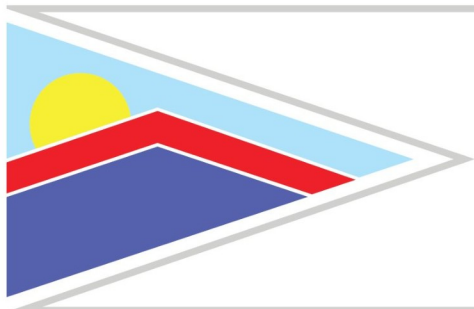


BCNRA



**British Columbia
Nautical Residents
Association**

Life Afloat

*The Official Publication of the
BC Nautical Residents Association*
Fall-Winter 2021 - Issue Number 4



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Rick Schnurr and Judy Brooks lived aboard **Julie May**, a 42' converted troller, for more than a dozen years. Last year they moved off the boat and on to Piers Island to be close to family. They now live in a house with a beautiful garden and a view of the BC ferries plying their way to and from Swartz Bay. Rick served as a director of the BC Nautical Residents Association from its inception to the 2021 AGM.



Who we are.....

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/>

From the Editor's Desk

Donna Sassman, *Alia*

Christmas was always a big deal in my childhood home. There were five children in my family and our parents and extended family made sure that there were lots of presents under the tree, the Christmas dinner was fabulous, and there were board games, card games, and guessing games to keep everyone laughing and engaged. For us kids, Christmas generally started hours before dawn. As long as we were quiet so as not to wake our parents, we could tip-toe downstairs, collect our stockings – after checking out the pile of presents – and head back upstairs to our beds to empty the stockings, eat the chocolate, contemplate the orange, and play with whatever toys were in the stocking. The whole day was *magic*.

During the years that Bill and I and our three children lived in a tiny, remote mountain community in the West Kootenay, Christmas was special in a much lower-keyed way. We had the tree, selected and cut by Bill from among the trees growing on our property. We had the gifts, some bought, some homemade, and some re-gifted, under the tree. We had homemade baked goods to give as gifts to our friends and neighbours. And we had our traditions. (Check out Galley Goodies for a description of, and the recipe for, one of those traditions.)

Christmas was always about family, especially about the children. So, the Christmas of 1990 was bittersweet. Bill and I were away from our children, our infant granddaughter, our parents, and our siblings. We were cruising down the west coast of Baja California aboard our 34' steel-hulled ketch, *Emrys*, and had anchored along with about 25 other cruising boats in a protected anchorage. We were there for Christmas, along with a few boaters we knew and many we didn't. There was no tree and no presents, but there were warm breezes and water, an expansive sandy beach, and boaters from Canada and the USA excited to be spending a warm holiday in Mexico. In our holiday-best shorts and tee-shirts, we all arrived at the beach in our dinghies at the appointed hour with potluck contributions in hand. By the time the Christmas gathering had come to an end, we'd met a number of cruisers with whom we would become friends. Thus, for the next three years, our Christmas tradition was cruising-centric.

Our offshore cruising ended in 1993 with our return to Victoria. Since then, we've welcomed four more grandchildren into our family (now all young adults and quite wonderful human beings). We've had many Christmases on our various boats (*Emrys*, *Freedom Dancer*, and since 2002, *Alia*), in Victoria, Vancouver, and Cowichan Bay, and in the homes of our children. Although venues may change, and traditions be modified, what this season has always meant to us is spending time with the people we love.

I wish you a wonderful holiday season and a peaceful, healthy, adventurous 2022.

Cheers,
Donna Sassaman
Copy Editor

P.S. – I received an early Christmas present! My friend, Amanda Glickman, the original layout editor of LIFE AFLOAT, served as guest layout editor for this issue. Thank you, Amanda!

The newsletter does need a layout editor, so if you have desktop publishing experience and would like to help out, please email me at donna_sassaman@bcnr.org at your earliest convenience. Thank you.

Hello, BCNRA Members!

The deadline for the spring 2022 issue is March 1st. What does spring mean to you? For the crew of *Alia*, spring means getting the boat maintenance done in time for summer cruising adventures. Besides spring boat jobs, here are ideas for submissions:

- How you became a liveaboard. We've published several articles by members and they're always fascinating.
- The criteria you used when looking for your liveaboard boat or floathome.
- Your biggest liveaboard challenge/s and how you resolved it/them (e.g., lessons learned).
- Maintenance tips and tools, from the keel to top of the mast.
- Your favourite boat/floathome equipment and why.
- A book review of any book that is maritime-related, from offshore cruising accounts to coastal cruising guides to 'how-to' manuals.
- Issues and issues' resolution in your area (e.g., marina restrictions; anchoring restrictions; relations with land-based neighbours).
- Recipes for the Galley Goodies column. What are your favourite recipes that work well in a small galley?
- Favourite cruising destinations.
- A description of your liveaboard community, whether at a dock or on the hook.
- Other?!?!?

Submission Guidelines:

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 send your article as an attachment* to your email rather than as email text (which requires a lot more format editing than an attachment, generally speaking).
3. *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!



Up she goes! Alia being hauled out at Newcastle Marina, Nanaimo.

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

Best wishes,

Donna
Copy Editor, *Life Afloat*



Alia on the hard at Newcastle Marina.

Announcements

What's happening in your community? Any events or services that you'd like the membership to know about?

Gary Prebble's YouTube Channel

Gary cancelled his previous YouTube channel due to too many ads that YouTube inserted given Gary's large following. He has started up again with a different name, the same theme, and with the addition of his poetry. If you like his videos, please subscribe! Gary needs a minimum of 100 subscriptions to be able to have his own URL (which will be youtube.com/SailorPoet, when he's able to claim it).

For now, you can watch – and subscribe to – Gary's very enjoyable and instructive videos of old growth forests, funky west coast cities and towns, salmon, grizzly bears, and living aboard a steel-hulled sailboat (Brent Swain design) on

<https://www.youtube.com/channel/UC6N0AoNaMCNbDyQBR6MkuXw>.

Advertisements

If your item sells, or request is filled, please email feedback@bcnr.org to let us know. We'll then remove your item from this list. Thank you!



"s/v Dulcinea II was custom built by a very knowledgeable boat builder using excellent materials and ensuring painstaking attention to details. This is a very good example of a craftsman who takes pride in his work...."

–Chris Wettberg, Surveyor, Global Marine

LOD: 34'0", Beam: 10'10", Draft: 5'5", Ballast 5,000 lbs.

Hull material: Wood/Epoxy/WEST System

Decking/Superstructure: Plywood epoxy and finish cloth fibreglass reinforced plastic

Ribs: Sawn White Oak

Planking: Wedge-seamed Red Cedar

Mast: 46' Sitka Spruce epoxy and glassed

Boom: Sitka Spruce epoxy and glassed

Engine: Sabb diesel, 10hp

Propeller: 2-blade variable pitch

Tender: Custom-built epoxy plywood tender. 10'0". Excellent rowing dinghy c/w oars

If you are looking for a sturdy coastal or offshore cruiser, ***Dulcinea II*** offers comfort, reliability, and easy-to-maintain systems. There is a spec sheet available. Also a full survey report dated October 10, 2020.

Will consider all reasonable offers on \$39,000CDN.

For more information or to view, phone Bill, 250.661.2021

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/>. They make great Christmas gifts for that liveaboard boater in your life!



For Sale: 38' C&C

We are a family of three currently living in Winnipeg, MB, working towards taking a 3-year sailing trip beginning July 2023. After the trip we plan to live aboard in Victoria.

One biggie on our massive to do list is to sell our current sailboat so we can buy our ocean-going sailboat. Our current boat is a 38' C&C, named ***Starship***. We have worked hard this winter getting her ready to sell and she is excellent condition and ready for her new owners.

Here is the link: <http://starshipcc38landfall.shutterfly.com> <<http://starshipcc38landfall.shutterfly.com/>

Amanda & Jason

Amanda.ward@umanitoba.ca or jaward@mymts.net

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.

SOLD!

M/V Julie May. Rick and Judy made a move back to land. **Julie May** is a 42' converted West Coast wooden troller who has gone to a new home.



Wanted: Liveaboard Boat to Rent

My name is Marie-Sophie and I am moving from a cabin in Quebec to Victoria this September. I am going back to school at 33 to start a PhD In Law at UVic. I am quite excited to start this new chapter near the Pacific!

I am currently looking for a place to stay in Greater Victoria and I am exploring what liveaboard options could be available, as a paying guardian. From what I understand, most (if not all!) liveaboard vessels in BC are owner-occupied so I'm looking for something temporary, in case the owners are absent for a period of time. I suspect this might not happen often but I thought I should at least express my interest! Living aboard has been a life-long dream but quite unattainable in Quebec (because of epic winters).

A few words about me: I am a clean, open-minded and respectful person. Professionally, I have been involved in various projects to create alternative forms of living in response to the housing crisis. I've also lectured in universities and enjoy writing. I can take good care of a variety of living beings like plants, cats and dogs. I can provide plenty of references from previous landlords or employers.

Marie-Sophie
msbanville@hotmail.com

The Decibel Coalition

From a letter sent by Alan Drinkwater, CPA CA
Western Canada Representative, Decibel Coalition
<https://safequiet.ca/decibel-coalition/>

Editor's Note: Recently the BCNRA joined the Decibel Coalition. While not strictly a liveaboard issue, excessive boat motor noise can be problematic to anyone on the water. Following is the Decibel Coalition's mandate.

Excessive boat motor noise is a persistent, pervasive and growing problem on Canadian lakes, rivers and ocean waterways. Across our country, the increase in the number of high performance boats with illegal or non-existent muffler systems is spoiling the enjoyment of our on-the-water and beach activities, and is diminishing the outdoors/cottage/floating home experience. The current legislation governing pleasure craft motor noise is unenforceable.

There are a number of common complaints re motor boats - motor noise, speed, wake, loud music. We feel it is best to tackle motor noise as it is already covered by the current legislation. It will be easier to enhance existing legislation, rather than trying to have the legislation expanded to cover other issues.

Formed by Safe Quiet Lakes, the Decibel Coalition is a national organization whose objective is to strengthen federal legislation to include decibel limits on motorboat noise that are easily enforced. Such legislation has proven highly successful in the EU and 27 American states. For more information:
<https://safequiet.ca/decibel-coalition/>

To motivate Transport Canada and the Federal Government to strengthen the existing boat noise legislation, we need to demonstrate there is across-Canada support for implementing decibel-based boat motor noise limits.

- Several Ontario and Quebec organizations have signed on (e.g. Georgian Bay Association, Thousand Islands Area Residents' Association); recruiting is now underway across Canada.
- I am reaching out to Western Canada lake-, river- and ocean-oriented organizations. Cowichan Lake and River Stewardship Society and Youbou Community Association along with 16 other organizations have joined.
- No cost to being a member.
- If in due course your individual members wish to provide financial support that will be much appreciated.
- During the next 6 months, we are focussed on recruiting lake-, river- and ocean-oriented organizations across Canada (property owners and stratas, nautical, recreation, residents, environmental, etc.) and beginning discussions with the RCMP to bring them on board and gain their commitment to delivering an effective enforcement program when the enhanced legislation comes into effect.
- A lobbyist will be hired later this year to work with Transport Canada and the Federal Government.
- Patience is a virtue; it is expected to take 2-3 years to have the enhanced legislation in place.
- A semi-annual newsletter is planned to keep you informed of Decibel Coalition's progress and plans.

‘Yottie’ vs. Practical

By Brent Swain, Easy Street

I grew up scrounging materials for my projects since I was very young. It came in handy when I was building my first boat from a bare hull and a few deck beams on a shoe string budget. Where I was building, five other boats were under construction. All their builders had dreams and ambitions of tropical cruising. They were horrified when I used the plywood from the roof of my shed for decks. They insisted on all materials being new. Other examples of resourcefulness also horrified them. They insisted on the ‘yottie’ route. The result? I left there three years later, singlehanded, for the South Pacific, at the ripe old age of 23. They were in their 30s to 60s. They never made it off the treadmill. Their ‘yottie’ ways simply didn't work!

After a couple years of cruising the South Pacific, I came home, and found them still building, clinging to ‘yottiness’, and criticizing anyone who was more practical and thinking outside the box. Used plywood is far more reliable than new, as, if it hasn't delaminated after years of use, it ain't going to; you don't know that with new, untested plywood. While people complain about the price of a sheet of ply these days, we are awash in used plywood. Most of boat shelving, etc., can be made of small pieces you find washed up on beaches, well salted, and thus more rot resistant. Sand it or cover it, and you can't tell it from new. My interior was done this way, for around \$50 for the whole interior on my 31-footer. No regrets.

Thirty-seven years ago, I was badly misled by drooling over the fine bright work on the Swiftsure racing boats, and wasted a huge amount of time, money, and effort trying to emulate it. After sanding, varnishing, and maintenance-working my way across the Pacific, I realized what a waste of time and money such yottie priorities are, turning cruising into something best defined as ‘Working like a slave on your boat in exotic locations!’ I noticed that boats with those priorities looked beautiful at the beginning of a voyage, but looked like trash after crossing the Pacific. Those with an easy-to-maintain workboat finish looked immaculate.

Sure, the highly-varnished was bound to impress those who had no experience in maintaining the bright work over a long time in the tropics, but not those who have. So who would you rather impress, the naive, or the experienced and knowledgeable? Not that one should waste any time trying to impress anyone at the expense of cruising time, but one should put more value on experience when making decisions than shallow, pretentious priorities.

While tied alongside in Auckland, I overheard some Kiwi kids commenting on my boat, “Look at that scruffy overseas boat. They take no pride in their boats!”

I shouted back, “You don't like my boat? I have a gallon of paint and some brushes, if you want to repaint her!”

They asked, “How much will you pay us?”

I replied, “Nothing. It is not important to me. If it is that important to you, why should I give up *my* freedom chips for *your* priorities, or anyone else's? If I had done that, I would not be out cruising and probably never would. So start painting, or shut up!”

They left, mumbling.

As I point out in my book, *Origami Metal Boatbuilding, a Heretic's Guide*, ‘You can judge the value of advice, by what it has done for the person offering it. So if you want to get off the treadmill early, and not wait for ‘Freedom 55’, then you best get your advice from someone who has accomplished what you seek, not someone who has spent huge amounts of time and money, and not got there yet, or never will. I accomplished ‘Freedom 27’, the last time I punched a clock, or had a boss and a regular job.’

ORIGAMI METAL BOATBUILDING

By
Brent Swain



A Heretics Guide

A good cruising boat is a workboat, built and fitted out with workboat priorities. Offshore cruising puts workboat-like loads on everything. ‘Yottie’ marinas are rare outside of first world countries.

If one can build a roller furler for \$150, which has gone decades and several circumnavigations with zero maintenance or problems, why would one buy a ‘yottie’-style one for over \$3,000, about which one can find a myriad of problems listed online, which simply can’t happen to the \$150 one?

When one can build a sheet block in less than 20 minutes, for under \$2 worth of material, in less time than it takes to go buy one, a sheet block which has broken a line rated at 6400 lbs breaking strength, with no damage, why would one spend \$40 on a ‘Yottie’ one rated at 900 lbs safe working load?

When one can build an anchor winch which has gone decades with no problem for \$75 worth of scrap stainless, why would one spend thousands of dollars on one with no lack of problems listed online? A friend working in boatyards up north said they saw a steady stream of boats coming in with broken anchor winches.

KEEP IT SIMPLE is a common theme among experienced cruisers, yet those hearing them seem to do the exact opposite. Cruising boats are exponentially more complex than they used to be, for no good reason. Cruising budgets and dreams die the death of a thousand cuts, not one of which seems all that big. Keep all expenses down.

I recently got an email from a guy in Alabama, who said his parents always dreamed of the cruising life, but never tried because they believed that only the rich could do it. He said that if only they had had my book, he could have grown up on a boat, cruising the world. Rich elitists promote that

disinformation. That is why they ban me from so many sites. Their sponsors don't want you to get this info.

Don't ever believe it!

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.



An Inexpensive Safety Tip!

Contributed by Bill Sassaman, s/v *Alia*

There was an item on today's news (11/24/2021) about a Coast Guard hovercraft running into an unlighted sailboat at night. Here's an inexpensive way to ensure that your anchored boat is visible to other watercraft: solar garden lights! We've been using them for years and replace them with dollar store solar lights as necessary. Eight lights cost about \$10 and they don't require any maintenance other than keeping the solar collectors clean.

Place them at strategic locations along your lifelines to light up the length of your boat. Besides the lifelines, we have a couple on top of the arch on the stern. Remove the post and attach the lights with hose clamps.



Having solar lights from the bow to the stern makes it clear to approaching boats that there's an anchored boat in front of them!



Solar light, post removed, and attached to the stanchion with a hose clamp.

Why Liveaboards Matter

By Donna Sassaman

S/V *Alia*, Spencer 44 Sloop

A few weeks ago, there was another issue with liveaboards being evicted from a marina. This time, it was Anchorage Village Marina in Nanaimo, which evicted its liveboard boaters because of proposed renovations. The boats could stay but the people had to go... As former director Rick Schnurr observed in an email to CBC Victoria about Anchorage Village Marina, Canoe Cove Marina did a major renovation a few years ago without evicting anyone. It can be done!

British Columbia has a housing affordability crisis that is getting worse. As a liveboard boater for the past 34 years, I want to share with you why I like living aboard a boat and what I believe liveaboards need. This latest eviction renews my fervour to advocate for legislated protection from the Province.

What I like about living aboard:

- It's affordable. Bill and I own a 44-foot sailboat. Our moorage, liveboard fee, storage locker rental, and utilities cost us approximately half the average rent for a 1-bedroom apartment in Victoria.
- Liveboard boats and floathomes do not require the expenditure of public funds to provide affordable accommodation.
- Living aboard is environmentally friendly. For example, the two of us use less than 900 litres of water (240 gallons) **per month**, compared to 280 litres **per day** per person in Victoria.
- Boats and floathomes are floating tiny homes.
- Marinas benefit by having built-in security. Liveaboards provide 24/7 eyes and ears along the docks and alert the marina owners of issues, both maintenance and social.
- Living aboard provides a great sense of community. Liveaboards form friendships with other boaters – liveboard or recreational – along the dock; they provide mutual assistance with boat projects; they look after boats when their owners are away.
- People who live on boats or in floathomes tend to lead interesting lives! Many of us are working or retired professionals, who work, shop, worship, engage in civic activities, and volunteer in our local communities.

What liveaboards need:

- Liveboard boaters need legislated protection, similar to the Residential Tenancy Act or Manufactured Home Park Act. Most liveaboards pay a liveboard fee, in recognition that their boats or floathomes are their *homes*. In many respects, liveaboards at marinas are very much like residents in manufactured home parks: Tenants own their accommodation (boat, manufactured home) and the marina or park provides the infrastructure (marina docks and slips, manufactured home park pads).
- Liveaboards want positive relationships with their land-based neighbours. We're all citizens in our coastal communities and it's vitally important that water-based and land-based British Columbians get to know and appreciate one another.

As housing becomes increasingly unaffordable, more British Columbians are calling their boats 'home'. That is why it is becoming critical to have legislation that enshrines the rights and responsibilities of

liveaboard boaters. Please write *today* to David Eby, the Attorney General and Minister Responsible for Housing, and your MLA to request that they enact liveaboard protection.

Author's Bio

Donna and Bill Sassaman have lived aboard for 34 years, 19 of those years aboard **Alia**, a customised Spencer 44 sloop. Their home port is Cowichan Bay, BC. Bill has been a BCNRA director since the Association's founding in 2010. Donna has served as Board Secretary since 2010 and copy editor of LIFE AFLOAT for the past two years.



NEWS ITEM

Marc Edge Moorage Update

November 2, 2021: I should update you on my situation. After three months at a marina in Nanaimo and three weeks on the hard in a boatyard there, **Markenurh** has a new home at the Raven Point Marina in Ladysmith. I signed a lease there on Friday and I hope to take her down on Tuesday if the rain holds off long enough that we can get a bit of painting done tomorrow. The downside is that this is not liveaboard moorage. They have liveaboards, but apparently they have enough or too many already. There was some mention of a waiting list to live aboard, but when I visited on Friday I was told that they are not now taking names. That's OK because at 67 next month, I am getting a bit old to be living aboard in the winter. I have taken a six-month lease from a couple of snowbirds in Ladysmith, so we will see how things look in April.

Editor's Note: Marc! 67-years-old is not too old to live aboard in the winter months! (If it is too old, then I'm hooped!)

Dealing with Big Pilothouse Windows

By John and Rebecca Evans

S/V *Seaka*, Stan Huntingford 37' pilothouse sloop

We have lived on *Seaka* for three-and-a-half years and six years previously on a Pacific 30, a Ray Richards' design. John rebuilt the 30-footer over 18 years, took early retirement from flying as a pilot on completion of the project, and we moved on board. The first winter we had heat but no lights. Everything done by headlight!

Living on board with big windows makes the boat hot in summer and cold with lots of condensation in winter. Our present solution will work for any boat with the standard 'trailer-type window frames'.

We took 8-foot sections of PVC C-channel, available through Jeune Brothers here in Victoria (<https://www.jeunebros.com/>). We bent it with a heat gun around the outside of our window frames on the outside. Make sure to insert 3/8" double-braid rope to prevent track collapsing when bent.

Sikaflex fast cure sealant was used to secure the track, held in place with strong tape. Note: Do not use Tuck Tape unless you want hours of clean up! Once the sealant had cured, relatively thin, clear vinyl was inserted into the plastic channel with a 1/2-inch DraftSeal backer rod foam tubing. Use a blunt packing tool of plastic, wood, or metal just slightly smaller than the channel groove. .

If moisture gets inside, you can vent it by pulling some of the vinyl out of the top track and reinsert it when the condensation is gone. Do the same thing to retighten after a strong wind. The result is no condensation on the inner glass or the inner aluminum frame and....so much warmer.

In summer remove the vinyl and add the sunscreen in the same way.



Seaka is a Stan Huntingford design, a strong cruiser.

Author Bio: John and Rebecca Evans have lived aboard boats for nearly 10 years. They are based in Victoria.





A close-up of the C-channel PVC



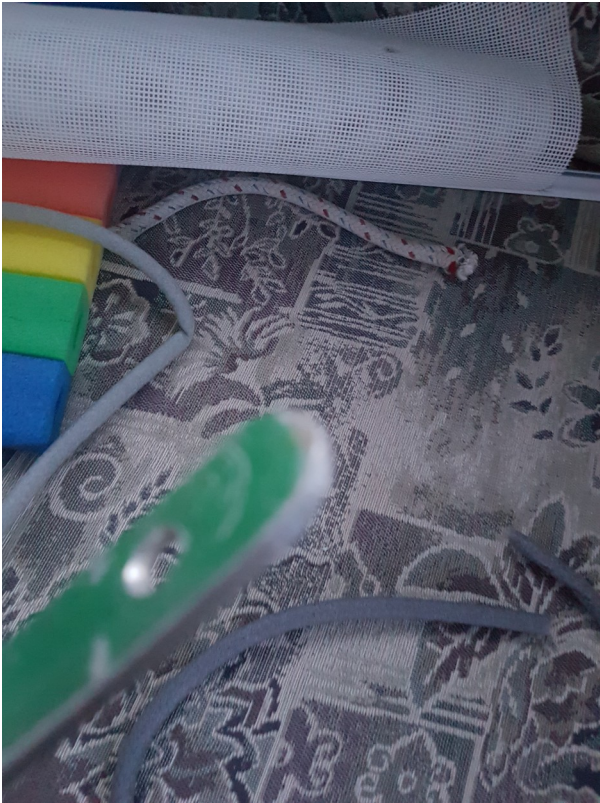
The C-channel PVC bent and fastened outside the exterior window frame.



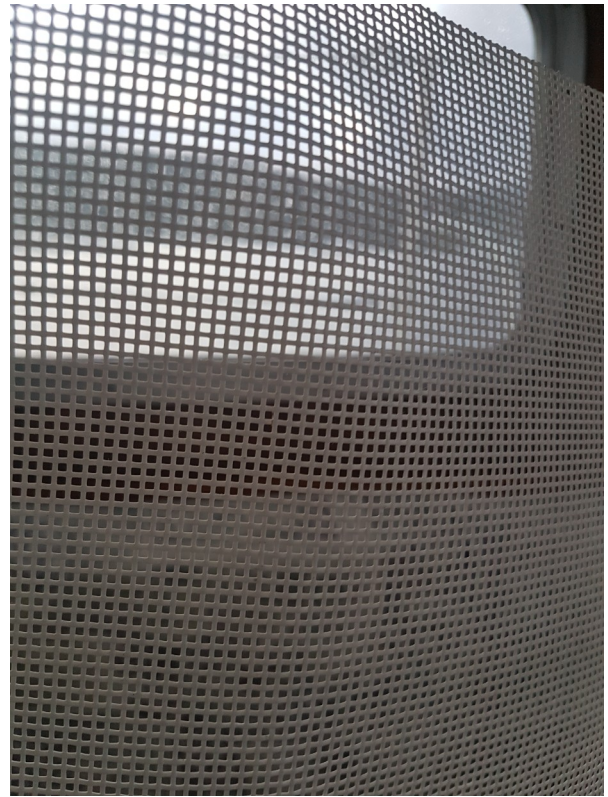
Double-braid rope prevents the C-channel from collapsing when bent.



The vinyl is in place with ½-inch DraftSeal backer rod foam tubing.



The packing tool should be blunt and a bit smaller than the channel groove.



In the winter, vinyl, and in the summer, sunscreen!

Living Aboard with Sealion Neighbours

Cathy Gilbert, M/V Northern Cross



Living aboard has many perks. I love being on the water, close to nature and able to see and hear marine life around me that many folks don't have the opportunity to.

In the fall in Cowichan Bay we joyfully welcome sea lions to the dock near where our boat lives. And a couple of months later we just as happily watch them leave.

They bring thousands of visitors to the bay over the couple of months they are here which is a bonus to local businesses that typically are quiet as the summer ends. Folks wander down the government dock and enjoy the sounds and sights of these large marine animals. Probably they don't take as much pleasure in the smell. When that wafts by it is not one that pleases the olfactory glands.

There are two kinds of sea lions on the breakwater; the California and the Steller. The Stellers are the bigger ones, weighing in at up to 2200 lbs and are mostly light brown in colour. The California sea lions are smaller, only up to about 900 lbs and are darker in colour and make more of a barking sound. The Stellers are more prone to roar; when both groups talk together it can be very loud.

This fall as a mostly retired person I have had the time to watch them more carefully and had the chance to take some photos. They bask in the rain on the dock in the hundreds, leaving to swim and fish. In between times they lounge on one another, sometimes behaving what looks like aggressively but it seems more amicable than not.

When they slide into the water those giant bodies swim alone, in pairs or in small or large groups. They catch fish in abundance. The larger ones eat as much as 35 lbs of fish a day.



When they climb back onto the dock there is usually a bit of rowing as they make room for the body trying to find their space. It looks crowded, but somehow they make it work.

Our boat is at the end of a dock that sits just adjacent to the breakwater where these creatures spend much of their time. For the duration they are here my sleep is often interrupted by their carousing which can last into the night, or start up at 3:00 or 5:00 in the morning. Apparently there is no nightly shut down of their socializing.

Sometimes the barking enters my dreams in the form of people arguing or shouting in a scene playing out. More often they wake me up and I listen to them until I am able to go back to sleep.

For all the disruptiveness they are an element to our life that is predictive of the season and of nature continuing on in the way that it does. And we welcome that as part of our living the dream at home on our boat.



Author bio: Cathy Dunn-Gilbert

Cathy Dunn-Gilbert and her husband Dave Gilbert live aboard the **Northern Cross**, a 47' ex-Anglican Mission Boat, in Cowichan Bay, Vancouver Island. Cathy serves on the 2021-2022 BCNRA Board of Directors.



Our Story

By Taryn, Logan, and Max (the Dog) Pickard, S/V **Papa Rumba**

We didn't take a normal route to the liveaboard life. Living on a sailboat wasn't our first choice, or second choice, or even the third. But that wasn't because living on a boat sucked. It was because we didn't even know it was a possibility.

For years, Logan and I had known that the 'normal' life wasn't for us. We didn't love having to stay in one place, didn't enjoy spending all of our time at home working on a house, and loved exploring new places and living in smaller spaces. We knew that we were going to choose a lifestyle that allowed us to travel and live small, but we didn't have any idea what that would look like. So, for years, we saved and planned around eventually making the leap into an unconventional life, but we really didn't have any idea what it was going to look like.

A few years into this game planning we decided that we were going to up and move to another continent. We packed up our lives, sold as much as we could, and jumped on a plane to Ireland to live for a year or two without any idea of where we would head after that. We just knew now was the time to do something different. Quickly into our journey in Ireland, we realized that living there wasn't going to



work with our budget and decided to head home. We were heartbroken, but also excited about what was to come, because while we were packing up our house on our way to Ireland, we had discovered something amazing – that people all over the world were actually living on their sailboats and travelling all over the world with them! With discovering sailboat living we felt as if we had finally found the right fit for us.

We moved home from Ireland, bought our first sailboat within two months and moved onboard. That was 2½ years ago. Since then we have lived on three different sailboats as we have tried to figure out what was going to work for us and our dreams. We have had some of the hardest days of our lives and many of the most fulfilling. This lifestyle is both exactly what we had hoped it would be and so much more, in both difficult and amazing ways. We have no desire to go back to the regular life, or land life, and we are so happy we found out that living on a sailboat was a possibility. It has been beyond enriching and life changing in countless incredible ways.

You can follow our sailing adventures on our YouTube channel, *Wayward Life Sailing*, via Instagram at *@the.wayward.life* or on Facebook at *The Wayward Life*.

https://www.youtube.com/channel/UCek_t672qyfk-Fnw-BX8yTg

<https://www.instagram.com/the.wayward.life/?hl=en>

<https://www.facebook.com/thewaywardlife>

Author's Bio: We are Taryn, Logan, and Max (the dog) Pickard, living on **Papa Rumba**, our steel Van De Stadt Norman 40. We purchased her in March from Barry and Amanda who many of you know! We are currently doing some steel work on her, but have plans to continue north as soon as we are back in the water and to explore as much of the world as we can while living aboard.



*Note from Layout Editor: As most of you know, it was a very difficult decision for me to give up **Papa Rumba**, but I couldn't be more ecstatic with her new owners. Logan is a talented welder & mechanic and Taryn is an amazing photographer and story teller. And Max... well... he's Mr. Awesome himself (Salty said so himself). Fair winds and may the beautiful adventures begin!*

Start Small, Stay Small

By Eileen Phillips, M/V *Selkie*

Start Small. Stay Small. The liveaboard lifestyle seemed impossible for me, having no previous history of boating. I bought a cheap 25' Cal the year I turned 60 even though I'd never sailed, run a boat, or left a dock. Comox Valley Yacht Club and the Cape Lazo Power Squadron courses were instrumental to my success. They were so welcoming and encouraging to me and my young grandsons. Four years later I found *Selkie*, a 1974 25' Albin pocket cruiser made in Sweden. With a 30hp 3-cylinder engine and the best part is everything can be handled from inside the boat. It is the perfect boat for a woman solo cruiser. *Selkie* has a comfy v-berth, an aft cabin, and a center cockpit. I wanted a boat that would be fun for me and my grandsons, so the aft cabin immediately became the Man Cave!



Selkie is the perfect cruiser for a captain and her grandchildren crew!



Have your PCOC? Check! The RCMP conducting a boater check.

moved onboard. In the first years I went with the Yacht Club on cruises on the east side of Vancouver Island from Drury Inlet, the Broughton Islands, and Desolation Sound to Victoria's Inner Harbour, gaining skills, experience, and confidence. Finally I felt like the kid always holding Mom's hand walking to the playground, and I set off to cruise solo. In 2020 I spent the summer exploring the Gulf Islands, leap-frogging *Selkie* and my 1981 70cc Honda Passport motorbike. Move one to the next Island, return on the ferry and transit bus to get the other one. That was a learning curve for sure.

My biggest liveaboard and boating in the Salish Sea challenges were the many skills needed to be learned and executed with some level of competence.

From the get-go the boys were 'crew', both completing their Pleasure Craft Operator Card (PCOC) and VHF radio by nine years of age. They would have to take control if something happened to me, so we did lots of safety practice and man overboard drills. The Williamson Turn became the Willy Wonka Turn. Now they are teenagers and crew on their family packer, the *Ryuo II*.

Coming at this so late in life, I knew the only way I'd get past Tree Island on my own would be to get on that boat and stay on it, so I sold my place and



The motor scooter on an exploration of Galiano Island.

Because I didn't know how things should look or sound or function, I wouldn't always know if something was amiss. My good fortune was to find a highly skilled marine mechanic with a soft spot for a beginner. I truly appreciate when he answers my call or text when things go sideways somewhere and he walks me through a situation. I maintain a contact list of mechanics and divers in my travels, not that I've had to use them, but I won't be frantic when something goes wrong and we know it will.



Comox Valley Marina provides good amenities and is a convenient walk to shops, library, and the seniors centre.

Comox Valley Marina is my home base, although I'm not considered a full time liveaboard at the marina because I sublet my slip from May to September and often house sit or travel overseas in the winter. But what a great home base it is, with a well cared for marina, water park, food trucks, hiking trails, transit, shopping centre, library, and a seniors centre with numerous crafts activities and a complete woodworking shop!

Start Simple. Stay Simple. Oh, the dreaded equipment and electronics failures! I've kept everything simple. LED lights, methyl hydrate on an Origo 2-burner, no refrigeration, and a Dickenson solid fuel heater. My next year plan is a solar panel installation. Zoleo, a satellite text messaging device used with a smart phone, is a game

changer for out of internet cell range. It has emergency and weather options, sells at \$269 and a monthly plan.

Food satisfaction is not a big issue for me, but I appreciate ice cold drinks when I get them. I usually anchor out, so I'm delighted to hit a marina and be served. Lamb burgers at Lighthouse Pub on Saturna, jambalaya at Blue's Bayou in Brentwood Bay, clam chowder at Seaside Restaurant in Vesuvius Bay. All the farmers markets, roadside stands, and fresh food. Ice cream!! For my own food preparation, I have a lateral approach. I will cook rice, rotini, or penne, portion it into a containers for the day and dress them up as salad, main course, and soup. My favorite rice recipe is jasmine rice cooked in the liquid from a tin of pineapple chunks (not crushed pineapple!) and coconut milk (use a little less liquid than usual) then as it's just about done, stir in the pineapple chunks – careful not to have too much fluid or overcook it, so the rice maintains its texture. Chilled it makes a great dessert and heated in the morning it's a welcome change from oatmeal. For early departures and longer distances, I make oatmeal the night before with dried fruit and nuts so I just have to warm it up in the morning. A thermos of tea or coffee, a jug of water, food, and snacks are ready at the helm.

Tod Inlet in Brentwood Bay is a convenient anchorage to enjoy some hiking, cycling, and city time. Butchart Gardens' Saturday night fireworks from the water are fun. It's a short walk to the transit stop for buses going to Victoria and Sydney with stops at the Saanich Fairgrounds Market (Wednesdays and Saturdays), the Sydney swimming pool, Sherwood Marine Store, and all the fun of Victoria without going the distance and the cost of marinas.



Tod Inlet is a quiet oasis in the Greater Victoria area.

Nigel Calder's book, *Marine Diesel Engines*, has been most helpful for me to learn but also for an ego boost when people think that I might actually be clever enough to understand what I'm reading. *Living with Weather Along the British Columbia Coast: The Veil of Chaos* by Owen S. Lange is a gradual grasp of understanding weather on my part.

Author Bio: Eileen Phillips caught the liveaboard boating bug as a mature adult. She and her 25' Albin pocket cruiser, ***Selkie***, are based in Comox and cruise the waters of the Salish Sea.



Christmas aboard has always been a beautiful time to share the enjoyment of lighting up.

Merry Christmas and Happy Holidays to all!

Mike MacNabb

Living onboard at Fisherman's Wharf, Victoria



Photographer's Bio: After selling their house to a friend and taking early retirement, Mike MacNabb, his husband of 36 years, Ivan Boychuk, and their Yellow Lab, Oakley, motored *Northern Comfort*, a CHB motor yacht, to Victoria from the Lower Mainland 6½ years ago. The boat was built in 1986 for Mike's best friend's father; now she remains in the extended family circle. They live aboard at Fisherman's Wharf, in the slip that Ivan and Mike looked at 10+ years ago and said, "Wouldn't that make a great retirement with the right boat?" Dreams come true!



The Story of the Sassaman Family Traditional Christmas Strudel

By Donna Sassaman
s/v *Alia*



*It was the month before Christmas
And all through the house
The smells of baking were ambrosia...*

It was 1975 in Argenta at the north end of Kootenay Lake. It was to be our third Christmas together and Bill, our blended family of three children, Scott, Caitlyn, and Heather — then 10, 8, and 6 years of age — and I were busy preparing. I baked cookies to package up as gifts for our friends and neighbours, with our kids helping to decorate the baked goods, and Bill bringing in wood to keep the cookstove piping hot.

As he added the wood to the wood box, Bill sighed and said, “My mother always made apple strudel for Christmas. It was a family tradition.”

I looked up in surprise from mixing cookie dough and asked, “*What* is a strudel?” He explained in some rapture that it was apple filling baked in a rich pastry and that his mother, a high school home economics teacher and a great cook, had *always* made it for the family. He went on to say he hoped we could continue that tradition.

How could I deny Bill his family’s tradition? I dutifully consulted cookbooks and found a recipe that sounded like his mother’s strudel. I made apple strudel that year and for a number of years after that. Thus, the Sassaman Family strudel tradition was resurrected. Until...

Four or five years later, my mother-in-law came to visit us in Argenta. During one of our conversations, I mentioned the family tradition. She looked confused. I explained the family tradition to her. She continued to look confused for a moment and then burst out laughing. The family ‘tradition’ had been something she’d baked *once*.

I looked at Bill accusingly. He looked a bit contrite and then said in his defence, “Well, it *should* have been a family tradition...and now it is!”

The Sassaman Family ‘Traditional’ Sour Cream Apple Strudel

Ingredients

Pastry:

- 1 Tbsp. yeast, dissolved in ¼ cup sweetened warm water
- 1 cup cold butter
- 3 – 3½ cups flour
- 1 cup sour cream or plain Greek yoghurt
- ¼ teaspoon salt

Apple Filling:

- 4 large or 6 medium baking apples, peeled, cored, and chopped
- 2 Tbsp. raisins (optional)
- ¾ cup brown sugar
- 1 tsp. ground cinnamon
- ½ tsp. ground nutmeg
- 2 Tbsp. flour

Directions

1. For pastry, cut butter into 3 cups flour until mixture resembles coarse crumbs; add yeast mixture, sour cream and salt, mixing well. Add up to ¼ cup additional flour if dough too wet.
2. Knead gently for a few minutes until smooth and elastic. Shape dough into ball, wrap in plastic wrap, and refrigerate overnight.
3. For filling, combine apples, raisins, sugar, flour, and spices, mixing well.

4. Divide chilled dough into thirds and turn onto floured surface; roll each portion into 15"x12" rectangle.
5. Spoon filling evenly onto each piece of dough and spread to within 1" of edges. Dot with butter.
6. Roll dough up from one long side, and pinch seams and ends to seal.
7. Place the three strudels seam side down on a parchment paper-lined baking sheet or in a large baking dish.
8. Make 2 or 3 small slits in the top of each strudel.
9. Bake at 350°F for 55 - 60 minutes, or until light brown.

Makes 3 strudels

Note: For a dairy-free strudel, substitute dairy-free margarine (such as Earth Balance) for the butter and soy or other non-dairy yoghurt for the sour cream. Or use puff pastry, which is light and flaky but doesn't have the richness of a sour cream pastry.