



Life Afloat

Summer 2022
Issue Number 6

*The Official Newsletter of the BC
Nautical Residents Association*



Dave and Cathy Gilbert's M/V Northern Cross in a peaceful anchorage

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BC Nautical Residents Association

Who We Are...

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

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The BC Nautical Residents Association was founded in 2010 by a group of liveaboard boaters to encourage 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

When Bill and I moved onto our boat in 1987, living aboard wasn't a political act. It was simply about living simply, environmentally, affordably, and for us, preparatory to cruising offshore. We lived on our 34' steel-hulled ketch, *Emrys*, at the Wharf Street dock, Victoria. It was a federal dock, managed by a local wharfinger. Moorage was \$28.94/month, regardless of length; hydro was \$20.00/month. No one was turned away; rafting-up was encouraged. We were allowed to moor from the first of October to the end of May, if memory serves, and for the summers, Bill and I did what we called 'urban cruising', anchoring in bays close to Victoria and convenient to bus routes because we were still working fulltime.

Fast forward 35 years and living aboard *has* become political. The reasons? Let me count the ways (as I see them)...

1. BC's housing affordability crisis, which has resulted in an increased number of citizens living in unstable situations, or living unhoused,
2. With land-based accommodation increasingly unaffordable, more British Columbians are calling their boats 'home',
3. Federal docks having been turned over to local harbour authorities, with the result that many of them disallow liveaboards,
4. More British Columbians, more boats, and *very few* more docks, so an increasing number of boaters anchoring or on mooring buoys,
5. Moorage and liveaboard rates steadily climbing, so again, an increasing number of boaters anchoring or on mooring buoys,
6. A heightened sense of 'us' and 'them' between the liveaboard and non-boating communities, often brought about by the non-liveaboard community thinking that the liveaboard community is 'getting away with something', *especially* if anchored or on a mooring buoy.

The BC Nautical Residents Association was formed in 2010 to advocate for the right to live aboard and to encourage responsible living aboard. The mission statement includes: "5. Advocate for the enactment of new legislation and policies that directly and indirectly affect liveaboards."

Advocating for the enactment of new legislation is, in part, the thrust of this issue of *Life Afloat*. You'll find in these pages an update and request for action from the Decibel Coalition, which advocates for low decibels from powerboats (the Coalition's 'ask' will take you only a minute or two to complete). While not directly a liveaboard issue, we all can be impacted negatively by noisy watercraft.

One of the BCNRA directors noted recently that if a Member of Parliament receives a petition with a minimum of 25 signatures, or receives a minimum of 25 letters regarding a particular subject, they are bound to stand in Parliament to present the views of their constituents. To that end, the BCNRA Board is working on an initiative to advocate to the federal and provincial governments to provide legislated protections to liveaboards. The directors *need* your help with some of the research. Please email feedback@bcnr.org with answers to the following questions by **July 15th**.

1. What is the name of your community?
2. Does your local harbour authority allow liveaboards at its docks? If yes, how many liveaboards are allowed? Are there special fees and/or rules for liveaboards that are not in effect for recreational or commercial boaters?

3. Are there private marinas in your community that allow liveaboards? If yes, how many liveaboards are allowed? Are there special fees and/or rules for liveaboards that are not in effect for recreational boaters?
4. If there are liveaboard boats anchored or on mooring buoys in your harbour or bay, what issues do they face?

We will use members' compiled responses to assist with drafting two letter templates for members to use to complete and send to the applicable Minister as well as local MPs and MLAs. *The more members we hear from, the more accurate our templates will be.*

Stay tuned for further developments and thank you in advance for your response.

Have a happy summer!

Donna

Donna Sassaman
Copy Editor and Board Secretary

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 to the editors at donna_sassaman@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:
 - a. Single-spaced;
 - b. *No* indentations at the beginning of paragraphs;
 - c. *No* hard returns, except at the end of a paragraph; and
 - d. *No* fancy word art.
 - e. Please do *not* send your article as a pdf, thanks!
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. **NEW: Please insert your images where you want them to be in the article.**
6. **NEW: Please include a brief, descriptive caption under each image (who, what, where, when). For example:**



. We were as still as statues, watching the heron fishing.

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Articles

Cruising Adventures with Dogs and without Children

By Cathy Dunn-Gilbert, *M/V Northern Cross*

We set out for a thirty-day trip on our boat in mid-May. It is the first trip we have taken of this length in prospect. As everyone knows, the weather has not been promising but given our other summer commitments with family, we had to go for it.



On the [watery] road again.

Our voyage started in Cowichan Bay and we first headed for DeCourcey Island, where we anchored for the night. This had been a regular weekend spot for us over many years when we had a boat docked at the top end of Kenary Cove just inside Fleuett Point and wanted to get our kids on the water for a few days. It had been a long time since we had been here.

After a night there we headed across the Salish Sea for Smugglers Cove There we walked the trail that led through the ponds with the lily pads and beaver dams. Beautiful.

I'd like to say that our days in Smugglers Cove were uneventful. Well, they were until we were leaving and my Captain caught his hand in the anchor winch. As we left Smugglers Cove he muttered to me that we needed to dock at Secret Cove so he could get to the hospital for stitches.

And that was indeed what we did. Docked at Secret Cove where he cabbed to the hospital for seven stitches. All fun and games until someone loses an eye. Or needs stitches.



Dr. Dave removing Patient Dave's stitches.

As it turned out we stayed at Secret Cove for two nights so he could rest his hand and ended up next to a sailboat owned by a friend of our sons and we had dinner together. It's a small world.

Our next stop was a couple of nights in Green Bay on Nelson Island. Only boat there, peaceful. No cell service. Which has its advantages.



Calm anchorage, gorgeous sunset.

Off we went to the Copeland Islands where we watched a log tow and its accompanying tugs, claimed a small Island for ourselves and our dogs (no one else was there), then left for Squirrel Cove.

At Squirrel Cove our son and his wife met up with us on their boat for the day. We had a grand afternoon together before they left. Next we headed for Hathayim Marine Park. If you've never been, it's time. A long inlet with lots of room to anchor, well protected.

Next stop where we are today is Gorge Harbour on Cortez; we came in for water and ended up staying the night. The store has food and alcohol and a large and friendly staff. Also lots of places to walk the dogs.

On that note, we are discovering that it isn't just travelling with children that makes you shift your boating practices. Our dogs are, of course, making us find spots to go ashore. This works well in some places, and not so well in others. If you anchor in a bay that has completely private land encircling you, then your options for taking your dogs for a walk are limited. Our Kathmandu rescue dog Kali finds this quite offensive. Indeed, she has decided the practice of leaving the dock is a bad one. It disconcerts her to no end to walk around the boat looked for a way to get off. Both dogs have, however, mastered getting in and out of the dinghy and scrambling off the bow to jump to the shore. As have I.



Rover contemplating jumping ship.

There is something to be said for having more than a weekend or even a couple of weeks away. It takes time to relax and our pace and ease with a schedule are acclimatizing to this realization that in semi-retirement we will have these long stretches to get away. It's a happy thought. We've waited a lifetime for the chance to do this and it feels like it's our time.



The only boat in the bay. Bliss!

Our trip continues as we head for perhaps Ramsey Arm or Rendezvous Islands. It's an adventure after all.

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 has served on the BCNRA Board of Directors since 2021 and is the 2022-2023 Board Chair.

Call of the Sea

By Bill Sassaman

S/V Alia

I had always considered myself a mountain man. I became a forester and mountain climber. I moved my young family to the Kootenays, where we built a homestead on the side of a mountain, 80 miles from Nelson.

One May day, our thirteen-year-old daughter asked if she could go to Kaslo with me. I wanted to make it quick, so initially said no. When I saw the disappointment in her eyes, I asked her when she'd last been to town. Christmas. Needless to say, I had company on that trip. She wanted to leave town after only 15 minutes because Kaslo, a village of fewer than 900 people, was too busy for her. She was decidedly 'bushed'.

Our daughter's experience galvanized my wife, Donna, and me to take action. We held a family meeting that night, and decided to move to the big city for our kids' high school years. Victoria was our destination. I'd never lived in a city before and I was *nervous*.

We moved to Victoria the following summer. I felt surrounded by pavement: The big trees were gone, the mountains *way* off in the distance.

A friend who owned a small sailboat invited me for a ride one evening that August. The boat was a 23-foot gaff-rigged sloop with tanbark sails, a photogenic little 'ship'. (*Editor's note: See 'The Passing of Water Rat' in the spring 2021 issue of Life Afloat.*)

We left the harbour. In the distance was Mount Baker, changing its costume in the setting sun. Two miles to the east lay Sidney Spit, our destination. We motored among the anchored boats, with barbeque aromas, soft laughter, and music wafting over us. Turning toward the harbour and the glorious sunset, I saw a pod of breaching orcas. Looking back, I saw a golden full moon rise over Sidney Island. I was *hooked*.

For thirty-five years, Donna and I have been liveaboards. For thirty-nine years, we've sailed along this coast from Seattle to Juneau and offshore to Mexico, French Polynesia, and Hawaii aboard our boat, our home.

That evening sailing to Sidney Spit and back changed my life forever. Now I have it all: Big trees, big mountains, *and* big water.

Author Bio – Bill Sassaman



Bill Sassaman has lived on boats for the past 35 years with his wife, Donna, first aboard the 34' steel ketch, **Emrys** (which they sailed to Mexico, French Polynesia, Hawaii, and home again between 1990 and 1993), and then aboard the 52' steel sloop, **Freedom Dancer**. For the past 20 years, they've lived aboard their Spencer 44 sloop, **Alia**. Bill is a founding member of the BC Nautical Residents Association and has served on the Board of Directors since 2010.

The Politics of Envy

By Brent Swain, *S/V Easy Street*

A lot of soldiers in the Vietnam War took to addicting drugs in a big way. Serious addiction problems were predicted for when they got home. When they got home, away from the stress and pressure of war, most of the problems disappeared.

People living on boats are accused of mental illness and are called 'a bunch of druggies'! Do their accusers really believe forcing people out of the only home they can afford and into homelessness is a cure for drug addiction? Do they really believe that harassment, abuse, and increasing financial desperation are a cure for mental illness and will reduce crime? If that were the case, then these people would be the smartest people on the planet, in the same category as Einstein and Hawking, and mental illness would have all been completely cured, long ago, given how much such 'treatment and cure' liveaboards have been subjected to.

So much for that theory! Drug addiction treatment experts have found that until someone has a safe, reliable home of their own, they have no chance of a change in their behaviour, or addiction – the only escape they can find – from the environment they are forced to live in. (Just like soldiers in Vietnam).

A foolish friend in Vancouver was quoted as saying, "No point in cruising these BC islands. Nothing but losers and druggies out there!" Really?? Compared to the completely drug free cities, like Vancouver, etc.? No druggies or losers there? I suspect that, percentage-wise, people who own their own floating home have a much lower addiction and mental illness rate than those with no home of any kind. Compared to the 'winners' we hear about in the traffic reports, sucking fumes from an endless line of exhausts from the slave-owning vehicles of other 'winners' like them? Unlike the 'losers', sleeping in as long as we please after listening to the traffic reports to hear what we are missing, cutting a big fart to those 'winners', rolling over and going back to asleep for another hour.

These 'winners' are anything but admiring or envious of liveaboards. They do that for 'Freedom 55', while calling those who are already free, much sooner in life than they, "Losers, doing it all wrong!" Seems what they are really doing is trying to justify their lack of imagination, and lack of balls, to step off the treadmill of unquestioning conformity, and looking for excuses for their own shortcomings, and attacking those whose wisdom and refusal to accept mandatory conformity makes them politically vulnerable. It seems like the politics of envy, in the extreme.

If they think we have it too good, nothing is stopping them from doing the same. Don't envy, emulate! Don't emulate the envious! As Arthur Black wrote, "Envy is an admission that you have made a screw up of your life." Those who are content with their own lives don't envy. When they see someone with a good thing going, they say, "More power to you. Good on ya!"

Envy is an admission of a screw up, or words to that effect. Follow envy logic to its logical conclusion and we will find the most miserable person on the planet, reducing the rest of us to that level, and that will make things 'fair'? If having a druggy, thief, or mental health condition among us justifies banning an entire lifestyle, then shouldn't living on shore have been banned long ago?

Author Bio: Brent Swain



Brent Swain is a retired steel boat designer with more than three dozen boats to his credit. His designs have been built by a number of boat builders, including Evan Shaler, Ken Splett, and Suzie Resansoff. He estimates that between 150 and 200 of his designs have been built all over the world. Brent has lived aboard since 1971 and made nine singlehanded Pacific crossings. He has cruised mostly full-time since his mid-20s. Brent is the author of Origami Metal Boatbuilding – A Heretic’s Guide. For further information about Brent Swain boats, check out Brent’s new website, origamiboats@groups.io.

The Book that Changed My Life

By Don Bruniski, Floathome ***Nautilus Chambers***

The *Nautical Almanac*, 1979 Edition, changed my life forever. In that year, the Almanac conspired with a night class in Celestial Navigation to guide my first tentative forays into the oceans of the world. This book introduced me to the subtle movements of the Sun and Moon as they led my wife and me down the North American coast in our 36’ trimaran, ***Susurumba***, and opened up the wonderful tranquility of the Sea of Cortez.

The precision inherent in the pages of the 1980 edition took us to Puerto Vallarta for a rendezvous with our newly-adopted son and parenthood. The magical Cocos Island appeared over the horizon just as the Almanac said it would and we were immediately in the realm of lush tropical rainforest, pirates and real buried treasure.

The 1981 edition introduced us to the vast wonder of the night sky and the ability of Betelgeuse and Rigel Centaurus to guide us to dreamed-of places with names like the Galapagos, Hiva Oa, Tuamotus, Moorea and Bora Bora.

The 1982, ’83 and ’84 editions plotted the positions of the stars of the constellations Scorpio, Orion and the Southern Cross that allowed us to experience the incredible hospitality of the gentle people of the Cook Islands and Fiji. The educational opportunities that the *Nautical Almanac* provided for our son were limitless and his growing vocabulary glowed with the richness of words and phrases like “bula”, “pisupo”, “lava lava”, “mahi mahi” and “she’ll be right mate”.



Don, Bridget, and baby Paul in French Polynesia

The 1985 Nautical Almanac led us through the marvel of The Great Barrier Reef and to the remoteness of the Indian Ocean Islands. Cocos-Keeling, Rodrigues, Mauritius and Reunion appeared off our bow with the help of Venus, Mars and Jupiter.

The 1986 version told us when and where to watch for Halley's Comet as we sailed around the southern tip of Africa. The Nautical Almanac has provided me with the knowledge to travel with confidence to otherwise inaccessible places in the world – St. Helena with lovely people speaking their historically accented English dialect, Papillon's Devils Island, and Venezuela's offshore islands teeming with lobster. How else could we have experienced the blue of the Caribbean, the engineering marvel that is the Panama Canal, the sense of accomplishment at circumnavigating this old globe when we arrived at Cocos Island again and the smell of frangipani as we sailed into the lee of Oahu? How else could we have experienced sailing into the harbours of some of the greatest and most picturesque cities of the world, San Francisco, Capetown, Rio de Janeiro and Vancouver than with the help of *The Nautical Almanac*?



S/V Susurumba on the hard in Australia

Author's Bio – Don Bruneski



Don Bruneski and his wife, Bridget, have many years of experience with living aboard. They spent five years aboard their trimaran, **Susurumba**, in False Creek, Vancouver and then 10 years aboard **Susurumba** while circumnavigating. Since returning from offshore, the Bruneskis have lived for the past 30 years in their floathome, **Nautilus Chambers**.

Don has served on the BCNRA Board of Directors since April 2021 and is the layout editor of *Life Afloat*.

A Request from the Decibel Coalition

Editor's Note: While not strictly a liveaboard issue, noisy boats can be an irritation to all of us who live and play on the province's waterways. The BC Nautical Residents Association joined the Coalition a number of months ago and sent a submission to Transport Canada's public consultation. The public consultation is now closed but the Decibel Coalition hopes that many individuals will contact their MPs. The Board of Directors encourages you to do so. It'll take about one minute.

Dear Decibel Coalition Member & Supporting Organizations in BC:

A hearty Thank You! to those organizations which made a Submission to the recently closed Transport Canada public consultation on pleasure craft motor noise emissions. While these Submissions are not

shared publicly by Transport Canada, comments made by individuals on the 5 options being considered for dealing with the problem were viewable.

The Decibel Coalition is happy to report that Option 5 - manufacturers, importers and operators must ensure their vessel's motor noise emissions are within the decibel limit - received overwhelming support from nearly 700 people who commented. Hopefully this, together with sentiments expressed by organizations in their submissions, will put Transport Canada on the right track to develop appropriate regulations.

The next step is to gain the support of federal MPs for the decibel limit legislation.

I know excessive boat motor noise is a major problem on your lake or coastal waterway. Your MP needs to be made aware of this, and that his/her constituents want decibel limit regulations put in place.

An MP needs to receive at least 10 - and ideally 20+ letters - for an issue to get on their radar screen. Here are the current stats (as of May 26) on the number of letters received by BC MPs (MPs with 0 letters are not shown):

Member of Parliament	Riding	Number of Letters
Mel Arnold	North Okanagan-Shuswap	22
Alistair MacGregor	Cowichan-Malahat-Langford	4
Carla Qualtrough	Delta	3
Frank Caputo	Kamloops-Thompson-Cariboo	2
Jonathan Wilkinson	North Vancouver	2
Elizabeth May	Saanich-Gulf Islands	1
Hedy Fry	Vancouver Centre	1
Jenny Kwan	Vancouver East	1
Joyce Murray	Vancouver Quadra	1
Ken Hardie	Fleetwood-Port Kells	1
Lisa Marie Barron	Nanaimo-Ladysmith	1
Richard Cannings	South Okanagan-West Kootenay	1
Rob Morrison	Kootenay-Columbia	1
Laurel Collins	Victoria	1
Tracy Gray	Kelowna Lake Country	1

Please rally your Directors and members to write your MP now, asking them to support these regulatory changes, using these quick and easy instructions. It'll take only a minute or two. Click on the following link:

<https://safequiet.ca/our-initiatives/decibel-coalition/email-your-member-of-parliament-today/>

You will be taken to the Decibel Coalition's "Email your MP..." web page. Complete the form with your basic info. You can edit the message if you like. Click on the "Send Email" box, and a letter to your MP and the Minister of Transport will be generated for you.

Numbers matter to politicians and the more they hear about this problem the faster it will get addressed.

We've gotten this far with our combined efforts. Let's make sure our BC MPs are acutely aware that excessive boat motor noise must be dealt with via decibel limit-based regulations.

Thank you in advance for your assistance.

Best regards,
Alan

Alan Drinkwater, CPA CA
Canada & Maritimes Representative
Decibel Coalition

~

Galley Goodies

Galley Goodies – Cedar-Planked Salmon

By Sally Holland
Living the floathome life

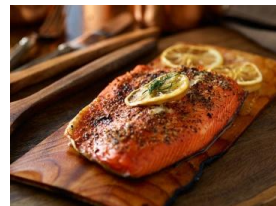


Image courtesy of iStock

Nothing says West Coast like a piece of fresh salmon cooked on cedar. If cooking in the oven, the author suggests pre-portioning the salmon for the 6 smaller, untreated cedar planks.

Ingredients

- 1 large or 6 small untreated cedar planks
- 1 cup brown sugar (or less, to taste)
- ¼ cup dry mustard
- 2 tsp salt
- ½ cup Olive oil
- 1 side of salmon (2 to 3 lbs) or
- 6 – 8oz salmon fillets

Instructions

- Preheat the oven to 450F; or if cooking outdoors on the BBQ, preheat the grill to medium-high.

- Mix the brown sugar with the dry mustard and salt to create a dry rub for the fish. Rub the olive oil on both sides of the salmon and coat the top side with the dry rub.
- Place the salmon on the cedar planks(s) and roast in the oven for 8 to 12 minutes, (depending on the thickness of the fish) or until just cooked through.
- If you are using the BBQ, the cooking will take roughly 20 minutes. Be sure to close the lid on the BBQ and check on the salmon every few minutes.

Serves 6

Note: Undercooked salmon is better than overcooked, so always err on the side of caution.

Recipe from *The Sobo Cookbook: Recipes from the Tofino Restaurant at the End of the Canadian Road* by Lisa Ahier and Andrew Morrison.

Author Bio – Sally Holland



Sally launched her floating home on the first day of spring, 1989. It's been a love affair with the lifestyle ever since! She took up sailing in 1994, and has enjoyed many happy trips with her daughter and son-in-law, from touring English Bay right up to cruising the Broughtons. Sally had the pleasure of a bit of offshore sailing on the West Coast and the Sea of Cortez, too. (The "Other People's Boat Club" as crew works well!)

With regret, the family sold their C+C 27 last autumn. Sally is boatless for the first time in 28 years. What a strange feeling!

Galley Goodies – Sex in a Pan

By Heather Schneider
In the Okanagan



Image courtesy of Food.com

How to finish a fabulous salmon dinner? Why, 'Sex in a Pan' for dessert, of course!

Ingredients

Base:

- 1 cup flour
- 1 cup chopped almonds
- ½ cup margarine or butter
- ¼ cup sugar

Middle:

- 8 ounces cream cheese, softened
- 1 cup icing sugar
- 1 cup whipping cream, whipped

Top:

- 1 package instant vanilla pudding (4 serving size)
- 1 package instant chocolate pudding (4 serving size)
- 2 cups half-and-half cream
- 1 chocolate bar, shaved
- 1 cup whipping cream, whipped

Directions

Bottom:

1. Mix all the ingredients together and pat in a 9" X 13" pan.
2. Bake at 325°F for about 12 – 15 minutes.

Middle:

1. Beat cream cheese and icing sugar together.
2. Fold the whipping cream into the cream cheese mixture.

Top:

1. Beat together the puddings and half-and-half. Let sit for 5 minutes.
2. Pour the pudding mixture over the cream cheese mixture.
3. Top with the remaining whipped cream and sprinkle the chocolate shavings over the whipped cream.
4. Refrigerate until ready to serve.

Note: You can whip 2 cups of whipping cream all at once and divide it for the middle and top.

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Announcements

Cortes Island Garbage Information

One of our members, Wayne on Cortes Island, reports that the island does not have garbage service at the docks. There is a pay service at the Gorge government dock from June to September. You might want to keep this in mind if visiting Cortes Island this summer.



Remember to Visit the Facebook BCNRA Group!

The directors recently set up a new BCNRA group on Facebook. Directors Cathy Dunn-Gilbert and Ken Lund are the administrators. If you're on Facebook and wish to join, the name of the group is British Columbia Nautical Residents Association. <https://www.facebook.com/groups/472937451040281/>



Fall 2022 *Life Afloat*

The deadline for submission is September 1st.

The editors are looking for:

- Articles about what you did on your summer vacation (do you remember those school writing assignments?!)
- Descriptions of do-it-yourself projects
- Interviews with your marina managers (or a descriptive article about the place your boat calls home)
- Galley Goodies stories and recipes
- Announcements about happenings in your area
- Advertisements
- Photos!
- And anything else you think would be of interest to BCNRA members



Thank you!



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!

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!



Messin' Around With Boats

Canvas, brightwork, upholstery done by local liveaboards. Pricing by contract.
Please email with photos of the work you would like done and your contact information.

Email mlpscott59@gmail.com



For Sale – *Dulcinea II* (Built 2003)



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.

Price reduced to \$30,000 CDN.

For more information or to view, phone Bill, 250.661.2021
(Located in Cowichan Bay)

For Sale: Sturdy 8' fibreglass rowing dinghy with positive flotation.

The custom keel ensures that the dinghy tracks well. Asking \$600.



For more information or to view, phone Donna, 250.661.7751 or Bill, 250.661.2021
(Located in Cowichan Bay)

Some BCNRA Member Boats

Shiloh and Shifty



Alia



Full Circle



Tigger

Do you have a photo of your boat or floathome that you would like displayed in a future issue of *Life Afloat*? Please email it to donna_sassaman@bcnr.org. Thank you!