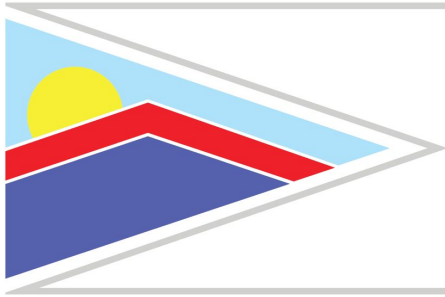


BCNRA



British Columbia Nautical Residents Association

Life Afloat

*The Official Publication of the
BC Nautical Residents Association*

Number 2, Volume 2
Spring 2020



Spirit Wind anchored at Sidney Spit - photo by Kris Samuels



Who We Are...

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

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Amanda Glickman, Cortes Island
Kris Samuels, Esquimalt
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

Living aboard in the time of COVID-19... What challenges have you been experiencing? How has your life changed?

For Amanda, living boat access only and off grid, means not much change for us. We've been off grid and remote since 2000, when we sold the house, climbed aboard a bluewater sailing vessel and headed off into parts unknown. Returning, we chose to remain somewhat disconnected. But it is ironic that last year we made the brutal decision to pick up and move to more urbanized surroundings... then COVID happened! Lucky for us the house hasn't sold yet! I chuckle to myself at the timing of all this, and I'm reminded of the gift we have to live where we do. I'm also reminded of the gift all liveaboards have in maintaining a self-sufficient, comfortable, movable, and isolatable home. Perhaps BCNRA was ahead of the game – we've been conducting our meetings with Zoom for well over a year now, our independent lifestyle has taught our board how to work efficiently without being in physical contact.

For Donna, life at the dock means maintaining appropriate distance as we pass other boaters on the dock, and not getting together with friends on their boats or ours. Trips to town are now limited to once or twice a week and the galley cupboards are being emptied as we use up 'stores'. (See Galley Goodies, page 20, for recipes using canned and dried foods.) We're getting boat projects done that have been on the to-do list for some time! Our online platform of choice, Zoom, besides letting us stay in touch with family and friends, also provides a platform for organisational meetings: most recently the BC Nautical Residents Association Annual General Meeting.

It seems that the pandemic will be with us for awhile yet. Small coastal communities are requesting that travellers and cruisers stay away in order to diminish the possibility of the virus being brought in by outsiders. Provincial marine parks are closed, although federal parks are open with some restrictions. If we liveaboards get away from the dock this summer, we all need to be even more self-sufficient than we are already: Before leaving the marina, top up your water tanks and fuel tanks; stock the pantry and fridge; have books, games, or hobbies to keep entertained; know the protocols for bays and harbours you plan to visit.

In the meanwhile, this time of self-isolation is a great opportunity to write an article for Life Afloat! The deadline for the summer issue is June 1st. Thanks in advance for your contributions!

Stay healthy, stay safe,

Amanda, Layout Editor

Donna, Copy 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.

Submission Guidelines – Text and Photos

Please email your articles and photos as separate attachments to the editors at 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, Layout Editor

Donna, Copy Editor



Making Friends in Degnan Bay

Adam Bishop, Petrel

There are a lot of things to learn when moving from 13° north to 50° north. Heat is a big one, which was something we always were surrounded by, living with the coconuts and bananas, where most people's minds were on how to stay cool. Now we have to do the opposite and wonder how to stay warm.

"Don't go where coconuts don't grow," is what one ol' sailor told me when I was fixing up a sweet little 31' Southern Cross in a Caribbean boatyard.

But here we are, not a coconut in sight! "The nations may topple, but the mountains and rivers remain," is another old saying (Chinese) from a few thousand years back. This also helped us decide to make our move. Kids, open spaces, sheltered cruising, and the overwhelming presence of nature.

For this kind of country we needed a different kind of boat. We had started out with a little Alberg 30, perfect for summer sailing and exploring but up here even summer can turn cold and wet. So we moved up to a 36' LOD pilothouse cutter built in Port Townsend. She has a bowsprit and massive stern-hung rudder and two hydraulic steering stations. One can be in a sheltered warm place when things turn nasty or out in lovely sunshine when weather is good, as it mostly is from May through September and longer sometimes.

Heat, what do we do for heat? Up here at 50° north, there is the wood stove, messy and bulky fuel, but clean and organic, and cheap. Propane, which is quick, clean, makes condensation, is a dangerous cargo, and difficult to store much of. And the big one: diesel. Since we have an inboard motor already using diesel and two large tanks built in with long distance cruising in mind, naturally the boat came fitted with a Dickenson diesel stove. It has a large flat surface and an oven and doubles as a heater to keep everyone warm. Summers we drop an alcohol Origo on the top.

Petrel had been a rescue mission the previous stormy October. We towed her back from Lake Union in the USA to Degnan Bay on Gabriola Island, where we had tied her up at the public dock to fit a newer old Perkins motor.

She had been neglected badly and along with her filthy unkempt interior and festering head (left at the bottom of Puget Sound I may say), her diesel stove had not been serviced in a very long time. New to these devices, I soon made some stupid mistakes! Diesel is not like wood! Getting out the mass of foul black goop that sticks and smudges on everything is easier said than done.

I am usually a practical guy, or so I'd like to think, so after scraping what I could and getting my hands filthier than imaginable, I had a great idea! Shop vac! I'd trick this evil, stinky lump of stainless contraptioning. It worked a treat, the vac was sucking away like a python on a rat and I was making serious progress.

But it seemed to be getting harder to see what I was doing in those dark recesses. Also, there seemed to be a funny smell? Well, turning off the vac and getting out of the galley (which is located amidships in the deepest part of the boat) the realization hit me

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!!

like a stone. Idiot! I'd brought the vac inside and it had sucked and blown the diesel mung everywhere and everything I touched smudged black ooze. F@#*\$@#%\$&%%....

Patience now at an all time low and bewildered by the dilemma and prospect of cleanup, I dragged the vac out and emptied all the soot over the side. Then I went below to begin the daunting task of wiping every speck of surface down with solvent on a rag. Aaaarrrrgh! This took a few hours.

It was a lovely April day, the harbour was bathed in warm light, and little zephyrs of wind touched down on the water in tiny cats' paws. Boaters were wandering down on the lovely spring afternoon to tinker on their vessels and enjoy the warm golden afternoon light.

Meanwhile, oblivious to all this glory, I was in a hellhole dealing with an almighty mess. There was a knocking up top while I was in frenzied scrub mode, now covered head to foot in oily black soot. A rabid boater! While I had been stuck in my self-created nightmare, I'd not had a second thought about my second major mistake. Dumping wood soot over side is no problem, but diesel soot floats. And all afternoon that vac load of soot had been drifting around between the boats, blackening all those pretty white polished hulls and enraging my poor Canadian neighbours. Oops.

What can you say? The Canadian way is 'sorry'. Taking a look at the red angry ranting face above me, I came out of the dark hole of Calcutta to witness the utter chaos of the situation I'd created. Everywhere little wisps of soot floated as it broke up and spread and spread and spread, still sticking to every hull it contacted. There was nothing to be done. All I could do was watch as more and more disgusted boaters turned their angry eyes upon me.

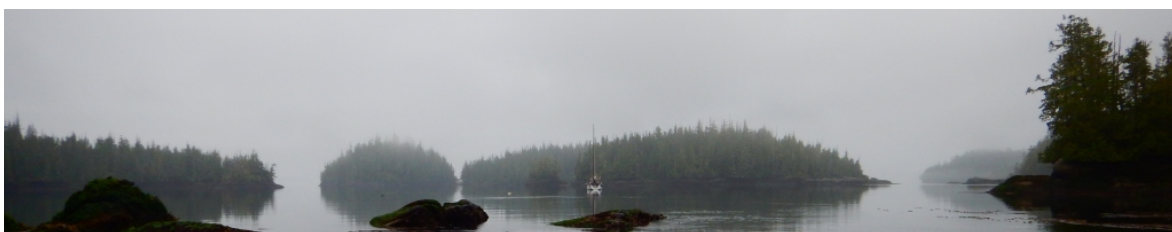
O, woe is me.

I think the accent helped. Once blood pressures had dropped and apologies to everyone been offered, I think they realized this guy was innocent of malice and was just plain ignorant in matters of diesel stoves. Being totally covered in the soot of Satan, I was quite a spectacle, a laughable incident, now.

The beers and warm afternoon were calming the various owner crews and as the evening wore on, most, not all, of the boaters were laughing about the stupid Barbadian guy and his first Dickenson diesel stove inexperience.

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.



Mac's Choice

Dennis Lewycky, *Sea Dancer*



Stan Rogers crystallized the love and respect fishermen have of their boats in his ballad, *The Mary Ellen Carter*. He saw an inspiring message in the lifting of an old boat from the depth of the sea. *Mac's Choice* was abandoned and left to a similar end until rescued by a man who “loved her best”, who saw more in the yacht and its existence than a mere physical vessel.

In September of last year, *Mac's Choice* was rafted against my boat at the French Creek Marina. This is a government marina along the east side of Vancouver Island. It allows boaters to tie up against other boats as it is a small harbour. There is little choice in who your neighbours are in this marina, but it is inexpensive and located in one of the most beautiful locations on the Strait of Georgia.

I and my motor yacht, *Sea Dancer*, fit uncomfortably into this marina, as did *Mac's Choice*. I bought my 38-foot Taiwanese trawler to restore, cruise the Strait, and live aboard. *Mac's Choice* is a 39-foot, 1981 North Passage, also built in Taiwan and designed for distance cruising and living aboard. Rafted together, the boats looked like siblings.

The fibreglass hull of *Mac's Choice* was once white and waxed, now dull even in glistening summer sunshine. With fore and aft berths and a spacious salon, it is efficiently designed for comfort. There are teak decks and rails, all weathered gray. Some damage and general disarray on deck give the boat a dishevelled appearance, much like an aging sailor showing signs of hard times.

The *Mac's Choice* saga is a story of its owner and captain, Warren Kimmitt. Slightly built and of average height, he shines with what seems a permanent generous smile. At 66 he moves with the confidence of a 50-year-old. Blondish curly hair and a light beard help make him look younger but it is his swarthy movements that speak of extensive sea travel and a joy of living. Quick to greet people and willing to strike up conversation made him popular at the marina. In the short time we shared the dock, he was visited by a number of people, demonstrating his affection for others and theirs for him. As I got to know Warren, his vast understanding of yacht construction and maintenance was revealed and I relied on him extensively. He

had been a diesel mechanic and skippered many different sail and motor boats. He was also a born teacher as he could explain complex issues and boating requirements without condescension. From our first encounter I knew he was to be an important figure in my restoration of *Sea Dancer*.

Restoring *Mac's Choice* is a massive ambitious undertaking. "It really was a long shot. People said I was nuts. They said forget it, it would be a waste of time, waste of money," he reflected. But, "Somehow, I like to rescue things." Earlier in life he also helped rescue youth victimized by circumstances and discrimination. The boat was taken to Alaska in 1995 by the owners and was kept in Hoonah until it was abandoned ten years ago. Warren heard from a friend that the boat was damaged and discarded. No one thought the boat was worth restoring. He did an initial repair of the boat in Alaska where



Warren Kimmitt, a born teacher and friend to many

he found it. "The first six weeks were dark times. There was no one around to help. It was cold and wet." Then once the engine was rebuilt and the hull damage repaired, Warren motored 1,100 nautical miles from Alaska to Vancouver Island. It was 220 hours running time on the boat in some of the roughest west coast waters.

The necessary question I posed to Warren was 'Why'. There had to be an explanation for why a man would take on such a huge project with all the risks and costs involved. "It's a big challenge and I needed one," was his first explanation. But then he explained how much the boat meant to him. "For six years, six precious years, my daughter, me, and the boat had a special connection." He explained how the boat saved his life. "It was a job when I needed one and a place to raise my daughter."

In the 1980s he was hired by a businessman in Vancouver as the corporate captain and engineer for *Mac's Choice*. Somewhat like the *Mary Ellen Carter*, he rose out of adversity. "I landed the job after a long hospital stay and rehabilitation program with a destroyed spine, divorced, depressed. Uncertain what I could do with a grade nine education and no way to return to jobs with the skills I had." To work his way through university and technical college he managed and skippered the boat for the company. Employees reserved the boat and Warren was the captain who introduced them to cruising the BC coast. He and his daughter would spend summers on *Mac's Choice*, she as first mate. Learning to operate the boat was his first requirement, as "I didn't even know what a tide was when I was hired." With both technical knowledge and hours of experience, Warren also explained his affection for the design of the trawler. "It was the shape of the hull, how it related to the water. It was just right. Just perfect." He loved the boat for itself. Like having a lover who is your friend, Warren deeply appreciated and respected the craft.

This was a beginning of a career and personal relationship to boating and the ocean. "I used the captain's ticket in my work with students and did a lot of outdoor education, counselling." He took graduating classes on year-end trips to a cove near Tofino, for example. And he taught a navigation and small boat course as an elective subject at his school. For a number of years after, he was also a boat captain for clients, delivering yachts to California and Hawaii.

With a touch of salty philosophy he admitted that restoring a 40-year-old boat was illogical and even irrational. "But we can't be responsible for outcomes (and what we accomplish or what may happen to us),

but what's important is the effort. Tenacity is important in life." But, "You have to be willing to fail." He had worked as a truck driver, mechanic, sailor, school administrator, social councillor, all of which were driven by passion and persistence. He knew he could not always assure the end results for what he did as there were too many factors affecting how things turn out. But he did control his effort and how he lived his life. Basically a philosophy of lived existence, physical and thoughtful. Basically a philosophy of gratitude and humility. Essentially ethical.

Mac's Choice is now waiting for summer weather. Warren is anxious to get back on the boat after the winter rains have spent their fury and threat of global warming. He has a great deal of work ahead for him as he refinishes the teak, replaces lost parts and updates some of the electrical and mechanical features of the boat. He is working on the boat through the winter, anticipating his daughter and grandchildren coming in the summer, when they will reminisce and visit some of their favourite marinas on the British Columbia coast.

I will help with some of the labour involved as he advises me on the repairs to *Sea Dancer*. Then there will be the hours we spend on the water, following the sun and wind along Georgia Strait. I'm sure there will be ongoing conversation as we ponder the state of the world and what can be done to save the environment. There will also be hours in silent reflection, as we harvest our memories for lessons, or merely appreciate the world of water, wind and nautical physics.

The Mary Ellen Carter

by Stan Rogers from the Album Between The Breaks... Live!

She went down last October in a pouring driving rain
The skipper, he'd been drinking and the Mate, he felt no pain
Too close to Three Mile Rock, she was dealt her mortal blow
And the Mary Ellen Carter settled low.

There was just us five aboard her when she finally was awash
We'd worked like hell to save her, all heedless of the cost
And the groan she gave as she went down, it caused us to proclaim, That the Mary Ellen Carter'd rise again

Well, the owners wrote her off; not a nickel would be spent
She gave twenty years of service, boys, then met her sorry end
But insurance paid the loss to us, they let her rest below
Then they laughed at us and said we had to go

But we talked of her all winter, some days around the clock
For she's worth a quarter million, afloat and at the dock
And with every jar that hit the bar, we swore we would remain
And make the Mary Ellen Carter rise again

Rise again, rise again!
Let her name not be lost to the knowledge of men
Those who loved her best and were with her 'til the end

Will make the Mary Ellen Carter rise again!

All spring, now, we've been with her on a barge lent by a friend
Three dives a day in hard hat suit and twice I've had the bends
Thank God it's only sixty feet and the currents here are slow
Or I'd never have the strength to go below

But we've patched her rents, stopped her vents, dogged hatch and porthole down
Put cables to her, 'fore and aft and girded her around
Tomorrow, noon, we hit the air and then take up the strain
And make the Mary Ellen Carter rise again

Rise again, rise again!
Let her name not be lost to the knowledge of men
Those who loved her best and were with her 'til the end
Will make the Mary Ellen Carter rise again!

For we couldn't leave her there, you see, to crumble into scale
She'd saved our lives so many times, living through the gale
And the laughing, drunken rats who left her to a sorry grave
They won't be laughing in another day

And you, to whom adversity has dealt the final blow
With smiling bastards lying to you everywhere you go
Turn to, and put out all your strength of arm and heart and brain, and like the Mary Ellen Carter, rise again.

Rise again, rise again!
Though your heart it be broken and life about to end
No matter what you've lost, be it a home, a love, a friend
Then like the Mary Ellen Carter, rise again!

Rise again, rise again!
Though your heart it be broken and life about to end
No matter what you've lost, be it a home, a love, a friend
Then like the Mary Ellen Carter, rise again!

Author's Bio: Dennis Lewycky, *Sea Dancer*

Dennis Lewycky has worked as a communication specialist supporting social justice causes and community economic development. Trained as a journalist and communications specialist, Dennis has worked in about a dozen countries. His career path includes having served as a program manager and executive director. Dennis is the published author of four books! He has three children and five grandchildren. He now lives in Cowichan Bay aboard the *Sea Dancer*.



The 2020 Annual General Meeting

Donna Sassaman, *Alia*

The BCNRA's Annual General Meeting (AGM) was held on April 18th. Due to the physical distancing requirements brought on by COVID-19, the AGM was completely electronic – ten members met on the Zoom platform, while another three members were represented by proxy.

After introductions and a brief Zoom 'tutorial', the reporting requirements of the BC Societies Act were fulfilled. Four members were acclaimed as the 2020-2021 Board of Directors: Bill Sassaman, Cowichan Bay; David Brand, Esquimalt; Ken Lund, Nanaimo; and Rick Schnurr, Cowichan Bay. All four men have served on the Board in past years.

Supporting the work of the Board are Amanda Glickman, Layout Editor for the Association's publication, *Life Afloat*; Donna Sassaman, Board Secretary and Copy Editor of *Life Afloat*; Judy Brooks, Board Chair; and Kris Samuels, Webmaster.

In the Directors' Report to the AGM, the 2019-2020 Board noted that while conflicts in coastal communities this past year were fewer than in previous years, the Directors believe that it is important to keep the BCNRA strong and to continue to build a network along the BC Coast. To that end, BCNRA is looking at ways to include more members in the work of the Association; e.g.:

- Sending in regular reports on what's happening in your harbour;
- Helping with specific tasks or initiatives, such as:
 - Spreading the word about the Association in areas currently not served by BCNRA;
 - Encouraging liveaboards to join the Association;
 - Fundraising;
 - Contributing to the quarterly publication, *Life Afloat*; and
 - Researching issues, such as legal precedents.

Currently, all Board members are based on Vancouver Island. The Association would be well served by having directors from different parts of the coast, such as the Lower Mainland, North Coast, and the Gulf Islands. Because the Board meets by Zoom, directors can live anywhere!

As always, the BCNRA needs your ideas, suggestions, time, and energy! To volunteer, or to contribute your ideas and suggestions, please contact us at feedback@bcnr.org. Thank you.



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.

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 and she'll put you in touch with the owners.

For Sale: *Papa Rumba*, 1997 Van de Stadt Norman 40 steel cutter. Regretfully for sale due to health concerns, this incredible vessel has plowed the seas of the Mediteranean and Pacific Northwest with style and grace. She handles well in a gale and will move in the lightest of breezes. Full sail inventory including assymetrical cruising spinakker on snuffer, spare anchor, solar panels, wood stove, stainless arch, and decked out for amateur radio work. She's both a joy to sail and to live aboard. New Beta Marine 50 installed 2016/2017, just over 200 hours. New prop shaft, propellar, dripless seal, raw water filter, wiring and



hosing. Newly installed "Filter Boss" fuel polishing system. Fuel tank opened, inspected and polished late 2016. Too much to list here... please write for specs and price. svpaparumba@gmail.com.

Ponderings

Submissions to the Editors

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

Saw ma first mozzie of the season today, big fat farka, full o juice, maybe my juice...Swallows don't seem to mind. Frogs are singing in chorus all over the wetlands. The eagles are soaring in blue skies. Creeks still gush as new seeds and blossoms explode. The robins chirp and chase the insects. Geese have flown overhead by the thousands, honking. The seas have lost cold water clarity and are feeding salty spirulina to the meat rocks. Skies are quieter, less rushing to 'n' fro in man's machinations. The bitumen biways are quieter, less bearings, and rubber grind and squeal. Fear constrains mankind, containment and control for national security. Lungbago's the latest ailment. Less poison 'n' people up in the air can only be a good thing for the mother of us all, Planet Earth. Long may it last..... (Adam Bishop, *Petrel*)

How and Why I came to reside on a Boat in the Salish Sea: From Heart Attack to a Better Life

David Brand, Ska'ana

In the Beginning...

Living in London Ontario, at 59 years old, with my son Michael, then 21 years old. One early morning at around 0200, I was not feeling well and took a Tylenol and had another cigarette in complete denial that I was having a major medical moment. I felt like a truck was pinning me down. After waking my son and arriving at the London Children's Hospital in short order, I was triaged and laid on a stretcher while awaiting a doctor who was carrying what looked like a DeWalt toolbox. It had inside a lifesaving drug that was administered to me and the pain immediately subsided. Surgery was then delayed a week as my blood was allowed to thicken and a multiple bypass was to be conducted on the remaining working part of my heart. My denial had damaged areas beyond repair.



I won't bore you too much longer with the details of my life at that time other than to mention the depression from guilt of not taking care of my health in support of my family, that my cost to society was self-inflicted, and I was given this life to make things better for those that follow and I could not see myself contributing or providing in this state of selfishness.

Change of Focus and a Desire to Get Better in Mind, Body, and Soul...

My recovery began with a trip to Vancouver Island, in particular Sidney, where my mother lived. The second morning of my walk to the pier was somewhat of an epiphany in that I made the immediate decision that I would return to London to my job there but would put a time limit on it. I phoned my employer and told him that I was leaving in two years and, I hoped, be living back on the Island. He asked my long-term intentions and out of the fog I replied, "Work at a less stressful pace in a better climate and live on the sea in a boat."

Cut from Eight Years Ago to Today...

I started looking for what I envisioned as a seaworthy but comfortable boat. My experience in small boats had begun at 13, with Cadets and the fact we lived at what was then Lambourn on the south side of Cowichan Bay, about halfway to the entrance across from Separation Point. I lived, played, and worked at the marina. I learned to sail in Maple Bay and spent a whole summer ferrying my elder sister to the far end of Genoa Bay to a dairy farm. In 1968 the summer took me to Sand Spit (Quadra) as one of two instructors

for the overnight sail, which involved living on the water for the summer, sometimes in open cutters, sometimes on a 75' Yard Ferry Personnel (YFP), and other times in a motorized 32' cutter. That fall I joined the Royal Canadian Navy and sailed destroyers, sailboats, and numerous small craft for twelve years.

The hunt began in earnest. There is no such thing as a bad liveaboard vessel. It is individual taste; however, like all things in life, some are better than others.

Ska'ana when first seen was beyond my ability to buy. She was, however, everything I had been searching for: Less than 40 feet in length, seaworthy, simple to operate and repair, warm to the spirit that moves us who live on the water. She is a 36' Grand Mariner Trawler, closer to 50' with anchor support and dinghy. She is powered by a 135-hp Lehman diesel from a British bus; smooth shift transmission. ***Ska'ana*** carries 600 gallons of fuel, 60 gallons of water, and a 40-gallon holding tank for black water. I can make my own water and have a 2500-watt generator. Solar panels will be next.

I love to anchor, and feel the gentle sway and fresh air. ***Ska'ana*** is equipped with GPS, radar, sonar and numerous radios. I can navigate using paper charts and a sextant and have dead-reckoned in the fog across Juan De Fuca (terrified, to say the least). I was lucky my good luck box was full.

Due to the greed of a purchaser and a great connection with the seller through family, I purchased her at a reduced cost, and on the 12 December 2002, sailed her from Sidney to West Bay in a southerly gale down Rosario Strait.



Ska'ana is a Grand Mariner Trawler

I presently live in West Bay Marina, Esquimalt,



Ska'ana's galley is well-equipped and bright

and pay moorage and a liveaboard fee. I could not live ashore with the same amenities as well as the freedom I have daily for less money. ***Ska'ana*** is a lot of work and she has not been cared for as well as I should have but she sustains me. At times I just thank the Creator for her and for this way of life.

My life is complete. I am blessed with family and friends beyond measure. Although struggling with health issues from past sins, I work every day and get around on an electric bike. I sail whenever I can. My oldest daughter Karen is my first mate. I have a fiancée who loves me. A faith in my creator that is unshaken that we are only put here to be happy and share that joy.

None of this would have been achievable or sustainable if it were not for life on the sea. I am part of an organization not only committed to saving our way of life but committed to living a life that cares for the ocean and the effects we all have in the communities we live in and how we live in them. I presently belong to an Environment



One of the hallmarks of a Taiwanese-built boat is the excellent woodwork, including carved doors.

Committee at City Hall, Esquimalt, where we study, discuss, and monitor our effects on the sea, land, and foreshore. I hope soon to be a part of a committee to look at more sustainable way of using Tsehum Harbour.



View from the bridge



Ska'ana's ground tackle allows for peace of mind while at anchor



David steering Ska'ana in his warm pilothouse



Ay, matey! Grandchildren make great crew!

Author's Bio: David Brand, *Ska'ana*

David Brand lives on his 36' Grand Marina, *Ska'ana* at West Bay Marina, Esquimalt. He is presently employed as the Base Accommodations Barrack Warden for CFB Esquimalt. David is engaged to his childhood sweetheart. He has served as a BCNRA director for several years.



Musings – Observations from a Longtime Liveaboard

Brent Swain, *Easy Street*

Friends, who have owned houses for many years, say their boat is the most comfortable home they have ever lived in. My first boat was anything but comfortable. The plywood deck dripped condensation all winter long. My stove was a “decorative yachtie style” Gypsy stove by Washington Stove Works, good for decoration only. The only way to keep it burning was to feed it constantly, due to a tiny firebox and it not being airtight (controllable). I was talked out of spray foaming the boat by a Kiwi “Yachtie” priorities-type guy, with the argument, “If you get a hole, how are you going to get at it, with all that foam in?” I have since clued in to the fact that foam makes a good plug and gasket, all the parts already in place.

When the stove was running, it was dry from the waterline up, and soaked in condensation from the waterline down. The interior was wide open, which makes me cringe when some speak of ventilation, instead of insulation. Been there, done that, doesn't work. Fortunately, I only had to spend a couple winters on her, before heading to the South Pacific.

My next boat was all steel, zero deck leaks, period. She was spray-foamed back to the galley, where I was worried about fire hazard. I have since put out a foam fire aboard, quickly, by simply sealing her airtight. No problem. I later tried sheet foam for that part. No matter how hard I tried to get a sealed vapour barrier over it, the steel under the foam sheets was soaked in condensation, causing tiny blisters in the epoxy. I

eventually ended up spray foaming that part, a huge improvement. I made the mistake of trimming the foam back flush with deck beams and stringers, resulting in condensation and sometimes ice, on the paneling, over them, and eventually, black marks in the paneling, showing the position of every beam and stringer.

On my first boat, when I spoke of using a wood stove, I was ridiculed for even suggesting it. “Boats use oil stoves, not wood stoves,” was the reply. Four years later, in Montague Harbour, out of six boats anchored there, four had wood stoves.

My second boat started with an oil stove. Cruising the first winter in her, I would find myself frozen in, in a great spot, lots of grouse, clams, oysters, and venison. I would have loved to stay, but had to keep searching for a gas dock for more oil. So I tore the oil pot out, went for wood, and lived happily ever after.

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 liveaboards 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 liveaboards, being limited by our own time and resources.

How can you help make our Association even better, able to serve the needs of liveaboards 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.

Foaming the bilge is a big mistake. It soaks up oil, water, etc., causing serious corrosion. If you want insulation there, use a carpet, which can reduce bilge condensation by 80%, or insulate the undersides of the floor boards. This boat is super dry, zero condensation.

On the last boat I built, I installed the wood stove before painting and foaming. The wood stove was large and airtight, letting me fill it and have it burn for up to 14 hours without adding any more wood. It was sheer luxury, compared to past heating experiences. I later copied it in 1/8th-inch stainless steel. My current boat was foamed right down to the floor boards everywhere, leaving at least 1/4" over all steel, stringers, etc.

A big mistake I made on my first boat was to have fabric berth cushion covers. When they got wet, they wanted to stay wet until spring. I remember after a winter run up the Gulf Islands, spending hours in a Nanaimo laundromat trying to get the foamies dry. That summer, I covered the foamies with Naugahyde, wrapped over the foam and stapled to the plywood bottoms (no sewing necessary). No more wet bunks, no condensation under them, and no mould – none of the many berth problems liveaboards complain about.

Don't like sleeping on plastic? Put a bed spread over it. Plywood bottoms let me prop the mattress up level, when on one tack in the trade winds for weeks on end. I found Sampson fabric, 3-oz. Dacron saturated with PVC, much tougher and cheaper than Naugahyde. It is also the fabric that my main sail cover is made of, which still looks new after 20 years in the sun and four Pacific crossings. Foam eventually screwed my back, so I switched to several layers of carpet, covered with Sampson, which cured that problem.

More to come...

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.



Liveaboard News

*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.

There's a fire in the marina - Port Ludlow Liveaboards

<https://48north.com/news/theres-a-fire-in-the-marina/>

Nomads no more - an interesting parallel in the RV world!

[https://news.trust.org/item/20200504101916-](https://news.trust.org/item/20200504101916-b4zys/?utm_campaign=coronavirus&utm_medium=newsletter&utm_source=mainListing&utm_content=link1&utm_contentItemId=20200504101916-b4zys)

[b4zys/?utm_campaign=coronavirus&utm_medium=newsletter&utm_source=mainListing&utm_content=link1&utm_contentItemId=20200504101916-b4zys](https://news.trust.org/item/20200504101916-b4zys/?utm_campaign=coronavirus&utm_medium=newsletter&utm_source=mainListing&utm_content=link1&utm_contentItemId=20200504101916-b4zys)

Galley Goodies

Donna Sassaman, *Alia*

Cooking in this time of COVID-19 can be challenging. Taxing the imagination of any 'Galley Slave' are: Attempting not to go to the grocery store more than once a week, using up tins and packages of dry goods that have been stored in galley cupboards for awhile, and not eating out (sigh).

Among my favourite things to make and eat are crab (fish) cakes. Here are two variations. One is from my good friend, Celia, who lives above our marina. The other recipe, which can be adapted to tuna or salmon or other fish, is one I've used for years.

Celia's Chinese Crab Cakes

Makes 4 servings of 2 cakes each

Ingredients

- 1 pound fresh or canned lump crabmeat (the best crabs are the ones you trap yourself!)
- ½ cup + 1/3 cup panko bread crumbs, divided
- 2 eggs
- 2 green onions, finely chopped
- 1 T. dark sesame oil
- 1 T. grated fresh ginger (or 1 tsp. ground ginger)
- 1 T. Chinese hot mustard (optional)
- 2 T. peanut or canola oil, divided (Donna's note: I use grapeseed oil)
- ½ cup prepared sweet and sour sauce (optional)

Directions

1. Combine crabmeat, ½ cup bread crumbs, eggs, green onions, sesame oil, ginger, and mustard in large bowl; mix well.
2. Shape level 1/3 cupfuls of mixture into 8 patties about ½-inch thick. (At this point, patties may be covered and chilled up to 2 hours.)
3. Heat 1 T. oil in large skillet over medium heat.
4. Place remaining 1/3 cup panko in shallow dish; dip each crab cake lightly in panko to coat.
5. Add 4 crab cakes to skillet; cook 3 to 4 minutes per side or until golden brown and heated through. (Cakes will be soft so turn them carefully.) Keep warm.
6. Repeat with remaining 1 T. oil and 4 crab cakes.
7. Serve with sweet and sour sauce, if desired.



Donna's Crab or Fish Cakes

Makes 4 cakes

(Adapted from James McNair's recipe)

Ingredients

- 1 onion, chopped fine
- 1 sweet pepper, diced fine
- 1 rib celery, diced fine
- 1 heaping teaspoon capers (optional but fabulous)
- 1 egg, lightly beaten
- 1 tablespoon mayonnaise
- 1 tin crab meat, tuna, or salmon, drained
- Dried bread crumbs, Panko, cracker crumbs, or dry instant mashed potato flakes (about $\frac{1}{2}$ - $\frac{3}{4}$ cup)
- Season to taste: salt, pepper, dried dill weed

Directions

1. Sauté onion, pepper, celery until soft
2. Take veggies off heat, add capers, and allow the mixture to cool.
3. In a large mixing bowl, mix the egg, mayonnaise, crab, cooled veggies; season to taste (I generally omit the salt, due to the saltiness of crab, and add lots of freshly ground black pepper and a generous pinch or two of dill).
4. Add enough bread crumbs to make a firm mixture.
5. Refrigerate for about an hour (optional, but recommended).
6. Form into 4 patties, and pan fry in a small amount of olive oil (or other good quality oil) and/or butter, until crispy on both sides, turning once.

Homemade Tartar Sauce

Mix together mayonnaise, finely chopped dill pickle (or pickle relish), pinch of dill, finely chopped green onion (opt).

