

# THE BEACON



SAANICH PENINSULA SQUADRON



"PROMOTING SAFE BOATING THROUGH QUALITY EDUCATION"

JULY / AUGUST 2007



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 37 Number 4 July / August 2007

**The Official Newsletter of the Saanich Peninsula Squadron**

A Unit of Canadian Power and Sail Squadrons

Commander	Cdr John Hudson	655-3653	<a href="mailto:commander@sppss.org">commander*</a>
Past Commander	P/Cdr Gay Miller	656-5190	<a href="mailto:pastcommander@sppss.org">pastcommander</a>
Executive Officer	Len Burton	656-6450	<a href="mailto:executive@sppss.org">executive</a>
Training Officer	Richard Funnell	704-9026	<a href="mailto:training@sppss.org">training</a>
Treasurer	Ralph Hodd	652-1715	<a href="mailto:treasurer@sppss.org">treasurer</a>
Secretary	Kathy Phillips	656-2416	<a href="mailto:secretary@sppss.org">secretary</a>
Membership Officer	Tony Kluge	656-7032	<a href="mailto:membership@sppss.org">membership</a>
Public Relations Officer	Cynthia Funnell	655-4442	<a href="mailto:pro@sppss.org">pro</a>
MAREP Officer	Len Burton	656-6450	<a href="mailto:marep@sppss.org">marep</a>
Privacy Officer	Tony Kluge	656-7032	<a href="mailto:Privacy@sppss.org">Privacy</a>
Chief Proctor	P/Cdr Gay Miller	656-5190	<a href="mailto:Chiefproctor@sppss.org">Chiefproctor</a>
Asst Training Officer	Bryan Atkinson	483-6844	<a href="mailto:Ato@sppss.org">Ato</a>
Environment Officer	Warren Franklin	655-0149	<a href="mailto:Environment@sppss.org">Environment</a>
Student Cruisemaster	Carolyn Hole	655-3653	<a href="mailto:Studentcruise@sppss.org">Studentcruise</a>
Supply Officer	Dawna Burton	656-6450	<a href="mailto:Supply@sppss.org">Supply</a>
Communications Officer	Laura Parker	656-8646	<a href="mailto:Communications@sppss.org">Communications</a>
Beacon Editor	Laura Parker	656-8646	<a href="mailto:Editor@sppss.org">Editor</a>
Webmaster	Anne McKinnell	475-0053	<a href="mailto:Webmaster@sppss.org">Webmaster</a>
Historian	Ralph Hodd	652-1715	<a href="mailto:Archivist@sppss.org">Archivist</a>
Port Captain	Stephen Denroche	656-6177	<a href="mailto:Portcaptain@sppss.org">Portcaptain</a>
Special Events	Cynthia Funnell	655-4442	<a href="mailto:Specialevents@sppss.org">Specialevents</a>
Auditor	Ed McNulty	658-4778	<a href="mailto:Auditor@sppss.org">Auditor</a>

**\*All email addresses are [@sppss.org](mailto:@sppss.org)**

Meetings of the Squadron Executive Committee (the Bridge) are normally held on the **third THURSDAY** of each month at 1900 in the Sidney North Saanich Yacht Club, except in July, August, and December. All members of the Squadron are welcome to attend.

*The Beacon* is our official newsletter. We also maintain a website [www.sppss.org](http://www.sppss.org). We suggest you check the site regularly for notices of upcoming events, stories, classified ads, etc. or to download *The Beacon* electronically. *The contents of this magazine reflect the opinions of the writers and are not necessarily those of the Editor, Canadian Power Squadron, or Saanich Peninsula Squadron.*

## COMMANDER'S CORNER

It is hoped that you all are having a great boating summer in spite of its slow wet start on Vancouver Island.

Since returning from my successful Atlantic crossing in May I have been welcomed back by many members who enquired how the trip went. All things considered, it went very well. We were at sea for a total of 30 days plus being stuck in Horta in the Azores due to the second gale we experienced. The trip took six days longer than predicted due to more head winds than suggested by the May pilot chart. This caused us to sail a greater distance and the fin keeled Beneteau to do a lot of pounding. The up side is that 3585 blue water miles are now noted in my log, 363 miles more than by rhumb line. Communications Officer Laura has already extracted a commitment from me to do one of the up coming Lecture Series at a date still to be decided.



I lifted this paragraph from my article a year ago but wish to re-iterate it in support of this publication. The authors of Beacon articles are few in number with many repeat writers. I thank members for their creativity and hope that ink will continue flowing from pens (or fingers on key-boards). I encourage other members to submit articles to the Beacon Editor. These can be educational articles, personal experiences that recall lessons learnt, boating jokes, or on boating and boating safety generally, e.g., quizzes, new marinas or navigational aids. A healthy situation for our editor is to have more articles on file so that any one Beacon covers a broad range of topics or to dedicate an issue to one topic. At the moment, it is generally a rush to get copy from the dedicated few.

It is with sadness that I have received the resignation of Chief Proctor, Dawna Burton who has provided dedicated service in the position for over 3 years. She will continue as Supply Officer. Thank you, Dawna.

The fall classes are starting in a month. Now is the time to interest friends and family in the Boating Course. For members who already have their Piloting, Advanced Piloting is being offered. I would like to thank in advance those who instruct, proctor, skipper on student cruises, assist at exams and the multitude of other tasks that make our education program work. I would be remiss if I did not say what a pleasure it is to work with such a keen, able and willing Bridge. Members are welcome to attend Bridge meetings.

As I say in all these issues, please hoist the CPS flag.

A handwritten signature in black ink, appearing to be 'John Hudson'. The signature is stylized and includes a small drawing of a sailboat at the end of the line.

John Hudson, Commander, [commander@spps.org](mailto:commander@spps.org)



## CALENDAR OF EVENTS:

September 11 <sup>th</sup>	Boating Course begins
September 11 <sup>th</sup>	Advanced Piloting Course begins
September 16 <sup>th</sup>	SPS Annual BBQ & Swap Meet @ SNSYC!
September 20 <sup>th</sup>	Bridge Meeting at SNSYC at 1900 hrs. All are welcome.

## BULLETIN BOARD:

- Reminder to let your family and friends now they can register on-line for courses: <http://www.sppss.org/registration.htm>
- NOTE from Chief Proctor Dawna: “When I thanked all the instructor’s last time, I neglected to thank Craig Lessels. I’m sorry for missing him and thank him for his contribution.”  
Dawna Burton Chief Proctor, [chiefproctor@sppss.org](mailto:chiefproctor@sppss.org)
- Check out our new Social Activity Centre on our website: <http://www.sppss.org/photos/index.html>. We’re fun on and off the water!



## OUR MARINE ENVIRONMENT:

NEW SEWAGE REGULATIONS... NOW LAW - The much discussed new sewage regulations which fall under the Canada Shipping Act are now in place.

For vessels built prior to May 2007 the regulations come into effect May 2012. They require that black water sewage be treated or contained and then pumped out at an appropriate station. If no pump out is available discharge over board is permissible at a specific distance from shore while under way. Meanwhile you could start asking your marina management or yacht club executive what they are planning around the new laws. For more information please go to our environment web page.

<http://www.sppss.org/environment.htm>

FOUR STROKE OUTBOURD ENGINES V/S TWO STROKE: One of our members recently sent me an email asking if there are any environment laws requiring outboard engines to be four stroke.

There are presently no manufacturing laws in place that restrict the marketing of two stroke OB engines. You can still buy two strokes which are lighter than four strokes and have more power. They also have been greatly improved with regard to noise and pollution emissions. It's a good question however, as there is some confusion and misinformation around this issue. What we all can do is make sure we keep our engines well tuned with at least an annual checkup whether it's a two or four stroke. If you want to save money by doing it yourself rather than use a mechanic, think about taking the Squadron Marine Maintenance course. To further put your mind at ease the following comments came from Len Burton, Marine Maintenance Instructor:

“The two stroke question came up in our Marine Maintenance Course this year so I ran it past a good friend of mine, Superintendent Engineer of CCG PAC. He is very big on environmental issues. I took the class through his facilities during which he answered questions and provided the following information. The 2007 model two stroke is more environmentally friendly than the 2007 four stroke. They run cleaner at all speeds and can be run at extended periods of time flat out. This is a requirement on the fast response zodiacs with the twin 225's on the back. You can't do that with a four stroke. Everything taken into account, two or four stroke, diligent maintenance is the key. As far as I know the two strokes are not on the way out until they wear out.”



If you have any questions on the above subjects or any area of the environment please contact me.

Warren Franklin  
Environmental Officer, [environment@sppss.org](mailto:environment@sppss.org)

**Saanich Peninsula Squadron courses start September 11<sup>th</sup>!** Encourage your friends and family to take the Boating Course! Why not challenge yourself? Take the Advanced Piloting Course if you've taken Piloting and advance your knowledge?! Contact Bryan Atkinson our Course Registrar @ [registrar@spps.org](mailto:registrar@spps.org).



Cartoon Credit: "The Real Joy of Sailing" by C.S. Henry, 1992, p81

## SUMMER BBQ AND BOATING SWAP MEET!

DON'T MISS THIS FUN AND EXCITING EVENT!

MARK YOUR CALENDARS for your Saanich Peninsula Power and Sail Squadron BBQ and Boating Swap Meet to be held on September 16, 2007!

11:30am - 4:30pm at the Sidney North Saanich Yacht Club,  
1949 Marina Way, North Saanich



We hope to see all of you out at our upcoming BBQ and Swap Meet. It is waterside and we have a small beach at the Yacht Club. Feel free to bring your kayak, canoe, or dinghy! Tickets are \$7.50 per person. You can purchase tickets at the BBQ.



You'll enjoy barbequed hamburgers and hotdogs with all the fix'ins, roasted corn, salads, desserts and sodas. And a whole lotta fun! Cash bar is available in the club.

This is your chance to find boating gems at great prices and to sell any items you no longer use. The boating swap meet will take place at the BBQ same time. Bring your boating items you want to sell and/or exchange. We will have tables set up for your items. Every item should have a tag with your full name and price on the item. Bring your own change/small bills. We will not have a supply of change for everyone.

Any questions, please email me at [pro@sppss.org](mailto:pro@sppss.org) or call 514-5284. Want to help us out with this event? We'd appreciate your participation - visit our website and sign up on our VOLUNTEER SIGN-UP SHEET. Thanks!

On behalf of our squadron, we look forward to seeing all our members!

Cynthia Funnell  
Public Relations and Special Events Officer, [pro@sppss.org](mailto:pro@sppss.org)

Go to our new Social Activity Centre on our website:  
<http://www.sppss.org/photos/index.html> and check out the fun we had last year (at the BBQ and many other events!)

## WIN A BOATING COURSE PROMOTION!

Now is your chance to win one SPPSS nautical course of your choosing. All you have to do is fill out our brief online survey and your name will be entered into our draw to win a free course from our boating course offerings.

Visit <http://www.sppss.org/> and click on the home page yellow promotion box.

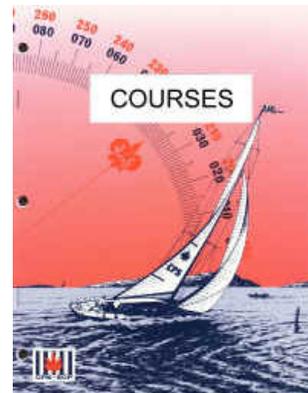


It only takes a couple of minutes and you will be entered into this one-time promotion. While it only takes a few minutes, this survey provides us important information on how we can best serve you with boating education, knowledge, sharing and the types of social activities we could provide for your enjoyment. If you haven't entered our promotion, please visit the web site today and complete our survey. The winner will be announced at our upcoming BBQ on September 17th!

Please let me know if you have any questions by emailing me at: [pro@sppss.org](mailto:pro@sppss.org) or calling 514-4284.

On behalf of our squadron, we wish you Good Luck!

Cynthia Funnell  
Public Relations and Special Events Officer, [pro@sppss.org](mailto:pro@sppss.org)



## MY FIRST ARMADA:

The sun shone brightly across the glistening water, casting golden shadows, dancing across the ocean. Suddenly the silence was broken as a boat roared past the marina, throwing up wake. Nearby, five powerboats and six sailboats were gathering for the beginning of the first ever Armada trip. Just like the Spanish Armada, we were an interesting mix of all sizes and shapes of boats from Figment Too's majestic 45 feet to cute little Snoopy's 17 feet. While the big sailboats took a separate path, the power boaters chose to go through Page Passage. Power boaters always like to stick together! That was the beginning of what was going to be a brilliant and exciting trip.



Once we neared our first destination, Maple Bay, everyone began to call in. C dock was in a state of pandemonium as we all docked neatly (or at least, most of us did). I loved picturesque Maple Bay with its handy BBQ spot, swing set, and wonderful restaurant. The pot luck dinner was fantastic, and the steaks we cooked were delicious. Once it got dark, everyone dawdled back to their boats for the night. I, for one, was worried about how on earth I was going to sleep on a bed that was about 2 ft wide. That night, my first ever on a boat, I listened for every single sound that could mean we were sinking! I woke my dad up a few times, asking him to check on a scary squeak or a splash. But, in spite of my nervousness, the night passed quickly and soon we were powering out of the marina.

On our second day, we headed straight for Dodd Narrows, a terrifying passage that was supposedly known for being able to spin a 70ft boat around. That didn't exactly make me feel calm! In the end though, our journey through the narrows was peaceful and serene. It was only when we reached the marina that the excitement started. A harbour plane took off and appeared to be heading straight for the tall mast of Figment Too! We all stared in horror, wondering if it was going to hit. At the last minute the plane turned, just barely missing the mast. We all breathed a sigh of relief.

Once we arrived at our second destination, Cameron Island Marina in Nanaimo Harbour, we docked tidily and headed for the mall. (Yes, I know we were meant to be enjoying nature, but the mall was right there, and there was a food court!) Afterwards my dad, Len and Dawna Burton, and I went motoring in their dinghy. It was a thrilling ride to Newcastle Island where we enjoyed ourselves clambering along the flat sandstone rocks. There was an amazing view of the Lower Mainland and Sunshine Coast on one side, and the harbour on the other. My dad really enjoyed the quarry where a machine had been preserved that used to cut rocks for grinding pulp.



After our walk, we headed out across the water to a most unusual restaurant, the Dinghy Dock Pub. The unusual thing about the Dinghy Dock is that you can only reach it by boat. The food was great, and I especially recommend the watermelon and mango smoothies, both of which I sampled. (One thing I noticed about the boat trip was that I was always famished after a day on the water. Mind you we left so early that I didn't get to eat breakfast!)

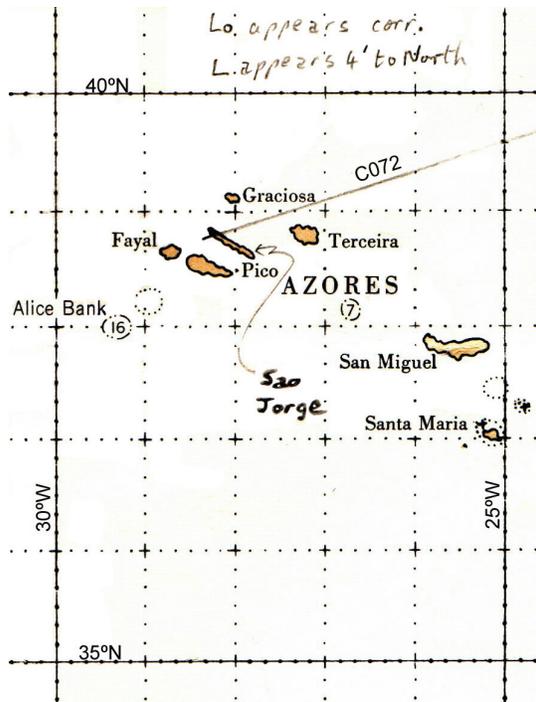
Afterwards, we set off in the dinghy again to explore Newcastle Island Passage and then pattered around the marina, eyeing all the boats. One that caught my eye was After Eight – an enormous yacht owned by the founders of the company that makes After Eight mints. It made our boat Gallivant look like a tiny dinghy. I think I'm going to start my own chocolate company!

After a good night's sleep, we parted company with the rest of the Armada group. While the other boats moved to new quarters in the Harbour Marina, we waited anxiously at our slip to catch slack water in Dodd Narrows. What was making us anxious was that the wind was starting to blow! Luckily, some willing helpers assisted us in undocking stern first into the wind. As we cleared Nanaimo harbour, gigantic waves started crashing heavily against the boat. In the beam sea we bounced up and down and rolled from side to side. At one point I thought Gallivant was going to tip. But luckily she never did. Eventually we turned towards Dodd Narrows, putting the waves on our stern.

It was still a rough ride, not helped by the huge yachts of the Seattle Yacht Club that were making enormous wakes. One good thing about big boats, though, was that we followed one safely through the narrows. By the time we entered Tseum Harbour, the wind had dropped and a journey that had started so wildly ended very calmly.

Overall, the trip was fantastic. I learned a lot about boating, took the helm many times, visited some neat places, ate lots of good food, and met a really nice group of people. It was absolutely amazing and the next trip should be awesome too! I can hardly wait.

Submitted by Gilly Maycock



## LONG DISTANCE MAREP:

During the fall of 2006 and spring 2007, I was planning to help a friend sail his Beneteau 393 from Norfolk Virginia to A Coruña, Spain via the Azores. One of my roles was that of navigator. Initially I did not want to invest in charts until the voyage was a definite go, so I used the Lat. and Long. facility in [www.MapQuest.com](http://www.MapQuest.com) to approximate the location of the coast lines of the Azores and Spain. I plotted our proposed course on Canadian Hydrographic's chart 4090 (scale 1:6,005,000) obtained in the Celestial Navigation course kit. I noticed that our proposed course crossed Sao Jorge Island in the Azores.

I felt a little like the students in my 1983 Boating Class who plotted in class very thick course lines with their pencils and parallel rules that crossed over land of the Gulf Islands on the CPS training chart, accompanied by suitable curses. I am not saying I never made plotting errors; it is just due to experience as an engineer that I never grooved a chart with a heavy pencil line, especially not before looking where the line led! I concluded the course crossing Sao Jorge Island was a vagrancy of MapQuest, which was never meant for navigation.

When the voyage was in advanced planning stage I ordered coastal charts published by US Defense Mapping Agency Hydrographic/Topographic Centre of the central Azores and the NE coast of Spain and harbour charts as applicable. It was at this time that I verified the approximate waypoints that I had selected with MapQuest on the real charts and to my surprise the whole central Azores appeared about 4 miles or more to the north on Canadian chart 4090. I then checked prominent N or S projecting capes on the coasts of Spain and the US on official charts and found their location to be within reasonable tolerances. Since 10 nautical miles on chart 4090 is only 2.6 mm at latitude 37°; a one mile variance is insignificant while 4 miles or more stands out as a problem. I then looked at the datums noted on the charts I had purchased. They were all either WGS-84 or within .01' of WGS-84 on a N-S axis which is insignificant. Chart 4090 does not state a datum as it is not really relevant at its scale.



It was at this time that I knew I had a potential MAREP submission. I filed it on March 23<sup>rd</sup>, 2007. At 1750 hours UTC, May 26<sup>th</sup>, I was due west of the western tip of Sao Jorge Island and verified the latitude as 38° 45.3'N by GPS, and not over 38° 50'N as shown on chart 4090. On my return from a very successful voyage, there was an e-mail waiting for me from Canadian Hydrographic Service, Bedford Institute of Oceanography acknowledging that there would be a correction the next time chart 4090 was printed.

John Hudson  
Commander, [commander@spps.org](mailto:commander@spps.org)



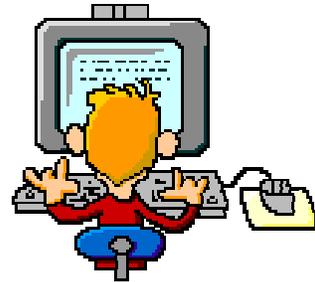
*But the principal failing  
occurred in the sailing,  
And the bellman,  
perplexed and distressed,  
Said he had hoped, at least  
when the wind blew due East,  
That the ship would not travel due West!*

– Lewis Carroll

## EDITOR'S COMMENTS:

Where is the summer going? I hope you all have had a fun and safe summer out on the water and in your other adventures!

A group of our members went on a cruise, "The Northern Armada" up to Nanaimo - it was a great success! In this issue we hear about it from Gilly, the 12-year-old daughter of one of our members! How great to get the perspective and excitement of boating from an up and coming boater! We look forward to hearing more stories from the rest of the gang in future issues and stay tuned for postings on our website!



Our Commander John had quite a summer crossing the Atlantic - with a MAREP in the Azores as well! His write-up is going to appear in the Fall issue of the CPS Port Hole, but as it supports the MAREP program, he thought it might inspire some members to make MAREPs while we are still in the boating season, so he has submitted it for this issue of The Beacon!

Cynthia, our Public Relations and Special Events Officer, is busy organizing the September BBQ & Swap meet which you'll read about in this issue! She also put together a survey, which we hope you'll take the time to complete and have a chance to win a boating course! And we have another report from Warren, our Environment Officer, keeping us posted on important issues that affect the environment and our responsibilities as boaters!

Working on this issue of The Beacon got me out of the hot sun off our construction site ... not much sailing for us this Summer or Fall! So I'll live vicariously through you by enjoying all the boating stories, jokes, and tips you send in! Keep 'em coming!

We are pleased to offer you a choice of delivery options for "The Beacon", the official newsletter of the Saanich Peninsula Squadron.

Since May 2004 our Beacon newsletter has been posted on our website ([www.sppss.org](http://www.sppss.org)) soon after it is published. We have also continued to send the newsletter by mail to all of our members. In 2007 however, in our continuing efforts to keep Squadron expenses as low as possible, your Bridge has recommended that we send printed copies of our Beacon newsletters only to those members who request them.

If you prefer to view the newsletter in electronic format by visiting our website: [www.sppss.org](http://www.sppss.org) instead of receiving a printed copy of the newsletter, please contact me so that I can remove you from our mailing list.

Also, a reminder, please keep us informed so that we can keep you informed. If you have changed your address, phone number, or email address recently, please let us know so we can keep our records up to date. We don't want you to miss out ... so please email me at [communications@sppss.org](mailto:communications@sppss.org) or phone me at 656-8646 or email Tony our Membership Officer at [membership@sppss.org](mailto:membership@sppss.org) or phone him at 656-7032

## **EVERYTHING I NEEDED TO KNOW I LEARNED FROM NOAH'S ARK:**

One: Don't miss the boat.

Two: Remember that we are all in the same boat.

Three: Plan ahead. It wasn't raining when Noah built the Ark.

Four: Stay fit When you're 600 years old, someone may ask you to do something really big.

Five: Don't listen to critics; just get on with the job that needs to be done.

Six: Build your future on high ground.

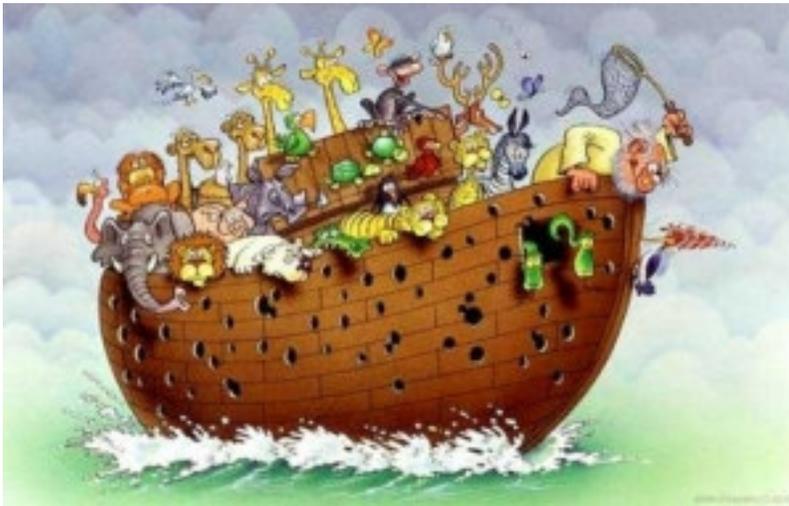
Seven: For safety's sake, travel in pairs.

Eight: Speed isn't always an advantage. The snails were on board with the cheetahs.

Nine: When you're stressed, float a while.

Ten: Remember, the Ark was built by amateurs; the Titanic by professionals.

Eleven: No matter the storm, when you are with those you love, there's always a rainbow waiting.

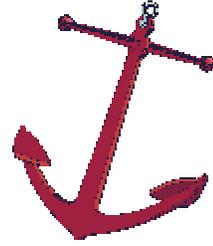


Safe boating!  
Laura Parker  
Editor,  
[editor@sppss.org](mailto:editor@sppss.org)

## CLASSIFIED:

### Guidelines for Classified Advertisements

At no charge, Saanich Peninsula Squadron will accept personal advertisements from Squadron members for publication in The Beacon and/or on the Squadron website, in the following categories:



- 1) Boats for sale or wanted;
- 2) Marine related items for sale or wanted;
- 3) Assistance required (marine related only).

**FOR SALE: 1965 26ft. Brandlmayer Express Cruiser, \$10,000 OBO.** Resembling a Chris Craft boat is Fiberglas over ply, Ford 390 – shaft drive, FWC, keel cooler, natural gas stove, holding tank, god Furuno D/S, new GPS chart-plotter including Achilles w/3.3 mariner. All safety equipment, dishes, pots and pans, etc. Discounted moorage available. Call Ray Scott 656-4828 or email [scottre@shaw.ca](mailto:scottre@shaw.ca)

**FOR SALE: TANZER 26ft SAILBOAT** - Very Good condition. 9.9 Johnson outboard, 2 gas tanks, 6 sails, slab reefing, Compass, VHF, and depth sounder. \$11,500. Call Bernard – 250-539-2831

**FOR SALE: Boat House - \$8500 + moorage.** 26'X12', raised roof and loft, new floatation and walk ways, south end of "C" Dock at Van Isle Marina. Please call Dave Kerr 656-3583 or email [dc.kerr@shaw.ca](mailto:dc.kerr@shaw.ca)

*Please advise [editor@sppss.org](mailto:editor@sppss.org) if wanting to place an ad and also when your article has sold or been taken off the market.*

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Website: [www.yacht-insurance.ca](http://www.yacht-insurance.ca); Email: [cruise@yacht-insurance.ca](mailto:cruise@yacht-insurance.ca)

**Brown Bros marine Insurance**, (P)250-385-8771 or 250-479-6111;  
Website: [www.brownbrosinsurance.com](http://www.brownbrosinsurance.com)

**Canoe Cove Marina**, Office phone: 250-656-5566; Service: 250-656-5515; (F)250-655-7197;  
Website: [www.canoecovemarina.com](http://www.canoecovemarina.com)

**Harbord Insurance Services**, (P)250-656-0111; Toll Free:1-888-450-3982;  
Website: [www.harbordinsurance.com](http://www.harbordinsurance.com)

**Irene Dunic, Holmes Realty**, (P)250-656-0911

**Jensen Marine Supply Inc.**, (P)250-656-1114 or 250-656-1235

**Peninsula U-Brew Winery**, (P)250-655-7121

**Sidney Propeller and Marine Power**, (P/F)250-656-3421; Website:  
[www.sidneypropeller.com](http://www.sidneypropeller.com); Email: [sidprop@shaw.ca](mailto:sidprop@shaw.ca)

**Waypoint Marine Ltd.**, (P)250-656-2001; (F)250-656-2008

**Westwind Hardwood Inc.**, (P)250-656-0848; Toll Free:  
1-800-667-2275; (F)250-656-9663; Website: [www.westwindhardwood.com](http://www.westwindhardwood.com);  
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