

LIFE AFLOAT

The Official Publication of the BC Nautical Residents Association



Salt Spring Island



Sidney



Victoria Fishermans Wharf



Brentwood Bay



Cortes Island



Victoria Inner Harbour

SCENES FROM A LIVE-ABOARD WINTER

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READER FEEDBACK

This periodical is designed by and for live-aboard boaters and those who support the passion to live on their vessels afloat. We welcome all comments from readers — the 'Comments' space is intended as a place to share what is happening in your community, as well as corrections and updates to information printed herein.

At BCNR, we foster an environment of respect and courtesy; please be respectful to all readers, and to those you may name in your comments. The Editors reserve the right to edit or exclude material deemed inappropriate.



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

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Kris Samuels, Esquimalt
Donna Sassaman, Cowichan Bay

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/>

LIFE AFLOAT ISSUES AND DEADLINES

ISSUE	MONTHS	DEADLINE
WINTER	Jan/Feb/March	December 1st
SPRING	Apr/May/June	March 21st
SUMMER	July/Aug/Sept	June 1st
FALL	Oct/Nov/Dec	September 1st

FROM THE EDITOR'S DESK

Donna Sassaman, Alia, and Marilyn Guille, Wind Walker



Happy 2021 to you and yours! We hope that as this year goes along, we'll see the end to the pandemic. We're ready to say goodbye to COVID-19!

As we discussed in the Summer-Fall 2020 issue, life changes have happened for some of the BCNRA directors and support staff. Judy Brooks and Rick Schnurr have moved to Piers Island and their converted trawler, Julie May, is for sale. Amanda Glickman and her husband Barry moved to Campbell River from Cortes Island and their sailboat, Papa Rumba, is for sale. They won't be running for the Board in the spring. We thank them for their years of service to the Association.

We asked last time, and these questions bear repeating:

*What's next for the BC Nautical Residents Association?
Who will step up to fill vacancies on the Board this spring?
What direction will the Association take in the years to come?
And perhaps the most important questions of all: Should the Association continue to exist? What are its purposes?*

*What say you, dear member? Please let us hear from you.
Thank you.*

This is a skinny issue! We need content! Thanks to long-time member Brent Swain and new member Gary Prebble for their contributions to the winter issue.

We look forward to receiving articles, photos, news items, etc. for the spring issue, deadline March 21st. Check out the submission guidelines at <https://bcnr.org/newsletters/submit-a-story/>.

Stay healthy, stay safe.

Donna, Copy Editor
Marilyn, Layout Editor

Submission Guidelines:

Please email your articles and photos as separate attachments to the editors at feedback@bcnr.org. Following these guidelines for text and photos 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 (or .jpg) is the preferred format for all photo submissions.

5. Please send images as separate attachments (i.e., not embedded in your article). In your article, include instructions about where to place the images. For example: "After thoroughly researching our options, we chose a float home. Liz and I envisioned a garden afloat!" Insert image: Float home with garden deck.jpg

6. Please include a brief, descriptive caption for each image (who, what, where, when). For example: "After thoroughly researching our options, we chose a float home. Liz and I envisioned a garden afloat!" Insert image: Float home with garden deck.jpg. Caption: 'Liz and Rob's garden comprises six large containers for herbs, salad greens, squashes, root crops, and flowers.'

Thank you and fair winds!

BOAT FEES

By Brent Swain, S/V Easy Street

I hear the government is talking about bringing in an annual boater fee to pay for wreck clean-up. It sounds like yet another personal empire-building effort by bureaucrats. What is wrong with a simple marine fuel surtax?

Expect vehement opposition by bureaucrats. Ask a bureaucrat what should be done, and his response is predictable. Whatever employs the most bureaucrats! Ask a lawyer, and his response is equally predictable. Whatever employs the most lawyers!

A simple surtax would not require the additional expense of hiring a single extra bureaucrat. It would prevent clogging the courts with low income people, whose only alternative to homelessness is having a boat to live on. Such clogging of the courts has resulted in some extremely dangerous criminals being set free, due to unreasonable delay, because the courts are plugged with petty paper crimes!

The fee may seem small to someone with an MP's pay, but it is major to someone having to dumpster dive or busk for their next meal. The 'always rich' have no idea how much a seemingly small amount of money is for a low income person!

Forcing people into homelessness is a huge expense, and undermines safety for all of us. Some have said the Washington State fee is a good example of how successful their annual sticker program has been. They do things differently down there. Their ferries are a good example, compared to BC ferries. They have one supervisor for every 40 employees. BC Ferries, one for every ten employees! Their CEO makes \$150,000 per year. BC Ferries CEO, \$1.32 million per year!

Expect the same results from any new bureaucracy, like annual boater fees. That's just how things are done here! Sure, they may promise it for \$5 a year, but don't expect it to stay there, after the Trojan horse is let in! It is yet another

attempt to make boating the exclusive privilege of the rich.

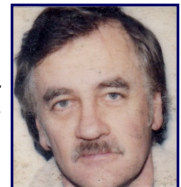
They ask about being able to identify who owns a boat. A simple solution is to require all moored boats to have a contact phone number OR email address posted clearly (not everyone has a phone). Again, not one extra bureaucrat involved! Again, expect them to vehemently oppose this!



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.



SV Alia, a lovely Spencer 44 sloop, with its flotilla of dinghies.



*Owned by BCNR board members
Bill and Donna Sassaman.*

“BUT DO YOU ALLOW LIVE-ABOARDS?” 25 YEARS AFLOAT

By Marilyn Guille, MV Wind Walker

I took a deep breath, and asked the ‘\$64 question’ ... “Do you allow live-aboards?”

I had been standing in the office of the Deep Bay Marina to inquire about moorage, and unbeknownst to the woman behind the counter, surreptitiously crossed my fingers behind my back. It was the first time I’d asked that question, but it certainly wouldn’t be my last.

“Well,” she replied, “I’ve never been asked that before, but I don’t see why not. In fact, it probably wouldn’t hurt at all to have someone on the dock full time.” I’m not sure if she noticed the instant look of relief on my face, but I had to restrain myself from jumping over that counter to hug her!

The year was 1998, and after two years in a Maple Bay floathome and eight months in a smaller boat in the French Creek Marina (where we had been what they then called ‘sneak-aboards’), we had taken the leap and purchased a 38’ 1965 Chris Craft, the ***Wind Walker***, intending to make it our permanent home.



5-1/2 years later, I had established myself as a relatively successful freelance writer (being able to work remotely proved to be my absolute favourite thing about living aboard!), and we’d started a lovely eco-tourism charter business centred around the history, environment, wildlife and natural beauty of Baynes Sound.

But then, through a convoluted series of bad luck events (the subject of other stories, another time),

we found we needed to move into ‘the city’ for a time.

So I found myself, once again, standing in a Marina office inquiring about moorage. This time it was Stones Marina, in Newcastle Passage in Nanaimo. And this time, the answer to my “Do you allow live-aboards?” query was met with a huge smile, and the young man’s enthusiastic response, “We sure do!”

Fast forward two years, still writing and still running sight-seeing cruises (now centred around Shack Island, Newcastle Park and the Dinghy-Dock pub), life took another unexpected twist when our youngest daughter in Victoria needed help with her special-needs son, our 5-year-old grandson. Did we think we could consider moving to Victoria?

This time, through a convoluted series of **good luck** events, by the spring of 2005, we found ourselves managing a marina in the heart of downtown Victoria. When we were granted an interview for the job and told that there was room on the dock for our boat, we once again heard a ‘yes!’ in response to the question, “Great, but can we live on it there?”

We were no longer chartering, and the ‘handyman’ skills my hubby had developed over the years of owning a janitorial business (and being live-aboards in marinas) were to come in very handy for the seven years we spent there, tucked in behind Value Village in the ‘upper harbour.’ I continued to write and began to home-school our grandson, and we both became respite care for him, in order to give our single-mom, hard-working daughter a break.

Seven years later, our daughter had re-married and added another son to the mix (who was by then ready for kindergarten), and the older one was now going in to Middle School and had lots of resources available to help him. Just about the time we were thinking it might be nice to have a little more time to ourselves, the downtown Victoria marina job came to an end when the owners decided to switch from our on-site presence to a property management company.

We were free to move again, and with some more good luck on our side, heard about a small private marina on Salt Spring Island that needed a caretaker. There was a suite available if we were interested, apparently ...

“BUT DO YOU ALLOW LIVEABOARDS?” continued from page 5 By Marilyn Guille, *MV Wind Walker*

“... but if there’s room on the dock, will you allow us to be live-aboards?”

“Absolutely — then we can rent out the suite!”

By the spring of 2011, we had cut our ties with the city life, and found ourselves in a place we’d visited, and loved, for most of our adult lives - it was a dream come true for us to be able to ‘semi-retire’ to Salt Spring Island. Other than having to manage on 20-amp power for the first time since our Deep Bay days, we loved our life in Fulford Harbour, and stayed there for the next 4 years. Among other benefits, it was pretty handy to amazing Gulf Islands cruising, on our days off, that people come from all over the world to experience!



Michael heading out to explore Fulford Harbour with two of our grandsons.

Aah, but the pendulum always swings, doesn’t it? And in the spring of 2015, the owners of that marina decided to move back to the property full-time, and we found ourselves, once again, without a home base.

What to do, what to do? We already knew that Salt Spring had no legitimate liveaboard slips anywhere, and we needed some time to figure out what was next for us, so ... as **luck** would have it (sensing a theme here?) we had an opportunity to rent a buoy right in Ganges Harbour for the summer! I could write a whole article, I think, about the pros and cons of buoys-vs-marinas, but suffice to say that it was an ‘interesting’ summer. Sitting just off the float-plane dock in the heart of downtown Ganges really gave us a lot of entertainment — let’s face it, the ‘who’s who’ of the yachting world show up here in the summer months, and we got to watch them ‘strut their stuff’ from June until the end of August that year. We were surrounded by kayakers,

paddle-boarders, kids on floatie toys, and a steady stream of all kinds of folks up to interesting things.

We also had to brace ourselves for the big winds that funnel in there, lug laundry ashore to be done, bring groceries aboard in 90-degree temperatures, watch out for greenhorn boaters who don’t know how to anchor ... and listen to float planes. A lot.

By the fall of 2015, we knew we didn’t want to spend a winter on our boat, on a buoy, in that harbour. (Side note, and some insider info about Ganges Harbour: it’s not a great anchorage. The holding ground is not so great, and the SE’ers start marching in by September, and don’t stop until April. Sadly, liveaboard lives have been lost in this harbour in the winter months ...).

By then, it was no surprise to us when Lady Luck showed up again just when we needed her - in the middle of August we were offered a caretaker position at a waterfront property here, complete with a 40’ dock. And yes, we could live aboard!



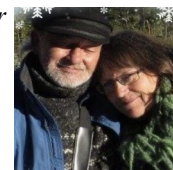
An aerial view of Long Harbour on Salt Spring Island.

That was over 5 years ago, and it’s been lovely here ... but our inner gypsies started poking us about a year ago, prompting us to buy a little sailboat — and to start thinking about the next chapter of our lives.

“But can we live aboard?” Stay tuned while we see what the answer is!

Marilyn Guille started her ‘waterborne’ life in a Maple Bay floathome, and her writing career a few decades before that.

Now she hopes to spend the winters with her husband Michael still aboard the Wind Walker on a dock with all the amenities - and her summers sailing off into the sunset board Fylgia, their new-to-them Catalina 27.



THOUGHTS WHILE SAILING

By Gary Prebble, skipper SV DarMi

Blubber Bay

*Tilted, fallen; naked, orphaned from time
Century dock pillings amid sunken, reeking muck
Blackened, bleached
Scorched salt mists; fierce winter rot...
Decay, cruel sweat and memories, they
last
Ships, sailors, dockmen; rattling machinery ashore
Helpless, seized at harsh tools; grip fear soaked axes
And slashed...
Bleached forest timbers thereabouts on the
ground As faded grey witness to tall horizons laid
down Iron bound in chain manacles and spikes
Heard this din oft by a whaler's tavern
nearby A century since; silence now perfectly
served
Windows withered, twisted marrow-less their
frames Walls buckled at skeletal floor remains
Blubber bay's past tides, memory of sun
When wavelet waters, winnowed prisms
run
Left now to memory amid graceless heaped
dust An iron anchor, rust blistered, headstone
of such As graveyard notice at the tavern's
trodden door Yet wisps linger still, adrift within
At memories when ale tankards praised the din
Suffer echoes, mournings, desperate were hopes
For a shipless bell's note amid steam whistle
stokes And mariners' scoured tables quiet,
unmoved
Dip your hat by the bay; the pilon's remains
And past to whalers' charred chimneys thereabouts
lain They bleed rust into prisoned, trammel steel lanes
As remembrance of wheeled trolleys back
then Leaking burden; the virgin ocean's
bloody day Gripped, barred forever to its all
yesterdays And so time; the notice arrived,
overdue
A blood red sun, utterly to hide
Blubber Bay's last century, final black tide.*



RESPONSE LETTER FROM MARC GARNEAU

RE: ABANDONED AND DERELICT VESSELS

Ms. Donna Sassaman
Secretary
BC Nautical Residents Association

Dear Ms. Sassaman:

The Honourable Bernadette Jordan, Minister of Fisheries, Oceans and the Canadian Coast Guard, provided me with your correspondence of March 3, 2020, regarding wrecked, abandoned, and derelict vessels. Please accept my apology for the delay in replying.

Transport Canada has been working on options to improve federal vessel owner identification systems in order to better hold owners responsible and liable for their vessels as they reach end-of-life. This includes a number of enhancements to the federal Pleasure Craft Licensing System, on which stakeholder engagement will begin this fall. These enhancements would facilitate compliance and enforcement of not only the recently enacted Wrecked, Abandoned or Hazardous Vessels Act, but also support enforcement and compliance of other federal marine legislation and regulations that touch upon safety and the environment.

In addition, Transport Canada is exploring ways to improve ownership data quality in its vessel registration system. This will primarily revolve around the design of a new IM/IT platform that will align with modern standards. It will enable greater digitalization of services, including e-registration to streamline data collection, and automated data entry to reduce transcription errors and to ensure databases are kept up-to-date.

The Government of Canada is taking the issue of abandoned and wrecked vessels very seriously. The above measures, which are only a part of the broader National Strategy to Address Abandoned and Wrecked Vessels, are being taken to not only protect Canada's pristine coasts and waterways, but also to ensure that communities and local economies, including fishing and tourism industries, are protected for future generations.

Thank you for writing.

Yours sincerely,

The Honourable Marc Garneau, P.C., M.P.
Minister of Transport

c.c.
The Honourable Bernadette Jordan, P.C., M.P.
Minister of Fisheries, Oceans and the Canadian Coast Guard

The Honourable Jonathan Wilkinson, P.C., M.P.
Minister of Environment and Climate Change

Mr. Mel Arnold, M.P.
North Okanagan-Shuswap

Mr. Gord Johns, M.P.
Courtenay-Alberni

Ms. Sheila Malcolmson, M.L.A.
Nanaimo

GALLEY GOODIES

Contributed by Donna Sassaman, *SV Alia*
Waffles! One of our favourite Sunday breakfasts! To go back 33 years...

Shortly after Bill and I moved onto our first live-aboard boat, the 34' steel-hulled ketch, **Emrys**, in Victoria, we attended an auction. We bid on and won a box of kitchen equipment for \$5.00. Most of the items went to our daughter, Caitlyn. We kept the stove-top waffle iron, which we use to this day.



'Boatmade' Waffles

Makes 4 waffles

Ingredients

1½ cups flour (white, or ½ white and ½ whole wheat, or gluten-free)
 2 tsp. baking powder
 1 tsp. sugar
 Pinch of salt
 1 cup fresh or frozen blueberries (opt.)
 2 or 3 eggs, separated
 ¾ to 1 cup milk (dairy or non-dairy)
 2 Tbsp. melted butter or oil

Directions

- In a small bowl, blend the flour, baking powder, sugar, salt, and berries if using. (NB: If using powdered milk, you can add the powdered milk here.)
- Using two medium to large bowls, separate the eggs. Beat the egg whites until stiff, using a hand mixer, egg beater, or whisk.
- Beat the egg yolks until lemon-coloured, add the milk (or water if using powdered milk), and butter or oil.
- Add the dry ingredients to the wet ingredients and mix just until well blended. Do not over-mix.
- Carefully fold the egg whites into the wet ingredients. Do not over-mix.
- Spray the waffle iron with a light coating of oil. Heat over medium-high heat, flipping over to heat the second side.
- When the waffle iron is hot, add a heaping ½ cup of batter to it and bake for about 2 minutes, or until golden brown. Turn the waffle iron over and bake the second side for approximately 2 minutes.
- Serve immediately with butter, maple syrup, yoghurt, fresh fruit, and/or any toppings of your choice.

(NB: For lunches or dinners, top the waffles with a savoury topping, e.g., chili, chicken a la king, etc.)

Note: Not into waffles? This batter makes great fluffy pancakes!



Bill's first bite!

Contributed by Everett Woodworth, *SV Morning Star*



Smashed Skillet Breakfast Spuds

Anyone else annoyed about going to a breakfast café and getting shredded dry hash potatoes or the classic deep fried rubberised side dish spuds with your breakfast?

I called this Smashed Spuds, as I feel a hash is when you include things like meats. This is simply meant to be a side dish with your bacon or sausages etc.

With a generous glob of butter, add olive oil so it does not burn. Add about a ¼ of a big onion, chopped – cook till browned lightly.

Meanwhile...

Unless you have a couple of left-over already cooked potatoes, you'll need to boil or microwave two Idaho spuds.

Slice done spuds quartered lengthwise and then chop, so no large pieces of skin.

Add spuds to onions in skillet.

Spice with salt, pepper, chili flakes, paprika, and lots of powdered garlic. Stir up mix and lower heat to simmer – add chopped green onions. (The powdered garlic gives your spuds a coating as they brown.)

Reduce heat to low simmer while you cook sausages, eggs etc. Serve!





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, check out <https://rickschnurr.wixsite.com/juliemay>.

IN THE NEWS - WINTER 2021



Pacific Yachting Magazine has produced a documentary about abandoned and derelict boats on the BC Coast. You can view it here ...

www.pacificyachting.com/abandoneddreams/

Or go to www.abandoneddreams.ca

CONTRIBUTE TO THE NEWSLETTER

TELL US ABOUT YOUR LIFE AS A LIVE-ABOARD!

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for the spring issue, deadline March 21st.

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