Fifty-one years ago, Herman James, a North Carolina mountain man, was drafted by the Army.

On his first day in basic training, the Army issued him a comb. That afternoon the Army barber sheared off all his hair.

On his second day, the Army issued Herman a toothbrush. That afternoon the Army dentist yanked seven of his teeth.

On the third day, the Army issued him a jock strap... The Army has been looking for Herman for 51 years.
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 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 Editor, Canadian Power Squadron or Saanich Peninsula Squadron.
**Commander’s Corner**

I am very honoured by the nomination and your acceptance of me as your Commander. As I pledged at the AGM, I will work to bring forward the best interests of Saanich Peninsula Squadron and its members to the best of my ability. As said by one of the 32 members and 3 guests attending the AGM, “It was the most UN-stuffy AGM I have attended”. Thanks go to David Jackson of Canadian Hydrographics Service and our Len Burton for their fine presentation on the MAREP program. Who would have ever thought that “entertainment” could be provided by the serious topic of MAREP? They did make their point in humour.

As we can only function through our members, I would like first of all to thank my predecessor Doug Mitchell for the work he has done for the squadron as an instructor, Executive Officer and Commander. I would also like to thank our out-going Secretary, Kathy McDougall who has laboured diligently in the post for three years.

I would like to welcome new to our Bridge, P/Cmdr. Hugh Richards as Assistant Training Officer and Course Registrar and Kathy Phillips as our new Secretary. To all the other Bridge members, first I would like to thank them all for staying at their posts or accepting more senior positions. Secondly but equally important, I would like to thank each member of the squadron for the many hours they have invested and particularly, as we are primarily a training organization, time spent with our students.

When thanking volunteers, Joyce Hodd must be included for the enthusiasm she brings to the publishing of the Beacon.

Our last Bridge started many new initiatives; the mini 3441 chart, the lecture series in conjunction with SNSYC, upgrading our web site to accept on-line registrations to name just a few. We had an extemporary Boating Course pass rate and new members joining from the fall class. It is going to be a challenging act to follow. I am looking forward to a dynamic year with the new Bridge and getting on with our squadron business.
As we have just had a Graduation on May 8th, I would like to congratulate our Boating and Marine Maintenance graduates and welcome those Boating Course students who chose to join the Squadron. One of the best methods of reinforcing the knowledge gained is to volunteer your services as a proctor in the next class; Chief Proctor Dawna Burton would like to hear from you.

With on-line registration it has been made easier for the public to sign on for our courses. Members are encouraged to bring the web site to the attention of friends and relatives who would benefit from a Boating Course.

With the beginning of the summer boating season, I would like to wish power boaters calm seas and sailors fair winds. Please hoist the CPS flag.

John Hudson
Commander

Interesting Tidbit

This notice was found in the Victoria Times Colonist and was in turn taken from the Courier-Islander in Campbell River.
Calendar of Events

June 15  Bridge meeting - 1900 hrs Sidney North Saanich Yacht Club
June 24  SPS Sailpast - 1600 hrs muster Graham Rock
         1730 hrs dinner following, Sidney North Saanich Yacht Club
Sept 12  Boating Class registration and 1st lecture
Sept 21  Bridge meeting - 1900 hrs at Sidney North Saanich Yacht Club

Annual Sail Past - June 24

1530 hours - muster off Graham Rock, just outside Roberts Bay
1600 hours - Ted Meadley, Executive Officer leads the boats past the
         Commander's sailboat "Stealth" which will be anchored off the
         Port Sidney Breakwater. Protocol Pass by Commander in single
         file, power boats first with sailboats following under sail where
         possible.
1700 hours - Meet for drinks and appetizers at Sidney-North Saanich Yacht
         Club (SNSYC)
1800 hours - Dinner at SNSYC.

Bulletin Board

Sincere “Thanks” to everyone who volunteered to assist at the recent Victoria Floating
Boat Show. Although assigned responsibilities changed from past years, everyone
was very flexible and did a great job. It is appreciated that 'time on site' was only part
of your contribution, and that travel time and downtown parking were also included
in your commitment. The Squadron is most grateful for your participation. Special
thanks to Cynthia Funnell, Anne McKinnell, Gay Miller and John Hudson for or-
chestrating our involvement in the Boat Show.

As a result of your kind efforts, the Squadron received a donation of $2,000 from the
boat show organizers. This donation will be put to good use in advancing our Squad-
ron’s training and special events objectives. Thanks for a job well done.
Our Marine Environment...Who Cares?

From my recent research and data gathering there are a lot of us who do care. This includes many of our own members, Parks Canada, Ministry of the Environment and the Georgia Strait Alliance.

The Strait of Georgia is one of the biologically richest and most diverse places on earth. Despite pollution and habitat loss, million of birds; over 130 species from three continents, still gather here each winter sustained by the natural wealth of the regions mudflats, beaches, sloughs, marshes, meadow and eelgrass.

However, the challenges persist.

Parks Canada calls the Strait of Georgia, which includes the waters of our Gulf Islands, "Canada’s most at risk natural environment. The Ocean is losing its biodiversity at an alarming rate.”

So what does this have to do with me as a member of the Saanich Peninsula Power and Sailing Squadron? That’s what we are going to discuss and explore over the next several months. Through Ralph Hodd, Editor of “The Beacon”, Anne McKinnell, Webmaster and Richard Funnel, Training Officer we’re going to talk about a number of challenges and opportunities and what we can do about them. Pleasure boating is only one of a complicated mix of sources that contribute to altering our marine environment.

Our goal is to create a high awareness among our squadron members and students about the benefits of smart environmental boating practices. My hope is that we become role models and help improve the standards of behavior out on the water.

Warren Franklin - Environmental Officer
Special Recognition - Special Members

CPS policy is that members who have achieved their 20th Merit Mark and Life Membership should be presented their plaque and pennant with as much pomp and ceremony as possible. This year our squadron had the pleasure of recommending two such awards.

At the Squadron Change of Watch on May 1st District Commander Shirley Hamilton presented our Treasurer Colin Nicholson with his 20th Merit Mark award and Life Membership. In addition to filling the Treasurer role for the squadron and taking on other tasks, Colin has also accepted the additional responsibility of District Treasurer at the District AGM held May 13th.

The other 20th Merit Mark award and Life Membership went to Agnes Simpson who at 92 could best be described as the matriarch of the Saanich Peninsula Squadron. For many years she published and printed the Beacon on her own copying machine and it took pressure from our Bridge to get her to accept compensation for paper and ink. Squadron involvement was a family activity. Her late husband, Jack Simpson, was CPS Chief Commander from 1973-75 and there is a Canadian Coast Guard Auxiliary vessel named after him. Her son, Peter, is the previous Commander of Brentwood Bay Squadron. As Agnes was just recently released from hospital she was not able to attend the Squadron Change of Watch and receive her award. Therefore, with the current CPS Chief Commander Serge St. Martin attending the District AGM it was only fitting that he was “kidnapped” and ferried off to Agnes’ residence to make the presentation personally.

CPS Chief Commander Serge St. Martin makes the presentation to Agnes Simpson

BRAVO Agnes for all your years of dedicated service. You are an inspiration to us all.
Kudos to our Grads and New Members

Congratulations to the following Spring Boating Graduates as listed below. Those marked with an * we would like to welcome as new members of the Squadron:

Dana Dickinson  Karen Jawl  Rose Leonard*  Barry Walker
Stephen Dion  Peter Kirkendale  Laurel McIntyre*  Tom Walker
Julie Gibbons*  Stacy Kuiack  Malcolm Parslow*
Roland Hardie  Heather Labelle*  Garnett Rancier
Sandra Hoff  Mark Labelle*  Rick Roorda


Congratulations to the Marine Maintenance Graduates as listed below:

Ken Carpenter  Ron Harris  Kim Lui  Diane Talbot
Dick Cotton  Janice Hayward  Rick Manning  Mike Talbot
Alan Dickinson  Tony Kluge  Don Robin  Barry Wills
Donna Dickinson  Craig Lessels  Ed Smith  Winona White

Thanks go to the Marine Maintenance instructors: Len Burton, Richard Funnell, Ron Harris and Kevin Campbell and to Proctors: Dawna Burton, Frank Barber, Richard Funnell, Ralph Hodd and Bob Stewart.
Riding The Bridge Of The Spirit of British Columbia

As the saying goes - better late than never! On November 19, 2005, nine of us boarded the 0900 hr sailing of the Spirit of British Columbia. The weather was dreary with fog loitering just tens of feet above the water, however we had visibility for several hundred feet. As this was a 'gung-ho' group of students and instructors there was no question that we were going to take the ride and take our chances with the fog.

The organizer of this 'once in a life time' outing, our Training Officer, Ted had given us explicit instructions to muster at the Steward's Office. Upon doing so, we were immediately escorted to the bridge. We, as esteemed visitors, were venturing into an area forbidden to but a few. Our escort rapped on the secure and camera monitored door to the bridge. The door opened and we crossed the threshold to the ride of our life. Captain Norm Mains briefly greeted us and indicated that we were about to leave the dock. Additionally, we were given boundaries within the bridge to reduce distractions and to keep us physically out of the way. Keep in mind, we were still just a few feet away from 'command central' and we could hear all and see all!

As we pulled out of Swartz Bay, the general feeling was "I cannot believe I am up here". First and foremost we were in awe of the view and the perspective we experienced considering we were many feet higher on the bridge than the usual ride on the main deck for passengers. The minutes passed by like seconds. Before we knew it, we were passing the entrance to Fulford Harbour. Many of us, by this time had noticed the thickening and lowering fog. We were disappointed, but not surprised when Captain Norm asked us to leave the bridge. There were to be no distractions to the crew while the visibility was near zero and while the crew was piloting the ship by instrument only. We were reassured that we would be called back to the bridge if the fog should lift. Down we filed, to the main deck.

Most of us found ourselves in the gift shop browsing at the merchandise and purchasing our return fare. Some people purchased coffee and one or two settled down to read a newspaper. We were optimistic that we would be called up while being realistic that our short visit to the bridge might be all we would get.
“Saanich Peninsula Power Squadron please report to the bridge. Saanich Peninsula Power Squadron please report to the bridge.” Cripes! That was us! Within seconds we mustered at the bridge door, gave a knock and excitedly re-entered as soon as the door opened. Once again, we were all very careful to respect crew space. Some of us glued ourselves to the windows to take in the awesome view. Some stood back quietly to observe the articulate teamwork of Captain Norm and his crew. Some were in wonderment viewing the port and starboard docking controls and the countless bits of information laid out for quick reference. This included *Aids to Navigation* and a very large, assessable chart table. The various charts for our trip were laid out with the course plotted.

At this point of the cruise we were about to enter Active Pass. Again, being at the bow of the vessel and on the bridge, the perspective was amazing. And, needless to say, we met another Spirit class vessel in Active Pass. The time seemed to evaporate and before we knew it, we were through the pass and eye to eye with another fog bank. Captain Norm repeated his previous request for us to leave the bridge. Nine disappointed people made their way to the main deck to await the recall announcement. To our delight, it came within minutes. Again, as a group we took the familiar passage to the bridge.

The crossing of the Strait of Georgia, by all accounts, was uneventful but informative. Captain Norm invited us to ask questions and we did not hesitate. Our queries revealed the following and much more:

- There are four steering stations: three on the bridge and one at the rudder.
- The Captain docks and undocks the vessel.
- The anchors weigh approx. four tons.
- When the ships need fueling, a tanker trucks the fuel to the ferry.
- Most of the ferries are configured differently according to what was the best decision when the vessels were being built.
- The pitch of the propeller can be altered by the Captain while the RPM’s remain constant.
The vessel carries emergency generators.
A full load takes into consideration the number of passengers and the tonnage.
The propellers are each 11.5 ft. in diameter and are comprised of 1 LH and 1 RH prop.
The Spirit of British Columbia is not suitable for open water because of the design.
The vessel’s power is direct drive by the Captain and crew, not rung in to the engine room.
Cavitation is felt more in the galley than on the bridge; therefore the galley staff is grateful when Captain Norm keeps cavitation to a minimum.

Within no time, Tsawassen terminal was in sight. Captain Norm was required to resume his post. We again respected their working area, but ensured we had the best possible vantage point. We spread ourselves along the window space to witness first-class docking skills. As we neared the dock, Captain Norm proceeded to the port steering station. As the ship would be docked bow in and the wind was minimal the task of placing this great ship next to the dolphins would be routine.

While the vehicles and passengers disembarked, and new passengers embarked, it was our opportunity to gather around the main steering station and once again chat with Captain Norm. Did you know the ferry is not equipped with a great wheel? The helmsman uses a joystick! The ships horn blew to indicate the vessel was in reverse propulsion. I think secretly, we were all conducting our own little test, in our own minds, according to what we have learned through Power Squadron and practical experience. The crew of this vessel passed the test! Leaving Tsawassen, the weather was clear...no fog in sight! The port and starboard steering stations are a part of the bridge that overhang the vessel, port and starboard.
For a complete view of the side of the ship, top to waterline, the overhang is walled with windows. In the floor of the overhang there is a window. If you stand on the window, the only thing beneath your feet is the widow, air and then water. Captain Norm, with his expert eye and precision instruments, flawlessly and safely piloted his vessel away from Tsawassen on a reciprocal course to Swartz Bay.

As we neared Active Pass, there was no mistaking the fog hovering over the water. It was our good fortune that it was not so low that we would once again be asked to vacate the bridge. Active Pass on a normal day is extremely busy and today was no exception. As we entered the east entrance to Active Pass there was no less than one float-plane flying very low, two other ferries, a cargo vessel, and at least two pleasure craft. Regardless, we were piloted without incident through the pass to Enterprise Reef then onward to Swartz Bay.

Passing Otter Bay, the conversation with Captain Norm turned to pleasure craft. He pointed out that many, many boaters do not acknowledge the ferry with an ‘obvious’ maneuver. Quite often he is only sure that he has been seen when the pleasure craft operator actually turns his head in the direction of the ferry. From the bridge, some of us did witness a pleasure craft (approx. 45 ft) emerge from John Pass. He saw us and made an obvious move. I must say, even I felt relieved and re-assured that there was not going to be an incident because of the common sense of that skipper. Remember, as a pleasure craft operator and responsible boater, let the mighty vessel know that you see him... make a move, make it big, make it obvious and make it NOW! Nearing Swartz Bay, it soon became obvious to us that to dock the ferry Captain Norm was going to have to swing the stern of the vessel to advance stern in.
Again, the docking was flawless. Captain Norm maneuvered this great vessel with the finesse and gracefulness of a ballerina. We did not feel the many tons of the BC Ferry bump or even touch the dolphins.

Since riding the bridge of the Spirit of British Columbia, I can say that I have a newfound respect for the crew and vessels of BC Ferries while riding as a passenger and when skippering our sail boat.

Submitted by - Janice Hayward
SV Figment Too

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built:</strong></td>
<td>1993, Victoria</td>
</tr>
<tr>
<td><strong>Overall Length:</strong></td>
<td>167.57 m (549'5&quot;)</td>
</tr>
<tr>
<td><strong>Gross Tonnage:</strong></td>
<td>18,747.44</td>
</tr>
<tr>
<td><strong>Car Capacity:</strong></td>
<td>470</td>
</tr>
<tr>
<td><strong>Passenger &amp; Crew Capacity:</strong></td>
<td>2,100</td>
</tr>
<tr>
<td><strong>Service Speed:</strong></td>
<td>19.5 knots</td>
</tr>
<tr>
<td><strong>Horsepower:</strong></td>
<td>21,394</td>
</tr>
</tbody>
</table>

Spirit of British Columbia
“Bounce” This Along

My mail carrier told me that the US Postal service sent out a message to all letter carriers to put a sheet of Bounce™ in their uniform pockets to keep yellow-jackets away. Use them all the time when playing baseball and soccer. I use it when I am working outside or on the boat. It really works - the yellow jackets just veer around you.

1. All this time you've just been putting Bounce™ in the dryer! It will chase ants away when you lay a sheet near them. It also repels mice.

2. Spread sheets around foundation areas in trailers, cars or boats that are sitting and it keeps mice from entering.

3. It takes the odor out of books and photo albums that don't get opened too often.

4. It repels mosquitoes. Tie a sheet of Bounce™ through a belt loop when out doors during mosquito season.

5. Eliminate static electricity from your television or computer screen. Since Bounce™ is designed to help eliminate static cling, wipe your television or computer screen with a used sheet of Bounce™ to keep dust from resettling.


7. To freshen the air in your home place an individual sheet of Bounce™ in a drawer or hang in the closet.

8. Put a Bounce™ sheet in your vacuum cleaner.

9. Prevent thread from tangling. Run a threaded needle through a sheet of Bounce™ before beginning to sew.

10. Prevent musty suitcases. Place an individual sheet of Bounce™ inside empty luggage before storing.
11. To freshen the air in your car, trailer or boat place a sheet of Bounce™ under the front seat.

12. Clean baked-on foods from a cooking pan. Put a sheet in a pan, fill with water, let sit overnight, and sponge clean. The anti-static agent apparently weakens the bond between the food and the pan.

13. Eliminate odors in wastebaskets. Place a sheet of Bounce™ at the bottom of the wastebasket.

14. Collect cat hair. Rubbing the area with a sheet of Bounce™ will magnetically attract all the loose hairs.

15. Eliminate static electricity from Venetian blinds. Wipe the blinds with a sheet of Bounce™ to prevent dust from resettling.

16. Wipe up sawdust from drilling or sand papering. A used Bounce™ sheet will collect sawdust like a tack cloth.

17. Eliminate odors in dirty laundry. Place an individual sheet of Bounce™ at the bottom of a laundry bag or hamper.

18. Deodorize shoes or sneakers. Place a sheet of Bounce™ in your shoes or sneakers overnight.

19. Golfers put a Bounce™ sheet in their back pocket to keep the bees away.

20. Put a Bounce™ sheet in your sleeping bag and tent before folding and storing them. It will keep them smelling fresh.
Thank you, Thank you, Thank you

From: Dawna Burton - Chief Proctor

This has been a productive year for the both the fall and winter Boating Course classes. As Chief Proctor I would like to thank all the proctors from both classes for having done a wonderful job helping the student’s get through all the lessons and charting that they are required to do. Thank you so much for all your help!

**Fall Boating Course**

<table>
<thead>
<tr>
<th>Proctors</th>
<th>Instructors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Funnell</td>
<td>Ron Harris</td>
</tr>
<tr>
<td>Craig Lessels</td>
<td>Janice Hayward</td>
</tr>
<tr>
<td>Paul Smith</td>
<td>Len Burton</td>
</tr>
<tr>
<td>Ruth Smith</td>
<td></td>
</tr>
<tr>
<td>Winston Mitchell</td>
<td></td>
</tr>
<tr>
<td>Dan Giesbrecht</td>
<td></td>
</tr>
<tr>
<td>Jim Jordon</td>
<td></td>
</tr>
<tr>
<td>Len Burton</td>
<td></td>
</tr>
</tbody>
</table>

**Spring Boating Course**

<table>
<thead>
<tr>
<th>Proctors</th>
<th>Instructors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craig Lessels</td>
<td>Richard Funnell</td>
</tr>
<tr>
<td>Paul Smith</td>
<td>Paul Smith</td>
</tr>
<tr>
<td>Ruth Smith</td>
<td>Len Burton</td>
</tr>
<tr>
<td>Nick Hunter</td>
<td>Cliff Cunningham</td>
</tr>
<tr>
<td>Joy Hunter</td>
<td>Craig Lessels</td>
</tr>
<tr>
<td>Joe Tomlinson</td>
<td>Hugh Richards</td>
</tr>
<tr>
<td>Terry McFall</td>
<td>Roger Hind</td>
</tr>
<tr>
<td>Roger Hind</td>
<td>Ted Meadley</td>
</tr>
<tr>
<td>Richard Funnell</td>
<td></td>
</tr>
<tr>
<td>Hugh Richards</td>
<td></td>
</tr>
<tr>
<td>Len Burton</td>
<td></td>
</tr>
</tbody>
</table>

The Marine Maintenance Course has had some wonderful proctors attending the students and I would like to thank them for their help. Thank you, to the instructors who taught and helped out at:

**Marine Maintenance Course.**

<table>
<thead>
<tr>
<th>Instructors</th>
<th>Proctors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Len Burton – Instructor</td>
<td>Ralph Hodd</td>
</tr>
<tr>
<td>Ted Meadley- Hull &amp; General Maintenance</td>
<td>Frank Barber</td>
</tr>
<tr>
<td>Richard Funnell – Electrical</td>
<td>Richard Funnell</td>
</tr>
<tr>
<td>Kevin Campbell – Outboards</td>
<td>Bob Stewart</td>
</tr>
<tr>
<td>Ron Harris – Sailboats</td>
<td></td>
</tr>
</tbody>
</table>

If all fails, get a bigger hammer!

Craig Lessels, student is overseen by Proctor Ralph Hodd
Lizard Birthing Story

Just after dinner one night, my son came up to tell me there was "something wrong" with one of the two lizards he holds prisoner in his room. "He's just lying there looking sick" he told me. "I'm serious Dad, can you help?" I put my best lizard-healer statement on my face and followed him into his bedroom. One of the little lizards was indeed lying on his back, looking stressed. I immediately knew what to do and called in my wife to have a look.

"Oh my gosh" my wife diagnosed after a minute, "she's having babies!"

"What?" my son demanded. "But their names are Bert and Ernie, Mom!"

I was equally outraged. "Hey, how can that be? I thought we said we didn't want them to reproduce" I accused my wife. "You were supposed to get two boys!"

"Yeah, Bert and Ernie!" my son agreed.

"What are we going to do with a litter of tiny little lizard babies?" my wife wanted to know.

We peered at the patient. After much struggling, what looked like a tiny foot would appear briefly, vanishing a scant second later.

"We don't appear to be making much progress," I noted.

"It's breech" my wife whispered, horrified as my son urged me to "DO SOMETHING!"

"Okay, okay!" Squeamishly, I reached in and grabbed the foot when it next appeared, giving it a gingerly tug. It disappeared. I tried several more times with the same results.

"Let's get Ernie to the vet" I said grimly. We drove to the vet with my son holding the cage in his lap.

"What do you think, Doc, a C-section?" I suggested scientifically.

"Oh, very interesting" he murmured. "Mr. and Mrs. Cameron, may I speak to you privately for a moment?" I gulped, nodding for my son to step outside.

"Is Ernie going to be okay?" my wife asked.

"Oh, perfectly" the vet assured us. "This lizard is not in labor. In fact, that isn't EVER going to happen... Ernie is a boy. You see, Ernie is a young male, and occasionally, as they come into maturity, like most male species, they masturbate, just the way he did, lying on his back." He blushed, glancing at my wife. We were silent, absorbing this.

"So Ernie's just...just...excited?" my wife offered.

"Exactly", the vet replied, relieved that we understood. More silence. Then my wife started to giggle, and giggle, and then even laugh loudly.

"What's so funny?" I demanded. Tears were now running down her face. "It's just...that...I'm picturing you pulling on its...its...teeny little..." she gasped for more air to bellow in laughter once more.

We thanked the Veterinarian and hurriedly bundled the lizards and our son back into the car. He was glad everything was going to be okay.

"I know Ernie's really thankful for what you've done, Dad" he told me.

"Oh, you have NO idea," my wife agreed, collapsing with laughter.
**Classified**

**FOR SALE:** GOLD BAR 1986 32’ Fairline $85,000 OBO
Gold Bar is a fly-bridge cruiser, extra large swim grid. Two new (2002 - 300 hrs) Mercury 300HP 300 MAG MPI Horizon V8 5.7 litre gas engines and Bravo 2 legs with Micro Commander Mathers electronic controls plus warranty. All in-cabin amenities, many navigational aids, and improvements. Moored at Sooke. Contact George/Lynn Vooro
250 598-1284 or vooro@shaw.ca

**FOR SALE:** Regal Cutty 22’ fully loaded $2,500 OBO
If interested phone David for details 544-1333

**FOR SALE:** ALBIN 25 offers on $27,000
1973 Swedish-built cabin cruiser well maintained, 1300 hours on new Volvo Penta diesel. Lifelines, depth sounder, VHF, Micrologic GPS, Avon 8’ inflatable, Espar diesel furnace, holding tank, new canvas.
Bill Morrow 250-656-7826 or bjmorrow@shaw.ca

**FOR SALE:** Inflatable Tender and 2-stroke outboard BOTH $1,700 OBO
1-1992 bombard AX5000- 10’2” Fiberglas hard bottom inflatable tender
1-1992 Mariner 9.9hp 2-stroke outboard as new
Please call Martin Russell 883-0101 cell or 658-1048 home e-mail boattime@telus.net

*Please advise editor@saanichpeninsulasquadron.org re classified advertisements*

**Did You Know...**

Why a ship’s Captain and the captain alone holds complete authority over the crew?

In 1578 in San Juan, Sir Francis Drake had an aristocrat, Thomas Doughty beheaded for insubordination and inciting mutiny. Henceforth, no one, regardless of title or social rank would challenge sea captains in the British as well as the foreign navies.

Source: Arthur Herman *To Rule the Waves*
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

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

Irene Dunic (Holmes Realty) - 250-656-0911

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

Joy Hunter Family Therapy- 250-418-1336 E-mail joy@joyhunterfamilytherapy.com

N H Painting - 250-655-3035

Peninsula U-Brew Winery – 250-655-721

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


Westwind Hardwood Inc – 250-656-0848  Toll Free: 1-800-667-2275
Fax: 250-656-9663  E-mail westwind@islandnet.com

Advertisers are listed in alphabetical order and not in order of ad size or positioning