



Life Afloat

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*The Official Newsletter of the BC Nautical
Residents Association*



*Ana Santos' Motorsailer **Nuala May***

In this issue:

Who We Are.....	2
From the Editors' Desk.....	3
Deadlines.....	3
Submission Guidelines – Text and Photos.....	4
Our Liveaboard Experience.....	4
These Are a Few of My Favourite (Boating) Things.....	8
Liveaboard Rights.....	10
Petit Bourgeois and Pirates.....	11
The Passing of Water Rat	15
Poem: Thoughts While Sailing.....	16
Galley Goodies.....	18
Advertisements and Announcements.....	20



BC Nautical Residents Association

Who We Are...

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

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2021 – 2022 Board of Directors:

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The BC Nautical Residents Association was founded in 2010 by a group of liveaboard boaters to encourage living aboard responsibly and to find solutions to issues faced by people who live on the water.

An individual on his/her own may not 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:

1. Preserve and support the tradition of living aboard one's vessel;
2. Promote environmental awareness among liveaboards;
3. Establish collaborative communications between liveaboards and non-liveaboards;
4. Assist in facilitating solutions to issues of concern to liveaboards;
5. Advocate for the enactment of new legislation and policies that directly and indirectly affect liveaboards.

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 regularly 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 accomplished over the year.

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

BCNR Code of Ethics: <https://bcnr.org/about-us/directors-code-of-conduct-and-ethics/>

From the Editors' Desk

Donna Sassaman, *S/V Alia*

First, a note about this issue's layout: Our layout editor, Marilyn Guille, received an offer she couldn't refuse and has gone 'cruise-about' until September. I'm serving as the *very amateur* layout editor for this issue. If you have desktop publishing experience and would like to serve as guest layout editor for the summer issue, *please* contact me a.s.a.p. at donna_sassaman@bcnr.org. Thanks! (N.B.: The layout may be 'Plain-Jane' but the content is not! Thank you to our members who contributed to making this an informative, thought-provoking, and enjoyable issue!)

Spring has sprung and, pandemic notwithstanding, many of us are feeling itchy to do some cruising this summer, even if very local cruising. So you, like Bill and me, are getting projects done that will convert our floating abodes into boats again! Culling 'stuff' that seems to multiply exponentially over the winter, hauling the boat out and painting the bottom, testing equipment, etc. Please send stories of your projects and plans by **June 1st (or so)**; we'll publish them in the summer issue of *Life Afloat*.

The BCNRA Annual General Meeting was held online on April 11th. Sixteen members attended by Zoom or by proxy, from Denny Island to Piers Island, from Richmond to Esquimalt, and places in-between. The 2020 – 2021 Board of Directors had experienced a fallow year, thanks mostly to COVID, and there was no directors' report given at the AGM. Instead, attending members reported on their areas. We learned that Alert Bay is a wonderful place to live aboard, with easy access to the Central Coast; that the Saanich Peninsula to Victoria provides approximately 4,000 slips and with few exceptions, Sidney marinas set aside 10% of their slips for liveaboards; that one of Nanaimo's liveboard-friendly marinas had to evict some problem boats and is not accepting new liveaboards; and that Shelter Island in Richmond is a terrific liveboard community ... and would be perfect if only it were closer to the mouth of the Fraser!

The 2021 – 2022 Board of Directors comprises returning directors Bill Sassaman (Cowichan Bay), David Brand (Esquimalt), and Ken Lund (Nanaimo). Long-term director, Rick Schnurr, and board chairperson, Judy Brooks, retired from the Board. New members on the Board are Cathy Gilbert (Cowichan Bay), and Don Bruniski (Maple Bay). I continue as Board secretary.

The Board meets bi-monthly on Zoom. Directors need to hear from members! If you have a question, a problem that the BCNRA can assist you to resolve, recommendations about liveboard-friendly marinas, etc., please contact the Board at feedback@bcnr.org.

We look forward to receiving your articles, photos, news items, etc. for the summer issue, **deadline June 1st (or so)**! Check out the submission guidelines on the next page or at <https://bcnr.org/newsletters/submit-a-story/>.

<i>Life Afloat</i> Issues and Deadlines		
Issue	Months	Deadline
Winter	January/February/March	December 1
Spring	April/May/June	March 1
Summer	July/August/September	June 1
Fall	October/November/December	September 1

Submissions Guidelines

This publication is by and for our members. So, please submit articles! Here's an incomplete list of possible topics: boat/float home maintenance tips; favourite equipment (technical, navigational, cooking, entertainment, etc.); galley-wise recipes; recommendations for liveaboard-friendly marinas and businesses; your favourite cruising areas and anchorages; why you became a liveaboard; what qualities/assets you looked for when searching for your liveaboard boat or float home; your biggest liveaboard challenges and how you've resolved them (lessons learned); local issues and issues' resolution (e.g., marina restrictions; anchoring restrictions, relations with land-based neighbours); etc. etc.

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.



Our Liveboard Experience

Cathy Gilbert, *M/V Northern Cross*

Our liveboard experience began some four decades ago when we moved to BC from Ontario. We moved aboard a 28' cruiser with our toddler daughter. We lived at Captains Cove Marina in Ladner; on our dock were several other families with children and we lived there for six months before deciding the boat was just a bit too small. We moved into a townhouse, but within a couple of years the bug was back. This time we moved onto a 34' boat with two kids, and lived at Captains Cove again, and also in False Creek. The impending arrival of baby #3 persuaded us to move ashore again a couple of years later. The boat was sold to finance the house ashore, sadly.



*Our second liveboard, **Porjus**, with our two lively oldest kids.*

The following decades found us with an increasing number of children (yes, we had heard of birth control). We eventually found ourselves parenting sixteen children, four by birth and a dozen by adoption from the foster care system. (They never all lived at home at the same time, the age span being over two decades). Nevertheless, we still managed to fit in some boating. We were given a 32' double-ended gillnetter by my father-in-law and with a combination of kids sleeping just about everywhere (and sometimes older ones ashore in a tent), we managed to get out on the water. This boat was eventually morphed into bigger ones, as we saw the sheer joy our kids took in being on the water, and how good it was for them to be there.



Learning to row was a rite of passage.

All the kids took it on as a goal, and all became competent rowers.

We did play a game for a while where we would pull into an anchorage and see how long it took for other boaters to leave when they saw how many kids and dogs were aboard. Funnily enough, we sometimes had folks motor over and tell us how great it was to see kids rowing, kayaking, fishing, and just generally having a good time in nature and that our kids seemed to get along so well, etc. (That was nice while it lasted).



The Gilbert family's dinghy flotilla!

Eventually the kids grew up and we began to envision our life aboard. Like many families, some of our kids grew up, left home, and...came back. This rebounding isn't so challenging when you just have a couple of kids, but when you have a large family, it can mean you have a full house much longer than you thought you might. Eventually we had the bright idea that if we actually moved onto the boat permanently and sold our house, there would not be a place to come back to (or at least not for long). We can sleep several extras on our boat but not with any sense of privacy. This lack of space discourages adults from thinking they can move home with their belongings and enjoy home-cooking for an extended stay with the parents.

So we gave those still at home (five of them, all adults) about six months' warning, and as it turned out, sold our house privately with little fuss. There seemed to be disbelief among some of the inhabitants that we would actually follow through with this madness of moving to our boat, but we did it.

We were able to give most pieces of furniture that we valued, or which had some family history, to our kids who were stable (not likely to sell it, for example), and also ones who were likely to invite us over. That was a criterion, too. If you've never had us over for dinner, you don't get those chairs; they are going somewhere we will get to sit on them. We were also able to store things we didn't want to keep on the boat but were still precious to us at a few of our kids' houses. It has worked relatively well so far, and recently we've been able to share some storage space at our marina with some kind liveaboard neighbours.



Dave and Cathy Gilbert, empty-nester liveaboards!

For the rest of our belongings, instead of having a garage sale, we simply put things that had been through the family's scrutiny on the edge of the lawn by the road. This proved a very satisfactory way to get rid of things. One of the items that we were most puzzled about someone taking was an entire laundry basket of odd socks. (You don't parent a lot of kids for a long time without growing a lot of odd socks).

Anyway, the day came when the house was empty of our belongings and the new owners proceeded to take possession. We moved onto the boat and felt like we had arrived in heaven. We had spent lots of time aboard over the past years, but there was something amazing about arriving knowing this was now our primary residence; knowing that we didn't have to go 'home'. Home was here.



Northern Cross, a 47' ex-Anglican mission boat,
is home to Cathy and Dave in Cowichan Bay

We are among those folks who have not done great retirement planning. We could kind of describe ourselves as 'downwardly mobile'. We knew living aboard would be cheaper than our mortgage and maintaining our home (yes, we still had a large mortgage; that was part of our poor planning). We didn't have the retirement with the gold watch, the handshake, and the pension plan. So some work will be in our future for a while. But still, our life aboard is bringing us enormous joy and we are very grateful that we chose this path for ourselves.

We moved aboard in March of 2020, just before the pandemic hit our province. It was ironic that we had just disbanded a house full of people to live just the two of us right about the time when we would have had to put restrictions on our life and those we lived with.

We live with two dogs: a rescue from Kathmandu (that's another story), and an obnoxious Shih-Tzu (nicknamed 'the toughest dog in the bay' by one of our neighbours). They keep us company, make us go for walks, and last fall when Dave was away for work for a month, provided someone who listens really well to any conversation, albeit being somewhat limited in response.



'The toughest dog in the Bay'

Our move to BC from Ontario in 1980 was inspired by a family member who lived on a sailboat in Canoe Cove. One visit from a Toronto winter to a spring on Vancouver Island, on a boat no less, was enough. Who wouldn't think it idyllic? We couldn't have predicted all that would pass in the four decades before we finally claimed our permanent home in our boat in the picturesque port of Cowichan Bay. But here we are, and we look forward to many more years of our dream unfolding, with adventures to come.



Author Bio:

*Cathy Gilbert and her husband Dave live aboard the **Northern Cross**, a 47' ex-Anglican Mission Boat, in Cowichan Bay, Vancouver Island.*

Cathy is a member of the 2021-2022 BCNRA Board of Directors.

These Are a Few of My Favourite (Boating) Things...

Ana Santos, **MS/V Nuala May**

Life aboard has been a pleasure from the start, but there is life ... and there is life. **Nuala May** agrees with me. In the last few years, a handful of topnotch products have made my life and work aboard better, safer, and incredibly more pleasant. Not only are these items excellent quality, they all come with clear instructions and are backed by priceless, efficient, knowledgeable, friendly, and ever-present 5-star customer support. For me, this meant that I managed to install and learn to run these systems mostly by myself without having to resort to hired help. And believe me, if I can do it, so can you!

PRODUCT	MY FAVOURITE FEATURES	PRODUCT DETAILS
Wallas cabin heater	<p>What I like best about my Wallas cabin heater is the lack of fumes, smells and exposed or visible flames, which I find gives me great peace of mind if I happen to leave the boat unattended overnight. Besides, it is smart and turns itself off in the rare event that something goes wrong (I have had this happen only once in 3 years, and the overheating fault resulting from a closed flap in the ducting was my own). Even at the lowest setting, you can feel the warmth from the ducted air taking hold of the boat almost straight away. It is also very quiet inside, and neighbour-friendly offering complete silence outside. To top it off, it consumes very little power, and so long as the fuel is clean, it is maintenance free!</p> <p>In addition: Prompt and simple start at the push of a button. Easy to use thermostat with 6 heat settings. Can be used as a fan for ventilation in the summer. Clear LED indications on thermostat panel to verify correct operation and easily identify and correct potential faults.</p>	<p>Trotac Marine (Victoria, BC)</p> <p>Photos & specs:</p> <p>www.trotac.ca</p>

Torrid water heater	<p>What I like best about my Torrid water heater is that whether on shore (or genset) power or while running the boat, it turns tap cold water into hot water within minutes and without noise. Models come in different shapes and sizes, so mine is round and low but ample volume to fit under a shelf in a small cupboard.</p> <p>In addition: Very easy to drain if freezing winter temps are a concern. Even easier to refill afterwards. Maintenance-free except for straightforward anode replacement once every few years.</p>	<p>Torrid Marine (Washington, US)</p> <p>Photos & specs: www.torridwaterheaters.com</p>
Kisae inverter-charger	<p>What I like best about my Kisae inverter-charger is how reliably it converts DC to AC power throughout the boat without any hassle or noise. The integrated charger keeps the batteries fully charged while on shore power, and if they need a good charge after an outing, it is quick and quiet about it, except for the occasional and gentle hum of the integrated fan. I also love the very clear display panel, which can be very conveniently installed away from the unit, so I can always keep an eye on battery power and state of charge.</p> <p>In addition: Can be set to function with different types of batteries (flooded, gel, AGM). User-configurable alarm and protection systems for faults, under-voltage conditions, etc. Maintenance-free.</p>	<p>Kisae Technology (Surrey, BC)</p> <p>Photos & specs: www.kisaepower.com</p>
Cobham's Sailor Fleet-One satellite communications system	<p>What I like best about my Sailor Fleet-One, Inmarsat-based satellite system is that in 4 years, I have lost the signal only once, and it took a very long and narrow inlet with gigantic granite walls on both sides to do that. Besides, I have phone and wireless email/text communications and Internet access all in one small format package. As a lone liveaboard, I enjoy the feeling of enhanced safety that I get from the phone, while the rest gives me the ability to work from all my favourite spots.</p> <p>In addition: Seattle-based service provider Oceans offers a wide range of service plans for different size pockets and needs, and provides software that is easy to use and automatically reduces data usage. Battery power consumption hardly</p>	<p>Oceans (Washington, US)</p> <p>Photos & specs: www.oceans.com</p>

	noticeable. Maintenance-free.	
Nova Kool kit for icebox-to-fridge/freezer conversion	<p>What I like best about the Nova Kool kits is that cold plates come in a variety of sizes and shapes to adapt to different icebox dimensions and volumes of freezer space. I chose mine in the shape of a small box with an open top. It is freezer inside the box, fridge-cool all around and underneath it. The thermostat has 7 cold settings, which is also handy to control the consumption of battery power.</p> <p>In addition: Lengthy refrigerant lines allow the compressor to be installed at a distance from the icebox. Special couplings allow disconnection and reconnection of refrigerant lines without losing the refrigerant. Maintenance-free.</p>	<p>Nova Kool (Coquitlam, BC) Photos & specs: www.novakool.com</p>



Author Bio:

Ana Santos, a long-time BCNRA member, is a freelance English-Spanish translator. She and **Nuala May** have been together part-time since 2007, full-time since 2013. **Nuala May** is a Willard Vega Horizon 30 built in 1974. She first lived in California, Oregon, and then Alaska, but she is happiest exploring Beautiful BC's central coast. Denny Island has been home to Ana and **Nuala May** since 2014.

Your Liveaboard Rights

Brent Swain, *Easy Street*

This spring, a friend (who has won his share of constitutional court challenges) was anchored off a park. The RCMP and parks people arrived alongside, and told him the park was closed. He said, "Provincial Park? Provincial jurisdiction stops at the high water mark. Navigation, and anything below the high water mark, is federal. It's in the constitution, which can only be changed by a constitutional amendment, which is very complicated and controversial. It hasn't been done in this case." The charter overrides all other laws in Canada. Definitely overrides Island Trust laws and municipal laws.

So the RCMP said, "Safety check."

He said, "Safety requirements only apply underway. I'm not underway. Let's go to court. I can make you famous." They all left, and he stayed there as much as he pleased. I have not heard of the RCMP using that 'safety check' excuse for a boat at anchor since. Seems they know they will lose in any court constitutional challenge, which would set a precedent.

If the police show up, and your hatch is open, closing it could be called 'obstruction of justice'. If it is not open, you are under no legal obligation to open it. So don't open it! If cops are in the area, leave it closed.

Wellness check? All too often lately, people asking for a wellness check on their loved ones get the message, "Yeah, they were okay, but we had to shoot them, to stop them from harming themselves!" Legal system logic? You can shout through an opening port, "Yes, I am okay," without opening up your home to them. I'd be tempted to add: "I am doing an internal investigation, and I will let you know if I find any wrongdoing on my part."

I got into an argument with a self-righteous dirt dweller from Salt Spring this spring. She was complaining about liveaboards at anchor. She said living aboard is against Island Trust laws. I suggested that forcing people out of safe, comfortable floating homes and into the ranks of the homeless, was a violation of the charter right to life, liberty, and security of the person, as well as a possible violation of their Section 6 right to pursue a livelihood, if living aboard is the only way for them to survive on any job they have there.

I also mentioned that the court challenges program to fund constitutional challenges, is back in business, operated by the University of Ottawa. Anyone interfering with a liveaboard's charter rights is subject to civil action, which could result in garnishees against their bank accounts, wages, pensions, and liens on any property they own.

"Following orders' has not worked as an excuse since the Nuremburg trials. For human rights violations, you the violator are personally liable, as are your assets." She never responded. I suspect she talked it over with a lawyer and found it all true. I suspect that she was on the Islands Trust. (What's to trust there?) Could there be anything more hypocritical than someone whose lifestyle would take several more planets to sustain, criticizing someone whose environmental footprint is exponentially smaller?

She mentioned liveaboards disposing of their garbage. I mentioned having seen dirt dwellers dumping their garbage on someone else's property. I mentioned all the garbage dumped in the bush by dirt dwellers; too far for a liveaboard to take it, given that most liveaboards don't have vehicles. My daily garbage fits in the pocket of my jeans, most days. Not so, most dirt dwellers.



Author Bio:

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. Brent has lived aboard since 1971 and made nine singlehanded Pacific crossings. He has cruised mostly full time since his mid-20s. For further information about Brent Swain boats, check out <http://groups.yahoo.com/group/origamiboats>.

Petit Bourgeois and Pirates: Living Afloat on the Wild West Coast

Nathaniel Poole, *Cygnus*

There is probably no more contentious topic in boating than liveaboards, and as a long-term liveaboard, I've watched the rhetoric heat up again and again in communities up and down the coast. Teeth-gnashing and finger-pointing clog social media and the courts, without a lot of data to back up positions on either side.

But there's no getting around it – the landed gentry occupying valuable shoreline property have long held a very jaundiced view of people living on boats. These days, nothing sets mutton-chop whiskers atremble as much as an off-key rendering of Barrett's Privateers emanating from a half sunk Bayliner moored with old clothesline to a floating bleach jug, especially when accompanied by the sounds of another beer being cracked or a toilet flushing.

Consequently, with increasing frequency, landlubber pearl clutchers seek to restrict waterway access to mariners (live ammunition being banned as Lee-Enfield rounds are bad for the ducks).

I feel that these incursions onto federal jurisdiction should raise concerns to all mariners whether you liveaboard or not. They represent a gentrification of the sea where the needs of landspeople override the timeless tradition and need for noble mariners to go where they damn well need to go when they damn well need to go there.

How this is happening is a complex intersection of local politics and competing federal and provincial jurisdictions – a byzantine arrangement only a tad less functional than the US Congress.

Along the BC coast, the Federal Government long ago divested itself of authority over the seabed to the province (paid for by a case of rotgut whiskey, old John A not being too particular), while retaining it over the water column. So, for example, if you were to drop a mooring buoy, the buoy itself must adhere to all federal laws, but the anchor block is resting on provincial crown mud.



Caption: A mooring buoy is subject to both federal and provincial laws.

Technically you're trespassing, but unless oil or Spanish loot is discovered under your block, officials prefer to look the other way. Who really has final jurisdiction over that mooring is part of an ongoing debate that the two levels of government would prefer to ignore.

And that's where local governments are beginning to venture, pursued over a legal cliff by legions of angry rich people's servants bearing pitchforks. Efforts are being made up and down the coast to acquire authority over numerous harbours from the province. This is done with a License of Occupation (otherwise known as a LOO, into where, in my opinion, all such applications should be deposited).

In a LOO, a community submits a detailed plan to the Ministry of Burning Forest Lands and Last Gasp Natural Resource Operations outlining the details of the area they wish for control over and why, and what they plan to do for those already enjoying the resource.

Under the previous provincial government (whose idea of 'civic engagement' involved hanging trussed homeless folks over crocodile pits), these applications were routinely awarded.

Once local authority is granted, a municipality can pass bylaws restricting anchoring, mooring, liveaboards, and allow the use of live ammo (to hell with the ducks). Some communities such as

Nanaimo have opted for a gentle touch, only wishing to deal with derelicts and abandoned boats, and let the marine community continue to support the local grow-ops and brewing industry. Others, such as Port Moody and Victoria, have opted to sweep all and sundry away, clearing their waterfronts with more alacrity than the British at Dunkirk.

Because of inaction by the Feds, derelict and abandoned boats are a real plague to some waterfront communities with boats beaching every winter, the oxygen-tank crowd waking up after a storm terrified the Huns have made a landing below their waterfront balconies.

But there is a nasty side to it as well: there remains a deep antipathy towards mariners perceived to be getting something for free. Nothing raises the hackles of the petit-bourgeois property owner than sharing the view with someone paying *nada* for the same privilege. A few pretty sailboats on a sunny day might be bucolic; a raft of moored vessels is an excuse to start bribing local councillors.



Sharing the view with onshore neighbours from the vantage point of a snug, sunny aft deck.

But class issues do not make sympathetic headlines, so often *faux* environmental concerns are used as a proxy because, of course, everybody (except, until very recently, Victoria) hates poop on their beaches.

These concerns typically aren't based on measured evidence but rather unsubstantiated complaints of shoreline property owners. A case in point was the City of Victoria's recent sweep of the Gorge Waterway. The Gorge is a sheltered body of salt water deep in the city boundaries, where perhaps a dozen boats were moored, some of which were liveaboards.

Complaints swamped City Hall, which purportedly considered a shelling by the town's noonday howitzer to restore peace to the area (whether the target would be the boats or the complaining properties is unknown). Their lawyers convinced them to opt for a LOO instead.

Subsequent to the burning and razing of the offending boats (Victoria's second maritime battle, the first being a Hudson's Bay cannonball fired after a canoe of Songhee warriors who had stolen a set of copper pots in 1857), it was discovered that several waterfront homes were inadvertently leaching sewage into the Gorge at such a level that a planned public swim was cancelled (a swim that was planned, ironically, to celebrate the clean-up of the Gorge).

A few survivors of the Gorge carnage decided to take the City to court. There is apparently a constitutional challenge being fought against the Port of Vancouver for the same reason – in deferring to upland NIMBYism, long cherished rights as mariners are being curtailed, and the legalities are far from clear.

The current battleground between shoreline owners and mariners is unfolding in Brentwood Bay. Located just north of Victoria, Brentwood Bay is a mariner's haven. Sheltered on three sides by hills and

mountains, and with waters warming to swimming temperatures in the summer, according to the liverish locals, the Bay is a draw to cruisers, liveaboards, and other such terrorists.

The monocled British Empire ex-pats on shore, never having quite recovered from the loss of India in '47, have decided they will retreat no further and engaged the City to wrest control of the Bay from the Province.

To be fair, there is a long and notorious history of unscrupulous individuals abandoning derelicts in the bay. Until recently, the federal government refused to deal with these, and so local individuals were forced to fundraise to pay to have junk hauled away themselves.

That there remain certain vessels which, from shore at least, appear to be on the verge of same, understandably raises the collective blood pressure. Every winter it seems one or two boats slide placidly beneath the Bay, or are blown off their neglected moorings.

This only inflames the loquacious and iron-sphinctered, who loathe the very idea of free anchoring or moorage, and wish the Bay for their exclusive use (a few pretty sailboats would be okay).

As in other jurisdictions, poop is the primary horror and accusation in Brentwood Bay, especially given the presence of a dozen or so liveaboards who call the bay their home.

But that argument seems specious when water testing done by the Capital Regional District shows that stormwater inflows into the bay is at times off the scale in terms of *e. coli* contamination, something the city and the neighbourhood prefer to quietly ignore.

While liveaboards crapping in the bay justifies a major naval action, with each rain hundreds of thousands of litres of poo water flows into the bay apparently with everyone's blessing. It would seem that landlubber poop is of much higher quality.

How successful these LOO applications are to removing boats and mariners depends a lot on the ability of those affected to organise. In Nanaimo Harbour the marine community fought back against the city. Both sides came to a mutually agreed-upon solution where both boaters and the municipality's concerns were met, and the floating community remains.

Amazing what one guy with a cordless drill and a dark night can accomplish in making the worst offenders disappear.

In areas like Bowen Island and Port Moody, this organisation was absent, and their maritime communities disappeared faster than an affordable apartment in Vancouver.

It remains to be seen how things pan out in Brentwood Bay. There are a couple dozen more or less sober individuals vigorously fighting the city. To the city's endless consternation, these brave souls organized a legal union, the *Brentwood Bay Marine Community Society*, which then applied to the province for their own, competing LOO, right under the city's nose. One can imagine the toupees spinning off at city hall when news of this got out.

But it's a mess all right. And it should be remembered that the majority blame for all this rancour rightly falls on the Feds, who have long ignored their responsibility on our coast. This has resulted in a

patchwork of local responses that more often than not simply take away mariner's long-cherished rights. The new action by the Feds in funding removal of old wrecks is welcome, but the question everyone is asking is: How long will it last?

But the Province is not without blame, as they could easily establish a fair regime for the entire coast that deals with the worst offenders and preserves mariner's rights. But like the worm being fought over by a pair of hungry crows, it crawls away unobserved, leaving them behind to fight it out.

Until these governments get their acts together and assume their constitutional responsibilities, mariner's rights will continue to be threatened and those who wish for free and unfettered travel on the water will have to remain vigilant.



Author's Bio:

Nathaniel Poole lives aboard a Trojan Flybridge 40 in Brentwood Bay. He's lived aboard since 2007. He wants you to buy his damned book.

The Passing of S/V *Water Rat*

Allan Creasey, *Vixen*



I am passing on the sad news of the passing of ***Water Rat***. She was an original Harrison Butler design with modifications by William Garden.

After living aboard and sailing this most special of boats, I handed her over to Gregg, the new owner of Bill Garden's place off Canoe Cove. ***Ratty*** changed hands a couple of times. I tried keep to track of my old friend and found later that it was on anchor in of all places, Cadboro Bay. I contacted the owner and convinced them to let me help move it to a safer location. Oak Bay Marina was the next stop, where ***Water Rat*** was left ignored.



Water Rat was the 'shippiest' of small wooden boats, with classic lines, gaff-rig, and a can-do attitude!



Water Rat under sail; looking forward from the cockpit.

As moorage hadn't been paid for over a year, the next place I discovered **Water Rat** was chained to a dock in Victoria. I contacted the Harbour Authority there with the history of this classic boat. I asked that they cover the boat with a tarp for the winter because I couldn't get access myself to the dock. My next visit broke my heart as **Water Rat** had sunk.

Only another mariner would understand my frustration and anger.

RIP, **Ratty**.

*Editor's Note: I was saddened to learn of **Water Rat's** sinking. As I wrote in the Spring 2019 newsletter, **Water Rat** was the reason Bill and I are liveaboards:*

A Kootenay friend, Ron, had returned to his hometown of Sidney and was living aboard a 22' LOD wooden sailboat, **Water Rat** ('Ratty'). Bill went to visit Ron and begged for a ride. Off they went to Sidney Spit, where Bill experienced boats at anchor, a full moon rising behind Sidney Spit with the sun setting behind Sidney, pods of Orcas jumping in front of the boat on its way back to Sidney... Yes, it was the Universe conspiring to get us on a boat. Home from Sidney, Bill burst into the kitchen and declared, "I *have* to have a boat! I just *have* to have a boat!"

*It's tragic that such a beautiful boat would end up derelict and deserted. RIP, **Water Rat**.*



Author Bio:

*Allan Creasey has been a member of the BC Nautical Residents Association for a number of years. He currently lives aboard and cruises a Tanzer 26, **Vixen**, which sails like a 'sports car'! Currently, Allan and **Vixen** can be found in the Lund area.*

Thoughts While Sailing

Gary Prebble, **S/V DarMi**

Ashore

A dot of an island; his tiny sloop reprised
Sails tattered, torn, must by mystics survived
Through waters uncharted, ship pilotless contrived
By sailor's grace; spared his wreckage to feed
The sea nights' unleashed, predator breeds
Their lee shores, rogues and shoals would bleed

Ship's anchor bedded, bound as oyster to shell
Like lovers, its tines to harbour's binds
Wrecked sailor's wood tender with moorings let out

Finds quiet the bay's rippled waters throughout
And beckons a survivor a-grasp at his oars
While slight swells sent, lifted with barely a touch
Atop sand necklace of storm wreckage of such
His tender laid down on strewn sea kelp and shells

And of his view scarce believed, tended garden vines
Rainbows of flowers, burdened grape clusters for wines
Wood stove smoke, hardwood harsh sent, squinted his eyes
Upwards weaving, from above atop a nearby cottage's eaves



As if anchored by his sandals, stood fixed there shoreside
Silent, wondered just then, his love of the sea
And stepped on past, atop rough sand at ocean waves end
Ov'r its black flotsam on the night's tide line; to send
A pause, a reflection back, at his ship a-float, alone
Her rigging secured by tradition of long centuries past
And sent a sadness to blowing at his shore bound brow
A sense of his life drifted darkly at this bearing now

But his ship, her deliverance from storms; her vows
Watches there, blushes her beauty, beheld by the swell
As if solace to send, promises, comforts to mend
Echo waves, relentless sea waves and ocean gull songs
And horizons; their worshiping sailing ships, long
But the sailor again set his back to the sea
To a land path as if seized; feared, tethered unease

Marooned of their moorings, sailors spirits cast off
"My bearings, my course, this compass sees not but distraught"
"Shorewind spirits" implored he, "am I a true sailor to be?"
"Come about, set your bows to me; true heading of your destiny
I am, the wild sea"

Arise now from your bondage awash at the shore
Your bearings, your fate need no wanderings the more

Celestial your steerage its mysteries eternal to guide
But note well o'er there amid the wreckage right near
That abandoned old hull rotted and sad; witness to fear



True sea seeker ever be,
Rise up from the water's cold grip where you lay
For you are forever to the horizons a sailor set free

Author Bio:

*When not writing poetry of the sea and sailing life, Gary Prebble can be found cruising the BC Coast aboard the **S/V DarMi**.*

Galley Goodies

Sandra Lewis, **Shiloh**

Marinated BBQ Portobello Mushroom Burgers

Serves 2

Monday is often busy with boat and day-to-day chores. So, dinner sometimes sneaks up on me and I'm either scrambling to make what I had planned or just giving up, and we head to the pub. That's why these marinated BBQ Portobello mushroom burgers are a game changer! With minimal hands-on time and a quick cook time, they have an optimum taste-to-effort ratio.

I try to find mushroom caps that are close in size so they cook evenly. Using barbecue sauce makes the recipe flexible and I don't have to make my own marinade (thus freeing up a good 10 minutes – which on some Mondays makes all the difference).

My husband usually grills the burgers while I finish up a side and prep the buns and toppings. Now, he is an accomplished griller, but for these burgers, he puts on his watch. We find that seven minutes on each side is the optimal timing for tender and not too liquidy (yes, that is a word) Portobello burgers. He starts with the tops down and then flips them over so the liquid that accumulates in the gills drains while the bottoms cook.

*As for sides, I usually make a salad since it's nice and easy. Other options we enjoy are corn on the cob, baked sweet potato fries or soup (for cooler days) – basically anything you'd serve with a meat burger. These marinated barbecue Portobello mushroom burgers were made on **Shiloh**, our 1978 Tollycraft 37, using a Dickinson Marine Sea-B-Que.*



Portobello Burgers

Ingredients

- 3 tbsp. barbecue sauce of choice
- 2 Portobello mushroom caps
- 2 buns
- Toppings of choice (tomato slices, red onion slices, lettuce/spinach leaves, mustard, mayo, etc.)

Instructions

1. Remove Portobello stems and place mushrooms on plate or other shallow container.
2. Rub barbecue sauce into the mushroom gills and tops. Place tops down and marinate for 30-60 minutes.
3. Heat BBQ to medium-high heat. Once heated, place mushrooms on grill (tops down) for 7 minutes. Flip over and continue grilling for another 7 minutes. Mushrooms should be soft and have released most of their liquid.
4. In the last few minutes, grill buns and then build your mushroom burgers with your favourite toppings.



Author's Bio:

*Sandra and Trevor Lewis have lived aboard **Shiloh** since November 2018. Sandra works in digital communications and is currently the Vice Commodore of the Tollycraft Boating Club and communications lead for Canadian Tollycruisers. Trevor is a power line technician in the Fraser Valley. They enjoy cruising the Salish Sea, traveling, and spending time with family and friends, both on water and on land.*

Advertisements and Announcements

BCNRA Burgees for Sale

Does your burgee look like this?

Order a brand new, high quality burgee from our website while quantities last: <http://bcnr.org/about-us/buy-a-burgee/>. Just in time for the summer cruising season!



Allan Creasey sent the following screen shot of a communication from the Hornby Island Harbour Authority, with this note:

I'm still living aboard up the coast. I had been making inquiries elsewhere, because as we all know, it's difficult to find a spot. On that note, here is what I received recently from the Hornby Island Authority.

Well...at least they don't deny living aboard! Just make it financially ridiculous.

Hi Allan,

No water no showers no laundry at the Harbour.
\$400 per month is the liveaboard fee, meaning if one is approved to liveaboard his vessel, one will have to pay this fee in addition to regular moorage and hydro fees.

Regards

Sent from my iPad

Family Seeking a Liveaboard Boat to Rent

We are a family of four, two adults and two girls, ages 5 and 7. We are seeking a liveaboard experience on a sail or powerboat. We have lived aboard before on a trawler and loved it and are seeking to do it again, but this time locally. We are both responsible, tidy, working professionals. I (Karen) am currently working as an independent contractor for a chartering company and learning lots about different types of boats. I have my Transport-Canada Pleasure Craft Operator Card (PCOC) and am about to start my VHF and coastal navigation.

We are seeking a short term or long term liveaboard experience. We are flexible. We can provide excellent references and all would say we left their property better than when it was handed over to us by them. We are quick learners and are open to helping maintain the boat for you wherever we can and, of course, we are handy.

If you are interested in finding out more about us or working on an arrangement with us, email dreamboaters@yahoo.com. We look forward to hearing from you.

Ahoy,
Dreamboaters Family

Sail cloth/dodger fabric pieces and sewing notions, Some for sale and some free

Free

- Make Your Own Dodger instructions (printed)
- A collection of rip-stop nylon remnants of various sizes and in 7 different colours. *[I have used them for small projects such as bags, flags and tell-tales on sailboats]*
- A collection of white and brown remnants of sailcloth of various weights and sizes
- A bag of pieces of varied sizes of reddish-brown and green Sunbrella *[left over from sail-cover and cushion projects]*
- Sailcloth white unknown weight [quite heavy 8 oz?] 2 lengths 20 cm wide & 12m long
- Sea Band anti-sea-sickness

For sale

- Cone of royal blue Ackerman Goggingen Rasant thread #952 +/- 400 m *[I used on sails and upholstery]*
\$5.00
- Cone of white UV bonded polyester thread – probably 4 oz, but label etc lost. The outer layer has minor staining +/- 1000 m. \$ 7.00
- Cone of dark brown 730 Canso Dacron polyester thread 1 lb. #16 +/- 3000m. \$15.00
- Cone of dark brown Ackerman Goggingen Rasant thread # 805 +/- 500 m \$6.00
- Leech line Dacron white 1/8" +/- 25 m \$10.00
- Grosgrain 4" wide sail binding with some rust staining +/- 8 m \$10.00
- Grommets 14 brass 8mm/5/16" + tool for installing \$2.00

Contact Bridget at bridget765@gmail.com

For Sale:

M/V Julie May. Rick and Judy have made a move back to land. **Julie May** is a 42' converted West Coast wooden troller in excellent condition. For photos, specs, and price, click on <https://rickschnurr.wixsite.com/juliemay>.

