

Lazo Log



SPRING 2022 EDITION

MAY 2022

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Living the Dream



As a Lightkeeper

Pachena Lightstation

Cape Lazo CPS Events for 2022

June 11th

Mark the date! Cape Lazo Flare Day

Flare Day

Saturday June 11, 2022

Comox Marine and Woodworking

1766 Ryan Road E.

Courtenay, B. C.

V9M 4C9

Time 11:00 - 14:00

June 5th

VIND (Vancouver Island North District) AGM probably be by Zoom.

June 18th/19th

Tentative - Cape Lazo Cruise, date to be fixed. TBA

Can you assist?

Our **Treasurer**, Sandra Stokmo requires someone to review the financial statements for our last fiscal year. Please contact her directly at :

spentland1@shaw.ca

Education

In April, the National Education department held their first in person session for the past 2 years. With that much time passed, and so many new developments, there was lots to discuss. The good news/bad news: almost all squadrons are struggling with the same issues: fewer members, dwindling volunteers and struggles with the new systems. More good news, record numbers of new boaters need access to the training and knowledge that our Instructor/Members have to offer.

The past 2 years have forced all of us to learn to connect using a variety of technologies – Zoom has become a way of life and the notion of ‘learning platforms’ has allowed CPS-ECP to continue to offer trainings to students far and wide. Our own squadron was able to offer ROCM training through the height of the pandemic. Platforms like Moodle, blended with tools like Zoom and in person sessions create a hybrid learning experience that allows students and instructors from a wide physical range to meet and exchange knowledge and to optimize that exchange. Lots of success has been had so far, and we hope to build on those successes.

The new system was released just before the pandemic hit, and the combination was brutal. A near perfect storm of events made the simplest operations difficult and lock downs kept key staff from keeping pace with inquiries to resolve issues. Now that National staff are back at their desks, the major task of getting back on track is underway and real progress is being made. Work is ongoing to resolve several major issues, and to identify ways to improve on what has been put in place so far. Thank you all for your patience with this process.

Several of our core training programs are getting major updates, with the focus on ‘online’ offerings that employ multi-media to make students’ experience richer. This approach, blended with in-person sessions will keep our training programs fresh and relevant. As well, with all of the change in systems and teaching philosophies, internal training will be a major focus in the coming months. Many tools and applications are available to help us all convert our ‘local knowledge’ into lively and valuable teaching tools for our students, and the organization. It will be exciting to see these tools in use as we continue to build our training programs

Leslie Giebelhaus– Education Officer Cape Lazo CPS

Contact Leslie @capelazoeducation@gmail.com

The Adventure Begins – Tales of a Lighthouse Keeper Part 1

By Celeste MacKenzie, Assistant Keeper (Temp) McInnes Island

It sounds so idyllic doesn't it, being a lighthouse keeper.

Vignettes of stunningly beautiful scenes of rugged rocks and crashing waves, a lone seagull flying in front of a powerful storm front moving in, with Oh Canada playing softly in the background. The lone keeper walks up to the lighthouse to make their weather report, saving lives in the skies and on the seas, an icon worthy of veneration. At least that is how I pictured it.

In reality, being a keeper, is a "I love it, or I hate it" thing. There is no middle ground. You need to be okay with your own company. Every sunrise, every sunset, every storm, the ocean, the waves, the birds, sealions, the sun, the clouds, the wind must have the ability to touch something deep in your soul. You can't hide from yourself on the lights. Nor is everything picturesque. It is a lot of hard work. But I digress, let me begin at the beginning of my journey to the lights.

For me, it all started when I heard that they were advertising for relief light keepers. I put in my application not knowing what to expect. I mean, I was newly transplanted from the Prairies and always had a desire to live on the West Coast. I love the wildness, the mountains, the waves, the trees and oh ...the moss (weird but true). I love all the West Coast has to offer but had never truly 'appreciated' it until moving to Comox.

Once arrived, I realized that I knew nothing of the sea, and promptly set about to rectify this. I signed up with RCM SAR Station 60 in Comox (Royal Canadian Marine Search and Rescue). * I mean who better to teach you, than the people who rescue you when you are in trouble on the ocean. They took me on as part of the team (thank you, thank you, thank you) and my training began. It was suggested (strongly) that additional knowledge could be gleaned by taking some courses with CPS** and that it would be a good idea. I took the not so veiled hint and was really glad that I did. I didn't realize what I had been missing nor just how obtuse I had been to all things marine. I learned so much in the courses and I got to apply my new-found knowledge with RCM SAR. Totally a win-win situation.

So, when I saw the advertisement for a lighthouse keeper, I applied, I figured it would give me the total marine experience...trifecta. I will admit that the application process was somewhat of a tedious. It is not that it was hard but rather, it was a long marathon process. It started with the typical job interview, no surprises there. It was followed by the medical and security check.

The fun started when I was trying to book the medical appointment with my MD. Things went awry when I told them that I needed a physical to be a lighthouse keeper. One thinks one

Tales of a Lighthouse Keeper continued....

has communicated but alas no. They heard light housekeeper. Not in the same book much less on the same page. Once we got that little communication glitch sorted out, and appointment underway, the medical was your standard survey of health questions/exams determined to illuminate the status of your health. Once all your data was compiled the whole lot was sent to health Canada where it was reviewed by their medical team. My information was sent in over the summer, peak holiday season I found out, so it took extra time.

The security check was extensive, in fact, more thorough than what I had envisioned it would be. I thought it would be a “no unpaid tickets, no jail time” background check like the one you get with RCMP. In fact, this was an in-depth check. I was actually contacted to explain a 6-week period of “homelessness” when we were transitioning from the prairies to the coast. They wanted to know what was going on in those weeks. Wow, who knew! Lightkeepers, Canada’s first line of defense.

With this process completed, I was offered my first gig to Entrance Island. It was close to home and a nice way to launch my lighthouse keeping adventures, or so I thought. Just when I had done all my researching (thank you Google) of Entrance Island, things changed. Logistically it worked out better that I was sent to Estevan Station, did I mind? It involved covering one week of holiday for the assistant keeper. I was put in touch with the Keeper at Estevan to who answered all my questions... What will I be doing, what food and how much, what clothes and other essentials do I need to bring, how much can I bring?

Lightstations are accessed from two points, either Victoria or Prince Rupert. I needed to go to the Canadian Coast Guard (CCG) Base in Victoria where I was going to be flown out to Estevan by helicopter. It was recommended to bring your belongings in plastic totes (I used the black ones with the yellow lids) as they are easy to stack in the helicopter as well as protect your stuff. I was also told that I would need to bring everything that I needed to survive for a week, such as food, clothing, steel toed boots etc. It felt like packing for a camping trip. It was imperative that everything needed to be labelled with name, destination, and weight for the helicopter (helo) ride. The weight was important so the pilots could balance the load. That meant that I had to fess up my weight as I didn’t want the headlines to read, “CCG helicopter crashes because of an unbalanced load due to the relief lightkeeper lying about her weight”.

I was fortunate enough to have family in Victoria where I could stay and have them drive me to the base so that I didn’t have to pay for parking. You cover all expenses getting to Victoria. I had been given specific email instructions on where to go and what to do with my stuff upon arrival to the base. It was a good thing and very helpful. I learned that most of the CCG employees were working from home due to Covid and the ones remaining were hesitant to engage in conversation with the unknown entity of a ‘brand new keeper’.

Tales of a Lighthouse Keeper continued....

It was my very good fortune that the wife of the Estevan keeper was also going to Estevan, and we hit it off right away. Together we enjoyed the 'first time' adventure exploring the facility, finding the cooler and freezer for our food stuff, and trying on flight suits. It is an art form getting into them as they are a one-piece suit with very tight wrist and neck cuffs and don't get me started on the cross the body waterproof zipper....my nemesis! Finally, with all the logistics taken care of, we found a place to hang out until we were informed that it was time to go. The weather (aka fog) was playing havoc with the flight plans, so it ended up being a bit of a wait. Finally, we were informed that it was time to go.

As the excitement and adrenaline surged, we gathered our belongings and took it out to the helicopter where it was loaded. Then we received a briefing on helicopter safety and protocol. I was so excited as I love flying. My travelling companion, not so much. I tried to reign it in, but I wasn't very successful. The noise of the engines, lifting straight up off the ground and heading over Victoria harbour...oh my heart! The West Coast coastline is divine. It is a raw beauty of the ocean, trees, mountains and sky, the rocks with resident sealions on them. And I saw a pod of whales. Breathe taking. I took so many pictures and had a big stupid grin plastered on my face the whole trip.

It turned out that the trip was to be in segments which just added to the excitement. We made it as far as Pachena Lightstation when we had to set down due to fog. The ceiling had been dropping progressively since Carmana Lightstation and getting thicker. While we were grounded, the Keepers at Pachena were very gracious and filled our wait time with stories and news. The fog was persistent, and it was touch and go as to whether we would go onward to Estevan or return to Victoria. The CCG helicopters only travel during daylight hours, so time was another factor. There had to be enough time for the pilot to get us to Estevan and be able to return to Victoria. After about an hour or so, the fog had lifted enough that the pilot figured, now was the time. We were lucky and the fog continued for only a few minutes then it opened up to bright sunshine and blue skies. We were going to make it to Estevan!!

The first sighting of Estevan was impressive. It was established in 1909. "Situated halfway up the west coast of Vancouver Island, Estevan Point is a remote location of wind, sand and boulders, bordered on one side by the vast Pacific Ocean and the other by a sea of trees" (www.lighthousefriends.com). The striking red and white tower is 102 feet high with a buttress (like an exoskeleton) making it an imposing structure from the ground. The light can be seen for 17 nautical miles, 20 statutory miles or 31 kilometers with a FL (2) W 15s (a double flash every 15 seconds). Nothing but sea, sky, trees, and rocks for as far as the eye could see.

There is some intriguing history surrounding Estevan Lightstation. During WWII, in 1942, Estevan Point was shelled by a Japanese Submarine. It is thought that 25 to 30 rounds were fired at the Estevan Lightstation, but all failed to hit the lighthouse. There were no casualties

Tales of a Lighthouse Keeper continued....

or damage. The Royal Canadian Navy was sent out to investigate but found no traces of the submarine. Apparently, there was a 1995 "The Fifth Estate" program (that I have yet to track down) which speculated that this attack might have been sanctioned and staged to get the Canadian populous to support the then Prime Minister Mackenzie King and his wartime policies. Canadian intrigue.... real or conspiracy?? (Wikipedia).

Estevan Point, my first foray into the world of light keeping. I was fortunate enough to be asked to stay in the assistant keeper's house to look after her cats. Her house sat up on a hill and had incredible views. She had a remarkable interior design sense, so it was very comfortable and homey. Her cats were hilarious roommates who were incredibly entertaining. One was a big snuggly guy who liked nothing more than I good cuddle. The other, he had a wicked sense of humor which included bringing me live mice as presents. I am convinced that I saw him grin as I jumped up and yelped. Oh, the cheek!!

The Principal Keeper (PK) and his wife lived down the hill in another of the three houses on station. They were wonderful! Every morning, we had a meeting to plan the days activities which always included delectable freshly baked delights just out of the oven. Brings tears to my eyes just thinking about it. Most evenings after the work was all done, it was, 'why don't you come over for supper'. During the day, we worked hard doing yard work, monthly maintenance (changing the water filters, and checking the fire extinguishers), monitoring the generators and of course, the weather every 3 hours. It is somewhat like farming; you work outside whenever the weather is good. When it rains, then you do indoor chores. There is always something that needs to be done.

Since this was my first lighthouse stint, everything was new. It was on the job training. The PK was an excellent teacher. I learned about the Stevenson screen (where the thermometers are housed), judging visibility, wave height and swell as well as atmospheric pressure and clouds. It is never easy mentoring new staff, but he was, as gracious and generous, as his wife was an excellent cook.

I liked to climb to the top of the tower everyday. Not only was it good exercise (and best wifi on the station) but the views...the never ending views. I have no singing talent at all, absolutely none, but the acoustics in the tower as you climbed to the top make one sound like Celine Dion. As I climbed, I would sing my heart out. Rock to opera!! I forgot that, with the peace and tranquility of the station, sound carries well. I told you that the PK was gracious. There was never any mention of my singing ability or lack there of.

Tales of a Lighthouse Keeper continued....

Time flies when you are having fun and the days flew by. Before I knew it, I was packing up my stuff and getting ready to head home. As the helicopter arrived, I would soon be headed back to Victoria, civilization, cars, stores, and all things comfortable, easy and accessible. But I knew that my life, in those few days, was irrevocably changed by the experience.

Celeste MacKenzie, Public Affairs Officer, Cape Lazo

Three Shameless plugs!!

1. There is an incredible opportunity right now. The Canadian Coast Guard presently is in great need of relief keepers. If you are interested, you can contact me via messenger or WhatsApp or email cmackenzie500@gmail.com. The official CCG contact number is 250-480 2600 and ask for Lightstation Operations.
2. ***RCM SAR (Royal Canadian Marine Search and Rescue)** formerly known as the Canadian Coast Guard Auxiliary is a volunteer organization whose mission it is to 'save lives on the water'. Comox RCM SAR Station 60 is an incredible group of volunteers. You can find them at the Comox Marina. They are having a raffle. Tickets are \$20 and only 1000 are being sold and can be bought at Parker Marine.
3. ****CPS (Canadian Power and Sail Squadron)** is another incredible volunteer organization found in the Comox Valley, who provide educational services for courses such as ROC-M (marine radio course) and PCOC (pleasure craft operating certificate) and many more.



Captivating Views from Estevan Lightstation



Estevan Lightstation from the air



Room mates at Estevan



The Helo and my tower



View from my house

Members Dine & Discover on April 6th

Speaker: Stuart McKenzie from the Comox Valley Marine & Woodwork spoke on Electrical Safety on boats.



Stuart gave a great presentation with invaluable tips on wire crimpers, strippers, cutters, connectors and shrink tubing. Also invaluable advise on what you need to know about the new batteries now on the market and general electrical safety that that applies to any size of boat. Twenty five members attended.

Thanks Stuart!

The Importance of Filing a Trip Plan When Boating - For Dummies

When's the last time you provided a responsible person a float plan before casting off for the wide blue yonder? We all remember it being mentioned in our Boating course but how often do we do as we preach? The reality is the mild inconvenience of filling in the form, dropping it off with a neighbor and explaining what to do with it can be a barrier to doing what any good captain really should be doing. But what if I told you there's a better way?

There are several apps that ease the process of filling-in your vessel and crew information, indicating where and when you'll depart and return and who should be notified if you're not back on time. A lot of this is automated with texts and emails, so really, all you have to do is activate your float plan when you leave the dock and close it upon your return. Get into trouble? The software will automatically send your trip details to your designated responsible person along with emergency contact phone numbers.

It gets even better; these apps are easy to use and cost as little as \$1 per year! Now what's your excuse?

sailingplan.ca Designed for boaters. Fill-in your boat license/registration, length, color, make and model and then upload a recent picture. Voila, your basic details are forever saved. Now click on a map to select your point of departure, your route and destination. Identify how many adults, children and pets are onboard. Select a responsible person who can be contacted by text message or email. Voila, you're done. 3-5 minutes and \$0.

plan.adventuresmart.ca Designed for any outdoor activity (hunting, fishing, boating, mountain biking, etc...), the principles are the same except it doesn't ask you for vessel specific information and doesn't have a graphical route planning feature. You'll have to type-in your route and fill-in your vessel details in the "additional activity information box". However, if you're an avid outdoorsman, you can have one app for all your activities. Does your significant other know your secret fly-fishing spot? Cost: free for the first year, \$1 per year after that. Cheapest thing you'll buy for your boat this summer, I guarantee it!

Both of these services do a great job of collecting the information search and rescue crews need to find you. Once you've got your basic crew and vessel information filled in, each new trip only takes a minute or two to create and activate.

Couldn't be easier. **Be safe out there. Let a responsible person know what you're up to.**

Contributed by Marc Archambault Secretary Cape Lazo Bridge



RCM-SAR Station 60

BOAT, MOTOR & TRAILER RAFFLE



Please help support your local RCM-SAR



250.334.4808

1605 Comox Road
Courtenay, B.C.



RCM-SAR Station 60 Comox wish to thank the team at PARKER MARINE for their generous support and contribution to this years fundraising raffle.

Only 1000 tickets printed. \$5 of every ticket purchased goes to support Station 60

\$15,000 value

- 11'2" Highfield RIB
- 25 HP Yamaha Outboard
- Roadrunner Trailer

The winner may apply the value to a larger purchase at PARKER MARINE. See in store for details.

No cash surrender value

Tickets available from
RCM-SAR Station 60 members-
Comox Valley Marine Rescue Society-
Parker Marine, Courtenay-
rcmsarstation60comox@shaw.ca-
Facebook - @RCMSARstation60-



VOLUNTEERS SAVING LIVES ON THE WATER

Cape Lazo CPS & Comox Marine and Woodworking

Presents

FLARE RETRIEVAL DAY



**Saturday, June 11
11 A.M.- 2 P.M.**

**Comox Marine and
Woodworking
1766 Ryan Road E.
250-941-6699**

**No commercial flares can be accepted
For Individual Pleasure Boat Owners Only**

The Truth About Cold Water

By **Mario Vittone**



I'm going to come right out and tell you something that almost no one in the maritime industry understands. That includes mariners, executives, managers, insurers, dock workers, for certain – fisherman, and even many (most) rescue professionals:

It is impossible to die from hypothermia in cold water unless you are wearing flotation, because without flotation – you won't live long enough to become hypothermic.

Despite the research, the experience, and all the data, I still hear “experts” – touting as wisdom – completely false information about cold water and what happens to people who get in it. With another season of really cold water approaching, I feel compelled to get these points across in a way that will change the way mariners behave out there on (or near) the water. What follows is the truth about cold water and cold water immersion. I know that you think you know all there is to know about hypothermia already (and maybe you do), but read ahead and see if you aren't surprised by something.

When the water is cold (say under 50 degrees F) there are significant physiological reactions that occur, in order, almost always.

You Can't Breathe:

The first phase of cold water immersion is called the **cold shock response**: It is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that **20% die in the first two minutes**. They drown, they panic,

they take on water in that first uncontrolled gasp, if they have heart problems – the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm.

You Can't Swim:

One of the primary reasons given by recreational boaters when asked why they don't wear a life jacket, is that they can swim. Listen up, Tarzan; I swam for a living for the better part of my adult life, and when the water is cold – none of us can swim for very long. The second stage of cold water immersion is called **cold incapacitation**. lacking adequate insulation your body will make its own. Long before your core temperature drops a degree, the veins in your extremities (those things you swim with) will constrict, you will lose your ability control your hands, and the muscles in your arms and legs will just flat out quit working well enough to keep you above water. Without some form of flotation, and in not more than 30 minutes, the best swimmer among us will drown – definitely – no way around it. Without ever experiencing a drop in core temperature (at all) over 50% of the people who die in cold water, die from drowning perpetuated by cold incapacitation.

You Last Longer than You Think:

If you have ever heard the phrase, "That water is so cold, you will die from hypothermia within ten minutes." then you have been lied to about hypothermia. For that matter you can replace ten minutes with twenty, or thirty, or even an hour, and you've still been lied to. In most cases, in water of say 40 degrees (all variables to one side), it typically takes a full hour to approach unconsciousness from **hypothermia**, the third stage of cold water immersion. But remember, you must be wearing flotation to get this far.

We are all different in this regard, but I once spent an hour in 44 degree water wearing street clothes and my core temperature was only down by less than two degrees (I was not clinically hypothermic). It was uncomfortable to be sure, and I wouldn't recommend finding your own limit, but it probably would have taken another hour to lose consciousness, and an hour after that to cool my core to the point of no return. The bodies efforts to keep the core warm – vasoconstriction and shivering – are surprisingly effective. The shivering and blood shunting to the core are so effective, that twenty minutes after jumping in (twice the "you'll be dead in ten minutes" time), I had a fever of 100.2.

Rescue Professionals Think You Live Longer:

There is a good side to the misconceptions about hypothermia. Should you ever be in the water in need of rescue, you can be certain that the Coast Guard is going to give you the benefit of every possible doubt. When developing search criteria – search and rescue coordinators use something called the Cold Exposure Survival Model (CESM): It is a program wherein they enter all the available data about the victim (age, weight, estimated body fat, clothing, etc.) and about the environment (water temp, sea state, air temp, wind) and the software spits

them out a number that represents the longest possible time you can survive under those conditions. I plugged my own information into it once and it said I could survive for over 4 hours in 38 degree water wearing nothing but a t-shirt and jeans and no flotation. I can tell you from experience that the CESM is full of it – I'd give me 35 minutes tops – but the error is comforting. If the program that determines how long I might live is going to be wrong – I want it to be wrong in that direction.

Out of the Water is Not Out of Trouble:

I lost count of the number of survivors I annoyed in the back of the helicopter because I wouldn't let them move. I had a rule – if they came from a cold water environment – they laid down and stayed down until the doctors in the E.R. said they could stand. It didn't matter to me how good they felt or how warm they thought they were. Because the final killer of cold water immersion is **post-rescue collapse**. Hypothermia does things besides making everything colder. Victims are physiologically different for awhile. One of the things that changes is called heart-rate variability. The heart's ability to speed up and slow down has been effected. Getting up and moving around requires your heart to pump more blood, being upright and out of the water is also taxing, then any number of other factors collide and the heart starts to flutter instead of pump – and down you go. Victims of immersion hypothermia are two things; lucky to be alive, and fragile. Until everything is warmed back up – out of the water and dry is good enough – mobility comes later.

Did You Learn Anything?:

If you did, then hopefully you'll use it to make good decisions when it comes to being safe on and around cold water; good decisions like these:

1. When working on deck, wear flotation. This includes, especially, all fisherman in Alaska. I couldn't find more recent research, but the 31 Alaskan "fell overboard" casualties in 2005 died from drowning, not cold water. Not one of them was wearing flotation. Many couldn't stay above water long enough for their own boats to make a turn and pick them up.....over a life jacket.
2. If you witness a man overboard – getting the life ring directly to them is critical (vital – step one – must do it). Make certain that all-important piece of safety gear is not just on your vessel, but readily available and not tied to the cradle.
3. When working on deck – wear flotation. I said that already? Well, when I quit reading search reports that end with "experienced" mariners dying because they thought they understood cold water – I'll come up with better advice.

The Truth About Cold Water, continued...

For more advice about how to handle an accidental immersion into cold water – please watch [Cold Water Boot Camp](#) – it is one of the best 10 minutes on immersion hypothermia.



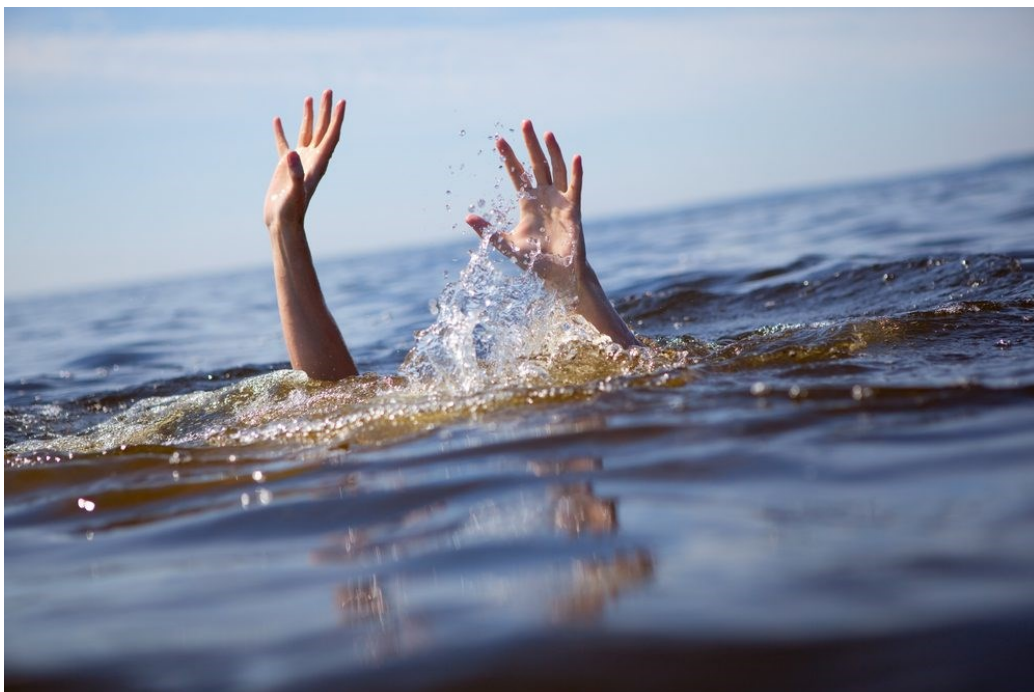
Most of the water in Canada is cold year round. It's cold water that is a major contributor to recreational drowning deaths year after year. Nine Boot Camp volunteers offered to “jump in with both feet” and experience first hand what happens in 6 degree Celsius water.

View - video clips of boot campers' immersions that will take you into the water with them.

Join - Dr Gordon Giesbrecht, (Professor Popsicle) in the classroom to learn about his 1-10-1 formula for survival in cold water.

Discover - information on Lifejackets...your first line of defense against cold water immersion.

Learn - about the medical and physical data related to cold water accumulated by researchers, agencies and the Coast Guard from across the country



Members Benefits and Discounts

Discounts on CPS-ECP courses across Canada

- ♦ **CPS-ECP Group Insurance by Cowan 1.800.268.2628**
Boat insurance. Save up to 25%.
- ♦ **C-Tow Marine Assistance– 30% discount.**
- ♦ **Fugawi– 15%off on all Fugawi marine products.**
- ♦ **Weems & Plath– Save 25% on products ordered directly from Weems & Plath.**
- ♦ **ICOM Canada-Save on selected radio equipment with instant rebates at selected dealers.**
- ♦ **Salus Marine Wear– 30% discount on Salus Marine products in the CPS-ECP Ships Store.**
- ♦ **Canadian Yachting Magazine Subscription at no additional cost.**
- ♦ **Cape Fear Sportswear - www.capefearsportswear.com**
- ♦ **Ports Cruising guides– 25% exclusive discount to CPS-EPS members.**
- ♦ **Steveston Marine and Hardware- 8% discount on all Steveston Marine online and instore products plus 2% rebate shall be returned to member's squadron.**
- ♦ **Natural Marine and Fortress Marine Anchors- \$20 Manufacture's Mail-in Rebate on any three products sold by Alex Marine Associates Ltd.**
- ♦ **National Car Rental (Canada)- Affinity and Association Benefits Program.**
- ♦ **CPS-ECP Choice Hotels Program– Visit member services at www.cps-ecp.ca.**
- ♦ **Comox Marine and Woodworking provides discounts to all members.**
- ♦ **Ocean Pacific provides discounts to members.**

Other Discount Codes are found at:

<https://www.cps-ecp.ca/wiki/display/3MR/Member+Benefits?preview=/753862/35979635/MemberBenefitsCodeAug2020.xlsx>

Lazo Log

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