

The Beacon



Saanich Peninsula Squadron



November/December 2004



P.O. Box 2122, Sidney, BC V8L 3S6
A Unit of Canadian Power & Sail Squadrons — Vancouver Island South District

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The Beacon



Volume 34 Number 6 Nov/Dec 2004

The Official Newsletter of the Saanich Peninsula Squadron

A Unit of Canadian Power and Sail Squadrons

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***All email addresses are @ saanichpeninsulasquadron.org**

Meetings of the Squadron Executive Committee (the Bridge) are normally held on the **third THURSDAY** of each month at 1930 in the Sidney North Saanich Yacht Club, except in July and December. All members of the Squadron are welcome to attend.

The Beacon is our official newsletter. Members with articles or information should send material to the Editor before the 15th of each month.

We also maintain a website www.saanichpeninsulasquadron.org. We suggest you check the site regularly for notices of upcoming events, classified ads, etc.

The contents of this magazine reflect the opinions of the writers and are not necessarily those of the Publisher, Editor, Canadian Power Squadron or Saanich Peninsula Squadron.

COMMANDER'S COMMENTS

The Boating Class is well under way now and the Student Cruise will be soon. Please get in touch with **Martin Russell** if you are available to help with this on Sunday, November 7th (see "Announcements" page 3).



I want to thank all the members who participated in the Sailpast on September 18th at Genoa Bay Marina. It was a fun weekend and I felt very humbled as our members passed by *Charlotte Time* to give the salute. Several members drove up to the Marina to join in and were invited onto *Forest Ranger II* for the sailpast. We enjoyed a delicious dinner at the Marina Restaurant enjoying the camaraderie of our enthusiastic members before and after. We left early the next morning so I could get to the District Meeting in Sidney that morning.

Thank you, **Doug Mitchell**, for standing in for me while I was away for 2 weeks.

Condolences to the families of **Mary Hunter** who passed away, Sept. 21, 2004 (see notice on page 7) and **Fred Miller** who passed away on July 22, 2004 (see notice page 13). They will be missed by all.

As I am not attending the National Conference, I have given proxy to **D/C Don Lassey** and alternate proxy will be **PDC Peter Jennings**, to speak and vote for our squadron. We are entitled to 25 votes - 1 for every 10 members.

The tally is in on the issue of the mandatory wearing of PFDs for 6 meter and under boats. Of 246 members, 25 voted against and 16 voted in favour for a total of 41 votes. On the issue of the dues increase of \$3 on the National portion, the vote was 26 against and 14 in favour for a total of 40 votes. Although we did get over the required quorum with 16%, it shows apathy on the part of our members to issues directly affecting them.

The Vancouver Island South District has a new Webmaster, who is currently bringing the site up to date. The Historian for District is **Marg Griffin**, a member of our squadron. **Shirley Hamilton** has officially been voted in as Executive Officer for VISD to replace **Linda Larsson** who resigned.

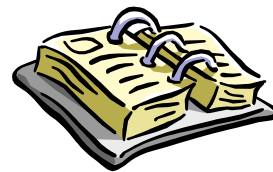
At the District Meeting, our Squadron was presented with the **Ted Westover Memorial** trophy, for proficiency in the Boating Course. **Congratulations to our instructors and the proctors, for those great results.**

Cdr Gay Miller

CALENDAR OF EVENTS

Nov 7 **Student Cruise** – Otter Bay

Dec 3 **Christmas Party**



2005

Jan 11 **Boating Course:** Tuesday, January 11th until Tuesday, April 14th . Classes start at 1900 hours until 2200hours. Location is North Saanich Middle School.

Jan 12 **Piloting Course:** Wednesday, January 12th until Wednesday, March 23rd Classes start at 1900hrs until 2200 hours. Location is North Saanich Middle School.

Aug 5-7 **VISD Rendezvous:** Otter Bay Marina, North Pender Island

Aug 26-28 **VIND Rendesvous:** Pages Marina, Gabriola Island

SQUADRON MESSAGE CENTRE

Fall Student Cruise: This is fast approaching and we are looking for volunteers, proctors, and skippers. The cruise is on Sunday, November 7 and will be to Otter Bay on North Pender Island. This is one of the highlights of the boating course and will be a fun day for all. If you are able to help it will be greatly appreciated. Please call Student Cruise Officer Martin Russell at 658-1048 or e-mail him at boattime@telus.net.

Marine Maintenance Course: If enough people sign up this course will be held. Anyone interested in this or any other course is asked to contact Course Registrar **Colin Nicholson** at 656-5085 e-mail registrar@saanichpeninsulasquadron.org

Boating Course: Has been updated and segmented into five parts with added learning objectives, self-test quizzes and some modest updates. Parts A, B, and C include everything but plotting and cruises and are under review by the Editorial Committee. Parts D and E, representing plotting and some new cruises, are expected to follow shortly. Preparation of graphics was outsourced. Field Testing in 2004 and will be implemented in 2005 depending on how many old boating kits are still in stock.

Fuel Considerations For Gasoline Powered Pleasure Craft

Copper is a reddish brown natural metallic element. It is a popular material for fuel lines because it is easily bent and conforms to curves such as would be found on and around a marine engine. With time, however copper becomes brittle, and will easily crack. More importantly, copper and gasoline don't mix! When gasoline passes through a copper fuel line it creates what is known as verdigris. This is a green crystallized substance formed on copper by the action of acetic acid. It is also referred to as green rust, the last thing we want in a fuel line! So, what should we use for fuel lines carrying gasoline?

Steel fuel lines are an option. They do not pose the problems of copper lines. Steel is a durable alloy of iron with carbon and other elements. Its high tensile strength and durability make it a very suitable material for use in fabrication and structural environments, and for use around the harsh environment of a marine engine. Hydraulic brake lines of 3/8" or similar diameter have been successfully used as fuel lines. More commonly, fuel lines today are made of a rubber composite material that is very flexible. However, there are some definite "do's and don'ts" regarding rubber composite fuel hoses.

First and foremost, fuel hose for a boat must be Coast Guard certified. Boats require a fuel hose that meets the highest standards of fire resistance and permeation (resistance to penetration of fire). These are certified as "Type A" fuel hoses. "Type B" fuel hoses do not have the same fire resistance. They are not fire tested, and are only recommended for "open" use with outboard engines. Fuel hoses can be made to order by any competent marine supplier. The hoses should have swage fittings fitted to each end. "Bandit" clamps are not allowed in the fuel system! Automotive fuel hose is also not permitted. It does not have the same high fire resistance of marine hose. In reality, both marine and automotive fuel hoses will ultimately burn though. The differentiating factor is that the hose wall of marine fuel hose is twice the thickness of automotive fuel hose, and marine fuel hose will burn at a slower rate than an automotive hose. One last word about fuel hoses. Fuel filling hoses (between deck fittings and tanks) should be Coast Guard Approved (A2) with the words "fuel fill" marked on the hose.

Let's now have a look at the fuel itself. Today's gasoline is refined in such a way as to aerate the fuel. In theory, with exhaust gas emissions reduced, the engine will burn fuel more efficiently. A significant and common problem occurs when fuel is left for a long period of time.

The evaporating gasoline in the fuel delivery systems, either carbureted or fuel injection, leaves hard crystals once the fuel has evaporated. If we combine stale gasoline forming crystals with verdigris formed by the action of fuel passing through fuel lines, we will have a boat that not only runs poorly with bad fuel economy, it may not start at all after a long storage. Keeping our fuel tank full when we do not plan to use our pleasure craft is just as important as everything else we do with our fuel system. A partially filled fuel tank will “sweat”. The condensate will settle in the bottom of our fuel tank. With water comes rust particles (iron oxide). The pickup from our fuel tank to the fuel pump is in the bottom of the fuel tank. If we experience water in the fuel a small amount of methyl hydrate added to the fuel will dissipate the water so it will burn with the fuel. This will help, but is not a substitute for a clean fuel tank. Before storing my boat for a long period of time, I top off my tank with a few gallons of 94-octane (high-test) fuel from a gas station and a fuel additive for long term storage. The result is that the fuel in my tank degrades more slowly with the few gallons of high octane added.

Fuel filters should be changed on a regular bi-annual basis. We should always carry a spare fuel filter. They are relatively inexpensive and good insurance should we pick up some “bad gas”. As the boating season slows down during the winter months, so does the sale of gasoline at marine outlets. When we buy our fuel, we should therefore try to find the station that is the most used, and has the highest turnover of fuel. The gas will be fresher.



In summary, I’m sure we are all safety conscious boaters, but we should also know what fittings, lines and hoses are safe to use on our pleasure craft. With my background as a marine engineer, proper fuel lines and fittings top my list of important items. On numerous occasions, while checking the engine compartments of gasoline powered pleasure craft, I have seen copper fuel lines run throughout the fuel system. To my knowledge, it is not illegal to run copper fuel lines on a gasoline powered pleasure craft, but it isn’t safe either. When we purchased our boat, the first item I replaced was the copper fuel line. I upgraded the fuel line from the tank to the fuel pump, replaced the fuel pump, and then rebuilt the carburetor. My smooth running engine and peace of mind were well worth the effort.

Len Burton - MAREP Officer and Port Captain

You are invited to the
Saanich Peninsula Power Squadron
Annual Christmas Party

Date: December 3, 2004

Place: Maple Palace Restaurant, Sidney BC

Time: 1800 hrs cocktails 1830 hrs dinner

Price: \$21.00 Per person

Important Information

Dinner will be a 7-course Chinese Food Buffet - NO MSG guaranteed!

Reserve your seat(s) before November 26 by calling Janice at 384-6588
Or email H2HZoo@telus.net

Pay at the door with a cheque to Saanich Peninsula Power Squadron

Price includes tax and gratuity

Beer, Wine and Spirits are extra and pay as you drink

Address: 9839 5th Street, Sidney BC

PROVINCIAL PRIVACY ACT

Ensuring the Security of Your Personal Information

Vancouver Island South District and all south island Squadrons are ensuring that your personal information, name, address, telephone number, e-mail address, membership number held by the Squadrons are secure. Canadian Power & Sail Squadron, Vancouver Island South District and Saanich Peninsula Squadron are actively updating manuals and electronic records in keeping with the Provincial Privacy Act.

A District/Squadron Privacy Act Committee is being created to oversee the process and ensure that District and all Squadrons are utilizing the same security of information rules and procedures.

1st Lt Tony Kluge who currently is our Communications Officer will take on the additional responsibility of being your committee representative and the liaison between District and Saanich Peninsula Squadron.

IN MEMORY OF MARY HUNTER

On September 21, 2004 S/C Mary Hunter passed away. Mary had been a member of CPS for nearly 40 years. She and Gordon took the *Boating* course in Washington State in 1968 while living in the Vancouver-White Rock area and later she completed *Seamanship* and *Advanced Piloting*. Mary had earned 26 merit marks, becoming a Life Member in 1993. She held the position of Past Commander, having served as Commander of the Oak Bay Squadron in 1989-90, and also held the National rank of Staff Commander. Later she transferred to our Saanich Peninsula Squadron.

Always one to offer her help, Mary did the all the table floral arrangements for the VISD AGM, the year that Saanich Peninsula Squadron hosted it at the Saanich Fairgrounds. She was a dedicated and active member; a contributing editor of the Port Hole Publication and participated at Squadron, District and National levels until this past year, when her health began to fail after a serious traffic accident. She was a good role model and a friend, and I will certainly miss her. Condolences from the squadron go out to Mary's family and friends.

Submitted by Cdr Gay Miller

REVISED LAUNCH DATE NEW MARITIME RADIO SEMINAR

Due to unforeseen circumstances, the launching of the new Maritime Radio Seminar will be delayed until December 2004. This delay in launching the new material will also help to facilitate the upgrading and endorsement to DSC certification of all Instructors and Recognized Examiners (RE). Instructors and RE will receive a package from CPS-ECP Headquarters explaining the qualification upgrade process and other administrative issues.

The new manuals should be available in late October or early November to allow Instructors and REs time to familiarize themselves with their content.



A Politically Correct Christmas Poem

T'was the night before Christmas and Santa's a wreck...
How to live in a world that's politically correct?
His workers no longer would answer to "Elves",
"Vertically Challenged" they were calling themselves.
And labor conditions at the north pole
Were alleged by the union to stifle the soul.
Four reindeer had vanished, without much propriety,
Released to the wilds by the Humane Society.
And equal employment had made it quite clear
That Santa had better not use **just** reindeer.
So Dancer and Donner, Comet and Cupid,
Were replaced with four pigs, and you know that looked stupid!
The runners had been removed from his sleigh;
The ruts were termed "dangerous" by the E.P.A.



And people had started to call for the cops
When they heard sled noises on their rooftops.
Secondhand smoke from his pipe, had his workers quite frightened.
His fur trimmed red suit was called "Unenlightened."
And to show you the strangeness of life's ebbs and flows,
Rudolf was suing over "unauthorized use of his nose"

He had gone on Geraldo, in front of the nation,
Demanding many millions in overdue compensation.
So, half of the reindeer were gone; and his wife,
Who suddenly said she'd had enough of this life,
Joined a self-help group, packed, and left in a whiz,
Demanding from now on, her title was "Ms".
And as for the gifts, why, he'd ne'er had a notion
That making a choice could cause so much commotion.
Nothing of leather, nothing of fur,
Which meant nothing for him, and Nothing for her.
Nothing that might be construed to pollute,
Nothing to aim. Nothing to shoot.
Nothing that clamored or made lots of noise.
Nothing for just girls, or just for the boys.
Nothing that claimed to be gender specific.
Nothing that's warlike or non-pacific.
No candy or sweets...they were bad for the tooth.
Nothing that seemed to embellish a truth.



And fairy tales, while not yet forbidden,
Were like Ken and Barbie - better off hidden.
For they raised the hackles of those psychological
Who claimed the only good gift, was one ecological.
No baseball, no football...someone could get hurt;
Besides, playing sports exposed kids to dirt.
Dolls were said to be sexist, and should be passé;
And Nintendo would rot your entire brain away.
So Santa just stood there, disheveled, perplexed;
He just could not figure out what to do next.
He tried to be merry, tried to be gay,
But you've got to be careful with that word today.
His sack was quite empty, limp to the ground;
Nothing fully acceptable was to be found.
Something special was needed, a gift that he might
Give to all without angering the left or the right.
A gift that would satisfy, with no indecision,
Each group of people, every religion;
Every ethnicity, every hue,
Everyone, everywhere...even you.
So here is that gift, it's price beyond worth...

"May you and your loved ones enjoy peace on earth."



RADIO STATION LICENSES STILL REQUIRED

Statement from **Jim Laursen** at **Industry Canada**.

"In 1999 we de-licensed marine and aeronautical and entered into negotiations with the United States for a reciprocal agreement for aircraft and boaters crossing the border into the USA, the idea being that we would not require a license in either country. Recently, in post 9/11 USA, other issues have taken the forefront and this issue was relegated to the back burner for the time being and an agreement was not reached.

As you are all aware, our exemption (Industry Canada) only applies in Canadian and International waters. When a vessel or aircraft is in the sovereign territory of any foreign administration, the provisions of the ITU apply, which requires that all stations be licensed unless there is a treaty between the administrations involved.

Since we do not have a treaty at this point in time, from this day forward, we should advise our clients enquiring about **travel into the USA (air or marine) that they will require a license to fully comply with international law**. It may save someone's holiday by explaining that in these post 9/11 days of increasing uncertainty, you never know when zero tolerance attitudes may surface and cause travelers grief if their paper work is not all in order. It is fairly inexpensive to obtain and maintain your Canadian licensing, and these days **licensing, operators certificates and passports** are all considered very good things to have."

For more info contact Jim Laursen Laursen.Jim@ic.gc.ca at Industry Canada.

Out of the Mouths of Babes

While working for an organization that delivers lunches to elderly shut-ins, I used to take my 4- year-old daughter on my afternoon rounds. The various appliances of old age, particularly the canes, walkers and wheelchairs, unfailingly intrigued her. One day I found her staring at a pair of false teeth soaking in a glass. As I braced myself for the inevitable barrage of questions, she merely turned and whispered, "The tooth fairy will never believe this!"



HOW TO OBTAIN/RENEW A STATION LICENSE

1) You can renew a lapsed radio license provided it just lapsed this year (April 2004). If a license is unpaid / delinquent / cancelled, it is purged from the system in the fall, and no record will remain. This likely means that lapsed licenses will be "renewable" for another few months before a new application is required.

2) Short term licenses are available but realistically, they are not really the way to go. They are only available monthly and after a couple of months cost the same as doing one yearly license, (which is about \$36), also with the yearly license, you only do the paperwork once.

The form to fill in as a pleasure craft is IC-2378: Application for a Maritime Mobile Radio Station License for a Voluntarily Fitted Ship

They are still hopeful that we will have a reciprocal agreement with the USA someday soon but more pressing matters are occupying their time right now. It is Industry Canada's opinion that the license is cheap assurance when visiting "foreign" ports. "In these days of uncertainty and homeland security issues... you never know when zero tolerance might pop up or an over-zealous border/customs person might ruin your outing/holiday by requesting radio licenses".

IN MEMORY OF FRED MILLER

The Squadron lost another member, Fred Miller, who died on July 22nd. Fred had recently transferred to us, having been in squadrons in Ontario and Quebec. He had been a CPS member since 1977 and had also completed the Seamanship and Advanced Piloting and Weather courses. He had been working on a major refit for his power boat, *Prairie Schooner* but sadly, his illness wouldn't allow him to finish this project.

Our squadron sends its condolences to Fred's family.

Ship-Sinking Monster Waves Revealed by ESA Satellites

An excerpt from ESA News July 21, 2004

Rare picture of a 'rogue' wave

Once dismissed as a nautical myth, freakish ocean waves that rise as tall as ten-storey apartment blocks have been accepted as a leading cause of large ship sinkings. Results from ESA's ERS satellites helped establish the widespread existence of these 'rogue' waves and are now being used to study their origins.



Severe weather has sunk more than 200 supertankers and container ships exceeding 200 metres in length during the last two decades. Rogue waves are believed to be the major cause in many such cases.

Mariners who survived similar encounters have had remarkable stories to tell. In February 1995 the cruiser liner Queen Elizabeth II met a 29-metre high rogue wave during a hurricane in the North Atlantic that Captain Ronald Warwick described as "a great wall of water... it looked as if we were going into the White Cliffs of Dover."

And within the week between February and March 2001 two hardened tourist cruisers – the Bremen and the Caledonian Star – had their bridge windows smashed by 30-metre rogue waves in the South Atlantic, the former ship left drifting without navigation or propulsion for a period of two hours. The same phenomenon could have sunk many less lucky vessels: two large ships sink every week on average, but the cause is never studied to the same detail as an air crash. It simply gets put down to 'bad weather'.

Offshore platforms have also been struck: on 1 January 1995 the Draupner oil rig in the North Sea was hit by a wave whose height was measured by an onboard laser device at 26 metres, with the highest waves around it reaching 12 metres.

Objective radar evidence from this and other platforms – radar data from the North Sea's Goma oilfield recorded 466 rogue wave encounters in 12 years - helped convert previously sceptical scientists, whose statistics showed such large deviations from the surrounding sea state should occur only once every 10000 years.

The fact that rogue waves actually take place relatively frequently had major safety

In December 2000 the European Union initiated a scientific project called MaxWave to confirm the widespread occurrence of rogue waves, model how they occur and consider their implications for ship and offshore structure design criteria. And as part of MaxWave, data from ESA's ERS radar satellites were first used to carry out a global rogue wave census.

Despite the relatively brief length of time the data covered, the MaxWave team identified more than ten individual giant waves around the globe above 25 metres in height. So far some patterns have already been found. Rogue waves are often associated with sites where ordinary waves encounter ocean currents and eddies. The strength of the current concentrates the wave energy, forming larger waves – Lehner compares it to an optical lens, concentrating energy in a small area.

This is especially true in the case of the notoriously dangerous Agulhas current off the east coast of South Africa, but rogue wave associations are also found with other currents such as the Gulf Stream in the North Atlantic, interacting with waves coming down from the Labrador Sea.

However the data show rogue waves also occur well away from currents, often occurring in the vicinity of weather fronts and lows. Sustained winds from long-lived storms exceeding 12 hours may enlarge waves moving at an optimum speed in sync with the wind – too quickly and they'd move ahead of the storm and dissipate, too slowly and they would fall behind.

"We know some of the reasons for the rogue waves, but we do not know them all," Rosenthal concluded.

http://www.esa.int/esaCP/SEMOKQL26WD_Protecting_0.html



Giant wave in Bay of Biscay



Bow damage caused by a giant wave



NATCHITOCHEES

Two tourists were traveling through Louisiana. As they approached Natchitoches, they started arguing about the pronunciation of the town's name. They argued back and forth until they stopped for lunch.

As they stood at the counter, one tourist asked the young girl behind the counter, "Before we order could you settle an argument for us? Would you please pronounce where we are very slowly."

The girl leaned over and said, "Burrrrrrr Gurrrrrr Kingggg."

THE DOG WALK

A little girl asked her Mom, "Mom, may I take the dog for a walk around the block?" Mom replies, "No, because she is in heat."

"What's that mean?" asked the child.

"Go ask your father. I think he's in the garage," says her mother.

The little girl goes to the garage and says, "Dad, may I take Belle for a walk around the block? I asked Mom, but she said the dog was in heat and to come to you".

Dad said, "Bring Belle over here."

He took a rag, soaked it with gasoline, and scrubbed the dog's backside with it and said, "Okay, you can go now, but keep Belle on the leash and only go one time around the block."

The little girl left, and returned a few minutes later with no dog on the leash. Surprised, Dad asked, "Where's Belle?"

The little girl said, "She ran out of gas about halfway down the block, so another dog is pushing her home."



CLASSIFIED

FOR SALE: Raytheon RL70 Radar 7" Monochrome LCD



FOR SALE: Raytheon RC520 Chartplotter 7" Monochrome LCD.

Both items have sea-talk and can be connected together. Will sell both for \$1,000. Each item cost approximately \$1500 new. Contact Ron Harris 384-6588 or h2hzoo@telus.net



FOR SALE: Windlass never used – \$400

Horizontal, circular (low profile) Simpson-Lawrence (rope or chain) for boats up to 38'. Uses standard winch handle.

Phone Ralph Hodd 652-1715 or joycehodd@shaw.ca

FOR SALE: Starcraft Chiefton with Dual Axel Trailer – \$11,500

1989 Yamaha 200 hp -approx (200 Hours) serviced 2003
1991 Yamaha 15 hp kicker -approx (20 Hours) serviced 2003
Bennett trim tabs. New interior , wiring, steering gauges, mahogany cabin liner and sides, marine plywood and mahogany decking and much, more. Excellent fishing and cruising boat.



Phone Tracy or Rick Wassing - 652-4400 or taz.cpl.are@shaw.ca

FOR SALE: 1996 3 HP Evinrude outboard motor - \$500

12 hours use only.

Phone Bob or Ruth Jones - 655-4905 or rrjones@islandnet.com

FOR SALE: Smart Alternator Regulator By Cruising Equipment Inc. - \$300.00

Like new condition. Complete with installation instructions and operating manual.

Phone Ted Meadley - 656-1082 or meadleys@shaw.ca

WANTED: 150' - 250' Anchor Chain 1/4" (G-4).

Please contact Dick Cotton - 385-5223 or onaway@shaw.ca

Please advise editor@saanichpeninsulasquadron.org if you want to PLACE or DISCONTINUE an ad.

LIST OF ADVERTISERS

All Bay Marine Ltd. - 250-656-0153 Fax: 250-656-5844

Brenna Litwak - Certified Management Accountant - 250-656-0084
E-mail brenna@brennalitwack.com

Brown Bros Marine Insurance - 250-385-8771 or 250-479-6111

Canoe Cove Marina - Office: 250-656-5566 Service: 250-656-5515 Fax: 250-655-7197
www.canoecovemarina.com

Compass Rose Nautical Books - 250-656-4674 Fax: 250-656-4760
E-mail compassrose@telus.net

Harbord Insurance Services - 250-656-0111 Toll Free: 1-888-450-3982
www.harbordinsurance.com

Jensen Marine Supply Inc. - 250-656-1114 or 250-656-1235

Peninsula U-Brew Winery - 250-655-721

Sidney Marine Supply - 250-656-2013 Fax: 250-656-9954
www.sidneymarine.com E-mail sales@sidneymarine.com

Sidney Propeller and Marine Power - Phone/Fax: 250-656-3421
www.sidneypropeller&marinepowerltd.com E-mail sidprop@shaw.ca

The Boathouse Marine Centre - 250-655-3682 Fax : 250-655-3676
E-mail boathouse@sidneybc.com

Tsehum Marine Ltd. - 250-656-1221 Fax: 250-656-9212

Waypoint Marine Ltd - 250-656-2001 Fax: 250-565-2008

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