks that the static electricity was what did it and he managed to run outside, fetch a bucket of water, and douse the fire. He said that it was a classic example of using spray foam from a can in an unventilated environment and that in the future, although he had all the hatches wide open, he would set up at least one fan.

When the foam has finished expanding and solidifying, you will maybe want to cut some or all of the extra protrusions. Some sort of saw or knife with the blade at a 90 degree angle will work.

Lastly, comes time to paint it in order to protect the foam. I used a paintbrush out of the possibly inaccurate assumption that it was all that I could get in Hoonah, AK, but the same friend who set himself on fire is normally full of good luck and excellent ideas and rented a sprayer, which, he said, was much more efficient, especially because the foam is quite thirsty. I used acrylic latex paint because oil-based paint is supposedly not good for the foam, although I did use spray paint in one spot to test it out and found that the foam is still fine two years later, while I curl up by my woodstove cozy, warm, untortured by drips, and dry.

#### Author's Bio – Angi Lungu

Angi Lungu, Maddie, is originally from Romania and has been living aboard full-time and sailing the Inside Passage and Gulf of Alaska for six years. She loves the sun as well as the rain, but enjoys winter sailing because of the pristine quiet and all the hot chocolates wonderful people along the way invite her in for. She got her first taste of sailing in the North Sea, presently has no home port, but is deeply in love with BC and Alaska. She and Maddie mostly sail alone but are often graced with wonderful company.



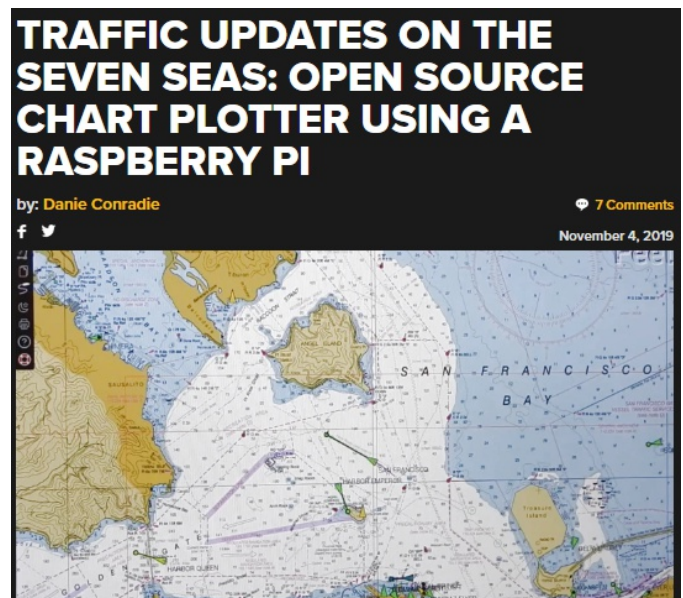
## Build Your Own Chart Plotter

*Amanda Glickman, Papa Rumba, Cortes Island*

Okay Geeks here's an idea!! For those who have played in the world of microcontrollers... think Arduino, Raspberry Pi or any of the other variants - you too can build your own Chartplotter!! Thanks to Open Source software such as Open CPN, you can build and design your own system. How cool is that!!

For more info, check out Hack A Day's website at the following link:

<https://hackaday.com/2019/11/04/traffic-updates-on-the-seven-seas-open-source-chart-plotter-using-a-raspberry-pi/>




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## To-o-o-o Great Expectations?

(with apologies to Charles Dickens)

BCNRA is run by a small group of volunteers who also have to deal with the challenges of life. We choose to reach out to help other liveboards who deal with conflicts similar to our own, and try to reach out as far as we can with our own experiences. We cannot be all things to all liveboards, being limited by our own time and resources.

How can you help make our Association even better, able to serve the needs of liveboards in your area? One way is to sign up to be a correspondent for Life Afloat! What's happening in your community? What are the local marine businesses that you recommend?

Other ways to support the Association are:

- Participate in events (BCNR rendezvous this summer, anyone??)
- Help with projects such as staffing the BCNR table at the annual Ogden Point marine garage sale.
- Serve on the Board of Directors; the Association benefits when new directors bring their experience, skills, knowledge, and ideas to the 'table'. Directors can live anywhere, thanks to online meeting platforms.

## **Ponderings**

*Submissions to the Editors*

*A place to share thoughts, news and literature to inspire ideas for a more positive liveaboard world....*

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*Editor's Note: The following comment from one of the BCNRA directors was in response to a recent eviction from a marina in Maple Bay.*

Disruption at the best of times is devastating.... However, that being said, I cannot help but wonder how this might have worked out if members of the liveaboard community had been involved in with the local government at the onset. Just a thought; this is the only choice we have to defend our way of life.

Revolution is revolting. Negotiating at the initial point of contact is becoming more important. Once in higher office at the provincial or national level, the only motivation [for politicians] is re-election, and we represent a small portion of their constituents.

Land usage and property usage begin locally. Old maritime laws are redundant, not worth the fight when more can be achieved at the local level.

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One wonders if crime would be less if there were more liveaboards in the area... more people on boats = eyes on the water! Think - liveaboard version of Neighbourhood Watch!

<https://www.vicnews.com/news/oak-bay-police-monitor-known-offender-in-caddy-bay/>

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### **In the News....**

*Send to [feedback@bcnr.org](mailto:feedback@bcnr.org)*

#### **In the Gulf Islands Driftwood....**

MLA Olsen Floats Liveaboard Meeting

Multiple agencies needed to tackle Ganges Harbour situation

<https://www.gulfislandsdriftwood.com/news/olsen-floats-liveaboard-meeting/>

#### **CTV News - Vancouver**

Officials review anchoring rule change to discourage live-aboard boaters in Deep Cove

<https://bc.ctvnews.ca/officials-review-anchoring-rule-change-to-discourage-live-aboard-boaters-in-deep-cove-1.4633115?fbclid=IwAR0Ro-EWIJYJyhZKPLqPDVBg7uhghHWcZc8A5cCYQRLXokFoShMm8cEPtGc>

## A Need to Educate Politicians

Amanda Glickman, *Papa Rumba*, Cortes Island

This is from February 2019 and is in regards to the Wrecked, Abandoned or Hazardous Vessels Act. The concern here is the following excerpt:

"On January 21 I took a tour with local residents of Tsehum Harbour, where multiple vessels, some of them rafted together to form something of a community of vessels, are housing people. Some people are paying rent to the owners for substandard living conditions. Of course, there is no proper heat. Living on a vessel on open water in the winter is not a safe living condition, but it is particularly acute on Salt Spring Island, where Burgoyne Bay and Ganges have become magnets for crime. They are no longer safe areas. It is a significant problem. That is compounded by not having adequate RCMP attending to the southern Gulf Islands. There just are not enough RCMP officers to help where crime is increasing in areas, such as Pender Island and Salt Spring Island, which are idyllic places. This is really a crisis. We need to find homes for these people who are taking refuge in inadequate habitation on abandoned vessels. We need to deal with abandoned vessels rapidly."

I challenge Liveboards to help educate politicians, such as Ms. May, on how we live. As we are all aware, this coast was built by people living aboard boats and I say at this moment, January 17, 2020, my boat is warmer and more comfortable than my house is with the freeze up, snow and wind. It also has a much smaller ecological footprint.


I challenge all you Liveboards out there to share with us WHY you live aboard your vessels and how it compares with your experience of life on terra firma! Please send your experiences here, to Life Afloat, and we will do our very best to circulate this to our politicians!

[https://openparliament.ca/debates/2019/2/1/elizabeth-may-6/?fbclid=IwAR3hUA\\_6QhYk3210Znw6gft\\_y35g3BcZMMW5DP\\_erS4IOLqefMIMcD71aL0](https://openparliament.ca/debates/2019/2/1/elizabeth-may-6/?fbclid=IwAR3hUA_6QhYk3210Znw6gft_y35g3BcZMMW5DP_erS4IOLqefMIMcD71aL0)

Wrecked, Abandoned or Hazardous Vessels Act  
Government Orders

February 1st, 2019 / 12:50 p.m.

Green



**Elizabeth May** Saanich—Gulf Islands, BC

Mr. Speaker, I could not be more pleased to take the floor. I think I may be the last speaker at this stage of the progress of the bill. We are now reviewing the amendments sent to us by the Senate before approving the bill to go back to the Senate.

I want to share with members who do not experience it what it means to have the problem of derelict and dilapidated boats. It might sound to someone who does not live on a coastline as though it is a rather small issue, as though it is something one could leave waiting a while. After all, the boats are derelict and dilapidated and abandoned.

LINKS & SHARING

AS SPOKEN

## Liveboard News from Elsewhere

Amanda Glickman, *Papa Rumba*

It's a global community and there are liveboards 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 liveboards and for liveboards elsewhere to tell us their stories.

## Cortes Islands' Adrift Vessels - Editor's comments

Amanda Glickman, *Papa Rumba*, Cortes Island

*Editor's Note: As the winter weather lightens up a bit it's time to look at what's happened here on Gorge Harbour.*

*As liveaboards at the south end of Vancouver Island are being driven out, there's a steady progression north, and our liveaboard population here on Gorge Harbour has increased substantially. The private marina is now full in the winter, half the boats are liveaboards. As more people move to boats as a form of housing, we can only see the competition for moorage increasing.*

*Each winter I'm on the watch for boats that break free of their moorings. Last year we had the drama of the **Rolano**, a former North Sea fishing vessel that had been abandoned at anchor for 2 years. The owner had had a heart attack and nobody knew what to do with her. Rolano was a pending disaster and a threat to our local shellfish aquaculture.*

*So far this year on Gorge Harbour alone, two vessels (actually, one incident involved two vessel rafted together, so that should be three!) – one a liveaboard – broke free of their moorings. One of them collided with a local's boat that is anchored in front of his home.*

*We know regulation doesn't work, largely because there is no budget for enforcement. Furthermore, people who liveaboard don't want to be criminals, but they get forced into a sense of breaking the law. It all goes downhill from there.*

*What we need is support - more from a psychological perspective than a financial perspective. Education goes a long way. Those who truly wish to be on the water will remain there. Those who are using old boats as a temporary home will eventually move on if supported and the housing crisis gets dealt with.*

*The following article is printed by permission of Roy L. Hales of the Cortes Currents.  
<https://cortescurrents.ca/cortes-islands-adrift-vessels/>.*



*October 2014 the **Oriana** ran aground in Gorge Harbour, Cortes Island when her mooring broke. The owner at the time lived on Cortes Island but hadn't visited the vessel for some time, leaving her to languish during the winter storms*

## Cortes Islands' Adrift Vessels

*Roy Hales, Cortes Currents*



*One of the sailboats that ran aground in Cortes Bay on January 15, 2020 – Courtesy Jenny Hartwick*

Two more abandoned derelict vessels washed up in Cortes Bay on January 15th, 2020. When Jenny Hartwick, Harbour Manager for Harbour Authority Cortes Island (HACI), reported them to the Coast Guard, she was told they were dealing with similar reports from multiple locations. Cortes Island's adrift vessels are part of a province wide problem.

### **1,400 Abandoned Vessels**

“Every oceanside community in British Columbia has problems with derelict vessels,” says Hartwick. “When I spoke to the Coast Guard officer, he said, ‘Okay, we’ll get back to you as soon as we can. It won’t be today. We hope it may be by the end of the week. We got hit quite bad this last week. For example, there are six boats in Cadboro Bay (near Victoria) alone.’”

There are reputedly more than 1,400 abandoned vessels scattered about the province; the Dead Boat Disposal Society believes the number is closer to 2,400.

“Most of the vessels that wash up are not liveaboards, but boats that have [either] been left at anchor or on a mooring with an absentee owner. The media has tried too hard for too long to link derelict vessels to liveaboards, but they’re finally realizing that they are two separate entities,” says Amanda Glickman, a founding member of the BC Nautical Resident’s Association (BCNRA) and a Director of HACI.

### **Jan 3, 2020, Incident In Gorge Harbour**

Only there have been incidents with “liveaboard” boat owners who are not adequately prepared for the lifestyle they adopted.

Hubert Havelaar lived ‘on board’ himself for fourteen years, in the 1970’s and early 80’s.

“It was an appealing, wonderful, lifestyle – I recommend it, but there are responsibilities attached to the lifestyle that some people either ignore or are ignorant of. If a boat is on a mooring, it should have power and not just be sitting there derelict. If something happens, you should be able to fire the engine up and get out of there,” he says.

Neither of the rafted-together-craft that collided with his sailboat, on January 3, 2020, possessed a motor. The owner was therefore incapable of dealing with the situation until Hubert, whose house is on the beach, came to his assistance.

“If I hadn’t been able to get out there and help, all three boats, mine included, would have probably ended up on the beach.”

“I’m feeling very vulnerable. Our location at the west end of Gorge Harbour makes us sitting ducks for anything that comes adrift to windward of us ... We’re increasingly getting boats that aren’t mobile, no power on them. Some of them are lived on; others are seemingly parked here without a lot of attendance. On a chart, Gorge Harbour looks like a safe refuge but the wind really whistles in here. On January 3, my estimate was gusts of 50 knots and I’ve seen hurricane force of nearly 70 knots in the past.”

### **Danger To Other Vessels**

“Clearly these vessels, when they have difficulties, constitute a danger to other vessels and probably the marine environment,” says Andy Ellingsen, one of HACI’s Directors. “There is also the element that occupants of the vessels are themselves endangered when a vessel breaks loose and the occupant strives to rescue it under stormy conditions.”

He added, “There is clearly another side to this story. As a result of the lack of affordable housing, people are occupying vessels without adequate provision for secure and affordable moorage.”

### **Educating Liveaboards**

“BC Nautical Resident’s Association’s mandate is to help educate liveaboards on these matters,” says Amanda Glickman. “Our primary challenge IS the lack of adequate moorage. Most liveaboards would prefer to be in a marina, recognizing the challenges of living life “on the hook”. There is a tremendous lack of information with regards to mooring construction and DFO doesn’t really provide any clear guidelines. Moorings around here are also expensive to have constructed (although that’s a relative term) and so many people “do it yourself.”

“Regulations will not resolve the issue. Working with BCNRA has a better chance of it as this group is taking the public position of being the face of liveaboards. The problem is that due to so much discrimination against liveaboards, authorities are reluctant to include us at the table (Harbour Authority Association of British Columbia in particular), seeing us as a bunch of rogue personalities.

### **Cortes Island’s Adrift Vessels**

Only one of the ten groundings cited in this article involves a liveaboard, the remainder were either abandoned or had absentee owners.

During one of the annual Gorge Harbour clean-ups, Amanda Glickman found a small boat buried in the mud. She sent in photos of three other derelict vessels.



*The Rolano after it ran aground in Gorge Harbour – Courtesy Amanda Glickman*

A few years ago, a half submerged boat floated beside the government wharf at Squirrel Cove for days before sinking to the bottom. HACI dealt with a derelict vessel tied up to their Cortes Bay dock. The Coast Guard brought in the Western Canada Marine Spill Response Corporation to clean the spillage after the **Rolano** was grounded.

Amanda Glickman wrote about the incident, explaining that this vessel “... was moored in Gorge Harbour, Cortes Island for the past two years.

In a high winds she was snagging boats at anchor in the west end of the harbour. The owner moved her to the south end where she languished at anchor until very recently. Sometime around February 9th, 2019, her anchor cable snapped and she ran aground on a local oyster lease.”

### **Jan 4, 2020, Incident in Gorge Harbour**

The day after the incident with his sailboat, Hubert Havelaar, “... went down to check a friend's boat close to the log dump, and to my horror I saw that there was a converted fish boat hull lying on its side on the beach.”

The owner wasn't around, but his brother was preparing to effect a salvage that night. When Hubert returned the next morning, the boat was still there. He smelled diesel fuel and observed a fuel slick along the beach right into an oyster lease. He reported the incident to the Coast Guard, who responded by installing an absorbent floating boom around the hull. They spent the next week trying, unsuccessfully, to contact the owner directly.

Some of the local residents contacted HACI, which was sympathetic but has no jurisdiction beyond the five Cortes wharves it manages. ,

“Eventually Dave McCoy strapped his barge alongside and lifted the boat off the beach. Fortunately the hull was still watertight and they were able to pump it out and float it to the log dump where it was dismantled and recycled ashore,” Hubert said.

### **Going Forward**

Hartwick is encouraged by the federal government's ratification of Bill C-64, “That gave the Coast Guard a whole



*Ex-fishboat hull beached in Gorge Harbour on Jan 4, 2020 – Courtesy Hubert Havelaar*



lot of funding and more power to enforce laws against abandoned, wrecked and hazardous vessels.”

On the Canadian Bar Association website, Brad M. Caldwell wrote that this Act ” ... prohibits the owner of a dilapidated vessel from leaving it stranded, grounded, including on the shore, anchored or moored in the same location or within a radius of three nautical miles, for a period in excess of 60 consecutive days.”

” ... If a vessel is abandoned or deemed abandoned, the Minister may dispose of it, sell it, or destroy it. If the Minister reasonably believes a vessel poses a hazard, the Minister has many powers including the power to monitor, perform repairs, move, destroy, or sell it. The Minister may also direct any other person, such as a harbour authority, to take such measures.”

British Columbia’s Coast Guard now has three Vessel of Concern officers, who are currently mapping out the locations of abandoned vessels throughout the province.



*Booms Around the **Rolano** – Courtesy Western Canada Marine Spill Response Corporation*

*Editor's Note: For more on the Western Canada Marine Spill Response Corporation, please see Roy's article in Cortes Currents: <https://cortescurrents.ca/the-big-spill-in-burnaby-2007/>*



## **Moorings in Public Locations**

*Rick Schnurr, Julie May*

*Editor's Note: Mooring buoys have become a growing issue in many bays, coves, and harbours on the south coast. The following letter was written last year by BCNR Director, Rick Schnurr, expressing his opinion as an individual boat owner. What do you think? Should mooring buoys be regulated? If not, why not? Let us hear from you at [feedback@bcnr.org](mailto:feedback@bcnr.org).*

The Honourable Doug Donaldson  
Minister of Forests, Lands, Natural Resource Operations and Rural Development  
Parliament Buildings  
Victoria, British Columbia V8V 1X4

Dear Minister Donaldson:

### **A statement regarding private moorings in public waters**

In this communication, please note that I am speaking as an individual boat owner and not as a spokesman of any organization.

The central problem occurring in Brentwood Bay (Central Saanich) is the concentration of a large number of private mooring buoys in an anchorage with a limited amount of room. What has evolved over the years in the bay is that an area (the sea floor) that is public property (crown land), which is owned by all Canadian citizens and administered by the Province of BC, has been, for all practical purposes, privatized by a relatively small number of private mooring owners. This common area should be available for the use and enjoyment by all citizens on a first come first served basis. This is a principal of anchoring etiquette common throughout the maritime community.

However, in many protected anchorages such as Tsehum Harbour, Silva Bay, Degnan Bay, Horton Bay, Ganges Harbour (west side), Canoe Cove and Brentwood Bay a situation has evolved whereby a relatively small group of mooring owners have installed permanent structures (mooring anchors) on the sea floor with associated mooring tackle to the surface and declared an area of the swing radius above that permanent installation to be private and for the owner's exclusive use (complete with PRIVATE labels).

In many cases there is no boat attached to the mooring float. This has resulted in the entire anchoring area becoming difficult to unsafe for any boat attempting to anchor with its onboard tackle due to the difference in the amount of scope required (1:1 for mooring vs. 5:1 for anchoring). This has been done without seeking any permission or legal license from the government agency responsible for the sea floor, in this case the Government of BC.

In my view, the Government of BC has been negligent in its responsibility in letting this situation evolve to the point where municipal governments feel they must take control and ask the province to grant them jurisdiction over the sea floor. Again, in my view this is passing the buck by the province. In reality, I believe communities and municipal governments should be requiring the Government of BC to exercise its responsibility with regard to public access to the sea floor which is common property. After all, if 100 boat owners decided to build a private marina in the bay for their 100 boats without seeking the required approval

and leases for the water lot, I'm pretty certain they would be shut down before the first piling was driven into the mud.

With regard to regulating the live aboard boats, please realize that the discharge of anything into the water that causes pollution is already being done by Transport Canada and does not need to be duplicated by any other level of government. So are other issues such as behaviour causing a public disturbance. The issue of derelict boats (actual and/or potential) is finally being addressed by the federal government. Insurance is another sticky issue. At present there are no broad regulations by licensing governments that require insurance. At this time I believe that those who can afford insurance already have it and those who can't afford it will not be able to acquire it in any event.

I am respectfully requesting that the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, for the Province of BC act on this issue and protect and maintain the public space of the sea floor for the benefit of all boaters.

Thank you,

Rick Schnurr  
MV Julie May  
North Saanich, BC

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.



## **Musings – Observations from a Longtime Liveaboard**

*Brent Swain, Easy Street*

A friend tied his bow to a huge concrete block along a walkway. A guy from city hall came down and said a resident had complained that the boat might move the block. My friend said, "There is no way that boat could ever move that block. The guy is obviously a nitpicker who hates liveaboards, and is desperately looking for something to complain about" or words to that effect. So I asked him, "Who is complaining? I need know who to dig out last when the earthquake comes, or what to not notice when I see a crime being committed. It's not wise to piss off your 'free of charge' night watchman!"

Eyes coming and going at all hours, unpredictably, are a big security factor. We liveaboards have a vantage point landlubbers don't have. A marina operator in New Westminster strategically posted his liveaboards around the dock, to keep an eye on things. He vehemently argued this with the city, who wanted him to ban liveaboards. "I'll get robbed if I do that!" he said.

At Newcastle Island Park in Nanaimo, they used to stop charging after October 1st. Several liveaboards would tie to the park docks for much of the winter. Then the Nanaimo Yacht Club complained, so they kicked everyone out. The night after the last one left, someone broke into the house and tried to steal the bathtub. No such problems with liveaboards there.

Discussions in small communities such as Gorge Harbour, Cortes Island sometimes gravitate towards banning liveaboards. As pointed out by one harbour authority board member, the local ferry carries fewer than 200 people, minus vehicles. How do they expect to move 1,000-2,500 people in the event of a wildfire evacuation? The more boats the better.

In a major disaster like an earthquake or major fire, who would the survivors be? Mostly liveaboards, many of whom have ham and/or VHF radios. Many have well-stocked medical kits. The authorities keep telling us to have a few days' worth of supplies for emergencies. Many cruisers and liveaboards have months' worth, capable of feeding not only themselves, but many others. In a disaster, Vancouver Island has only three days worth of food in stores.

Many liveaboards have chainsaws, axes, etc., which are critical in clearing roads and rescuing trapped people, as well as fire fighting experience, etc. I have met people living aboard with skills which would be critical in a disaster: doctors, paramedics, firefighters, etc. Where do you want them in a disaster: alive and well-equipped on their boats, or dead and buried under a pile of rubble under a land home?

When the tsunami hit Thailand, boats in over 30 feet of water were most unaffected, making them valuable assets in any rescue attempt.

We are free to move in a major forest fire, as well as move other people with us, without being stopped by traffic jams.

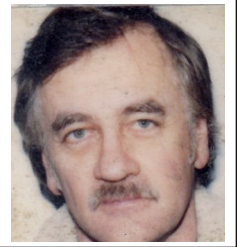
Yes, in any major disaster, like the fires in California and Australia, as well as an earthquake, plenty of liveaboards around could mean the difference between life and death for many, many people.

So if you have a liveaboard anchored in front of your home, invite them in for a cup of tea. Get to know them. Don't be strangers.

*Editor's note: The issue of island-wide evacuation has been a topic of the Harbour Authority of Cortes Island for some time now. The subject has now been included in the 2020 Harbour Authorities Association of BC conference agenda. Hopefully they will recognize the role that liveaboards can play.*

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.



*Rosa Island, West Coast Vancouver Island (Amanda Glickman, **Papa Rumba**)*

## **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:** Westsail 32 cutter, many upgrades. If you are looking for a comfortable cruiser and liveaboard boat, this may be the one! The owners are motivated to sell and will consider any reasonable offer. Email Donna at [dlsassaman@gmail.com](mailto:dlsassaman@gmail.com) and she'll put you in touch with the owners.

## **Living in Cowichan Bay on a converted fishing boat is going swimmingly for Rick Schnurr and Judy Brooks**

*David Minkow (Reprinted by permission of The Discourse Cowichan)*

<https://thediscourse.ca/cowichan-valley/newcomer-stories-cowichan-bay>



*Rick Schnurr and Judy Brooks live aboard the Julie May, currently docked at the Cowichan Bay Marina. (Jacqueline Ronson/The Discourse Cowichan)*

In early June, **Julie May** arrived in Cowichan Bay — all 42 feet of her. Aboard the converted wooden trawler were Rick Schnurr and Judy Brooks, who had decided to put down anchor in the Cowichan Bay Marina, their new home.

The retired couple, who had previously moored their boat in North Saanich, are one of about 100 people residing on float homes and liveaboard vessels in Cowichan Bay. This population is limited by a 2016 CVRD bylaw amendment that proscribes the numbers of residences permitted at each of seven marinas.

Schnurr, who is on the board of directors of the B.C. Nautical Residents Association, shares how their life in Cowichan waters is going so far, in our latest profile of newcomers to the region.

### **Why did you move to Cowichan Bay?**

For the fun of it. ... By “the fun of it” I’m referring to the much more relaxed and funky marina where we now live. Also, Cow Bay is a community with a variety of characters, businesses and activities. This sense of community is really important, giving its members a feeling of belonging. Being live-aboard boaters, there is also our unique community within the greater one. The physical beauty of the bay is a great attraction, too. As well, moorage, therefore living, is much more affordable in Cow Bay.

### **So, what do you think so far? How does living here compare to your expectations?**

We had been frequent visitors to Cow Bay prior to our friends’ continuous encouragement to move here permanently. So yes, our expectations have been met exceedingly... After living in Victoria’s Inner Harbour and then in a 500-boat marina in North Saanich, the small community that is Cowichan Bay just is more relaxed and inviting. The diversity of those who live here and the diverse-living lifestyles, like the house

boats, the stilt houses, the First Nations community, the commercial marine fleet, the agricultural setting, and the proximity of wild lands all lends to the feel of Cowichan Bay.

### **Why and when did you decide to become a marine resident?**

We have been “marine residents” on and off for 20-plus years. We had a float home in the Discovery Islands 20 years ago. Eleven years ago, we purchased a converted fishing troll and moved aboard, living in downtown Victoria and then North Saanich before moving to Cow Bay last June. We choose to live on the water because we love being in and close to the marine environment. We also prefer it because it allows a more sustainable living abode with a smaller footprint and lower energy consumption.



*The Julie May during an excursion to Silva Bay on Gabriola Island. (Photo credit: Tad Roberts)*

### **Are there common misconceptions held by those who do not live on the water?**

Short answer is, yes, many. Most of them can be summed up in that people are unaware that boat dwellers are responsible contributing members of the larger community. We do pay property taxes, just like any other renter; it forms a part of our moorage costs. We do all we can to live in an environmentally conscious manner. We often are contributing members of the larger community, volunteering or working, voting, purchasing, supporting arts and entertainment, etc.

### **What about privacy? Do people regularly ask to check out your place?**

All of the marinas are pretty open to the public. Even though there are signs restricting access to “moorage customers only,” the signs do not really deter anyone. So, we have to be a little thick-skinned. But it’s good



*Rick Schnurr and Judy Brooks say the best part about boat life is the mobility. (Jacqueline Ronson/The Discourse Cowichan)*

to keep in mind that it was our own choice to live like this. And we understand that we are a novelty and a curiosity to anyone not familiar with this lifestyle. Most visitors to the marina are courteous and just look at the boats and float homes. Sometimes I will engage in conversation and occasionally invite someone in for a closer look.

### **Does it take a certain type of person or personality to live on a boat in a popular marina?**

I think anyone who chooses this lifestyle needs to be pretty flexible and

understanding of others and their interests. If one really does not wish to be on display, then they need to choose a different option, like living on a mooring or at anchor.

Understand that we are not primarily here to put on a show. We are just living our life and choosing to be tied up at a marina is just easier when it comes to connecting with the shore for shopping, travel, appointments and a host of other reasons rather than having to boat-in from an anchored-out mooring.

### **What is it like to be on the water in a big storm?**

Storms are interesting. We have always chosen to moor in a safe location, but nevertheless, when the winds and waves are up we do feel the motion and hear the noise on the boat. Julie May displaces 14.5 tons, so it is relatively stable for her size.

### **Finally, what are some things that you think newcomers to Cowichan Bay need to know before they move?**

We are a very diverse community and that is our strength and appeal. Be prepared to be accepting, non-judgmental and open to all others. This likely applies to any community.

## **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



## Galley Goodies

Donna Sassaman, *Alia*

*As I prepare this column for publication, the weather forecasters are predicting plummeting temperatures and possible snow. Brrrr!! For me, nothing says 'comfort food' quite like a pot of homemade soup during the winter months. Recently I made a big pot of potato-leek soup. It was a hit! When I make it again, I may add cheddar cheese or cooked lentils for variety.*

*This soup is gluten-free and, if you use oil rather than butter, is dairy-free. It is flavour-full!*

### Potato-Leek Soup

Serves 4

Prep time: 10 minutes, Cook time: 20 minutes±

#### Ingredients

- 2 Tbsp. butter or olive oil
- 2 large leeks, white and light green parts only
- 2 humongous Russet potatoes, or 4 'normal' size Russets or Yukon Gold<sup>1</sup>
- 4 cups chicken or vegetable broth<sup>2</sup>
- Fresh or dried thyme, to taste
- Salt and pepper, to taste



*Photography credit: Elise Bauer, Simply Recipes*

#### Directions

1. Prep the leeks by slicing them length-wise and cleaning them under running water (or in a bowl of water) to get the dirt out. Then slice them width-wise into half-moons.
2. Prep the potatoes by peeling them and then cutting them into ½” dice.
3. In a large pot over medium heat, heat the oil or butter.
4. Add the leeks and potatoes and sauté for a few minutes, stirring, until beginning to soften.
5. Add the broth and thyme, if using the dried herb.
6. Cover and simmer over low heat until the potatoes are soft.
7. Remove from the heat and add chopped thyme, if using the fresh herb. If you're adding cheese, this is the time to add it.
8. Using an immersion blender<sup>3</sup> or potato masher, blend or mash the soup until most of the potatoes are mashed and the soup is smooth. If you're adding cooked lentils, add them now.
9. Bon appétit!

#### Notes

- <sup>1</sup> Yukon Gold potatoes produce a creamier soup but either Russets or Yukon Gold work well.
- <sup>2</sup> I use vegetarian 'Better than Bouillon' paste. For 4 cups of broth, use 2 Tbsp. of the paste.
- <sup>3</sup> Our immersion blender is worth the space it takes up in the galley! Bill bought it years ago at the local Sally Ann for about \$5.00. I use it for making smoothies, soups, and sauces.