

# DRY ROT

## From the Commander:

On an idyllic summer day for the ceremonies in honour of the HMCS Haida's arrival at her berth in our harbour, my wife and I were invited guests aboard a very large, very beautiful boat.

It was a perfect day for viewing; there being just enough haze to reduce the sun's glare to a tolerable level. Our anchorage across the bay near the north shore just east of Carrol's Point was just about perfect. The ceremonies were replete with gun salutes and fly pasts by vintage aircraft including our beloved Lancaster Bomber; It's Rolls Royce Merlin's singing their powerful song that reminded me of the days long ago when I watched them in great numbers fly over our home on training flights



*Commander, Cal Traver*

After the ceremony ended the skipper, a sailor with many years experience weighed anchor and took us down the bay and back up and around the Haida, which was now underway with the assistance of two tugs. Shortly after the tugs had her moving along either the Haida or one of the tugs emitted a single long blast on a ship's horn, to which I casually remarked that they were going to turn to starboard. Imagine my astonishment when the sailor of many years' experience asked quite innocently how I knew.

I was dumb-founded; here was a man who can handle a boat with the best of boaters but who had never acquired some of the most basic knowledge that anyone who intends to operate a boat should have.

I have seen things of this nature too often and believe that there are a lot of boaters who, though very good at handling a boat, have never "gone to school".

We old coots got our chauffeur's license with minimal instruction from a parent or in my case from the hired man who had learned to drive shortly after the first Tin Lizzies appeared. With that license we could drive just about anything with wheels. I suspected

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## TO REGISTER For Boating Classes

or for more information, please call:

**HPS Hotline:  
905-388-1227**

or send us an e-mail at:

**[boating@hamiltonpowersquadron.ca](mailto:boating@hamiltonpowersquadron.ca)**

Friday, May 6/05 6:30pm,  
**Hamilton Power & Sail Squadron  
Annual General Meeting  
& Graduation Dinner,**  
at Macassa Bay Yacht Club.

The price will be reasonable!

Menu etc. to follow  
in April Dry Rot.

# Champagne, Free Trade & Great Lakes Cruising



You are invited to join  
the Hamilton Power and Sail Squadron

## Free Trade Breakfast

**Sunday, February 20, 2005**  
**Leander Boat Club, Hamilton**  
**0930**

Following a breakfast of champions  
complete with Champagne and Orange Juice,  
Past Commander Rick Crook will present

### "Catnip Fever on the Great Lakes"

Also

### Nautical Swap Market & Free Trade Table

Bring your surplus items to gain a little cash for  
this year's boat fixin' or swap an item on the  
"Free Trade Table" - Clean out your boat bins  
and bring along your extras i.e., parts,  
partially used cans of paint, glue etc., to trade  
with your Power Squadron friends. Leave an  
item, take an item, it's as simple as that! No bar-  
gaining necessary.

**Adults \$5.00 children \$3.00**

Coffee served at 9:30 AM and  
breakfast served shortly after when your bacon  
is cooked and your eggs are scrambled!

that my friend with the beautiful boat  
learned to boat like we used to learn to drive  
and I learned later that this was indeed so.

My grand daughter is now in the driver  
education program. After classroom instruc-  
tion and on-road training by certified trainers,  
she may obtain a restricted permit that will  
limit her driving. To become fully licensed she  
must pass two road tests at least 8 months  
apart. Full driving privileges (including the  
400 series highways) are now earned in two  
stages.

I suspect there are a lot of boaters on the  
water who are really good seaman as far as han-  
dling a boat goes but who have never picked  
up even a basic bit of book or classroom educa-  
tion.

I have to ruefully admit that although I have  
had a license to drive an automotive vehicle for  
over 50 years my granddaughter has given me a  
few pointers. We are never too old to learn. I  
hope we are not too proud to learn.

There is more to learn about boating than  
knowing that one does not wear one's cap in  
the clubhouse.

Basic course under . . . . . \$200.00

Annual membership under . . . . . \$40.00

Your family's safety . . . . . PRICELESS!

Sincerely;  
Commander  
Cal Traver

**Sign  
UP!**



George Williamson teaching Boat Pro

First off, I want to thank Binda Fraser (our Commander's Daughter), who did a marvelous job of publishing our last newsletter. I think it was the most professional looking Dry Rot we have ever done! She is not a member of the Squadron, but has gone out of her way to help us; Thank you Binda!

I think everyone who attended the Christmas Dinner and Dance at Marquis Gardens had a real good time. Every person received a prize! Donna Madden was commandeered as our Entertainment Officer. Donna and Bonnie Hazell did an amazing job in an amazingly short time to put on a most enjoyable evening. I am sure others helped out, please forgive me for not including you.

I got to the boat show this year, mainly to have a look at electronic charting equipment. Wow, there sure is lots of choice! Personally, I want a system that I can use on the water and on the road. My work takes me to many places, and having the ability to be led to an address (with voice prompts no less), is very appealing. I have used GPS since its inception, but now feel the need to move up. My memory is not as good as it used to be and stopping frequently to consult a map often on a busy roadway, changing to reader glasses etc. is very unnerving.

The cheapest way to go (assuming you already have a lap top computer) is to use the computer loaded with navigation software and the appropriate maps (for land use) and charts (for boating). Lap tops generally have nice big screens which is another good reason to look at this option. One disadvantage of using the lap top is the mess of peripheral wiring etc. There has to be a power cable for the computer and one for the GPS receiver, plus a cable between the GPS and the lap top. All this equipment is a little ungainly parked on the

seat or dash of a car, or the bridge of a boat for that matter. It would be most practical to be able to remove the system easily, put it out of sight to discourage theft, or be able use it in another vehicle or boat.

One unit by Garmin that I liked, is a self contained fully portable GPS electronic charting unit. Only problem is that the unit has a smallish screen and loaded with all the maps and charts comes in at around \$1300. including taxes.

Another surprising unit by Garmin (iQue 3600) is PDA based, complete with street maps, GPS receiver, voice prompts, MP3 player, voice recorder, plus all the usual PDA features. The price is less than \$600. It would require some fiddling to install marine charts. It requires a charging cable during use, as it will run only about an hour on its own. A gentleman I met at the Garmin booth raved about it. He had just come back from touring the continent and the iQue 3600 had guided him faithfully everywhere he went, without ever getting lost.

Well, I have lots to consider now. It is truly amazing at how much sophistication there is now. To think I started off augmenting my DR and chart work with good old RDF (Radio Direction finding) in the 60's, moving to Loran-C in the 80's, to GPS in the 90's. Now, I can have a complete navigation system that shows me a map, when to turn and even talks to me, right in the palm of my hand!



*Garmin iQue 3600*

**Mike Kott**

## WHEN THINGS GO RIGHT ...

Many boating stories and articles (even some of my own) moan and groan about storms and trials and tribulations endured while boating. I would like to talk now about when things go right, when they could have gone disastrously wrong.

One trip that comes to mind, is when I sailed on the east side of Georgian Bay, from Point Aux Baril to the Bustard Islands. This is one hazardous stretch of water. You are on a dangerous lee shore, with off shore rock shoals that extend out a long way. Also, unless you have a lot of local knowledge, it is very difficult to position yourself visually. When I was there, GPS was not yet in service and my LORAN-C was not reliable enough to trust implicitly.

On the day in question, I left Point Aux Baril around 1300 with a moderate West wind. My plan was to motor out, keeping the two light house ranges in line, until I got to the reporting buoy, then sail a close reach north to the west end of the Bustards, then go in along the "Gun Barrel", along the North side of the Bustards.

I did just this. It was a worrisky sail with rather gusty winds that regularly laid the boat well over, as I had to keep a goodly amount of sail on to keep my speed up. I made it to the light houses on the north side of the Bustards OK, but just after turning off the Gun Barrel, got temporarily lost. Immediately circling back, I got straightened out, then headed back, winding my way around the little islets and rocks there, looking for shelter. Not long after setting my anchor in a little niche; it was dark. Another few minutes, I could not have made it. It would have been a long tiring sail to get to the only viable alternative.....Killarney. Someone was watching over me.

Another time was on a trip from Turnbull Island (South East of Blind River), headed east towards the Whalesback Passage. There was fairly fresh West wind. I motored my way out of the main anchorage



*Here are a couple of pics of a fish tug coming into the harbour at Killarney Ontario*

of at Turnbull head to wind, rounded Basset Island and started sailing with just a working jib. I find it harder to sail safely downwind than going to weather, especially when the course you want to run is the same direction as the wind. The safest way to do this, to avoid accidental gybes, is to sail on a series of broad reaches. Because of the increasing wind strength and a funneling action as I approached the confines of the "Whalesback", it was getting tricky to gybe smoothly with out straining the sail. Even with sheeting in the weather sheet, the sail would make a disturbing pop as it gybed. Another prob-

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lem was navigating with the chart on my lap. It was very difficult to hold on to the chart and position myself because of the wind and waves. I was attempting to get as far east as I could, but this was getting a little dangerous for a single hander. I decided instead, to duck into John Harbour, between John and Dewdney Islands. I know this area pretty well (or so I thought). There are three shoals that you must avoid while coming into John Harbour from Le Seur Island at the north. The boat was bombing along nicely now, in the lee of LeSeur, then Dewdney Islands. The sun was on my back and I guided Christina while standing on the cockpit combing to get more height, while holding on to the backstay and steering with my toe! You could see the shoals to the east along John Island (boulders and rocks) I favor the east shore to avoid the almost invisible rocks to the west located in the middle of the harbour. Once past these, I hardened in the jib and headed for "my spot" just to the south east Cleary Cove. With two tacks I made it and anchored under sail.....home.

I tidied up the boat, then relaxed in the cockpit with a drink and a snack. It was then I noticed something floating on the water about four hundred feet away. At first, I thought how dare someone litter these pristine waters! But, on closer examination it turned out that it was a plastic bottle tethered to an uncharted rock. I was shaken to learn that rock was there, after passing that area unknowingly, many times.

Someone was watching over me!

**Mike Kott**

## FROM THE CHART TABLE OF FLO LAMINAR

We, boaters often take guests out on our vessels for a few hours so they can experience one of the most pleasurable and gratifying recreations that I can imagine.

I know that as a responsible owner/operators, we do all the prudent things to ensure safety and comfort of our guests, and probably go to a little extra effort, if the guests are "first timers" or if even they are fairly new to boating.

I wonder how many of us tell our guest how to react should we, the operator, become incapacitated. Would they know how to summon help? Would they be able to tell the rescuers where the boat is? Could they describe the boat to would be rescuers?

Just imagine a landlubber out for a day on a sloop that is beating and heeled, say 20\* to 25\* and heading full tilt for an anchored salty, a scant 100 yards away. Could he stop it? Would she know to head it up into the wind instead of performing a gybe the might knock her head off, and endanger the boat as well? How about a similar scenario on a motor vessel? Could the guest slow and stop the boat or steer it away from danger? Would he know to keep enough way on to maintain steering? Does he know to head her into the wind and waves to avoid a very uncomfortable boat ride or, at worst, broaching to?

Occupying your new boaters' minds with the acquisition of some basic knowledge, and even limited abilities in boating may also serve to keep their thoughts off what their inner ear may be up to.

And who knows?, should our guests for a few hours, some day become boaters themselves, we may have instilled a sense of care and consideration in them that will ultimately benefit all of us.



And what is wrong with that?  
**It's my watch, Gotta Go**

**FLO**



## From our Christmas Party...



*Bill Hazell at the 50/50 desk.*



*Bonnie Hazell receiving guests.*



## Dry Rot Assembly

At the Carey house  
82 Clarendon Ave. Hamilton.

*Boat Pro Officer setting up a display at classes.*



## To Our Members:

Well, with winter almost gone & spring almost here, soon we will be getting our boats ready for another season. We have our 2005 Boating class underway with a compliment of 40 students. HPS will be offering the usual spring courses, Boat Pro, VHF, & GPS. In addition this spring we hope to offer a First Aid Course with it tailored to suit boating. GMDSS (Global Marine Distress Safety System) upgrade will also be available. Check the website or call the Hotline for more info on dates **905-388-1227.**

HPS has for the last year been developing a good relationship with the Hamilton Regional Police Service, particularly the Marine Police. As you may know the Marine Police Unit is known as the Hamilton Halton Marine Police who provide service and protection in Burlington Bay as well as a large area of the west end of Lake Ontario.

We are pleased to have as our liaison officer Constable Rob Garland, who was instrumental in HPS being able to use a conference room at the East Hamilton Police Station for instruction of the Boating Course.

Officer Garland is an enthusiastic supporter of CPS whose expertise and guidance are highly valued. Safe Boating Week is approaching and we are working on a campaign for the Hamilton area to raise the awareness of CPS, and to encourage boaters to be responsible, knowledgeable and safe boaters. You can be a part of this, an important part; talk to your boating friends about the value of the knowledge one can acquire from CPS. Tell them also that it is an excellent way to continue their boating hobby through the winter, getting some smarts and having a good time doing so.

See you on Feb 20/05 when you can enjoy a great breakfast prepared by your officers of the bridge.

**Cdr. Cal Traver**

## SECURITY REQUIREMENTS WHEN VISITING UNITED STATES WATERS

In the wake of the events of September 11, 2001, United States authorities have established a number of new homeland security requirements. Anyone operating a boat in US waters must abide by these requirements.

### US naval vessel protection zone

Other vessels are prohibited from passing within 100 yards (92 metres) of any US naval vessel. If it is essential for another vessel to enter this zone in order to ensure a safe passage, that vessel must first contact the US naval vessel in question (or its US Coast Guard escort vessel or the official patrol, if applicable), using VHF/FM radio Channel 16; and it may proceed only as directed.

Outside this 100-yard zone, other vessels approaching a US naval vessel within 500 yards (458 metres) are required to operate at the minimum speed necessary to maintain a safe course, and to proceed as directed by the commanding officer of the US naval vessel in question or the official patrol.

If any vessel fails to abide by these requirements, it is subject to immediate boarding by US authorities and the violators face a prison term of up to six years and a fine of up to 250 000 US dollars.

As well, approaching certain other commercial vessels may result in immediate boarding by US authorities.

### Other US security zones

There are several other kinds of security zones of which boaters visiting the US must be aware. Listed below are specific security warnings transcribed from US Coast Guard publications:

- “Observe and avoid all security zones. Avoid commercial port operation areas, especially those that involve military, cruise-line, or petroleum facilities. Observe and avoid other restricted areas near dams,

power plants, etc. Violators will be perceived as a threat, and will face a quick, determined, and severe response.”

- “Do not stop or anchor beneath bridges or in the channel. If you do, then expect to be boarded by law enforcement officials.”
- “Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local authorities, the Coast Guard, or the port or marina security. Do not approach or challenge those acting in a suspicious manner.”

### Using current information

Anyone intending to operate a boat in US waters should—before leaving Canada—obtain the latest update of the US homeland security requirements set out above, as well as full information regarding such other matters as US immigration and customs requirements, US boat licensing requirements, and US maritime VHF radio licensing requirements.

Both the US Coast Guard and US Immigration and Customs Enforcement are part of the US Department of Homeland Security. Its website is <http://www.dhs.gov/>.

**More courses available in Spring of 2005**

For more information, please call:

HPS Hotline: 905-388-1227

## **Boat Pro – Pleasure Craft Operator's Card**



**Sunday March 6  
from 9 am – 4 pm  
at**

**Hamilton Police Service**  
East End Station  
2825 King St. East



## **Restricted Marine Radio Operator's License**

**Saturday March 5  
from 9 am till 4 pm  
at**

**Hamilton Police Service**  
East End Station  
2825 King St. East

**Call 905-388-1227**

## **HAMILTON POWER & SAIL SQUADRON**

### **2004/2005 BRIDGE**

Squadron Commander	Cdr Cal Traver	P	905-628-0645
Immediate Past Commander	P/C Rick Crook	JN	905-627-8954
Executive Officer	Lt/C Gabriella Lorincz	P	905-765-1674
Training Officer	Lt/C Mike Gray		905-765-7023
Assistant Training Officer	(Vacant)		
Secretary	1st Lt Bonnie Hazell	P	905-689-6690
Treasurer	1st Lt Michael Finkbeiner		905-570-7972
Membership Officer	1st Lt Art Carey	AP	905-383-6672
Assistant Membership Officer	Lt John Nydegger		905-389-8830
Public Relations Officer	P/D/C Percy Brown	JN	905-544-5070
MAREP/ Environmental Officer	(Vacant)		
Entertainment Officer	Lt Donna Madden	P	905-578-0398
Communications Officer	1st Lt Vicky Grimshaw	P	905-628-0645
Editor Dry Rot	1st Lt. Mike Kott	S	905-529-8339
By Laws & Protocol	P/R/C Marney Warby	AP	905-389-5719
Historian	P/V/C Ralph Probert	N	905-529-1272
Regalia Officer	P/R/C Marney Warby	AP	905-389-5719
Boat Pro Coordinator	1st Lt George Williamson	AP	905-545-9181
Port Captain Hamilton	P/C Murray Thompson	AP	905-681-8641
Auditor	1st Lt Frank Lauinger	JN	905-522-6530
Halton Police Services Liaison Officer	Rob Garland		905-546-4941 X5207

## **Hamilton Power & Sail Squadron:**

### **Bridge Meetings**

First Thursday of the month 1900 hr  
at Macassa Bay Yacht Club.

**Mar 03/05**

**Apr 07/05**

**AGM : May 06/05**

**Aug 16/05**

Commander's BBQ