

DRY ROT

From the Commander

CAL TRAVER

We have just returned from the national CPS Conference/AGM in Vancouver, BC. Despite my many years on this earth it was my first time to go that far west. I have been to Europe several times, South America twice, Mexico four times, and to Florida and California in the USA. I have seen mountains in all those places except Florida of course. In this matter it was a shame to save the best for last. The Rocky Mountains are truly the most; well just think of all the superlatives you know.

We went out to BC two weeks prior to the AGM to do a little touring of the southern part of the mainland and a bit of the east side of Vancouver Island. Let me just say that if I could afford to live there I would. The first part of our trip was



on the Rocky Mountaineer train that took us on a slow journey through some of the most amazing topography I have ever seen. It was such a great experience that we are seriously considering going again.

The Conference/AGM was a busy weekend for us, starting at 0800 Friday morning and ending Saturday at 1630.

There were meetings and seminars non stop all day Friday and the next morning the actual AGM part of the conference took place. The minutes of the previous AGM were approved and there was no business arising from them, then the officers' reports were read and approved.

The Treasurer's report was encouraging in that compared to last year's report of a deficit there is now an improvement in the fiscal

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boating@hamiltonpowersquadron.ca



picture due to the termination of the contract with Canadian Sport Fishing.

After the officers' reports there was a long list of guest speakers and I am not going to report on all of them because a lot of them gave the same messages in one way or another. It being that they all admire what we do and are glad to have a good relationship with us.

From Transport Canada: There will be new small vessel regulations in 2007 and there will be more stringent requirements for PCO cards and for those who are providers of them.

CYA Tracy Terry alluded to future alliance with CPS.

Life Saving Society Nicole Liddell stated that if all boaters learned to tread water for one minute and swim fifty metres, drownings would likely be reduced by fifty per cent.

National Association of State Boating Law Administrators (US) Jeffery Johnson said they are working on a program to identify boaters at risk.

After the speakers; sixteen in all, honour roll awards, MAREP awards, and life memberships were handed out.

The AGM concluded with the new national bridge sworn into office.

There are changes afoot in the CPS organization signifying lessening in the adherence to certain formalities and protocol. It will no longer be the practice to have new members pledged and there will be a reduction in

the number of uniforms from nine to three.

The national bridge officers introduced to us at the commanders' meeting were all wearing golf shirts, a dramatic change from the full uniforms that I saw at the first national AGM I attended just four years ago.

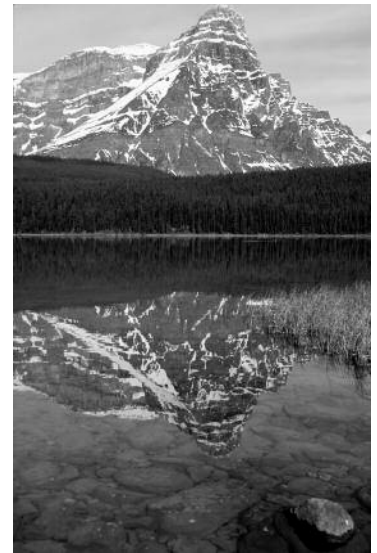
Indeed the Niagara District meetings of recent years saw the district officers at the head table all wearing full regalia, but at the meetings last year and this year everyone was very casually attired.

Our USPS neighbours to the south wear full regalia to squadron meetings!

The reason for these changes is that it is felt that the recreational boaters may see us as being less stiff and more approachable and therefore more attractive to them.

I am surprised at how easily and rapidly these changes are occurring as I had expected far more resistance to be encountered but all levels seem to be embracing them.

There is a plan being developed by our district officers to have some inexpensive casual wear designed that will be the same for all Niagara District squadrons, perhaps with a designation of some kind to identify individual squadrons. When these become available you will be able to purchase them. The motive is to raise our image in the boating community and we need your help to do so.



A Few Words from your new Training Officer

Except for the members of the Bridge and some of the students from the Boating Class of 2006 the name, Desmond Wood (Des) is little known to other members of the Hamilton Squadron. Last year I performed the duties of Squadron Secretary, this year with the support of the Bridge I have undertaken the task of Training Officer.

Because I am relatively new to both the Hamilton area and particularly to the Squadron I thought it would be appropriate to introduce myself and to provide a thumb-nail sketch of my background.

My first boat was acquired at 10 years old, the caveat being that I first learn how to swim. The boat was a rebuilt flat bottom beast that was a brute to row. The answer, a 1 hp engine! This gem pushed the boat along at the lightening speed of 3 to 4 knots under ideal conditions, still better than rowing! Canoes followed and much tinkering around with boats and engines belonging to other friends and family.

Boating activities were put on hold for a number of years however, in late 1988 when we lived in Montreal next to Lake St. Louis the boat bug became overbearing. Fortunately I was able to convince my good wife that a boat was just thing that we needed for enjoyment and relaxation. She was not really convinced that a 'boat with a stick' was the answer but conceded to give it a try.

Hence, the beginning of 'two-foot-itis' in sailboats. Having spent most of my boating experience on inland waters and lakes as opposed to the commercial waters of the 'Mighty St. Laurence River' I thought it would be prudent to take some formal instruction. Further, I knew this would make my spouse more at ease on the water.

After some research the name of the Canadian Power Squadron surfaced and both my wife and I took the boating course. Other courses and much reading followed. Sailboats increased in size from 24 to 32 feet. Our current possession is a 26 foot Contessa in

need of a lot of tender loving care.

Sailing experience has included many trips up and down the St. Laurence (through the locks) between Montreal and the eastern end of Lake Ontario. Also we had the pleasure of spending some time on the Florida waters while working in the US.

Why become involved in the Hamilton Power Squadron and taking on the training mantle in particular? Being rather safety conscious and, after observing many dangerous and sometimes bizarre situations on the water one realizes that there is definitely a need for more boat training and safety. In a small way I hope that I may make a contribution in this regard.

What do I have to offer? Having spent many years as management in the telecommunication and research industry actively involved in the development, training and mentoring of others I believe this skill set to be quite commensurate with those required by a training officer.

Joining me in this endeavour is Ed Conderan our new ATO. Ed is a graduate of the Boating class of 2006 who has many years of experience in the teaching profession in the Greater Toronto area. Further, he has expressed a strong desire to participate in the planning and training activities this year. As in past years many other members of the Squadron will also be participating in both training and proctoring activities to make 2006/07 year another great success.

One of the major goals this year is to provide a training environment that will prove to be interesting yet challenging to the students. Ideally this should stimulate the successful grads to become more active in Squadron activities and/or future members of the Bridge.

We can always use help, should any member of the Squadron wish to participate in the exciting process please don't hesitate to give me a call.

—Des Wood, 905.304.5136

THE GOOD, THE BAD & THE UGLY

RICK CROOK

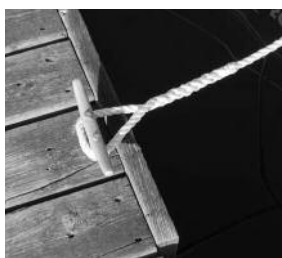
How about Seamanship? Not the Knots Again!

Most of us love our boats. We spend a small fortune buying them, and a lot of time and money, every year caring for them, cleaning them, repairing them and generally pampering them. Yet few of us actually put out the effort to learn the fine details of seamanship. Oh, we think we do, after all don't we talk about it all the time with our fellow sailors when down at the pier? How many times have you heard so and so say that he virtually grew up in boats – been sailing since he was thirteen! So you assume that he knows the ropes and follow his advice –

even pass it on! And it gradually becomes TRUE. Or does it?

Tying up. The BS&BC club and the marina have both put out excellent articles and flyers on the proper way to tie up your sweetheart in the marina. Recently the marina has released an excellent video on basic principles of boat docking and tying up. Yet, during a tour of the docks in early October I found a wide assortment of interesting knots that were used to secure boats.

THE GOOD



Above: a proper splice fitted well to the cleat.

A round turn followed by a figure eight and finished with a single half hitch is on the right.



On the left is a great way to place permanent dock lines. The cleat is still relatively free for visitors to use.

THE BAD



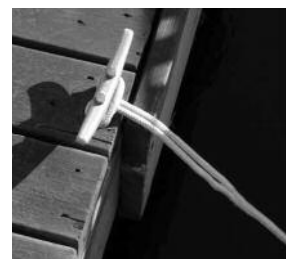
The knot on the left will jam, which is the last thing you want in an emergency.



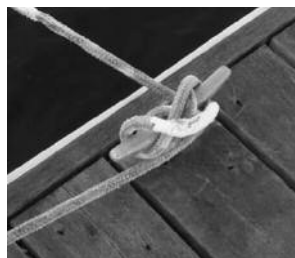
The same knot on the right had to be cut off with a knife.



This knot (the Overhand Loop) is great for tying packages. But, because it doesn't easily untie, it generally has to be cut.



Afraid your loop will fall off the cleat because it is too big? There is a good chance of this technique causing a jam.



All of these knots have the potential to jam in an emergency as the end with the half hitch is under pressure and will tighten.

I'm not sure what to say about the loop on the left – does it look safe to you?

THE UGLY



A nice neat coil, but the multitude of half hitches can make for difficulties when adjustments are needed.

Oh, and how about the pile to the right of it?



The winter months are a great time to spend learning more about seamanship.

Take a course – The Canadian Power & Sail Squadrons, The Canadian Yachting Association, The Coast Guard Auxiliary are some of the most recognized sources of this type of education.

Read the experts – Chapman, Dutton, Bowdich, Rousmaniere, Ashley

Check the Web – there are many sites devoted to knots alone – some of them are animated.

www.dirauxwest.org/knots/anchor_b.htm

www.sailingusa.info/sailing_knots.htm

www.cruising.sailingcourse.com/advanced_knots.htm

www.42brghtn.mistral.co.uk/knots/42ktmenu.html

Verify that what you learned at the pier is really the best way.



Ahhh! My favourite – isn't it just beautiful

Now that's seamanship!

The Grouchy Old Salt

This past season was our first on the water as new boat owners. Our search for a boat began at www.sailquest.com in the spring of 2005.

This Canadian site provides an overview of the specifications of several sailboats. Their length categorizes the boats. The graphics of each boat gives an interested buyer a good sense of what the cabin has to offer.

We were interested in something 24-27 feet.

Using these graphics we narrowed our search down to a few boats including the Mirage 25 and C&C 25.

While looking at boats of interest to us we met Doug Dawson, author of *Buy A Boat With Confidence*. This publication was extremely helpful in assisting us make an informed decision in purchasing our first vessel.

One of our new neighbours told us about the Hamilton Power Squadron. We looked into it and signed up for the first of many courses offered by this not for profit organization. The Boating course turned into a very valuable experience in terms of preparing

ourselves to be informed, safety conscious sailors.

Completing the online Pleasure Boat Operator's Card, which will be a requirement for all operators September 15, 2009 only scratched the surface of the information gained in the Power Squadron Boating Course. There is just no comparison.

There were many presentations by very experienced boaters, both power and sail, during the Monday night sessions at Westdale High School. In addition to the information we learned there were a number of new friendships formed among the participants, proctors and instructors. Boaters are very friendly and helpful people and sharing time with them is a pleasure. It was through one of these new friendships that we found our first boat. We are the proud owners of an O'Day 25. It's a boat that Doug Dawson would agree is a good fit for us at this time in our sailing careers.

In future articles we'll tell you more about our experiences on the water. The boat's name is Tabgha and is now on the hard for the winter.

**Here's a reminder of the courses being offered beginning
Monday January 8, 2007 at Westdale High School 1900
There is still time to sign up!**

**Sunday November 26, 2006 at the Canada Marine Discovery Centre
in Hamilton 1000 – 1600**

COURSE TYPE	PRIMARY MEMBER	SPOUSE
Boating (15 nights)	\$200.00	\$175.00
Boat-Pro (3 nights)	\$75.00	\$65.00
VHF (Maritime Radio, 2-3 nights)	\$75.00	\$65.00
GPS (Global Positioning System, 2-3 nights)	\$75.00	\$65.00
Piloting (15 nights)	\$175.00	\$175.00
AP (Advanced Piloting, 12-15 nights)	\$175.00	\$175.00

Breakfast at Goodfellas,

Vancouver, BC

The members of CPS are all volunteers. We all know that, but this was ridiculous. First of all let me fill you in on some of the details leading up to this outstanding show of volunteerism.

It all began during our attendance at the National AGM in Vancouver on Oct. 28/06. When we first arrived in Vancouver we began looking for that nice clean and affordable restaurant close to the hotel. We have learned from experience that the best way to look for this establishment was to ask either the bellhop or taxi driver. They are the most dependable for this kind of information. And sure enough there was an ideal restaurant just behind the hotel, and Goodfellas was its name.

Just a whisper is all that is necessary to pass the word around, so having breakfast or lunch was like old home week. You always knew the people at the next table or you soon got to know them. Up until Saturday—the day of the AGM there was no problem having enough time to have breakfast and making the meetings on time. However Saturday, the day of the general meeting, the situation was going to be difficult. The meeting began at 0830 and Goodfellas didn't open until 0800. Living up to his name, he agreed to open



at 0730. Problem solved. Well not quite, he neglected to tell his staff about the early opening. Fortunately, the chef was in because he was always early to prepare his breakfast for the customers. However, nobody else was in to help him. He obviously needed some volunteers and who better than CPS knew how to volunteer? First of all, you could have any breakfast you wanted as long as it was scrambled eggs and bacon. Rose Cowan, the wife of Rick Cowan, P/D/C for Quinte District, soon became the liaison for the chef and the dining room. Rick was busy serving orange juice and being doorman for CPS members only. Wherever there was a job somebody was ready to fill it. The plates were soon coming out of the galley, and all that was required was a show of hands. Several members took turns pouring coffee and others came out of the kitchen with plates of toast. All done to perfection. One such toast carrier was Gary Van Zandt, training officer for Niagara District. You could tell this was a custom job because Gary had not learned to cut the toast diagonally, but he sure

knew how to butter it!

In no time at all, the horde was fed and the agreed price was paid regardless of the number of jams you

Hamilton Power and Sail Squadron Entertainment Flash!!!

We want to SEE YOU! Please Join Us

Members Pub Night – Cruising For Fun

Friday, February 23, 2007 7:00 – 10:00 PM

Macassa Bay Yacht Club, Hamilton

(Ft of Simcoe St. W., take Bay St. N and
turn left to the Entrance to Bay Front Park)

Come on out for an informal night on the Squadron!
Complimentary snacks, pizza and wings will be served.
Cash bar (reasonable prices)!
Meet up with old friends and make some new ones.

Les Armstrong (from Burlington Squadron) and friend will be
presenting a DVD on cruising the Five Great Lakes

RSVP required so we don't overfill the room or come up short
on your pizza and wings!

Call the HPS Hotline to RSVP at 905-388-1227 or
send us an email at: boating@hamiltonpowersquadron.ca

Course Registration

November 26/06, 10 to 4 pm

at the Canada Marine Discovery Centre at

Pier 8, ft of Guise St., Hamilton

**Courses starting January 08, 2007,
at the Westdale High School 7 pm**

**Keep your mind on boating during the
winter months, take a course with us.**

Boating Course (15 evenings)

Piloting Course (15 evenings)

Boat Pro Course (3 evenings)

**Other courses GPS & Maritime Radio will also be held at
Westdale High School during the winter months.**

**For more information or to register for courses
Please contact Des Wood 905-304-5136 or e-mail at
sdwood@sympatico.ca**

Check out the website for information on these events and upcoming courses.
www.hamiltonpowersquadron.ca or call HPS at 905-388-1227



used for your toast. The spirits were high for this do it yourself breakfast and all made the meeting on time.

We sincerely thank Goodfellas for turning his restaurant over to us and I wouldn't have missed it for anything in the world. Yes, the members of CPS are volunteers regardless of the occasion. It so happens that Gary Scott Breithaupt, the official CPS photographer was one of the members involved but caught without his camera to record this incredible event. In no time at all, and without missing her breakfast Vicky Grimshaw, Exec Officer for the Hamilton Squadron volunteered to rush back to the hotel to pick up her camera so Gary could record this memorable occasion. Hopefully there will be pictures illustrating this outstanding event.

As Sir Winston Churchill would have put it,—Never has so much food been consumed by so few in such a short time.

P/D/C Percy Brown



It has been a busy summer and fall for the squadron. In May, Cal and I went to Salus Marine, in Waterloo and met with the owner, Steve Wagner who gave us a tour of his facility. Steve gave us some excellent information on the PFDs that he manufactures, showed us a video presentation on them and loaned us two of his PFDs. One is for adults and the other is the smallest one, good for infants from 8 to 25 lbs. This one called the Baby Bijou did not at that time have DOT approval but there was a letter of recommendation for it.

On **June 24, 2006**, HPS took part in the Hamilton Port Days on pier 8. We set up two good size tables with our brochures and a television showing a variety of boating and training tapes.

We also obtained the 8' by 12' display unit from CPS, headquarters and had that covered with CPS posters as the back ground. We feel that the exposure HPS got during those two days was well worthwhile and not only did we promote Hamilton but other squadrons as well.

On **July 07, 2006**, our members may have recognized John Gullick, the Executive Director from HQ and me on the Smith and Hayes show on CHTV. We had fun with Connie Smith and Matt Hayes. Connie got Matt and John to wear the PFD's during the show and at the end they pulled the cords to inflate them, the reaction of Matt Hayes was rather comical and delighted the show's producers...

That short 30 minute show produced several immediate responses and may have opened the door for future activities with CHTV.

Special thanks to Lt/C Des Wood and our marine police liaison officer Rob Garland who appeared on camera to get our message out to the public.

In **August**, 1st Lt George Williamson presented the Boat Pro Course at the Canada Marine Discovery Centre (CMDC).

On **Sept 30 & Oct 01/06**, we held successful registrations at the Canada Marine Discovery Centre and there will be another registration at the CMDC on Nov 26/06 at 1000 to 1600.

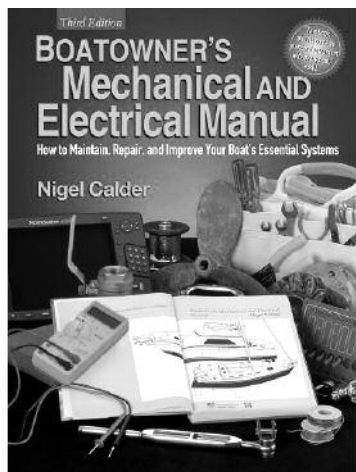
Oct 25 to Oct 28/06, Cal & I attended the National Conference & General Meeting in Vancouver. It is always great fun and we learn more things about CPS each time we go. I will be writing a report on all the training sessions that I attended. But if any member has any questions about the meetings, please just pick the phone and call me or send me an e-mail. I would be delighted to respond.

Two social events that are coming up and are fun to attend

- The annual Christmas dinner/dance Nov 24/06 at the Marquis Gardens on Rymal Rd. in Hamilton at the very reasonable cost of \$25.00 per person featuring a multi course meal, the Hi-Fi DJ, and a cash bar.
- Members' Pub Night Feb 23/07 at 1900 at Macassa Bay Yacht Club. Featuring free pizza and wings with a cash bar, and a presentation by P/D/C Les Armstrong about sailing the 5 Great Lakes.

Please note that it is advisable to RSVP to both events

Respectfully submitted, Lt/C Vicky Grimshaw
Phone 905-628-0645 or email cici@nas.net



BOOK REVIEW

BOATOWNER'S MECHANICAL AND ELECTRICAL MANUAL. *Third Edition.*

By Nigel Calder,
Publisher: McGraw Hill

This 818-page book should be on the bookshelf of any aspiring boater, both power and sail. It should be required reading for the “experienced” boater too! Even if you have your maintenance and repairs done by others, it is important to know how all the complex systems work aboard any modern vessel. It is vital to have good information available if you do your own work.

There are 17 chapters in this book. Each chapter covers a major subject: The first 7 chapters cover electrical systems, basic concepts, system planning, troubleshooting and maintenance. Chapter 8 is on Marine electronics. Chapter 9 is on diesel engines, The following 8 chapters cover transmissions, propellers, refrigeration, tanks and plumbing, water makers, steering, cabin heaters, winches blocks, bow thrusters, spars and standing rigging.

The author is very thorough in his explanations and he relates many times to his personal experiences in cruising the world. Sometimes he goes on ad nauseum, as in the section on refrigeration in building an efficient icebox. He had installed thermocouples on the outside of the unit to calculate heat transfer. A simple explanation of the proper materials to use would have been sufficient, instead of the 5 pages of engineering regimen!

According to Mr. Calder there is only one way to do something on a boat: the right way and so it should be! He is totally uninhibited in his criticism of manufacturers and mechanics, pointing out many problems and mistakes he has seen. He has obviously learned the hard way and the reader can avoid many of these problems by reading this book and taking it to heart.

There are plenty of photos giving further insights. There are many useful graphs, formulae and tables supporting the text, plus a comprehensive appendix and index.

While out cruising around Cape Croker this past summer I had an electrical problem (or so I thought). The battery charging suddenly went to nil after about 3 hours of running. The boat is new to me, and later, after a good read of “Boatowner’s Mechanical and Electrical Manual”, I learned that this is a normal situation with the 3 stage voltage regulator that is installed on the boat.

So, for the upcoming winter months if you want a real good way (besides taking a CPS course) to learn about the systems on your boat, I highly recommend this book. As in my case it would pay to keep a copy on board your boat as a reference. By the way, this would make a great Christmas Gift for any boater.

– Mike Kott

SEA BREEZE!

MIKE KOTT

Memories are all we have. I was saddened to hear of the passing of long time member **Art Carey**. Art has served the Squadron for many years as our Treasurer, then Membership Officer, plus Proctoring at the Sir Winston Churchill Boating Courses. He gave regular reports at the Bridge meetings on the movements of the membership. Until recently, Art, his wife Anita and daughter Janice hosted the Dry Rot assemblies in their home. There was always lively chatter as we folded, stuffed and sealed. After the work was done, Anita and Jan made up coffee, tea and yummy mini pizzas *and* a tasty frozen strawberry desert, no less.

Art was employed at the Otis Elevator Company. Art was also a pilot. I was fascinated by his adventures when he and Anita piloted their Mooney aircraft to outlying job sites at mines in northeast Quebec. There were also neat stories about Art and Percy Brown, long time buddies, riding their Harley Davidson motorcycles in the late 40's with the Blackhawk Motorcycle Club.

We will miss Art's devotion and kind, quite manner.

Many thanks to our Treasurer Bonnie Hazell for making up and sending out the invitations for the Christmas Dinner and Dance. The event is being held at Marquis Gardens at 1050 Rymal Road East, Friday, November 24, at 1900. **Tickets are available from Bonnie, a bargain at \$25 per person.** We'll see you there!

The following Sunday, **November 26**, there will be another **Registration for courses at the Marine Discovery Centre**. Come and register for a course! By the way, courses will be commencing at 1900, January 8, 2007, at Westdale High School.

Don't forget about our web site. Rick Crook has done a terrific job in setting up and managing the site. Check it out at www.hamiltonpowersquadron.ca.

— Mike Kott

THE WEATHER IS CHANGING

As boaters, we are, or should be, always aware of the weather around us.

There are many ways to learn about the weather. The Power Squadron has a course on weather. The Weather Channel on cable TV is a very popular channel. Every newscast on radio or TV has a portion reserved for weather information and forecasts. Using a computer and web access, there are several weather related sites that give all sorts of information on the weather such as radar views, satellite views in several formats, trend graphs on temperature, wind velocity and direction, rainfall amounts, barometric pressure, jet stream representations, text or graphical forecasts—I could go on and on!

Even as a kid, I had a great interest in the weather. I remember back in the early 50's riding my bicycle all the way from Stoney Creek along the old two lane Barton Street (slightly better than a dirt road at the time), to this magical place called Canadian Tire on Ottawa Street. This store was across the street from where the first Tim Hortons was to be. I was able to purchase two thermometers with money from my allowance, so I could make my own wet and dry bulb hygrometer to measure humidity. For my twelfth birthday mom gave me an aneroid barometer that I still have and still use to this day. I used to log all my observations, barometric pressure, temperature and humidity. The seemingly endless summers spent at our cottage in Haliburton were made more bearable with my daily weather observations, where I included the lake temperatures and made up graphs of all this data. So, as you may see, I have more than a passing interest in the weather!

Most summers since 1979 are now spent living aboard my boat somewhere between Owen Sound and The Soo. Here, especially at anchor, you are intensely aware of the weather. The summer just concluded was decidedly a watershed year for weather in these parts. There were no less than four major storms that caused





millions of dollars in damage to boats and property. Fortunately, I was in places where there was sufficient protection and largely avoided any problems. Dear

friends Ann and Bill from Lions Head said this was by far the most troublesome year for them because of bad weather. They survived three vicious storms. They were too busy defending themselves to take pictures during these events, but sent me pictures of the aftermath of the

storm in McGregor Bay, on July 17. There were more trees downed than were left standing. Last year you may recall the tornadoes that hit the Fergus area. Shortly after there were some amazing pictures posted on the web of the gathering clouds—they send shivers up my spine.

I have noticed over the years, that the weather is becoming more extreme. It used to be that you had possibly 2-3 thunderstorms and that was it; sometimes none at all. In the north, most years there were perhaps only 2-3 warm humid days, followed by a blow and that was it. Gorgeous warm, dry days were the rule. This year, July and half of August were oppressively humid,

hazy and warm. Mind you, this makes swimming all the more enjoyable, but I was on almost constant red alert waiting for the inevitable storms that come with the passage of a cold front; and so they did!

All this talk of global warming, greenhouse affect etc. is not to be taken lightly. As humans we have to mend our ways and live more in harmony with nature. We are all to blame. One thing for sure, in my few years on this beautiful earth, I have seen dramatic changes in our weather patterns.

Mike Kott



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or for more information, please call:
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or send us an e-mail at:
boating@hamiltonpowersquadron.ca



Three Blind Mice GRAF/X

BINDA FRASER
905.627.0831
binda.mac@cogeco.ca

Creative Advertising & Marketing Solutions

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- Magazines
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Hamilton Power & Sail Squadron 2006/2007 Bridge

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Executive Officer	Lt/C Vicky Grimshaw	P	905-628-0645
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Membership Officer	1st Lt George Williamson	AP	905-592-1107
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