



Life Afloat

Winter 2023,
Issue Number 8

*The Official Newsletter of the BC Nautical
Residents Association*



Alia in the snow, December 20, 2022

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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

To tell you the truth, I'm beginning to wonder if the BC Nautical Residents Association will continue and thrive. "They" say that trying to organise liveaboard boaters is akin to herding cats. I think "they" are right: Liveaboards are cussedly independent and many try to keep their heads down to avoid notice – or harassment – from their land-based neighbours.

But I argue that in order to achieve a degree of protection for our chosen way of life, we *have* to be organised. Many voices are stronger than one voice. The BCNRA has been advocating for years for legislated protection similar to the Residential Tenancy Act to no avail (so far). It seems like a no-brainer: Conventional forms of housing, owned or rented, are becoming increasingly unaffordable. More British Columbians are opting to live aboard boats and in floathomes as more affordable and environmentally – sensitive accommodation. I wonder why the politicians and bureaucrats in Victoria are so reluctant or averse to enacting protective legislation... and I am increasingly disappointed in our current government, which I think – perhaps naively – ought to be applauding citizens who opt for affordable accommodation that doesn't require a penny of public funding and is arguably more environmentally friendly.

So my first plea to you, member of the BCNRA, is to write to Premier David Eby at premier@gov.bc.ca; Minister of Housing Ravi Kahlon at ravi.kahlon.MLA@leg.bc.ca; and your local MLA (find his/her email address at <https://www.leg.bc.ca/learn-about-us/members>). Let our politicians know how vital it is to have legislated protection for British Columbians who live on boats and in floathomes. Include the story of how you became a liveaboard/floathome resident; personal stories can be very powerful. Thank you.

I hope that you'll enjoy this issue of LIFE AFLOAT, however short. On that "short" note, my other plea to you is for content for the spring 2023 issue! Thanks to our faithful correspondent, Brent Swain, for his latest article on living a comfortable, independent, floating life. Thanks as well to Sandra Lewis for her latest contribution to Galley Goodies.

Here's to a year of harmonious life on the water! Here's to more articles for LIFE AFLOAT! Here's to our politicians getting the message that we liveaboards are voters and citizens and contributors to British Columbia in all its diversity.

Best wishes,

Donna Sassaman
Content Editor
S/V *Alia*

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

Submissions Guidelines

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

Email your articles and photos as *separate attachments* to the editors at feedback@bcnr.org. Following the guidelines for text and photos (described below) will make the editorial team's job easier. Thanks!

Text Guidelines:

1. *Please do not format your story.* Simple text in Word is easiest to edit. That means: single-spaced; *no* indentations at the beginning of paragraphs; *no* hard returns, except at the end of a paragraph; and *no* fancy word art.
2. Please include a short author '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!

- Featured image (the 'cover' photo for the article) should be in a 4:3 ratio – ideally 1200x900 pixels – and minimum 800x600.
- Author images should be square, ideally 600x600, and minimum 400x400 pixels.
- Images within the article should be square or landscape format, not portrait, and a minimum 800 pixel width.
- Jpeg (.jpg or .jpeg) is the preferred format for all photo submissions.
- *Please insert your images where you want them to be in the article.*
- Please include a brief, descriptive caption under each image (who, what, where, when). For example:



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

Living Aboard in Winter

By Brent Swain, S/V *Easy Street*

When I moved aboard my first boat, the only heat I had was a cast iron Gypsy woodstove, made by Washington Stove Works. It was a piece of crap, more decorative than functional. Everyone said, "Woodstove? You don't put a wood stove on a boat, you use an oil stove."

Five years later, I was anchored in Montague Harbour, and four out of six boats there had woodstoves. The Gypsy has a grate meant for coal, not wood. When a wood coal drops through, it goes out, increasing your wood consumption by 30%, according to one old steam tug skipper. Wood burns best in its own ashes. The gypsy was not airtight, meaning there is no way to control the burn rate.

I tried an oil stove, briefly, on my second boat, but I'd get frozen in, in a great spot with lots of venison, oysters, grouse, cod, fresh water, etc., but I would always have to go looking for a fuel dock to buy more fuel, on a very limited budget. I pulled the oil burner out, converted the stove to wood, and life became far simpler. I have used wood heat almost exclusively since.

I briefly tried a Taylor drip feed oil heater. It burned super clean, with a blue flame, but it still made me cough. I went back to wood, and the cough disappeared. Humanity has evolved around wood smoke for around a million years. Not so oil smoke.

Good, airtight woodstoves are far safer than oil. They won't fill your cabin with hot, flammable liquid, if some tiny finicky part jams or fails. You can shut them off anytime, by simply shutting off the air supply, unlike oil stoves. Finicky parts on oil stoves have burned a lot of boats. You can put out a wood fire with water, unlike oil fires. There is less tendency to leave a woodstove on, full time, 24-7, and if you shut the air off before leaving, it will go out anyway. A lot of boats have been burned by oil stoves left on, with no one aboard.

Fire wood is free. You can restock on any beach, anywhere in BC.

Some build vertical loading stoves using an old 40-pound propane tank. The problem is, they rust out in a few years of using beach wood. I think one could build the top, and bolt on a spin damper, and bolt on legs for the bottom, out of stainless. Then, when a tank rusts out, one could simply switch the stainless parts onto another tank.

Front loading horizontal stoves, are far more complex to build, but some think it is well worth it. A piece of 10-inch diameter, 1/8-inch wall stainless tubing from a scrap yard, is great for woodstoves. Type 316 will last a lifetime; not so with magnetic stainless, like 400 series. Thicker stainless will take a long time for the heat to get out.

I welded in an 8-inch square of 16-gauge in the top, to make a hotspot for cooking on. It's almost as hot as an open flame. Some hate vertical stoves, some love them. Verticals are a quick and easy solution, and can be replaced later, if you don't like them. On boats, the space you have sometimes dictates which you use.

No matter how long you make a woodstove, you will keep finding wood an inch too long. Too small a firebox, and you have a nonfunctional decorative stove, which won't burn long. That was a major problem with my first Gypsy stove. My next two stoves had 24-inch fire boxes, much better. My current

one has an 18" by 11" by 12" firebox. The last three have run up to 14 hours on one load of very dry firewood. I use a baffle 2" below the top of the stove, 3" shorter than the top. Without it, the air simply skipped over the wood, straight to the chimney, and the fire went out. The baffle, slid back, stops this.

For stove pipes, the stainless, 4" thin wall tubing we have found in scrap yards is best. Don't go less than 4-inch. Best avoid any elbows, as they are impossible to get hard creosote out of. I have drastically improved several by running the pipe, at whatever angle it takes, straight, from the stove through the deck. You can look right through to the firebox from deck level, and run a piece of pipe through to clean it. I have also used a piece of file, welded to a rod the length of the chimney, in an electric drill, to pound the creosote out. Very effective!

For a cap to keep the rain out, nothing works better than a piece of sheet metal, bent in the shape of a covered wagon top, held by a bolt on each side of the chimney. Anchored by the bow, in a head wind, you can tilt it up, to create a draft before lighting the stove.

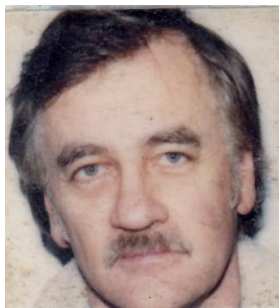
If you are forced to use sheet metal stove pipe, the top one should go *inside* the bottom one, to keep the creosote in, which is far smellier than smoke. This is not North American style with the top outside the bottom pipe, which lets the creosote dribble out, and smell up the cabin.

The door on a horizontal stove should be at least 3 inches below the top so smoke is less inclined to come out the front when you open it. I also have a drop-down leaf on a bit of piano hinge to keep the smoke in. I like to use 3/8" SS rode to hold the packing in around the door, as it jams behind it, and won't come out. Silicone caulking will take a lot of heat, to hold the packing in. Welding spatter can also help keep the packing in. I have even used aluminum foil rolled up, in silicone, as packing.

For cutting wood, I have just gone from a gas powered chain saw to an electric one, a huge improvement. My almost new gas Husquavarna was a huge mistake, very poorly built, always breaking down. Seeing plastic in critical areas, like a plastic chain adjusting screw, should have been a warning that the rest of the saw was so flimsy. My electric one can cut 150, 6"x6" cedar square beams on one charge. I filled my dinghy with cut wood, and the saw was only down 20%. It cuts much faster than my gas one ever did. The saw shutting off completely, when I take my finger off the trigger, feels a whole lot safer.

This is how I cut a 10" SS tubing, to make a horizontal woodstove. Cutting the centre out, and scoring and bending the sides up, gives me far more height above the door to keep smoke in.

Author's Bio



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.

Galley Goodies

Sandra Lewis, M/V *Shiloh*

Baking on a boat is pretty much the same as on land, except for the size of the galley and the need to conserve electricity when on the hook. That's where these Peanut Butter Chocolate Banana Bites come in handy!

Just a few ingredients, two cooking utensils and one bowl are all you need for a tasty and, pretty much, healthy treat.

Regardless if your kitchen is on land, tied up at a marina, or secured with an anchor in your favourite bay, these little morsels of peanut butter & chocolate are great for breakfast, with afternoon tea, or in a lunch box.

In fact, they make a regular appearance in my handsome hubby's lunch when we're doing the work thing.

Making Peanut Butter Chocolate Banana Bites on a Boat

One of my favourite tricks when making anything with bananas and peanut butter is to mash them all together, instead of mashing the bananas and then trying to mix the peanut butter afterwards.

It's just so much easier to let the masher do the work and then a quick stir with a spatula before adding the rest of the ingredients.

While regular chocolate chips will work, mini chips are infinitely better. They fit the bite size treats better and give a better chocolate to peanut butter/banana ratio.

And the recipe does say the nuts are optional, but unless there is a nut allergy, please don't skip them – they add that little something.

I love using my mini muffin tin to bake these. It's the perfect size for the bites and they bake nice and quick – important when cooking with a propane oven.

Boat Tested and Tasted

*These Peanut Butter Chocolate Banana Bites were tested and tasted on a 1978 Tollycraft 37 Sedan using a MagicChef Propane Stove. (Editor's note: These were also tested by the **Alia** crew to rave reviews!)*



Peanut Butter Chocolate Banana Bites

Prep Time 10 minutes

Cook Time 15 minutes

Cooling 10 minutes

Total Time 35 minutes

Ingredients

- 2 ripe bananas
- 1 cup rolled oats
- 1/4 cup peanut butter
- 1 tsp vanilla extract
- 1/3 cup mini chocolate chips
- 1/3 cup chopped nuts - your favourite - I like pecans
- Pinch of salt - omit if your peanut butter includes salt

Instructions

1. Preheat oven to 350 F. If necessary, grease a mini muffin tin (mine is non-stick so it doesn't need it but sometimes it's better to be safe than sorry).
2. In a medium bowl, mash bananas with peanut butter before giving a quick stir to make sure the peanut butter is fully incorporated.
3. Stir in oats and vanilla until well combined. Add chocolate chips and nuts and stir until everything is mixed together nicely.
4. Spoon mixture into mini muffin tin - be sure to fill the cups to the top as these bites do not rise - what you see is what you get.
5. Bake for 15 minutes and let cool for 10 minutes before removing from the muffin tin.
6. Enjoy warm or store in container in fridge for up to 5 days.

Author's Bio



Sandra Lewis (aka www.wifeonaboat.ca)

Shiloh, 1978 Tollycraft 37

Home Port: Richmond, BC

Full-Time Liveaboard for 4+ years

Sandra's 'Bome' Sweet 'Bome' was published in the Fall/Winter 2020 issue of LIFE AFLOAT and her Marinated Portabello Mushrooms recipe appeared in the Spring 2021 issue.

Announcements

This is the space to advertise events in your area; links to lifeaboard-related news and view; etc.

Advertisements

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/>.



For Sale - Windshield and Navy Bimini for 1992 Grady White 22' Seafarer
Custom made Bimini with Alaskan bulk head, 3 yrs old, 1" stainless hoops, great shape.
Replaced with hardtop.

Paid \$3,000 for Bimini. Asking \$1,500 OBO. May sell windshield or Bimini separately.
Enquiries 250-516-8006, text or call.

